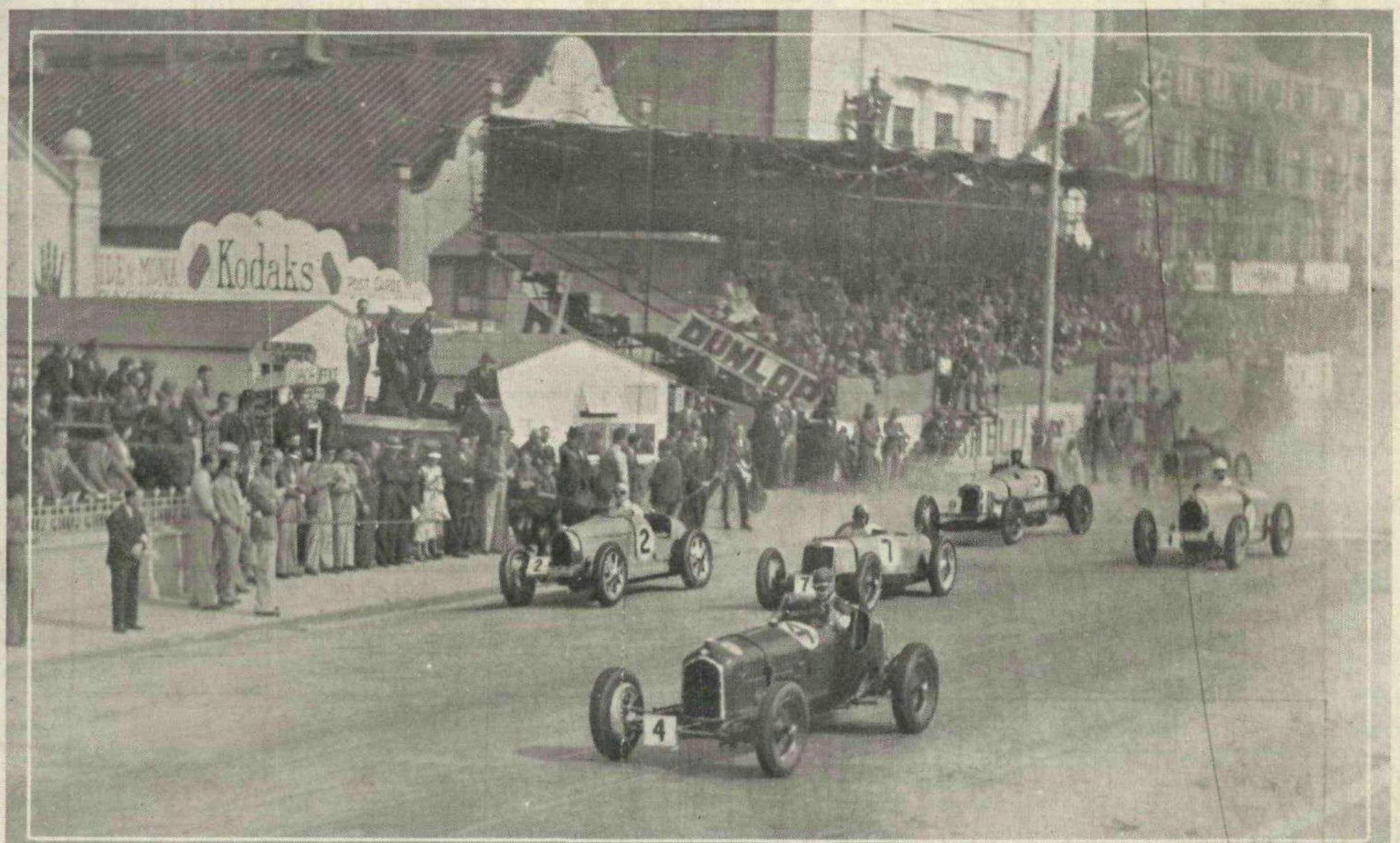
Vol. X. No. 9 **Fully illustrated accounts of Le Mans, I. of M. Races, and the B.E. Trophy.** *July, 1934*

MOTOR SPORT

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SIXPENCE MONTHLY



The start of the Mannin Moar Race. Hon. Brian Lewis (Alfa Romeo) darts ahead, followed by Rose-Richards and Dixon. [*Motor Sport Photograph*

MANNIN MOAR

1ST Hon. Brian Lewis (ALFA ROMEO)

2ND C. J. P. Dodson (ALFA ROMEO)

3RD Cyril Paul (RILEY)

The three cars that finished were all fitted with Ferodo Brake Linings.

THE R.A.C. MANX RACES
MANNIN BEG

1ST N. Black (M.G. MAGNETTE)

2ND C. J. P. Dodson (M.G. MAGNETTE)

3RD G. E. T. Eyston (M G. MAGNETTE

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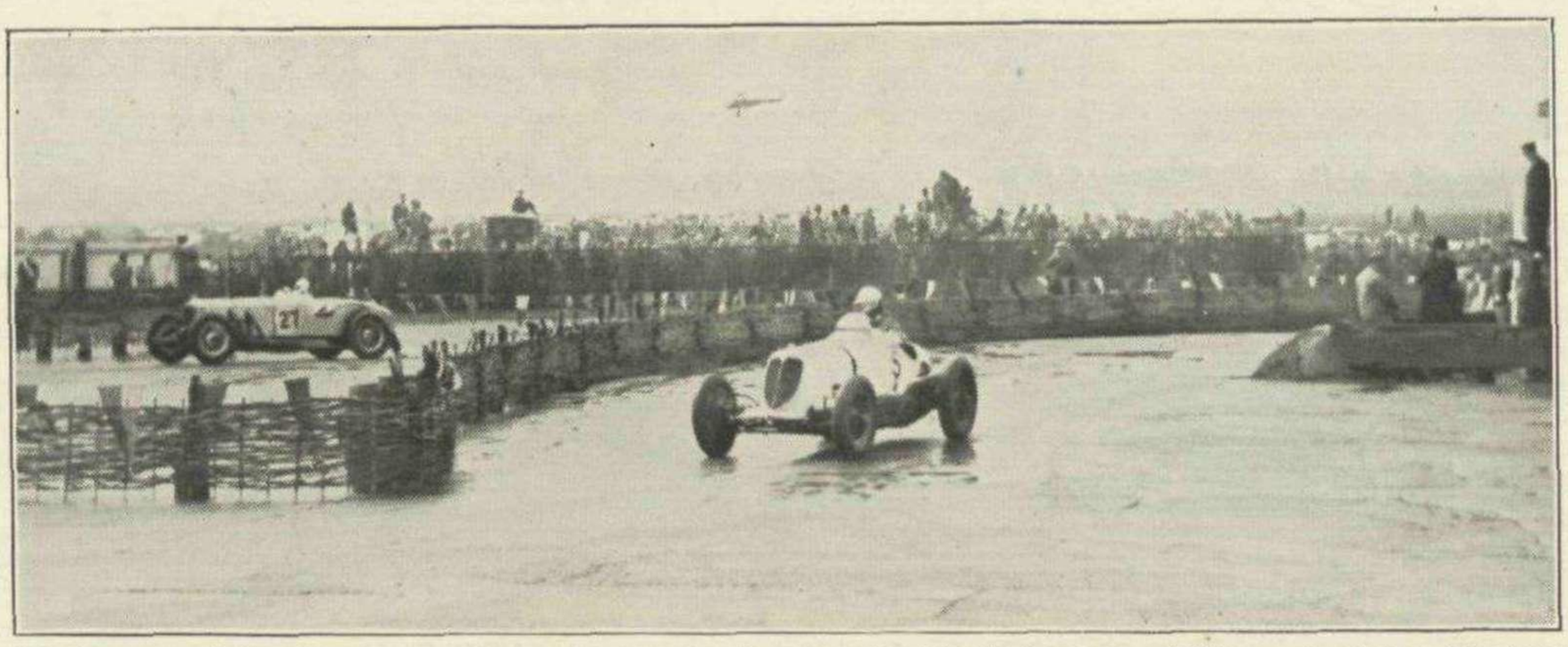
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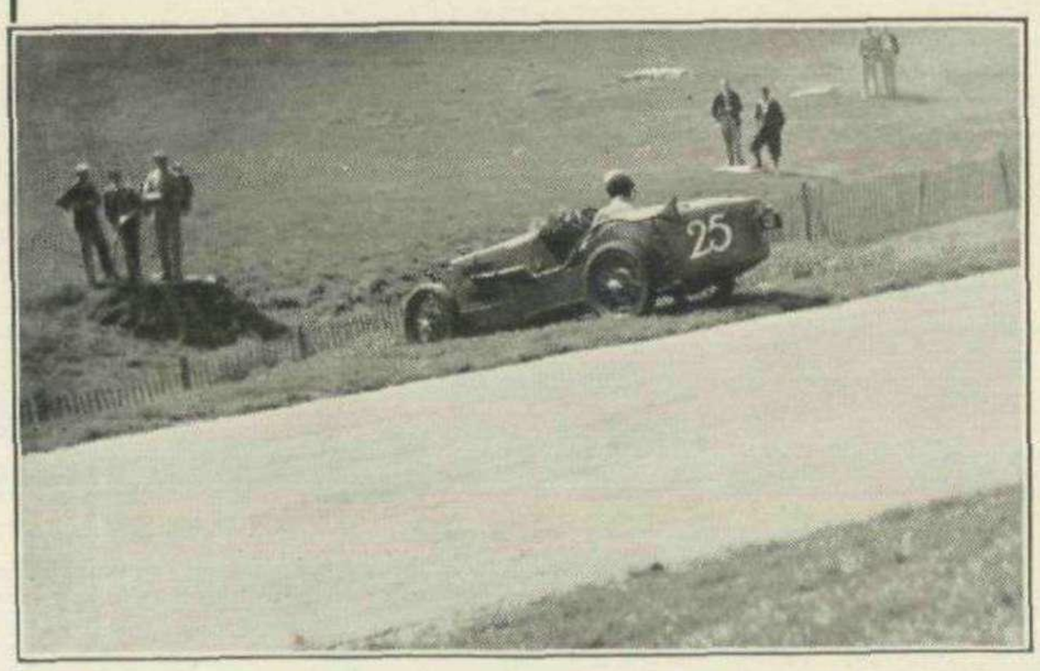
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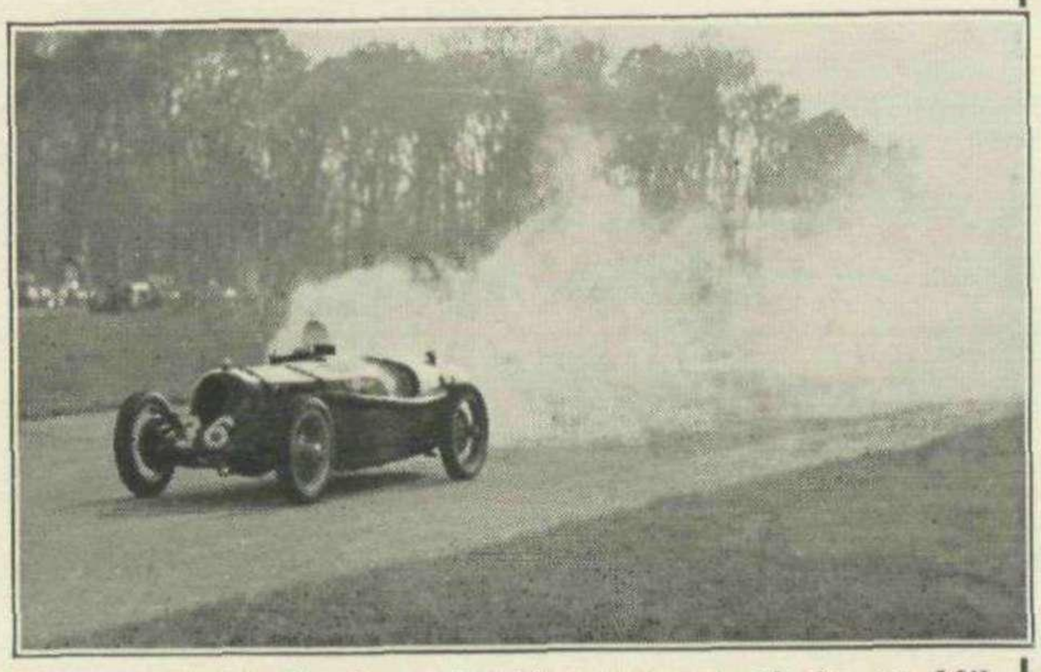
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This undignified position was taken by F. Levy (M.G.) in the first race of the day. The car was undamaged.



Blown up! E. K. Rayson's Riley fell out of the 25 Mile Handicap when lying in second place.

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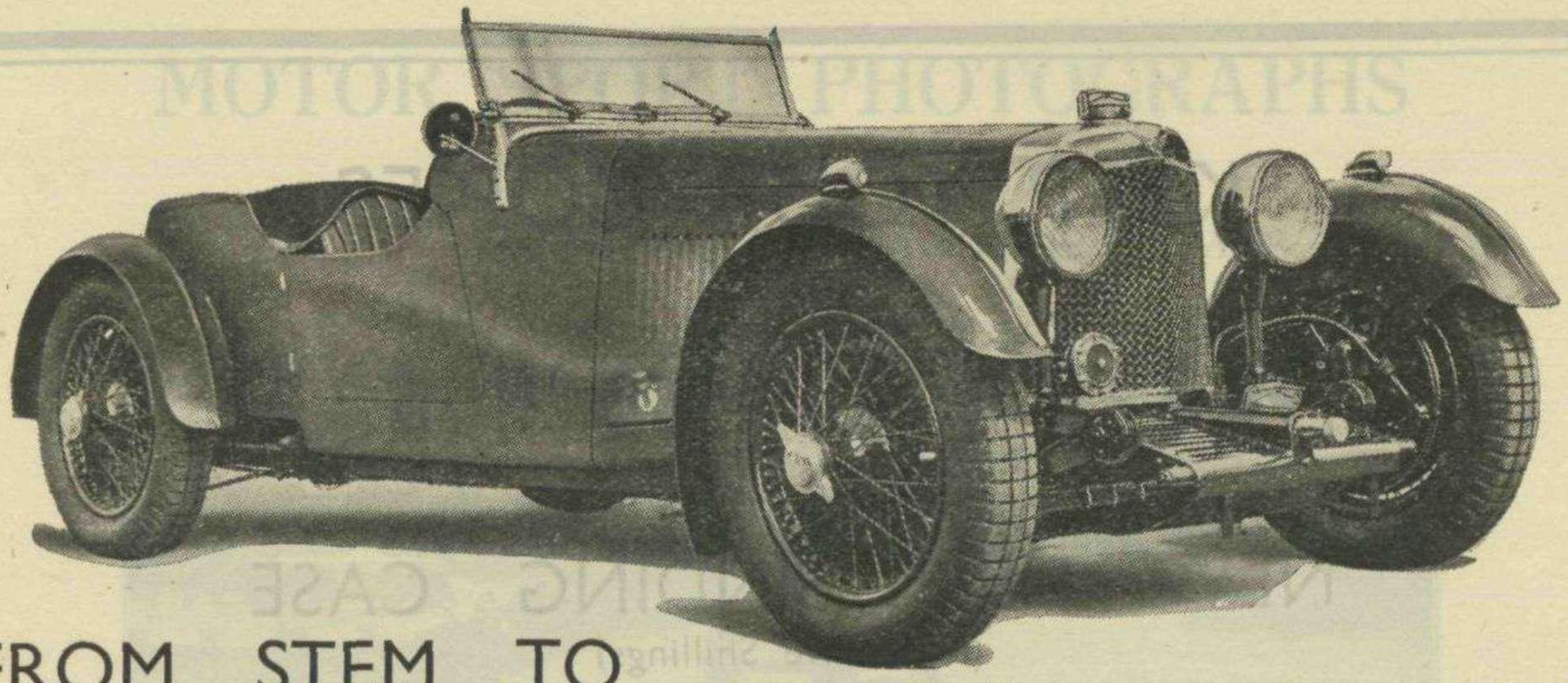
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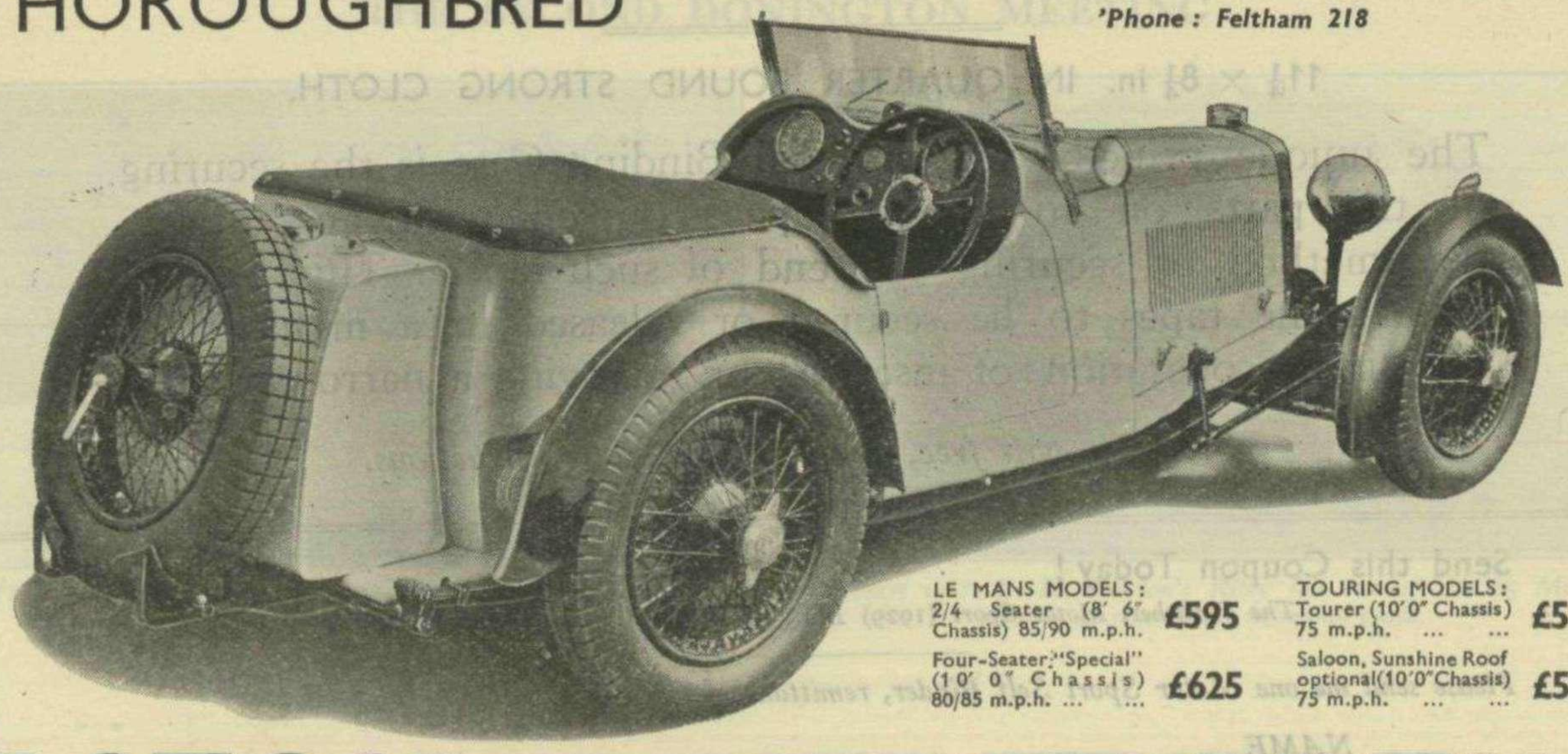
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EMPIRE TROPHY AFTERTHOUGHTS.

TO plan an entirely new circuit at Brooklands and then run a handicap race for cars from 750 c.c. to 3,000 c.c. was a task which must have given Harry Edwards, of the British Racing Drivers Club, many sleepless nights. But everyone who was present at Weybridge on Saturday, June 23rd, must surely agree with us when we vote the British Empire Trophy a really successful event.

The straw bales, which replaced the usual sand banks, gave the artificial bends a much nearer representation of the real thing, and, in spite of poor John Houldsworth's regrettable accident, they have been proved on the Continent to be as safe a barrier as it is possible to construct—especially if they are not packed too close together. From the drivers point of view this circuit was certainly the most road-like that has yet been seen at Brooklands.

And now we should like to voice a little constructive criticism. In the first place, the arrangements for score boards could have been a lot better, but we fully realize the difficulties here. The main trouble is, of course, that the spectators are watching from so many different positions. The only solution to the problem as far as we can see would be to have something really massive, either on top of the Vickers Sheds or high up on the Members Hill.

It was a great pity the race had to be run on a handicap basis, but, of course, that could not be avoided. It is essential to have, at the very least, 15 starters to make a good race, and as it was there were only 11 entries in the big class, two of whom were non-starters. In the smaller class the 1,100 c.c. blown cars were as fast as the 1,500 c.c. unblown cars, so that these two classes could really be run as one.

It might be possible next year to run three separate races, the first starting at about 10 o'clock in the morning and ending about 12 noon, the second starting at 12.30 and ending at about 2.30 in the afternoon, and the last race, which would be the big event, starting at 3 o'clock. The distance of the three races being 100 miles for the smallest class, 150 for the middle class, and probably 200 miles or more for the big cars.

But to get back to the actual race we have just witnessed. If ever a man deserved to win the trophy it was George Eyston. For years now he has put up a good performance in all our big races. His driving has been fast and, at the same time, unspectacular. Frequently his name has appeared among the first half-dozen past the winning post, but, somehow, he has very seldom been the actual winner.

Whitney Straight's driving was, as usual, a joy to watch. On every lap the car took exactly the same course at the corners and always looked *completely* under his control. On the whole the standard of driving was good, but the fairly fast bend at the Members Bridge certainly gave one an excellent opportunity of sorting the sheep from the goats, a driver who showed up particularly well at this point being Penn Hughes.

Congratulations to Eyston on his win, and Edwards and his colleagues on organising a first class event.

CONTENTS

	PAGE
Grand Prix d'Endurance	388
Rumblings	393
Count Trossi Wins at Montreuse	397
News from the U.S.A.	398
New Aston Martin Model	402
Shelsley at its Best	403
The Mannin Races	407
The Southport "Hundred"	415
Guy Moll's Fine Victory at Avus	417
Motor Cycles in the Isle of Man	419
Italian Idea, The	423
New British Empire Trophy, The	425
All Weather Touring—Special Six Renault	430

ENGLISH SMALL CARS SWEEP THE BOARD AT LE MANS

GRAND PRIX D'ENDURANCE WON BY CHINETTI (ALFA ROMEO).

THE Sarthe circuit has been since its inception the testing ground of the British sports car, and this year in the small classes our constructors have brought off a series of successes quite comparable to those of the Bentley of former days. Aston Martins showed a fine turn of speed and stamina until they were eliminated by a series of unusual troubles, and after the Astons had fallen out their places were adequately filled by Riley, M.G., and Singer. All but two of the large cars disappeared by the end of the first twelve hours, and the winner was in constant trouble with a damaged petrol tank.

A large entry, of which more than 50 per cent. were driving British cars, had been received for this year's 24 Hours Race, and actually 44 cars came to the starting line. Practising was uneventful, and no exceptional speeds were put up. An interesting car eliminated at the last moment was the Duesenburg, entered by Prince Nicholas of Roumania. The throttle valve stuck open on the morning before the race, liquid petrol washed the oil off one piston, and it promptly seized. He was undeterred by his misfortune, and has already decided to run again next year.

The course and the regulations of the race remained unaltered, but a second storey had been built over all the pits. The top floor was nominally for the équipes underneath, but as they cost £25 each, not everyone cared to acquire one. The Grand Stands and pits were as usual gay with national flags and advertising banners, with the familiar beds of geraniums outside the A.C.O. offices; and bright sunshine and jostling crowds all added to the holiday atmosphere which prevails at Continental motor races.

Drivers and mechanics stood chatting in little groups round the cars; then came the stentorian voice of the loud-speakers. A minute of confusion, then all the cars were ranged in front of the pits, pointing diagonally up the road, Veyron's 4.9 Bugatti nearest the flag, with Metchim's little Austin nearly a quarter of a mile away at the other end of the line.

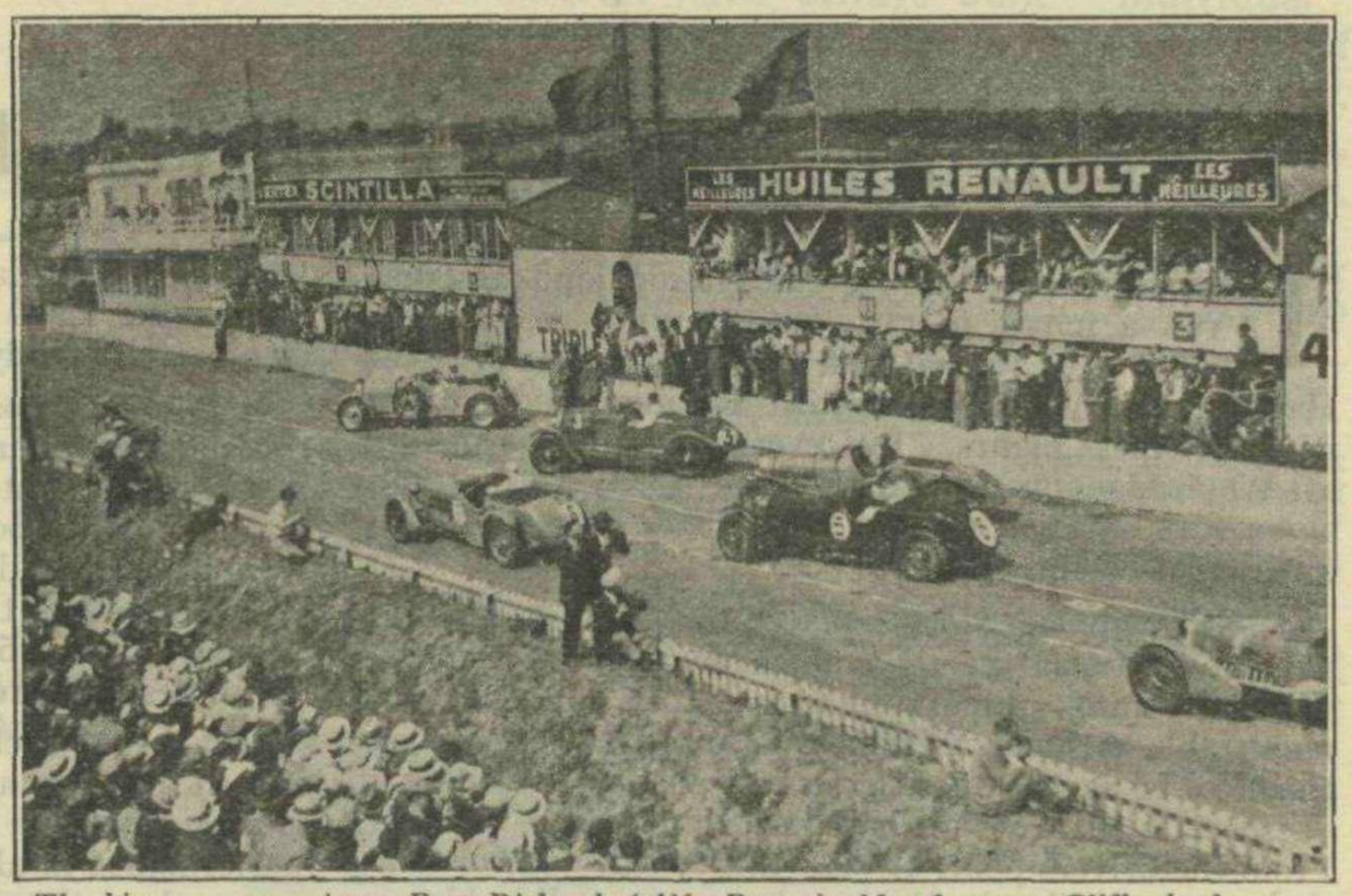
The drivers faced their cars on the other side of the road, many of them darting nervously across to see if doors were open and ignition on, until the starter raised the Tricolour.

Down swooped the flag, and Sommer was the first to press his starter button; but Rose-Richards, who was on his right, got away before him. F. E. Clifford, on a green-painted Alfa, was second round the corner, followed by Sommer and Chinetti, both on 2.3 Alfas, and Labric, driving the Equipe Veyron 4.9 Bugatti. Rose-Richards still led on the second lap, hard pressed by Sommer, who appeared in the lead the third time round. The order then became Sommer, Rose-Richards, Chinetti, Clifford, all on 2.3 Alfas, and remained so for some laps. Next came Labric's Bugatti and Brunet's 2.3, followed closely by Ford on a blown Magnette.

Compared with this first group, the small cars seemed rather tame, but the Astons soon got moving. All, that is, except the unfortunate Bertelli. His gearbox seized in bottom gear at Arnage in the first lap and the car spun round to face the opposite way. After half the field had rushed up and swerved round him, he was able to pull in to the side of the road, and after a stop of twenty minutes got going again.

After the first hour Sommer still led, but he had experienced engine trouble in practice, and it was doubtful if his car would last the course. Rose-Richards and Chinetti were half a mile behind, then came the other Alfa. Labric's high touring 4.9 Bugatti contrasted strangely with Brunet's 2.3, which had a long sloping tail; and Ford's performance on the M.G. was particularly creditable if it could keep it up. Dixon on a 1,500 c.c. Riley, Morris Goodall on Aston Martin and Brian Lewis on a Singer of the same capacity were all on the same lap, but Lewis lost some time with a choked petrol filter.

Sommer did not remain in the lead for long, for at 5.30 it was announced that his car had caught fire at Arnage. He jumped clear without injury and managed to put out the blaze, but the car was too much damaged for him to continue. This accident put Rose-Richards in the lead, and as he was being closely pressed by Chinetti, and had only a 10 seconds lead at six o'clock, the fight for first positions was evidently going to be a keen one. The Clifford-Saunders Davis Alfa was a lap behind, while the order of the other leading cars remained the same. Ford's fast driving had brought him into sixth place, while Fotheringham led the Aston Martin team cars.



The big cars get going. Rose-Richards (Alfa Romeo), No. 6 passes Clifford, the two Bugattis, and the Lorraine. Sommer, in his streamlined Alfa, is seen coming up from the right.

The heat was still intense, and several of the English drivers made it quite clear what they intended to do with a bottle of beer when they returned to the pits; while one driver we noticed contentedly munching a sandwich as he drove down the Hippodrome straight. Another thing not quite so amusing was a small English car which persisted in remaining in the middle of the road despite the shouts and wavings of Labric in the Bugatti. The hot sun had affected the surface near Arnage, and chippings had to be spread on it, and the Esses on the New Road were also rather loose.

At 6.30 Rose-Richards drew into the pits, refuelled and tightened up the shock-absorbers, and Lord Howe took his place at the wheel. Chinetti was evidently not going to stop for some time yet, and the English driver set off at a cracking pace to try to make up for the delay.

Mechanical trouble soon makes itself felt at Le Mans, and the first retirement from that cause was the Derby driven by Mrs. Stewart, with lack of oil pressure. This was the first time these neat little cars with their V8 engines had appeared in competition, and the popular Mrs. Stewart's mishap was received with sympathy at the stands. An M.G. owned by Menier, the chocolate magnate, went out a short time later, a hole burnt clean through the piston, owing to the drying effect of running on pure benzol; while Fourny, on a Bugatti, was disqualified for refuelling away from the pits.

Lord Howe was still in strong pursuit of Chinetti and caught him just after 8 o'clock. The English driver had soon built up a 50 yards lead; then the Italian pulled into the pits for refuelling and change of drivers. Etancelin leapt in, all

ENGLISH SMALL CARS SWEEP THE BOARD AT LE MANS—continued.

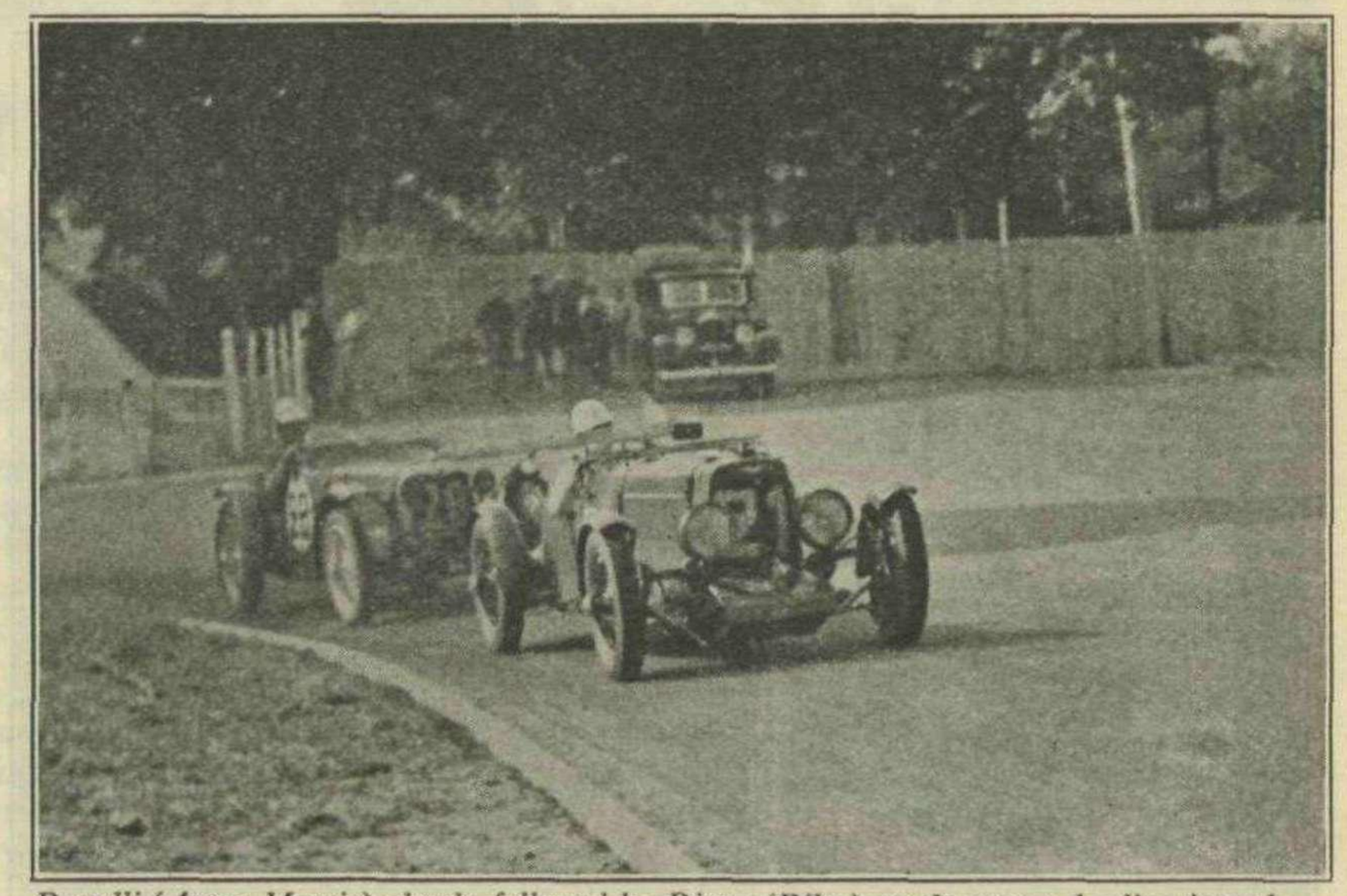
impatient to be off, but the mechanic took him by the shoulder and pointed to the back of the car. Back axle or tank evidently, and Etancelin returned to the pit counter. Last year's lesson about having a good supply of chewing gum had evidently sunk in, and all hands were soon engaged in providing the necessary "cement." This delay gave Lord Howe a lead of over two laps, and as there was still 19 hours of racing to accomplish, there did not seem much prospect that Chinetti's tank would stand the strain. Rose-Richards came in and took over from Lord Howe while Etancelin was held up. Clifford's Alfa was stopped at the pits with a broken valve guide, and was withdrawn.

Ford and Baumer on the blown Magnette had been going splendidly, and were sixth at the third hour, fifth at the fourth, and finally fourth at the fifth hour. Their last year's experience at Le Mans had given them some ideas about pit organisation, and a particularly bright notion was the neon lamp pit-signal worked from a car battery. Lord de Clifford, a near neighbour of theirs at the pits, was not so fortunate, for though the Lagonda Rapier was running like a clock, a chance stone had smashed the glass in one of the driver's goggles and he had to come in at intervals to have his eye dressed.

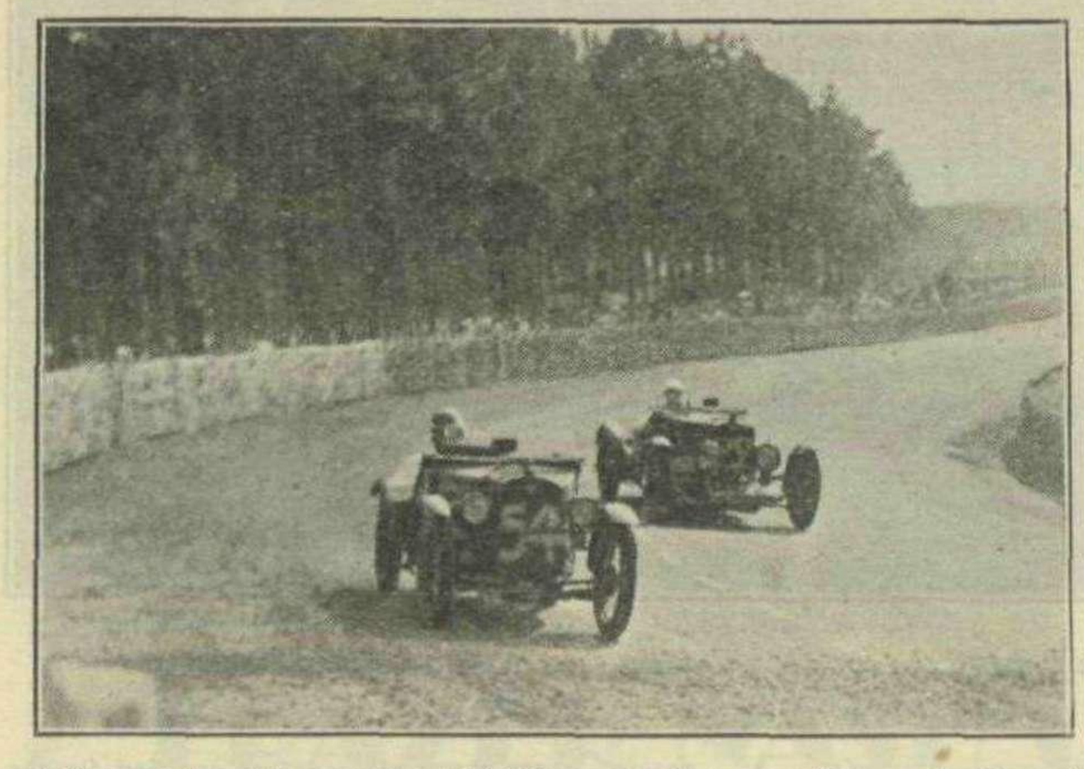
Just before 9 p.m. the announcer reminded the pit-managers that the lights had to be lit. This caused a certain amount of bother to one of the Aston drivers, who did not realise that the regulations called for head-lights and continued on his side-lights alone. The French officials did not wish to stop the car unnecessarily, and risked their lives on several occasions by dancing in front of the fast-moving car and pointing to the head-lamps, much to the driver's amazement.

ORDER AFTER 6 HOURS.

1. Lord Howe–Rose-Richards (Alfa Romeo)	59	5	56	13
2. Chinetti–Etancelin (Alfa Romeo)	56	5	55	01
3. Veyron–Labric (4.9 Bugatti) ...	54	5	54	25
4. Ford–Baumer (M.G. Magnette) ...	53			
5. Brunet–Idlanet (2.3 Bugatti) ...	52			
6. Fotheringham–Appleton (Aston	51			



Bertelli (Aston Martin) closely followed by Dixon (Riley) at the corner leading into the Hippodrome straight.



Metchim's Austin, the smallest car in the race, is chased round the S bend by Appleton on an Aston Martin.

followed by Morris Goodall-Elwes (Aston Martin), Dixon-Paul (Riley), Bertelli-Penn-Hughes (Aston Martin), Sebilleau-Delaroche (Riley).

With such a useful lead the position of the leading car seemed well assured for the hours of darkness, but just after ten it was seen that Lord Howe was no longer coming round. No news could be had for some time, and then it was learnt that he was stranded over on the Hippodrome straight with lights not functioning. Thomas, his mechanic, immediately set off to see if he could offer any advice, not, of course, being allowed to work on the car away from the pits, only to find that the driver had repaired the short and was continuing at speed. This mishap had cost him an hour and twenty minutes, but there was still two-thirds of the race to run.

The lights again gave trouble an hour later, but were quickly put right, and the chase went on, but greatly to everyone's disappointment the clutch gave out at two in the morning, and the car had to be withdrawn.

Veyron's Bugatti, which had been in second place since 11, ran a big-end an hour later, so Chinetti, with a six-lap lead, had nothing to worry about except his petrol tank. Ford's remarkable Magnette was in second place, with Appleton and Elwes, on the two Aston Martin team cars, close behind. This happy state of affairs did not last long, for Appleton went off the road at the sharp corner at the beginning of the Hippodrome straight, while Ford was involved in a spectacular accident just before White House. Braking hard to avoid Quinalt's Tracta, he turned round and skidded backwards into it, and Brunet, who had been lying fifth on 2.3 Bugatti, slid into the ditch in trying to avoid the other two. The Tracta came out of it best, being able to continue after the tail had been straightened out; while Ford's petrol tank was too damaged to continue, and Brunet retired at the pits.

Some brilliant driving by Penn-Hughes and Bertelli had brought the third team Aston Martin into a useful position, but the starter pinion somehow engaged with the flywheel and locked everything solid, causing its retirement when most wanted. It fell then to the Rileys, which had been going well throughout, though at a slower pace than the Astons, to take up the running for England. Von der Becke and Dixon on 1½ litre cars, and Sebilleau, the French driver, on a similar car, all entered the select circle of the first six.

ORDER AFTER 12 HOURS.

1. Chinetti-Etancelin (Alfa Romeo)	110	11	58	39
2. Morris Goodall–Elwes (Aston Martin)	102	11	57	
3. Sebilleau-Delaroche (Riley) ...	99	11	59	37
4. Von der Becke-Peacock (Riley)	98			
5. Dixon–Paul (Riley)	97			
6. Barnes–Langley (Singer) ...	96			

followed by Newsome–McClure (Riley), "Vincent"–Faulkner (Aston Martin), Martin–Eccles (M.G.), Porthault-Vernet (Lorraine).

Dawn broke with almost tropical suddenness, but at 4 a.m. there was little to report, and all those who were not actively engaged in motoring rolled over to the other side again to get another hour of sleep. Unlike last year, the weather had remained good except for slight patches of mist, much to the satisfaction of the drivers and those who had

ENGLISH SMALL CARS SWEEP THE BOARD AT LE MANS—continued.

gone to sleep in the open round the course. The all-night bars were serving liquid which bore some resemblance to coffee to their rather sleepy customers, and the dancing floors were at last silent.

Hendy's Singer had been disqualified after 13 hours for not covering its minimum distance; the second Derby had gone out with engine trouble, likewise a Salmson and a small Bugatti, but 31 cars were still circulating. At 6 a.m. Rileys were 3, 4, 5, 6, but Charles Martin displaced Newsome from sixth place. About 7 o'clock the wan spectators on the stands were serenaded by gramophone records of operatic sopranos and marches by accordeon bands, and showed their disapproval by derisive shouts. Behind the pits, however, a more English atmosphere prevailed, and well-known Brooklands habitues were seen washing themselves under water taps, while their devoted wives cooked bacon over Primus stoves. Etancelin, Morris Goodall and Sebilleau relieved their opposite numbers at the wheel, and Dixon prepared to take his turn; but apart from that a Sabbath torpor still prevailed.



L. Chinetti (Alfa Romeo) winner of Grand Prix d'Endurance.

ORDER AFTER 18 HOURS.

1. Chinetti–Etancelin (Alfa Romeo)	164	17	58	02
2. Morris Goodall–Elwes (Aston Martin)	154	17	59	32
3. Sebilleau–Delaroche (Riley) ...	150	17	57	18
4. Dixon–Paul (Riley)	148			
5. Von der Becke-Peacock (Riley)	148			
6. Martin–Eccles (M.G. Magnette)	147			

followed by Newsome–McClure (Riley), Lewis–Hindmarsh (Singer), "Vincent"-Faulkner (Aston Martin), Mahe-Devigne (Bugatti).

All these, except the Bugatti, and the next six runners were British cars, which was very satisfactory. There was a sudden change of fortune just after 10, however, for Morris Goodall's Aston failed to come round, and neither did Fotheringham's. No news could be had for a time, then it was learnt that the former had retired with engine trouble, while the other car was held up with a damaged oil pipe, which ultimately proved impossible to remedy. It was a sad ending to a fine run, for the cars had been capable of close on 110 m.p.h., handled exceptionally well, and lapped the course at nearly 80 m.p.h. or as quickly as anything except the Alfas.

The rest of the race was uneventful, led by the Alfa, which was lapping steadily at 75 m.p.h., with occasional stops to inspect the petrol tank. The old four-seater Lorraine, which has been almost as constant a visitor to Le Mans as M. Faroux himself, gave up with mechanical trouble. The Lagonda had been making steady progress in its first race until after midday, when it started to run on three cylinders, but the defect was only a warped valve, and on three it finished.

Von der Becke and Peacock were leading comfortably for the final of the Rudge-Whitworth Cup, with Lewis and Hindmarsh second on a Singer.

Chinetti called at his pits to change over at 3.15, but Etancelin waved him on, and he continued uneventfully until the waving of the checquered flag at 4 o'clock. Not since 1928 has the Grand Prix d'Endurance been won at such a low average speed, last year's figure being 81 m.p.h.

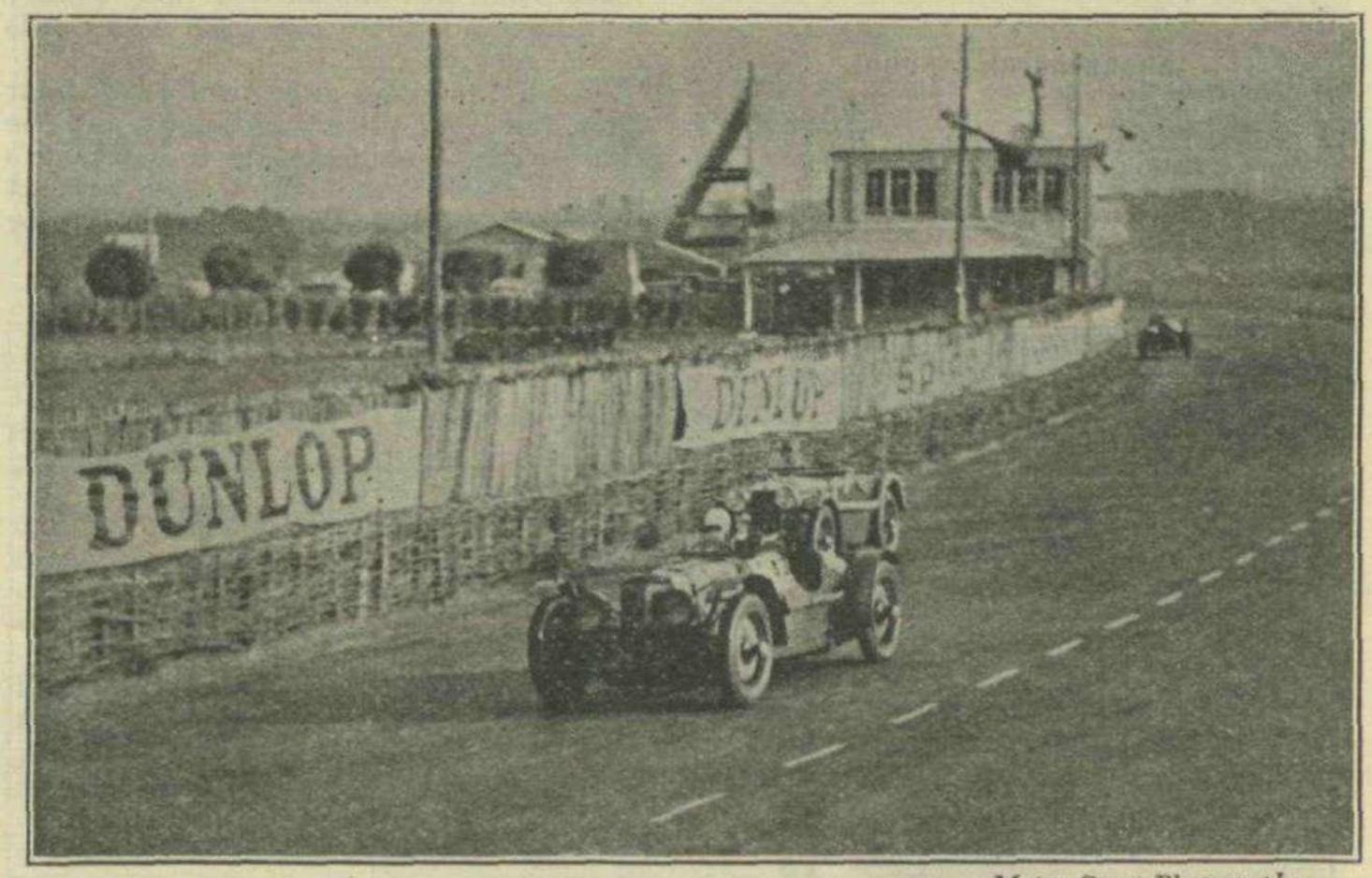
GRAND PRIX D'ENDURANCE.

1. P. Etancelin and L. Chinetti (Alfa Romeo 2,338 c.c. S.), 2,886.938 kms., 74.75 m.p.h.
2. J. Sebilleau and G. Delaroche (Riley 1,486 c.c.), 2,706.730 kms. 70.13 m.p.h.
3. F. W. Dixon and C. Paul (Riley 1,486 c.c.), 2,688.156 kms. 69.63 m.p.h.
4. C. E. C. Martin and Roy Eccles (M.G. Magnette 1,087 c.c. S.), 2,665.020 kms.
5. A. W. von der Becke and K. S. Peacock (Riley, 1,486 c.c.), 2,640.774 kms.
6. H. S. Newsome and E. McClure (Riley 1,486 c.c.), 2,637.932 kms.
7. Lewis and Hindmarsh (Singer 1,493 c.c.), 2,631.662 kms.
8. Barnes and Langley (Singer 1,493 c.c.), 2,598.158 kms.
9. Mahe and Desvigne (Bugatti 2,992 c.c.), 2,584.662 kms.
10. "Vincent" and Faulkner (Aston Martin, 1,494 c.c.), 2,541.334 kms.
11. Noel and Wheeler (Aston Martin 1,494 c.c.), 2,435.526 kms.
12. Trevoux and Carriere (Riley 1,087 c.c.), 2,352.688 kms.
13. Miss Champney and Mrs. Petre (Riley 1,087 c.c.), 2,327.024 kms.
14. de Gavardie and Duray (Amilcar 1,091 c.c.), 2,271.096 kms.
15. Black and Baker (Singer 976 c.c.), 2,203.376 kms.
16. Lord de Clifford and Brackenbury (Lagonda 1,089 c.c.), 2,199.342 kms.
17. Mme. Itier and Duruy (M.G. Midget 896 c.c.), 2,191.198 kms.
18. Wisdom and Barnes (Singer 976 c.c.), 2,180.494 kms.
19. Quinault and Danielault (Tracta 996 c.c.), 2,131.724 kms.
20. Martin and Pousse (Amilcar 1,075 c.c.), 2,094.962 kms.
21. Alin and Alin (B.N.C. 992 c.c.), 2,027.286 kms.
22. Poire and Robail (Amilcar 1,094 c.c.), 2,000.288 kms.
23. R. P. Gardner and Belce (Singer 976 c.c.), 1,939.012 kms.

All these competitors having covered the minimum distance under the regulations are qualified for the final of the XIth Coupe Bienniale, 1934-1935.

Final of the Xth Rudge-Whitworth Cup.

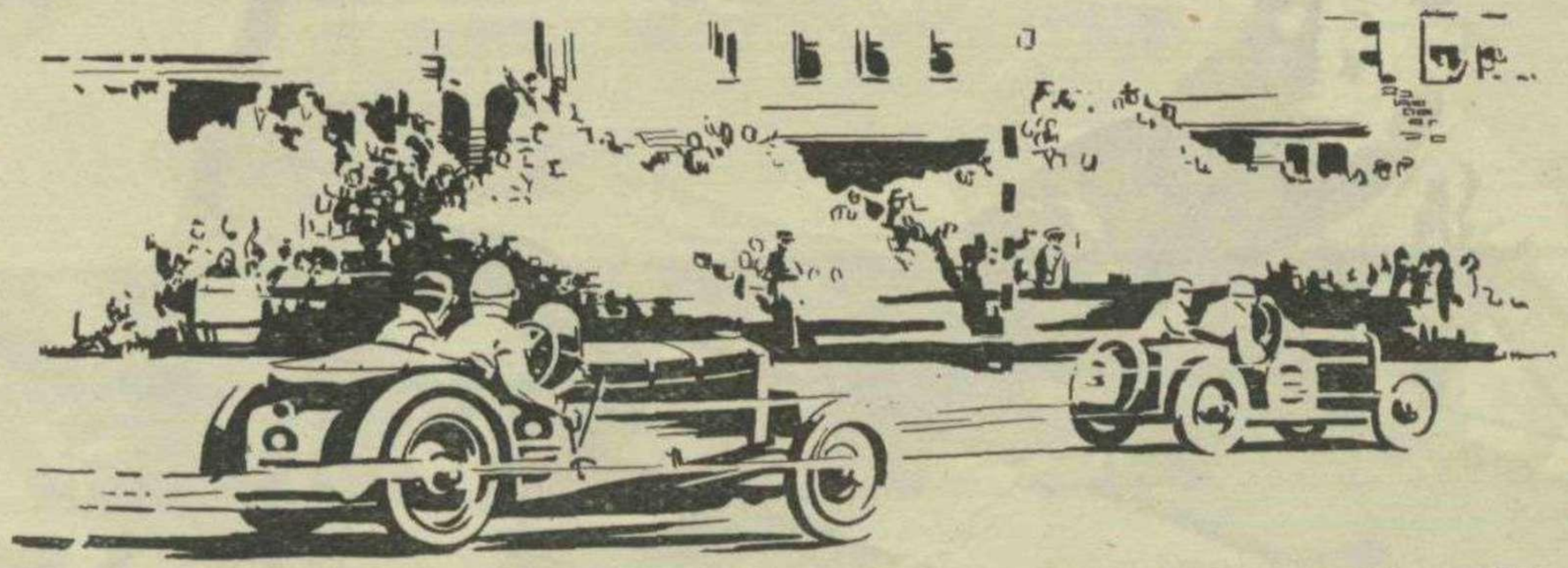
1. Sebilleau and Delaroche (Riley) 1.3697.
2. Lewis and Hindmarsh (Singer) 1.2549.
3. Langley and Barnes (Singer) 1.2387.



Motor Sport Photographs.

Two British cars which finished the course. Vincent (Aston Martin) passing Mme. Itier (M.G. Midget) just after the pits.

PROVED - *as against advertised* - PERFORMANCE!



" Individuality " has always been the keynote of Frazer Nash design, and it is actually a fact that the general specification can be considerably modified in many important respects to meet an owner's individual requirements.

Because true individuality is a most attractive feature, other manufacturers are making the same claim, but in most cases without the slightest justification. We have adhered to our independent individuality in every direction—no proprietary parts are employed in the construction of the Frazer Nash—the new single o.h. camshaft engine, chassis frame, steering, transmission system, clutch, bevel unit, front axle layout, etc., are all Frazer Nash design; while incidentally all bodies are now built by hand at our works.

The prospective buyer of a sports car must feel in somewhat of a quandary when faced with so many conflicting claims, because it would appear from the average advertisement they all possess exclusively the finest acceleration and road-holding, greatest safety, and the highest maximum speed, etc. If he is buying on actual performance the problem is one easily solved. We suggest he tests all the cars in which he is interested; endeavours to ascertain that the car he tries is not a special demonstration model; does not rely upon the speedometer, but takes a stop watch with him, and, if possible, has the demonstration on wet or greasy roads. Further, we suggest he is guided in his decision by actual facts and figures, as opposed to florid advertising phrases. Space only permits us to give a few results, but at both Shelsley meetings last year Frazer Nashes won the 1,500 c.c class, a Frazer Nash was the only 1½-litre car, and the only English car, to complete the Alpine Trial without the loss of a mark; an " unblown" Frazer Nash averaged 89 m.p.h. in the 1933 " 500 Mile " Race, being one of only seven cars to finish out of 33 starters. Frazer Nash cars scored wins at every B.A.R.C. meeting last season in outer circuit and " Mountain " races (flying lap 102.27 m.p.h., standing lap 88.89 m.p.h., " Mountain " lap 68.60 m.p.h.—all non-supercharged); while results of various speed trials and hill climbs prove that Frazer Nashes consistently win their class, and are frequently placed 1st, 2nd and 3rd.

Of the sixty-three (63) English cars tested by *The Autocar* during 1933 (including the best known sports cars) the Frazer Nashes had the finest all-round performance, including best acceleration from 10 to 30 m.p.h., 0 to 50 m.p.h. (11⅕ seconds), and 0 to 60 m.p.h. (ratios 11.75, 7 to 1, 4.8 and 3.8).

Turning to timed maximum speeds, apart from the Frazer Nash figures (87.38 m.p.h. and 86.54 m.p.h. for the " six " and " four " respectively), only two other cars exceeded 85 m.p.h.—the 40-50 h.p. " Phantom II " Continental Rolls-Royce (92.31 m.p.h.) and the Talbot " 105 " Speed model (88.23 m.p.h.) top gear ratio 4.36.

Finally, if there is one thing which makes a vivid impression on a new owner, or anyone who has a run in a Frazer Nash, it is the conviction of absolute safety under any conditions; due, of course, to the fact that the Frazer Nash was from the very first designed primarily as a " safe " car, in marked contrast to many modern sports cars which are unsafe at above a certain limit and under certain conditions.

May we say in conclusion that this advertisement has been issued only to point out the above facts to those interested, in contrast to certain manufacturers claims which are not supported by such conclusive proof.

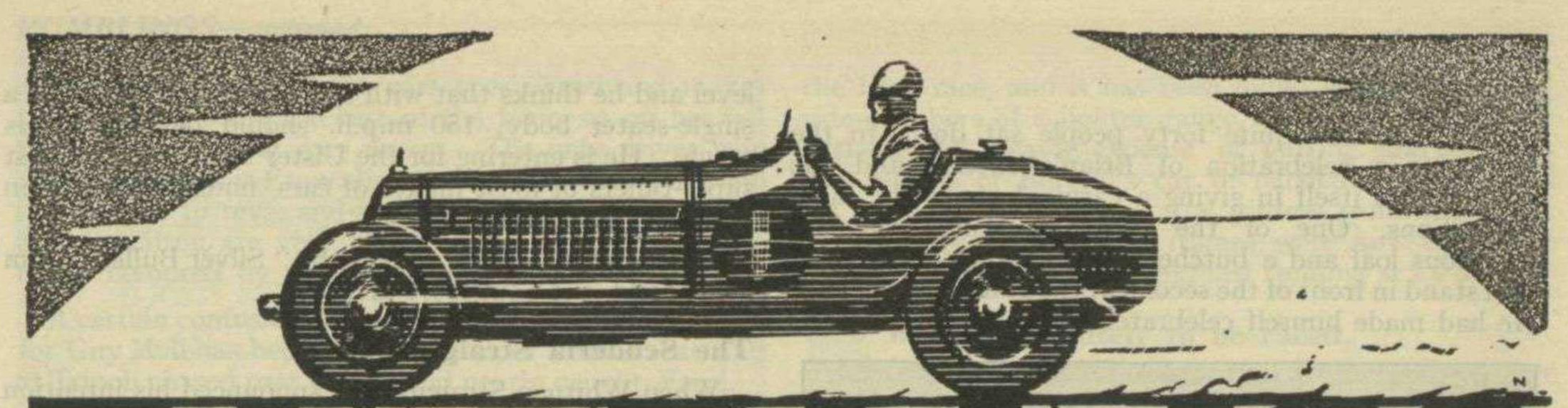
FRAZER NASH CARS · ISLEWORTH
MIDDLESEX · HOUNSLOW 0011 & 0012



TO AUSTRALIA NON-STOP?

Our photo. shows Gordon Harker and Nellie Wallace just about to take off on their daring flight to the Antipodes. "It's been the ambition of my life to fly round the globe in two hops," confided Gordon to our correspondent. "I've every faith in the *plain*," he added with a twinkling glance at his co-pilot. "Nellie and I overhauled the engine ourselves, and there are 24 gallons of Pratts High Test in the tank, so once we take off we shan't need to touch land again until we see the Kangaroos hopping about beneath us." "At Whipsnade, Gordon?" asked Nellie innocently. — *Daily Tellacram*

PRATTS HIGH TEST makes every car a better car



RUMBLINGS

Motor Racing and the English Public.

COMPARED with the crowds who assemble at every corner round the motor-cycle T.T. course, the number of spectators who watched the Mannin races at Douglas this year was disappointingly small. The Stand, which consisted of four "bays," each holding perhaps 200 people each, was only three-quarters full, and there was no difficulty in getting to the front line at any of the 'vantage points. A similar state of affairs exists at Donington, where the gate for the motor-cycle events is usually three times as large as for the car races.



Mr. Noel Rees looks pleased at the success of the Monoposto Alfa in the I.O.M.

Various reasons were put forward, such as the fact that the dates were too early in the season for people to take a holiday, or the discomfort of having to face a sea-crossing, though this does not prevent a tremendous influx of visitors for the T.T. My own theory is that motor-cyclists as a body are much more sportingly inclined than car owners, and though there are only 500,000 two-wheel enthusiasts as against a million motorists registered in England, the former offer a much greater number of potential spectators for sporting events. No doubt as the Mannin Races increase in reputation, larger numbers of people will go over to see them, and in one of the speeches at the Mannin Moar prize-distribution I was interested to hear that starting money might be considered when finances permitted.

A Strenuous Week.

The drivers and their helpers seemed to enjoy themselves very well in the Island, though the two early morning practices were rather wearing after working late into the night. Fear of horse-whipping prevents us publishing some of the photographs taken at 5 a.m. of well-known drivers.

The high-spot for many of the race-fans was to see a Ferrari Monoposto Alfa "in the flesh," and in the hands of Brian Lewis it certainly showed its superiority over anything else in the Moar race. Its appearance in the Isle of Man was of course due to the keenness of Noel Rees, who was determined even if he could not own one of these marvel cars, at any rate to be the first to enter one in a British race. This sporting gesture must have been an expensive affair, for apart from the fee for hiring the car and the cost of transport, the Scuderia Ferrari were to receive half the winnings.

The car was brought all the way from Italy on an Alfa Romeo truck, accompanied by two Italian mechanics. Galcardi, who was in charge, had been Nuvolari's mechanic when he raced at Dublin and at Ulster. The "2.6," he told me, was capable of 150 m.p.h. as against the 160 m.p.h. of the new Three-Litre. The car they had in the Isle of Man was the one driven by Varzi at Monte Carlo.

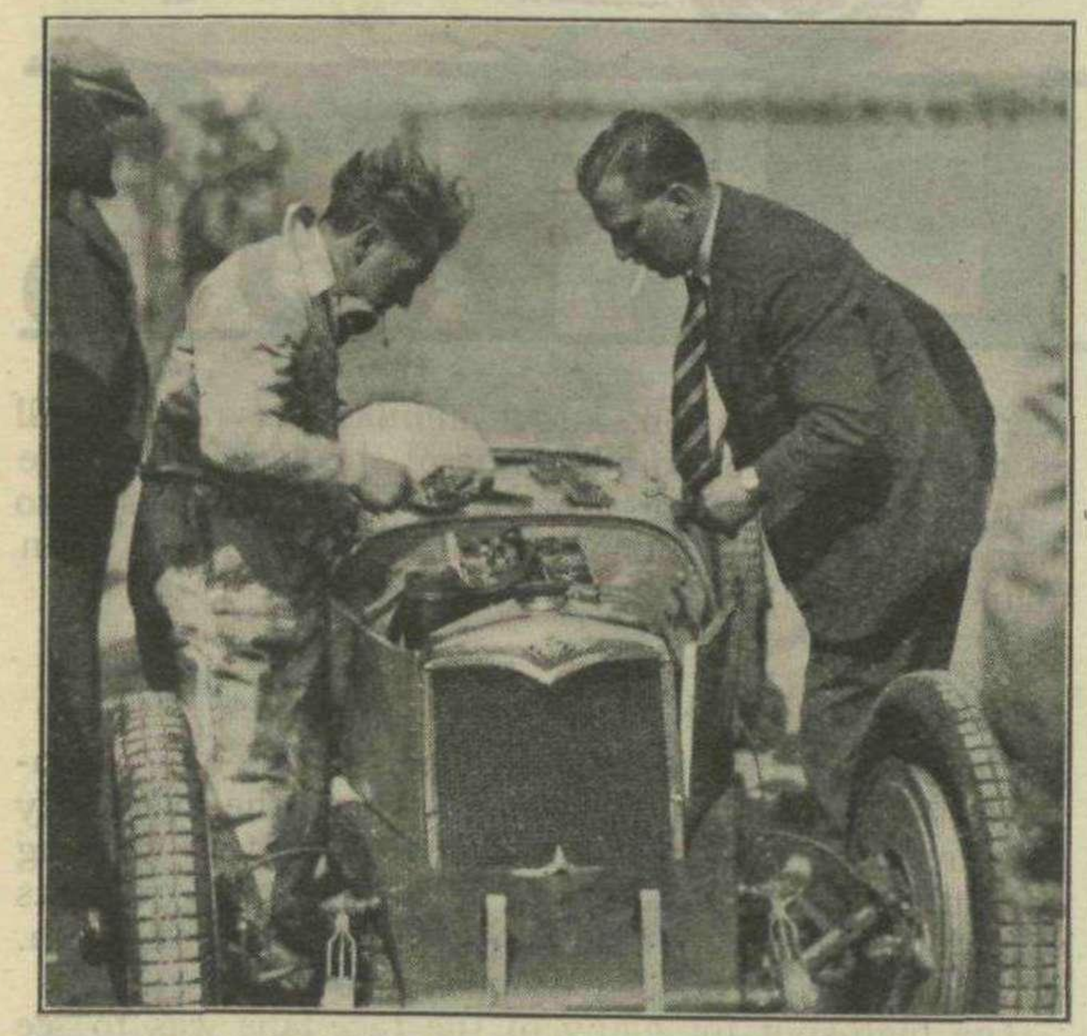
American Motoring.

Brian Lewis was remarkably fresh when he stepped out of the Alfa after the race. The car apparently handled perfectly everywhere, though its lightness made it necessary to use a little care on bumpy corners. He only used second and top gears after the first few laps, as third kept slipping out. "I coasted round the corners on top gear like an American car," he said, but the reserve of power was so great that the car got away quite cleanly from 10 m.p.h. up the 1 in 10 of Bray Hill on the gears which were left. He reached 132 m.p.h. on two occasions just before Governor's Bridge.

RUMBLINGS—continued.

A Good Party.

After the race quite forty people sat down to the luncheon in celebration of Brian's success and the hotel outdid itself in giving a carnival air to the table decorations. One of the central features was an enormous loaf and a butcher's knife, which was placed on a stand in front of the second of the Italian mechanics. He had made himself celebrated during his stay in the



Freddy "looks for horses," while Cyril Paul assists. A starting-line scene at Southport.

Island by eating two dozen slices of bread at a sitting, interspersed with fragments of Italian opera. Freddy Dixon, who was one of the guests, was in no way cast down by his misfortunes in the two races, and told us in song that he was "As wild as a prairie flower." An even more cheerful party took place that night, the only drawback being that the morning steamer left at 8.30.

Safe Sliding.

Since the famous occasion when he leapt the hedge at Quarry Corner in the 1932 T.T. race, Dixon has constantly figured as a spectacular driver. After seeing his car sliding about on the sand at Southport, I decided to ask him just how safe he really felt. "I don't care what a car does," was his reply, "as long as I've got it under control." He worked for two months on his Rileys perfecting the road-holding and brakes before attempting to do anything to the engine, an example which might well be followed by some of those who perform at Donington.

He never uses a test-bed for tuning the engines, just "tickles them up," but as the cars are quite heavy, weighing some 14-cwt., the power output must be a useful one. At present the cars are doing 130 on the level and he thinks that with some further tuning and a single-seater body, 150 m.p.h. should be within his reach. He is entering for the Ulster T.T., but like most super-tuners of most makes of cars, finds his limitation in the standard crankshaft.

As a side-line he has brought the "Silver Bullet" from Jack Field, the Southport driver.

The Scuderia Straight.

When Whitney Straight first announced his intention of forming a racing stable in England, many people were doubtful of its success. The season so far has shown a useful crop of thirds and fourths, while both Straight and Hamilton have been dogged by ill-luck. Hamilton was hot in pursuit of Chiron and Varzi in the Tripoli race when the needle in his carburetter float-chamber stuck, while Straight missed a third at Casblanca through a burst tyre, with only three laps to go.

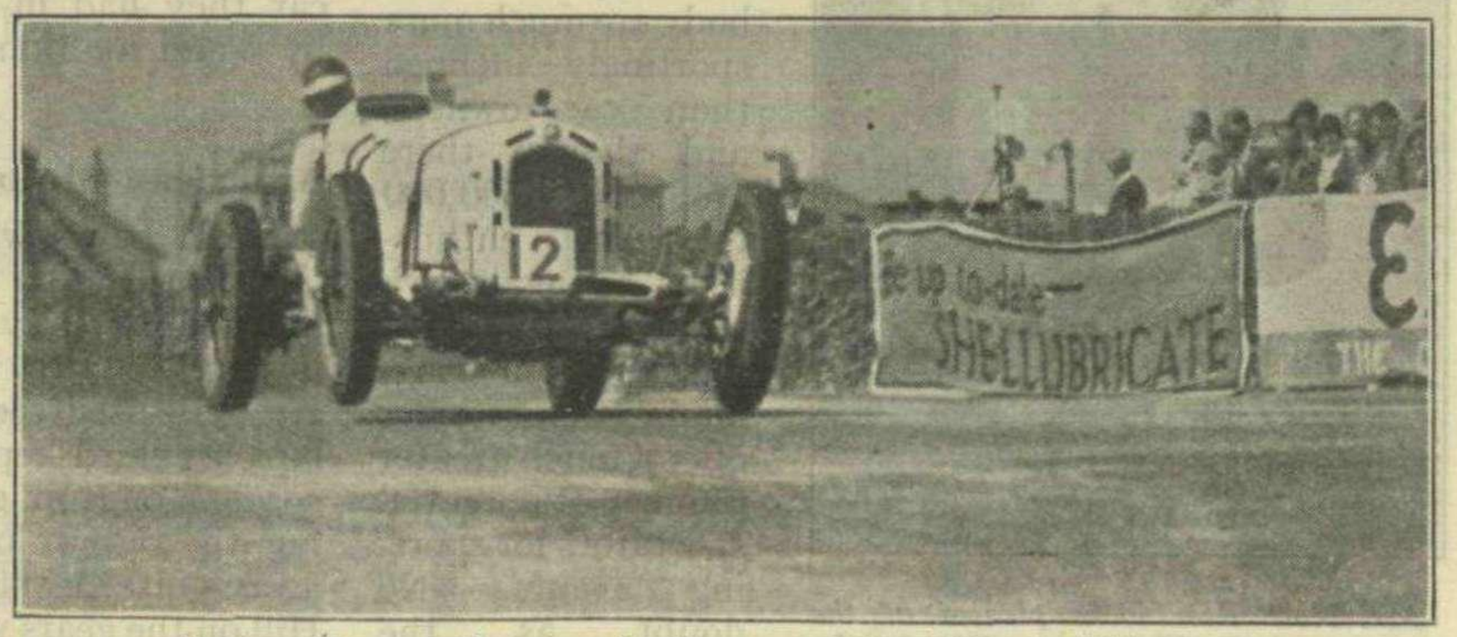
The speeds attained on the Tripoli course are really amazing, for apparently the straight stretches seldom measure over half a mile in length, most of the course consisting of very fast corners, many of them blind, which can be taken at 150 m.p.h. by a courageous driver. The Stands and pits are all constructed of concrete, dominated by an enormous tower, from the top of which the entire circuit can be seen.

Some Speeds.

The three-litre Alfa Romeos were of course much the fastest, being capable of about 164 m.p.h., and since they only weigh 13½ cwt., no other cars can live with them. The Maseratis were doing approximately 160, Hamilton's car, which was a special one built for Nuvolari, weighing 14½ cwt. with a 45-gallon tank. The Bugattis were reaching 150 at times, while the Miller were capable of around 145. The drivers had had no experience of road-racing, while the pit-work was rather pathetic. Engine oil was poured in from an ordinary tin with a small hole punched and the engines were left ticking over during the stop. Apparently they run on neat petrol to which a high proportion of Ethyl fluid has been added.

The Racing Deadlock.

The undoubted supremacy of the Ferrari Alfas has made the result of any race they go in for a foregone



A Manx Bump.—Sameiro, the Portugese driver hits the high spot at the top of Bray Hill.

RUMBLINGS—continued.

conclusion, for one of the cars goes ahead and makes the running, while the rest of the team sit on his tail to see that nothing goes wrong. The only driver who can hustle them is Etancelin, who drives with a complete indifference to revs. and suchlike matters, but Straight and Hamilton are very little slower, and are therefore much favoured by the race organisers.

A certain confusion has lately visited the Ferrari stable, for Guy Moll has been refusing to take a back seat, and at Tripoli chased past Chiron and nearly caught Varzi.

I was interested to see that Mercédès and Auto Union occupied the first two places in the Eifel race. This should spell a lively struggle in the French Grand Prix on July 1st.

Blue Riband.

Only constructors are permitted to take part in this year's race, and with Mercêdès and Auto Union for Germany, Alfa Romeo and Maserati for Italy, and Bugatti France, the coming struggle on the Monthery road circuit will recapture all the glamour of the pre-war French Grand Prix.

Eltore Bugatti, of course, made a last-minute decision to enter, and this will deprive the Maserati team of the services of Nuvolari. Whitney Straight was to have driven another of the three cars, but owing to the fact that the oil company to whom he was under contract would not permit him to use the lubricant specified by the Maserati Company, he will not take a wheel. The Maseratis will be driven by Etancelin, Zehender, and the third car will be driven by a more or less unknown mechanic from the Bologna Works.

Le Mans Aftermath.

I visited the Aston Martin factory the week after Le Mans and found the people there a little recovered from their disappointment. It appears that the dynamo-drive dog at the front end of the crank case disintegrated and chopped up the casing, filling the oilways and bearings with aluminium dust, which just goes to show how totally unexpected things happen in races. Tongue's car which ran in last year's team, and Nöel's, a perfectly standard four-seater fitted for the race with a high-compression head, came through without a moment of trouble.

Everyone was hard at work preparing for the T.T. The lightened chassis are, of course, not permitted in the Irish race, and it has been found possible by using side-members of a lighter gauge, to keep down weight without the heavy expense of cutting and drilling. The chassis of Bertelli's car in particular was slotted till it looked like one of the girders from the Forth Bridge, but none of the frames were any the worse for their week of practice and fast running at Le Mans.

New Bentley definitely to be raced.

I was very interested to hear that E. R. Hall's 3½-litre Bentley is an official entry for the R.A.C. T.T. races, and another similar car may also be raced there. There is also a possibility that Eric Burt will enter his Bentley for the Belgian 10-Hour Race, to be driven by Rose-Richards and F. E. Clifford. R. E. Tongue, who under the pseudonym of "Vincent" was a finisher at Le Mans, is also thinking of entering if he can find a spare driver willing to pay his own expenses.

Nuvolari for the T.T.

There is no doubt that the presence of a first-class foreign driver does add much to the interest of British races, so it is good news to know that Nuvolari will drive one of Norman Black's team of 1,250 c.c. M.G. Magnettes; Eyston will also lead a team, and three other similar cars are expected. Singers will probably have a team of 1,500 c.c. cars with Barnes in charge, and three of the "9"s driven by Langley, Baker and Wisdom. Dixon is entering some Rileys, presumably the two 1,500 c.c. ones and the Nine, and a works team is promised. Three Aston Martins will run, to be driven by Fotheringham, Penn Hughes and Hamilton, while Aldington and some private owners will uphold the prestige of Fraser Nash.

In the bigger classes, apart from the Bentleys already mentioned, there will be a team of V8 Fords entered by the Ulster agents, a 4½-litre Lagonda by Arthur Fox, and one or more Talbots, presumably 105's, with Rose-Richards as one of the drivers. No Alvis cars have yet been entered, and Bugattis find themselves too busy to contemplate entering any "3.3"s, but there is a chance that one of the Indianapolis Studebakers, which are stock cars turned out as standard with three carburettors, may run. The last week of entries will probably bring further support.

It appears, therefore, that the R.A.C.'s drastic ban of superchargers has in no way lessened the interest of the T.T., though obviously speeds will not be so high as in previous years.

TEN YEARS OF MOTORS AND MOTOR RACING

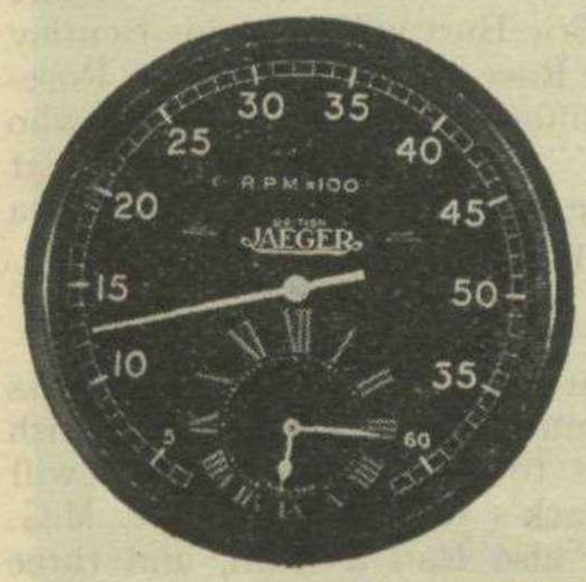
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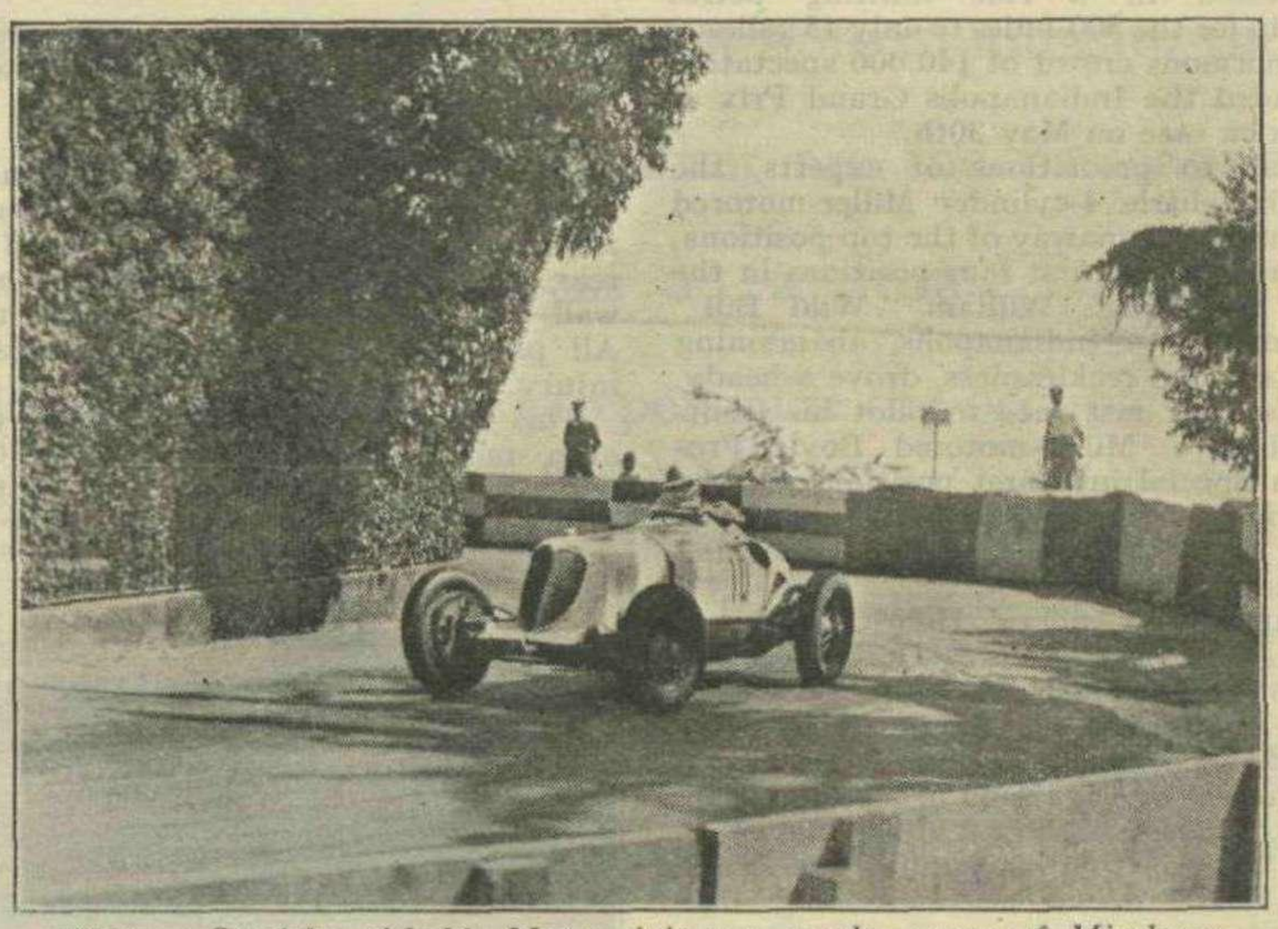
ETANCELIN GIVES THE FERRARI TEAM A SHOCK BY LEADING FOR MOST OF THE RACE — WHITNEY STRAIGHT FINISHES FOURTH, AND HAMILTON FIFTH.

THE Grand Prix of Montreux is a newcomer to the ranks of round-the-houses races. The circuit measures 3 kilometres 320, and the race was run over 90 laps, or a total distance of 298 kilometres 800. The course abounds in corners, quite as much as Monaco, so that brakes are tested to the full, as is the stamina of the drivers.

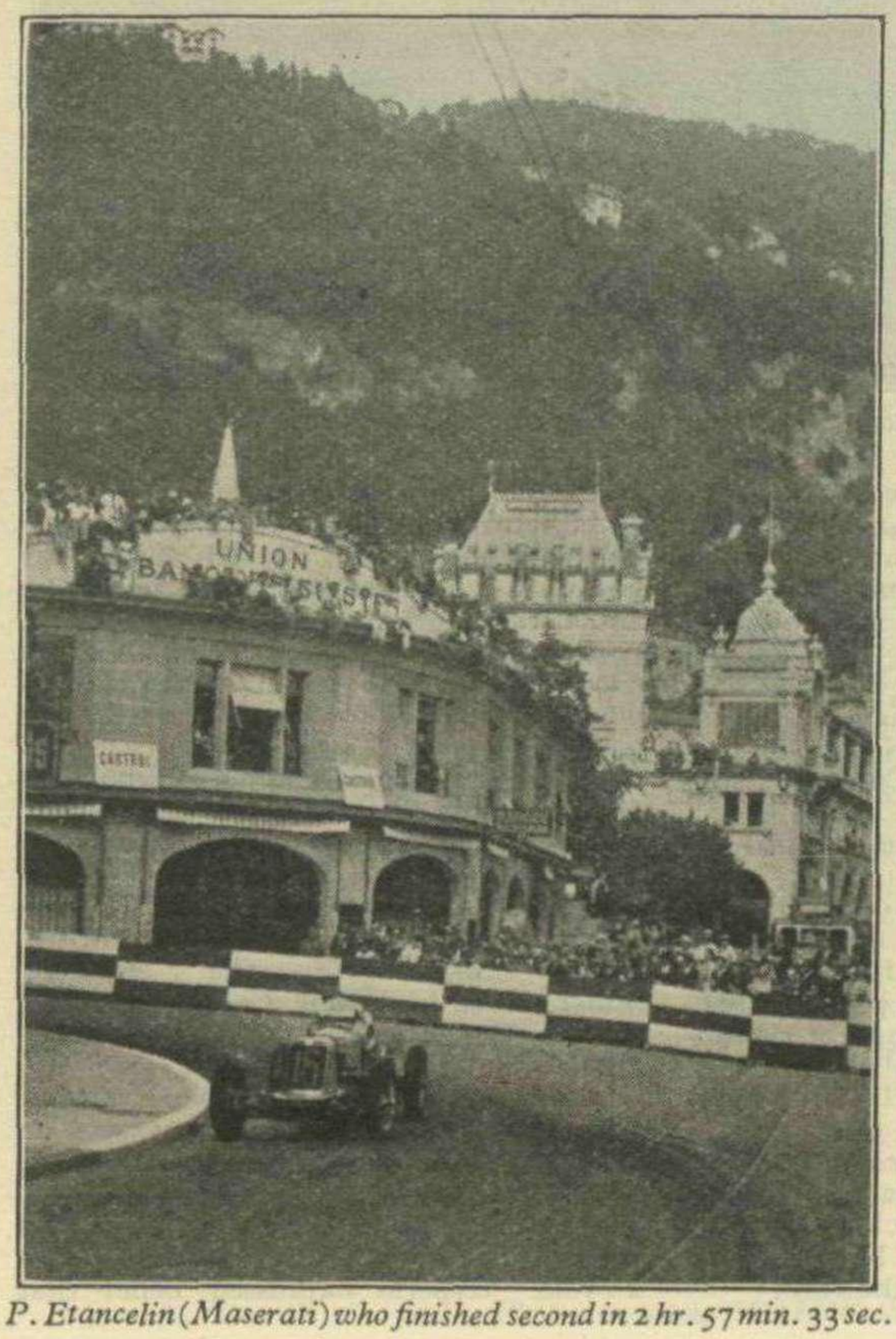
The field was rather a small one by recent standards, and this was no doubt due to the fact that the race was not announced until late. However, the dozen cars which actually came to the line were all capable of making a show, and the inevitable battle between the Ferrari Alfa-Romeos, the Whitney Straight Maseratis and Etancelin's Maserati was a guarantee of the success of the race.

A terrific storm broke out over Montreux a few hours before the race, but the sun came out again in time to dry the roads. The rain held off until the last few laps, and did not affect the size of the crowd, which was estimated at 30,000.

By virtue of his fast practice laps Etancelin (Maserati) was in the front row, and from the fall of the flag he seemed determined not to relinquish this initial lead. At the end of the first lap he came past first, followed by Whitney Straight, while the Ferrari drivers, Moll, Varzi and Trossi, all on Alfa-Romeos, were jockeying for position among the slower cars in the rear. As soon as the field settled down a bit the Ferrari pit-control decided to send young Guy Moll out in pursuit of Etancelin. But first of all Moll had to pass Straight, and this proved a more difficult task than was anticipated.



Whitney Straight with his Maserati is seen at the corner of Mirabeau.



P. Etancelin (Maserati) who finished second in 2 hr. 57 min. 33 sec.

Meanwhile the wily Etancelin piled up a nice little lead, driving with that dash which has endeared him to most Continental crowds. When Moll was within striking distance he was forced to stop at his pit, and a few laps later he retired with a broken back axle. Then Varzi was signalled to take up the chase, first of all tucking in behind Straight, who was lying second. Straight held Varzi off by a fine display of driving, but eventually had to give way when his supercharger gave trouble and sprayed his face with oil. This caused Straight to stop every two or three laps in order to wipe his goggles.

Varzi closed in on the flying Etancelin, and the Ferrari pit people began to feel a little happier. Then Varzi, too, came into the pits, complaining of queer noises in the back axle. The Ferrari mantle now descended in all its weight upon the shoulders of its President, Count Felice Trossi. There was, roughly, 65 kilometres to go, 20 laps, and the red Alfa-Romeo was 70 seconds behind the pale blue Maserati.

Normally Etancelin would have been able to keep ahead of Trossi, for he is as good a driver, if not better, than the Italian. He may not be so polished, for it is said that he never looks at the revolution counter, preferring to change gear when the car feels like it! But bad luck here crept into the game. The brakes of the Maserati are notoriously its weak point, and although Etancelin had improved them since Monaco, the twisty Montreux course soon revealed their defects. He had to rely more and more on his engine to brake for the corners, and this driving technique gave Trossi the advantage he wanted. But it was not all a gift, and Trossi repeatedly broke the lap record until it was reduced to a final figure of 1min. 52secs.

A word about the other drivers would not be amiss. We have already mentioned Whitney Straight's fine display; H. C. Hamilton was taking it easy, emerging successfully from a duel with Zehender on the 4-cylinder Maserati driven by Taruffi at Monaco; Sofietti did well with an Alfa until being forced out with the back axle trouble, always so prevalent on a winding course; Veyron drove neatly and well with a 2.3 Bugatti, and Sommer kept going satisfactorily with a 2.3-litre Alfa-Romeo.

Here is the full result:—

1. Count F. Trossi (Alfa-Romeo, 3,000 c.c.), 2h. 57m. 25s. 62.91 m.p.h.
2. P. Etancelin (Maserati 3,000 c.c.), 2h. 57m. 33s.
3. A. Varzi (Alfa-Romeo 3,000 c.c.), 2h. 58m. 18s.
4. W. Straight (Maserati 3,000 c.c.), 2h. 58m. 46s.
5. H. C. Hamilton (Maserati 3,000 c.c.).
6. F. Zehender (Maserati).
7. P. Veyron (Bugatti).
8. R. Sommer (Alfa-Romeo).

NEWS FROM THE U.S.A.

"WILD BILL" CUMMINGS WINS INDIANAPOLIS 500-MILE CLASSIC — THREE DRIVERS ESCAPE DEATH IN TERRIBLE CRACK-UPS—ROSE, DRIVING BRILLIANTLY, IS SECOND.

BY

Our American Correspondent

T. MERIWETHER-SMITH

ATTRACTED by a field of crack racing drivers unsurpassed in the history of the track, thrilled by an entry list of racing machines of practically every known type now racing in the United States, and intensely interested in a rule limiting petrol supply for the 500 miles to only 45 gallons, an enormous crowd of 140,000 spectators attended the Indianapolis Grand Prix of America race on May 30th.

True to predictions of experts, the doughty little 4-cylinder Miller-motored jobs made a runaway of the top positions, finishing in the first four positions in the final reckoning. William "Wild Bill" Cummings, of Indianapolis, abandoning his daredevil recklessness, drove a heady, consistently fast race to pilot his front-wheel-drive, Miller-motored Boyle Products Special into first position and the undying fame that goes with victory in this greatest of American motoring classics.

Mauri Rose, young Hebrew star, on Leon Duray's 4-cylinder Duray Special, drove an exceedingly brilliant race to trail Cummings at the finish by only 20 odd seconds. Lou Moore, back from an unsuccessful invasion of foreign racing fields, finished third in a Miller four, A.B. Litz was fourth in a similar car, while Joe Russo drove a Duesenberg into fifth place.

Three semi-stock creations finished in the money. Al Miller's Buick-motored job was sixth, Snowberger's Studebaker eighth, and Herbert Ardinger's Graham, tenth.

In the qualifying trials, held several days before the race, Kelly Petillo, in a Miller four, astounded critics by whirling around the dangerous course at an average of 119.329 miles per hour for the 25-miles. This is considered one of the finest pieces of sheer skill and daring ever displayed on the speedway.

Thirty-three cars started the classic at 10 a.m., sharp, on May 30th, with Petillo, Wilbur Shaw and Frank Brisko in the front row, Mauri Rose, Chet Gardner, and Phil Shafer in the second, and the rest of the field, in rows of threes, strung out behind. It was a beautiful, near perfect start.

At the end of the first mad dash around the 2½-mile saucer, Petillo led with Brisko second, and Rose third. Petillo was forced to the pits with faulty oil pressure on his sixth lap, and Brisko shot his four-wheel-drive Miller into the lead. At 50 miles, Brisko still had a narrow lead on Rose, with Ralph Hepburn third, and "Shorty" Cantlon, fourth. The average was only 106 m.p.h., compared with 114 in 1933, ample proof that the pilots were wary of the limited petrol supply.

At this point in the race, three drivers provided the packed stands with sensational thrills on the slippery south curve. George Bailey, driving a Ford-motored job, lost control of the machine at over 100 m.p.h., skidded to the top of the track, crashed into the outer retaining wall, and landed some twenty-five feet beyond, where the car skidded, and still upright. Bailey escaped with a broken wrist, while his mechanic was uninjured.

Gene Austein skidded wildly a few moments later, coming to a stop on the track safely, but "Doc" Mackenzie, riding fast close behind, glanced off the rear of the Haustein job, crashed into the wall, tail-end, and was out of the race. All participants in this scrape escaped injury.

This crash was followed closely by an even more terrible crack-up, as Chet Miller's Ford-motored car got out of control in the south curve, slid some hundred feet in a breath-taking skid, smashed the outside wall, and did a neat somersault over to the ground beneath. Miller and his mechanic miraculously escaped.

At 100 miles, Brisko led Rose by one second, with Bill Cummings riding in third position in the Boyle No. 7. On the 66th lap, Al Gordon, West Coast ace, slid a hundred yards along the inside guard rail when a steering knuckle snapped on his Miller.

Rose, amid a thunderous ovation from the stands, passed Brisko for the lead near the 200 miles point. Hepburn had replaced Cummings in third position by a bit of spectacular driving. "Babe" Stapp, driving for Litz' in the Stokely Special was attracting acclaim, pulling the job into eight place at this point.

Shafer, after a skid in which he brushed the retaining wall, was replaced by Zeke Meyer in the No. 26 Buick. Winnai, driving Cantlon's Miller, brushed the north wall and was out of the race.

After a nip and tuck battle for 100 miles, in which Rose, Brisko, and Cummings swapped the lead, Rose was again out in front at 400 miles, with the speed increasing steadily. The average was 104.460, a fraction under 1933.

During the last thrilling century of miles Cummings began a determined bid for leadership, and finally passed Rose in a daring brush on the north curve. He was accorded a tremendous cheer by the spectators. Gradually Cummings opened the gap between his fleet white Miller and the squat black job driven by the courageous Rose. Brisko, relieved by young Rex Mays, saw his victory hopes fade when the four-wheel-drive Miller developed gear trouble, and for many laps could not be shifted into top speed.

Cummings drove the last 50 miles with unerring skill and finished under the checkered flag, amid the thunderous acclaim of 140,000 fans, the 1934 Indianapolis winner. Rose flashed across the line only a few seconds back, but these two cars were laps ahead of the field.



A fine action photograph showing the competitors on their first lap.

Among the veteran drivers, all given excellent chances of winning the race, but who met with motor troubles during the long grind were Louis Meyer, 1928 and 1933 winner, Ralph Hepburn, who rode for the leaders for over 400 miles, Tony Gulotta, whose front-drive Studebaker was also up in the select circle for considerable time, Al Gordon, Rex Mays, in Frame's famous Miller-Duesenberg, Johnny Seymour in the "catfish" Miller owned by Frame, George Barringer in the Boyle eight, Cantlon, Gardner, Sawyer and Dave Evans.

Evans, driving the 4-cycle Diesel-Cummins job, was forced out with a broken transmission early in the race, while his team-mate, the youthful Stubblefield, finished the contest in 12th position. The latter's machine was a 2-cycle. Experts expressed belief that

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NEWS FROM THE U.S.A.—continued.

these cars could easily exceed Captain George Eyston's record for oil-burning machines.

None of the 33 starters was forced to give up the race for lack of petrol, as had been anticipated under the new rules. Improvement in carburation and gasoline proved an easy accomplishment in defeating the rule.

Fred Frame, the 1932 winner, had a heart-breaking bit of luck on the last day of qualifying trials, a broken steering arm causing his fast front-drive to smash into the wall. He was unhurt but the car was too badly damaged to be repaired in time for the classic. Among the well-known pilots who failed to qualify were George Connor, Harry Hunt, Jack Petticord, Ted Horn, Tulio Gulotta, Milt Marion and Williard Prentiss. Babe Stapp qualified the Duray 16-cylinder, two-cycle job, but was ruled out when the machine exceeded the gasoline limit allowed for the 25-mile test. The rotary valve entry failed to qualify.

Peter Kreis, one of the most famous race drivers of the decade, and known for his fine driving at Monza, Italy, several years ago, was killed, with his mechanic, in a terrible crash during the trials. The cause of the accident has never been explained. The car, a Miller-Hartz front-drive, was cut in half when it hurtled the outer retaining wall.

How they finished :—

1. Bill Cummings, Boyle front drive. Time, 4h.46m. 05.20s., Average 104.863 m.p.h.
2. Mauri Rose, Duray, 4h. 46m. 32.43s., 102.697 m.p.h.
3. Lou Moore, Foreman Axle Shaft, 4h. 52m. 19.53s., 102.625 m.p.h.
4. A. B. Litz, Stokley Foods, 4h. 57m. 46.27s., 100.749 m.p.h.
5. Joe Russo, Duesenberg, 5h. 0m., 29.21s., 99.893 m.p.h.
6. Al Miller, Shafer Eight, 5h. 05m., 18.08s., 98.274 m.p.h.
7. Clif Bergere, Floating Power, 5h. 06m. 41.54s., 97.818 m.p.h.
8. Russell Snowberger, Russell Eight, 5h. 08m. 20.05s., 97.297 m.p.h.
9. Frank Brisko, F.W.D., four-wheel drive, 5h. 09m., 57.63s., 97.787 m.p.h.
10. Herbert Ardinger, Lucenti, 5h. 12m. 42.47s., 95.936 m.p.h.
11. Kelly Petillo, Red Lion, 5h. 21m. 05.42s., 93.432 m.p.h.
12. H. W. Stubblefield, Cummins Diesel, 5h. 38m. 43.73s., 88.566 m.p.h.

A PEDIGREE OF THE CARS AT INDIANAPOLIS

THE following is a brief description of the cars that started the 500 Miles Race :—

Kelly Petillo—Red Lion. This car is a four-cylinder, Miller built.

Wilbur Shaw—Lion Head Special. His car is an eight, Miller built. The car Mauri Rose drove last year, and the one with which Howard Wilcox finished second in 1932.

Frank Brisko—F. W. D. four-cylinder, Miller-built engine. This is the only four-wheel drive in the race. It was first entered two years ago, but lasted only seven laps due to engine heating troubles. It went farther last year, but was taken out for the same reason.

Mauri Rose—Duray four-cylinder, Miller-built engine, with Duray changes. The chassis is a component of two or three stock car chassis. It is the car Wilbur Shaw finished second last year.

Fourth in 1933.

Chester Gardner—Sampson Radio. One of two sixteen-cylinder cars in the race. Miller-built engine. Riley Brett and Alden Sampson refined. This is the car in which Gardner finished fourth in 1933. This will be its fourth time to race at Indianapolis. In 1930, 1931 and 1932 it was driven by Louis Meyer.

Phil Shafer—Shafer Eight. This is an eight and its engine is a Buick stock power-plant, so changed by Red Shafer that it is really his own design, more or less. He didn't qualify it in time last year to get into the race.

Tony Gulotta — Schroeder. A Studebaker engined race car that ran like a well-oiled watch in the 1933 race and which Dave Evans finished in sixth place at an average of 100.425. It is a front drive.

Al Miller—Shafer eight. The engine is a Buick power-plant. The car is owned by Phil Shafer. It is the car which Stubblefield finished in fifth place last year.

Russell Snowberger—Russell eight. The engine is a Studebaker. It is the car which Snowberger finished in eighth position in the 1933 race.

Bill Cummings—Boyle Valve. A four-cylinder Miller engine, in a chassis which Cotton Henning designed around it. He also refined the engine to meet specific needs. This is a front drive and is the car which Babe Stapp had in front place in the 1933 race for 125 miles or so, but did not finish.

Ralph Hepburn—Miller. Straight-eight Miller engine. The car which Ralph Hepburn drove into third place in the 1931 race. The one in which Wilbur Shaw led the 1932 race, but did not finish, and the car with which Louis Meyer won last year.

George Barringer—Boyle Special. A Miller eight. The car with which Bill Cummings led the race last year for the first seventy-five miles, and with which he set some track records.

Louis Meyer—Ring Free. Named after an oil company. A Miller-engined four, built up by Meyer on the west coast last winter.

Herbert Ardinger—Lucenti. This is a Graham-eight engine and in large degree Graham-eight chassis parts.

Pacific Coast Champion.

William (Shorty) Cantlon—Sullivan & O'Brien. A Miller-engined eight. The same car he drove in the race last year.

George Bailey—Scott Special. A Studebaker-engined race car.

Al Gordon—Abels-Fink. One of the fast four-cylinder Miller cars. Gordon was Pacific coast driving champion in 1933.

Cliff Bergere—Floating Power. A four-cylinder Miller owned by Bill White and the only car in the race to be mounted in floating power style. The car Ernie Triplett drove here last year, but which went out with a broken piston. Bergere finished a Studebaker third in 1932.

A B. (Deacon) Litz—Stokely Foods. A four-cylinder Miller engine. The Deacon hit the wall in qualifying, but got his car back together and tried it again.

Lou Moore—Foreman Axle Shaft. A four of Miller ancestry. The car he finished third last year. The car in which he averaged 107.8 miles an hour in a 328-mile road race at Tripoli, Italy, a month ago.

Johnny Sawyer—Burd Piston Ring. A Miller-built four.

Dave Evans—Dummins Diesel. A four and a four-cycle. First time for the car on the local track.

Rex Mays—Miller-Duesenberg. A four-cylinder Miller in a Duesenberg chassis. Owned by Fred Frame. Mays was runner-up to the Pacific coast driving champion in 1933.

Joe Russo—Duesenberg. An eight. He has driven it in the race for the last two or three years.

Herbert Fahrnow—Superior Trailer. A sixteen entered by Goldberg Brothers, of Indianopolis. Made of two eight-cylinder 91½-cubic-inch engines. Originally in the Cooper Specials in 1929. It is a front drive.

George (Doc) Mackenzie—Cresco. An eight-cylinder engine. Named after an oil company.

Rick Decker—Carter Carburettor. An eight and a front drive. The first front drive to be driven in a race at Indianapolis. Dave Lewis finished it second at 100.82 in the 1925 race.

Charles Crawford—Detroit Gasket. An eight. A Ford V-8 in fact. First time to be raced in Indianapolis.

H. W. Stubblefield—Diesel four. A two-cycle engine. First time a two-cycle Diesel has ever been entered and one of three Diesels ever to be entered at Indianapolis. Dave Evans is driving the other one this year, and Dave finished one twelfth in 1931.

Harry McQuinn—De Baetz. An eight-cylinder Miller.

Gene Haustein—Martz Special. Has an eight-cylinder Hudson engine in it. The car has raced here several times before.

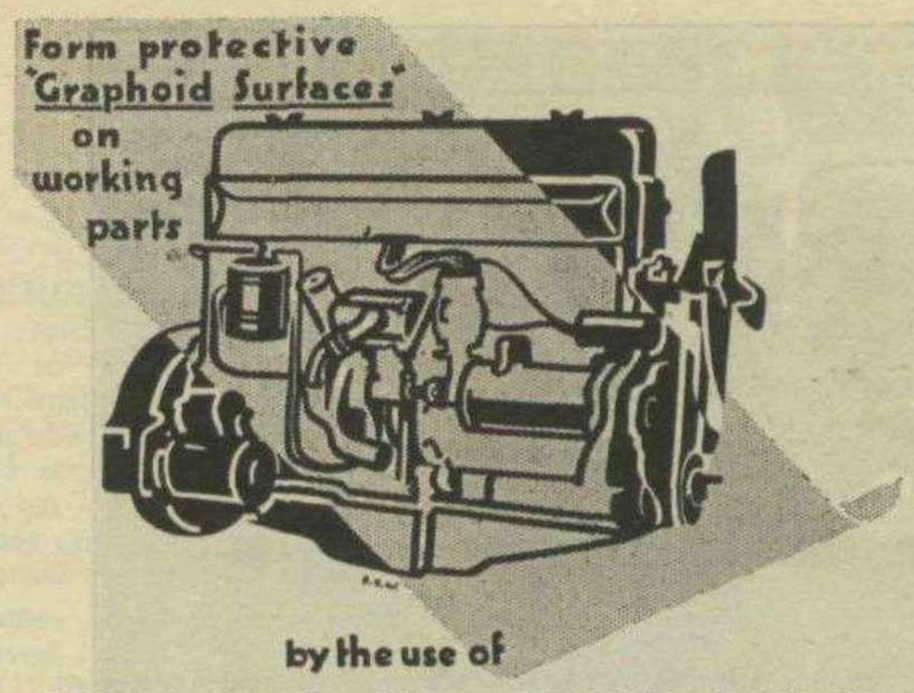
Chet Miller—Bohnalite. A Ford V-8 engine, with a good driver behind it.

Johnny Seymour—Frame Streamline. A four. Car shaped like a catfish and so called by the racing clan. Driven by Stubblefield in the 1932 race. Not raced here last year. Holds world's four-cylinder record, 147-plus miles an hour on a straight-away. Owned by Fred Frame.

That ends the thirty-three starters. Two alternates will be held in readiness, so that if one of the thirty-three doesn't start the alternate may.

Willard Prentice—Tulio Gulotta. An eight-cylinder Hudson engine.

Harry Lewis—Don Hurlburt. A Ford V-8 engine.



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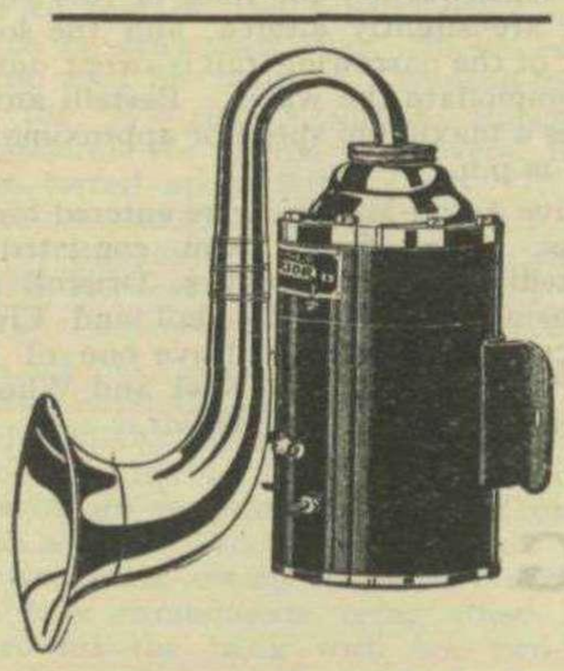
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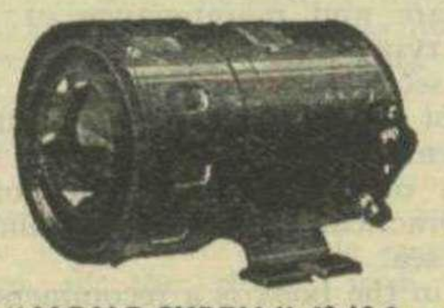
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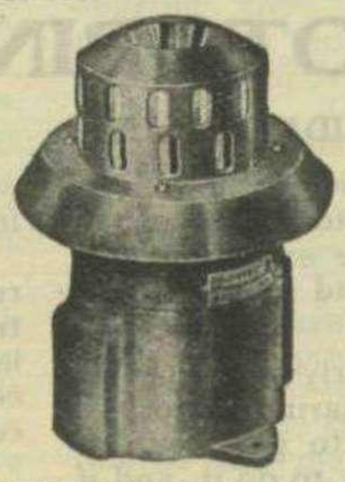
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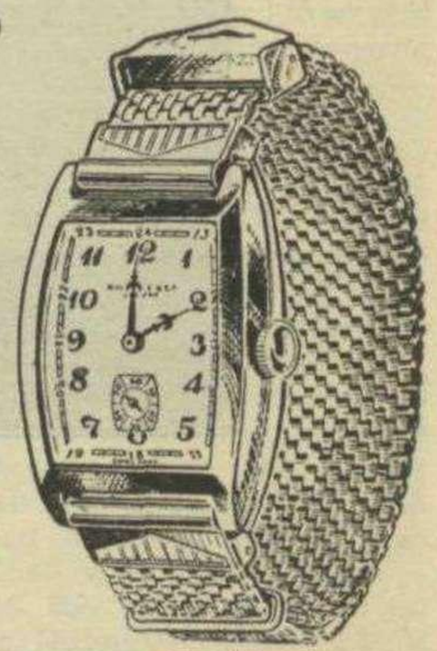
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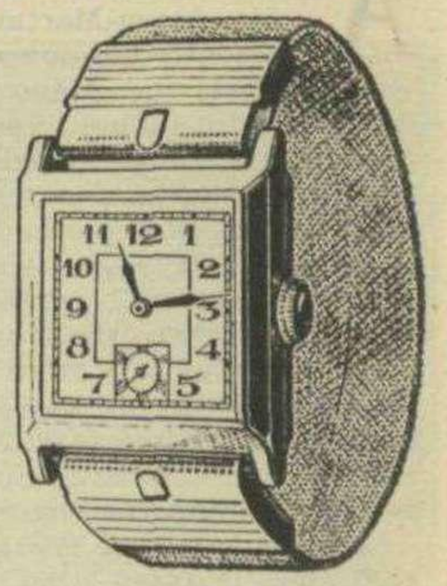
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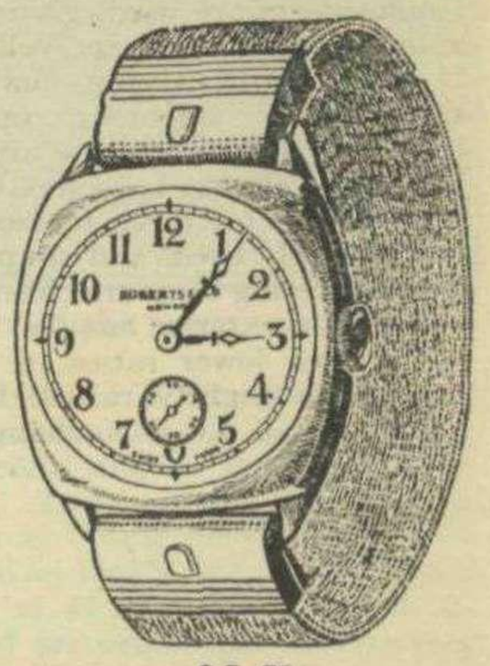
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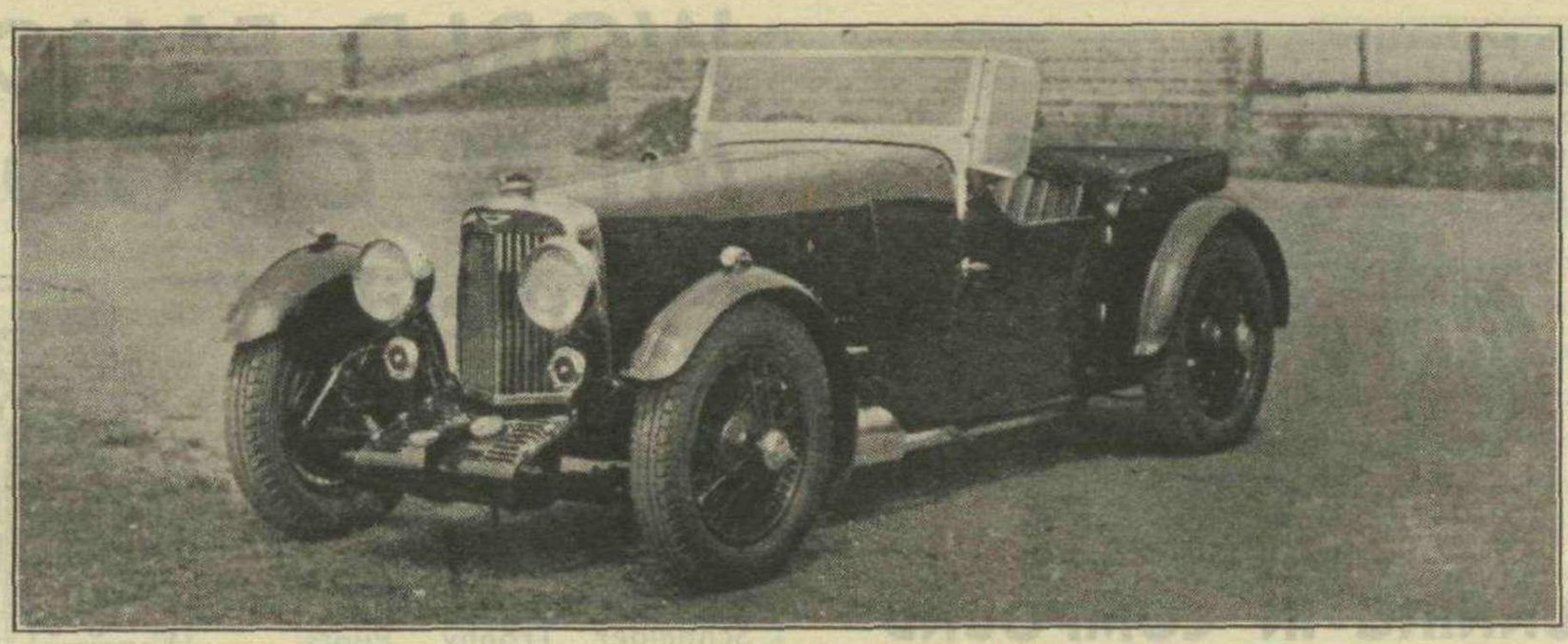
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NEW ASTON-MARTIN MODEL

THE PRESENT RANGE CONTINUED.

AN interesting addition to the range of Aston-Martin models was recently announced, and is called the Mark II Le Mans. It has been developed by racing experience from the current Le Mans model, and embodies some important improvements in chassis and coachwork.

In the first place a slightly heavier chassis frame has been used, strengthened by flanges where the front cross-member comes. Transverse front shock-absorbers are now fitted, and these two alterations have further improved the steering at high speeds. An additional cross-member is fitted behind the engine.

A fully balanced crank-shaft is one of the new features, and gives complete smoothness up to 5,000 r.p.m. Wider timing gears are used, giving more silent running, and a longer Weller spring for the camshaft driving chain also contributes to smoother operation. Oil fumes from the cam-case are now carried below the chassis by a flexible pipe. An Auto-Kleen oil filter replaces the gauze one formerly used, and simplifies upkeep, as the filtering discs are cleaned by simply turning an exterior handle.

The two lower ratios in the gear-box have been slightly raised, but the back axle ratio of 4.6 is unchanged. All the gears have ground straight teeth, and it is found that the silence and ease of gear-changing suffers nothing by comparison with those boxes with constant mesh ratios.

The brake cables are of a new type which remain constant in length however much they are bent, but straight rods are used where there is no axle movement to contend with.

The most noticeable exterior change is the fitting of plated radiator shutters, a practical addition which enhances the appearance of the cars. The scuttle is now flat instead of cowled, while the windscreen has side flaps which may be used as aero screens when the larger screen is folded forward. The hood is carried outside the body and though the car is described as a two-seater the rear compartment is upholstered and can be used to carry one or two people on short journeys. The dash lay-out has been altered, and the new Smith instruments have clear and handsomely engraved dials.

The tool box has been combined with the dashboard under the bonnet, and the floor boards have been altered to give more easy access to the transmission.

The new model costs complete £610, while the Mark. I range continues unaltered. The two-seater of this series, which is mounted on a 9 ft. 6 ins. chassis, is priced at £595, while the full four-seater on the 10 ft. chassis costs £625.

When we last visited the factory the team cars for Le Mans were being prepared. The engine and chassis details are identical with the Mark II model already described, except that the compression has been raised from 7.5 to 9 to utilise the pure benzol which is permitted in the 24 hours Race. The cross-members were extensively drilled and the cars complete weigh 17½ cwt. as compared with 19¼ cwt. of the standard two-seater.

The 17½-gallon petrol tank is now mounted forward of the rear axle, and the spare wheel is carried horizontally behind it. Consequently the lines of this year's cars are slightly altered, and the lower part of the narrowing tail is swept out to accommodate the wheel. Bertelli anticipates a maximum speed of approximately 107 m.p.h.

Five Aston-Martins were entered for Le Mans. The official team consisted of Bertelli and Penn-Hughes, Driscoll and Fothringham, and Goodall and Elwes. Vincent and Falkner drove one of last year's team cars, and Noel and Wheeler entered a standard 1933 car.

MARINE MOTORING

NEW GUIDE FOR HOLIDAY CRUISES.

MANY motorists this summer will for the first time desert the land and spend their holidays motoring by water; and already at the beginning of a new cruising season holiday centres around the coast and inland cruising areas report a boom in the demand for marine motor craft.

In response to this growing interest in motor boating and motor yachting, a new guide, "The Marine Manual," is published this week by C. C. Wakefield & Co., Ltd., who in recent years have carried out special researches in the lubrication of petrol, paraffin, Diesel and other types of marine engine.

The author is the well-known authority, Mr. P. Roness Bordewich, who writes as a practical yachtsman for every type of marine motorist—for the expert no less than for the beginner, and for owners of all types of craft.

It will appeal particularly to the people who want to become marine motorists, but do not know how to go about it. This book tells them how to do it, and if they follow its instructions throughout, they will never go far wrong.

The book is divided into four sections. Fifty pages are devoted to detailed advice on the purchase, registration and fitting out of a holiday cruiser.

A further section deals exhaustively with the care and maintenance of the four main types of marine engine.

A third section is given over to the rudiments of practical seamanship, illustrated with numerous diagrams; and the last section of the book consists of a complete practical manual on holiday cooking at sea.

Included in the book is a recommendation list indicating the correct grades of Castrol oil for summer and winter use in all makes of marine engine available on the British market.

"The Marine Manual" is obtainable from C. C. Wakefield and Company, Wakefield House, Cheapside, London, E.C. 2, at the price of one shilling.

SHELSLEY AT ITS BEST

WHITNEY STRAIGHT (MASERATI) RAISES THE RECORD TO 40 SECONDS. SPORTS CAR AND LADIES' RECORDS ALSO GO BY THE BOARD.

PERFECT weather, a first-class entry, and some fine driving combined to make England's only open Hill-Climb its usual success. Whitney Straight's achievement in knocking off 1 1/5 seconds off his last year's record gave an added zest to the meeting, and further confirmed his mastery of the new Maserati.

Some interesting entries had been received from the Continent, namely E. L. Frankl and two other Austrian drivers, and also Hans Ruesch, the Swiss driver who holds the Standing Kilometre Record on his Maserati. The unfortunate Frankl was killed in a crash at the start of the Eifel Race only a week before Shelsley, so naturally the other members of the team did not care to take part, while Ruesch sent a last-minute telegram stating that his car was out of action.

There was, however, no lack of talent amongst those who were taking part. Whitney Straight, who last year secured the record with his 2.5-litre Maserati with a run of 41 1/5 seconds, had brought one of his three-litre cars and its greatly increased power and its self-changing gear-box made a further lowering of the records almost a certainty. Some special extended hubs which had been manufactured in Milan did not arrive till the last hour of practice, but once the car was fitted with its twin rear-wheels the driver found himself able to make better use of the 270 h.p. at his disposal.

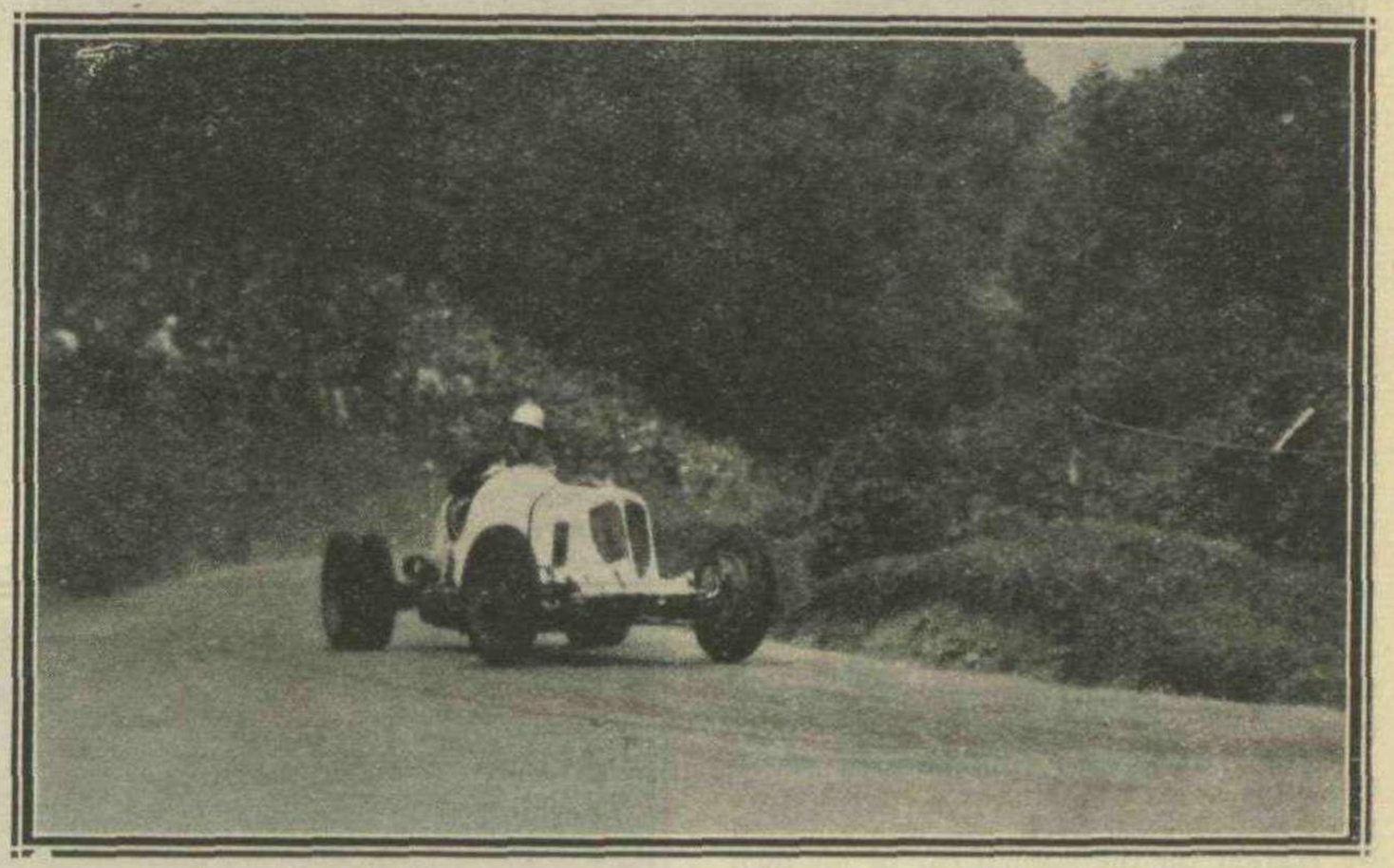
The E.R.A.s were still undergoing chassis alterations, and Raymond Mays had to rely on the supercharged Riley which he drove last year. In his hectic battle with Sir Malcolm Campbell in one of the Whitsun Mountain Races at Brooklands the engine had several times been forced up to 9,000 r.p.m. It was therefore thought advisable to fit a new set of pistons, and the only running-in which the car had received was the hundred miles from Bourne to Shelsley.

R. J. G. Nash's "Spook" was of course entered, but did not seem too lively on the Friday, while J. A. Arnold who was driving Nash's old "Terror," blew it up in practice during a rather lurid ascent. Practising passed off with few incidents, owing to the dry surface, the only excitements being when Mrs. Petre hit the bank with her two-litre Bugatti and buckled a wheel, and the breaking of the back-axle on the Becke Powerplus, which is now owned by Newsome.

The Bolster Special goes from strength to strength, at any rate as far as the power-plant is concerned, and now has two V twin motor-cycle engines, one in front of the other, with chain-drive through a motor-cycle gear-box to the solid back-axle. Through the shearing of a hub-key at Lewes the drive was concentrated on one rear wheel only, and the designer had some moments which even he admitted were disturbing.

Saturday, June 9th, was warm and fine, with a thin layer of clouds which prevented the glare from becoming excessive, and throngs of spectators from all over England converged on the familiar Worcestershire roads. A gravelled path from the main road to the top of the hill allowed spectators to reach all vantage points right to the top of the hill without crossing the track, and a new viewpoint had been provided at the first bend of the "S" by piping the stream and filling up the hollow.

Punctuality is one of the best features of the Shelsley meeting, and promptly at one o'clock the loud-speakers announced that the first car was on the line. It was the supercharged Morris Minor driven by Peter Skinner, which had made the fastest ascent in its class in the October meeting last year. All was not well, apparently, for the car remained on the line when the starting "pips" sounded.



". . . the white stream-lined Maserati had reached the corner."

A second attempt was more successful, and after a well-controlled broadside at the bottom corner, the car made a rapid climb to the "S" bend. Steam was spurting from the vent-pipe, but the engine was pulling well, and Skinner came through the bends with the minimum of fireworks. Time 47 2/5, a very useful figure with which to begin the meeting. Letts in his supercharged Midget was next on the line, and the powerful exhaust note reached a climax as he took the corner. Twin rear wheels helped his car to maintain a grip, and he shot up the steep pitch round the second bend in the most convincing way, working hard with the steering wheel to hold the desired path, making a time of 46 1/5 secs. Issigonis on a blown Austin made a fast and steady ascent, while next on the line was Miss Barbara Skinner with another supercharged Morris Minor. The car had had a complete set of big-ends fitted the night before, so the best could hardly be expected, but after an excellent get-away and a good gear-change Miss Skinner made a fine climb, took the corners smoothly, and was only 1/5 second slower than her brother, thus beating Miss Sedgwick's record on a Fraser-Nash.

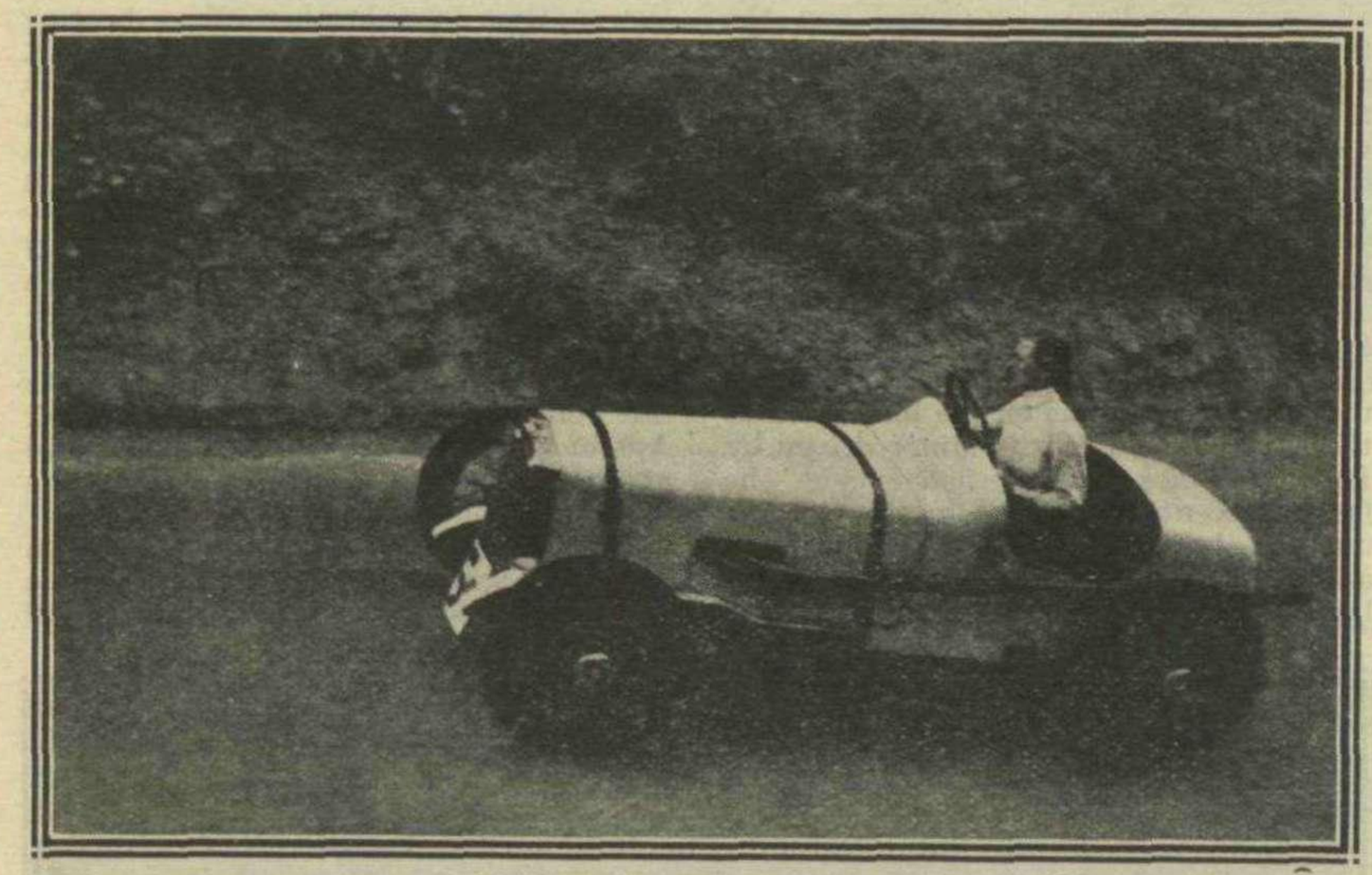
The new single-seater Austin, which is now developing 75 h.p. and which weighs 8½ cwt., was running up to its Mountain Race form. With Pat Driscoll at the wheel the little white car fairly shot up to the bends, and in spite of touching the outside bank at the top corner, recorded the time of 46 seconds. Turner of Donington fame was a little wild at the bottom of the hill but was safe on the bends, while the Cutler Austin was much less rapid and bumped about. Perry on a blown Midget was competent but not very fast.

Horton led off the 1,100 c.c. class on his single-seater Magnette, but made a bad start and was not travelling well on the top bends. E. R. Hall followed him, and getting away in perfect style, made the welkin ring on the way up to the corner. Twin rear wheels again showed their use, and the determination which showed on Hall's face was rewarded by the time of 44 1/5 secs. The G. N. Martyr failed its driver on the starting line and Miss McOstrich in a Singer was painfully slow. A sound like an aero-engine then reached the crowds at the corners, and heralded the coming of Glegg's Dorcas II. It had four very knobbly tyres in front and this and the dry surface gave the front-drive mechanism a chance to grip, but Glegg needed all his skill to avoid the inside bank after the top corner. Appleton's very neat blue Maserati-Riley performed creditably, climbing in 48 4/5 seconds.

Summerfield's four-seater blown Magnette made a fast climb, but the tail swung across and hit the outside bank, while King's car "died" just before it reached the finishing line. E. J. Moor's Wasp, one of the few G.N. type Specials taking part in the climb, hit the outside

SHELSLEY AT ITS BEST—continued.

bank between the "S" bends and the driver in his confusion missed a gear above the top corner, yet in spite of all this did a "51." Horton had been having some trouble with his Special, and made a slow start, but was steady and quite fast on the bends.



". . . Miss Skinner made a fine climb, took the corners smoothly . . . thus beating Miss Sedgwick's record on a Fraser-Nash."

Now it was the turn of the 1½-litre class, and with Raymond Mays on the line with the supercharged Riley, everyone was on their feet. He made an excellent start, held the car well on the bottom bends, and in a few seconds was roaring up to the bends. He braked, blipped his engine and got his gear all at once, took the first corner steadily, turned on the gas again and put in some strenuous work with the wheel as he took the second right-angle, actually touching the grass at the gate.

Barnes on the low green Singer which he will drive at Le Mans took an accurate path and clocked 54.4, and was followed by Harker on the special car of his own construction, which now has two M.G. cylinder blocks. It was unusually quiet, a high pitched whine being more prominent than the exhaust note but, the car showed useful acceleration between the bends. Meanwhile it had been announced that Mays had made a false start but was to be given another run. This time he took the corner in a wider sweep, and kept his foot down while correcting after the bend, and clocked 43.2 seconds, the fastest time yet.

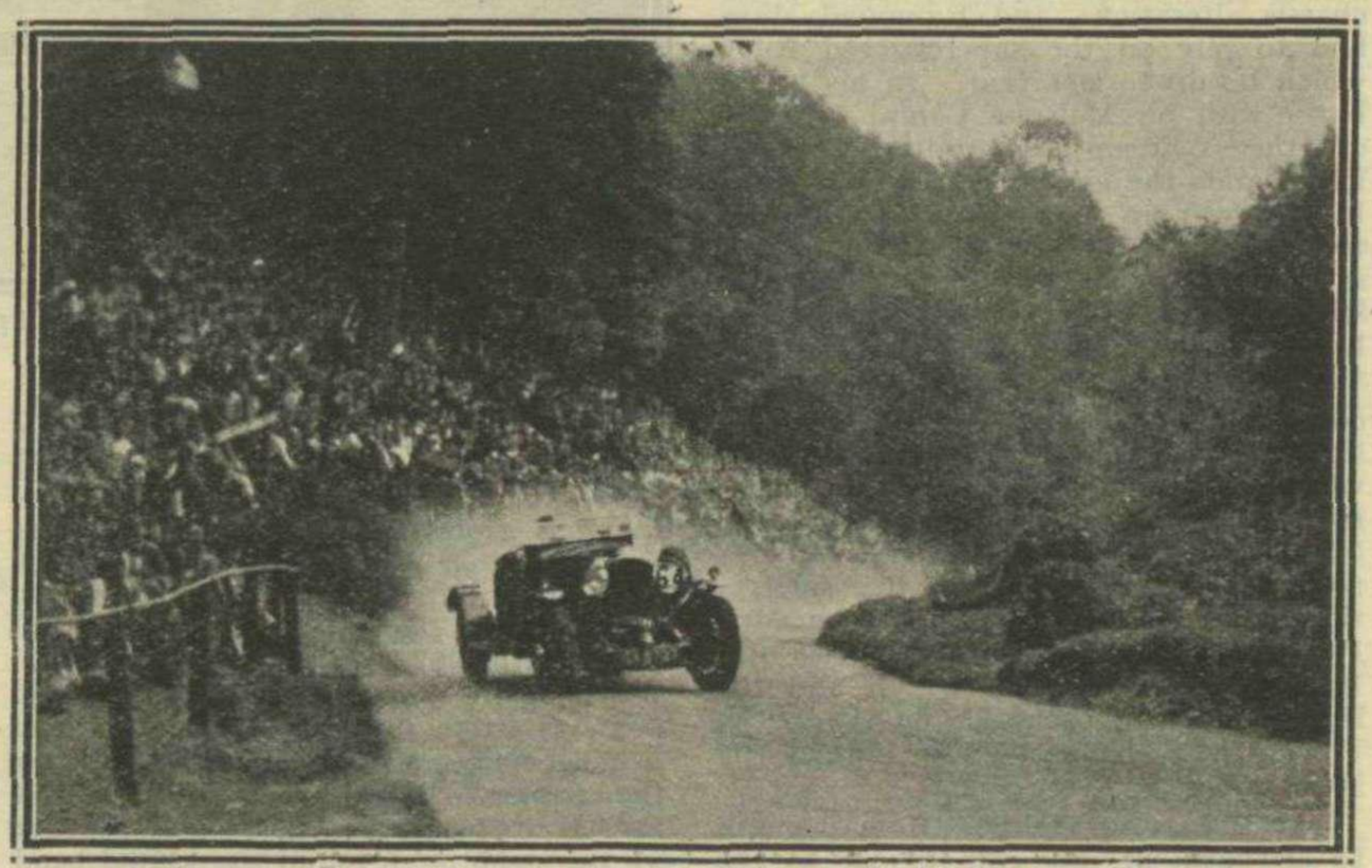
Newsome was not outstanding on the Becke Powerplus, Whatcoat took a fast and steady path on his blown Bugatti, while J. Lemon Burton on a similar car approached the first corner at very high speed and had to brake heavily to get round. Langley and Baker were not exciting on their Singers, Mangoletsi made a good climb on a well-tuned T.T. Lea Francis, while Nash's Spook was suffering from clutch slip. Roy Eccles made a businesslike ascent on his Fraser-Nash in 48 3/5 seconds, and Miss Sedgwick was only 1/5 second slower.

The Bolster Special was exciting enough with one engine, so that with two there was every excuse for the alarm of the announcer at the Kennel Bend. However, Bolster cut right out for the first corner, straightened up and roared round the second bend quite safely, snaking up the road to the finish. His time was 44.2, only a second slower than Mays, which speaks volumes for his skill in controlling his astonishing little car. The other quick two-litre was Esson Scott's supercharged Bugatti, with twin rear wheels. The driver did not seem at all sure of himself, cutting right out for the first bend, though the acceleration between the corners gave some indication of the power which was there. Mrs. Petre made a steady climb on her unblown two-litre, C. E. C. Martin and Blackstone on two-litre touring Alfas recorded respectively 57 and 52.2 seconds, while the blown Marendaz pinked unpleasantly.

Needham made a quiet climb on his S.S., then Rose on a short chassis 2.3 Alfa tried to take the first corner too fast, swung but got round and again nearly hit the bank at the top part. His time was 50 secs. Embiricos on a touring two-seater 2.3 Bugatti had no difficulty in taking two seconds off this without unsteadiness, while Eccles made a fine climb on his G.P. car in 44 secs. Lord Howe displayed a different technique, taking the bottom corner wide and slowly, as though to avoid having wheel-spin, then putting his foot down to good effect as soon as he was straight. His time was 43.4 secs.

Whitney Straight was now on the line, and the crowd stared expectantly towards the narrow strip of road winding up through the trees. A momentary check as something was done to the timing apparatus, then "He's off," said the announcer. "No wheel-spin but a steady spurt from the line and a perfect corner round the Kennel Bend." A throaty roar could be heard, not nearly so loud as many of the smaller cars, then almost before one had noticed it, the white streamlined Maserati had reached the corner. A slight break in the note, the car had taken a central path through the lower corner, rushed up to the second one and away without a pause or a snake to the finishing line. Nothing could have been less ostentatious, but how fast Straight had gone was only revealed by the time, 40 secs. dead, or 1 1/5 secs. better than last year.

Thomas Fotheringham also showed a preference for the centre of the road, and brought up his well-tuned single camshaft Bugatti in 44 secs. Bachelier drove up his beautifully kept touring "2.3" in 50.2 secs., aided no doubt by the self-changing gear-box which he has fitted, while Baines on a full four-seater was considerably slower. Major Gardner and J. H. Bartlett found their long chassis Alfas rather cumbersome on the double bend, while G. Poppe on a "105" Talbot with a streamlined four-seater body actually lost time by suddenly dropping

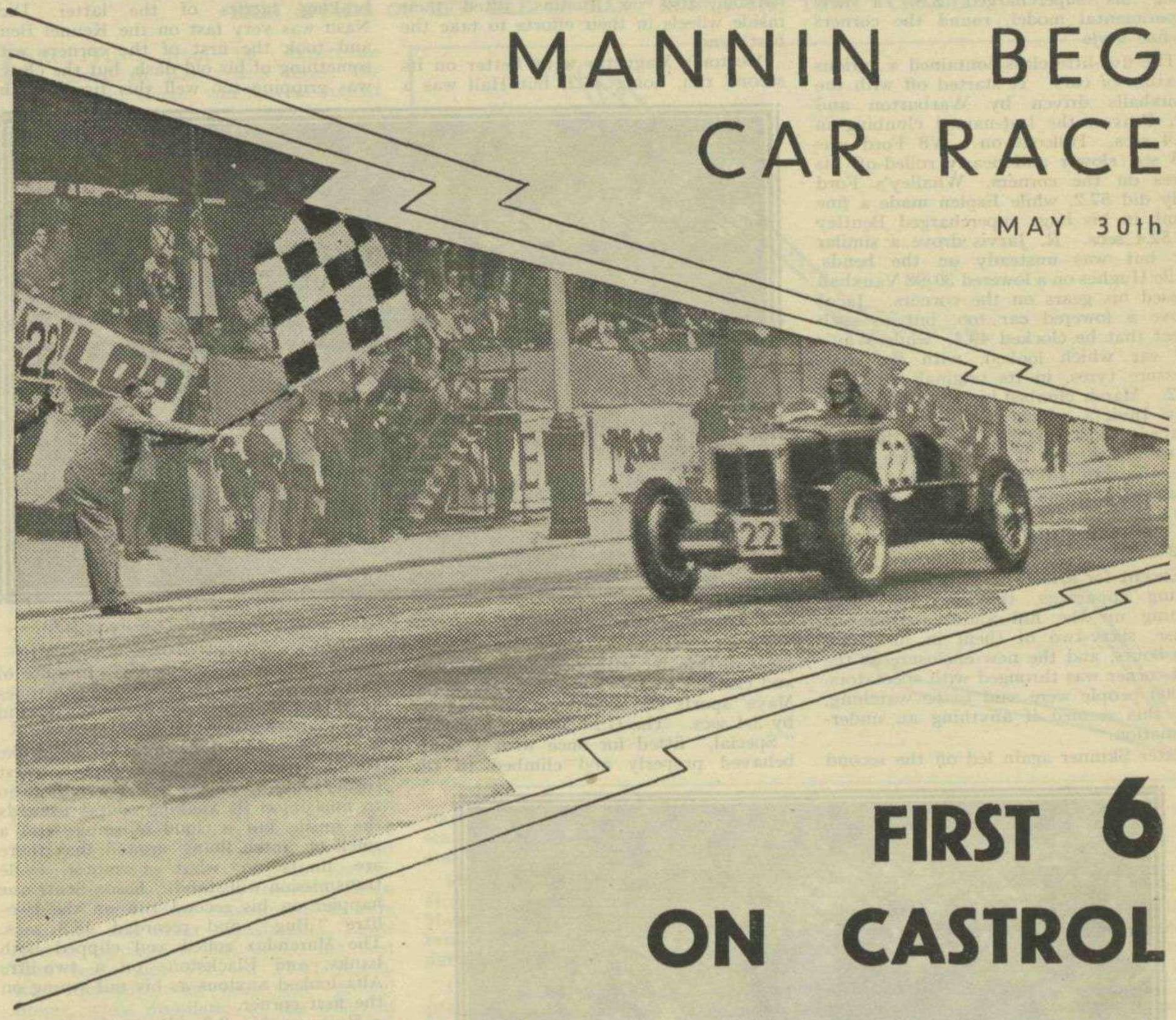


". . . R Jarvis . . . was unsteady on the bends . . ."

I.O.M. "ROUND THE HOUSES"

MANNIN BEG CAR RACE

MAY 30th



FIRST 6 ON CASTROL

1 Norman Black

2 C. J. P. Dodson

3 G. E. T. Eyston

all driving
M.G. MAGNETTES
all using

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SHELSLEY AT ITS BEST—continued.

down a gear on the corner. Needham flung his supercharged S.S., a new experimental model, round the corners in fine style.

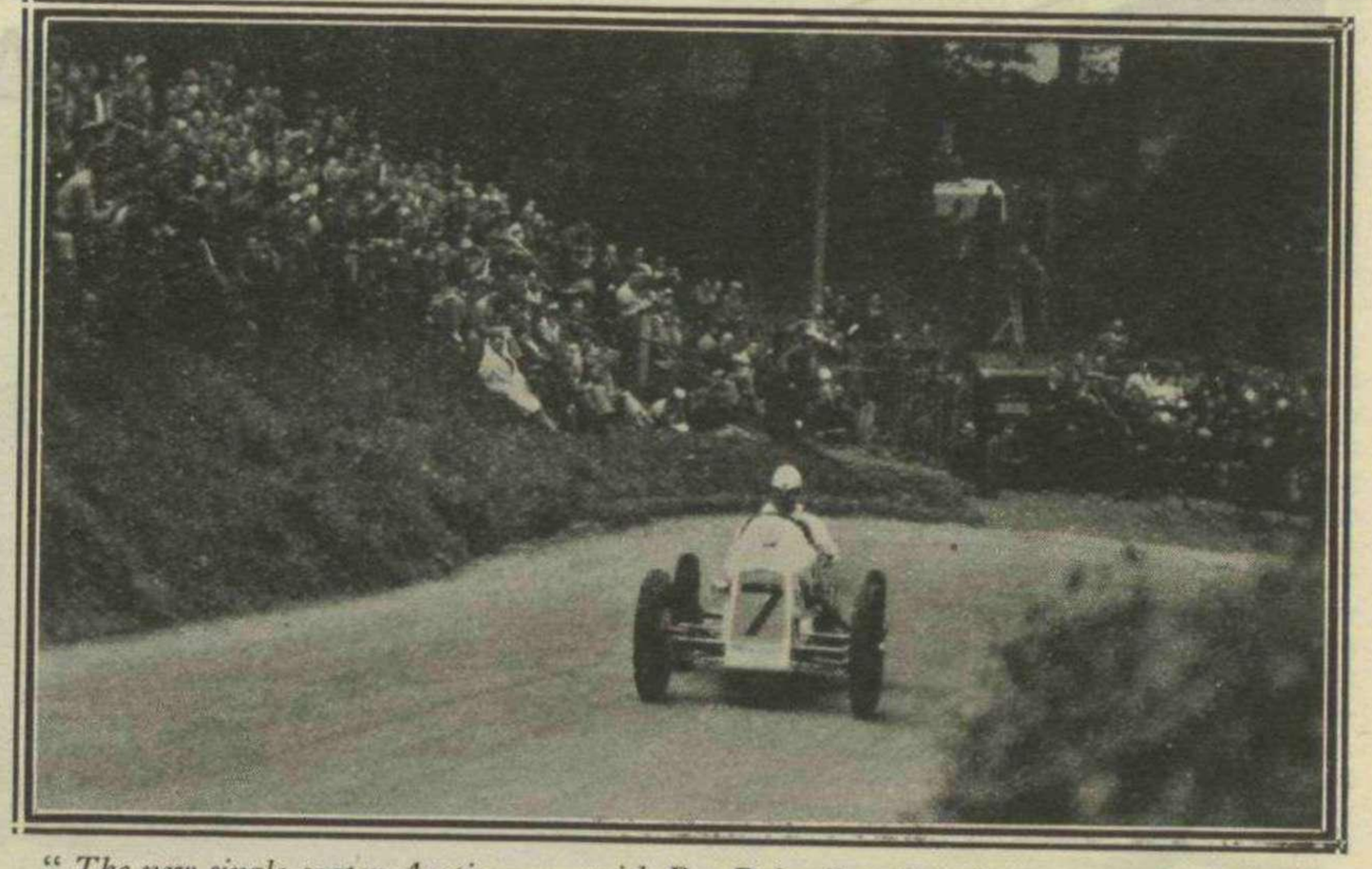
The five-litre class contained a curious mixture of cars. It started off with the Vauxhalls driven by Warburton and Dr. Beaver, the last-named climbing in 53.4 secs. Hillcoat on a V8 Ford was 1/5 sec. slower and nearly rolled-off his tyres on the corners. Whalley's Ford only did 57.2, while Esplen made a fine climb in his huge supercharged Bentley in 52.4 secs. R. Jarvis drove a similar car but was unsteady on the bends, while Hughes on a lowered 30/98 Vauxhall missed his gears on the corners. Jacot drove a lowered car too, but to such effect that he clocked 49.4, while Way's old car which looked, with its high-pressure tyres, in its original trim, did 58.2. Marsh climbed in 53.6 secs. in the only Invicta which ran. Lord Howe's Mercedes was the only car in the over 5-litre class, but it is one which never fails to excite admiration. Fairly throbbing with power, with the familiar skirl from the supercharger, it brought the first runs to a close with a time of 46.2 secs.

Except for a few delays caused by the timing apparatus, the cars had been coming up the hill almost without a pause, sixty-two of them in just over two hours, and the new enclosure at the first corner was thronged with spectators. 15,000 people were said to be watching, and this seemed if anything an under-estimation.

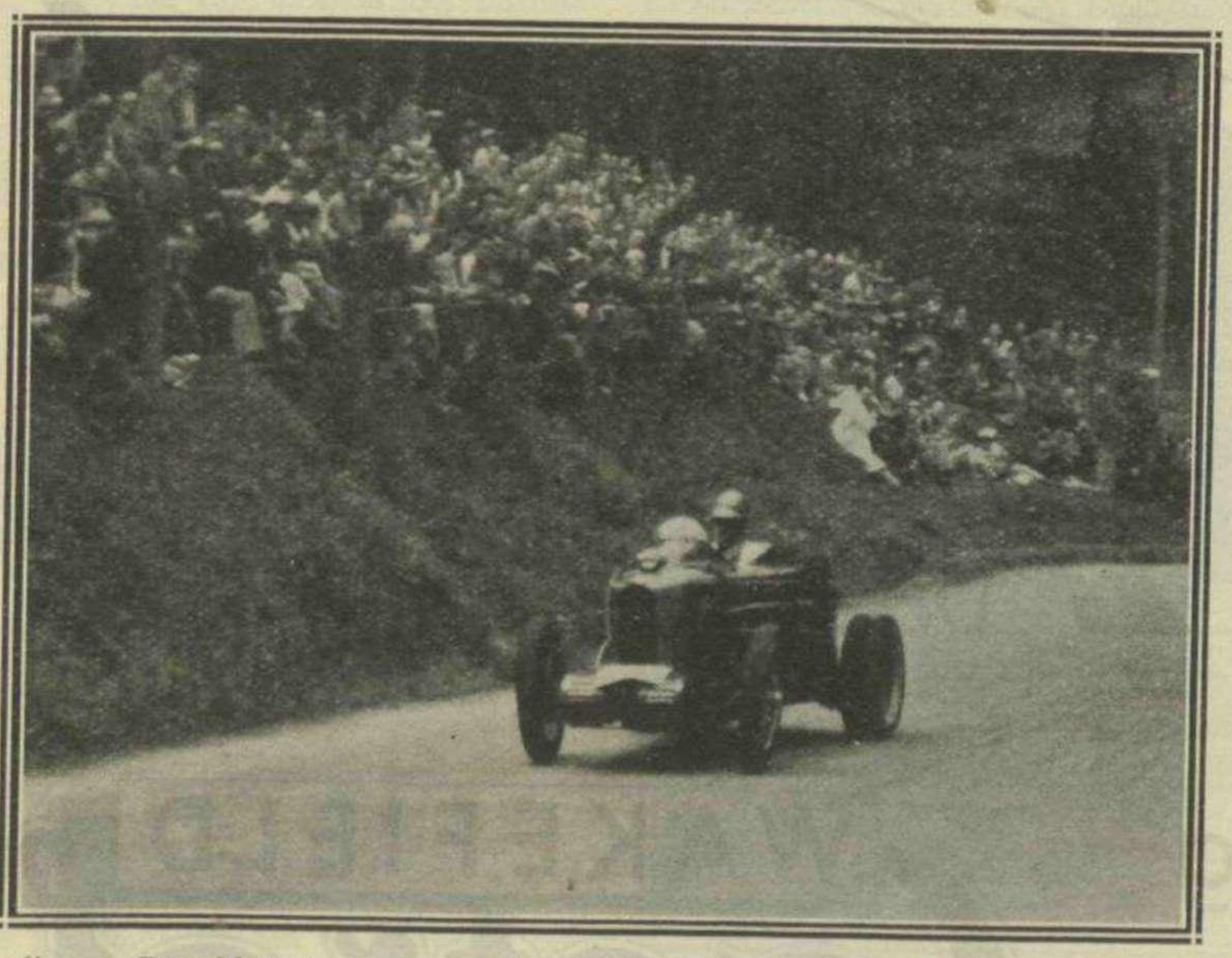
Peter Skinner again led off the second series of runs, and made a fast steady climb on the Morris Minor in 46.6 secs., and Miss Skinner confirmed her title to the Ladies' Record by putting up exactly the same figures. Donald Letts was very fierce indeed, and chased up his ear-splitting dark blue M.G. Midget in 45.8 secs. Driscoll on the single-seater Austin was again fast, but lost time by changing up too soon, while Turner and Gibson, also on Austins, lifted their inside wheels in their efforts to take the first bend.

Horton's Magnette went better on its second run, doing 46.2, but Hall was a great deal faster without being unsteady, and clocked 43.2, which beat Raymond Mays' sports car record on the Invicta by 2.4 secs. The G.N. Martyr, a V-twin "Special," fitted for once with a body, behaved properly and climbed to the tune of 51 secs.

Mays again made a rousing ascent on the blown Riley, which was in fine tune between the bends, and steadier round the corners. He equalled Von Stuck's record of 42.8 secs. Harker improved to 48.6, the Becke failed below the bends, Whatcoat's blown Bugatti was well handled, but did not come up to Burton's time of 47 secs. in spite of the heavy braking tactics of the latter. Dick Nash was very fast on the Kennel Bend and took the first of the corners with something of his old dash, but the clutch was gripping too well this time and he stuck in gear at each bend. In spite of this he managed 46 secs., but the times of 47 and 47.8 secs. put up by Eccles and Miss Sedgwick were more notable.



" The new single-seater Austin . . . with Pat Driscoll at the wheel . . . recorded the time of 46 seconds."



" . . . Donald Letts was very fierce indeed, and chased up his . . M.G. Midget in 45.8 secs."

Bolster was content to let his coffin-like vehicle slow right down on the first corner, relying on its power-weight ratio to hurl it on its snaking course towards the finish, but a cloud of smoke and a smell of clutch lining showed that there are limits to what a motor cycle transmission will stand. Esson-Scott was happier on his second run on the two-litre "Bug" and recorded 45.8 secs. The Marendaz rolled and clipped both banks, and Blackstone on a two-litre Alfa looked anxious as his tail swung on the first corner.

Rose on his 2.3 Alfa took the first bend much too fast and swung nearly broadside first on one lock and then the other, and for this performance was loudly clapped. Eccles (2.3 Bugatti) took the corner with some blipping and real determination and put up a useful 43.6, while Earl Howe cornered smoothly to make the climb in 44 secs.

Again the crowd was on tip-toe for Straight's climb, but he made a slightly slower get-away, and the car jumped a little at the first corner. It was still a first-class performance, and the 40.8 secs. beat his last year's record handsomely.

Newsome had a third run on the Becke, which resulted in his blowing it up above the second corner, then Fotheringham made a first-class climb in his Bugatti in 43 secs. Major Gardner on his Alfa brought his time down to 50.2 secs. and Needham was only 1/5 sec. slower on the blown S.S. Poppe on his Talbot recorded 53.4 secs., in spite of his door flying open on the corner.

In the Five-Litre Class, Esplen (S/C Bentley) improved his time to 52 secs., Hughes (30/98 Vauxhall) 51.6, Dr. Beaver

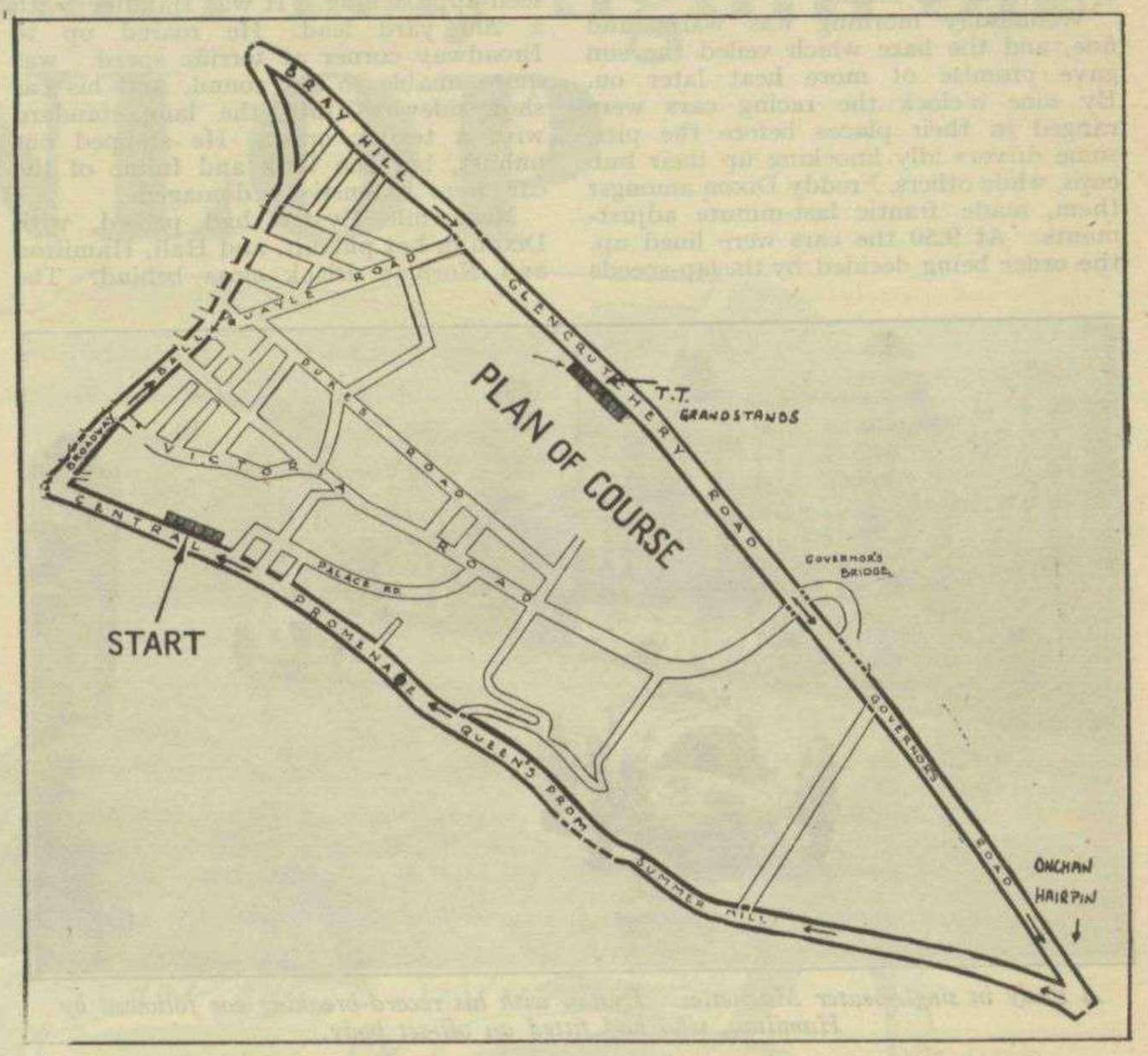
Continued on page 414.

THE MANNIN RACES

HIGH SPEEDS ON NEW ISLE OF MAN "ROUND THE TOWN" CIRCUIT.

PROFITING from the experience gained in last year's races, the Mannin Races, which were run at Douglas, Isle of Man, on the 30th May and the 1st of June, proved an unqualified success. The stands were well placed, the roads bridged at several points and full provision was made for spectators to move about freely, while the course was shortened to 3.7 miles.

Starting from the centre of the Promenade, the new route turned sharp up Broadway, an ascent of about 1 in 10, and forked left half-way up into York Road. A change of road-level at this point threw the faster cars into the air, and a number of them threatened to post themselves in the letter-box which stood on the edge of the pavement. Over the crest of the hill, the course dropped sharply down Stony Road, at the bottom of which the cars had to negotiate a sharp hair-pin. Bray Hill is another 1 in 10 climb, and from the top of that the course led past the Motor-cycle T.T. Stands along a bumpy stretch to Governor's Bridge. Here there was a sharp dip, with unpleasant bumps on the bridge itself. From that point the same roads are used as in last year's races, with the Onchan hair-pin bend, the narrow 1 in 7 descent of Summer Hill rendered more hazardous by telegraph poles, and the fast stretch along the Promenade with its tramlines.



There were only two days of practising, on which the roads were closed from 5 to 7 a.m., and the majority of drivers put in an appearance on the first day. The chief interest was centred in the 2.6 Monoposto Alfa which Noel Rees had borrowed from the Scuderia Ferrari, and which was driven by the Hon. Brian Lewis. After some experiments in tyre pressures and other adjustments, Lewis started lapping in fine style, his best time being 2m. 51s., or 77.01 m.p.h. Rose-Richards was only one second slower, while Staniland, at the wheel of Mathieson's Bugatti, lapped in 2m. 49s. or 77.82 m.p.h. Raymond Mays was out on the 1,500 c.c. E.R.A., but was troubled by faulty carburetion.

Amongst the Mannin Beg entries, Dixon was the most spectacular, turning round on two occasions at Bray Hill hair-pin. His time improved as he steadied down and his fastest lap was 2m. 58s., while Charlie Dodson, the motor-cycling star, and Hamilton, on his special single-seater Magnette, took respectively 3m. 3s. and 3m. 4s.

Hitting a bump at the top of Bray Hill, Horton broke the front axle of his Magnette, but was fortunately able to bring his car to rest without further damage.

Gloom was cast on the second day's practising by the news that Kaye Don had crashed his Magnette when testing it the previous evening, and his mechanic, Frank Taylor, died of his injuries. Don escaped with cuts. A. P. Hamilton therefore took over the Alfa Romeo in the senior event.

Dixon was in possession of his Mannin Moar car, which had bored out to 1,800 c.c. and lapped at extraordinary speed, his time being 2m. 44s. (80.3 m.p.h.), the highest figures on the speed table, and Brian Lewis recorded the same speed. C. J. H. Dodson took over John Cobb's Alfa, as the latter was suddenly recalled to England owing to the illness of his brother, and managed 2m. 51s., while the E.R.A. showed terrific acceleration and a useful lap time. Amongst the smaller cars, Handley reached the terrific speed of 74.8 m.p.h. on his Magnette.

It was generally agreed that the new course was a great improvement in interest both to driver and spectator, the only criticism being that it was rough in places. The fast stretch from the top of Bray Hill was too rough to allow full throttle on Lewis's Monoposto Alfa, and all the cars, especially the Rileys, were much thrown about on the Governor's Bridge section. The remainder of the roads were in good condition.

THE MANNIN BEG

A THRILLING RILEY-M.G. DUEL—DIXON LEADS FOR 45 LAPS—NORMAN BLACK (M.G.) WINS AT OVER 70 M.P.H.

THE capacity limits in the Beg race were the same as last year, that is, unsupercharged cars up to 1½ litres and supercharged cars up to 1,100 c.c. The practices had shown that a great struggle must ensue between the team of 1½-litre Rileys entered by Freddy Dixon and the numerous M.G. Magnettes. The Rileys were of course modified and tuned by Dixon himself, and were very low and well-streamlined. Three of the M.G.s were single-seaters, Eyston's being the record-breaking car with off-set engine and transmission, with a shorter body than before. Horton retained his off-set body, in which the driver sits alongside the transmission, and a similar layout was used in Hamilton's car.

The other Magnettes were fitted with the new light bodywork, in which the tank is fitted in front of the rear axle, and Everitt's new type Midget, which shaped very well in practice, was a smaller replica of the Magnettes. The McEvoy Special was a bored-out Wolseley Hornet considerably modified as regards chassis. The Singer driven by Brian Lewis carried a neat racing body and there was nothing unusual about the Rileys of Baird or

THE MANX RACES—continued.

Gillow. The 1,100 c.c. E.R.A. and the supercharged two-stroke Jameson never appeared in the Island.

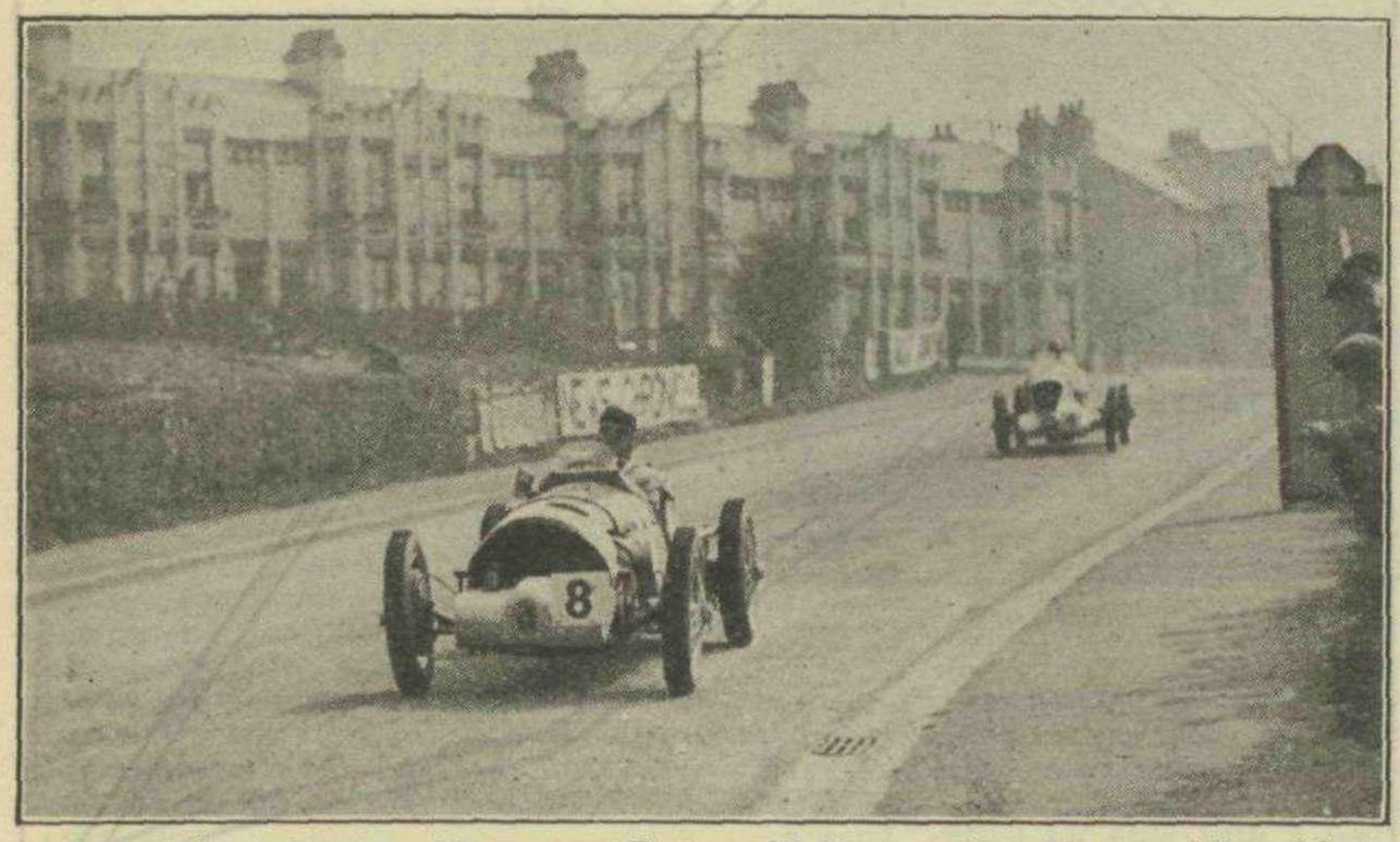
Wednesday morning was warm and fine, and the haze which veiled the sun gave promise of more heat later on. By nine o'clock the racing cars were ranged in their places before the pits, some drivers idly knocking up their hub caps, while others, Freddy Dixon amongst them, made frantic last-minute adjustments. At 9.50 the cars were lined up, the order being decided by the lap-speeds in practice, and Handley, Dixon, Hamilton and Eyston took their places in the front rank.

The tearing exhaust-notes which came from the 19 cars on the line defies description, and the jockeying for position which followed the starting flag was most exciting. Handley was seen to gain a few lengths' lead from Eyston in the 200 yards up to the first corner, with Hall and Norman Black just behind. The whole mob were quickly round Broadway corner, all, that is, except the wretched Gibson. The gearbox of his M.G. seized in top gear when still on the line, and was pushed to the side without running a single yard.

All eyes were turned towards Summer Hill, and a chocolate and brown car was seen approaching. It was Handley, with a 200 yard lead. He roared up to Broadway corner at terrific speed, was quite unable to get round, and his car shot sideways into the lamp-standard with a terrific crash. He stepped out unhurt, but the tank and frame of the car were extensively damaged.

Meanwhile Eyston had passed, with Dixon in hot pursuit, and Hall, Hamilton and Norman Black close behind. The field was already spreading out, with Horton, Donkin, and Martin in a little dog-fight on their own, and Brian Lewis in an unaccustomed position at the tail-end of the procession, followed by Baird.

Fairfield on one of Dixon's Rileys spent a good deal of time in the pits, and overshot the Broadway corner on several occasions—Dixon and Cyril Paul followed his examples. These last two were however going splendidly, and Dixon overhauled Eyston by the tenth lap. His average speed was 71.19 m.p.h. with a lead of 6 seconds from Eyston. Hall sustained his usual bad luck and retired with a burst petrol tank.



A study in single-seater Magnettes. Eyston with his record-breaking car followed by Hamilton, who had fitted an off-set body.

The course was undoubtedly rough in places, and on the bump at York Road corner all the fast cars, notably Horton's M.G., were thrown high into the air. Dixon was tremendously fast up through the town, just easing his foot momentarily as his car shot into the air, and put up two record laps, the fastest being 2m. 59s. or 73.57 m.p.h.

There was certain activity in the pits, the McEvoy being delayed by clutch trouble, while Brian Lewis was forced to retire with what was thought to be a blown gasket, but proved to be a warped valve. The spare petrol tank in Paul's car came adrift, and he lost 6 minutes in removing it and taking on 14 gallons of fuel.

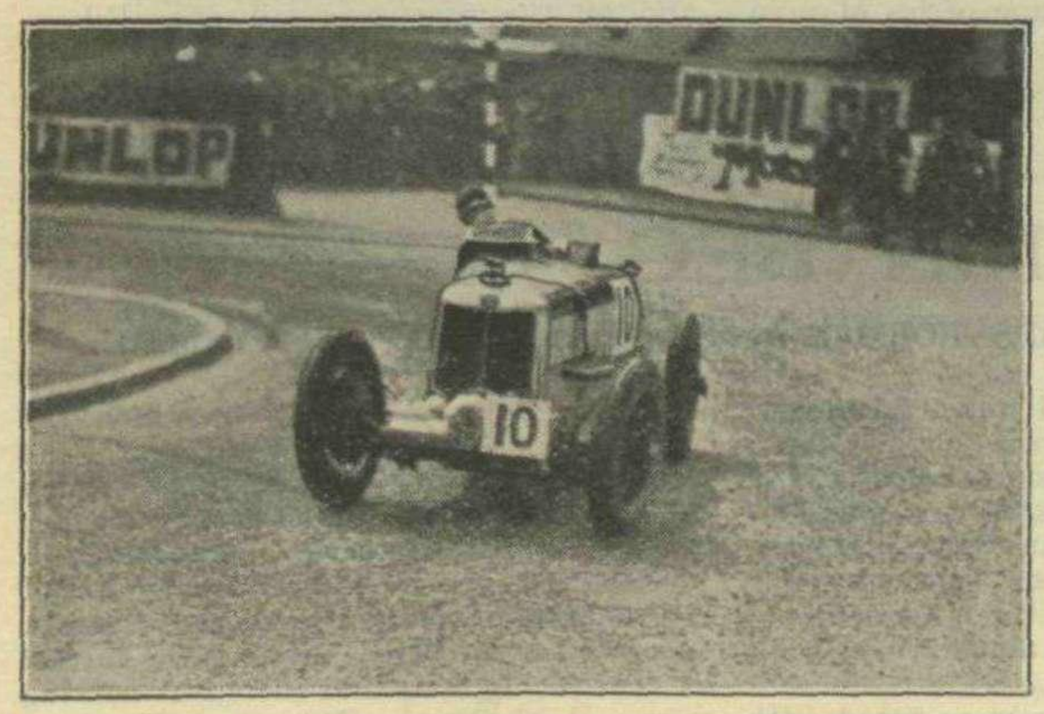
On the whole the cars were standing up well to the arduous course, and the leading cars continued at increasing speeds.

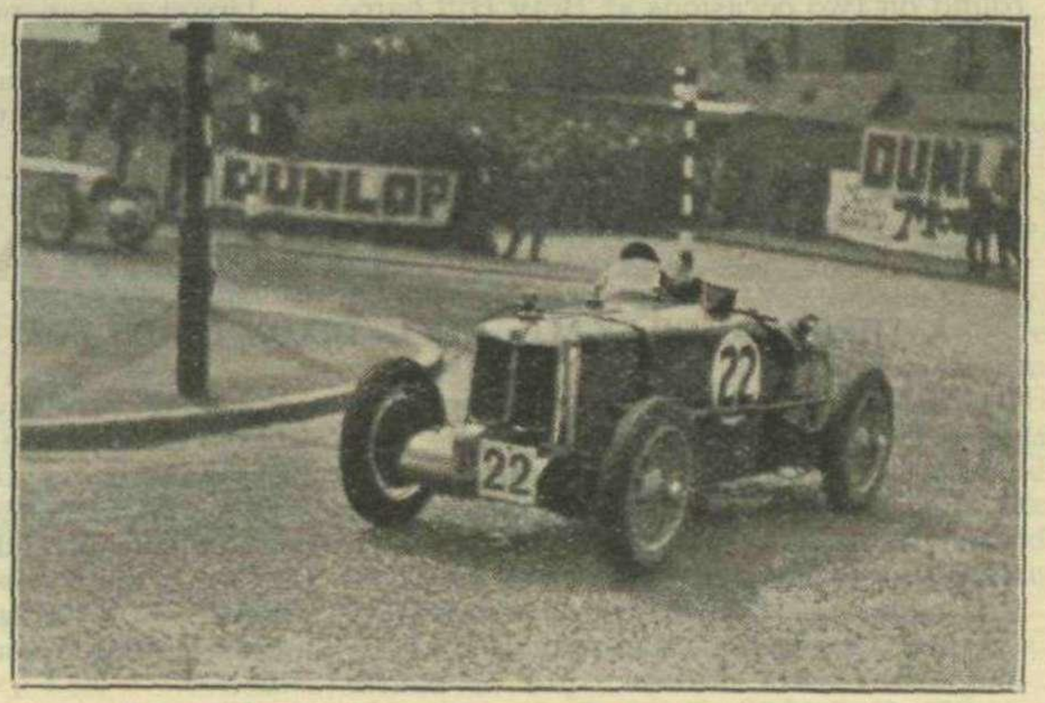
Order at 20th Lap

1. F. W. Dixon (Riley), 72.31 m.p.h.
2. G. E. T. Eyston (M.G. Magnette S), 71.23 m.p.h.
3. H. C. Hamilton (M.G. Magnette S), 71.21 m.p.h.
4. N. Black (M.G. Magnette S), 71.19 m.p.h.
5. C. J. P. Dodson (M.G. Magnette S), 69.68 m.p.h.
6. R. T. Horton (M.G. Magnette S), 69.14 m.p.h.

Except for Dixon, who had built up a lead of 52 seconds on his Riley, the cars from Abingdon had complete command of the situation, but a fine struggle was taking place between representatives of the M.G. teams. Eyston was being pressed hard by Hamilton, and Norman Black was close on Hamilton's tail. The bunch closed up until only two seconds separated the three, and Eyston's efforts to keep ahead were reflected in his record lap of 2m. 57s. or 64.4 m.p.h. The very next lap Hamilton came to grief on Summer Hill through one of his brakes seizing, and he crashed into the same telegraph pole which accounted for Lace in last year's Mannin Moar race. Hamilton escaped unhurt. Eyston still maintained his speed, only to be passed by Norman Black a few laps later.

One of the most difficult corners on the course was the hairpin at the foot of Bray Hill. Approached down a steepish hill, the corner had an outward camber, while as the race went on, patches of the rough surface-material were torn out. The Rileys seemed to find considerable difficulty in negotiating it, and the front wheels were often locked over at 45 degrees before the cars answered their





Two Styles of Cornering. Left, C. J. P. Dodson (M.G. Magnette), who finished second in the Mannin Beg, and Right, Norman Black, the ultimate winner of the Race.

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THE MANX RACES—continued.

helms. On one occasion Dixon found his way almost completely blocked by his team-mate Fairfield, who had turned round, and Baird had several moments of this sort. Gillow, of course, took an erratic course almost every time.

Dixon negotiated the corner quite unconcerned by any skids which might occur, chewing steadily, and Black had to do a fair amount of wheel waggling at times. Horton, Eyston and Dodson were all consistently neat, while C. E. C. Martin amongst the blown Magnettes rarely made a mistake.

Everitt, whose M.G. Midget had been going so well, had considerable difficulty in getting away up Bray Hill, and appeared to have lost bottom gear, while Horton lost a quantity of water each time he braked for the corner. He suffered from water-pump trouble later in the race.

The course this year was only 183 miles in length, so many of the cars were able to complete the distance without stopping for fuel. Eyston took on 15 gallons of petrol, and also oil and water in one minute. Dixon was apparently not going to stop, relying no doubt on the spare tank by his side, so he gained a further advantage.

Several wild corners were reported about mid-day, Gillow as usual at Bray Hill and also Freddy Dixon and Eccles. Donkin, who had been driving very steadily in what was only his second road-race, and who had worked his way up to fifth, hit the kerb going up Broadway and damaged a wheel. Much to his disappointment and that of Dennis Evans, who was running his pits, the damage proved more extensive than was supposed, and he had to retire at the pits. Meanwhile Gillow was becoming more and more hectic, troubled apparently by a locking rear brake, was flagged into the pits and decided not to proceed further.

Dixon still roared round happily, in spite of a skid at Broadway which threatened to put the car out of control, and led by 2m. 24s. from Black, who had a further two minute advantage over Eyston.

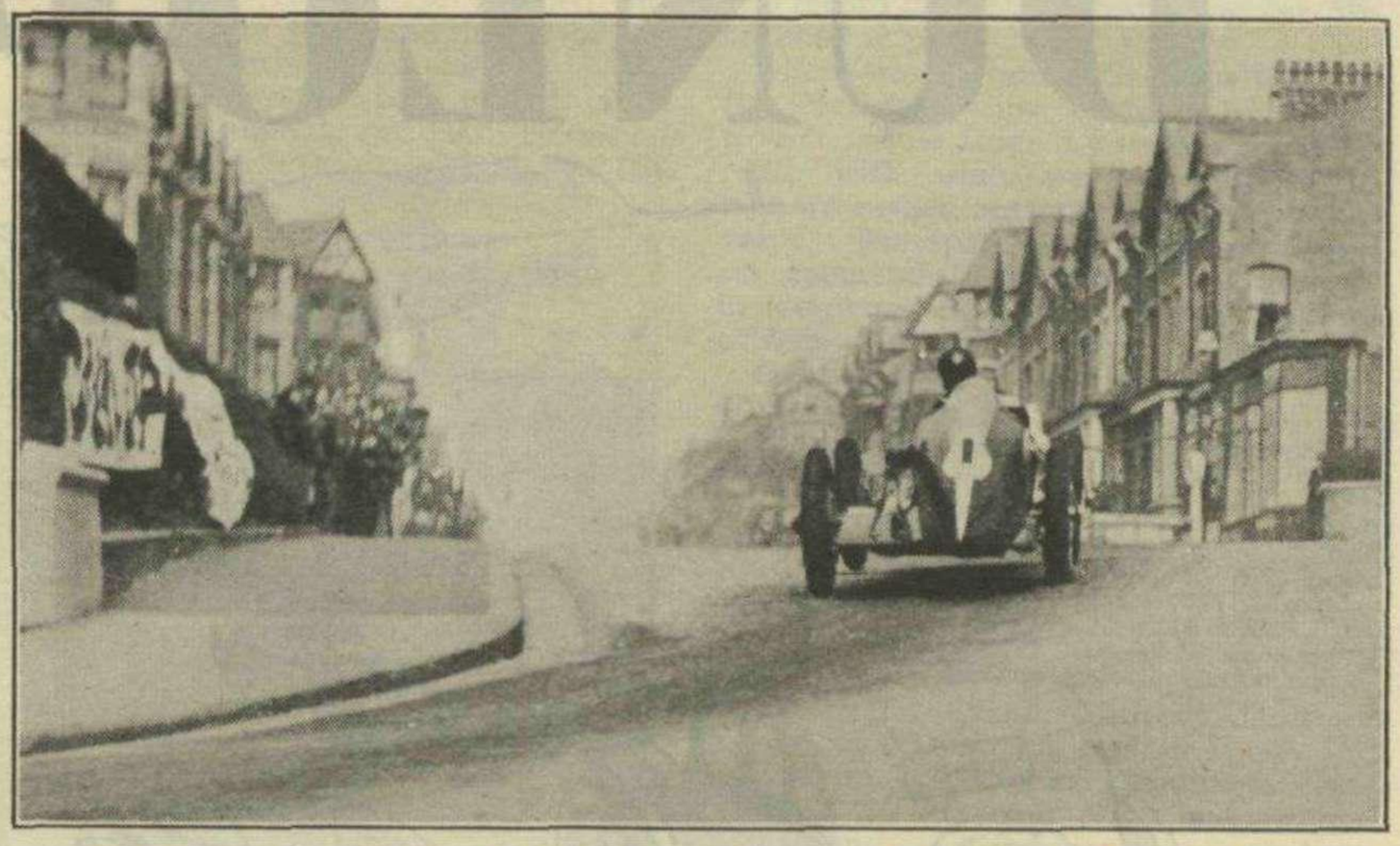
Order at 40th Lap.

1. F. W. Dixon (Riley), 72.48 m.p.h.
2. Norman Black (M.G. Magnette S), 71.06 m.p.h.
3. G. E. C. Eyston (M.G. Magnette S), 70.09 m.p.h.
4. C. J. P. Dobson (M.G. Magnette S), 70.07 m.p.h.
5. C. E. C. Martin (M.G. Magnette S), 68.1 m.p.h.
6. Roy Eccles (M.G. Magnette S), 66.85 m.p.h.

On his 38th lap Dixon's car was misfiring slightly, but next time round it had cleared itself, and with his comfortable lead, he seemed a certain winner. Meanwhile Dodson was seen to be pressing Eyston. Eccles, Eyston, Dodson and Baird passed the Stand in a howling mob which only just sorted itself out in time to negotiate the Broadway right-angle turn.

Two laps later Dodson was ahead, but this change of position was scarcely noticed at the time, since at that moment there came an announcement that "Freddy" had slowed down. He came past the stands misfiring on his 45th lap, then a report was received that he had almost stopped at York Road. No further news was given for some time, and when Black made his next appearance it was certain that he was in the lead.

At 12.30 Dixon was reported as stopped at the top of Bray Hill, having run out of fuel, a sad ending to such a gallant run. The spare tank had developed a leak, unnoticed by the driver. Black flashed over the line at 12.34 p.m., winner at the very handsome speed of 70.99 m.p.h., thus making a spectacular return to small-car racing. Dodson finished two minutes later, in considerable pain through splinters of glass from his smashed goggles, beating Eyston by a small margin. Eight cars finished within the fifteen minutes allowed, in contrast to last year's race, in which only one car besides the victorious Dixon came within the time limit.



A razor-blade body. Horton (M.G. Magnette) negotiates York Road.

It is worth noting, incidentally, that Dixon, the unfortunate Handley, Black and Dodson all attained success on motor-cycles on the Manx T.T. course, and this has no doubt contributed to their skill in handling four-wheelers.

FINAL ORDER.

1. Norman Black (1,086 c.c. M.G. Magnette S), 2 hrs. 34 mins. 37 secs. Speed 70.99 m.p.h.

2. C. J. P. Dodson (1,086 c.c. M.G. Magnette S), 2 hrs. 36 mins. 20 secs. Speed 70.2 m.p.h.

3. G. E. T. Eyston (1,086 c.c. M.G. Magnette S), 2 hrs. 36 mins. 57 secs. Speed 69.93 m.p.h.

4. C. E. C. Martin (1,086 c.c. M.G. Magnette S), 2 hrs. 41 mins. 5 secs. Speed 68.11 m.p.h.
5. Roy Eccles (1,086 c.c. M.G. Magnette S), 2 hrs. 44 mins. 22 secs. Speed 66.78 m.p.h.
6. Cyril Paul (1,486 c.c. Riley), 2 hrs. 44 mins. 25 secs. Speed 66.67 m.p.h.
7. R. T. Horton (1,086 c.c. M.G. Magnette S), 2 hrs. 44 mins. 54 secs. Speed 65.58 m.p.h.
8. W. G. Everitt (746 c.c. M.G. Midget S), 2 hrs. 48 mins. 3 secs. Speed 65.3 m.p.h.

H. Laird (McEvoy Special) had completed 46 laps and W. R. Baird 35 when they were flagged off.

THE MANNIN MOAR

HIGH SPEEDS TAKE TOLL OF GRAND PRIX CARS—DIXON AGAIN FIGURES PROMINENTLY—HON. BRIAN LEWIS (MONOPOSTO ALFA-ROMEO) HAS A COMFORTABLE WIN.

WEDNESDAY'S racing had demonstrated the success of the new course, and with the added attraction of the larger cars, the Mannin Moar promised to be equally well contested. There were ten starters, and in several cases there had been a last-minute change of driver. Staniland had taken Mathieson's place on the 2.3 Bugatti, as the owner was not yet sufficiently well to drive. Charlie Dodson deputised for John Cobb, who was recalled to London owing to the illness of his brother, and A. P. Hamilton was at the wheel of the Alfa which Kaye Don had entered. The E.R.A. was scratched at the last moment. Raymond Mays had been dissatisfied with the road-holding at high speeds, attributing it to excessively stiff springing, but Berthon, the designer, diagnosed the trouble as due to the steering lay-out, and will deal with it in conjunction with Reid Railton, as soon as the car is brought back to Bourne.

Friday was a perfect day, and spectators on the Stand got more and more keyed-up with the arrival of the rival Bugattis and Alfas. Brian Lewis's Monoposto 2.6, was one of the last, spick and span in its red paint, with the Prancing Horse crest of the Ferrari stable showing proudly on its bonnet, and fellow drivers gathered round to admire the car and exchange a last hand-shake with the driver. Cyril Paul and Dixon reached the start only a few minutes before the cars were marshalled on the road, and it was announced that the latter had had last-minute back-axle trouble. Freddy seems to have a worrying life.

Lewis and Dixon, who had both lapped the course at over 80 m.p.h., during practising, were in the front rank, and behind them Rose-Richards and Staniland on Bugattis, and Vasco Sameiro the

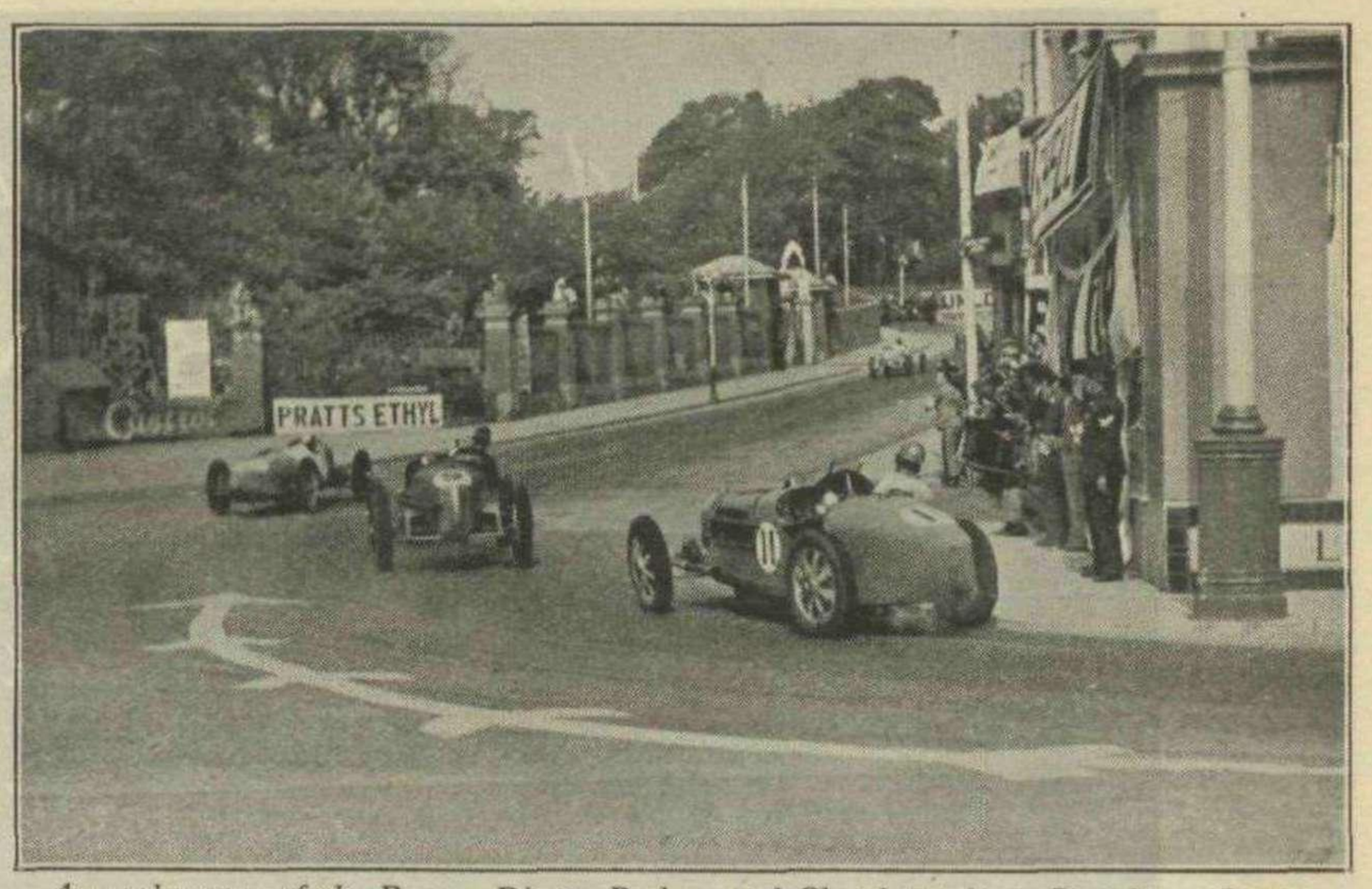
THE MANX RACES—continued.

Portuguese driver of an Alfa, who had been entered by E. F. Abecassis.

Ten o'clock approached, and engines were started. Unmoved by the roar and blare of rising and falling exhaust notes, "Ebby" raised his Manx flag, kept it there for those minutes which seem like hours to the anxious drivers, and then down it went. For a second nothing seemed to happen, then Brian Lewis shot forward "like a flash" to use his own expression, followed quickly by Rose-Richards and Dodson. Dixon's get-away was not so rapid, but he nipped in behind the other two, with Sameiro on his tail.

The hum of the exhausts as the cars negotiated the back section of the course could be plainly heard from the Stand, and in a short time a small red dot was seen descending Summer Hill to the Promenade. As had been anticipated, it was Brian Lewis on the Monoposto Alfa, hotly pursued by Rose-Richards on his Bugatti. Dixon was challenging Dodson, and actually passed him at Broadway Corner, a marvellous tribute to his skill and timing ability on an unblown 1,800 c.c. engine. Sameiro and Shuttleworth were behind him, and the latter made good use of the escape road at Broadway Corner. To add to the excitement, a large dog escaped on to the course, but was quickly captured and put under restraint.

Driving at this spot was definitely hectic and Dodson, who had got back to third place, went round the lamp-post. Sameiro, Eccles, Dixon and Shuttleworth all arrived in a bunch, Dixon sliding about in front of Shuttleworth in the most dangerous way. Hamilton, who had only had half-an-hour's practise on Don's car, was well behind, and Cyril Paul was lapped by the leaders in the first five laps. Dixon's career at this time was a most varied one, since he was right off the leader board at the fifth lap. He narrowly missed Sameiro, who overshot Broadway on the sixth lap, in the next was duelling with Eccles, passed him, and was only 40 seconds behind Lewis again at the ninth. Rose-Richards held gamely on to



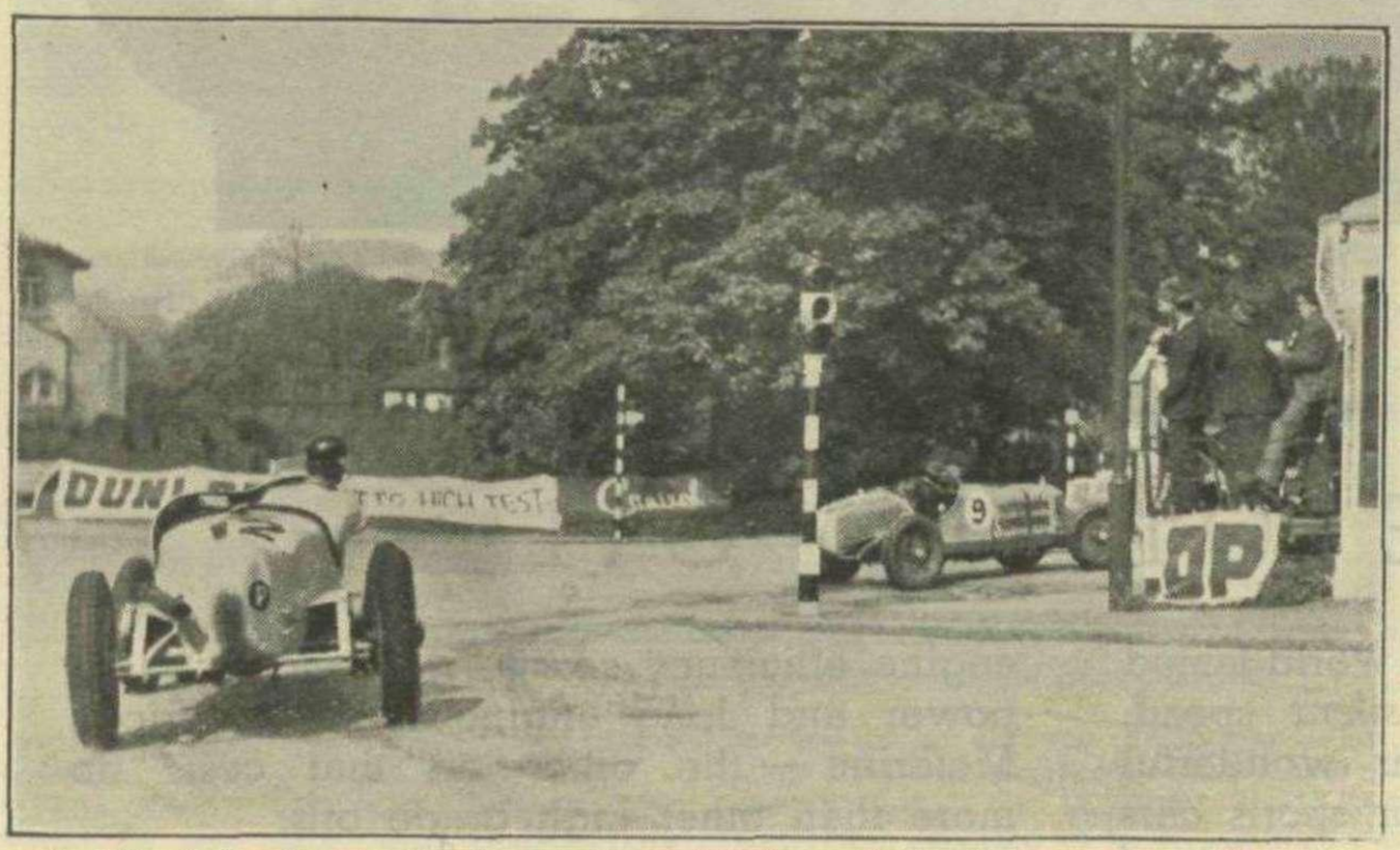
An early stage of the Race. Dixon, Dodson and Shuttleworth on Broadway Corner, while Sameiro has a 60-yard lead.

MANNIN BEG RACE.

R. T. Horton, M.G. Magnette (S), 1,086 c.c.
P. L. Donkin, M.G. Magnette (S), 1,086 c.c.
E. R. Hall, M.G. Magnette (S), 1,086 c.c.
H. C. Hamilton, M.G. Magnette (S), 1,086 c.c.
H. Laird, McEvoy Special, 1,454 c.c.
G. E. T. Eyston, M.G. Magnette (S), 1,086 c.c.
W. L. Handley, M.G. Magnette (S), 1,086 c.c.
C. P. J. Dodson, M.G. Magnette (S), 1,086 c.c.
Roy Eccles, M.G., Magnette (S), 1,086 c.c.
C. E. C. Martin, M.G. Magnette (S), 1,086 c.c.
Hon Brian Lewis, Singer, 1,493 c.c.
V. Gillow, Riley, 1,086 c.c.
P. G. Fairfield, Riley, 1,086 c.c.
F. W. Dixon, Riley, 1,486 c.c.
Cyril Paul, Riley, 1,486 c.c.
Norman Black, M.G. Magnette (S), 1,086 c.c.
R. Gibson, M.G. Magnette (S), 1,086 c.c.
W. R. Baird, Riley, 1,086 c.c.

MANNIN MOAR RACE.

C. S. Staniland, Bugatti (S), 2,263 c.c.
T. E. Rose-Richards, Bugatti (S), 2,263 c.c.
A. H. L. Eccles, Bugatti (S), 2,263 c.c.
Hon. Brian Lewis, Alfa Romeo (S), 2,655 c.c.
F. W. Dixon, Riley, 1,808 c.c.
C. J. P. Dodson, Alfa Romeo (S), 2336 c.c.
A. P. Hamilton, Alfa Romeo (S), 2,336 c.c.
R. O. Shuttleworth, Bugatti (S), 2,263 c.c.
Vasio Sameiro, Alfa Romeo (S), 2,336 c.c.



An Alfa duel. Sameiro hard on the heels of Dodson, who finished second on Cobb's car. They are seen at Bray hairpin.

second position, only 15 seconds behind him, but was plainly exerting himself to the utmost to do it, while Lewis went up Broadway Hill each time obviously with a good deal in hand.

Order at 10th Lap.

1. Brian Lewis (Alfa Romeo), 75.21 m.p.h.
2. T. E. Rose-Richards (Bugatti), 74.54 m.p.h.
3. F. W. Dixon (Riley), 73.43 m.p.h.
4. V. Sameiro (Alfa Romeo), 72.89 m.p.h.
5. C. J. W. Dodson (Alfa Romeo), 72.8 m.p.h.
6. A. H. L. Eccles (Bugatti), 72.68 m.p.h.

The first retirement was that of Staniland, driving Mathieson's Bugatti. After a single lap ominous noises started to come from the gear-box, and it was found that the lay-shaft had broken. Shuttleworth's Bugatti had been sending out clouds of smoke, but after a visit to the pits to clear a choked fuel pipe, he continued at full speed.

The race was being run at a much slower pace than would have been anticipated from the practise lap speeds. Lewis's seventh lap was done at 76.12 m.p.h., and this was beaten by Dixon at 76.56 m.p.h. The Riley was very spectacular on Summer Hill, and also at the foot of Bray Hill. Dust was reported troublesome on Summer Hill, but the course was standing up well elsewhere. The bump at Governor's Bridge had been improved, and Dixon was the only one to float badly.

Rose-Richards had been driving valiantly only some 15 seconds behind the Monoposto Alfa, when suddenly he failed to come round. He reached the pits and mechanics tore open the bonnet and delved into the hot machinery, the trouble being announced as a broken water pump gland. He persevered for another lap, steam spouting from his radiator filter-cap, but was forced to retire.

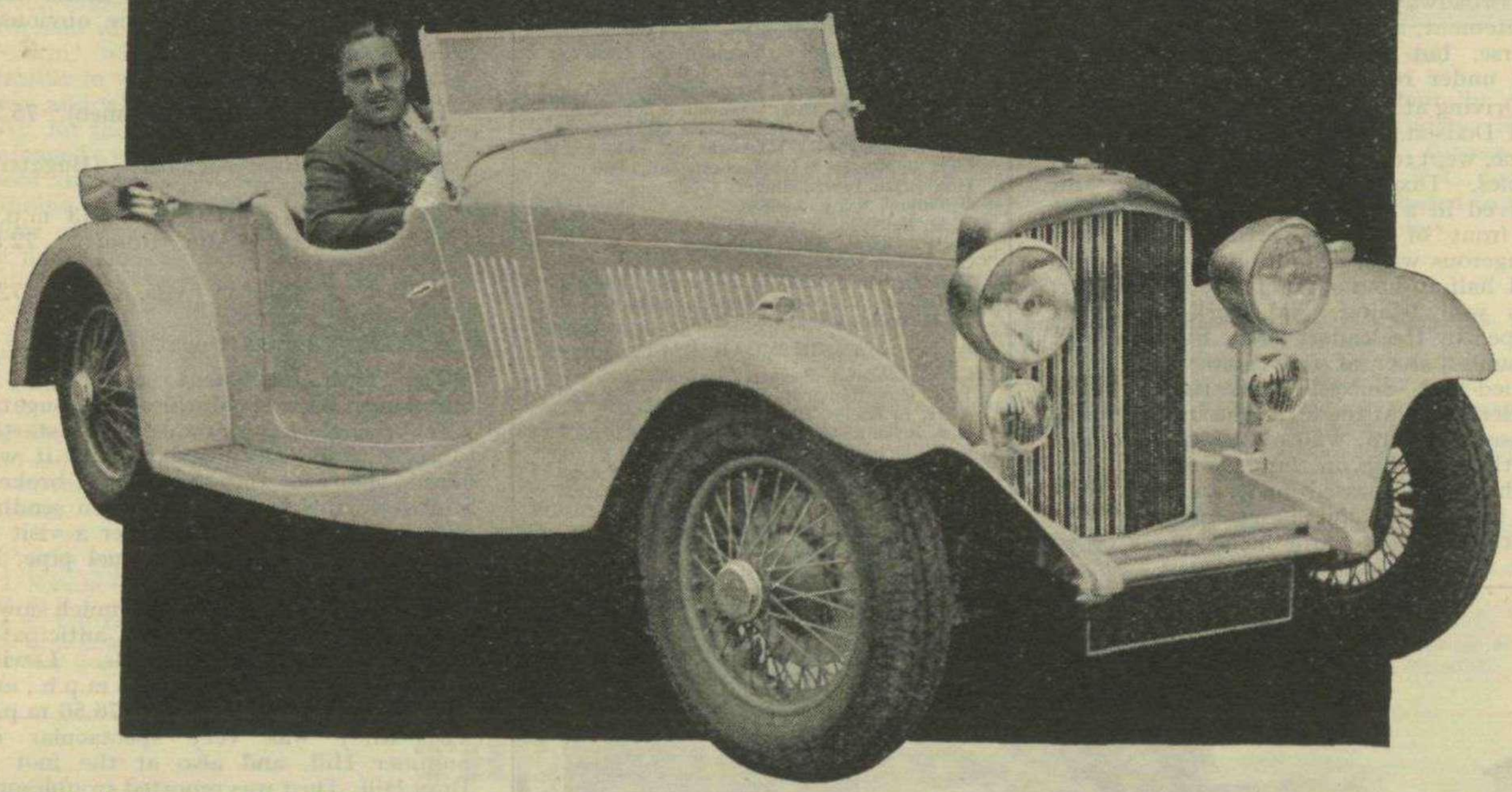
This left Dixon in second place, 44 seconds behind the leader. Dodson and Sameiro were still fighting it out for third some twenty seconds behind him,

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THE MANX RACES—continued.

with Eccles closely following, ready to step in if either of the others made a mistake. The exhaust pipe on Hamilton's Alfa, which had been lying sixth, came off going along the Promenade. The driver stopped to secure it, but it fell off again and was run over by one of the back wheels. It was so badly flattened as to be irreparable, and the driver had the disappointment of having to give up on a perfectly sound motor-car.

Seven cars still remained in the race, and the roar of the Alfas and the whine of the Bugattis, not to speak of the healthy exhaust notes of the Rileys, still continued to shake the windows of the houses alongside the course. Brian Lewis opened up a little and on his 20th lap, set up a lap record of 2 mins. 51 or 77.01, knocking off a further second on his next round.

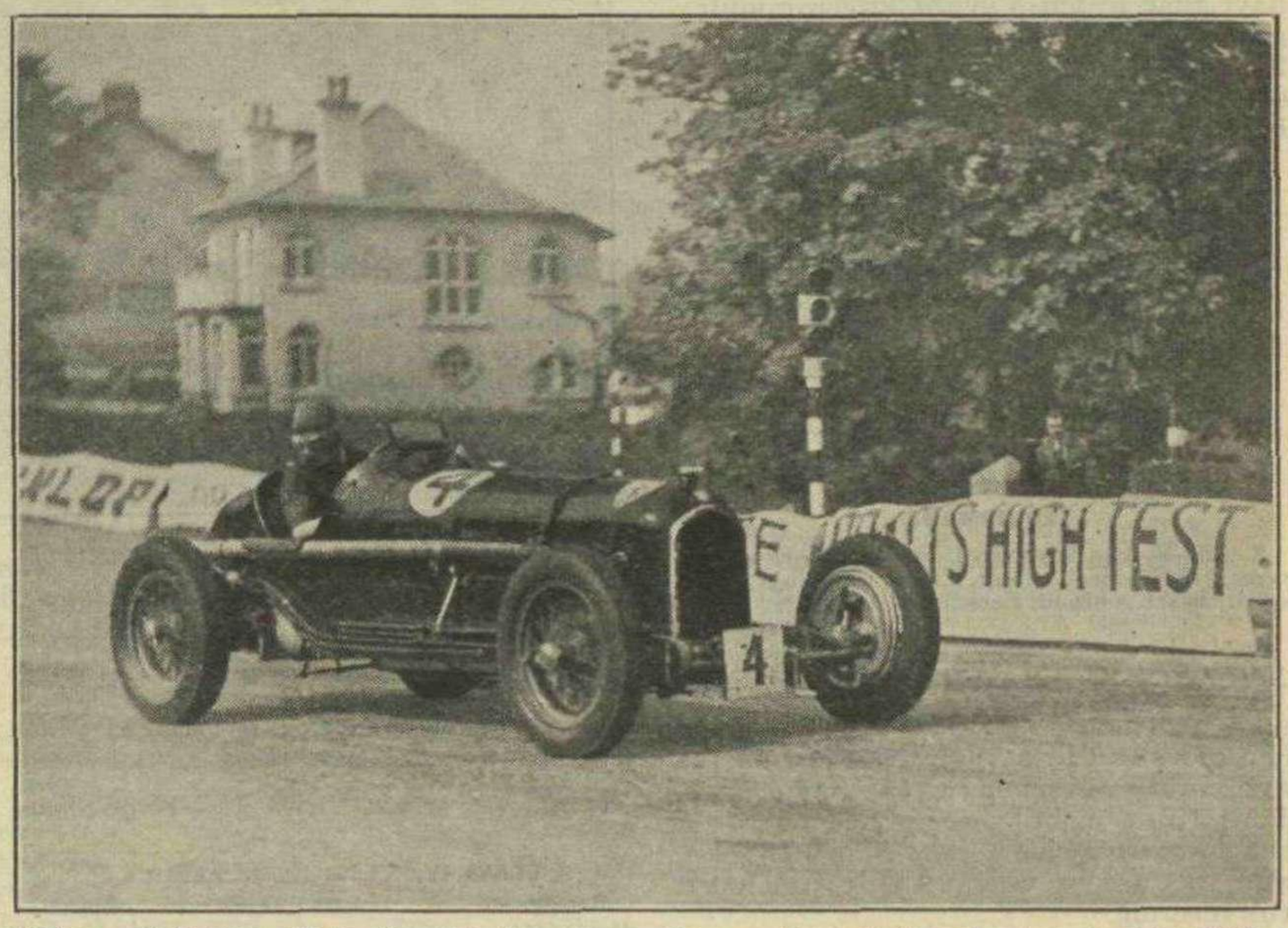
Order at 20th Lap.

1. Hon. Brian Lewis (Alfa Romeo), 75.55 m.p.h.
2. F. W. Dixon (Riley), 74.36 m.p.h.
3. V. Sameiro (Alfa Romeo), 73.9 m.p.h.
4. C. J. P. Dodson (Alfa Romeo), 73.88 m.p.h.
5. A. H. L. Eccles(Bugatti), 73.73 m.p.h.
6. R. O. Shuttleworth (Bugatti), 69.48 m.p.h.

Dixon's performance in keeping ahead of foreign supercharged cars of 50 per cent. larger capacity was nothing short of marvellous, but the hopes of Riley enthusiasts were dashed when he failed to come round on his 21st lap. He was reported stopped at the bottom of Broadway, then as backing down off the course. The trouble was something serious, and he sent back to the pits for tools to investigate it. Not until he had removed the sump was he willing to give up, with bearing trouble, and walked back to the pits to receive the sympathy of the spectators.

The other drivers each improved their order by one place, with Dodson only 2 seconds behind Sameiro, while Paul, whose car had been running much better during the last few laps, gained a place on the leader board.

Shuttleworth's car had been smoking badly for several laps, and at 11.37 came the news that he had retired with a broken connecting rod.



" Tyres O.K.? " Brian Lewis takes a precautionary glance before shooting up Bray Hill.

The Monoposto Alfa was still roaring round at an undiminished pace, with hardly a second's variation from 2.57 or 75.68 m.p.h. Sameiro, who was shaping remarkably well for his first road-race, seemed to be nervous of Dodson's challenge, and put on speed. At the end of the 30th lap, he was 12 seconds ahead, but water was reported to be streaming from his radiator. He was seen slowly descending Summer Hill, and Dodson passed him on the Promenade. He pulled into the pits, a jet of steam shot up as the radiator was opened, and a hasty glance inside the bonnet was followed by much shrugging of shoulders. A connecting rod had gone, and the car was slowly pushed back to the dead-car park.



Dixon in his Riley faces the wrong way after a skid at Bray hairpin.

Eccles had been following closely on the heels of Dodson, not more than 100 yards separating them at one time, but he pulled into the pits, shortly after Sameiro's retirement. A certain clanking proclaimed that something was wrong. The back wheels were jacked up and pulled round with the gear-lever in various positions, the driver seemed satisfied, threw off his crash-hat, for the heat had become intense, and leapt back into his seat. The crowd cheered, but in a few yards the clanking started again, and another good car went into retirement. Back axle trouble this time.

By the fortieth lap, therefore, there were only three cars in the race, the single-seater Alfa, driven by Brian Lewis, who had a two-minute lead over Dodson on John Cobb's two-seater, and Cyril Paul on the Riley, a further 7 minutes to the rear. It was believed that the Riley had suffered from a partial seizure earlier in the race, a trouble which had also been experienced the previous day, but Paul had kept steadily on, and his average speed was now nearly 70 m.p.h. There was a moment of anxiety when it was reported that he was going slowly at York Road, but a few moments later passed the Stand with his engine sounding as healthy as ever.

The finish of the race was free from incident, except that Lewis lapped Dodson on the 48th lap, and at 12.25 the Monoposto Alfa roared across the line to gain yet another victory for the marque. Lewis had driven practically the whole race with only second and top gears, as the selector locking mechanism for third gear had ceased to function after the first few

THE MANX RACES—continued.

rounds. His practice lap at 80 m.p.h. gave some clue to what car and driver could have done had they been pressed.

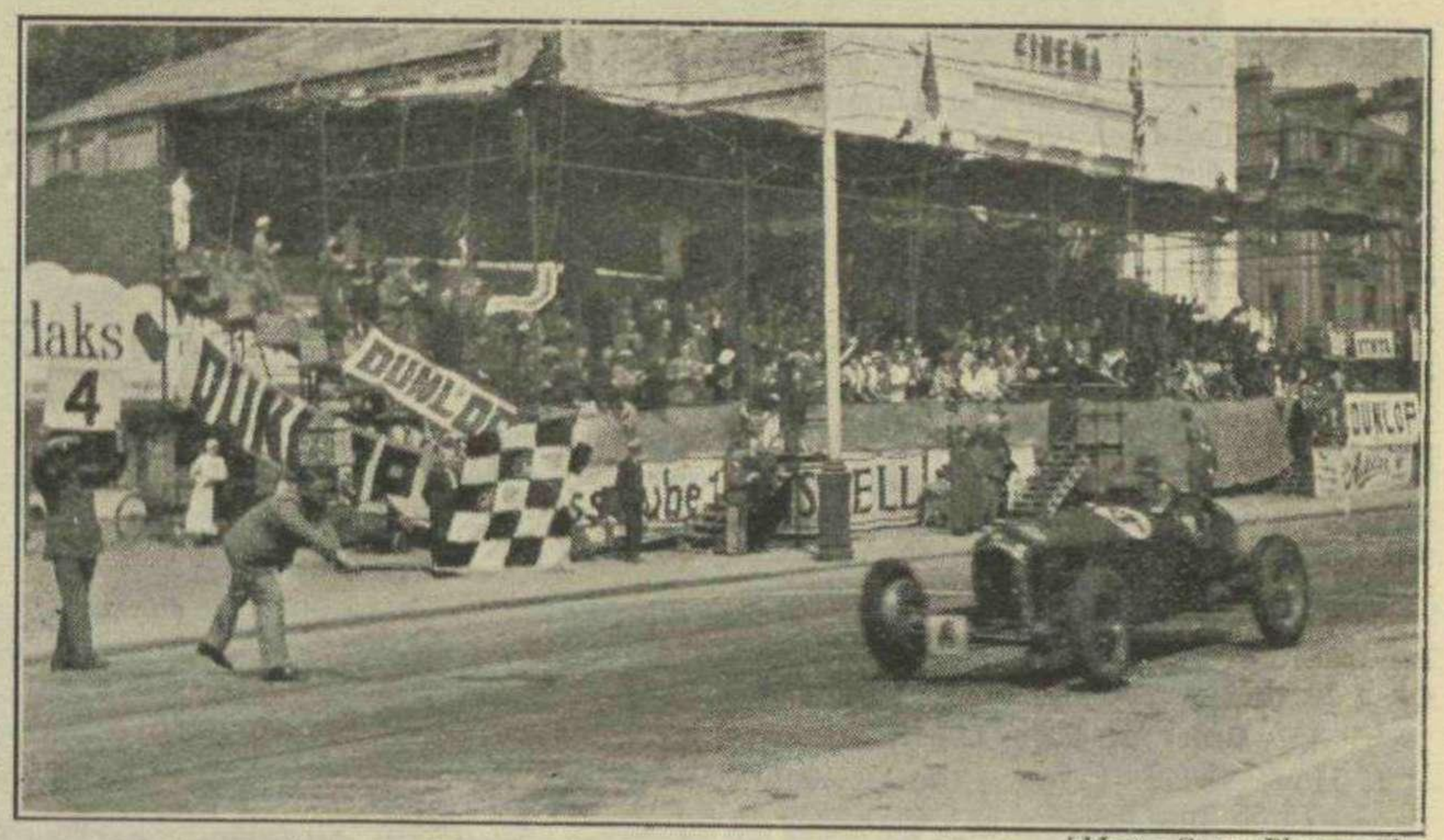
Dodson gained a popular second place four minutes behind Lewis, but it was feared at first that Cyril Paul would not have time to finish in the fifteen minutes' grace allowed. Happily he got home with 3 minutes to spare, a satisfactory result after his stout-hearted advance from the back of the field.

Final Order.

1. Hon. Brian Lewis (2,655 c.c., Alfa Romeo), (S), 2h. 25m. 41s., 75.34 m.p.h.
2. C. J. P. Dodson (2,336 c.c., Alfa Romeo), (S), 2h. 29m. 05s., 73.61 m.p.h.
3. Cyril Paul (1,808 c.c. Riley), 2h. 37m. 13s., 69.83 m.p.h.

EQUIPMENT.

1. Alfa-Romeo driven by Brian Lewis—Englebert tyres, Jaeger speedometer, Champion Plugs, Shell spirit, Bosch ignition, Ferodo brake linings.



[*Motor Sport Photograph*

Another Ferrari victory. Hon. Brian Lewis at the wheel of a Monoposto Alfa Romeo flashes over the finishing line.

SHELSLEY AT ITS BEST—continued from page 406.

on a high four-seater 52.6, while Hillcoat (Ford) used a little more restraint on the first corner and made the climb in 53 secs. Lord Howe again made a fast climb on the impressive blue Mercedes, in 46.6 secs., and this ascent very fittingly concluded the meeting.

A high standard of driving, which implies few awkward incidents on the corners, a fine selection of fast cars, and a long programme carried through with a minimum of delay, sums up the outstanding features of the June meeting, and the September gathering, at which Stuck hopes to drive his Auto Union, should prove no less entertaining. Floreat Shelsley!

THE RESULTS.

CLASS I. (Up to 850 c.c.)

Racing.—D. N. Letts (746 c.c. M.G., S.); 45 4/5 secs
Sports.—R. F. Turner (747 c.c. Austin, S.); 48 2/5 secs.

CLASS II. (851 c.c. to 1,100 c.c.)

Racing.—E. R. Hall (1,086 c.c. M.G. Magnette, S.); 43 1/5 sec.
Sports.—Ditto.

CLASS III. (1,101 c.c. to 1,500 c.c.)

Racing.—Raymond Mays (1,486 c.c. Riley, S.); 42 4/5 secs.
Sports.—Roy Eccles (1,496 c.c. Frazer-Nash); 47 secs.

CLASS IV. (1,501 c.c. to 2,000 c.c.)

Racing.—J. B. Bolster (1,962 c.c. Bolster); 44 1/5 secs.
Sports.—W. W. Blackstone (1,750 c.c. Alfa Romeo, S.); 52 2/5 secs.

CLASS V. (2,001 to 3,000 c.c.)

Racing.—Whitney Straight (2,992 c.c. Maserati, S.); 40 secs. (record for the hill).
Sports.—N. Embiricos (2,300 c.c. Bugatti, S.); 48 secs.

CLASS VI. (3,001 c.c. to 5,000 c.c.).

Racing.—P. H. Jacot (4,312 c.c. Vauxhall); 49 2/5 secs.
Sports.—R. Hughes (4,500 c.c. Vauxhall); 51 3/5 secs.

CLASS VII. (5,001 c.c. and over.)

Sports.—Earl Howe (7,068 c.c. Mercedes, S.); 46 1/5 secs.

SPECIAL AWARDS.

Shelsley International Championship Cup and £100 for fastest time.—Whitney Straight (Maserati). Runner-up: Raymond Mays (Riley). Third fastest time: T. S. Fotheringham (2,263 c.c. Bugatti, S.): 43 secs.

M.A.C. British Championship Cup for fastest time by a British sports car.—E. R. Hall (M.G. Magnette).

M.A.C. "T.T." Cup for fastest time by car and driver who has driven or is entered for any International Calendar events.—Whitney Straight (Maserati).

M.A.C. Open Cup for the best aggregate time made on two runs by a racing car.—Whitney Straight (Maserati), 40 secs. and 40 4/5 secs.=80 4/5 secs.

M.A.C. Open Cup (Sports).—E. R. Hall (M.G. Magnette), 44 1/5 secs. and 43 1/5 secs.=87 2/5 secs.

C.P. Type Challenge Cup for best time by a sports car up to 1,500 c.c.—E. R. Hall (M.G. Magnette).

Garvagh Challenge Cup for best time by a sports car over 1,500 c.c.—Earl Howe (Mercedes).

M.A.C. Ladies' Championship Cup for the driver beating the women's record.—Miss Barbara Skinner (747 c.c. Morris Minor, S.), 46 3/5 secs.

Fray Team Challenge Cup for best aggregate time by a team of three racing cars.—Midland Automobile Club (Earl Howe, Mercedes, 46 1/5 secs.; Whitney Straight, Maserati, 40 secs. and R. T. Morgon, M.G. Magnette, 43 1/5 secs.), 129 2/5 secs.

FORTHCOMING EVENTS

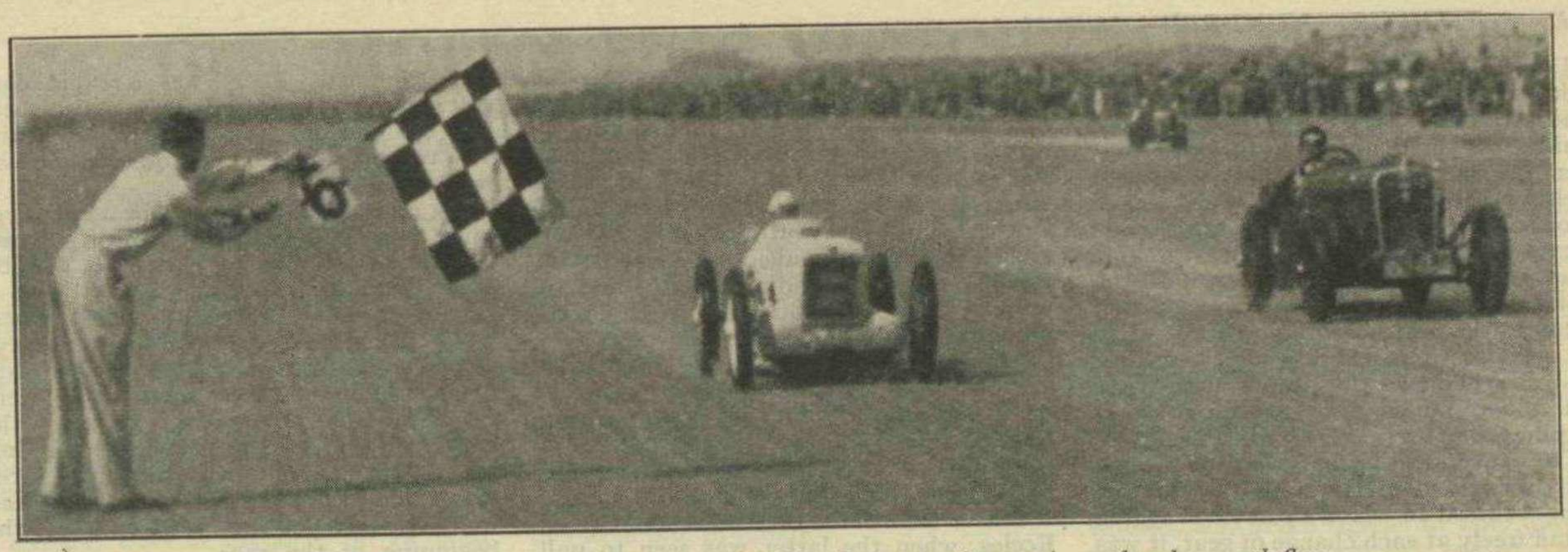
MOTORING FIXTURES FOR 1934.

JULY.

1st. *Grand Prix de L'A.C.F. France.*
6th-7th. *M.C.C. Reliability Trial.*
7th. *B.A.R.C. Inter Club Meeting.*
8th. *Course pour Voitures de Seme.*
8th. *Grand Prix de la Marne.*
14th. *Derby & D.M.C. (Prop.) Ltd. Race Meeting Donington.*
14th-15th. *Women's A. & S.A. Reliability Trial.*
15th. *Grosser Preis of Germany. Germany.*
21st-22nd. *2,000 Km.-Fahrt. Germany.*
22nd. *Brighton & Hove M.C. Drewitt Trial.*
22nd. *Course de Cote du Gaisberg. Austria.*
22nd. *Circuit de Dieppe. France.*
22nd. *Circuit de Montenero—Coppe Ciano. Italy.*
28th. *United Hospital & U. of L.M.C. Reliability Trial.*
29th. *Grand Prix de Belgique. Belgium.*
29th. *Course de Cote de Poetschen. Austria.*

AUGUST.

3rd-4th. *Mid Surrey A.C. London-Barnstaple Trial.*
4th. *Southport M.R.C. Sand Race Meeting.*
5th. *Course de Cote du Klausen.*
5th. *Grand Prix d'Ete.*
5th. *Grand Prix Automobile du Grand-Duche de Luxembourg.*
6th. *B.A.R.C. Bank Holiday Meeting.*
7th-12th. *Coupes des Alpes.*
11th. *United Hospitals and U. of L.M.C. Hill Club.*
12th. *Grand Prix Automobile de Nice. France.*
12th. *Grand Prix de la Baule. France.*
12th. *Jarga Abruzzo. Italy.*
15th. *Coupe Acerbo. Italy.*
18th. *Derby and Dist. M.C. (Prop.), Ltd. Race Meeting. Donington Park.*
19th. *Grosser Bergpreis von Deutschland.*
19th. *Grand Prix de Marseille.*
26th. *Kent and Sussex L.C.C. Lewes Speed Trials.*
26th. *Grand Prix de Suisse. Switzerland.*
26th. *Course du Stelvio. Italy.*
26th-1st Sept. *Rally d'Alsace. France.*
31st-1st *R.A.C. J.T. Race.*



P. Stephenson on one of last year's 500 Miles Race Austins receives the chequered flag.

THE SOUTHPORT "HUNDRED"

THE most important event on the calendar of the Southport Motor Racing Club, Ltd., the Hundred Mile Race, was run off on Birkdale Sands on June 2nd, and resulted in an easy win by P. Stephenson, on one of last year's 500 Miles Race Austin 7's. Crowds estimated at between ten and twenty thousand lined the course and the sandhills behind it, and fine sunny weather added to the enjoyment of the spectators.

The course consists of two straights parallel to one another joined by hairpin bends at the north and south extremities, the length of the straights this year being slightly over ·9 miles. The sand seemed looser than usual but the corners remained reasonably hard.

There were 21 entries, varying from Sparrow's Austin Seven, which only had to complete 49½ laps, to Sir Malcolm Campbell's 4-litre Sunbeam, which was set to do 60½ laps. Campbell tried his car on the beach on the Friday, but was recalled to London on the day of the race owing to the illness of his daughter.

Blown Austins were as usual prominent among the entries, the fastest being last year's three team cars entered by Stephenson, Parish and Thomson. The Hodgson Riley had a special low-built chassis with inverted half elliptic springs in front, and double quarter-elliptics at the back. A. F. Ashby brought his special car north, while the Bugattis of Ferranti and Selby were well known to Southport habitués.

There were only three cars in the Unlimited Class, a touring 2.6 Maserati driven by Sir Ronald Gunter, Jack Field's famous single-seater Bugatti, now painted brown, and Lindsay Eccles on his single-camshaft "2.3."

The big race started at 3.30, and before the start of this there were two One Mile and one Five Mile Races for members of the M.G. Car Club. P. D. Worthington, Dan Walker and A. Freeman, driving J.2 Midgets, were first, second and third in each event.

The Start and Finish and the pits for the Hundred Mile Race were situated in the middle of the inshore straight, and a few minutes before the start the competitors took their places; those with half-lap handicaps faced north on the outside stretch.

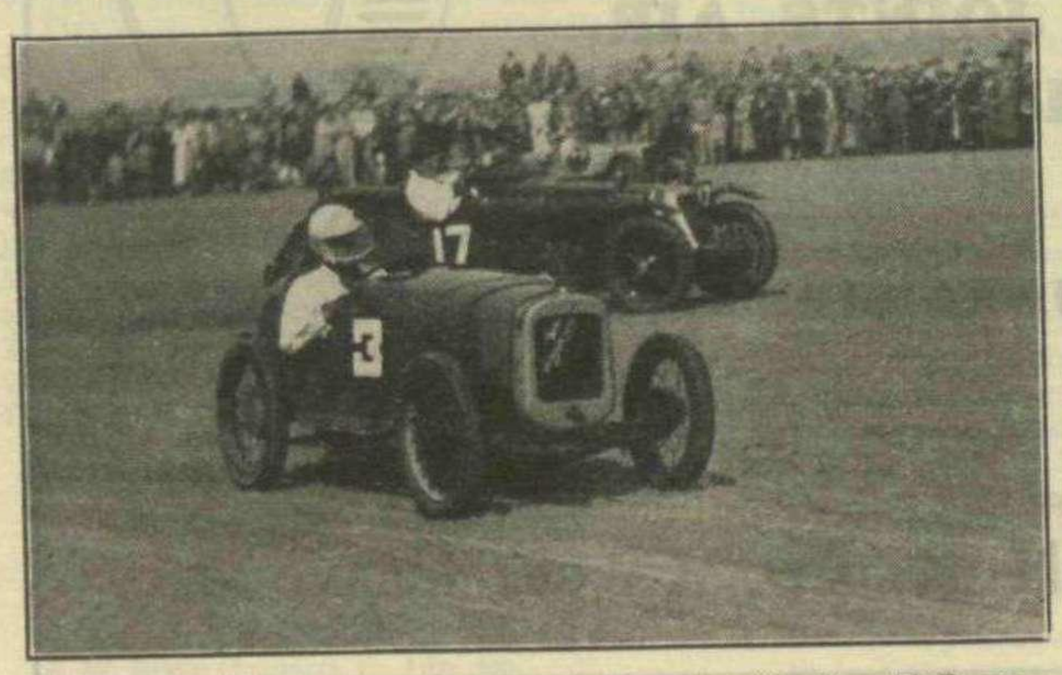
Freddy Dixon made a last minute entry, driving the car which had finished third in the Mannin Moar Race the day before, and just reached the line in time. He found himself on the wrong starting line and careered round just as the starting signal was given, looking for his rightful point of departure.

The massed start was most effective, and all the cars except Ashby's Riley got away well. Lindsay Eccles's Bugatti was in fine form and pulled away from Field, leading him by 100 yards on the first lap. Dixon's car did not sound healthy, and he stopped in a few laps and dived under his car. He detached the petrol filter and poured out the contents and got going again, and after a few laps the car recovered the form it had shown in the Isle of Man.

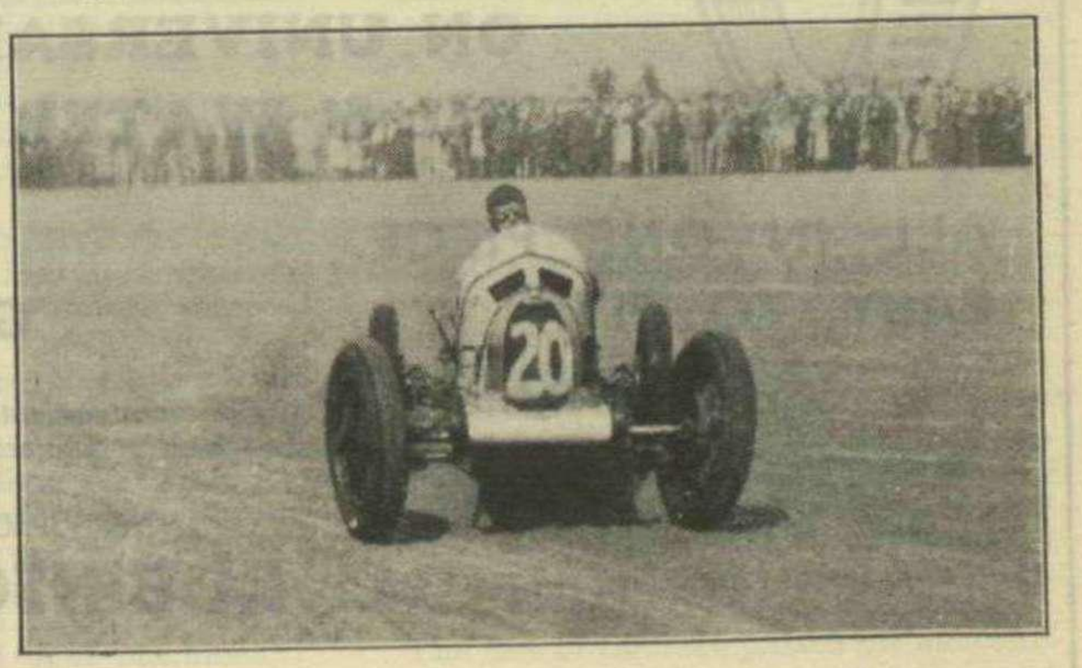
Field meanwhile was hot in pursuit of Eccles, and passed him in five laps. Thomson came to a standstill on his Austin and did some plug changing, while Ashby retired after 10 laps with a stripped crown-wheel. Dixon was developing a technique of his own, consisting of keeping his foot hard down after the corners, taking no notice of the furious snaking of the rear end. He was considerably faster than Eccles or Field, and shot past Gunter's Maserati as though it had been standing still. He had one unpleasant moment at the north end of the course, rushing into a sheet of water at the edge of the fairway, and found difficulty in getting away again.

On handicap, of course, the small cars were still well in the lead, with Stephenson a hundred yards ahead of Parish on their 14th lap. Carrington and Fish on M.G.s were a lap behind, then Tong on his 12th. The 2·3 Bugattis were credited with 9 apiece.

By the 20th lap Stephenson had a lead of a complete lap over his rival, Fish was third and Tong fourth. Simister, the winner of last year's race, was busy with his car at the pits.



Contrast in cornering. C. H. Fish (Austin), Sir Ronald Gunter (Maserati), with Freddy Dixon almost amongst the crowd.



A New Pose. Jack Field (Bugatti) gives our cameraman a head-on picture while correcting a skid.

THE SOUTHPORT HUNDRED—continued.

Two laps later there occurred an incident which might have had very serious consequences. The banner at the Finish was suddenly seen to belly out, then the fastening broke and it draped itself across the course at waist level. Thomson on his single-seater Austin was approaching at speed and was unable to stop in time. The rope scraped off the radiator-cap, allowing a stream of scalding water to fly into the driver's face, while his goggles were torn away. Luckily this brought down the banner completely and it was pulled away before it could impede other cars.

The race proceeded without much further excitement, most of the interest being focussed on Dixon's Riley. Wagging its tail freely at each change of gear, it was particularly lurid before the corner at the south end of the course, where a bump had formed. By rough hand-timing it was lapping at 1m. 28½s. or 74 m.p.h., Eccles was doing 1m. 32½s. and Field 1m. 34s. Eccles had dropped back half a length behind the Southport star, but ten laps later he had pulled up level again. Field's car was sounding woolly, and he withdrew on his 36th lap with no oil pressure and a damaged gear-box.

The race could easily be followed from the admirable score board with its mounting numbers, and when Stephenson was on his 40th lap, Parish was two behind, Field and Eccles on their 35th and Dixon only one behind them.

Dixon was soon on the same lap as Eccles, when the latter was seen to pull into the pits. There was a rapid consultation, his fuel tank was replenished, but the car did not come round again. The trouble was thought to be an air-lock in the tank.

By now it was obvious that a small car must win, and soon Stephenson's white Austin flashed over the line to win by over a lap from Parish. Selby drove a fast and steady race into third place, while Dixon, in spite of a further delay, when he ran out of fuel on his last lap, finished fourth. The small cars were given such a large handicap that the Unlimited cars had no chance of catching them, but Dixon, who finished three laps behind Stephenson, would have been well up but for his set-backs at the beginning of the race.

TIME AND SPEED

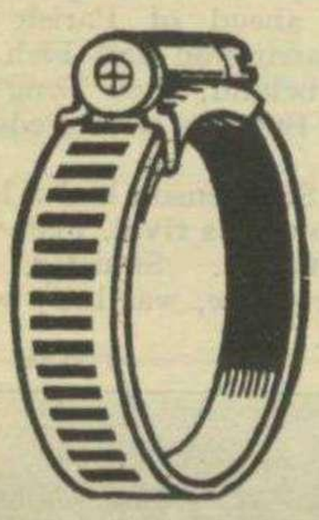
An interesting and finely-produced booklet has been issued by S. Smith & Sons (M.A.), Ltd., of Cricklewood, tracing the history of the firm from its foundation in 1851 to the world-wide renown which it enjoys at the present day. Founded by Mr. Samuel Smith for the purpose of manufacturing high-grade watches, the business expanded on these lines, and it was left to Mr. Gordon Smith, grandson of the founder and the present Managing Director, to appreciate the importance of the coming motor-car era, and to design a motor speed indicator. The first of these instruments was supplied to H.M. King Edward in 1904.

Continued expansion and the development of car and aircraft instruments of all kinds has seen the fitting of Smith instruments to 99 per cent. of cars made by British firms, while they are also extensively used on R.A.F. and civil aircraft.

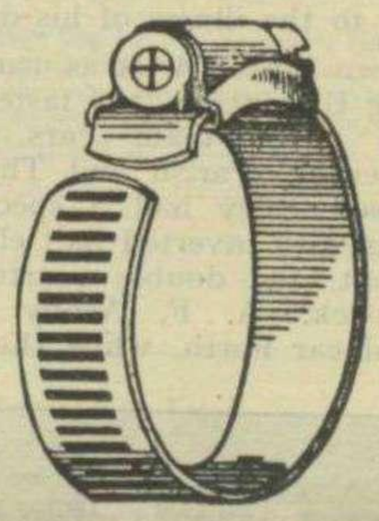
Clock and watch manufacture still remains an important part of the Company's activities, and the range of stop-watches are of special interest to sporting motorists. The universal pattern, with stop, start, and fly-back action, calibrated either in fifths or tenths of a second, cost 50s. each. These are suitable for all ordinary purposes, while an instrument recording 1/100 second may be had for five guineas. Another most ingenious chronograph which costs £8 15s. 0d. allows two cars to be timed at the same time, and this also reads to 1/100 second.

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GUY MOLL'S FINE VICTORY AT AVUS

AUTO UNIONS FAIL TO GET BETTER THAN THIRD PLACE AT THEIR FIRST PUBLIC APPEARANCE—VEYRON WINS THE 1,500 c.c. RACE FOR BUGATTI.

A GREAT deal of enthusiasm was aroused before the Avus Grand Prix, in which the new German racing cars, the Auto Union and Mercédès-Benz, were expected to sweep all before them in their initial race. For this reason the day took on the aspect of a national celebration in Berlin, and an immense crowd of people thronged to the Avus track before the race began, being estimated at 200,000.

The small car race took place at 2 o'clock, over a distance of 10 laps, or 195 km. 730. A good field assembled at the start, among them two Austins, driven by the Baumer brothers, and three M.G.s, a Midget in the hands of Brudes, a Magnette driven by Fork, and the famous "Magic Midget," which holds so many records in Class H, was being handled by Kolrausch. Earl Howe decided not to start with his Delage, and in his absence the two most fancied drivers were Pierre Veyron and Burggaller, both driving 1½-litre Bugattis.

The race was not an interesting one, for Veyron and Burggaller shot ahead of the rest and soon built up a commanding lead. In the rear some minor duels were being fought out, and a good deal of interest was centred on the German Zoller cars. These cars suffered from teething troubles, however, and all retired. Veyron kept ahead of Burggaller who, in turn, had the measure of the Czechoslovakian Bugatti driver, Sojka. The long straight had a bad effect on many of the cars and retirements from engine trouble were frequently announced. Both the Austins, the two small Maseratis driven by Sandri and Vagniez, and finally Sojka's Bugatti all dropped out.

With the latter's retirement third place was taken by Count L. Castelbarco on a Maserati, who was running all on his own without any other competitors near him. A different state of affairs was going on behind him, however, where Simons (Bugatti) and Fork (M.G. Magnette) were having a titanic struggle for fourth place. The English car had the better of it right until the end, when Simons wrested fourth place from Fork almost on the finishing line. That was the finishing order, Veyron, Burggaller, Simons and Fork.

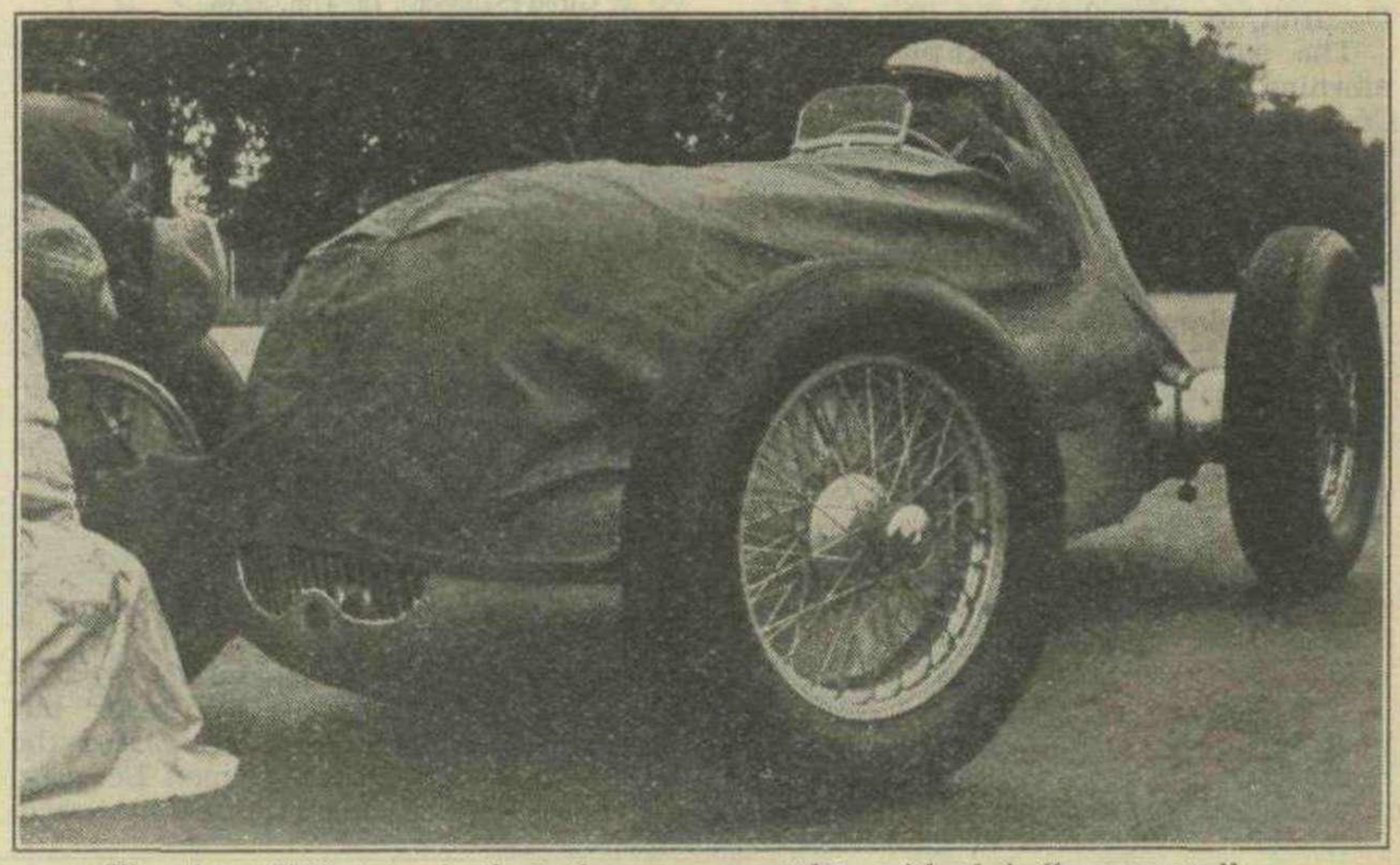
Although there is not officially an 800 c.c. class in the Avus race, a special prize is given for the first car of this capacity to finish. Kolrausch was naturally favoured as the winner, for his car was the fastest in the world for its size. He never settled down with the Magic Midget, however, and came into the pits after five laps complaining of cramp. This left Brudes' Midget as the sole survivor and the gallant little car finished 13 seconds behind Seibel's Bugatti.

RESULT OF 1,500 c.c. RACE.

1. P. Veyron (Bugatti), 1h. 4m. 36s. 113.52 m.p.h.
2. E. G. Burggaller (Bugatti), 1h. 5m. 9.1s. 112.47 m.p.h.
3. Count L. Castelbarco (Maserati), 1h. 8m. 8.4s. 107.53 m.p.h.
4. H. Simons (Bugatti), 1h. 12m. 16.1s.
5. T. Fork (M.G. Magnette), 1h. 12m. 16.2s.
6. W. Briem (Amilcar), 1h. 13m. 46s.
7. W. Siebel (Bugatti), 1h. 21m. 59.1s.
8. A. Brudes (M.G. Midget), 1h. 22m. 12s.

From the original entry list the large car race should have been a magnificent affair. Three Mercédès-Benz, three Auto Unions, and a team of Ferrari Alfa Romeos. Great disappointment was felt, as a consequence, when it was announced that the Mercédès-Benz were non-starters owing to petrol pump trouble. These sleek aluminium cars were favoured to win, for Caracciola, racing for the first time since his accident at Monaco, had covered a lap at the phenomenal speed of 143 m.p.h. in practice.

However, the German crowd consoled themselves with the thought that the Auto Unions were still the fastest cars in the race. What plans had the so far invincible Ferrari stable made to deal with this German opposition? To begin with a special streamlined body was fitted to a Type B monoposto chassis, having a large stabilising fin on the tail. Then the engine was increased in size to 3.2-litres, and the result was a car capable of 180 m.p.h. Varzi, as No. 1 driver of the *scuderia*, was offered this car as his mount, but he declined to drive it and his place was accordingly taken by Guy Moll. The remaining Alfa Romeos were the normal 3-litre jobs, handled by Varzi and Chiron, and a solitary "2.6" entered by Pietsch.



The Auto Unions arrived at the course complete with their "overcoats."

The Maserati contingent consisted of Earl Howe and Tazio Nuvolari, who was still suffering from his injuries received in the Bordino race. Finally, the Auto Unions were in charge of Hans Stuck, Prince Von Leiningen, and A. Momberger, and the American driver, Peter de Paolo, was there with his Miller.

The start was delayed for a short time in order to allow the road to dry after a heavy shower, but some fears were felt as to the safety of the drivers with their tremendously fast and light machines.

At last the cars were arranged in order and the starter dropped his flag. Immediately Stuck shot away in front, and had already gained a clear lead before the cars disappeared from sight. Some six minutes later he appeared again, and by now he had put a whole minute between his Auto Union and Chiron's Alfa Romeo. The latter was well ahead of Varzi and Moll, with the rest strung out in a long tail.

Stuck continued to build up his lead, hurtling down the straights at close on 180 m.p.h. Moll, with the fastest Alfa Romeo, was given signals to take up the chase, and he accordingly passed Varzi and Chiron. The latter then experienced trouble with his car, and called at the pits for a sufficient time to reduce his position in the race. The first retirement came when Prince Von Leiningen withdrew his Auto Union with mechanical trouble.

So far, then, the German hopes of success were reasonable, for Stuck was a long way ahead of Moll, and Momberger, on the remaining Auto Union, was trailing Varzi. As for the rest of the field, Nuvolari earned the admiration of everyone for his gallantry, but his driving was not up to his usual standard. One leg in plaster is hardly an assistance! Earl Howe was lapping regularly at a good speed, but his maximum of 155 m.p.h. naturally caused him to drop astern, in company with de Paolo on the Miller.

On the 10th lap Stuck came into the pits for fuel and tyres, a stop which allowed Moll to slip by into the lead. There was still time for the German driver to regain first place, but at that moment that most exasperating of all car troubles, clutch-slip, set in. After a few more stops Von Stuck was forced to retire, and an Alfa Romeo was assured, in spite of the fact that Louis Chiron had already fallen out.

The rest of the race passed off uneventfully. Moll was a certain winner, and was at last flagged home at an average

GUY MOLL'S FINE VICTORY AT AVUS—continued.

speed for the whole race of 127.56 m.p.h. One and a half minutes later Varzi came past, scoring an additional Italian triumph, with Momberger on the remaining Auto Union close on his heels. Earl Howe gained a meritorious fourth place, followed by Nurolari and Pietsch.

Thus the much vaunted Auto Unions had failed to win their first race, and the Ferrari stable had continued their unbroken run of victories. The German crowd was naturally disappointed, but were consoled by the fact that the Auto Union was definitely the fastest car in the race and could easily be cured of its clutch trouble. The cars had lived to fight another day—they were bound to win in the end.

RESULT OF UNLIMITED RACE (294 k.m. 426).

1. G. Moll (Alfa Romeo), 1h. 26m. 3s. 127.56 m.p.h.
2. A. Varzi (Alfa Romeo), 1h. 27m. 30s. 125.43 m.p.h.
3. A. Momberger (Auto Union), 1h. 27m. 48s. 125.0 m.p.h.
4. Earl Howe (Maserati), 1h. 35m. 18s. 115.17 m.p.h.
5. T. Nuvolari (Maserati).
6. P. Pietsch (Alfa Romeo).

THE 9th GRAND PRIX OF PICARDIE

SENIOR EVENT WON BY BENOIT FALCHETTO (MASERATI) AND THE JUNIOR BY DECAROLI (BUGATTI).

THE Grand Prix de Picardie, or as it is sometimes called, the Grand Prix de Péronne, resulted in a victory this year for Benoit Falchetto, driving a 3-litre single seater Maserati. The event for 1,500 c.c. cars went to Decaroli, at the wheel of a Bugatti.

The smaller race took place in the morning, and the course was opened by César Marchand, driving the record-breaking Citroen. Seven cars came to the starting line, and the lead was immediately taken by Girod (Salmson). He was being closely followed by Cattaneo (Bugatti) and on the 6th lap only 18 seconds separated them. Two laps later Cattaneo appeared at the head of affairs, only to be deposed by Girod on the following lap. Decaroli was coming up quickly in third place, his lap speeds getting faster and faster as he warmed to his work.

The duel between Girod and Cattaneo came to an abrupt end on the 15th lap. Cattaneo had just passed into the lead when a piston broke on his Bugatti and he drew into the pits. Girod, too, was in trouble, having to stop in order to rectify clutch-slip, and so Decaroli was now a clear leader. Girod managed to keep going until the end, finishing second, ahead of Mme. Itier, who had driven her Bugatti in a calm unhurried fashion throughout the race.

RESULT (1,500 c.c.), 195 km. 300.

1. Decaroli (Bugatti), 1h. 46m. 28s. 110 km. 059.
2. Girod (Salmson), 1h. 47m. 32.6s.
3. Mme Itier (Bugatti), 1h. 48m. 41s.
4. Guilbaut (Bugatti), 1h. 53m. 6s.
5. Barowski (Bugatti), 2 laps behind.
6. Melinaut (Bugatti), 2 laps behind.

Eleven cars came to the line for the unlimited event, and at 4.30 p.m. they got away from the line in close formation. Falchetto's 3-litre Maserati was the fastest car in the bunch, and it was not surprising to see him come round first at the end of the initial lap. Zanelli was lying second and Sommer third, both on Alfa Romeos. Zanelli was making a good fight of it, until his back axle gave out and he was forced to retire.

At half distance the order was :—

1. Falchetto (Maserati), 45m. 30s.
2. Sommer (Alfa Romeo), 46m. 48s.
3. Braillard (Bugatti), 47m. 58s.
4. Brunet (Bugatti), 48m. 13s.
5. Marret (Bugatti), 49m. 59s.

The last half of the race did not produce very material changes in the order, but a serious accident somewhat marred the proceedings. A novice named Benjéan, driving a 2.3-litre Bugatti in his first race, applied his brakes too fiercely in approaching the tricky Chicane de Brie. The car got out of control and turned over several times, hurling the driver into a field. He suffered severe injuries to the chest, and was removed to hospital in a critical state. A good deal of comment was heard afterwards about the wisdom of allowing an inexperienced driver to take part in the race. His car was the one driven by Marcel Lehoux last year, an extremely fast machine, and this added to the fact that Benjéan did not even know what took place at the start of a race, gave a general opinion that he should never have been allowed to start.

Falchetto continued to lead the field quite comfortably, and the only alteration in the order took place when Brunet succeeded in passing Braillard, who was making his first appearance since his accident at Saint Lo.

RESULT (Unlimited), 195 km. 300.

1. B. Falchetto (Maserati), 1h. 31m. 53.6s. 127.517 k.p.h.
2. R. Sommer (Alfa Romeo), 1h. 33m. 32.4s.
3. R. Brunet (Bugatti), 1h. 36m. 26s.
4. Braillard (Bugatti), 1 lap behind.
5. Marret (Bugatti), 1 lap behind.
6. Delome (Bugatti), 2 laps behind.
7. Mlle. Hell: Nice (Alfa Romeo), 2 laps behind.
8. Marret (Bugatti), 5 laps behind.

LATEST DEVELOPMENTS IN TRANSMISSION

A NOTABLE NEW FLUID DRIVE.

IN view of the great attention that has been given to the fluid flywheel, undoubtedly one of the greatest advances in recent years in the field of the motor vehicle, considerable interest attaches to the advanced type of car Singer & Co., Ltd., Coventry, have now placed on the market in the shape of their new 11 h.p. model, which costs £240 at the works, as a four-door four-seater saloon. This car is equipped with the new Vulcan-Sinclair "Fluidrive," which is claimed to be an improvement on the fluid flywheel, both types of drive having been evolved in connection with the "Vulcan-Sinclair" infinitely variable speed gear, the inventions of Harold Sinclair.

The "Fluidrive" is of the greatest interest in the whole field of motor traction, that is not only for motor cars, but also Diesel locomotives and rail cars, as well as mechanical excavators, pumps, and portable Diesel engine compressors.

In the fluid flywheel, consisting essentially of a driving and driven unit, each with vanes, and not touching one another, operating in oil, the amount of the latter in the coupling always remains the same. The valuable properties of the drive are due to the fact that the power transmission increases very rapidly as the engine speed rises, that is according to the cube of the speed. Thus when a petrol engine runs at 300 revs. per minute, as when idling, the power transmitted is not sufficient to drive the car. At a higher speed, however, say 3,600 revs. per minute or twelve times the idling speed, the power transmission is 1,728 times as great (12 cubed), being practically a positive drive.

A fluid flywheel, however, has to be in practice a compromise between two opposing tendencies, high power slip when the engine is idling, to avoid the car "creeping," and low power slip, that is high power transmission, at ordinary running speed. The "Fluidrive" has been designed on most ingenious lines to overcome these difficulties. Essentially the new design is a fluid flywheel with the addition of an oil reservoir chamber at the back of the runner or driven unit. When the latter is stationary, with the engine idling, a portion of the oil passes by transfer ports into the reservoir so as to reduce the amount of oil in the coupling, and therefore the drag or creeping tendency of the car. When the engine accelerates and the speed of the runner increases, the oil in the reservoir is passed back to the coupling by centrifugal force, resulting in minimum slip, that is high-transmission efficiency. By varying the amount of oil in this way automatically the nett result is a great improvement, especially in acceleration and petrol consumption, as compared with the fluid flywheel.

In the "Vulcan-Sinclair" coupling, primarily intended for constant speed power driven unit in the industrial field, such as an A/C electric motor, and largely used for fans and centrifugal pumps, it may be stated the amount of oil in the coupling is varied according to the speed required of the driven unit. Some other prominent features of this 11 h.p. Singer are "Gordon-Armstrong" independent front wheel springing, special improved design of chassis frame, 4-speed helical gear, "Perm-mesh" pre-selective clutchless gear change and "Splintex" safety glass.

MOTOR CYCLES IN THE ISLE OF MAN

RENEWED INTEREST IN THE TOURIST TROPHY RACES.

WITH the depression in the motor cycle industry and the undoubted supremacy of the Norton machines in last year's races the famous Manx classics seemed almost to be doomed to failure, but this year's series happily showed a revival in every respect.

There were a larger number of starters in each race, and firms such as A.J.S., Triumph and Sunbeam took a small but definite part. The Husqvarna machines, from Sweden, were said to be at least a match for the Norton in speed and acceleration, and handled well, while the Italian Guzzi has several times given our machines a good run in the Lightweight Race. The foreign riders could hardly hope to compete with the picked men who had driven there for the past ten years, but nevertheless their presence added to the technical and spectacular value of the races.

The Junior Race.

Twenty-seven starters took their places on the starting grid for the first of the week's races, and No. 1 was G. Rowley, who was riding an A.J.S., in place of Stanley Woods. Guthrie, the Norton star, got away after some hesitation, and the popular riders Simpson, Dodson and Handley all received fine ovations as they took their turns. Velocettes outnumbered the other makes with an entry of 11, and were said to be fast enough to press the Nortons strongly.

Guthrie after his slow start was going well, and had overtaken Rowley by the time they reached Ramsey. He was therefore first round, while Archer (Velocette) had kept his place in front of the redoubtable Jimmy Simpson, but had dropped three seconds of his half-minute start. Handley with a standing lap of 28 minutes over the 37¾ mile circuit had to be content with third place, while Nott on the only Husqvarna running in the Junior joined the other stars on the leader board.

First Lap Leaders.

J. Guthrie (Norton), 28m. 54s. (78.35 m.p.h.).
J. H. Simpson (Norton), 28m. 56s. (78.26 m.p.h.).
W. L. Handley (Norton), 29m. 0s. (78.07 m.p.h.).
L. J. Archer (Velocette), 29m. 45s. (76.11 m.p.h.).
H. E. Newman (Velocette), 29m. 54s. (75.73 m.p.h.).
G. E. Nott (Husqvarna), 29m. 56s. (75.65 m.p.h.).

Guthrie evidently fancied a bigger lead and was away at ever-increasing speed. and there was no surprise to learn that he had made a record lap of 28 mins. 16 secs. or (80.1 m.p.h.), 19 seconds better than last year's record. When the second lap leaders were painted up it was seen that Nott had displaced Newman from 5th place. Tyrell-Smith (A.J.S.) usually well up, came off and broke a foot rest.

Simpson was making great efforts to catch the leader, and pulled up 3 seconds. Handley did not seem too happy, and was being overhauled by Archer, and nearly came off at Governor's Bridge. Daniell, winner of last year's Senior Grand Prix, came off at Signpost and retired, while Tyrell-Smith, whose handlebars were thought to have been damaged by his crash continued after they had been inspected at the Start.

Simpson and Guthrie both made rapid pit stops in just under 36 seconds, but the latter was still gaining and at the fourth lap had a one minute lead. Nott on the Swedish machine had displaced Archer on the Velocette, and was only 7 seconds behind Handley. Guthrie's average was 79.46 m.p.h., and the Norton team manager seemed to be given full liberty to all the team to ride their own race.

Fifth Lap Leaders.

J. Guthrie, 2h. 23m. 18s. (79.00 m.p.h.).
J. H. Simpson, 2h. 23m. 26s. (78.93 m.p.h.).
W. L. Handley, 2h. 26m. 36s. (77.23 m.p.h.).
E. R. Nott, 2h. 27m. 44s. (76.64 m.p.h.).
H. E. Newman, 2h. 27m. 45s. (76.63 m.p.h.).
L. I. Archer, 2h. 28m. 18s .(76.34 m.p.h.).
A. Mitchell (Velocette), 2h. 28m. 18s. (76.34 m.p.h.).

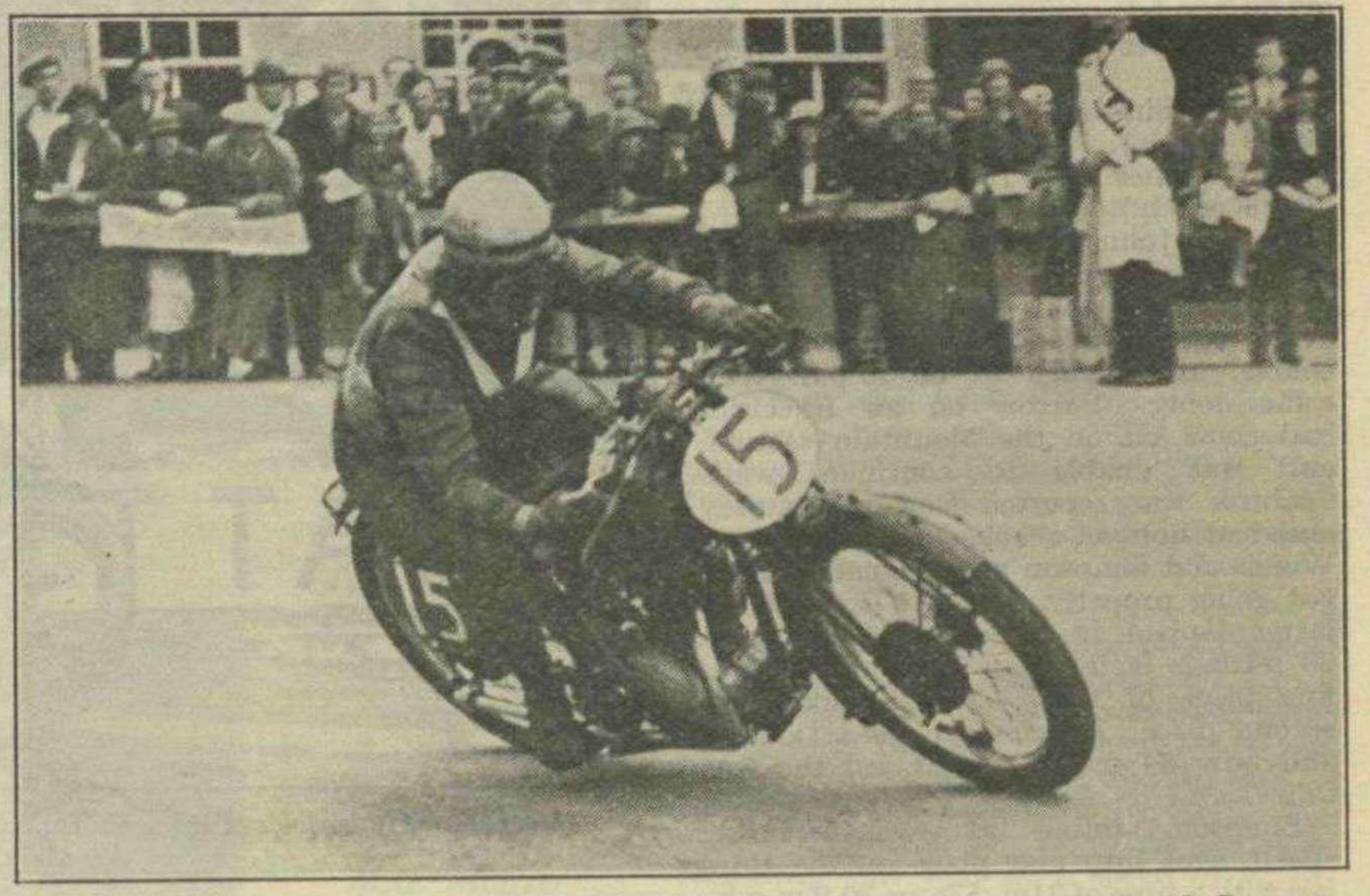
Handley pulled up a little on Nott, but on the sixth lap the Norton rider did not come round. His indicator light showed that he had reached Governor's Bridge, and the news soon came through that he had come off and was receiving medical attention.

Newman (Velocette) displaced Nott from third place during the sixth lap but in a final spurt the latter picked up 15 seconds in his final lap and so recaptured his place.

There was a breathless struggle between Guthrie and Simpson for first place, but the Scotsman only dropped a second in his final round and added another T.T. victory to his bag.

Results.

J. Guthrie (Norton), 3h. 20m. 14s. (79.16 m.p.h.).
J. H. Simpson (Norton), 3h. 20m. 23s. (79.10 m.p.h.).
G. E. Nott (Husqvarna), 3h. 26s. 2s. (76.93 m.p.h.).
H. E. Newman (Velocette), 3h. 26m. 16s. (76.84 m.p.h.).
A. Mitchell (Velocette), 3h. 27m. 3s. (76.55 m.p.h.).
L. J. Archer (Velocette), 3h. 28m. 24s. (76.05 m.p.h.).
W. F. Rusk (Velocette), 3h. 29m. 55s. (75.51 m.p.h.).
F. Aranda (Velocette), 3h. 37m. 56s. (72.73 mp.h.).
V. N. Brittain (Velocette), 3h. 39m. 0s. (72.37 m.p.h.).



J. H. Simpson, winner of the Lightweight Race, looks grim as he corners outside Ramsey.

H. C. Lamacraft (Velocette), 3h. 42m. 42s. (71. 17 m.p.h.).
(The above received first-class replicas.)
G. E. Rowley (A.J.S.), 3h. 46m. 8s. (70.09 m.p.h.).
J. Adams (Velocette), 3h. 46m. 9s. (70.08 m.p.h.).
W. Balgarnie (Velocette), 3h. 48m. 58s. (69.22 m.p.h.).
C. H. Manders (New Imp.), 3h. 50m. 3s. (68.90 m.p.h.).
J. Fletcher (Velocette), 3h. 53m. 4s. (68.01 m.p.h.).
(The above five received second-class replicas.)
H. Pilling (Norton), 4h. 7m. 25s. (64.06 m.p.h.).

The Lightweight Race.

Four teams, Rudge, Excelsior, New Imperial, and Cotton were entered for the second day's racing, for which there were 24 entries. The riders of course were in many cases the same as in the other events and included Simpson, unfamiliar on a Rudge, and Stanley Woods on the Italian Guzzi. Visibility was only 100

MOTOR CYCLES IN THE ISLE OF MAN—continued.

yards at the Start, though better on the low-lying stretches of the course, while thick fog was reported from the Mountain.

Paddy Johnson, the veteran Cotton rider, was the first to appear in the starting square and as the flag fell at 10 o'clock, shot away strongly into the murk at the top of Bray Hill. The Guzzi was a bad starter, and Simpson lost valuable seconds through the cold weather affecting the carburation of the Rudge.

On the first lap Charlie Dodson (New Imperial) was making good progress, but Stanley Woods was dropping back, possibly owing to a repetition of the gear-box trouble experienced in practise. Johnson was first through the Start, followed by Mellors (New Imperial). Simpson stopped at his pit to change goggles.

First Lap Leaders.

C. J. P. Dodson (New Imp.), 32m. 53s. (68.86 m.p.h.).

E. A. Mellors (Excelsior), 33m. 31s. (67.56 m.p.h.).

G. E. Nott (Rudge), 33m. 38s. (67.32 m.p.h.).

J. H. Simpson (Rudge), 33m. 48s. (66.99 m.p.h.).

L. J. Archer (New Imperial), 33m. 56s. (66.73 m.p.h.).

C. W. Johnston (Cotton), 34m. 29s. (65.66 m.p.h.).

Considering that bad visibility and even fog prevailed over much of the course, an average of 69 m.p.h. took some doing. Barrow on an Excelsior had come off on the Mountain section, and was unable to continue, while Crabtree was reported slow at Ramsey and had not yet reached the Bungalow. Woods and Simpson now seemed to have got going properly, so much so that the latter lapped in 32 mins. 33 secs. or 20 seconds faster than Dodson, and this fine piece of riding brought him into second place, 7 seconds behind Dodson, and only 34 seconds separated the first four men.

Simpson, riding at ever-increasing speed, shot into first place on the third lap with a time of 31m. 57s. or 70.9 m.p.h., giving him over a minute's lead over Dodson, while Nott (Rudge) also overtook the New Imperial rider on the same lap. After a 36 seconds pit stop, Simpson sped on, while those on the Stands wondered if this Lightweight machine would stand up to his furious driving. Mellors who had so far been well-placed retired at this stage with engine trouble.

Fourth Lap Leaders.

J. H. Simpson, 2h. 10m. 11s. (69.58 m.p.h.).

E. R. Nott, 2h. 11m. 24s. (69.93 m.p.h.).

C. J. P. Dodson, 2h. 13m. 3s. (68.08 m.p.h.).

Graham Walker (Rudge), 2h. 17m. 8s. (66.05 m.p.h.).

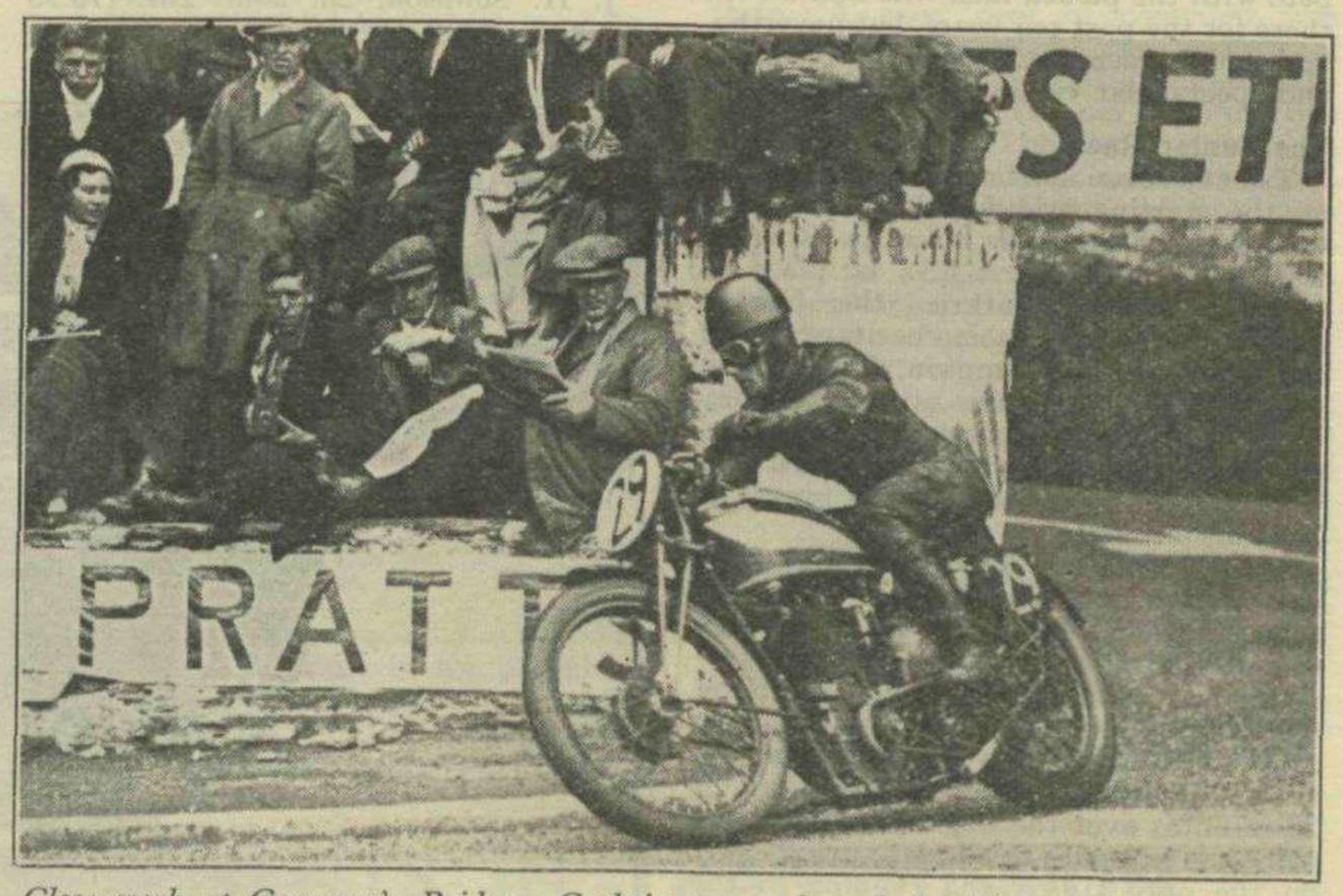
L. A. Devonport, 2h. 18m. 26s. (65.43 m.p.h.).

Stanley Woods (Guzzi), 2h. 18m. 42s. (65.31 m.p.h.).

No news of Crabtree had been forthcoming since the first lap, but an announcement was now made that he had been seriously injured. The unfortunate rider had actually crashed into a gate-post on the Mountain road in the fog, and was killed instantly. A gallant and skilful driver of car and motor-cycle, his death greatly grieved his many friends when the full facts were learnt.

With most of the spectators ignorant of this sad accident the race continued and as weather conditions improved, the pace grew hotter, and Simpson put in a fast lap of 30m. 47s. on his sixth round.

During the last rounds, the leaderboard altered a good deal, for Davenport came in slowly from Hillberry to retire, while Dodson, who dropped out of the race on his way to Ramsey on the last lap, was reported stopped at Ballaugh with engine trouble. At last the notoriously unlucky Jimmy Simpson, who had raced on the Manx circuit since 1922, had won a race, and won it under some of the worse conditions which he could have encountered.



Close work at Governor's Bridge. Guthrie passes through for his second victory of the week.

Results.

J. H. Simpson (Rudge), 3h. 43m. 50s. (70.81 m.p.h.).

G. E. Nott (Rudge), 3h. 47. 7s. (69.79 m.p.h.).

Graham Walker (Rudge), 3h. 54m. 13s. (67.67 m.p.h.).

Stanley Woods (Guzzi), 3h. 54m. 41s. (67.54 m.p.h.).

C. H. Manders (New Imp.), 3h. 59m. 42s. (66.12 m.p.h.).

S. Gleave (Excelsior), 4h. 0m. 27s. (65.92 m.p.h.).

C. T. Tattersall (C.T.S.), 4h. 5m. 55s. (65.45 m.p.h.).

(The above received silver replicas.)

L. G. Martin (Cotton), 4h. 21m. 10s. (60.69 m.p.h.).

(No. 13 received a bronze replica.)

The Senior Race.

The Senior event was better supported than has been the case for some years, and apart from the greater speed of the 500 c.c. machines there was the added interest of foreign bicycles and riders. There were three Husqvarnas ridden by Nott, Stanley Woods and Kalen, Aranda, a Spaniard on a Velocette, Hamervell on a Dutch Eysink, and Rene Brook on a Sarolea. Wal Handley, who had been injured in the Junior Race, was an absentee, but 39 starters finally lined up. Rain, fog, and haze were reported from various points, but visibility was up to 100 yards on the mountain, so there was considerable improvement on Wednesday's conditions.

Stanley Woods was No. 1 on his Husqvarna, and with open roads in front of him would take a lot of catching. Ernie Nott, the other fancied rider of the Swedish make, was slow away, Guthrie and Simpson, the Norton stars, got going at once, as indeed they needed to do, for Woods was on his mettle.

The first lap seemed distinctly unhealthy for the foreigners, for Nott went out of the race with gear-box trouble, Brooke retired with engine, and the Dutchman crashed at the Bungalow.

First Lap Leaders.

J. Guthrie (Norton), 29m. 22s. (77.11 m.p.h.).

S. Woods (Husqvarna), 29m. 58s. (75.56 m.p.h.).

J. H. Simpson (Norton), 30m. 21s. (74.60 m.p.h.).

A. Tyler (Vincent H.R.D.), 31m. 4s. (72.89 m.p.h.).

V. N. Brittain (Norton), 31m. 12s. (72.58 m.p.h.).

W. A. Harding (O.K. Sup.), 31m. 28s. (71.96 m.p.h.).

Woods was going fast enough to hold his position, but Guthrie had already started to pull away from him. Mellors (Excelsior) who had been going well, stopped on the mountain, and later toured in with a split petrol tank. Balgarnie, an Australian rider of a Velocette, had a nasty moment when he crashed at Quarter Bridge, but was unhurt, and continued. In the second lap the leaders remained the same, except that Dodson moved up into sixth place as Harding, the Manx rider, retired

MOTOR CYCLES IN THE ISLE OF MAN—continued.

at Kirk Michael with broken front-forks. Woods came in and filled up, and was at that time a minute behind Guthrie, while Simpson was coming up steadily. At this stage the announcer's time seemed chiefly occupied in relating the adventures of West (Triumph) whose back brake was said to be faulty, and who had been stopped at nearly every post round the course.

On the third round Woods again slipped into it, and lapped at 28m. 8s., 3 seconds faster than Guthrie. However the Norton team had no special need for worry, for apart from the first and third man, Brittain, the other member of the team, was running in fourth place. Charlie Dodson was reported to be going slowly with a misfiring engine, while Tyler (Vincent H.R.D.), who had been 5th, retired at Sulby with engine trouble.

Crashes and engine trouble were taking toll of the runners, and Horton (Excelsior) came off at the 33rd Milestone and sustained a broken ankle. Rain was reported from the North of the Island, and both Guthrie and Woods were travelling more slowly, but Guthrie was again outpacing the Irish rider. Fletcher on a Sunbeam skidded on Ballaugh Bridge and hit a stone wall and was fortunate to escape unhurt.

Fifth Lap Leaders.

J. Guthrie, 2h. 25m. 30s. (77.81 m.p.h.).
S. Woods, 2h. 28m. 9s. (76.42 m.p.h.).
J. H. Simpson, 2h. 31m. 46s. (74.59 m.p.h.).
W. F. Rusk, 2h. 35m. 8s. (72.98 m.p.h.).
V. N. Brittain, 2h. 35m. 38s. (72.75 m.p.h.).
L. J. Archer, 2h.37m. 15s. (71.99 m.p.h.).

The weather was getting worse at Creg ny baa and Hillberry and must have inflicted a greater strain on Stanley Woods than on the members of the Norton team. Simpson was riding under difficulties, as he was troubled with cramp in one of his hands. In spite of this the intervals between the leaders seemed so great that there was little likelihood of change.

However, the unexpected happened. Woods started on his last lap in fine style, was reported at Ramsey, and was said to have reached East Mountain Gate very quickly indeed. On the heels of this came the dramatic announcement that he had run out of petrol only a few hundred yards further on, and was out of the race. A wretched ending to a magnificent race.

It was therefore certain that Guthrie would win and he flashed over the line at 1.37 p.m. Only 13 machines finished the race, and as will be seen the Velocettes put up a fine performance against the Nortons. Newman and Balgarnie rode Junior machines, fitted with 350 c.c. engines.

The Results.

J. Guthrie (Norton), 3h. 23m. 10s. (78.01 m.p.h.).
J. H. Simpson (Norton), 3h. 30m. 35s. (75.27 m.p.h.).
W. F. Rusk (Velocette), 3h. 36m. 19s. (73.27 m.p.h.).
L. J. Archer (Velocette), 3h. 38m. 22s. (72.58 m.p.h.).
V. N. Brittain (Norton), 3h. 39m. 25s. (72.24 m.p.h.).
G. Walker (Rudge), 3h. 44m. 32s. (70.59 m.p.h.).
H. G. Tyrell Smith (A.J.S.),3h. 44m. 38s. (70.56 m.p.h.).
H. E. Newman (Velocette), 3h. 48m. 20s. (69.42 m.p.h.).
(The above received silver replicas.)
H. L. Daniell (A.J.S.), 3h. 49m. 2s. (69.20 m.p.h.).
A. Mitchell (Velocette), 3h. 50m. 46s. (68.68 m.p.h.).
N. Gledhill (Norton), 3h. 55m. 46s. (67.23 m.p.h.).
G. E. Rowley (A.J.S.), 3h. 57m. 55s. (66.62 m.p.h.).
(The above received bonze replicas).
W. Balgarnie (Velocette), 4h. 10m. 46s. (63.21 m.p.h.).

A FAMILY TEAM

It is unusual, to say the least of it, for three members of a family to take the same interest in motoring events, but the success of Miss Doreen Evans and her two brothers, Denis and Kenneth, should encourage more ventures of this sort. All the members of the team drive M.G. Midgets, and have numerous successes to their credit. Miss Doreen Evans won the Ladies Cup in the London-Gloucester this year and the Ladies Award at the J.C.C. Brooklands Rally, and with her brother, "K.D.," was a member of the team which were the runners-up for the team prize in the Gloucester. The team have also won three more "golds" on the London-Edinburgh trial.



The three M.G. Midgets driven by (L. to R.): K. D. Evans, Miss Doreen Evans and D. G. Evans.

Denis Evans and his brother Kenneth are directors of the Bellevue Garage, Ltd., and their firm has had some striking successes in the preparation of M.G.s for racing and reliability trials, and the supercharged 750 c.c. car driven by Mr. D. N. Letts, which won the 1st Walton Sprint Handicap this year at a speed of 92.78 m.p.h., and also took the 850 c.c. Racing Class at Shelsley, with the remarkable time of 45 4/5 secs., was tuned by their firm. They also prepared the K.3 Magnette for Mr. P. L. Donkin, which put up very good performances in both the Mannin Beg Race and the B.E. Trophy.

Mr. Kenneth Evans, who last year won two mountain races on M.G. cars, has acquired one of the latest "Q" type supercharged M.G. Midgets, and will drive it in the major events for the remainder of the season.

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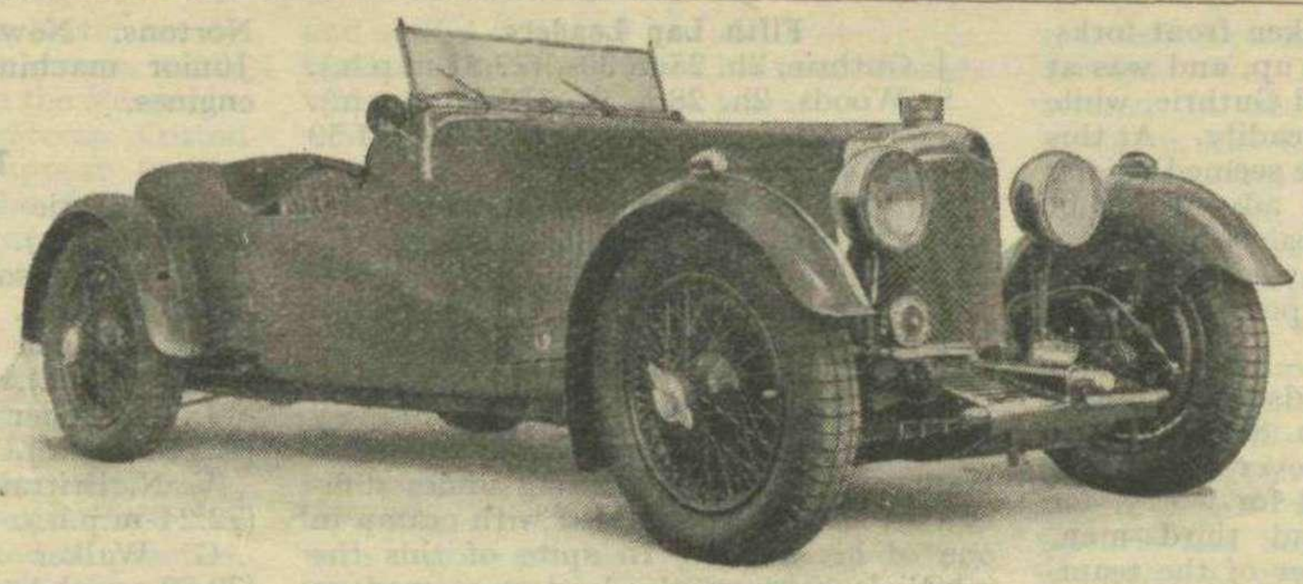
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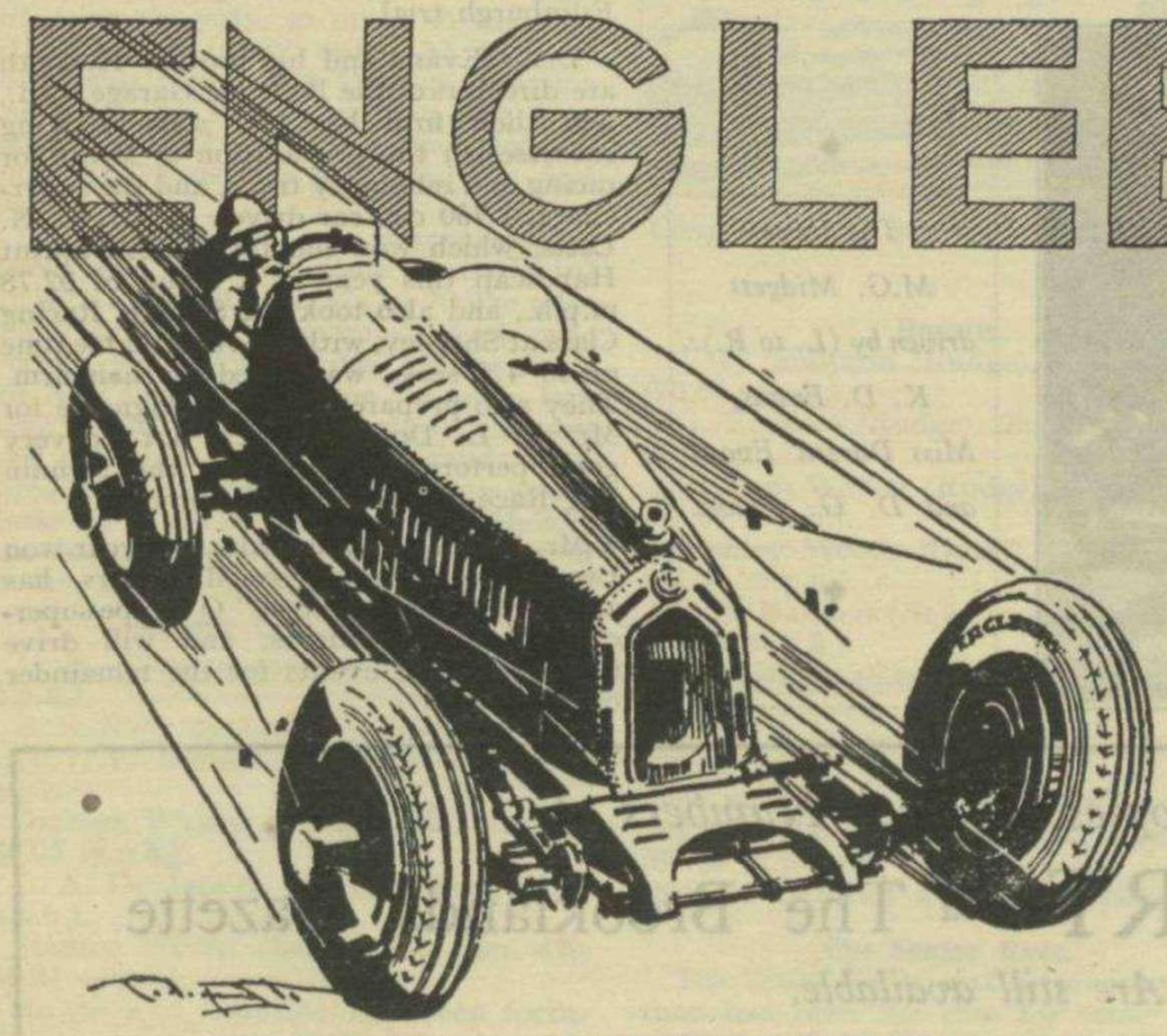
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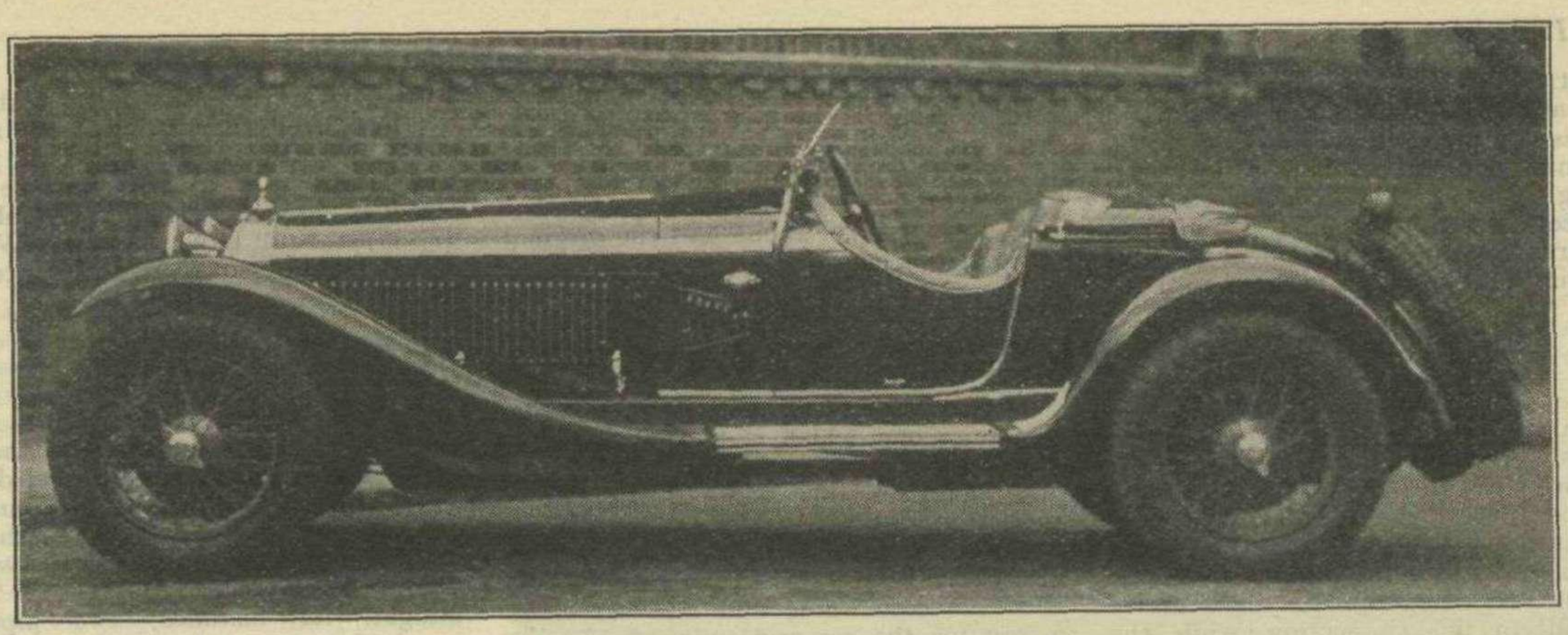
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THE ITALIAN IDEA

A SECOND-HAND 1750 C.C. ALFA-ROMEO TESTED.

IT is a well-known fact that the supercharged cars of the Alfa-Romeo range, especially the so-called Two-Litre and the "2.3", have characteristics widely differing from that of the usual English sports car. The difference may be compared to that between a high-spirited and mettlesome hunter and an ordinary riding hack, and those drivers who are fortunate enough to be able to own one of these specialized cars return with reluctance to the less highly-developed ones which are turned out by British manufacturers.

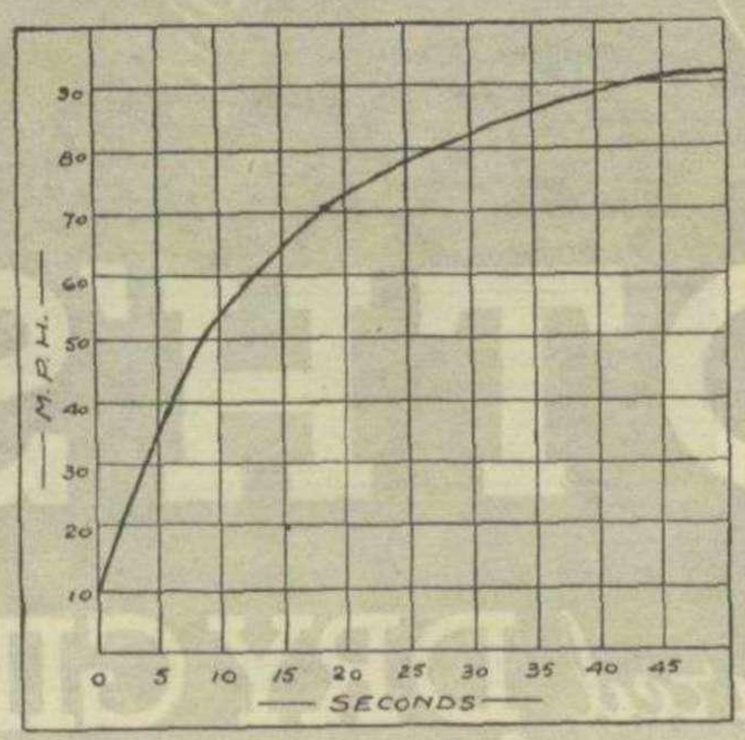
Before taking over the car to be tested, we were warned that the steering was very light, that in fact this was a characteristic of the whole car. Some time was therefore spent in getting the correct tyre pressures and shock-absorber settings, but the trouble was amply repaid by the confidence and ease of control which followed. The 1750 c.c. Alfa is one of those few cars one can point like a pistol at the desired spot, and on a corner there always seems plenty of time to choose a path for the front wheels, with the certainty that they will follow it. On a winding road free from blind corners we derived the utmost entertainment by seeing just exactly how fast the car could be got round the bends, while the controlability was further demonstrated in taking at a certain speed the extreme outside of an adversely cambered corner in order to avoid an outsize in motor-charabancs. The lightness of the steering therefore in no way detracts from the ease of control, while lessening the manual effort required in fast driving. It is high-geared, with just enough caster to centre the wheels after a corner.

Traffic was particularly heavy on the day the car was tested, and there would have been every excuse for an oiled plug. There was, however, no suggestion of this, and the car ran steadily down to 10 m.p.h. on top gear without any flat-spots or spitting back. The engine revved up so quickly that we generally dropped down two gears at once, or pushed the lever straight across at low speeds.

In the open country speed mounted up in the most surprising way, and a cruising speed of 75 m.p.h. became quite normal. The acceleration, of course, was outstanding, and by using the gears freely an astounding average could be set up. With the screen up we reached 90 m.p.h. on several occasions, but when trying to discover the maximum speed, the plugs, which had seen considerable service, showed signs of pre-ignition. We are informed by the owners of the car that 100 m.p.h. can definitely be obtained on a suitable level road, but an easily reached 90 is of more practical importance on English roads.

The brakes we found reliable but not particularly powerful. From 40 m.p.h. they brought the car to rest in 65 feet, but as the back ones definitely came on harder than the fronts, proper adjustment would have materially improved this figure.

When the urge for all-out speed and acceleration, which cannot fail to be felt on such a spirited and powerful machine, had to some extent passed, we found we could still maintain the 75 m.p.h. cruising speed without much use of the gears, thanks to the excellent power-weight ratio, and main road hills such as Dashwood are taken without slackening of pace. At high speeds, of course, the rush of the wind carries away the sound of the exhaust, and the car seems to be gliding along like a fast aeroplane. The flexibility at low speeds conferred by the supercharger has already been commented on, and we soon tired of the experiment of remaining on top for the corners and accelerated away from 30. It seemed a waste of a day's sport, and what objection can there be to going fast when the car obeys one's every thought?



The Acceleration Chart of the 1750 c.c. Alfa-Romeo

The acceleration in the gears, especially second, is astonishing. The normal maximum engine speed is 4,500 r.p.m., which allows speeds of 50 in second and 70 in third. 5,000 is quite safe, and second spins up so quickly that it is easy to exceed "4.5." 90 on top is about 4,000 r.p.m., so the engine is having an easy time at fast cruising speeds. Clutch and gear-lever are light in operation, and the gears are easy to change when one gets used to the closeness of third and top. Straight pinions are used for second and third gears, and make a fair amount of noise at the top end of the speed range, but show no signs of wear. The exhause note is the typical Alfa low-pitched boom, exhilerating to the driver and not likely to annoy the police, except perhaps if the revs. are used in "built-up" areas. The blower, which is driven direct off the front end of the camshaft, is heard principally as a whistle on the overrun.

The driving position is a typically upright one, and looking down on the mudguards and the long bonnet, the driver feels capable of dealing with any situation. The controls are so positioned as to be operated without conscious effort. For a tall driver the windscreen was a little low, so in most cases we kept it tilted back with the top edge below the line of vision.

The car is fitted with a handsome and comfortable two-seater Zagato body. In spite of hard tyres and shock absorbers well tightened, the car rode easily at all speeds, though with a single passenger

THE ITALIAN IDEA—continued.

in front a centre armrest would have been an advantage, as the division in the front squab is not sufficient to hold one steady on corners without holding firmly to the steering wheel. The coachwork and upholstery were both in good condition.

A large luggage compartment capable of holding four suitcases is fitted into the tail of the car, and the hood folds neatly into a recess behind the driving seat. It was a little complicated to raise, but afforded good protection.

The car tested is a 1932 model, and is offered at £850, or about half the original price in this country.

It was purchased direct from the Alfa Romeo factory at Milan after a thorough overhaul, and the oil level still remains at "full" after the 700-mile road journey from Italy. Our thanks are due to the owners, Messrs. Street & Duller, of 47, West End Lane, London, W. 6, for the opportunity of testing this interesting model.

PETROL FLEX-DE-LUXE

The effects of vibration in crystalising and making brittle steel or copper petrol pipes is well known, and on racing cars and aeroplanes the use of flexible piping is almost universal. Petrol-flex tubing, which is marketed by S. Smith & Sons (M.A.), Ltd., of Cricklewood Works, London, N.W. 2, has proved particularly successful in this connection, while the initial cost is small.

The tubing is built up with two walls, the inner one, which is treated to withstand the action of petrol, benzol and other hydrocarbons, being in one piece; the outer wall is specially treated canvas wound on in spiral formation. An internal spiral of wire is formed integral with the core lining and also serves as a key for the screwed unions which fit at each end of the pipe, while a further external armouring protects the tube from chafing and other external damage.

The unions are easily fitted, but in the case of many well-known cars, the pipes may be obtained cut to lengths with the unions in place. For the "P" type Midget, for instance, two pipes are required and each costs 4s.

WHEN IRELAND CALLS

The attractions of Ireland as a touring ground are being discovered by a larger number of British motorists every year. But the sea crossing and the Customs formalities before entering the Irish Free State introduce into the holiday minor difficulties with which the motorist does not wish to be bothered.

To its members The Automobile Association offers services which successfully smooth out all such difficulties. The A.A. Irish Handbook, enlarged for 1934-35, is now in the hands of members living in Ireland.

Services available to members touring in Ireland, Great Britain and abroad, and also in connection with customs formalities and charges, shipping, insurance, taxation, and so on, are fully described. Charges and facilities at A.A. appointed hotels and garages throughout Northern Ireland and the Free State appear in the Gazetteer, which for ease of use is printed next to the 14 pages of road maps. Information on parking places in Dublin and Belfast is much fuller than hitherto.

A digest in simple language of the Irish Free State Road Traffic Act, 1933, is included, together with a summary of motor law in Northern Ireland.

Members visiting Ireland may obtain the Irish Handbook without charge on application to any A.A. office.



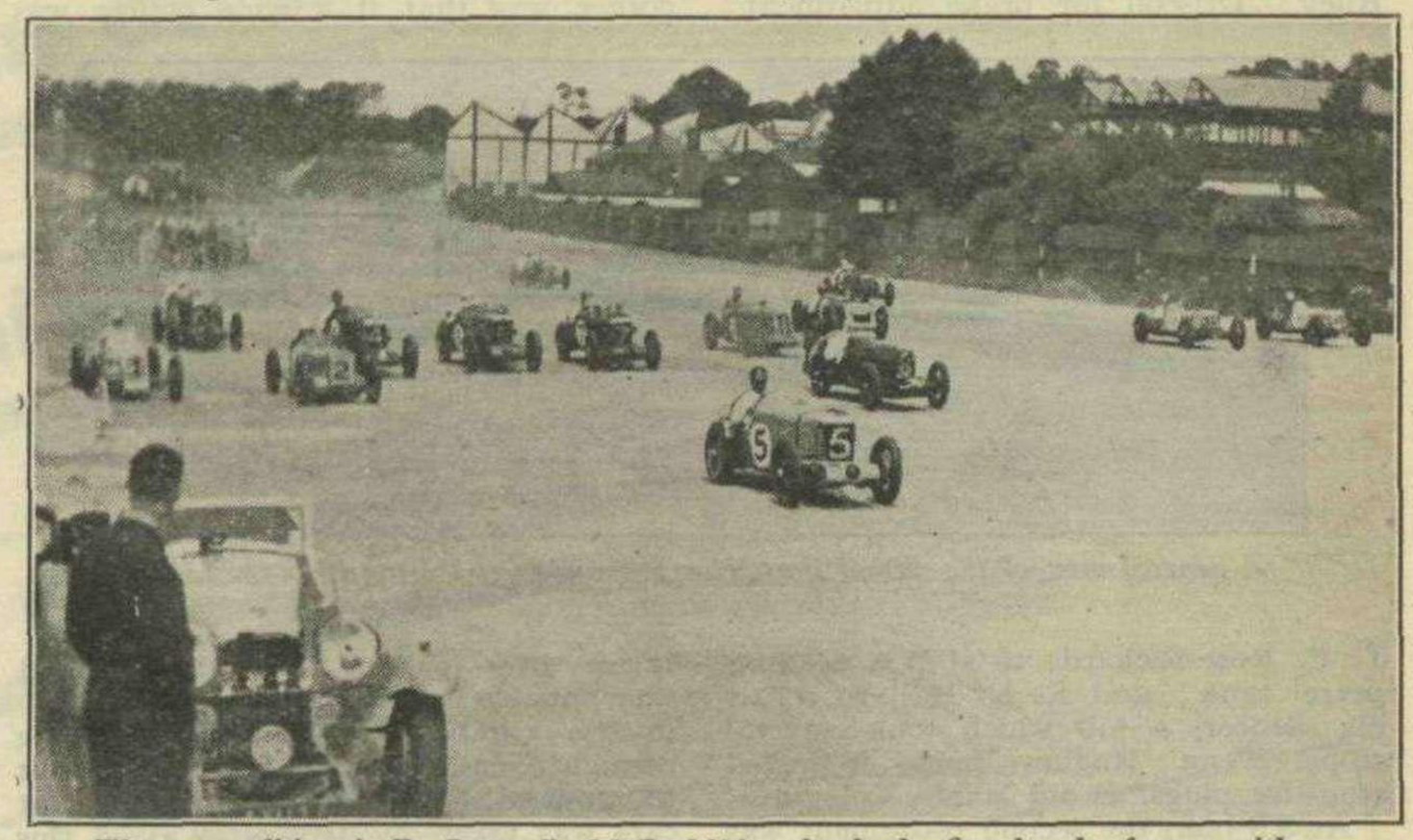
THE NEW BRITISH EMPIRE TROPHY

POPULAR VICTORY FOR G. E. T. EYSTON (M.G. MAGNETTE)—WHITNEY STRAIGHT SECOND WITH HIS MASERATI, MAKING FASTEST TIME—J. HOLDSWORTH MEETS WITH FATAL ACCIDENT.

THE process of giving Brooklands a resemblance to a road circuit was carried a stage further on Saturday, June 23rd, when the British Empire Trophy Race took place. The B.R.D.C., organisers of the race, aimed at including as many corners, and at the same time making the necessary artificial barriers look as natural, as possible. Instead of sandbanks, hurdles, or strings of flags, trusses of straw were used in the true Continental style, and this innovation certainly gave the impression of a road-race, especially at the Fork. The cars were started just beyond the Fork, and proceeded round the Byfleet Banking to the Railway Straight, where they had to negotiate a fast and tricky "double-S" bend. On reaching the junction of the old Finishing Straight an "S" bend was the next obstacle, followed by a fast run downhill to the Fork Hairpin. Then a short distance up the Finishing Straight another hairpin brought the cars back to the Fork and so to the Byfleet Banking.

A few minutes before two o'clock a smart blue 4½-litre Lagonda, driven by Sir Malcolm Campbell, with the Amir Abdullah of Trans-Jordan as passenger, made an opening circuit of the course.

Unfortunately the race was run on normal handicap lines, so that there was not a massed start—a fact which is apt to give a race a poor "getaway," so to speak. At 2 o'clock the 750's (blown) and unsupercharged 1,100c.c. and 1,500c.c. cars, were sent away, comprising Austins driven by L. P. Driscoll and W. L. Thompson, M.G. Midgets handled by E. R. Hall, W. G. Everitt, A. R. Samuel, J. C. G. Low, W. E. Hood, and R. T. Horton, Riley Nines driven by P. G. Fairfield, A. F. Ashby and H. G. Dobbs, and 1½-litre Rileys handled by A. W. K. Von der Becke, F. W. Dixon and Cyril Paul. Eleven minutes later the following got away: R. J. W. Appleton's Appleton D. L. Briault's Alta, ten M.G. Magnettes entered by C. F. Manby-Colegrave, C. E. C. Martin, P. L. Donkin, G. E. T. Eyston, Dudley Froy (W. L. Handley's substitute), C. Penn Hughes, N. Black, R. Gibson, R. G. B. Seaman, and G. Hartwell, a 2-litre Singer driven by J. S. Hindmarsh, and John Houldsworth's Bugatti.



They are off! A. R. Samuel's M.G. Midget leads the first batch of cars, with R. T. Horton close behind.

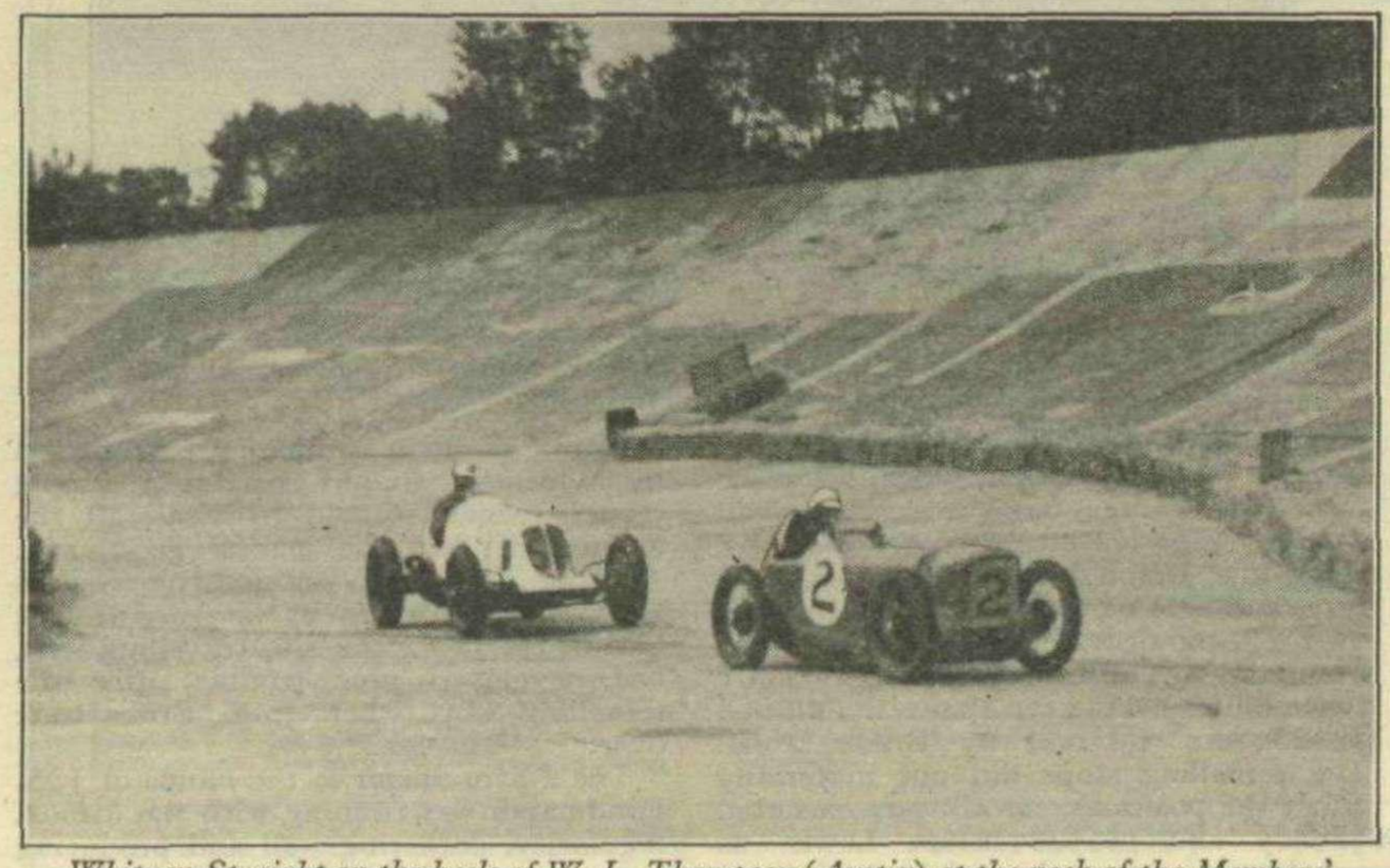
Five minutes later H. W. Cook took his place on the line with the new E.R.A., being the only starter of his class, and finally the rest of the field set off in pursuit, twenty minutes after the first men had started. The back markers were as follows: T. E. Rose-Richards, A. H. L. Eccles and C. S. Staniland (Bugattis), John Cobb, A. P. Hamilton and J. H. Bartlett (Alfa Romeos), and Earl Howe, Whitney Straight and the Hon. Brian Lewis (Maseratis); 39 cars in all, racing on a new Brooklands circuit for a distance of 300 miles.

First man to come into the pits was P. G. Fairfield, driving a Riley Nine entered by Fred Dixon. After changing plugs he carried on, and from then on the pits were being visited by one or more cars throughout the race, plug trouble as usual being the most frequent cause of stoppage. The first retirement was that of A. R. Samuel, at 2.42 p.m., his M.G. Midget suffering from a cracked back axle casing.

Leaving the pits we walked to the Fork corner to see how the drivers were coping with their task. The corner itself was a "square" hairpin, with plenty of room for unwary drivers to extricate themselves from trouble. As a whole the standard of driving seemed to be good, there being a total absence of wildness which, though generally applauded by spectators, is not appreciated by other drivers in the race. Occasionally a driver would graze the straw bales in coming out of the turn, and L. P. Driscoll was forced to use the "escape road" once or twice. Otherwise the driving here was uneventful. Drivers who struck us as being consistently neat were C. Penn Hughes (M.G. Magnette), G. F. Manby-Polegrave (M.G. Magnette), W. G. Everitt (M.G. Midget), and of course Whitney Straight (Maserati).

On the second hairpin an incident occurred when Eyston was baulked by the Appleton Special. So violently did Eyston have to step on his brakes that the engine of his Magnette stalled. Leaping out, Eyston pushed the car, jumped back into his seat and let in the clutch—off again!

After the first group had been running a half-an-hour, and the scratch men only ten minutes, the order was as follows: 1, Whitney Straight (Maserati), 92.78 m.p.h.; 2, Brian Lewis (Maserati), 90.44 m.p.h.; 3, F. W. Dixon (Riley), 81.40 m.p.h.; and 4th, W. G. Everitt (M.G. Midget), 80.63 m.p.h. Thus it seemed that those who prophesied a

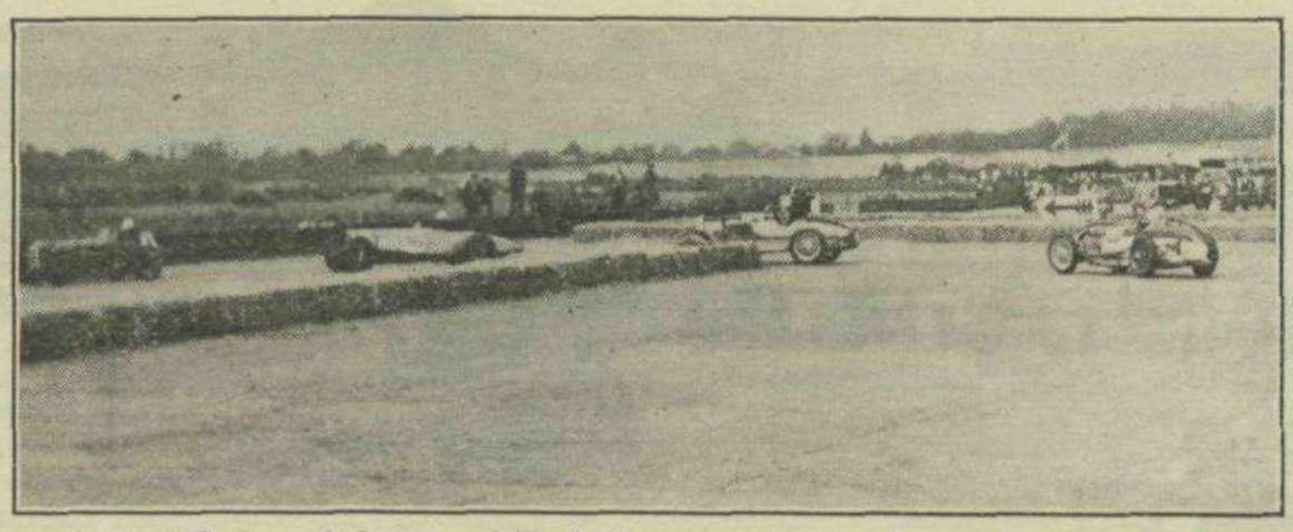


Whitney Straight on the heels of W. L. Thompson (Austin) at the neck of the Members' Bridge "Snake."

THE NEW BRITISH EMPIRE TROPHY—continued.

sweeping victory for the larger cars would be justified in their belief.

Now let us take a look at those drivers and mechanics engaged in hurried repair work at the pits, sweating and cursing in their haste. Apart from the rampant plug trouble, L. P. Driscoll came in with the new Austin Seven road-racing model to tighten his exhaust pipe and refuel; A. P. Hamilton to secure the head of his gear-box; A. F. Ashby to replace a broken clutch-withdrawal bolt on his Riley; Driscoll for brake adjustment; T. E. Rose-Richards to stop a leaking petrol tank; and E. R. Hall to repair his silencer, a job which took several stops. Penn Hughes made repeated stops for plugs, as did Manby Colegrave.



A general view of the second Fork Hairpin. George Eyston is at the tail of the procession.

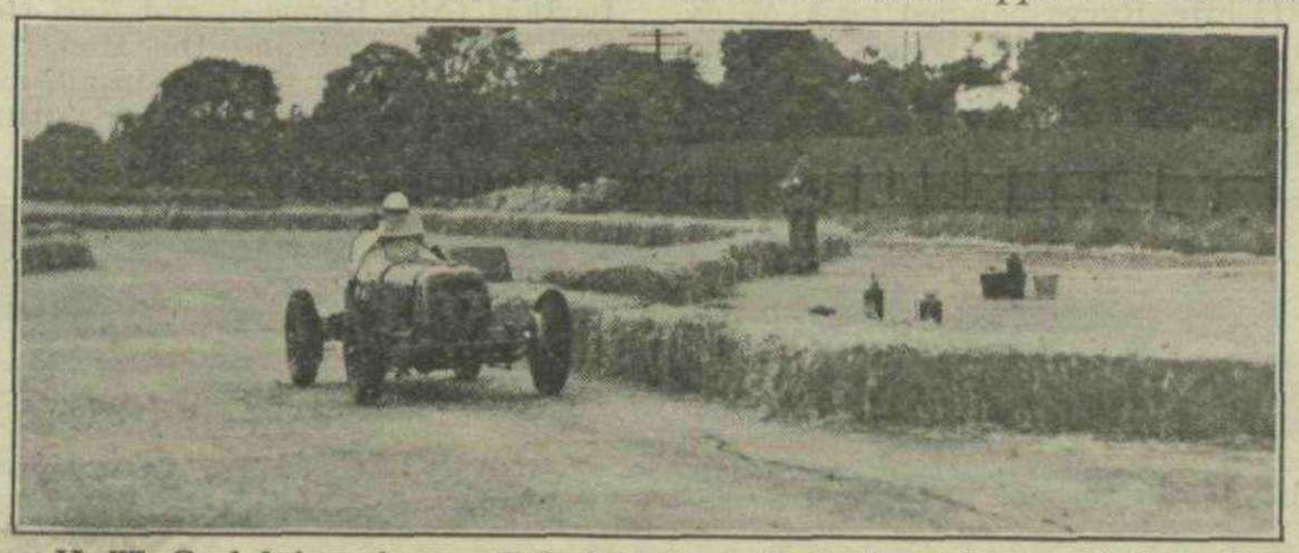
At 3.6 p.m. the second retirement was announced, Rose-Richards's Bugatti, one of the fastest cars in the race. The trouble was concerned partly with fuel and partly with transmission. Some time later A. F. Ashby pushed his Riley to the "dead" car park with a broken clutch-withdrawal bolt.

By now Freddie Dixon had worked his way into the lead, and at 3.30 p.m. his aluminium Riley was 57 seconds ahead of Straight's Maserati, on handicap. C. S. Staniland, driving Mathieson's Bugatti, was in third place, with Brian Lewis (Maserati) fourth. An interesting point on Dixon's team of Rileys was the provision of hand-throttles, to enable the drivers to use their brakes to the full when changing down before the corners. Dixon had his on the steering column, while Fairfield's car had a Bowden control on the gear lever.

The "snake-bend" on the Railway Straight was interesting, being a very fast series of curves which could be taken at speed in top gear. It was difficult to estimate relative performances here, but Whitney Straight seemed to be a shade faster than anyone else; of the smaller cars W. G. Everitt's Midget was quite the fastest. All the cars went very close to the centre tub, but the method of entering the corner seemed to vary a good deal, some grazing the first tub and others steering a middle course. There was little incident at this point until A. P. Hamilton (Alfa Romeo), who for some time had been engaged in a prolonged dog-fight with John Cobb on a similar car, misjudged the bends and hit the centre tub, carrying on unperturbed.

The bend by the Members' Bridge was complicated by the fact that the cars had to come down the banking in order to enter the "neck," so to speak, and it frequently occurred that two cars taking different paths would converge at the entrance to the corner, an event which required a quick decision as to who was to give way. While we stood watching at this point Cobb and Lewis arrived at the same moment, Cobb swooping down from the top of the Banking and Lewis keeping a middle path. Lewis waved Cobb on, and so all was well.

The second difficulty attached to this corner was that if a wide course was taken after passing the first tub it was possible for a car to get on to the reverse camber of the old Finishing Straight, rendering it extremely difficult to control. Fortunately the greatest care was taken by drivers to avoid this occurrence, but it seems possible that it was this fact which caused John Houldsworth to meet his death. Shortly before 4 o clock his blue Bugatti developed a bad skid, charged through the straw barricades and shot up the banking in a treble somersault. The driver was thrown out on the second inversion of the car. He was immediately taken to hospital in a critical condition, his principal injury being a fractured skull. Unhappily John Houldsworth died a few hours later, and his many friends at Cambridge, where he owned a garage, and elsewhere will deeply regret his untimely death.



H. W. Cook brings the new E.R.A. through the Railway Straight "Snake." The car showed up well in its first race

Freddie Dixon continued to lead the race, and at 4 o clock his margin in hand over Whitney Straight was 1 min. 1 sec. Staniland was still in third place, exactly two minutes behind the Maserati, followed at 23 secs. interval by Brian Lewis. The refuelling stops did not materially affect the positions, for all were executed quickly and neatly. Brian Lewis, as usual, was extremely quick, taking on 16 gallons of petrol in three-quarters of a minute. Straight made a slightly longer stop, changing his rear tyres in addition to refuelling. George Eyston, too, was very fast, taking a fresh supply of petrol on board in half-a-minute. Penn Hughes and Manby-Colgrave, on Magnettes, continued to make innumerable calls at the pits for plugs.

The field now began to thin, five cars dropping out in 20 minutes. Staniland had the bad luck to develop back-axle trouble with the Bugatti, which up to that moment had held third place. The Roy Eccles-C. E. C. Martin M.G. Magnette was withdrawn with a zero oil-pressure, Everitt s Midget blew a gasket, E. R. Hall's Midget had to stop because the silencer had burst and the car was making a noise like a howitzer, and Fairfield's Riley fell out with transmission trouble.

Some excellent performances were being put up by cars which, although not in the first four, were nevertheless ready to fill the gap should any of the leaders develop trouble. G. E. T. Eyston (M.G. Magnette) was one of these, and on Staniland's retirement he took up his position in fourth place. The E.R.A. in its first race was making a good impression. H. W. Cook handled the car for the first half of the event, handing over to Raymond Mays at the refuelling stop. The car had that characteristic shattering exhaust note which distinguishes all Raymond Mays's mounts. It accelerated well on leaving the second Fork hairpin, but it was somewhat difficult to gauge how much this apparent acceleration was due to its terrific noise. The two M.G. Midgets driven by J. G. C. Low and W. E. Hood were putting up an unobtrusively sound show, their only troubles being concerned with silencer breakage and the adjustment of a gear-box. P. L. Donkin's Magnette, with a cowled radiator, was running regularly and fast, the only stops at the pit being for plugs and some extra support for the steering column. Seaman's Magnette, entered by Whitney Straight, barring the plug trouble which seemed to assail all the Magnettes, was having a good run. Another Magnette, entered by George Hartwell and driven by him in the first half of the race, was also travelling well, but developed plug trouble after the refuelling stop, when J. C. Elwes took over.

The 2-litre Singer in the hands of J. S. Hindmarsh was running with the utmost regularity, cornering well and producing a good turn of speed. A. H. L. Eccles was driving splendidly, just behind the

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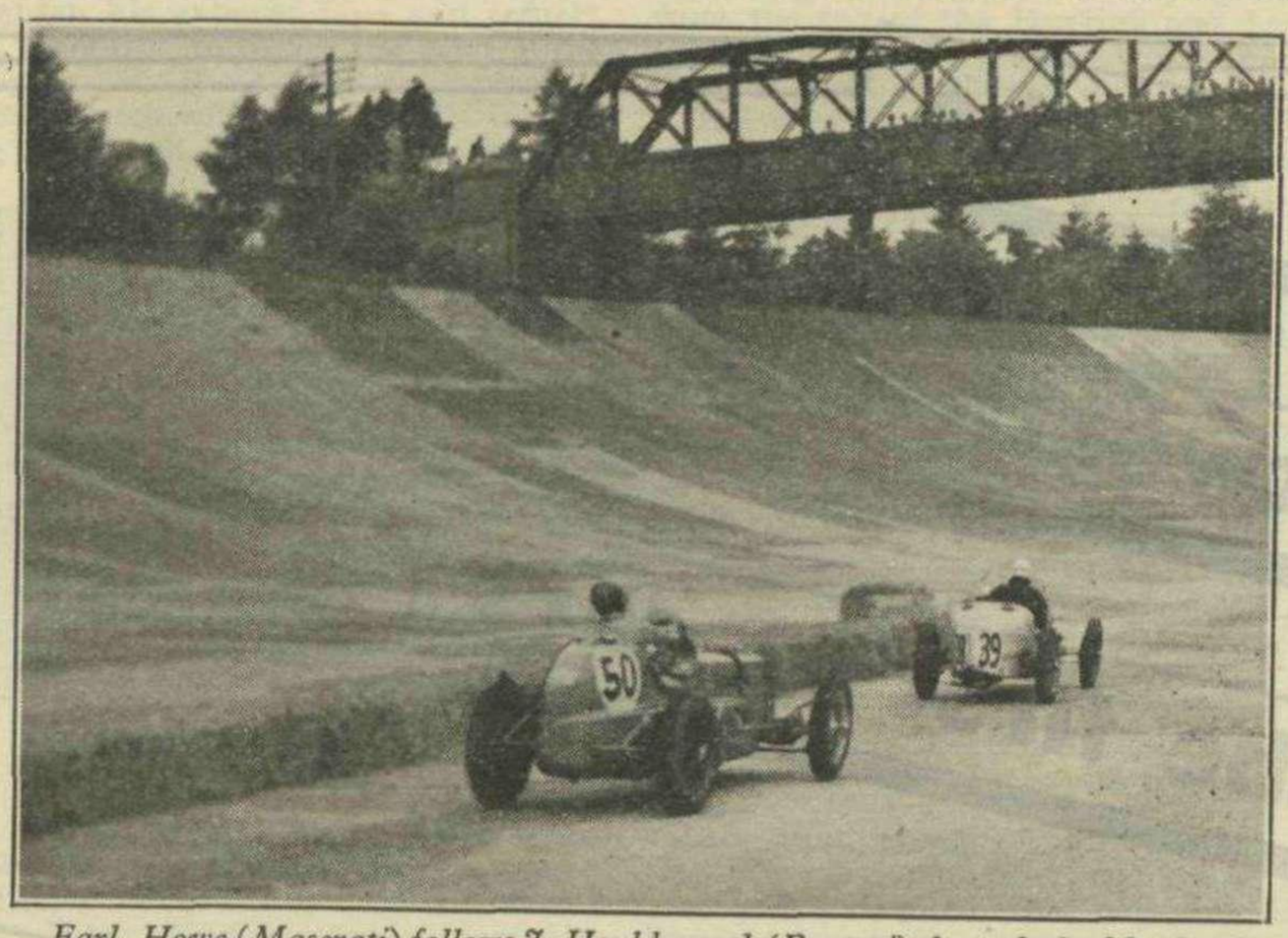
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THE S.U. COMPANY - ADDERLEY PARK - BIRMINGHAM

THE NEW BRITISH EMPIRE TROPHY—continued.

leaders, and his Bugatti never gave a hint of faltering. He only made one pit stop — for refuelling — throughout the entire race. The 2.3-litre Alfa Romeos, driven by John Cobb, A. P. Hamilton and Charles Brackenbury, were all going well, the latter being relieved by Jack Bartlett at the half-way mark.

Straight lapped at terrific speed during the last stages of the race, and was reducing Eyston's lead at the rate of nearly 20 seconds per lap. It was at this stage that the inadequacy of the scoring arrangements became a pressing matter. Those who chose the Fork hairpin and the second hairpin for their vantage



Earl Howe (Maserati) follows J. Houldsworth (Bugatti) through the Members' Bridge "Snake," the point where the latter met with his fatal accident.

At 4.30 p.m. Straight was still ahead, followed by Dixon, Lewis and Eyston, but a few minutes later blue smoke began to belch from the cockpit of Lewis's red Maserati, and the car pulled into the pits, where it was found that a con-rod had broken. A little earlier L. P. Driscoll had given up a long struggle with adversity with the new Austin, a broken exhaust manifold and silencer finally proving insuperable. Retirements were becoming more frequent, and the "dead" car park at the Fork gradually filled. Hamilton's Alfa Romeo broke a camshaft, and the Appleton Special bent a valve. Then at ten past five came the news that Earl Howe had met with an accident at the Railway Straight "snake." His Maserati had snicked one of the tubs, turned right round and gone straight through the straw palisades. By good fortune the driver was unhurt. At about the same time Whitney Straight also had a slight contretemps at the same point, demolishing a barrel into small fragments. Dixon was following closely behind, and drove through a cloud of hoops and barrel staves. Cyril Paul had a nasty moment at the Fork when the bonnet of his Riley flew off. He replaced it and continued.

Just when the race was looking a comfortable victory for Whitney Straight, the white Maserati developed a fuel feed trouble which was to cost the American the race. Work was carried on at high speed under the direction of Ramponi, but valuable seconds ticked by which must have been extremely irritating for Straight, who did not leave the cockpit. While the Maserati was motionless at the pits, Eyston's Magnette slipped ahead and was nearly two laps ahead before the Maserati rejoined the fray.

points, as well as the spectators at the Members Bridge and Railway Straight curves, were completely in the dark as to who was winning. The single score-board just before the beginning of the Home Banking was available, but could only be seen by those who were prepared to stand.

In this respect the organisation was definitely bad, for the public cannot be expected to derive much entertainment from merely watching cars round a number of corners, for hours at a stretch, without knowing the progress of the race. Brooklands organisers have a lot to learn!

The result was that the appearance of the flag was the first sign to most of the spectators that the race was actually finishing, and the dramatic effect of the end of a long race was completely lost. Eyston held a comfortable lead of a lap over Straight with two or three to go, and he eventually came home first at an average speed of 80.81 m.p.h. Every follower of motor sport will join in congratulating George Eyston on his success, which has long been overdue. There is no more consistent driver, both in record breaking and actual racing, and his victory at Brooklands was tremendously popular. When he stopped he asked, "Why have they flagged me in? What, I have won? Well, I've been racing for about a hundred years, so it is quite time I won something!"

Whitney Straight was unfortunate to miss first place, but mechanical troubles are all in the luck of the game. A. H. L. Eccles finished third, his first big-race "place," which he thoroughly deserved for a fast, uneventful performance.

FULL RESULTS.

1. G. E. Eyston (M.G. Magnette, 1,087 c.c. S), 3h. 56m. 38s., 80.81 m.p.h.
2. Whitney Straight (Maserati, 2,992 c.c. S), 3h. 58m. 19s., 82.45 m.p.h.
3. A. H. L. Eccles (Bugatti, 2,263 c.c. S), 4h. 0m. 38s., 81.70 m.p.h.
4. John Cobb (Alfa Romeo, 2,336 c.c. S), 4h. 1m. 13s., 81.36 m.p.h.
5. R. Gibson (M.G. Magnette, 1,087 c.c. S), 74.80 m.p.h.
6. P. L. Donkin (M.G. Magnette, 1,087 c.c. S), 74.61 m.p.h.
7. J. H. Bartlett (Alfa Romeo, 2.3-litre S), 77.20 m.p.h.
8. J. S. Hindmarsh (Singer, 2-litre), 74.38 m.p.h.



W. G. Everitt and E. R. Hall, both on M.G. Midgets, are shown here rounding the Fork Hairpin.

9. N. Black (M.G. Magnette, 1,087 c.c. S), 72.87 m.p.h.
10. C. Penn-Hughes (M.G. Magnette, 1,087 c.c. S), 71.29 m.p.h.

TEAM AWARD.

G. E. T. Eyston's M.G. Magnette Team.—G. E. T. Eyston, D. Froy and C. Penn-Hughes.

THE NEW MERCÉDÈS SHOWS ITS METTLE

EASY VICTORY IN THE EIFEL RACE—CHIRON'S ALFA ROMEO OUT-DISTANCED.

AFTER the defeat of their cars at the Avus Race, the German firms of Auto Union and Mercédès-Benz were doubly keen to have their revenge at the Eifel Race the following week-end. This time their definitely superior speed to the Alfa Romeos and Maseratis would not avail them as it did at Avus, for the Nurburg Ring abounds in corners and is seldom straight. The Auto Unions, in particular, were being publicly tested for the first time on such a course, and were to be given a chance to disprove the criticisms levelled against them on the score of cornering with their great length.

The Nurburg Ring always attracts an enormous gathering of spectators, and this year was no exception to the rule. Sunday, June 3rd, was a beautiful day, and with a full day's sport in front of them the vast German crowd settled down with the utmost satisfaction.

The two categories, 1,500 c.c. and unlimited, were started together, and the mass of 40 cars made a magnificent spectacle as they got off the mark. In the front row were Mlle. Hellé-Nice (Alfa Romeo), von Branchitsch (Mercédès) and W. Widengren (Alfa Romeo). The only English driver was C. Penn-Hughes, with a 2.6-litre Alfa Romeo, and he was placed in the third row.

On the fall of the flag, the Mercédès-Benz shot ahead in an incredible fashion, and was about 200 yards in front before the rest of the cars had got properly moving. Soon after the starting line at the Nurburg Ring the road makes a big loop, and before the end of this loop Fagioli, on the second Mercédès, had worked his way through the cars ahead and had wrested the lead from Von Branchitsch. In the general confusion that accompanied the start, a fatal accident happened to Frankl, the Bugatti driver, whose car left the road and overturned.

At the end of the first lap the order was : Fagioli (Mercédès), von Branchitsch (Mercédès), von Stuck (Auto Union), Chiron (Alfa Romeo), Tadini (Alfa Romeo), Penn-Hughes (Alfa Romeo), Prince von Leiningen (Auto Union), Pietsch (Alfa Romeo), and the rest in a straggling, scrapping pack. Fagioli was signalled by his pit to ease up in order to let von Branchitsch take the lead, and this he did—albeit against his wish. Incidentally the two Mercédès could be heard miles away, their exhaust note being terrific. The only other alteration on the second lap was that Prince von Leiningen moved up into fifth place, and Nuvolari came into the picture by lying sixth, ahead of Tadini, Penn-Hughes and Pietsch. The latter, together with Widengren, has fitted his 2.6-litre Alfa Romeo with a single-seater body.

Nuvolari did not stay with the leaders for long, and he gradually fell back to retire at the end of the 6th lap. Prince von Leiningen, too, had trouble with his Auto Union and dropped out of the running. Pietsch passed Penn-Hughes and Tadini, and then the Englishman got ahead of the Ferrari driver, so that after seven laps (there were 15 in all), the order was :

1. Von Branchitsch (Mercédès).
2. Fagioli (Mercédès).
3. Von Stuck (Auto Union).
4. Chiron (Alfa Romeo).
5. Pietsch (Alfa Romeo).
6. Penn-Hughes (Alfa Romeo).
7. Tadini (Alfa Romeo).

and the rest.

There was a good deal of unrest in the Mercédès camp, for Fagioli had the measure of von Branchitsch and strongly objected to being kept back. At the refuelling stop there was a lot of shouting and gesticulation, but the Italian driver apparently acquiesced. Meanwhile, Chiron could not keep pace with the German cars at all, and was three or four minutes astern the whole time. Apart from Tadini, Chiron was the only Ferrari representative for Lehoux had gone back to France in a huff after being told that one Frenchman in the race was enough !

The order remained unchanged until Fagioli stopped at his pit for another heated discussion about passing von Branchitsch. He set off once more, but

Continued on page 431.



DONINGTON PARK MOTOR RACES

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ALL-WEATHER TOURING

SPECIAL SIX RENAULT FITTED WITH DROP-HEAD BODY GIVES SPORTING PERFORMANCE.

ENGLAND, in spite of its climate, has become the home of the open sports car, and now we are entering what seems to be a second season of really hot weather, the open-car enthusiast is gaining the full benefit from his vehicle. Continental body-builders have, however, gone one better, and have spent the past few years in perfecting the convertible body, neat as a tourer when opened, but affording full protection when the top is raised. The Special Six Renault which we tested recently is a typical example of this development.

At first sight there was nothing to reveal the presence of the "fully-fashioned roof," if we may be allowed to call it so. A handsome-looking touring car with rather high sides, the rear end of the body is rounded off to form a boat-shaped tail, and a canvas cover neatly conceals the hood-well. Threatening skies came up suddenly in the course of the afternoon's run, but in three minutes the top was completely erected and secured in position, and we drove comfortably through the downpour which followed. Actually, of course, the normal open-car hood would have served equally well during the case mentioned, but the coupé head has important advantages in winter, when freedom from draughts is a *sine qua non*.

Brief Specification.

Engine : 6 *cylinders*, 80 *mm. bore*, 120 *mm. stroke, capacity* 3,620 *c.c. Tax* £24. *Side-by-side valves. Coil ignition. Down-draught carburetter. Coil ignition.*

Gearbox : Three speeds and reverse. Silent second gear. Synchro-mesh. Ratios 3.9, 6.9, 11.6 *to* 1. *Central change.*

Dimensions : Wheelbase 9*ft.* 8*in., track* 4*ft.* 9*in., weight* 31 *cwt.*

Price, with four-seater drop-head coupé : £395.

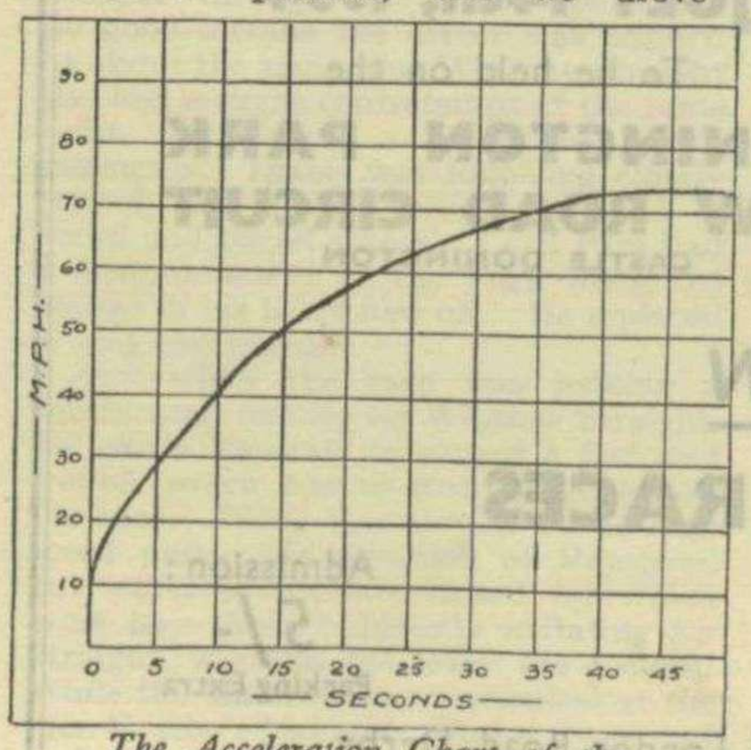
The hood has two folding side-members and when these have been clicked into position, the whole structure is pulled forward and hooked on to the screen in the usual way. The rear panel has zipp fasteners on either side and so can be removed and rolled up to give a through draught when the hood is raised, while the glass windows can be raised or lowered with the hood up or down.

The drop-head body, which is manufactured in France and finished in England, is little heavier than a four-seater sports body of the same dimensions, and thanks to an efficient 3½-litre engine, the Special Six accelerates up to 60 m.p.h. in excellent style. This characteristic is particularly useful as the car excels at fast touring between 50 and 60 m.p.h. Timed over a flying half-mile at Brooklands, the maximum speed was found to be just over 73 m.p.h., so the car can be kept at well over 65 or so without feeling hard pushed, but the springing, road-holding and general silence seem to be at their best around 55, so that was the figure usually maintained.

We drove the car for some hundred miles over all types of roads, winding narrow ones amongst the South Downs and the fast straights on the by-passes and the Portsmouth road. It seemed pre-eminently a machine which would never tire its driver, with a liveliness which made driving as interesting at the end of the journey as at the start. The engine is rubber-mounted, which prevents vibration from reaching the driver, while the only sound to be heard is the hiss of the exhaust when reflected back from the walls of narrow lanes. After 60 miles of hard driving with the hood up on a wet and muggy afternoon, the front compartment became rather warm, but a large ventilator on the scuttle is provided for such contingencies.

As befits a car primarily intended for touring, the Renault ran smoothly down to walking-pace on top gear. Gear-changing was simple, second gear provides a useful maximum of 50 m.p.h. and runs quietly, while 25 m.p.h. can be reached on bottom. The engine was pleasantly flexible and the absence of a fourth ratio was not seriously felt, while it retained the characteristic Renault pulling-power, and showed no sign of being over-geared on the top-gear ratio of 3.9.

The suspension, as is usual on Continental cars, was flexible without any tendency to roll, and in spite of only being fitted with hydraulic shock-absorbers, could be cornered fast enough to make the tyres scream. Fast cornering

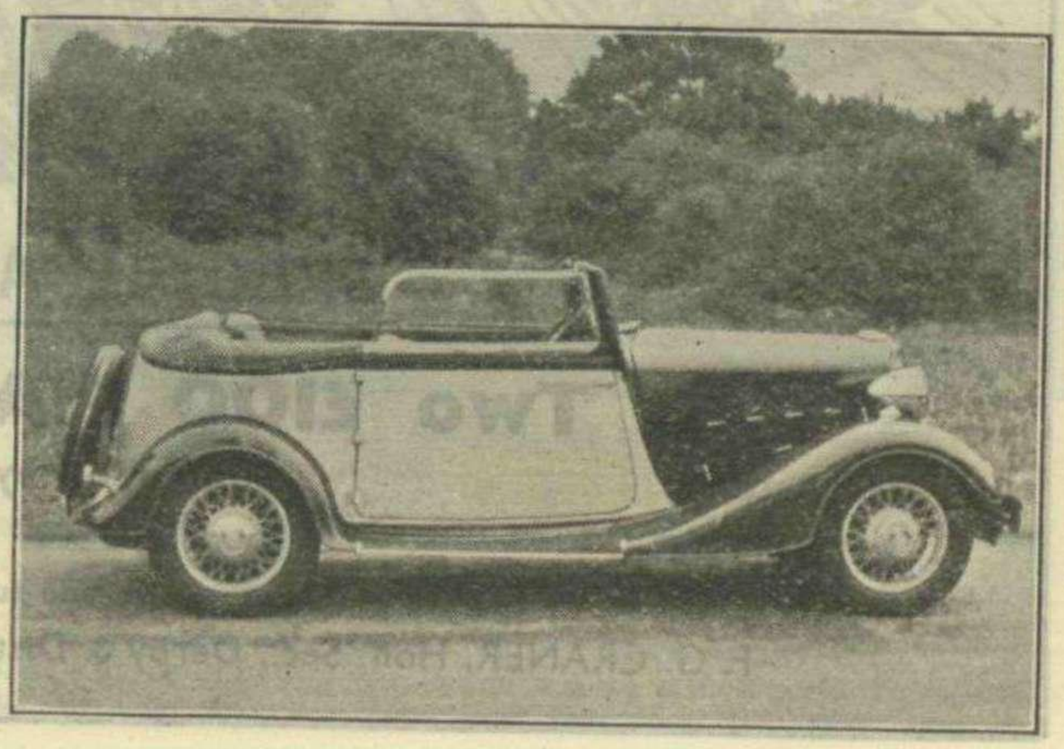


The Acceleration Chart of the Special Six Renault.

◆

The drop-head on this Special Six Renault fits flush with the sides of the body. The windows can be raised to act as side screens.

◆



ALL-WEATHER TOURING—continued.

on acute bends was somewhat limited by the low-geared steering, though there was an appreciable self-centering action. At full speed on the straight it was easy to hold a definite course.

The brakes were quite satisfactory for touring purposes, but limited the cars average speed when driving fast. From 40 m.p.h. 75 feet was a usual stopping distance, and considerable force was called for to get the full effect. The other controls worked smoothly and with the minimum of effort, and the accelerator pedal, which had an unusually long leverage, at first called for care in operation owing to the liveliness of the car at low speeds.

Leather upholstery is used for the seats, and both back and front ones were comfortable, with good support for the thighs and back. Small details such as the lay-out of the dash-board were well thought out and we liked the Jaeger speedometer and clock with their large dials. Petrol and oil gauges and the ammeter were carried within the dial of the latter. The ignition and lighting switches appear as a row of knobs in the centre panel together with the advance control, which is usually left in the mid-way position. On the other side was a large cubby hole with an interior light which switched on when the door was opened.

The engine is a six-cylinder side-valve engine of straightforward design, with detachable head and sump. The crank-shaft runs in four bearings. A Stromberg down-draught carburetter is fed by an A.C. petrol pump from an 18-gallon rear tank. Coil ignition is used, and the dynamo and fan are belt-driven from the front of the engine. A three-speed gear-box is mounted in unit with the engine and has synchro-mesh second and top gears and a silent-second. The transmission passes through a torque-tube to a bevel-driven rear axle. The chassis is normal in type, upswept at front and rear.

An unusual feature about Renault cars is the great range of colours which may be supplied without extra charge. The car we tested had a dark-blue bonnet and a cream-coloured body, which proved an effective combination. The Special Six had a shield-shaped radiator and all-enclosing front wings, inseparable features of present-day cars, but they were carried out with unusual thoroughness and there was none of those excrescences which often spoil the modern simplicity of line. From the side the bonnet treatment was pleasing and with the sloping radiator cowling reminded one of the days when this was an almost exclusive feature of Renault cars.

As a fast touring car of good appearance the Special Six has much to commend it, while the sturdily-constructed slow-speed engine should spell long service with a minimum of attention. The cars are, of course, manufactured near Paris, but the makers have a large and well-equipped factory and service station in London. The address is Renault Ltd., Seagrave Road, London, S.W. 6.

THE NEW MERCÉDÈS SHOWS ITS METTLE—continued from page 429.

on the following lap he pulled up on a straight stretch, left his car at the side of the road, and walked off! This extraordinary action allowed von Stuck to move up into second place, with Chiron third, Pietsch fourth and Penn-Hughes fifth. Thus they stayed until the end.

Penn-Hughes declared himself very satisfied with the race. The course is a difficult one, having two or three "hidden" corners at the tops of gradients, when you don't quite know which way the road will curve. On the only real straight he reached a speed of 128 m.p.h., and it is interesting to note that his fastest lap was the last one—a fact which seems to indicate that with more practice he could do even better on this course.

In the small car division the interest centred on the battle between a pack of fast 1½-litre Bugattis and a solitary Maserati, driven by Count Castelbarco, victory going to the latter by a margin of 19 seconds.

Results.

Unlimited—

1. Von Branchitsch (Mercédès-Benz), 2h. 47m. 36s.
2. Hans von Stuck (Auto Union), 2h. 48m. 56s.
3. L. Chiron (Alfa Romeo), 2h. 53m. 20s.
4. Pietsch (Alfa Romeo), 3h. 4m. 5s.
5. Penn-Hughes (Alfa Romeo), 3h. 4m. 34s.
6. Maag (Alfa Romeo), 3h. 8m. 14s.
7. Hartmann (Bugatti), 3h. 20m. 40s.
8. Gaupillat (Bugatti), 3h. 22m. 22s.

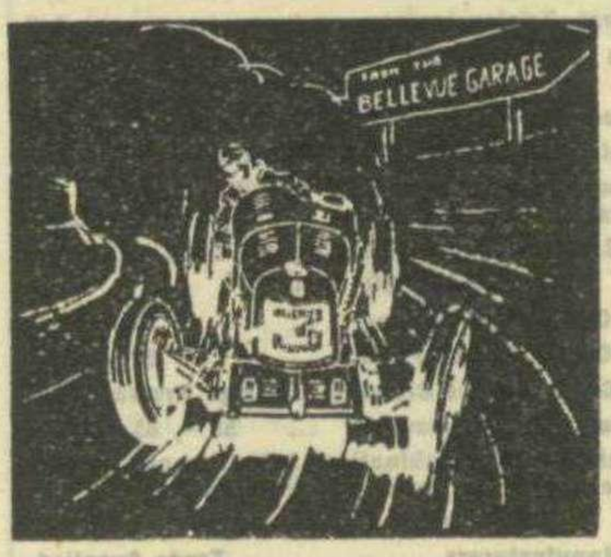
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1. Castelbarco (Maserati), 2h. 36m. 23s.
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5. Sojka (Bugatti), 2h. 45m. 14s.
6. Mme. Itier (Bugatti), 2h. 47m. 22s.
7. Stoewer (D.K.W.).
8. Durand (Bugatti).
9. Vagniez (Maserati).

THE INTERNATIONAL TROPHY

In our June issue a letter concerning the International Trophy appeared over the signature of J. Malcolm McIntyre, who stated that the promoters of the race—the Junior Car Club—" were determined that a foreign car should win."

To those who follow motor sport, and in particular to those who appreciate the reputation which the Junior Car Club has gained in organizing races of an international character, the allegation was obviously absurd, but in view of the fact that Mr. McIntyre's statement may have created a wrong impression we hasten to express our regret and to emphasize the view that the regulations for the International Trophy were framed with absolute fairness and impartiality.



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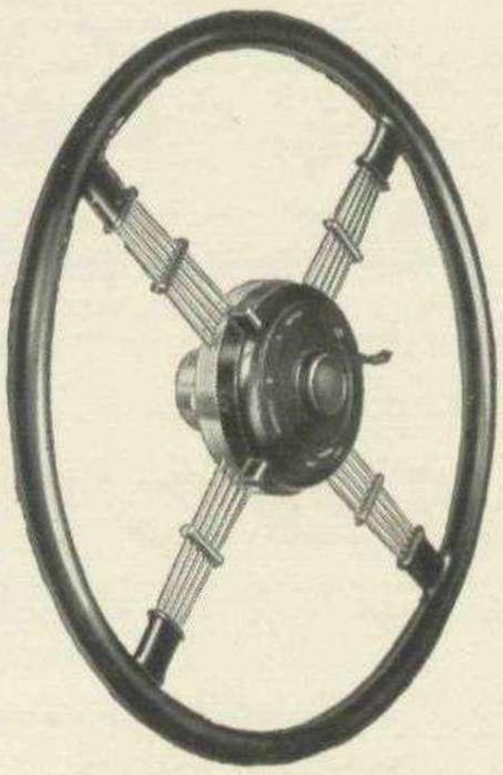
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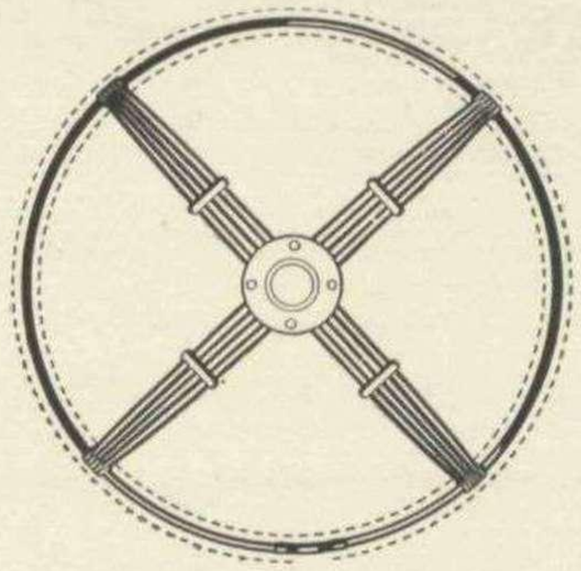


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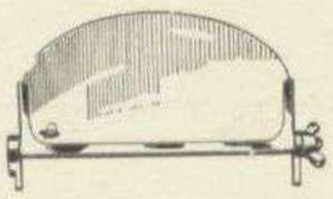
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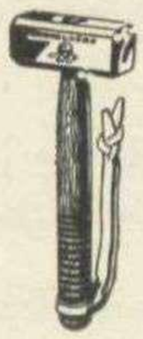
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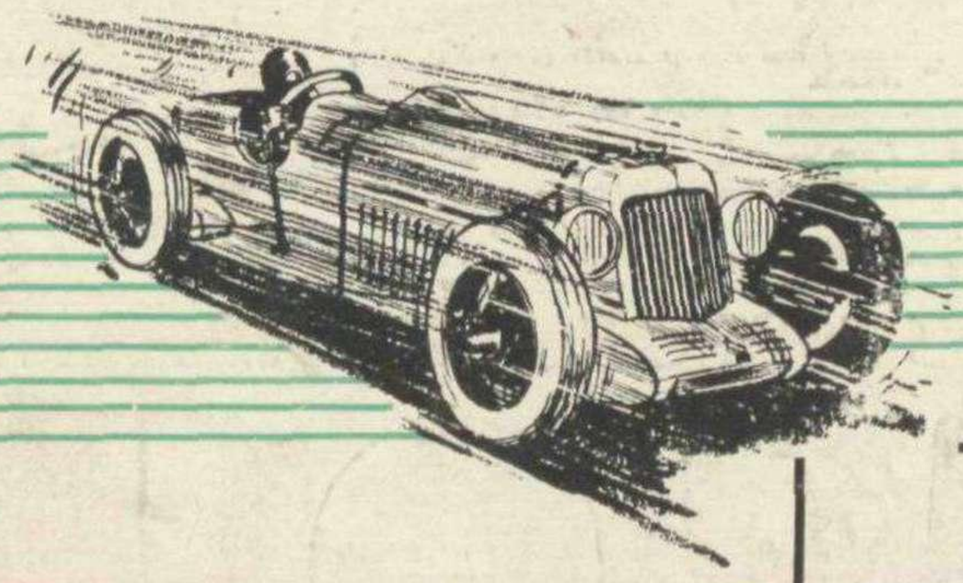
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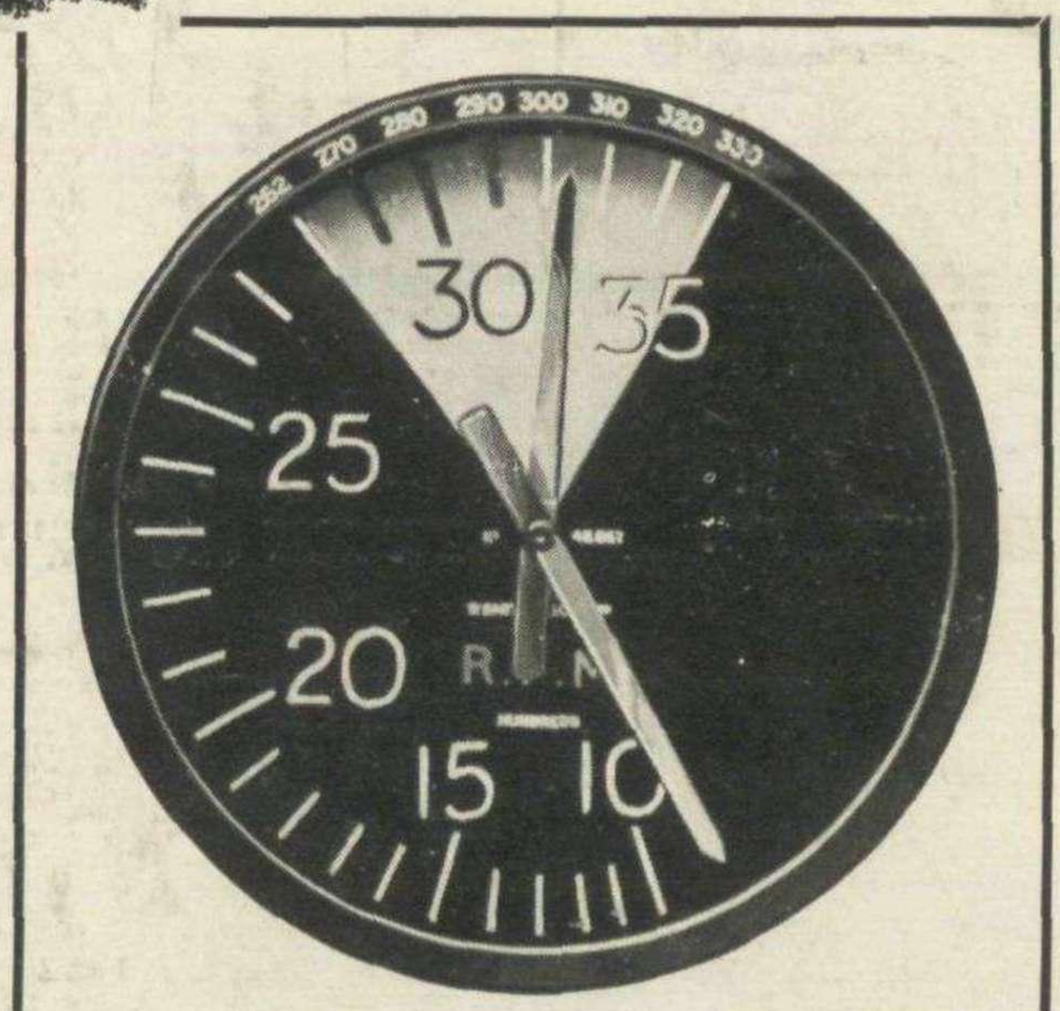
INDEX TO ADVERTISERS

	PAGE		PAGE
Acheson, E. G., Ltd.	401	Donington Park Motor Races	429
Anglo-American Oil Co., Ltd.	392	Dunlop Rubber Co., Ltd.	409
Ashby, F. & Sons, Ltd. ...	inside back cover	Englebert Tyres	422
Aston Martin, Ltd.	386	Ferodo, Ltd.	front cover
Bellevue Garage & Service Station... ...	431	Frazer Nash Cars	391
Bentley Motors (1931), Ltd.	399	Marshall's Superchargers	396
Booth's Dry Gin	424	Price's Motorine	412
British Jaeger Instruments	396	Roberts & Co....	401
Bugatti Owners' Club	396	Robinson, L. & Co., Ltd.	416
Cresta Motor Co.	422	S.U. Company	427
Desiderio, C.	401	Smith, S. & Sons, Ltd.	back cover
		Wakefield, C. C. & Co., Ltd.	405

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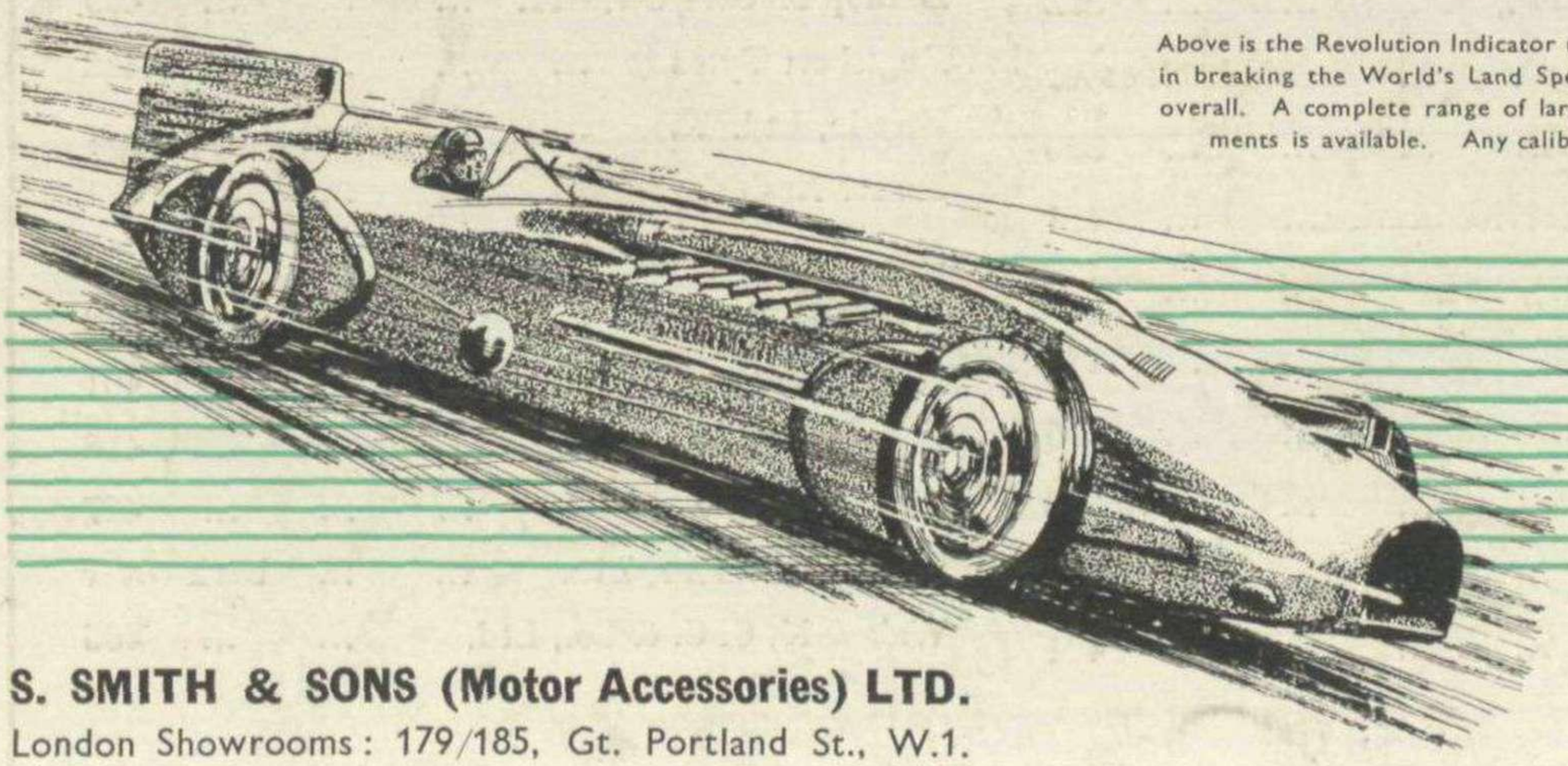


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Copies obtainable and subscriptions received by W. H. SMITH & SON, 248, Rue de Rivoli, Paris; and W. H. SMITH & SON, 78, Rue du Marché-aux-Herbes, Brusselles, Belgium.