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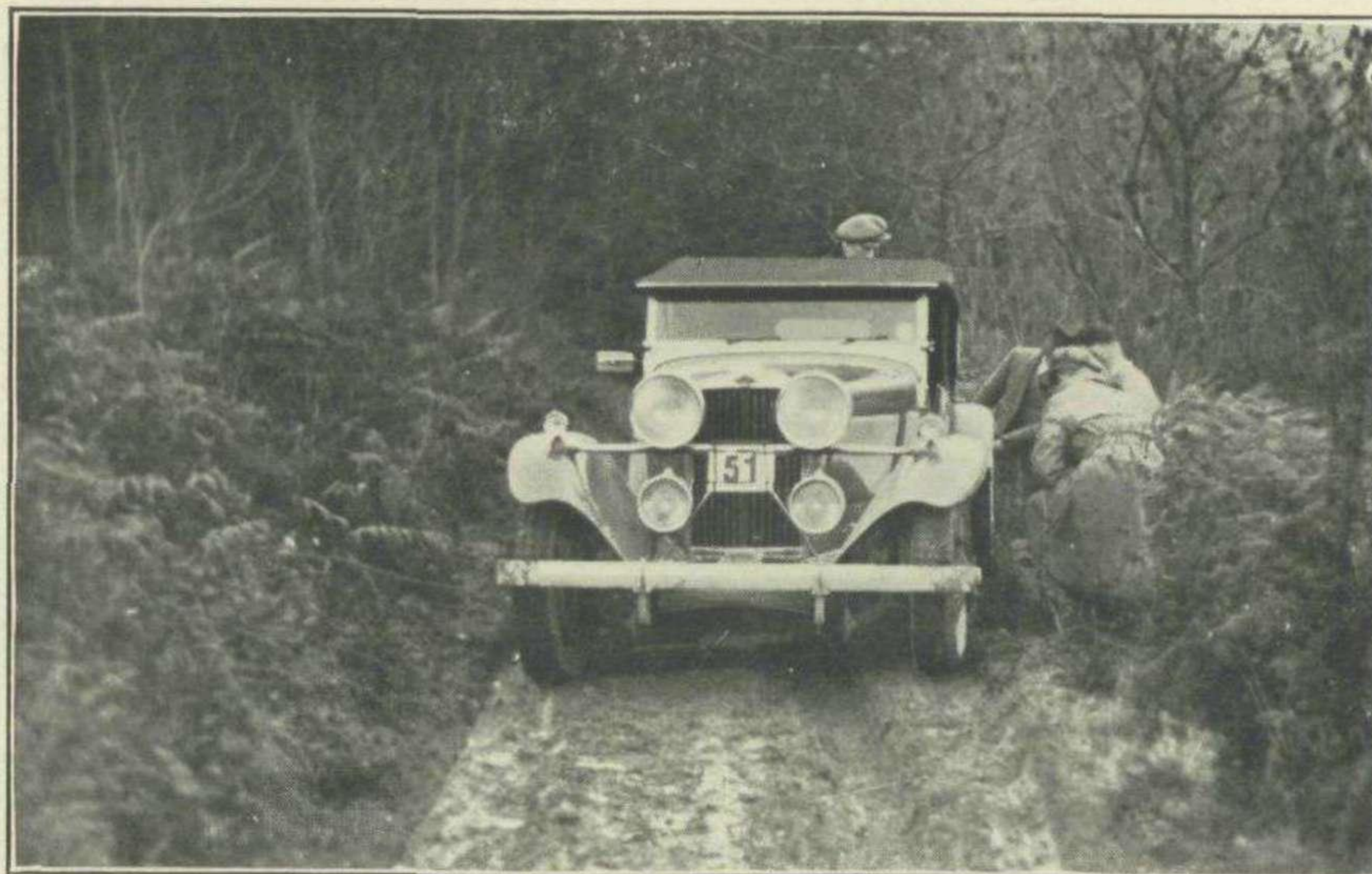


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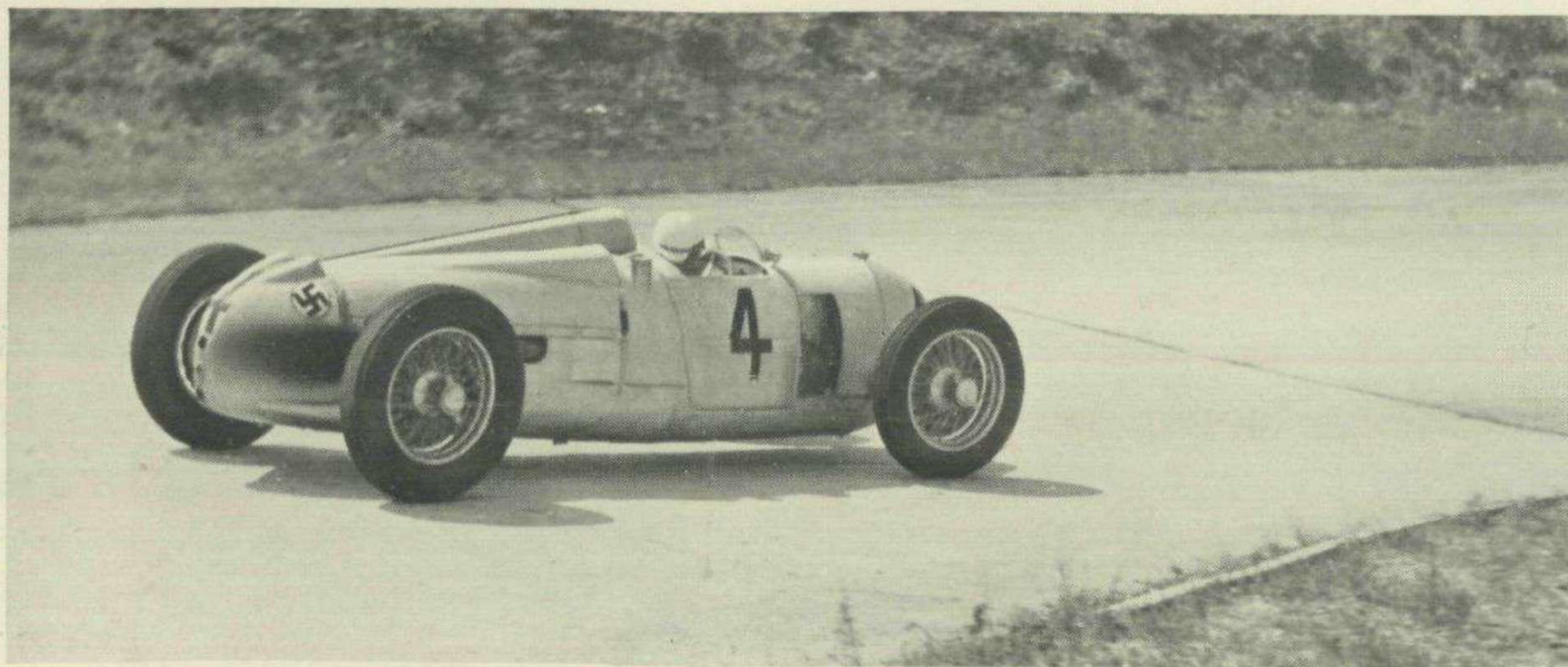


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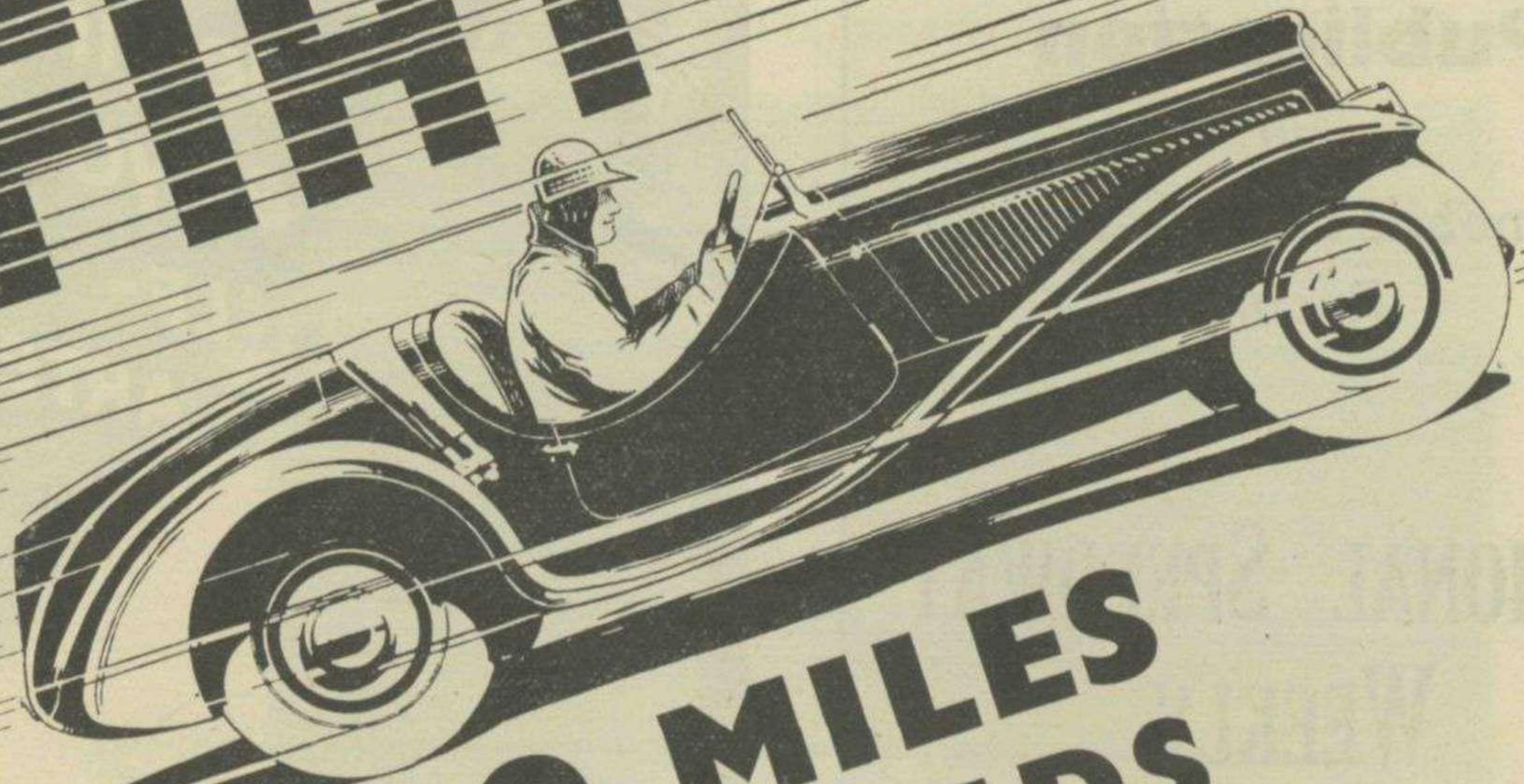


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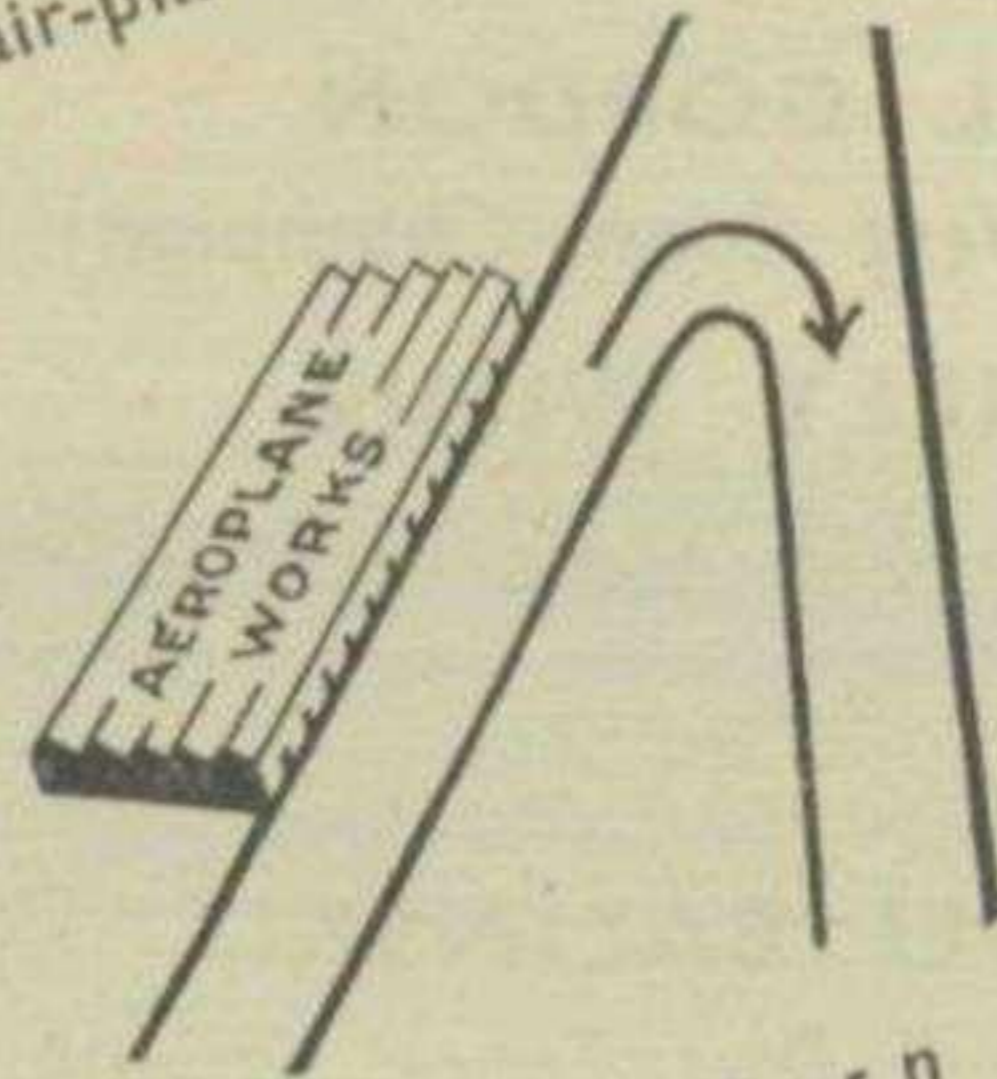
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## EDITORIAL VIEWS

THE results of the Monte Carlo Rally make interesting reading. Exactly what combination of car and driver is necessary for a real chance of winning the premier award? Careful preparation of the car is obviously of paramount importance, both as to roadworthiness and suitability for the final tests. The driver, for his part, must be really adept at handling his car in the eliminating test, and in this connection it is worth noting that the French "works" drivers practiced assiduously at Montlhéry for weeks before the event.

It all boils down to thoroughness. The winning Renault and the wonderful Triumph, which finished second and won the Junior Class, were both examples of serious endeavour, and thoroughly deserved their successes. Experience, too, plays its part, and we are glad to see that enthusiastic and persevering couple, M. and Mme. Schell, at last figuring in the first three after so many previous Rallies disappointments and trials.

"Ifs" count no more in motor sport than they do in any other, so it is useless to modify the success of the actual winners by raising such provisos as "if the brakes of the Alfa-Romeo had not locked," and "if that train had not arrived at the level crossing exactly when Healey was passing." At the same time the greatest sympathy will be extended to these unfortunates, and none the less to Symons for his extremely bad luck right at the end. It would have been a most auspicious *début* for the supercharged M.G. Magnette N type, but its failure was all in the luck of the game.

The Rally continues to emphasise our paucity of big cars. Graham-Paige, Invicta, Hotchkiss, and now

Renault—it evidently takes a big car to win the Rally. If a little Triumph can finish second in the general classification, surely a British big car could win the premier award—given reasonable luck. Our horse-power tax is largely to blame, of course, and under the present circumstances it seems that we must leave it to the French and the Americans.

The northern starting points provided all the leading finishers. Out of the first ten, five came from Stavanger in Norway, three from Tallim in Esthonia, and two from Umea in Sweden. The Bucharest and Athens routes were this year impassible, and it is more than probable that the former will be cut out of the Rally altogether next year. No one has got through from the Roumanian capital for several years now, and to enter a car for this starting control has now become a much too risky undertaking, with but a small chance of even reaching Monte Carlo.

The route from Athens is an uncertain one. Really deep snow can bring the stoutest car and crew to a standstill, and the competitor has to deal with the additional hazards of floods, landslides and morasses.

Although it was impassible this year, it has been conquered in the past a sufficient number of times to warrant a continued onslaught in the future.

The revised route from Palermo was thought by many to be the easiest and therefore most likely to provide the ultimate winner. As so often happens, the weather conditions were by no means ideal, and those who actually started from Sicily, while being the object of envy by many of their rivals, had by no means an easy task.

## CONTENTS

|                                    | PAGE |
|------------------------------------|------|
| Final Tests at Monte Carlo, The... | 144  |
| British Motoring Fixtures for 1935 | 148  |
| Veteran Types                      | 149  |
| News from the U.S.A.               | 152  |
| Alvis Speed Twenty, The...         | 154  |
| Rumblings                          | 158  |
| All Eyes on Blue Bird              | 163  |
| Club News                          | 166  |
| M.G. Magnette "N," The             | 168  |
| At the top of the Map              | 171  |
| All roads lead to Monte Carlo      | 175  |
| What do you know about Cars?       | 177  |
| Continental Notes and News         | 178  |
| London-Exeter, The                 | 182  |

## THE FINAL TESTS AT MONTE CARLO

LAHAYE (RENAULT) FIRST, AND RIDLEY (TRIUMPH) SECOND IN GENERAL CLASSIFICATION. RIDLEY ALSO TAKES RIVIERA CUP.

### Monte Carlo, January 23rd.

Stavanger, in Norway, proved to be the most successful starting point in the 14th Monte Carlo Rally. Weather conditions again rendered Athens and Bucharest routes impossible. Since the rules of the 1935 Monte Carlo Rally had been announced, Umea and Stavanger had been freely tipped as the most successful starting points, and to-days list of arrivals has justified this prophecy. There were 30 starters from the Swedish control, while 26 were found to brave the rigours of the narrow road from Stavanger, and in each case 23 finished without penalisation. Twenty-six started over the revised route from Palermo, but conditions proved difficult and the list was already much thinned before the cars had left Italy, and only 12 finished with clean sheets. Among these, R. Pelham Burn, on a 1½-litre Riley, was the only British competitor. The run from John o'Groats presented little difficulty, and out of the 27 starters, 18 finished without penalisation.

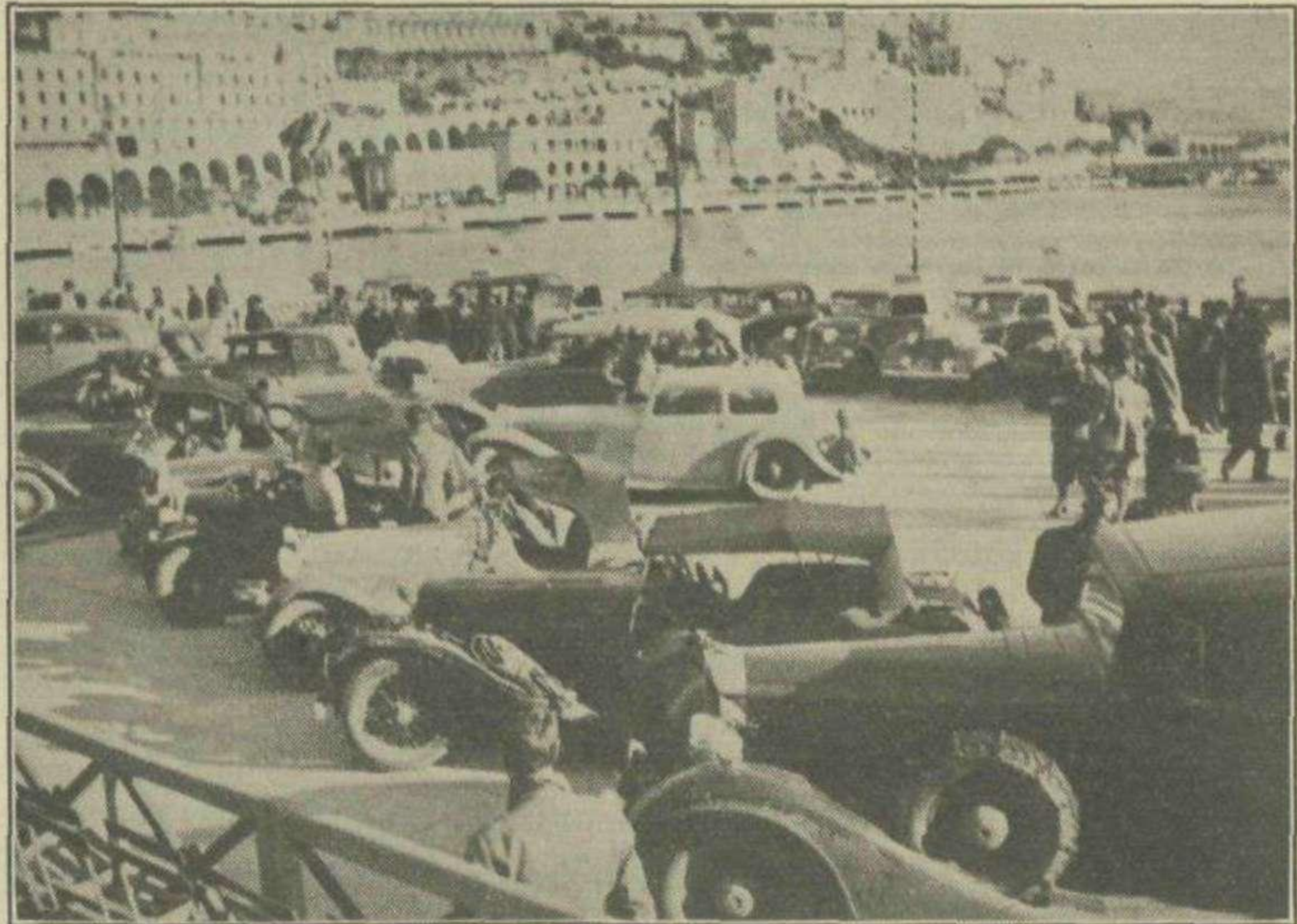
Apart from the greatest number of starters, Umea produced the two most favoured cars in the Rally, the 2.3-litre Alfa-Romeo, driven by Trévoux and Chinetti, and Donald Healey's Triumph "Dolomite." Both cars had no difficulty, needless to say, in the wintry conditions of Sweden, but Healey's run was brought to a speedy and highly alarming conclusion when his car collided with a train at a level crossing in Denmark. The Triumph was completely destroyed, but the driver and mechanic were thrown clear and escaped with a shaking. Another English driver, H. E. Symons, on a supercharged N-type M.G. Magnette, collided with a cyclist in Copenhagen, but was able to continue after convincing the police that the cyclist was at fault.

Conditions in Sweden varied from warm weather and thaw in the north to snow, fog and cold in the south. There was also fog in Denmark and snow in Germany.

Even as far south as Brignoles the cold was intense.

The Stavanger contingent met with much bad weather, and the snow and ice encountered on the first part of the

gathers here, the Futa and Radicofani Passes provided much of the difficulty, while the South Italian roads are still bad enough to cause trouble to unprepared cars.



A general view of the cars parked after their all-night vigil in the Quai de Plaisance.

journey made the winding road between Stavanger and Oslo even more severe than usual. From Helsingborg they followed the same route as the people from Umea. The junction of the roads was marked by considerable confusion, as the ferry service between Sweden and Denmark was seriously disorganised by the large number of cars awaiting transport.

It was anticipated that the Lublia—Vienna section of the Palermo route, where the cars had to ascend several passes in the Dolomites, would give trouble, but at least 7 cars failed to reach Padua in North Italy. From what one

News from Athens and Bucharest is still hard to come by, but of the 4 starters from Bucharest, none reached Belgrade. Rupert Riley (Riley) retired at Lamia in Central Greece where his car went off the road and went over the edge of a mountain pass, and the Dragoman Pass is expected to be the cause of the failure of the others. Lwow, that curiously named town in Poland, again proved the Waterloo of the Bucharest entries, for the snow on the only road was nearly six feet deep, and nothing but a caterpillar sledge could hope to get through.

It is confidently expected the figure-of-eight test tomorrow, Trévoux and Chinetti will secure premier honours with their Mille Miglia Alfa-Romeo. After that, a keen struggle between the Railton Terraplanes of Ribeira-Ferrara and S. C. H. Davis and the numerous V8 Fords is certain, while Symons' blown M.G., Ridley's Triumph, and Hobbs' Riley may also provide a welcome British victory.

The final order of the Monte Carlo Rally was this year determined on the results of an easy-starting



F. J. Ribeiro Ferreira's Railton on the Quai de Plaisance.



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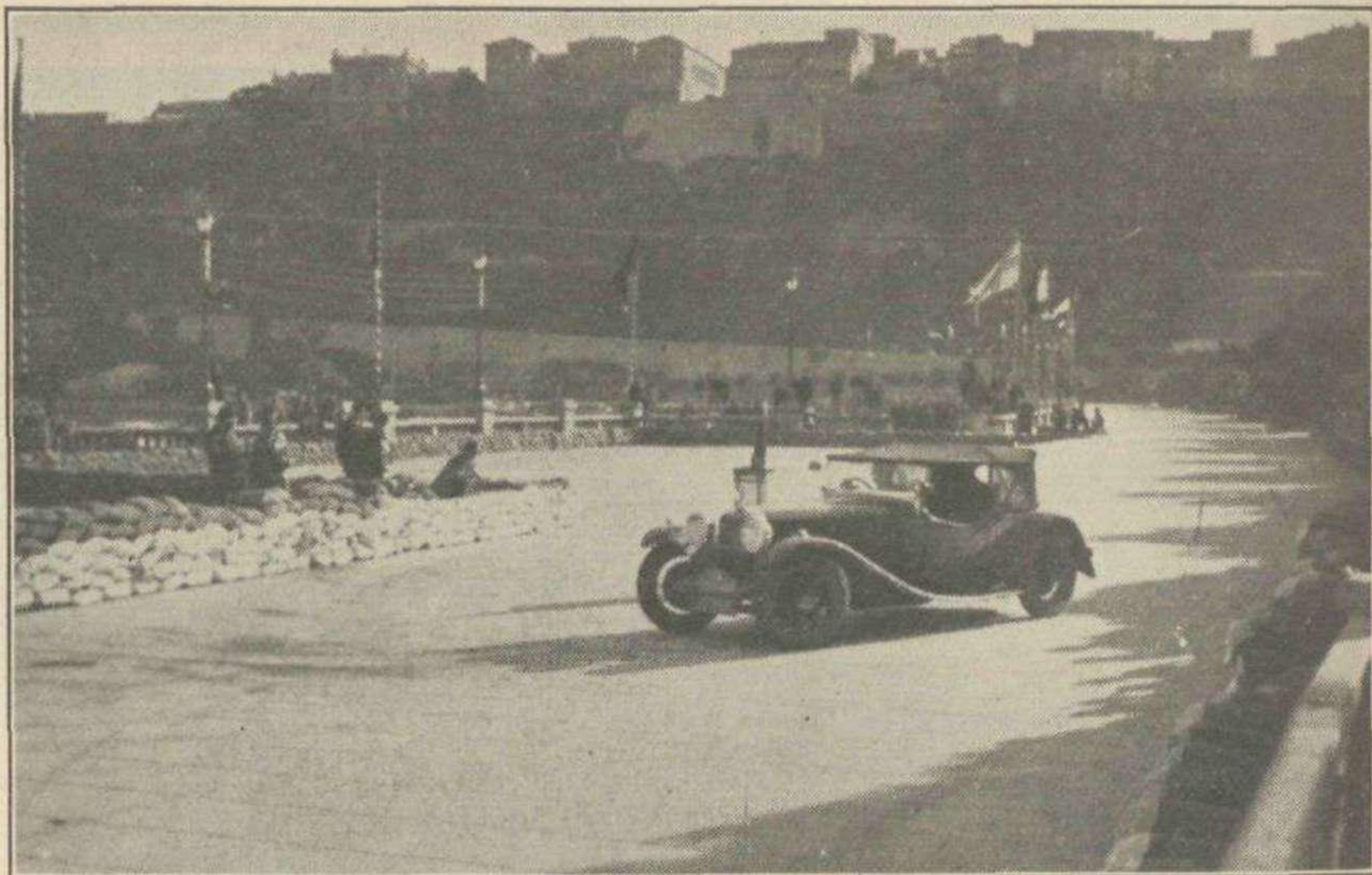
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THE FINAL TESTS AT MONTE CARLO—continued

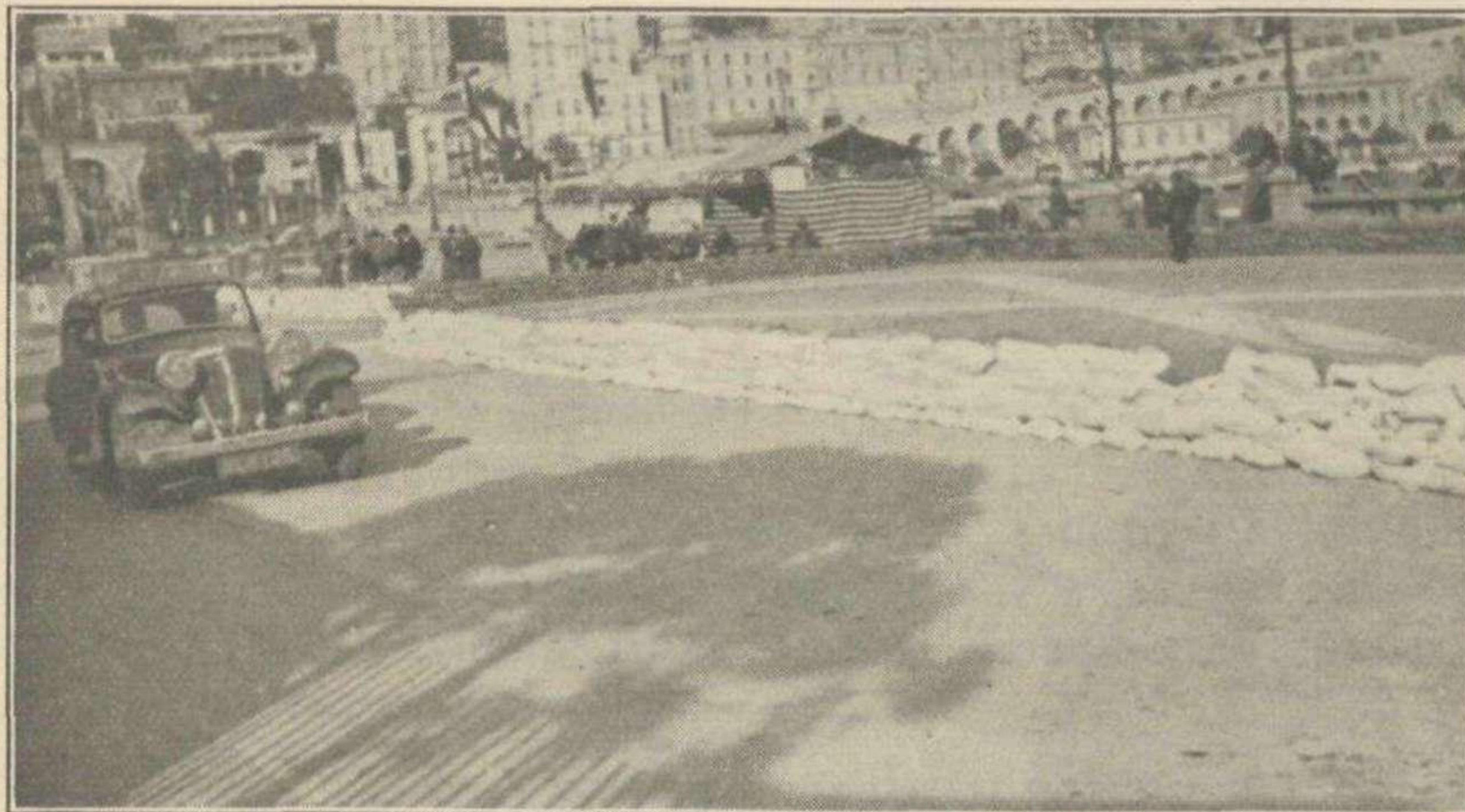
test, for which a maximum of 5 marks was awarded, and a Figure of Eight test for demonstrating acceleration, braking and lock, in which marks for the total time were deducted from a maximum of 100. The tests, though of a slightly "gymkhana" nature, seemed on the whole satisfactory, but brought about a surprising result through eliminating both Trévoux on the Alfa-Romeo, and Symons on the M.G. Magnette. Ridley's performance in the Triumph was very creditable, while Whalley again succeeded in capturing fifth place on his Ford.

After the arrival of the cars on Wednesday morning, their bonnets were sealed and they were placed in a "closed park," actually a railed-off enclosure on the Quai de Plaisance until the next day. There were 103 cars in all, and they went through their starting tests in batches of twenty or so, and were then sent round to the start of the "Wiggle-Woggle" on the Quai Albert I.

Cathcart-Jones was the first to make his appearance at the "Figure of Eight," and went through the manoeuvres quite



N. R. Farmer (Alvis) who started from John O' Groats.



S. W. Light beautifully equipped S.S. in the acceleration, braking and steering test. This car was 2nd in the closed cars section of the Concours de Confort, over 1,500 c.c. class.

steadily. A Chevrolet followed, carrying out evolutions with the usual American "Atlantic Roll," while a following Chrysler failed to complete the "8," and had to reverse. Then the first excitement occurred, for Grant Ferris, who had taken through an old 3-litre Bentley from Stavanger, approached the first reversing point at speed, locked a front wheel and skidded into the stands, bringing down a complete section, and throwing several spectators on to the track. They were not badly hurt, but the track was flooded with water from the burst radiator.

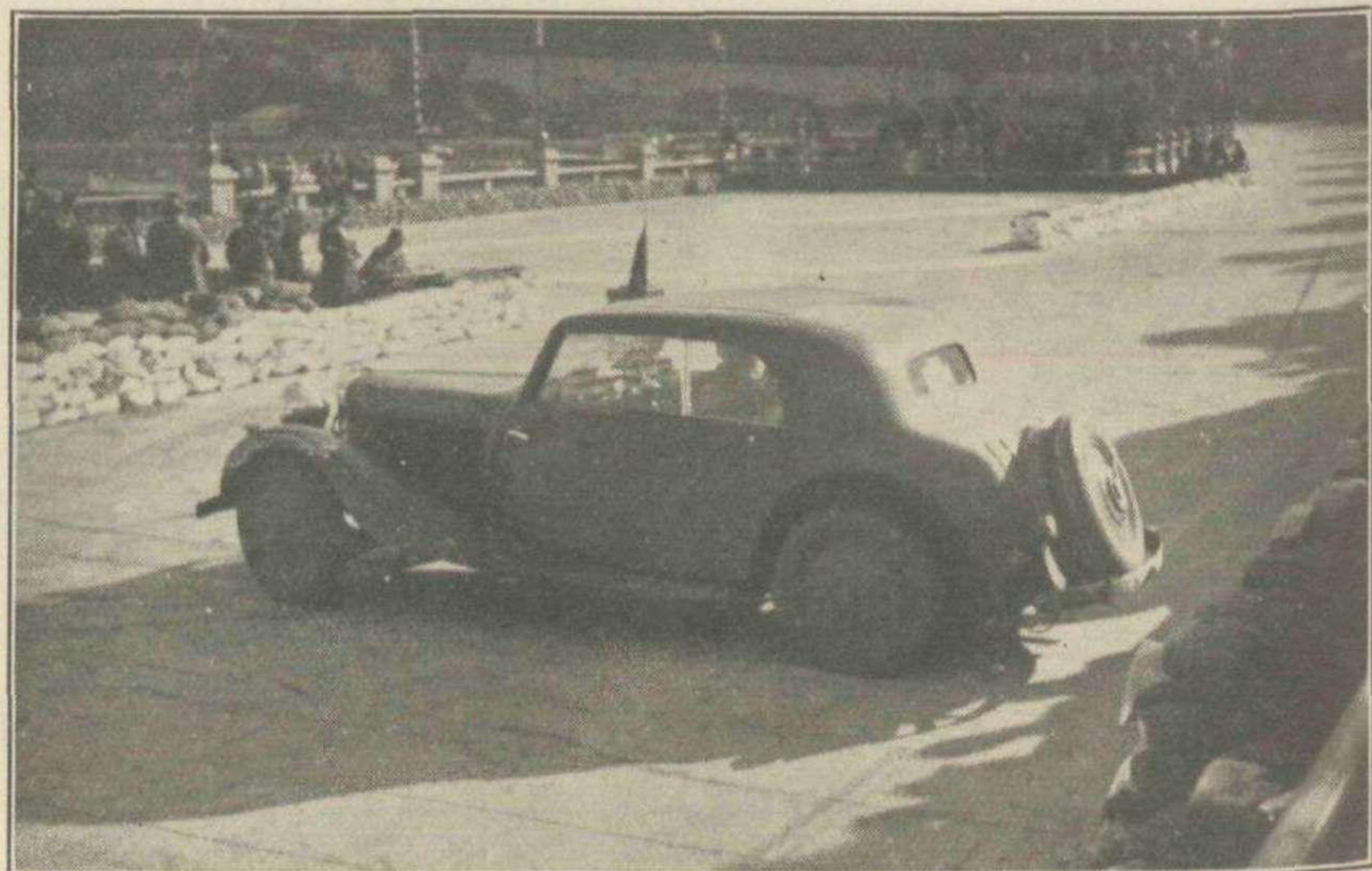
Whalley on his Ford was not disturbed by this; bumped manfully on the sandbags in the reverse and shot round the "Figure of Eight" with no sway at all, thanks to his almost solid shock absorbers. In contrast to him was a little supercharged Peugeot, which had two shots at reversing and skated all over the place on the "round about."

Lahaye's Renault stood out as the best so far, making the manoeuvres fast and without skidding; likewise Schell's Delahaye. In contrast to these were most of the American cars, notably a Studebaker,

which squeaked, rolled and touched the sandbanks in the most sickening way. The Fords, of which there were many, did not seem on the whole as fierce as last year's cars; while the Singers, which took the "Figure of Eight" in second, were not spectacular. A Fiat was noticeable for the remarkably small turning circle it displayed.

The easy-starting test had, so far, not given much trouble, but many of the cars had been left with the chokes in, with possibilities of flooded cylinders; and Hobbs and Griffiths on Rileys, and S. C. H. Davis and Ribeiro Ferreira on the Railton Terraplanes seemed to have difficulty in starting. Symons on the M.G. Magnette was most unfortunate of all, for he found his battery switch had in some unaccountable way got switched off, but with commendable sangfroid he thought out his problem and the motor leapt into life at the touch of the starter.

This group also were unlucky with the

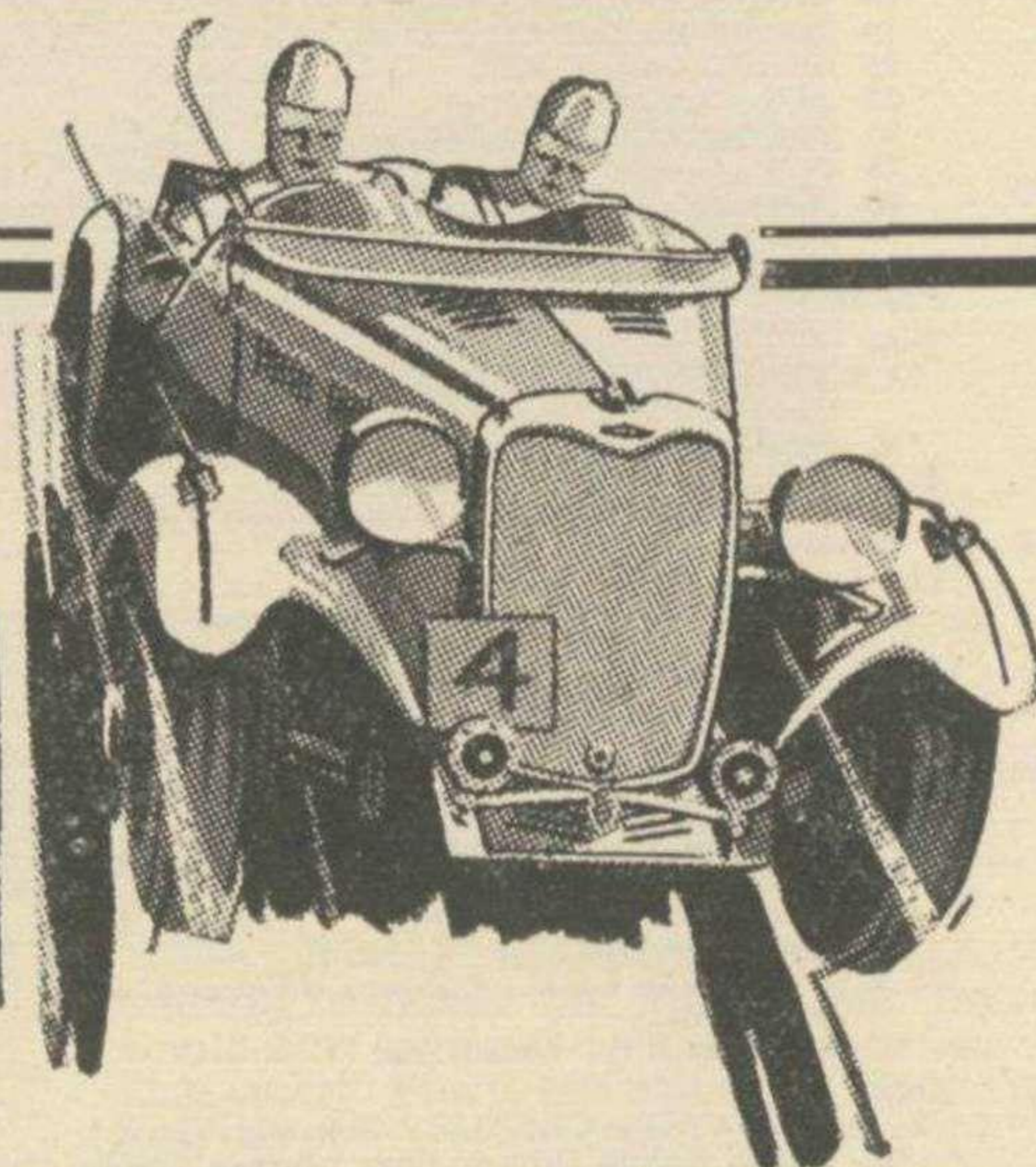


L. Pascoe (Talbot) who won the Grand Prix d'Honneur in the Concours de Confort, during the "Wiggle-Woggle."



# SINGER

## SUCCESSSES IN THE MONTE CARLO RALLY



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# BRITISH MOTORING FIXTURES FOR 1935

THE following is a provisional list of the British motoring events, compiled by the R.A.C., which will take place in 1935. The list of international fixtures has already been issued by the R.A.C., and a complete calendar showing the whole of the events in 1935 is now being printed by the Club and will be available to members of Associated Clubs and holders of Competition Licences without charge.

**January**

- 12 Club of Nomad Motorists. Reliability Trial.
- 13 M.G. Car Club. Challenge Trial.
- 20 Great West M.C. Reliability Trial.
- 20 Hastings & D.M.C. Reliability Trial.
- 20 Vintage Sports Car Club. Reliability Trial.
- 27 Ringwood M.C. & L.C.C. Reliability Trial.

**February**

- 3 West Hants L.C.C. Hartwell Cup Trial.
- 9 Riley M.C. Annual Winter Trial.
- 16 Cambridge U.A.C. Reliability Trial.
- 16 Scottish Sporting Car Club. Half Day Trial.
- 16 S.S. Car Club. Buxton Trial.
- 17 Southsea M.C. Presidents Challenge Trophy Trial.
- 23 Sutton Coldfield & N.B.A.C. Colmore Trophy Trial.
- 24 Kentish Border C.C. Reliability Trial.
- 24 West Herts A.C. Chiltern Hundred Trial.

**March**

- 2 Junior Car Club. Brooklands Rally.
- 9 Riley M.C. Reliability Trial.
- 10 Vintage Sports Car Club. Reliability Trial.
- 16 Brooklands Auto. Racing Club. Open Meeting.
- 16 N.W. London M.C. Coventry Cup Trial.
- 16 Southport M.R.C. Speed Meeting.
- 16 Standard Car Owners' Club. Reliability Trial.
- 17 Brighton & Hove M.C. Ltd. Spring Cup Trial.
- 23 Cambridge U.A.C. Speed Trial—Syston Park.
- 23 M.G. Car Club (Scottish). Reliability Trial.
- 23 United Hospitals & U.L.M.C. Reliability Trial.
- 26-30 R.A.C. Rally. Eastbourne.
- 30 Scottish Sporting C.C. Half Day Trial.
- 31 Bugatti Owners' Club. Malvern Rally.
- Great West M.C. Spring Cup Trial.

**April**

- 6 Junior Car Club. Inter Centre Rally.
- 6 Lancashire & Cheshire C.C. Sporting Trial.
- 6 Women's A. & S.A. Restricted Trial.
- 6-7 Brighton & Hove M.C. Ltd. Reliability Trial.
- 7 Cambridge U.A.C. Exmoor Trial.
- 7 Middlesex County A.C. Opening Run.
- 13 Derby & D.M.C. Speed Meeting Donington.
- 13 Southport M.R.C. Speed Meeting.
- 13 S.S. Car Club. Half Day Trial.
- 13 Veteran Car Club. Rally and Hill Climb.
- 3-14 Singer Motor Club. Rally.
- 14 Margate & D.C.C. Restricted Trial.
- 19-20 Motor Cycling Club Ltd. London-Land's End Trial.

**April**

- 20-22 Scottish Sporting C.C. Two Days Trial.
- \*22 Brooklands Auto. Racing Club. Race Meeting.
- 22-27 Ulster A.C. Rally.
- 27 Middlesex County A.C. British Car Competition.
- 27 Sutton Coldfield & N.B.A.C. Team Trial.
- 27 Triumph M.C. "Cotswold 100."
- 27 Women's A. & S.A. Welsh Trial.
- 28 Bugatti Owners' Club. Monte-Honiton-Carlo Rally.

**May**

- 4 M.G. Car Club. Abingdon-Abingdon Trial.
- 4 Mid Surrey A.C. Grand Cup Trial.
- 4 Tweed Valley M.C. Haystoun Trophy Trial.
- 4 or 5 Standard Car Owners' Club. Reliability Trial.
- \*6 Junior Car Club. International Trophy Race.
- 11 Derby & D.M.C. Race Meeting Donington.
- 11 Kent & Sussex L.C.C. Lewes Speed Trials.
- 11 Middlesex C.A.C. Lady Drivers Competition.
- 11 Southport M.R.C. Speed Meeting.
- 12 Liverpool M.C. Invitation Trial.
- 12 Talbot Owners' Club. Talbot Twenty Trial.
- \*18 Midland A.C. Shelsley Walsh Hill Climb.
- \*18 Western Centre. Cotswold Cup Trial.
- 19 Kentish Border C.C. "Best" Cup Trial.
- 25 Bugatti Owners' Club. Speed Hill Climb.
- 25 M.G. Car Club (Scottish). Half Day Trial.
- 25 Middlesex C.A.C. Efficiency Test.
- 25 N.W. London M.C. Lawrence Cup Trial.
- 25 Riley A.C. 24 Hour Trial.
- 26 Rochester, Chatham & D.M.C. Night Trial.
- 26 West Hants L.C.C. Banfield Cup Trial.
- \*29-31 R.A.C. Mannin Races, I.o.M.

**June**

- 7-8 Motor Cycling Club, Ltd. London-Edinburgh Trial.
- \*10 Brooklands Auto. Racing Club. Race Meeting.
- 10-14 Royal Scottish A.C. Rally.
- 15 Kent & Sussex L.C.C. Lewes Speed Trials.
- 15 Mid Surrey A.C. Holyhead Trial.
- 21-23 S.S. Car Club. Blackpool Rally.
- \*22 Ulster Automobile Club. County Down Trophy Race.
- 22 Middlesex C.A.C. Oakes Competition.
- 22 Standard Car Owners' Club. Rally and Gymkhana.
- 22-23 Brighton & Hove M.C., Ltd. Brighton-Ber Trial.
- 29 Junior Car Club. Members' Day Brooklands.
- 29 Scottish Sporting C.C. Main Road Trial.
- 29 Sutton Coldfield & N.B.A.C. Triumph M.C. Vesey Cup Trial.
- 29-30 West Hants L.C.C. Concours d'Elegance and Gymkhana.
- 30 Liverpool M.C. Closed Trial.

**July**

- 5-6 Motor Cycling Club, Ltd. Reliability Trial.
- \*6 British Racing Drivers' Club. British Empire Trophy Race.
- 6 Middlesex C.A.C. 100 Miles Trial.
- 6 Scottish Sporting C.C. Speed Event.
- 13 Derby & D.M.C. Race Meeting Donington.
- 16-20 South Wales A.C. Welsh Rally.
- 20 Women's A. & S.A. Buxton Trial.
- 21 Middlesex C.A.C. Village Seeking Comptn.
- 27 Bugatti Owners' Club. Speed Trial.

**July**

- 27 Southport M.R.C. Speed Meeting.
- 28 Brighton & Hove M.C., Ltd. Drewitt Trophy Trial.

**August**

- 2-3 Mid Surrey A.C. Barnstaple Trial.
- \*5 Brooklands Auto. Racing Club. Race Meeting.
- 5 Lancashire A.C. Sporting Trial.
- 17 Derby & D.M.C. Clubman's Day—Donington.
- 24 Kent & Sussex L.C.C. Lewes Speed Trials.
- 24 Southport M.R.C. Speed Meeting.
- 31 Ulster A.C. Craigtanlet Hill Climb.

(Meetings inscribed on the International Motoring Fixture List marked \*.)

**September**

- 1 Kentish Border C.C. Reliability Trial.
- 1 Lancashire & Cheshire C.C. Lakeland Trial.
- 7 R.A.C. Tourist Trophy Race.
- 7 Bugatti Owners' Club. Speed Trial—Lewes.
- 7 Middlesex C.A.C. Hill Climbing Competition.
- 7 Triumph M.C. Chiltern One-Twenty.
- 11 Sutton Coldfield & N.B.A.C. Evening Car Trial.
- 14 Brighton & Hove M.C., Ltd. Speed Trials.
- 14 Edinburgh & D.M.C. Reliability Trial.
- 14 Motor Cycling Club, Ltd. Brooklands Meeting.
- 15 Yorkshire Sports C.C. Speed Trials.
- 15 Middlesex C.A.C. Speed Judging Comptn.
- \*21 British Racing Drivers' Club. 500 Miles Race.
- 21 Scottish Sporting C.C. Half Day Trial.
- 21 Southport M.R.C. Speed Meeting.
- 21 Riley M.C. Cotswold 6 Ladies Trial.
- 21-22 West Hants L.C.C. Reliability Trial.
- \*28 Midland A.C. Shelsley Walsh Hill Climb.
- 28 Junior Car Club. Lynton Trial.
- 29 Rochester, Chatham & D.M.C. Reliability Trial.
- 29 Singer Car Club. Bullock Cup Trial.

**October**

- \*5 Derby & D.M.C. Race Meeting Donington.
- 5 Royal Scottish A.C. Team Trial.
- 5 Standard Car Owners' Club. Reliability Trial.
- 5 Women's A. & S.A. London-Exeter.
- 5-6 Sydenham M.C. Reliability Trial.
- \*12 Brooklands Auto Racing Club. Race Meeting.
- 12 Motor Cycling Club, Ltd. Sporting Trial.
- 13 Bugatti Owners' Club. One Day Trial.
- 19 N.W. London M.C. Team Trial.
- 26 Mid Surrey A.C. Experts Trial.
- 26 Scottish Sporting C.C. Anniversary Run.
- 27 Brighton & Hove M.C., Ltd. Reliability Trial.

**November**

- 2 Bristol M.C. & L.C.C. Restricted Trial.
- 2 Oxford & Cambridge U.C. Inter-Varsity Trial.
- 9 Sutton Coldfield & N.B.A.C. Shell Cup Trial.
- 9 Women's A. & S.A. Reliability Trial.
- 10 Kentish Border C.C. Sporting Trial.
- 17 Great West M.C. Thatcher Trophy Trial.
- 23 Bugatti Owners' Club. Night Trial.
- 23 Singer M.C. Sporting Trial.

**December**

- 1 Liverpool M.C. Closed Trial.
- 1 West Hants L.C.C. Simon Trophy Trial.
- 1 N.W. London M.C. London-Gloucester Trial.
- 27-28 Motor Cycling Club, Ltd. London-Exeter Trial.

## THE GERMAN ROAD PLAN.

Not content with being the leading European nation in civil aviation, Germany has commenced work on a road system which, in course of time, will put her ahead of the rest of Europe in land communications.

The National Socialist Government has appointed Dr. Felix Todt, the Inspector-General of German Roads, and under his capable guidance a vast programme for the construction of 15 main highways and 41 secondary roads is being launched forthwith. 6,900 kilometres of roadway will be built at the rate of 1,000 kilometres every year, and the total estimated cost is in the region of £36,000,000. The major part of the cost will come from existing motor taxation, and the balance will be provided by the unemployment funds, which will be relieved of the burden of supporting the 250,000 men employed in the construction work.

Dr. Todt has interesting theories of roads. A remarkable point of view, is that

which condemns long straights as being unnecessarily monotonous for drivers, and thereby increasing the risk of accidents. The German roads will never be absolutely straight for a longer distance than about 3 miles, when a fast curve will give the driver a break. On the other hand, it must not be thought from the above that Dr. Todt is antipathetic to speed. Far from this being so, he is most anxious that gradients should not hinder the progress of cars on the new highways, especially the heavy postal-coaches and State-owned vehicles. His aim is the correct one, of sustained high average speed, and it is for this reason that a vast sum of money will be expended on the elimination of gradients by means of embankments and cuttings. In no place will the gradient exceed 5 per cent., or 1 in 20.

As to surface, concrete will naturally be used on the level, having been proved to be the ideal surface both for wear and

non-skid properties. The gradients, however, will be carpeted with a surface known as "mosaic pavé." This consists of granite setts laid in a semi-circular pattern. It is a costly system in the first place, but this is compensated by extremely long wear and splendid non-skid properties.

One way roads are not considered necessary. Instead, the roads will be of great width, and all the curves and corners will be accurately super-elevated. The result of this careful planning will make motoring a really enjoyable process—providing the car has a high-enough cruising speed. It will be interesting to speculate on the influence this "seven-year plan" will have on the German motor-industry. Streamlining will receive even more attention than it has already done, and the over-top gear will no doubt be used on all cars. There will be magnificent scope, too, for really high-speed motor-coaches, cruising at 70 m.p.h.

## Veteran Types



### A 1908 "GRAND PRIX" ITALA



MY interest in motor cars of a more heroic age is shared, the Editor tells me, by quite a number of the readers of MOTOR SPORT. Unfortunately, this enthusiasm extends to comparatively few members of the motor trade. For the vast majority, any motor car, once it has passed the age which renders it an ordinary commercial proposition, loses all interest. It is always pleasing to find an exception to this rule, and when Messrs. F. G. Smith (Motors), Ltd., of Ilford, informed me that they had acquired a giant Itala of 1908 vintage, it did not take me long to realise that I had to do with a firm possessing just those qualities which single such enthusiasts out from the common herd. It was therefore with particular pleasure that I accepted an invitation to go and have a run on the Itala.

When first the supremacy of France in motor construction and racing was threatened, the challenge came from Germany, in the shape of the Mercedes, and from England, represented by the Napier. Italy, later to become so important a factor in motor racing, was slow to enter the lists. It was not until 1904 that she sent a team of cars to the Gordon Bennett race. But in 1905 she had already attained the position of France's chief competitor when two F.I.A.T.'s achieved second and third places in the Auvergne race. That same year an Itala car, also from Turin, beat all the French cars in the Coppa Florio race at Brescia.

Italy's growing pretensions to be recognised as among the leading motor manufacturing nations reached their apogee in 1907. In that year two F.I.A.T.'s took the first two places in the Targa Florio in Sicily, with an Itala third; a F.I.A.T. won the Kaiserpreis at Hamburg, with the Italas and Isotta-Fraschinis well up; a F.I.A.T. won the French Grand Prix itself; and the two classes in the Coppa Florio were won by an Isotta-Fraschini

and an Itala, respectively. At that time, in contemporary English advertisements, it was only necessary to feature the word *Italian* for a car to be regarded as first-class. Automobile engineers from the peninsula were regarded as the best in the world.

The following year, 1908, resulted in so crushing a defeat for France that the Grand Prix was not held again for four long years. But it was almost as black a year for Italy. Nevertheless, when the F.I.A.T.'s and Italas arrived at Dieppe for the French Grand Prix the hopes of their drivers were doubtless high. In 1906 the rules for the race had stipulated a maximum weight of 1,000 kilos.; in 1907 this had been abandoned for a fuel consumption limit; now in 1908 manufacturers were given a limited bore, for 4-cylinder engines, of 155 mms., from which to work, and otherwise a free hand.

I have already hinted that the Italian cars were never at the head of things in this race, and with the wisdom that is so easy after the event (and especially easy, perhaps, a quarter of a century afterwards) it is not impossible to detect the reason. In the first place the Itala engineers adopted the maximum bore for their 4-cylinder engine of 155 mms., but, although the rules permitted them complete freedom in this respect, they fixed a stroke of only 160 mms., giving a capacity of 12,081 c.c. At this date successful racing voiturette engines were already being built with a stroke-bore ratio of as much as 1.7 to 1, but the designers of large cars for the most part held to the view that to lengthen the stroke merely reduced the engine speed, and thus defeated its object. Nevertheless, while not going so far as their colleagues in the voiturette world, the Mercedes engineers had the temerity to employ a stroke of 180 mm. in the engine of one car of the team, and a stroke of 170 mm. in the other

two—and were rewarded for their courage by winning the race.

The Italas were thus handicapped at the outset by the use of a smaller engine than that of several of their competitors. In spite of this, however, the cars were excessively heavy. All three of them weighed, in racing trim, over 1,400 kilos., whereas the winning Mercedes was content with a weight of 1,121 kilos. In 1905 Italas themselves had built a racing car with a larger engine—185 × 155 mm. (16,666 c.c.)—but which weighed only 1,006 kilos. (7 kilos. over the 1,000 kilo. limit was allowed if a magneto was used), and which won the Coppa Florio. Incidentally the prediction for a big bore-stroke ratio may be seen thus early; it was supposed, I believe, to give the best power-weight ratio. It is true that these 1905 racers, presumably to save weight, had only three speeds, but the addition of an extra gear-ratio in 1908 need not have resulted in an increase in weight of 400 kilos.

Having criticised the 1908 Itala for having an engine which was too small, and a total weight that was too large, our carping can cease. The beautiful workmanship and the purity of design for which the Italian cars had become famous were still there. The four cylinders, cast in pairs, had their exhaust valves at the sides, and the inlet valves, operated by push-rods, each in front of or behind its cylinder, and rockers vertically above them. The Bosch low-tension magneto, used since the first appearance of the marque in racing, was retained, with the Itala interrupters placed in the centre of the hemispherical cylinder heads. A single Itala carburetter was used, and the water was circulated by a pump through a Mégevet honeycomb radiator.

From the engine the drive was through a multi-disc clutch to the 4-speed gearbox already mentioned. No Itala, I believe, has ever been built with chain

## VETERAN TYPES—continued.

drive, the firm having used a propeller shaft, even for powerful cars, long before the majority of its competitors, and the 1908 racers were no exception to this general rule.

Three of these cars were duly started in the French Grand Prix at Dieppe, driven by Cagno, who, incidentally, was still driving racing cars a dozen years ago; Henri Fournier and Piacenza. The last-named, after extensive trouble on the first lap, retired on the second with a strained radiator, a trouble which beset both the other cars, although to a smaller extent. In spite of it, however, Cagno finished creditably in the eleventh place, at an average speed of 58.6 m.p.h. for the 478 miles; while Henri Fournier, who averaged 54.4 mp.h., was placed eighteenth.

I had since heard of the latter's car in Italy, where during the war an attempt was, I believe, made to use it as an ambulance. As to the fate of the other two since the day of the race in 1908, I was entirely ignorant. When, therefore, Messrs. F. G. Smith (Motors), Ltd., informed me that they had discovered in Norwich, and acquired, a 1908 racing Itala, I strongly suspected that one of the other two cars of the team had lain hidden in England for a quarter of a century, and I gladly accepted an invitation to go and see it.

At the moment, I was informed, it was not possible for me to have a run in the car. It had come under its own power in fine style from Norwich, but in the course of the journey the radiator had strained and sprung a serious leak. I expressed not the slightest surprise. When I went down to Ilford to see the car the radiator was being mended, and Messrs. Smiths were taking the opportunity of repainting the body-work in its pristine glory of brilliant scarlet. In the efficient calm of the workshop it was possible to inspect the chassis minutely. My first surprise was occasioned by the length of the wheelbase. The winning Mercedes in the 1908 Grand Prix had, I felt sure, a wheelbase of something under 9 ft. Reference to some figures which I had noted down before going to Ilford told me that the Itala's wheelbase should be 9 ft. 6 in. Measurement of the chassis before us, however, disclosed the fact that its wheelbase was a half-inch over the round 10 ft. From this circumstance, and from other information which I have been able to glean subsequently, I am inclined to think that the car which forms the subject of this article was not one of those which actually ran in the Grand Prix at Dieppe. It appears that about half-a-dozen cars of Grand

Prix type were built, and doubtless those that were not intended to be used in the race itself were built with a slightly longer wheelbase, the better to carry touring bodies.

Not that in this Itala mechanical considerations were unduly sacrificed to the coachwork. Having in view the size of the engine, with the consequent length of bonnet, and the good rake given to the steering pillar, the wheelbase is not excessive for the accommodation of a four-seater, side-entrance body. The coachwork, which was executed by Messrs. Vincents, of Reading, contains the ingenious feature of two divided front seats, of which one-half swings aside with the door, thus facilitating access to the tonneau.

Apart from the body-work, we were able to admire the beautiful finish of the Itala. The very nuts used in the engine were concave-headed, and a delight to any true mechanic. We looked forward to returning when the repairs were finished for our promised run.

When I did again put in an appearance at Messrs. Smith (Motors), Ltd., it was to find the Itala resplendent in a new coat of paint, occupying the place of honour in the centre of the showroom window. From this position, however, she was soon removed, in order to take the road. The first thing was to get the engine started. Unfortunately it seems, in this modern age, we are made of less stern stuff than those who habitually started racing engines in 1908. Even with the half-compression device in action no one was found who could swing these twelve litres of engine from cold. An unfortunate light car was therefore found, and attached to the Itala by a rope. Thus we moved out into the road, but the engagement of the Itala's clutch with the tow-car all out in bottom gear merely resulted at first in locking one of the giant racer's back wheels, although the speed selected was third. We tried once or twice, and then without the slightest warning the Itala engine fired, hesitated, and ran.

As we hastily uncoupled the tow-rope, the road was filled with such a babel of sound as to raise the enthusiasm of the most blasé. The four huge cylinders, each capable of burning three litres of gas at a charge, thumped out their message of power. Now we were away, surging up the road as if the first corner were too sharp to be negotiated on the low speed.

It soon proved that as mechanic my job was no sinecure. The Itala, unlike the actual racers, which presumably had one of "bolster" type, has an ordinary petrol tank slung between the back dumb-

irons. In addition, a large supplementary oil tank is attached to the chassis alongside the bonnet. A hand-operated pump, situated outside the body, supplies pressure, before the engine is started, to both these tanks, by means of which petrol is forced to the carburetter from one and oil to the sump from the other. As soon as the engine starts it is supposed to take over the job of maintaining pressure in both these tanks. Unfortunately it proved that there was a leak somewhere in the system, with the result that the pressure had continuously to be assisted manually. The pump provided being, as already mentioned, outside the car, we attached a tyre pump to the pipe, and this pump the mechanic had to operate vigorously throughout the journey. I think most people will agree with me that pumping up a tyre is a sickening enough job, but at least one can stand up to it, instead of having to sit down and depend entirely on arm work. Also, when one is "blown" one can take a breather; in the Itala I did not dare cease pumping for fear of the weakened mixture consequent on the stoppage of the petrol supply resulting in a blow-back, and a sheet of flame from the carburetter. Besides, heaven knows how we were to restart the engine once it had stopped.

But it was worth it. We reached that first corner, and behold the ancient warrior lurched round it with no trouble. Second speed was engaged, and third as we swung on to the Southend Road. At last top was in, and we were surging along with the engine beating out its slow, measured rhythm. At first I was content to abandon myself to the charm of old fast motor cars, and succumb to the impression that I had never travelled so fast in my life. At last an inspection of the hedges, in the brief intervals of working the pump handle, suggested that we were doing about a mile a minute. But what a 60!

The driver was obviously enjoying himself, and no wonder! A modern baby sports car could probably run rings round the Itala, but what did he care? In his high seat, grasping the massive steering wheel, with the mighty beat of the engine in his ears, any driver must feel a king. All too soon we were back whence we had started. Not even the labours of the tyre pump saved me from regret that the run was over. It is lucky, I thought, as I climbed down from the Itala, that there are still firms such as Messrs. Smith (Motors), Ltd., who appreciate heroic motor cars. Any of my readers who share my reverence for them has only to journey to Goodmayes, Ilford, to inspect the object of his enthusiasm. It is worthy of a more arduous expedition.

## S.S. Owners at Buxton.

On the 16th February, the wind-swept town of Buxton will see an influx of low-built cars of many hues. They will be the mounts of enthusiastic S.S. owners, who will have come from all parts of the country to take part in the Buxton Trial and Concours d' Elegance, organised by the S.S. Car Club.

Starting from The Stonebridge Hotel, on the Coventry-Birmingham road, at 1 p.m., the competitors will have to cover

a route of approximately 90 miles. At the 40-mile mark, the trial will separate into two sections. The first group will cover a fairly easy route, including observed sections, to the finish at Buxton, while the remainder will tackle some of the Derbyshire "terrors" with which this district abounds.

That same night a Dinner and Dance will be held at the Palace Hotel, Buxton, at which all members, whether partici-

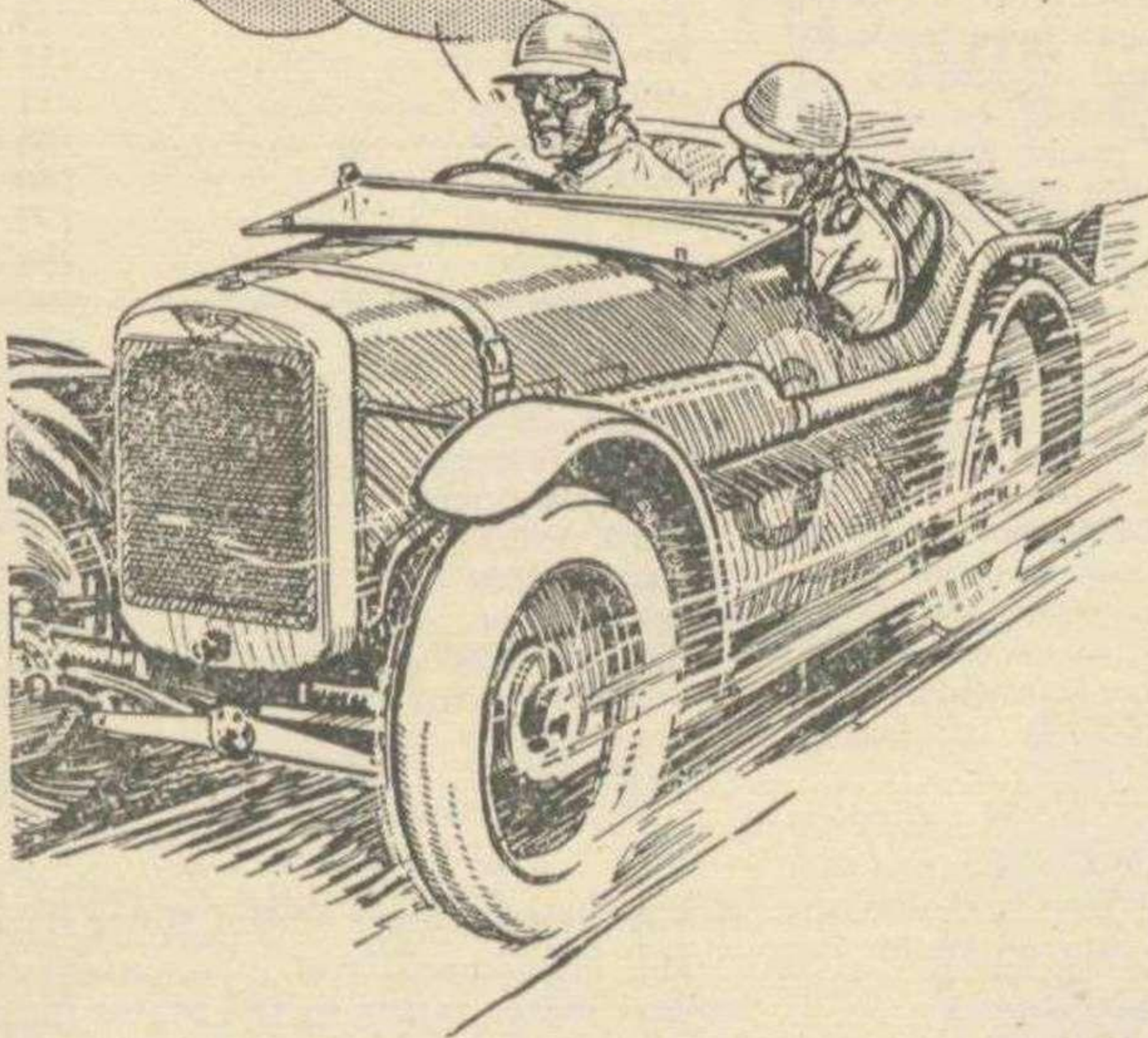
pating in the trial or not, will be welcome. On the following morning the Concours d' Elegance will be held outside the Palace Hotel.

Full details, including entry forms for the trial and Concours, and tickets (17s. 6d., Bed, Breakfast, Dinner-Dance; 7s. 6d., Dinner-Dance only), can be obtained from the Secretary of the Meeting, Mr. G. Moxon Cook, 12, Queens Court, South Croydon, Surrey.

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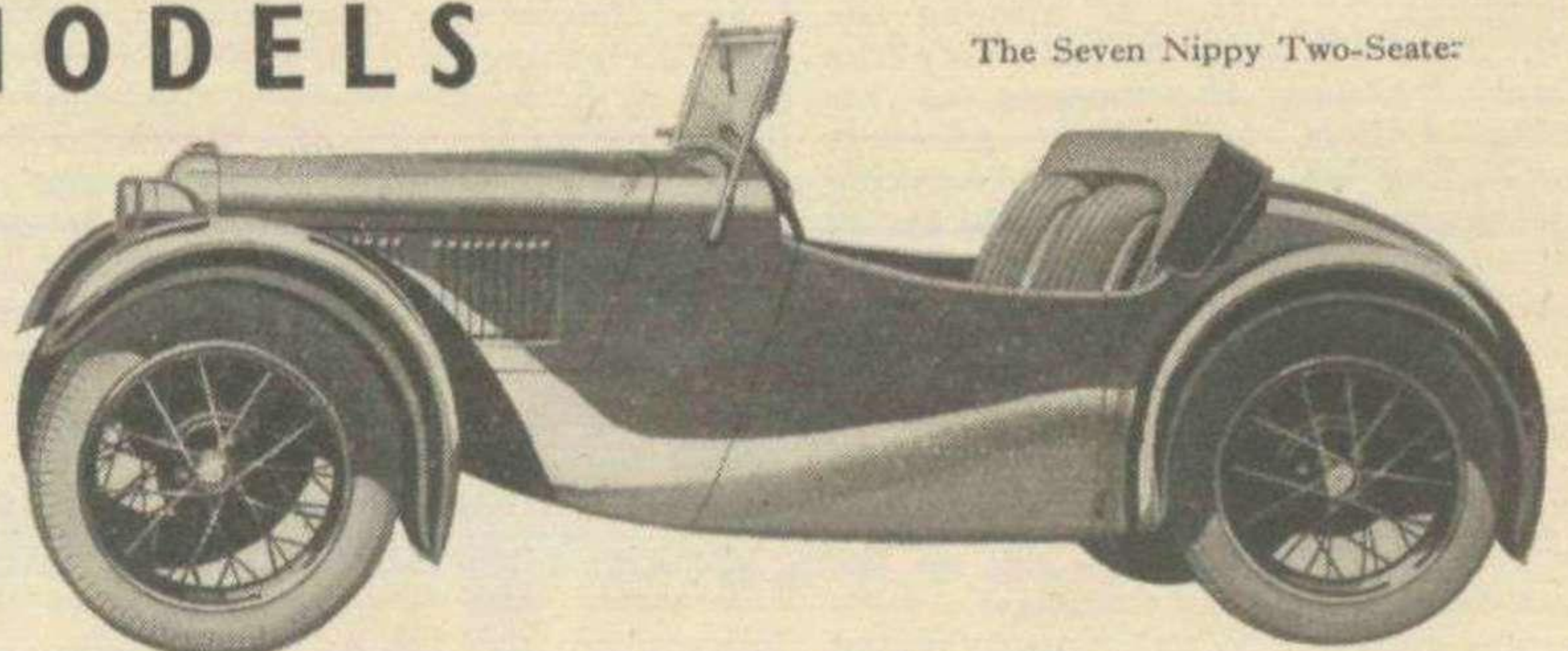
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# NEWS FROM THE U.S.A.

By

*Our American Correspondent*  
**T. MERIWETHER-SMITH**

**K**ELLY PETILLO, the tiny California Italian crack, drove his 4-cylinder Miller Special to victory in the 200-mile National Championship race at Los Angeles on December 30th, defeating a fine field of big-time drivers, in one of the most thrilling title races in years. The race was slashed to 196 miles, due to heavy fog that drifted over the two-mile course in the closing laps.

Bill Cummings, of Indianapolis, driving Fred Frame's Miller, managed to finish in eighth position, and thus was awarded the A.A.A. National Championship for 1934. Cummings, who is only 28 years old, won the Indianapolis race this year, and finished in the money in two other title events to capture the crown.

Due to the poor visibility, and the rather poor condition of the dirt course, the qualifying trials were dispensed with, and the drivers drew for starting positions from a hat. Mackenzie got the pole position, with George Barringer on the outside.

Mackenzie forged to the lead on the first lap, but was shortly overtaken by young Rex Mays, who set the pace for 50 miles until a clogged radiator forced him into the pits. Mackenzie again roared into the lead, and steadily began pulling away from the field. For over 75 miles the young Pennsylvanian shot his Miller around the course far ahead of the field, and while leading by three laps met with the worst of racing luck. "Out of gas on the back stretch" the announcers informed the crowd.

Wilbur Shaw, driving the Miller "4" campaigned abroad by Lou Moore, shot into the lead; but a few laps later, Petillo, who had been driving a canny race in third and fourth positions during most of the contest, began a spirited bid for the lead. Amid much excitement the little Italian succeeded in passing Shaw, and went on to win easily.

Wilbur Shaw finished second. Floyd Roberts, driving relief for Ralph Hepburn, was third; Chet Gardner 5th, "Doc" Mackenzie 4th, and Al Gordon 6th. The average was 81 miles per hour, and there were no accidents.

The race was worth \$10,000, and drew nearly 45,000 spectators.

Cummings, by virtue of winning the A.A.A. title, will next season carry the numeral "1" on the bonnet of his machine. Others will carry numbers corresponding with their A.A.A. ranking for the year, except the numerals 11, 13, 20, 30, 40, etc. These are taboo with the A.A.A.

\* \* \*

### Rex Mays Clinches Pacific Coast Title.

The popular young driver, Rex Mays, clinched the A.A.A. Pacific Southwest Championship in the last race of the year at Ascot Speedway, Los Angeles. Mays was closely followed by Floyd Roberts, and the title was not decided until this final 250-lap event, in which Mays was fifth, while Roberts failed to finish the race. Mays, who is 22 years old, is considered the most promising driver in the nation. Al Gordon, 1934 Pacific titlist, won the 250-lap race, the longest ever staged over the Ascot track.

International motor racing fans will be interested in a movement now reported to be nearing successful conclusion in Chicago, Illinois. According to several motor racing writers, plans have been perfected for a 600-mile International Gold Cup Race at Chicago, late this summer, for a prize of \$100,000 and numerous trophies.

According to present plans the track will be entirely of Grand Prix road nature, and will embrace part of the grounds used in the recent World's Fair Exposition. The course would be 13 miles in length, all over paved surface, and contain many difficult curves, as well as several straights in which speeds of well in excess of 100 miles per hour might be attained. Earl Newberry is mentioned as managing director of the project.

All foreign race drivers, Carraciola, Von Stuck, Chiron—who is very popular in the States—Lord Howe, Benoist, Guyot, Nuvolari, Varzi, and others would be invited to participate.

This column will report future developments regarding this proposed mammoth international classic, which would be an annual fixture.

\* \* \*

The season 1935 in the States looms a far more successful one than the past year. Championship races are said to be in prospect for Langhorne, Milwaukee, Syracuse, Atlanta, Mines Field, Detroit, Roby, and Indianapolis among the old tracks. New courses are planned at Teterboro, N.J., Chicago, Illinois, and the metropolitan, N.Y., area. There is also some talk of a new speedway in the Altoona section. Joe Dawson, veteran race driver and 1912 Indianapolis winner, is said to be interested in having a road race conducted near Philadelphia. With the dirt tracks operating with the greatest success in

history, and the spectacular midget sport rising incredibly, it seems that 1935 is destined to be a banner year in United States motor racing annals.

\* \* \*

Noel Bullock, winner of the 1922 Pike's Peak hill climb, and one of the West's more famous drivers a decade or so ago, was lost recently in an airplane crash off the California coast. He had been employed as a pilot for a large air line.

\* \* \*

### A.A.A. Final Standings, 1934.

|                 |     |     |        |
|-----------------|-----|-----|--------|
| Bill Cummings   | ... | ... | 681.72 |
| Mauri Rose      | ... | ... | 530    |
| Russ Snowberger | ... | ... | 300    |
| Al Miller       | ... | ... | 300    |
| * Joe Russo     | ... | ... | 300    |
| Lou Moore       | ... | ... | 248    |
| Frank Brisko    | ... | ... | 244.5  |
| Wm. Cantlon     | ... | ... | 211.25 |
| Billy Winn      | ... | ... | 211    |
| Babe Stapp      | ... | ... | 185.5  |
| Wilbur Shaw     | ... | ... | 180    |
| Cliff Bergere   | ... | ... | 177    |
| A. B. Litz      | ... | ... | 184.5  |
| Geo. Mackenzie  | ... | ... | 140    |
| Chet Gardner    | ... | ... | 120    |
| Al Gordon       | ... | ... | 100    |
| Ralph Hepburn   | ... | ... | 83.75  |
| Floyd Roberts   | ... | ... | 76.25  |
| Geo. Barringer  | ... | ... | 70     |
| Herb Ardinger   | ... | ... | 69.75  |
| Harry Hunt      | ... | ... | 40     |
| Zeke Meyer      | ... | ... | 40     |
| Harris Insigner | ... | ... | 38.75  |
| Gene Haustein   | ... | ... | 30     |
| Fred Frame      | ... | ... | 18.25  |
| Danny Day       | ... | ... | 10.25  |

\* Deceased.

\* \* \*

### A.A.A. now Sponsors Midget Motor Races.

The phenomenal rise in popularity of midget motor racing in the States during the last year has induced the A.A.A. to sponsor this type of racing. The cars, not really midgets in power, capable of attaining speeds of 100 miles per hour, have 70-inch wheelbase, 90 cubic inch motors, and very small, airplane type wheels.

In the last two months three indoor midget courses have been opened in Chicago, two indoor tracks in New York, and another in St. Louis. These tracks are approximately 1/5th of a mile, and are usually constructed inside huge armoury buildings. The races at Chicago draw seven thousand fans weekly.

Some of the finest dirt track and big-time drivers are competing in these winter races, including Harold Shaw, Sig Hughdahl, Ted Tetterton, Frank Brisko, Tony Willman, Jimmy Snyder, Art Scovell, and others.

### Berkhamsted M.C.C. Plans.

The annual general meeting of the Berkhamsted and District M.C.C. took place last month, when the following officers were appointed for the coming season: Chairman, Mr. Alan Good; Vice-Chairman, Mr. A. Paul; Captain, Mr. E. W. D. Ritchie; Secretary, Mr. N. C. Love; Treasurer, Mr. F. Groom;

Magazine editor, Miss M. Prosser; A.C.U. Delegate, Mr. G. Hutchinson; Press Secretary, Mr. E. W. D. Ritchie; Advisory Committee, Messrs. J. C. Jukes, J. Derrick and C. Murdoch.

A full programme of sporting events has been arranged for 1935. Two reliability trials will be held, and two speed trials;

the latter being events for which the Club has a widely-known reputation. The annual subscription to the Club is extremely reasonable, 10s. 6d. per annum, and anyone interested should get in touch with the Hon. Secretary, Mr. N. C. Love, whose address is 57, Marlowes, Hemel Hempstead, Herts.

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#### THE TIMES :

"This performance, especially in view of the size of the engine, which is only 995 c.c., speaks for itself; and the machine was a standard production, in fact, the car exhibited for sale at Olympia."



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"The achievement is even more astonishing when it is mentioned that the car used for this tremendous task was the identical little red car shown at Olympia . . . during the last half of the trial the Balilla was touching 86 m.p.h."

"Grand Vitesse," of "The Motor," added after a personal trial: "It is one of those cars you drive for the fun of it, as often and as fast as you can. The Balilla is very much a sports car. Steering road-holding and hydraulic brakes were first class . . . and the suspension was something really exceptionally good in so small a vehicle."

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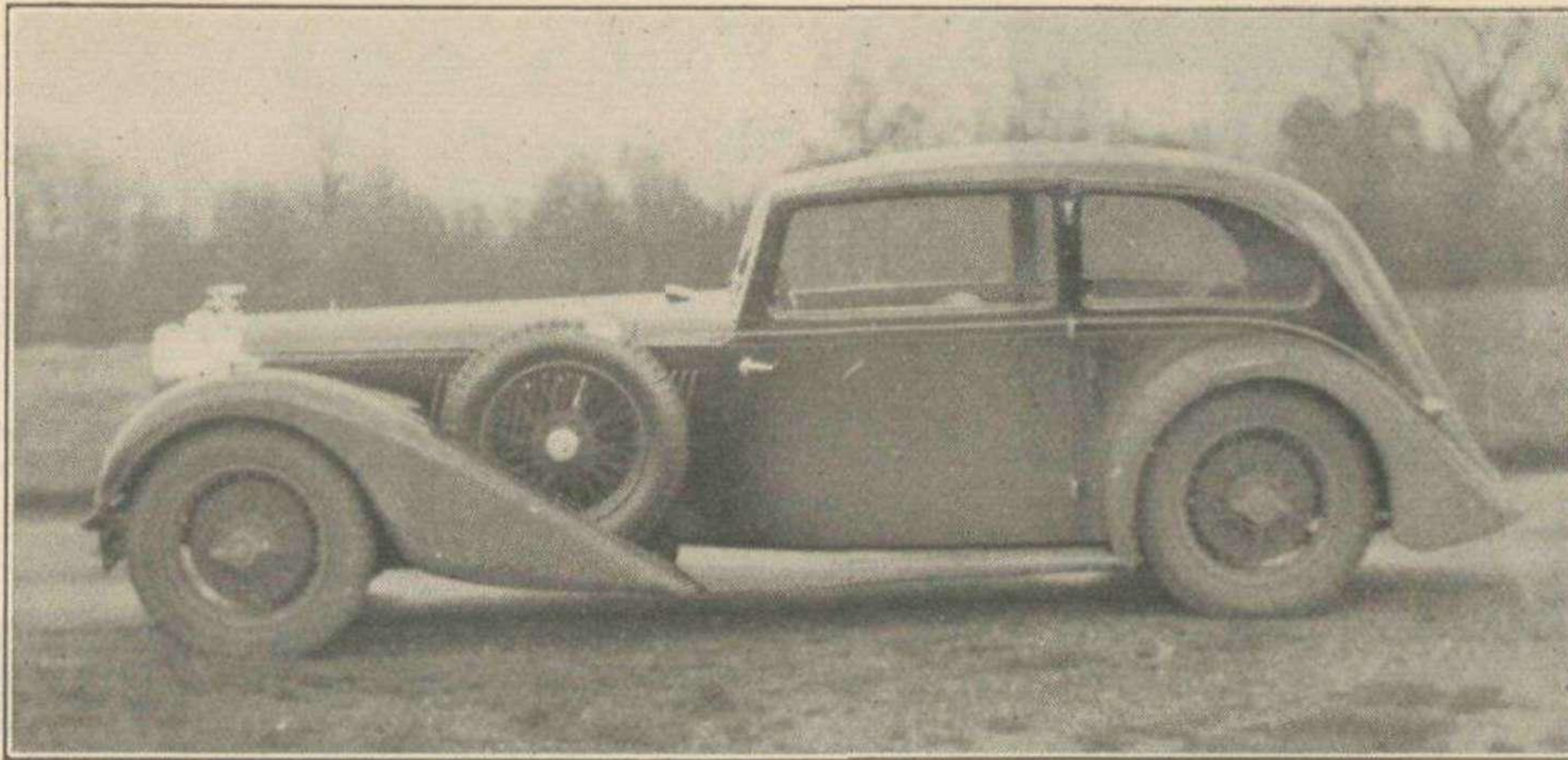
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To the enthusiastic owner appearance comes close after performance, and the double-dropped frame allows both the makers and the specialised coachbuilders to construct coachwork which satisfies one's conception of speedy lines without being in any way unpractical. This was the impression we had gained through seeing the new models on the road, and the road test we carried out showed that the car's performance was as outstanding as its lines suggested. Altogether a well-balanced car which one remembers with real satisfaction.

We took over the Alvis from the West End showrooms of Messrs. Charles Follett, and in the pouring rain were not displeased that the vehicle we had been lent was a large and comfortable saloon. The long bonnet and the ample wings might have proved awkward in traffic on a car with less visibility, but the Alvis has an upright driving position and a wide and deep wind-screen, almost all of which is swept by the twin wiper blades. The driver feels quite in command of the situation as soon as he settles into the luxurious driving seat.

A short run in busy streets showed that the engine is quiet and flexible, the suspension supple without sway, and in short the Speed Twenty has town-carriage attributes which are particularly welcome when the car is to be used continually in traffic-ridden parts of the country. Gaining the comparatively open bye-pass

### Brief Specification.

*Engine: 6 cylinders. Bore 73 mm. Stroke 110 mm. capacity 2762 cc. R.A.C. Rating 19.82 h.p. Push rod operated overhead valves. Dual ignition, magneto or coil. Three S.U. carburettors.*

*Gear-box: Four speeds and reverse. All forward ratios constant-mesh, and fitted with synchro-mesh mechanism. Ratios 4.55, 6.53, 9.4 and 14.33 to 1. Central change.*

*Suspension: Independently sprung front wheels, with transverse cantilever spring. Semi-elliptic at rear.*

*Dimensions: Wheelbase 10ft. 4in. Track 4 ft. 8in.*

*Weight with two-door saloon body 32cwt.*

*Price £895.*

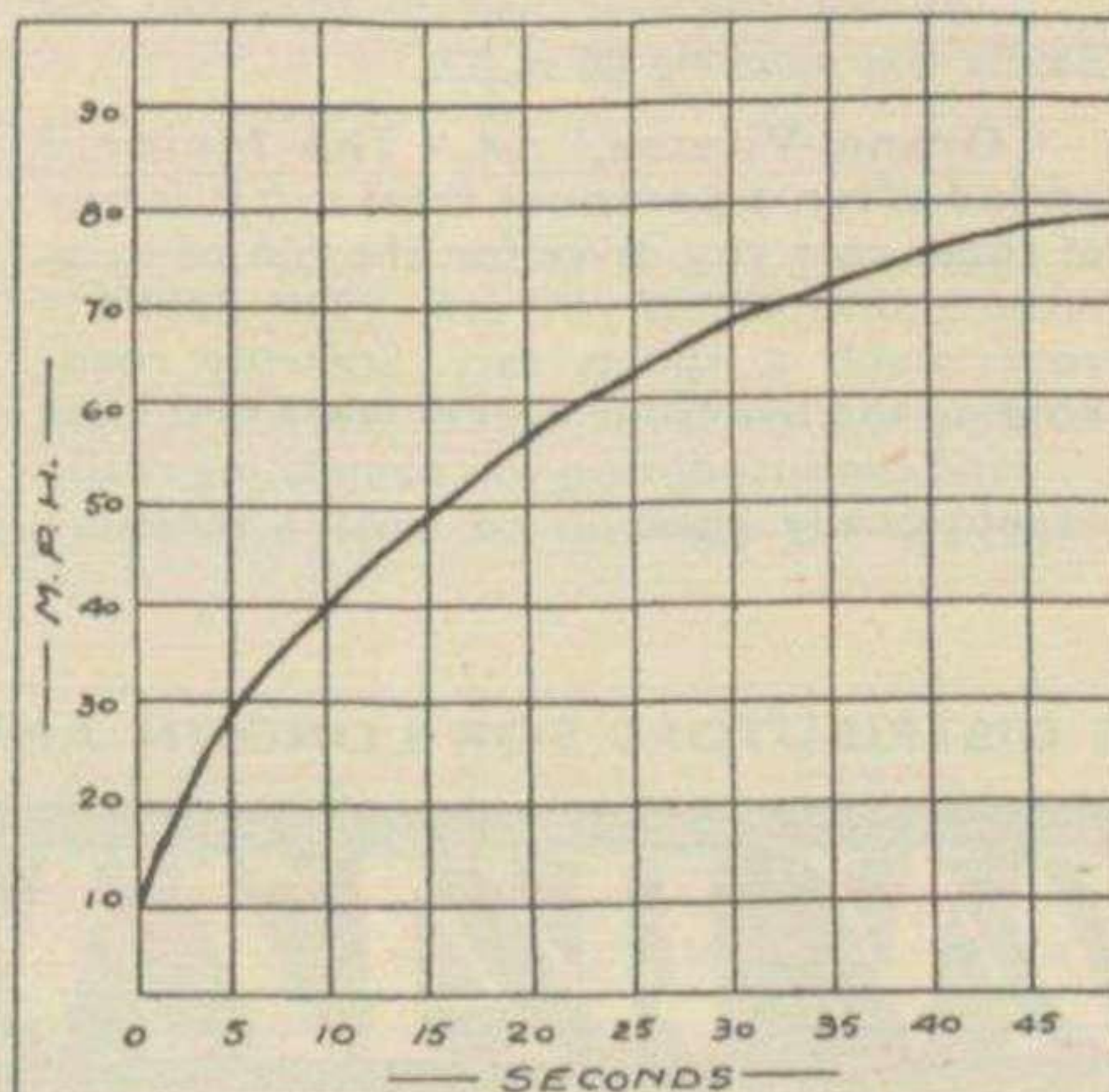
roads leading away from the Metropolis, we were next impressed with the way in which the car reached 55-60 m.p.h. where the slightest opportunity offered, with an effortless feeling which suggested "40" at the most.

On reaching Brooklands we found that the Railway Straight and the Byfleet Banking had still resisted the efforts of the repairers and some acceleration tests were carried out. Gaining the first-named at 60 m.p.h. over a narrow strip of concrete, the car accelerated in a striking fashion to 75 m.p.h. and beyond, and achieved a flying half-mile at 83 m.p.h. on the stretch of track between the Aerodrome and the Fork. Subsequent tests on the road showed that this was approximately the maximum speed, a creditable one for a substantially built saloon, and further more, one which can be attained in practise on English roads.

At 4,500 r.p.m. the maximum speeds on second and third gears were found to be respectively 40 and 58 m.p.h. An interesting point is that the exhaust note, which we considered rather prominent on former Speed Twenty models, is now pleasantly subdued up to 3,800 r.p.m., where it is joined by a certain amount of power roar, but not sufficient to be objectionable even in a saloon car. On top gear at these revs the road speed is approximately 75 m.p.h. and the sound is carried away by the wind. The engine is smooth throughout its speed range, and the carburetion free from flat spots.

Rich mixture for starting from cold is supplied by an auxiliary carburettor controlled from the dash-board, and the engine always started easily in spite of the cold weather which prevailed during the time of our test. It was found advisable under these conditions to disconnect the fan belt and also to blank off part of the radiator, so that one can rely on having a good reserve of cooling capacity for summer work abroad.

Independent front wheel springing is still such a rarity in this country that a



*The Acceleration Chart of the Speed Twenty Alvis.*

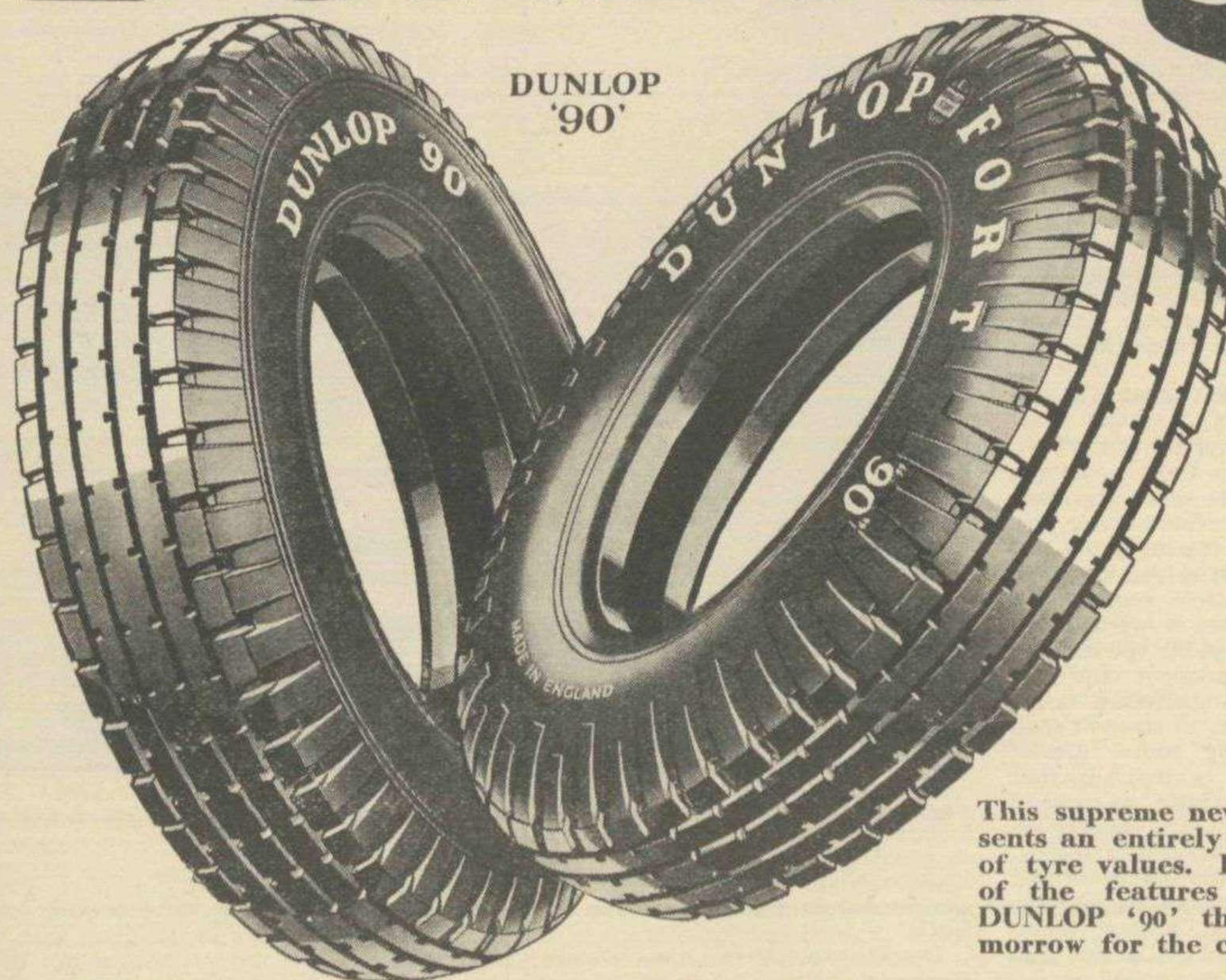


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'90'

DUNLOP  
Fort '90'

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**SAFETY.** The Dunlop '90' is safe and secure. Its tread holds the road; it permits the tyre neither to slide nor to roll.

**DIGNITY.** The Dunlop '90' is a tyre obviously of pedigree and distinction. Its dignified design brings an added attraction to the lines of the modern car.

**SILENCE.** The Dunlop '90' is silent, except when cornering at speed, when its tenacious grip on the road will be momentarily audible.

**LIFE.** The Dunlop '90' has a non-skid life which will be a revelation. Its tread pattern will remain effective for a longer period than ever before experienced.

**COMFORT.** The Dunlop '90' has a power of shock absorption hitherto unknown. It is essentially a "comfortable" tyre.

**STEERING & BRAKING.** The Dunlop '90' makes steering easier and more responsive. It will react efficiently and evenly to brake application.

*Fit the* **DUNLOP Fort '90' or STANDARD '90'**

## THE SPEED TWENTY ALVIS—continued.

car so fitted commands special interest, and the system fitted to the Alvis fully justifies the claims of the designer. The spring itself is more flexible than that used on the 1934 models, and is damped by adjustable telecontrol shock-absorbers. These may be slacked right off for town use, with consequent easy riding, and only a slight pressure was called for even when negotiating the bumpy surface of the Track. However, adjusted, the suspension is unusually good, and apart from the cushioning effect, no shock is transmitted to the steering wheel even when mounting a curb, dropping into a pot-hole or negotiating the rough section of concrete at the Brooklands Fork.

Another feature of the Alvis is the constant-mesh gear box, which is fitted with synchro-mesh mechanism on all gears. The synchronising mechanism is a particularly powerful one, making it possible to effect a straight-through change on any gear. Consequently the change is heavier than it would be on the orthodox "clash-type" box, but one can change up almost as rapidly as with the self-changing box, surging forward with each movement. Useful time is also gained when changing up on a hill, while in emergency a change-down at an unexpected obstacle can be made while still keeping down the brake pedal, then accelerating at leisure. Double-clutching may still be carried out, using the synchrocones to speed up the change, and no unseemly noises can be made whatever one does.

Winding cross-country roads are not the kindest places to test a large car, so we were pleasantly surprised by the "Alvivity" as the makers term it, of the Speed Twenty. With the shock-absorbers firm but by no means uncomfortable, one could safely forget that the car under test was a substantially built saloon and take it round corners with foot hard down. The wheels remained, as it were, glued to the road at all reasonable speeds, and with really fierce treatment the tail slid round gently and perfectly under control. On short pieces of straight road the speedometer swung round almost at once to 55-60 m.p.h., so much so that we found ourselves at fault on several occasions through going into corners we knew well at quite unaccustomed speeds, and were glad to keep the brakes on and to push the gear-lever across in the way already described. The brakes themselves were powerful, light in action and progressive, and could be applied at full strength without causing the car to swerve; from 40 m.p.h. they pulled the car up in 60 feet.

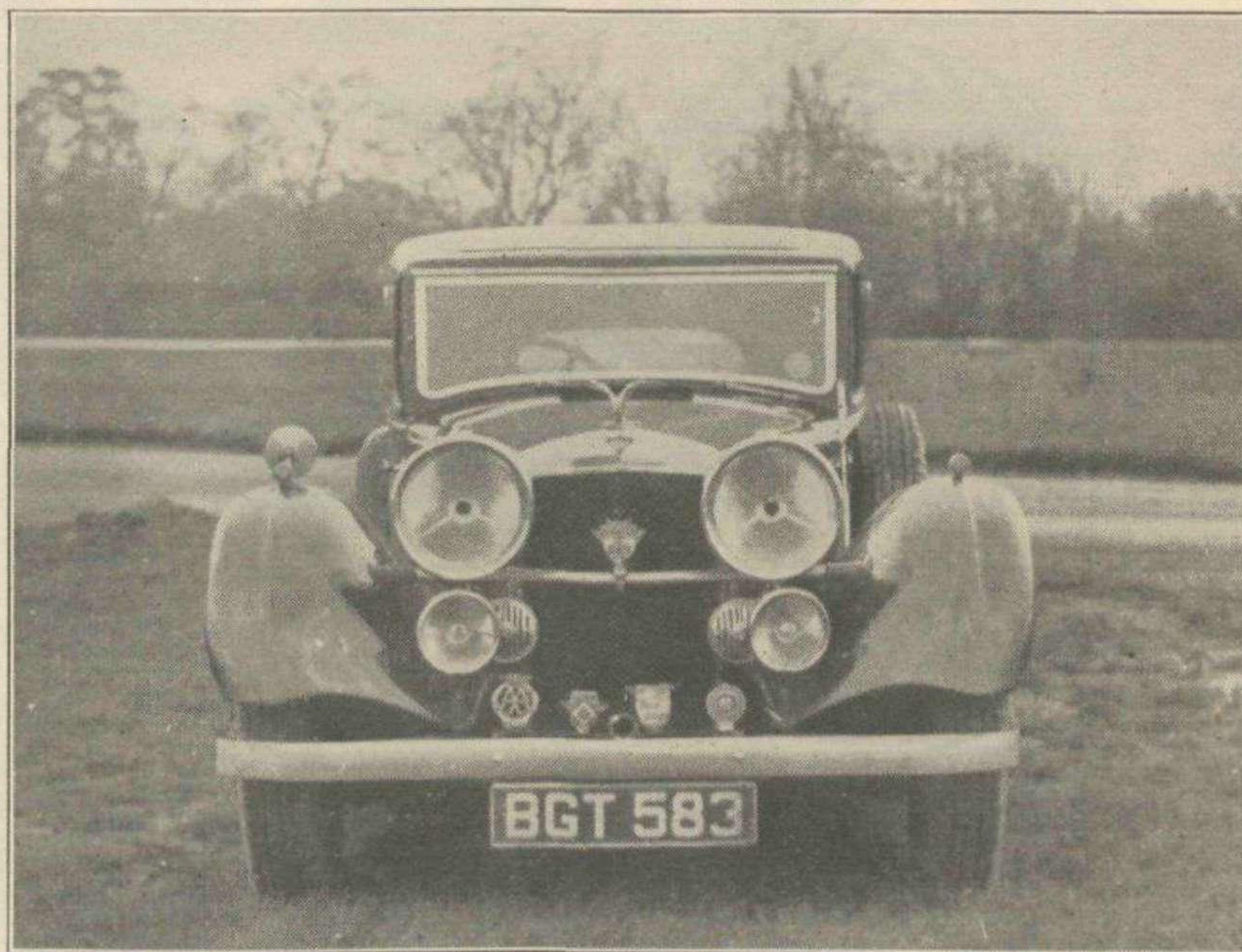
On reaching more open roads the speed of the car went up almost automatically to 75 m.p.h., and remained there wherever conditions made it safe to maintain it, while the maximum of 83 was reached on one or two occasions. The great charm of the car was the way in which it held its speed running quietly and making averages of 50 m.p.h. possible on fast main roads, while on the earlier winding section where we were really hurrying the speed was not much less. Third gear maintains the pace on the steeper main road hill, while second is required only for getting away from slow speeds, such as are occasioned by right-angle bends or road obstructions.

The Lucas P.100 headlamps gave a driving light remarkable both for the length of beam and the even lighting of both sides of the road, and one may therefore safely maintain 75 m.p.h. after dark. Below the headlamps are mounted two anti-dazzle lamps, which are controlled by a finger-tip switch, and with these on and the headlamps extinguished 45 to 50 m.p.h. can still be kept up.

High speed of course is not the whole story, so on the following day we continued the tests at a more leisurely pace. Running at 40 m.p.h. one could scarcely find a more restful car, for the suspension damps out road-shocks even with the shock-absorbers quite hard, the engine is as silent as one could wish for, and the Dunlop "90" tyres have lost the whine which was characteristic of the block-pattern tread. On top gear the car runs smoothly down to 15 m.p.h. with the

under the hands. The foot controls are light in action, the telecontrol knobs and the traffic-signal switch are mounted conveniently on the driver's right, and the dash-board equipment is complete. The driving seat gives excellent support to the thighs and shoulders, but as open car enthusiasts we should have appreciated a little more room on the right when the elbow is raised to indulge in fast driving. There is of course plenty of room when driving normally.

There is much of technical interest in the engine and chassis of the 1935 Speed Twenty, and some of the salient points will now be dealt with. The engine of course is a six-cylinder unit with a four-bearing crank-shaft, balanced and fitted with a torque damper at the front end. The overhead valves are pushrod operated, and are each fitted with multiple small helical springs instead of the more usual



*The low build of the Speed Twenty Alvis is well illustrated in this front view. The main impression is one of safety, and this is born out on the road at any speed right up to its maximum.*

ignition slightly retarded, and the lever can be left in this position for all town work.

Despite the 10 ft. 4 in. chassis, the cornering ability of the Speed Twenty takes sharp corners in the most surprising way, while its steering lock of 38 feet, which allows it to negotiate comfortably the Monte Carlo "Figure of Eight" would be no less welcome on the hair-pins of an Alpine Pass. The steering, which seemed a little low-geared when manœuvring in the garage, suits the car admirably on the open road, and is light and rigid and we liked the powerful caster action, which centres the wheels after a corner with the minimum of effort on the part of the driver.

The driving position is an upright one, with the large steering wheel comfortably in the lap, and the central gear-lever and the substantial hand-brake lever, which is mounted on the forward on the right well clear of the door, come naturally

concentric pattern, giving quiet operation and freedom from valve bounce. Pump cooling is used in conjunction with a fan, and exterior water passages are used to convey the water to the detachable cylinder head.

Coil ignition is used for starting purposes, the engine is switched then over to the special Polar Inductor magneto. Three S.U. carburettors are used, with a supplementary starting device, the petrol is drawn from the 16 gallon rear tank by two S.U. electric pumps, and a reserve tap is fitted under the dash. A leaded fuel such as Pratt's Ethyl suited the engine very well.

Forced lubrication is used for all working parts, and suction and pressure filters are used. A one-shot chassis lubrication tank is mounted on the dash, as are also the fuse box and regulating system for the two-unit constant voltage electrical system, and the handle for the permanent jacks.

*THE SPEED TWENTY ALVIS—continued.*

Everything under the bonnet has the characteristic high finish of Alvis products, the wiring and pipework is neatly carried out, and the auxiliaries are all accessible.

The single-plate clutch is carried in a bell-housing at the rear of the engine, and the all-synchro-mesh gear-box, which has already been described is separately mounted and driven by a short shaft. The open propeller shaft is free from whip up to 6,000 r.p.m., and is fitted with two universal joints, and the bevel-driven back axle has fully-floating shafts.

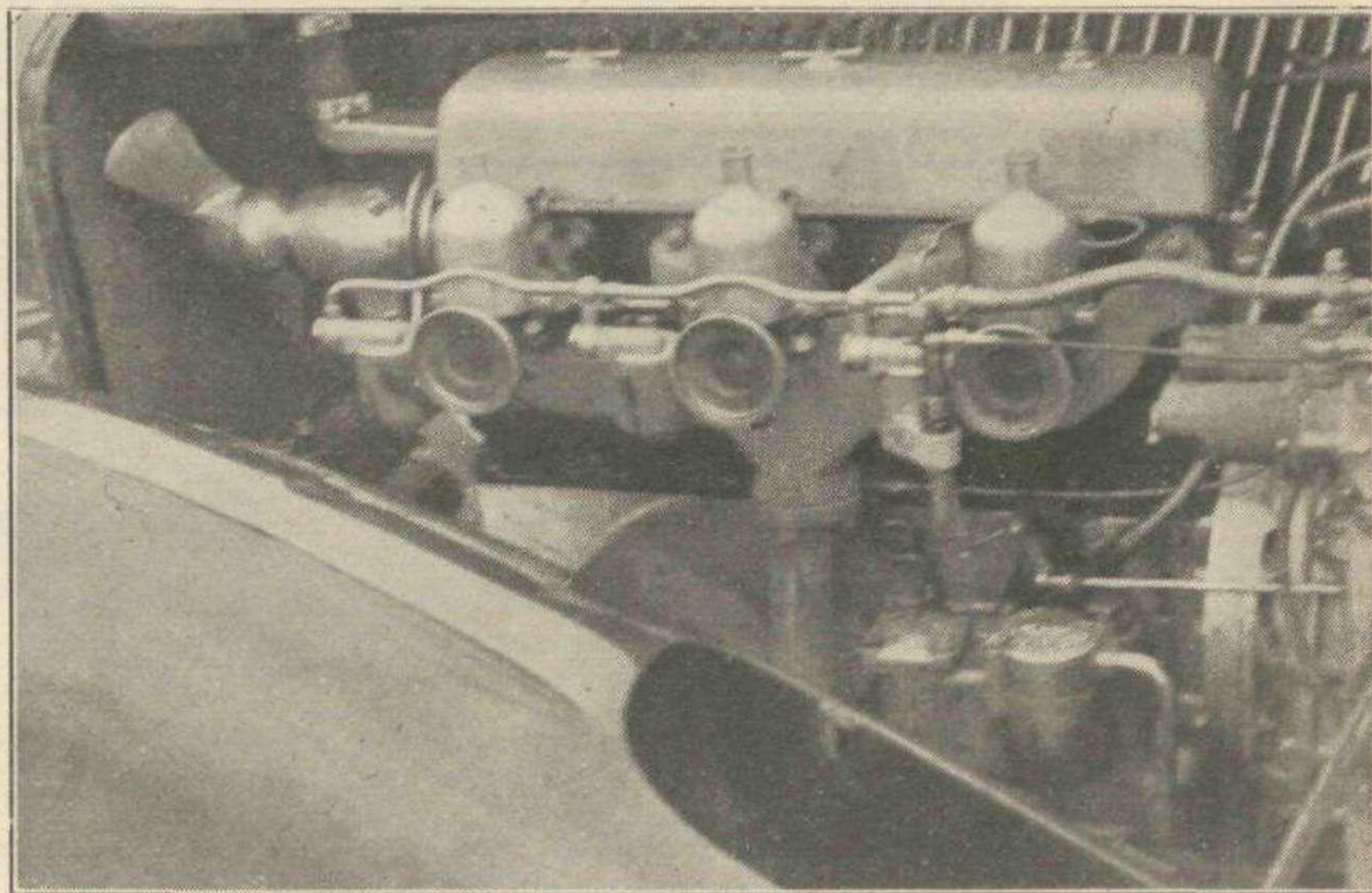
The chassis is of deep section upswept at the front and carried very sharply over the rear axle, the bottom of the arches thus formed being bridged by detachable bracing pieces. Six carefully lightened pressings form the cross-members, and these are so tied by struts and the steel floor amidships that the car's stability at speed is readily understood. Underslung half-elliptic springs are used at the rear, while the front springing is effected by a single transversely-mounted cantilever. The lower ends of the steering pivots are maintained in position by swinging links, and Telecontrol shock-absorbers are used to regulate, at will, the stiffness of the suspension. Each wheel has its own steering rod, which passes through an aperture on each side of the chassis frame to a common bell-crank lever mounted inside the side-member on the off-side, and the bell-crank lever is in turn actuated by a short link from the drop arm.

On last year's models, on which the track rod was carried underneath the chassis, there seemed a possibility of its being damaged when passing over rough roads, but in the revised lay-out all parts are well-protected, and the connecting links short and rigid.

Before leaving the chassis we must not forget the powerful Alvis cable operated brakes, with their 14 in. drums. A special feature of the design is that all parts are either in tension or compression, with no possibility of lost motion through

torsional whip of cross shafts.

The car we tested was fitted with a handsome two-door saloon, one of the series of special bodies designed by Messrs. Charles Follett and built by Vanden Plas; and one would not fail to be impressed by the long bonnet, the sweeping lines, and the handsome and



*Robust construction has always been an outstanding feature of Alvis cars. Here is a view of the Speed Twenty engine, showing the three S.U. carburetors.*

efficient mudguards. The roof level is no higher than the average man's shoulder, yet in the front a felt hat can comfortably be worn by a six-foot driver. In the back seats the hat just touches, giving six inches of head-room when sitting without a hat. The back seats are well forward of the back-axle and should be as comfortable as those in front. Front and back seats are comfortably upholstered in leather, there is plenty of leg room at the back, good access to the back seats, and

room for three when the central armrest is folded back. There is ample luggage accommodation in the sloping tail, and also a tool locker, and a flap can be let down to act as a luggage grid.

The Speed Twenty Alvis comes closer to our conception of the ideal sports car than any vehicle which we have handled

for a considerable time, and it was with real regret that we returned it to its Berkeley Street home. We have to thank Messrs. Charles Follett, who are the London distributors of Alvis cars, for an enjoyable week-end's motoring, and no less so Mr. Follett himself, who as a practical motorist of great experience has ably co-operated with the makers in bringing the car to the high pitch of efficiency and comfort which it has reached in its latest form.

### The New York Show.

Students of big-car design always have a watchful eye on the New York Show, where the very latest in 90 m.p.h. silent saloons are revealed. The long straights of American roads place a premium on high-cruising speeds, and altogether the art of comfortable main-road motoring has been developed to a remarkable pitch.

The example set by Graham in standardising a supercharged model has been followed by Auburn. For the rest, engine power shows an all-round increase, resulting from raised compression ratios. This, in turn, has been accomplished as a result of successful research work in improving combustion chamber design.

Independent springing is fighting a level battle in the States. A striking newcomer is the new low-priced Packard, with a unique system of front suspension. Other adherents to the vogue are Studebaker, Chevrolet, and many others. On the other hand Dodge and Plymouth have discarded independent springing in favour of a composite system composed of two

soft semi-elliptic springs working in conjunction with powerful hydraulic shock absorbers and a torsion-rod to prevent roll. Many manufacturers have moved the weight forward in their chassis, in order to reduce the amount of overhang, which in some cases has been of almost ludicrous dimensions. Passengers now sit inside the wheelbase, but the designers seem to be getting dangerously near the treacherous overhang, with its attendant steering difficulties.

Development is otherwise confined to coachwork, which always plays a prominent part in the American scramble for sales. No wide departures from current practice were noticed last month, but the bonnet-course has received unusual treatment at the hands of many manufacturers. General Motors are responsible for a new phrase—the "Turret Top"—in other words all-steel saloon bodies in which the roof is built integral with the rest of the body. This, in conjunction with rigid body mounting, results in definitely one-piece motor cars.

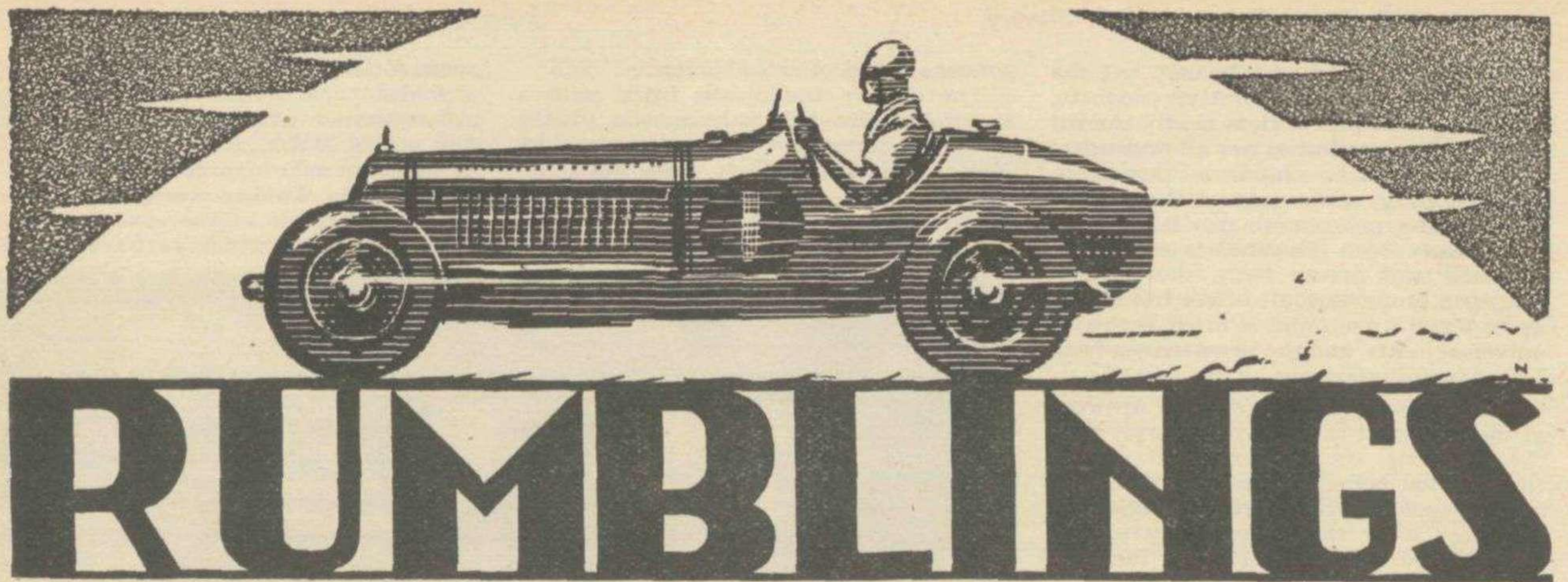
European design was represented by

exhibits of S.S. Bugatti and M.G. cars. The latter in the form of a "P" Midget, attracted a great deal of praise.

### Racing Down Under.

On January 5th, a new speedway was opened at Gloucester Park, Auckland, by the Governor-General. An immense crowd turned up to watch the sport, and were delighted to see a single-seater Austin, in the hands of G. Smith, walk away with most of the races on the card. Actually, Smith won the Championship event, the open handicap (an unusual event! Ed.), and was second in the 1,500 c.c. scratch race. The Austin was competing against much heavier metal, including a Miller.

In Australia a 300-mile race was decided at Cowes. Here the honour went to M.G., the driver being Murphy. Second place was taken by a Riley Imp, driven by J. W. Williamson. Unfortunately, a serious accident took place during the race, resulting in the loss of two lives. G. Graham overturned his M.G. and both he and his mechanic, J. Peters, were killed.



IT is to be sincerely hoped that the enterprise of John Duff, one-time Bentley hero, will meet with success. His plan of running a motor race right across Africa, from Algiers to Johannesburg, is one that cannot fail to capture the imagination of all who have a spark of adventure in them.

The trouble at the moment lies in making the whole thing sufficiently attractive from the competitors' point of view. The expense of running a car will obviously be terrific, and prize and starting money will have to be of sufficient magnitude to offer some inducement to prospective competitors.

However, that is the gloomy side of the position. The race will probably be held to coincide with the Johannesburg Empire Exhibition, and I do not doubt that Duff will be able to arrange the financial side of the race satisfactorily. From the spectacular point of view the affair has great possibilities, and the winning manufacturers would deservedly gain an immense amount of publicity. The race is bound to attract all the holders of the numerous town-to-town records, both in South Africa and Australia, and the ultimate winner will, no doubt, be found among these experienced drivers. For many reasons the big-engined American car is favoured for these records, and a British victory in the race would therefore be all the more creditable.

#### The Instone Trophy.

Everyone will be glad to hear that the Instone Trophy has been awarded to Lindsay Eccles. This trophy is given to the driver who has the greatest number of Brooklands victories to his credit. Eccles is the most suitable person to receive it, for he has been a regular competitor down at Weybridge for several years now, and it is good that his successes should meet with the special recognition they deserve.

#### Brooklands Races.

The news that the Empire Trophy handicap system has now been completed by "Ebby" reminds one of the urgent need of a long distance scratch race at Brooklands. From a personal point of view, it does strike me that handicap races except when run on the J.C.C.'s inimitable system—are extremely difficult to follow. Add to this such inadequate scoring and loud-

speaker arrangements, as those which marred the Empire Trophy last year, and the resulting race strikes one as being nothing more or less than a procession.

Ask any regular Brooklands habitué which, in his opinion, are the races that abide most strongly in his memory as exciting and enjoyable entertainments, and he will certainly reply, "The J.C.C. 200-Miles Races and the R.A.C. British Grand Prix." Both were easy to follow, and therein lay the secret of their success.

#### Are There Enough Cars ?

The ideal programme would be a Junior Race in the morning, and the Senior event in the afternoon. The junior race could be divided into two categories, running simultaneously, one for blown 750's and unblown 1,100's, and the other for blown 1,100's and 1,500's. The senior race would be an unlimited affair, with the prize money portioned out so that even the fifth and sixth finishers would be amply rewarded.

The problem is to gather together enough cars. Let us take a quick look round at those available in the forthcoming season. First of all, there are the four 3.3-litre Bugattis, which will undoubtedly sweep most races before them (including the handicap affairs). Then there are Straight's two 3-litre Maseratis, which, we hope, will find a home in this country—his 2½-litre job is already the property of Rose. Rose-Richards also has a 2.5-litre Maseratis. Then there are at least two twin-camshaft Bugattis, and three 2.3-litre Alfas.



The "Chain-Gang" dine together. The Annual Dinner and Dance of the Frazer Nash Car Club was held at the May Fair Hotel, London.



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*RUMBLINGS—continued.*

The E.R.A., with the 2-litre engine, is a match for most cars in acceleration, and there will probably be at least three of these in action this year. Finally, the two 4-litre Sunbeams are ideal for a Brooklands "road" race, and several single-camshaft Bugattis would, no doubt be entered as well.

That makes a total of over twenty, apart from any foreign competition. People have got so used to saying that foreigners won't come to Brooklands that they have quite lost sight of the reason which is, that the handicap-race is quite rightly abhorred by Continental drivers. If they can depend upon their skill and speed they do not mind the journey involved, but if that same skill can easily be set at naught by a small car running on handicap, they naturally keep away. Others say that the reason is the smaller prize money to be gained at Brooklands, but this is hardly true. Our races have been nobly supported in this direction—it is the handicap system that is at fault.

**E.R.A. Activity.**

Two more E.R.A. recruits are announced in Freddy Clifford and P. G. Fairfield, who have joined forces. Their cars will be the stock chassis, with a choice of 1,100 c.c. and 1,500 c.c. engines. They intend to cruise round the Continent looking for races, and they ought to be very successful. At the moment the 1,100 c.c. class on the Continent is generally occupied by old six-cylinder Amilcars, Salmsons, Rallys and B.N.C.'s. The 1½-litre events usually attract sundry Bugattis, with Veyron's 8-cylinder model as the fastest of the bunch.

From the competitive aspect, it is interesting to speculate on the coming 1,100 c.c. battle between the E.R.A. and the M.G. Magnette. In experience, the Magnette has a big advantage, but the E.R.A. is a later production. Then the Italian challenge is likely to be strong, what with the amazing developments in the 4-cylinder Maseratis and the introduction of the new 1,100 c.c. Alfa Romeo.

**Permanent Numbers.**

We all know the annoying business of having to wade through bulky programmes at big races in order to check the number of various drivers. When there are about a dozen identical cars in a race it is often difficult to distinguish drivers whom you may have been talking to just before the race began.

A way out of this difficulty would be for the A.I.A.C.R. to allot permanent numbers every year to all drivers taking part in events inscribed on the International Calendar. This system is, of course, in use in America, where it has proved immensely popular. For example, Varzi, Chiron, Stuck, etc., would be No. 1, 2, 3, 4, etc., in every race in which they take part. The task of identifying them would therefore be much easier.

As things are, one is forced to adopt either the programme-searching method or the more subtle way of noting drivers' characteristics. The more you study this point, the more easily it becomes to recognise Chiron, Nuvolari, Earl Howe, Whitney Straight, Rose

Richards, etc., by the mere set of their heads as they corner.

**Driving Position.**

I was talking to Roy Nockolds the other day about this intriguing subject, and the keener observation of the artist was revealed in several instances he pointed out to me. Earl Howe, for example, always leans well over towards the inside of any corner, and a similar trait is possessed by Marcel Lehoux, but in the latter case the driver seems to gather together his small but wiry frame just before the corner is reached. Nuvolari and Chiron are as different as chalk from cheese; the former is the essence of dynamic energy, forcing the car to obey his will, while Louis gets there just as quickly by a perfect blending of his movement with the speed and momentum of his mount.

Philippe Etancelin is easily recognisable apart from his reversed cap by the hunched attitude of his shoulders, his frequent glances backwards, as though he is being pursued by all the devils in existence, and lastly the delightful habit he has of constantly sticking his tongue out! Whitney Straight has, what I consider to be, the most purposeful "stance." He seldom leans to one side on a corner, and looks calmly in control of the situation, while obviously using his entire attention and energy.

Observing these characteristics is one thing, but conveying on paper, canvas or copper in a speed impression is quite another. Motor-artists generally fail to pay any attention to this, "a head" being enough to indicate the driver. Nockolds, on the other hand, can capture the exact attitude of a certain man, and to bear out this point you have only to look at his popular print of the late Sir Henry Birkin at Brooklands—probably the finest speed study ever executed.

**This Rally Business.**

As I write these lines, the die-hard members of the Rally Brigade are now indulging their love of icy-roads, the Freezing North, and the attendant circumstances of making a motor car one's home for three days and



*Like many other racing men in Italy, Tazio Nuvolari uses a Lancia "Augusta" for his normal motoring. His signature is faintly discernible at the foot of the photograph.*

RUMBLINGS—continued.

nights in mid-winter. Defiantly inviting the contemptuous insults of many, I vote for a nice big saloon, if one embarks upon the venture. I like the look of Cleverley's Graham which started from Umea.

Frankly, I don't 'old with the use of these 'ere grotesque oversize wheels and tyres. Make a car look like a roller-skate. I cannot understand why the organisers continue to allow them. A rally is essentially an event for stock-cars, and no car can claim to be standard with those amazing wheels and tyres. If some people can get through from difficult points, why not make standard wheels and tyres compulsory?

In the eyes of many discerning motorists, the big wheels merely give the impression that the car could not get to Monte Carlo without them. As plenty of cars manage it without going to such extremes, it does not do the offenders much good, which serves them right.

**Monoposto M.Gs.**

I was down at Abingdon the other day, and heard all about the latest models of the K3 Magnette and the Q Midget. Instead of being fitted with two-seater road racing bodies, with the detachable streamlined tail for track events, the 1935 models will all have single-seater bodies, which should result in a noticeable increase in speed.

The actual design is not yet available for inspection, but I gather that the new cars will present a really magnificent appearance. Incidentally, provisional orders are now being accepted for delivery in strict rotation commencing April. The approximate price for a Monoposto Magnette will be £950, and for a ditto

Midget £600. Both models have received considerable modification in the light of experience gained last season.

**Wedding Bells.**

So Reg Tanner of Pratts has got married. Congratulations to you, Reg! The charming lady is Miss Elsa Ranch, daughter of Mr. W. Ranch, of Ailingen, near Friedrichshafen, and the ceremony took place on January 15th. This accounts for Tanner going to Oberstdorf for his holiday, instead of taking part in the Monte Carlo Rally, as has been his wont for the last few years.

**Wanted—a Racing Partner.**

Esson-Scott tells me that he is looking for a racing partner. The idea is to share expenses and driving on a level basis, and to carry out a full programme of Brooklands racing and speed trials.

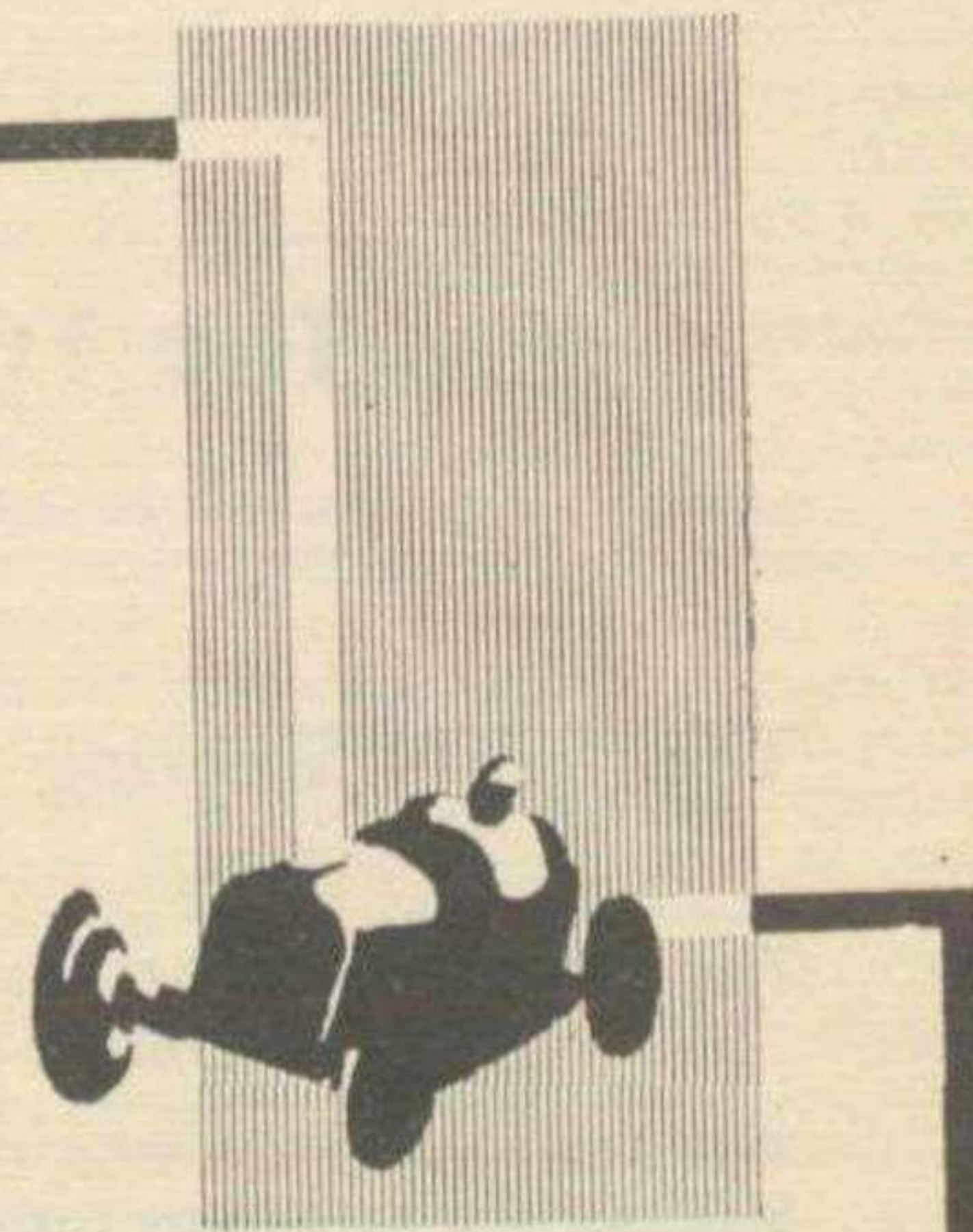
His car, as most of you know, is an extremely fast 2-litre Bugatti. It stood a very good chance of winning the J.C.C. International Trophy Race last year, but unforeseen clutch trouble reduced the finishing position to twelfth. Later in the season a Mountain Race was won at the creditable speed of 69.05 m.p.h. The car can lap this circuit at over 70 m.p.h. Esson Scott purchased the car direct from the Bugatti factory at Molsheim, and is possibly one of the special supercharged "Two-litres" owned by the late Count Czaikowski. Incidentally, Esson Scott does all his own tuning.

Any letters addressed c/o Boanerges will be immediately forwarded to Esson Scott.



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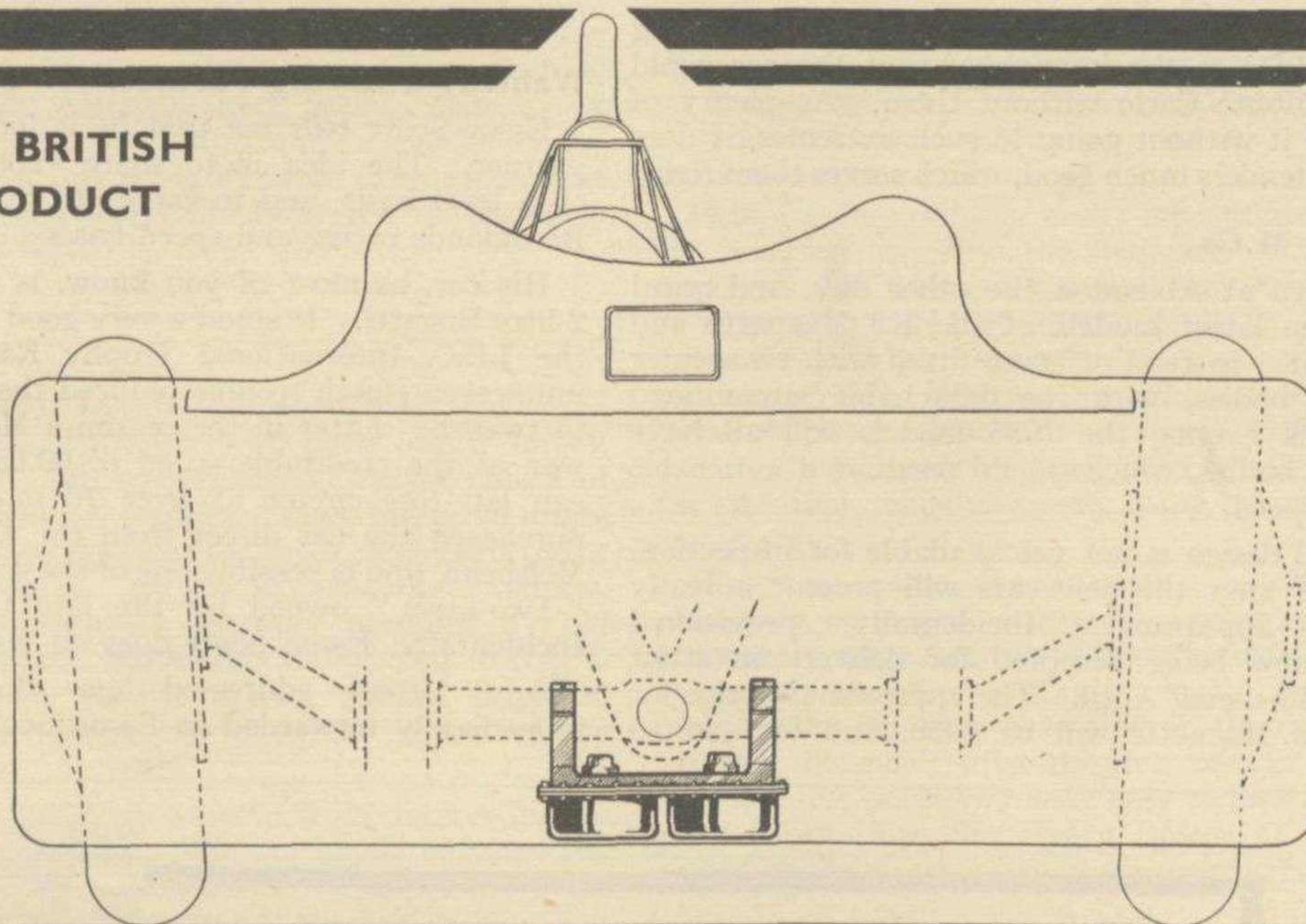
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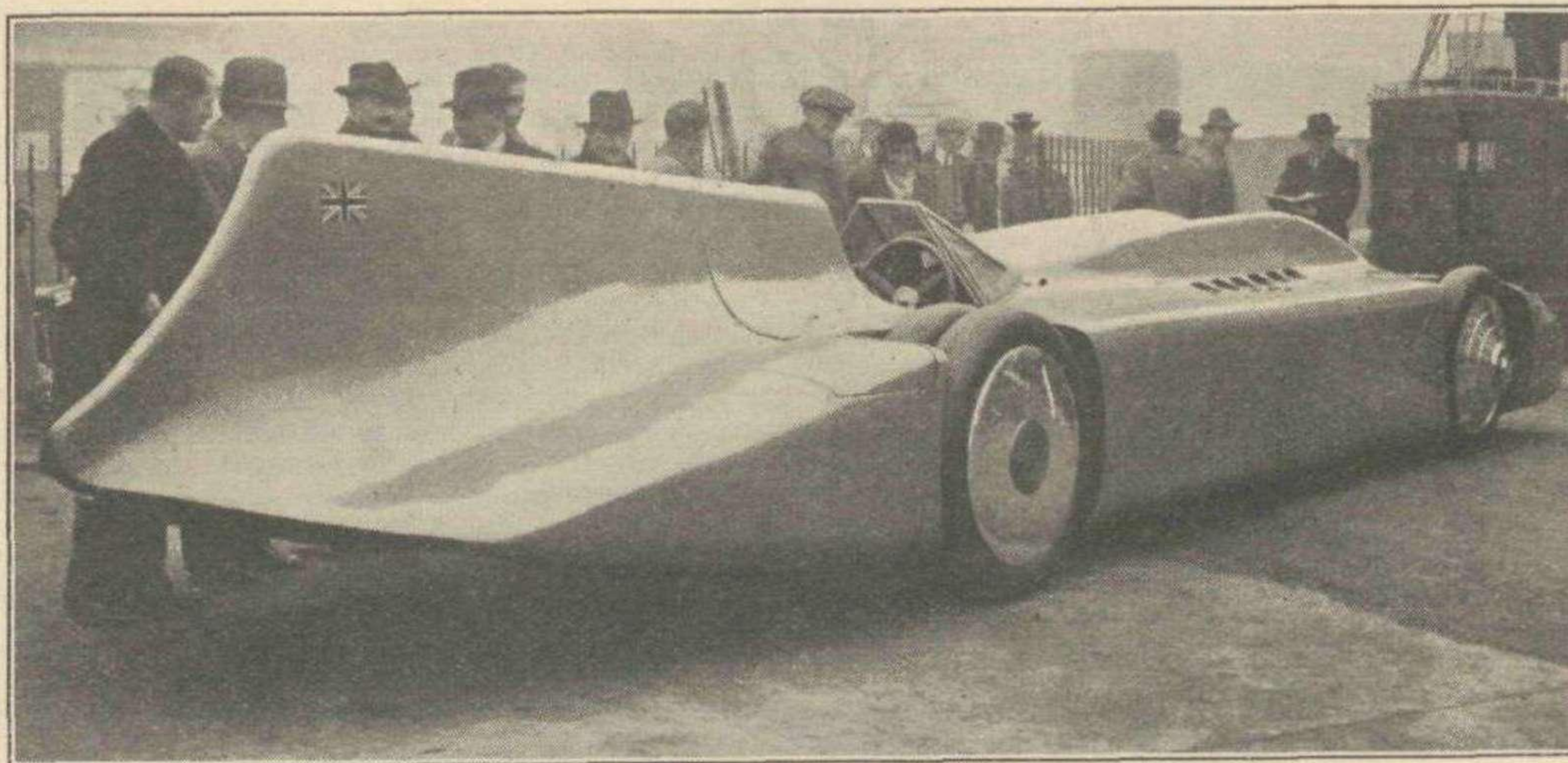
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## ALL EYES ON "BLUE BIRD"

THE GIGANTIC CAR WITH WHICH SIR MALCOLM CAMPBELL IS TO MAKE AN ATTEMPT TO REACH THE COLOSSAL LAND SPEED OF 300 M.P.H. CLOSE ATTENTION TO DETAIL WORK SHOWS THE IMMENSE AMOUNT OF PREPARATION REQUIRED.

THE mere man in the sports car, so to speak, can only stand in silent wonder before the impressive appearance of "Blue Bird," and his admiration extends to the intrepid man who has already held the world's flying mile and kilometre records on more occasions than anyone else.

When "Blue Bird" was pushed out of Sir Malcolm Campbell's private shed in the Brocklands Paddock on a foggy day in January, it presented a very different exterior from the car which set up the existing record of 272 m.p.h. two years ago. The chief alteration lies in bringing out the sides of the body to the full width of the car, so that the wheels are now completely inset. The "nose" has been correspondingly widened, and the result is a complete transformation. The tail, too, has received attention, and the total effect is a really magnificent example of advanced streamlining.

### From End to End.

Let us examine the car, from end to end. The huge nose consists of a Serck radiator, the header tank of which is situated over the front axle. The air intake is in the form of a narrow aperture, and it is in connection with this intake that we come to the first of "Blue Bird's" many ingenious features. A good deal of windage is naturally formed by the aperture, and in order to give the car every chance to attain its maximum speed, mechanism has been provided whereby Sir Malcolm can close a sliding flap over the intake. He will, of course, resort to this action only when the car is about to enter the measured mile, so that the radiator is deprived of its cooling air-stream for the shortest possible time. On the last visit to Daytona the mile was covered in 13.23 seconds, not long enough for any damage to be done by overheating. The flap is operated by means of an Arens control and a spring-loaded lever is placed to the right of the cockpit. It is essential that the process should be a quick and

easy one, for the driver's hands should not leave the wheel for longer than is absolutely necessary.

Ahead of the engine, and projecting through the body proper, is the air scoop leading to the supercharger. This intake curves down below the header tank, behind which we come to the massive Rolls-Royce 12-cylinder engine. The two banks of overhead camshafts are the highest points of the car ahead of the cockpit, and the bonnet fits over them with only a very small clearance, thus forming the two ridges between which the driver has his forward vision. The drive of the 2,350 h.p. engine is taken to the 3-speed gearbox by means of a multi-plate clutch, and thence to a double-drive rear axle of a most ingenious layout. The propeller shaft carries two bevel wheels. The first one drives the right-hand road wheels, while the second is placed so that it just clears the teeth of the right-hand half-shaft bevel. Instead, it connects with the bevel of the left-hand half-shaft. This arrangement results in the rear-wheels being offset to the extent of  $1\frac{1}{2}$  inches, an altogether unusual departure.

Behind the cockpit is situated the colossal suction cylinder which operates the air-brakes. The tail itself consists of a light steel tube framework, smoothly panelled. Such is the rough layout of "Blue Bird." Now let us turn our attention to details.

### Power !

The Rolls-Royce engine is exactly the same as that used in the victorious Schneider Trophy seaplanes. It is a Vee 12, with a bore and stroke of 156.4 mm. and 167.64 mm. respectively, giving a total cubic capacity of 36,582 c.c. On the basis of the R.A.C. rating the horse-power is 173.28 h.p., and it is calculated that at 300 m.p.h. the engine would be turning over at 3,200 r.p.m., and giving an output of 2,350 h.p. This concentrated power plant weighs 1,630 lbs.

The stubby exhaust pipes, six each side, emerge direct through ports in the bonnet.

The chassis frame, like every component of the car, has been designed to give a wide margin of safety even under the abnormal conditions in which it has to function. Accordingly, it is of exceptionally massive construction and of great depth. It is upswept over the front axle, but dips under the rear axle, which is underslung. Attached to the side members at various points is the framework of steel-tubing which carries the panelling of the body to the full width of the car. The space between the front and rear wheels, outside the chassis frame, is occupied by a 40-gallon petrol tank, the fuel being delivered to the engine by means of Petroflex tubing. Incidentally, a special consignment of Pratts fuel has already been shipped to Daytona from London.

The front axle is a new design. It consists of a circular forging, and is attached to the semi-elliptic springs by means of bronze bearings which, in turn, are carried in housings on the springs. Thus the front axle is fully floating, and the risk of brake reactions twisting the springs is completely eliminated. The axle itself is anchored by a Vee-shaped girder, pivoted at the apex to the axle and attached at each end to radius rods leading to a special cross member.

The springs, both front and rear, are of Woodhead pattern, and are assisted by a veritable battery of Andre-Silentbloc frictional shock absorbers, six in front and four at the rear. With the object of combating excessive axle movements two of the front shock absorbers are outriggered. The rear axle is attached to the springs in the same way as is the front, and in order to limit the amount of frame movement strong hoops are used in conjunction with rubber buffers attached to the axle itself.

### Steering Stability.

In an attempt of this sort every part of the car plays a vital part, but certainly

## ALL EYES ON "BLUE BIRD"—continued.

no component is more important than the steering gear. On its last run, it will be remembered, "Blue Bird" was fitted with a duplicated steering gear, but this has now been abandoned. In its place we find an orthodox layout of drag link and track rod. A Burman-Douglas steering box is mounted on the chassis frame, and is connected to the Bluemel flexible steering wheel by way of a miniature Hardy-Spicer tubular propeller shaft. The driver sits in a very low position, thanks to an offset transmission, obtained by taking the final drive off the lay shaft, and this necessitates an exceptional slant in the steering column. This is overcome by the use of a Hardy-Spicer universal joint next to the steering-box. The other end of the column is carried in a stout bearing just ahead of the dashboard.

No step must be left undone in designing a car to attain such a colossal speed, and the precaution has been taken of fitting two Titan steering stabilizers on the front axle. These interesting devices work on the inertia system, two small weighted flywheels being contained in circular boxes, and working in oil. Their outstanding merit is that they ensure steering stability without the stiffening in operation which results from the usual pattern.

Sir Malcolm's chief difficulty lies in the all-important question of acceleration and braking. The former is limited by the numerous small shells, with knife-like edges, which unfortunately abound at Daytona. The tyre treads are of necessity extremely thin, not more than 1/16th inch, because a greater thickness would be torn off by centrifugal force. If too much wheelspin is experienced in an effort to make as much use of the available distance as possible, the result might easily be a punctured tyre—an eventuality to be avoided at all costs. This year twin rear wheels are being used, giving greater wheel-grip and less tyre wear. The wheels are covered with Ace discs to assist streamlining.

**Wonderful Tyres.**

The importance of tyres in this record attempt is paramount, and it is not too much to say that without the special Dunlop tyres the existing record would have been impossible. The greatest possible credit is due to the Dunlop research department in the production of accessories on which the driver depends for his very life.

Now we come to braking. The ideal distance for the record attempt would be 14 miles, for the great car takes seven miles to get into its fastest gait. The acceleration stretch of sand has been improved this year by removing one of the supports of the pier, beneath which the car has to pass. But Sir Malcolm is still left with only three miles in which to pull up his flying steed.

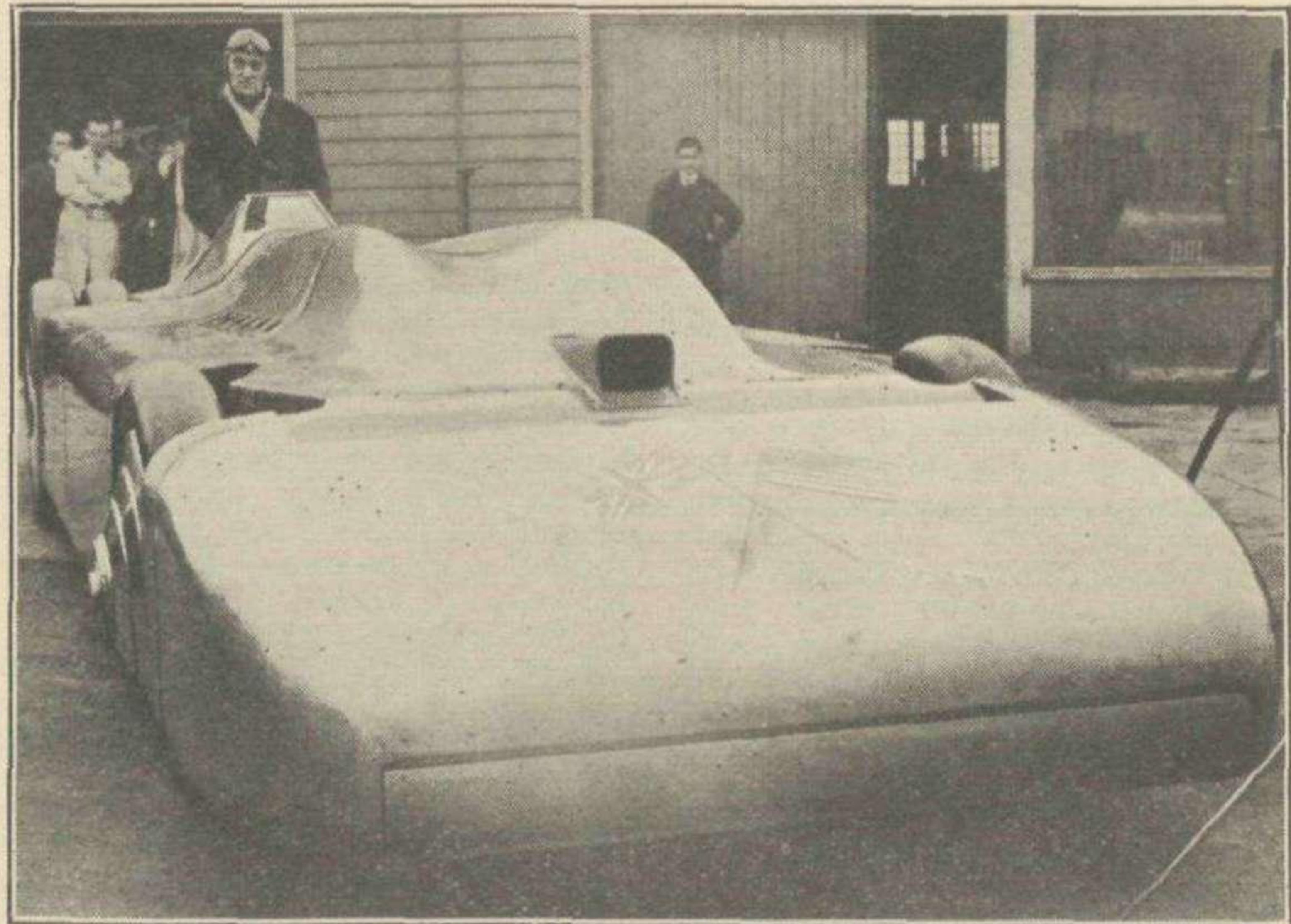
Obviously, heavy pressure on the brake pedal, while the car is travelling at 300 m.p.h. is likely to result in the most untoward eventualities—even though Ferodo brake linings are, of course, being used. You must remember that the car is no normal vehicle in weight, for it scales five tons, including its lead ballast!

For the initial checking of speed, the car is equipped with air brakes in the form of hinged flaps just behind the rear wheels. Once again a servo-system has been brought into play to assist the driver in his difficult battle with wind resistance. The considerable strength required to raise the flaps to a vertical position is derived from a huge Clayton-Dewandre vacuum cylinder carried in the tail. The piston-rod of the cylinder works the flaps by means of a chain and lever on a massive cross-member. Thus the driver will be able to apply a gentle pressure to the brake pedal and the flaps will promptly rise to the vertical. The remainder of the pedal movement is taken in the ordinary way by the servo mechanism of the wheel brake. The latter consist of aluminium shoes with Ferodo linings in great ribbed drums on each wheel. The operation is carried out by cables.

brake and accelerator pedals, the latter being tucked away on the inside of the chassis frame. In addition there is a petrol cock, the lever which closes the air stream slots in the nose, a hand throttle for the engine, and a screw-down valve which cuts out the wind-flaps should they not be required.

"Blue Bird" is a masterpiece. All those who have had a hand in its design and construction are to be heartily congratulated on a production—nay, a creation—which reflects the greatest possible credit on British engineering skill. Mr. Reid A. Railton has designed many fine cars in his short career; certainly he has never designed a more impressive one than "Blue Bird." The same can be said for the firm which has built the car from his designs, Messrs. Thomson & Taylor, of Brooklands.

As for Sir Malcolm Campbell, we can



From this angle, "Blue Bird" bears only a faint resemblance to an automobile! The cooling slot for the radiator is shown here in the closed position.

The process of slowing a rapidly moving car is always a tricky one, for the car is deprived of the steadying effect of the engine driving the rear wheels. In the case of "Blue Bird," however, the air-flaps will make up for the loss of this effect. Like the elevators of an aeroplane, they will tend to force the tail of the machine downwards, thereby giving the rear wheels a firm grip on the sand.

**Normal Controls.**

The cockpit of the car is protected from wind pressure by a stoutly constructed sloping windscreen. The driver sits in a normal bucket seat. Facing him are the Smith instruments, and dwarfing all others is the large rev-counter. One cannot imagine the driver being able to find much time to glance at the rest of the instruments, but they will serve their purpose when the car comes to rest at the end of each run. They consist of a water-temperature gauge, supercharger pressure, oil temperature and pressure, and petrol gauge.

The controls consist of the usual clutch,

only join in the general good wishes of all British sportsmen for his complete success in an epic adventure. No man is better equipped for the task, for he has already confirmed many times over his reputation as a driver of skill, determination and courage.

May good luck attend him!

**The Components.**

Here is the full list of components and accessories used in the construction of "Blue Bird." Every one is of vital importance to the success of the venture, and the mere fact of their being used places a "hall-mark" on them:—Dunlop wheels and tyres, Ace discs, Tyzack clutch plates with Ferodo linings, Hoffman bearings, K.L.G. sparking plugs, E.N.V. back axle gears, D.B.S. gearbox gears, Moseley Float-on-Air upholstery, Hadfield front axle and rear axle forgings, shafts, etc., Castrol oil, Guest Keen and Nettlefold's bolts and nuts, B.T.H. magnetos, chassis frame by John Thompson Motor Pressings, Ltd., Pratts Ethyl fuel, Pyrene fire-fighting equipment.



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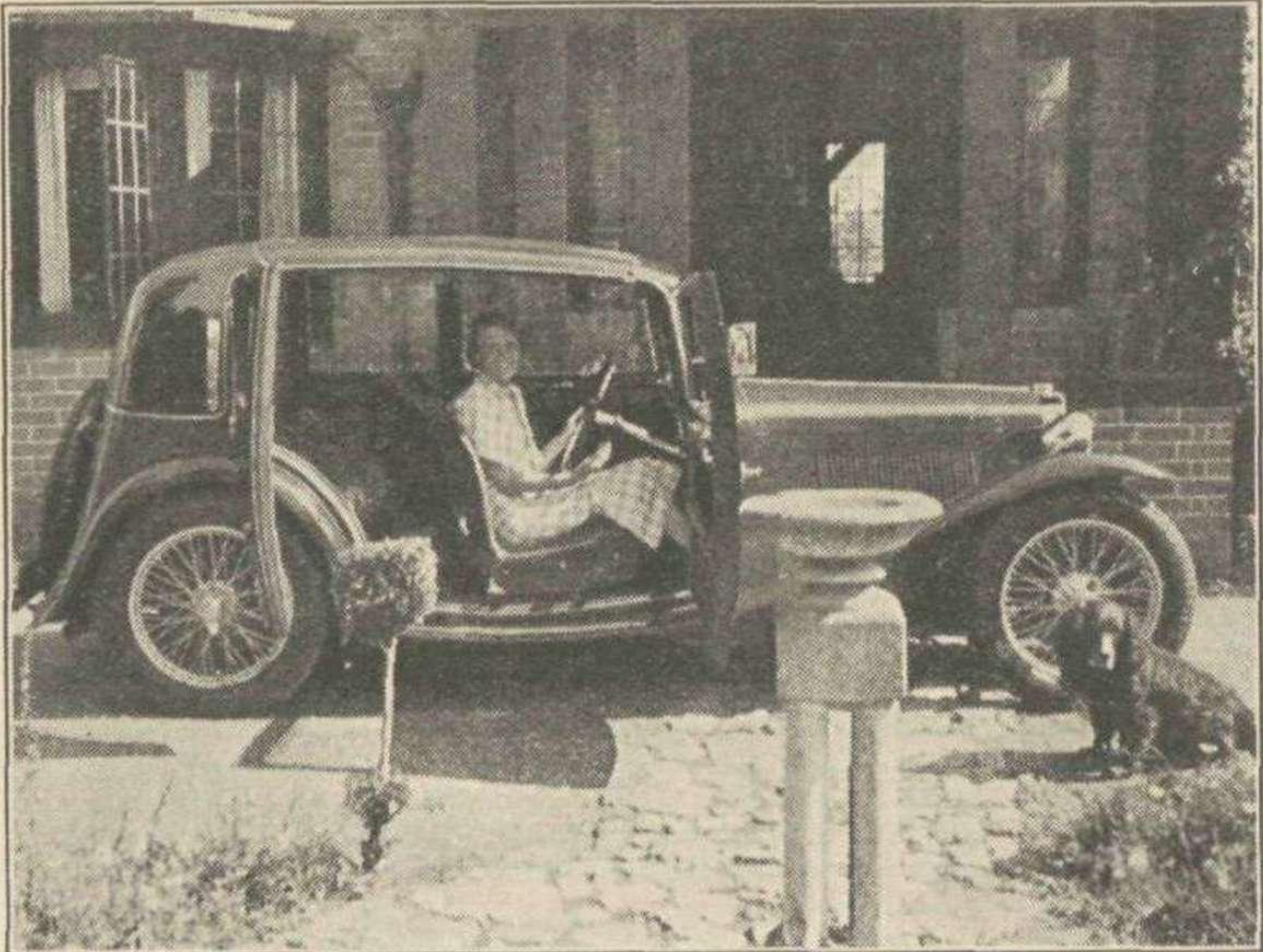
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# Club News

## Sutton Coldfield and N. Birmingham A.C.

A very satisfactory state of affairs was reported at the annual general meeting, held at the Imperial Hotel, Birmingham, on December 19th. Both financially, and from the number of entries in the Club's Trials, 1934, was an exceedingly good year. Expenses were up a little, due mostly to the dividing of the Colmore trials into two distinct events for cars and motor cycles respectively. The actual increase in trials' entries was no less than 46 per cent., which is particularly good when it is remembered that the new rules of 1934 confined several events to Sunbac members only.

A not inconsiderable item of the agenda was the election of officers for 1935, and it is not surprising that the only change from last year was the addition of a new committee member in Mr. Peter Suckling. The remaining officers are as follow: President, H. J. Manzoni; Hon. Secretary, A. E. Sumner; Trials Adviser, T. Gibson; Car Captain, J. O. Orford; Motor Cycle Captain, L. C. Holdsworth; General Secretary, J. D. Woodhouse, 10, Warwick Chambers, Corporation Street, Birmingham.

## Gipsy M.C.C.

The annual general meeting was held last month at the showrooms of the Service Co., Holborn, London, when the following officers were elected for 1935: President, Prof. A. M. Low; Chairman, J. H. Matterson; Vice-Presidents, G. Harvey, F. H. Douglass; Captain, W. F. Lyon; Vice-Captain, H. Overton; Social Sec., and Treasurer, W. Killbourne; Secretary, H. Ireland; Auditors, C. Friston, A. O. Adams; Committee: A. O. Adams, H. A. Reid, G. Maxwell, L. Westbrook, F. P. Ayers, A. G. Buckoke, J. Pluthero, W. G. Sanders.

## The S.S. Car Club.

The S.S. Car Club has progressed rapidly since its inception a little time ago. The membership list has now swelled to more than one hundred, and the club is affiliated to the Royal Automobile Club.

Any S.S. owner who would like to join should get in touch with the Secretary, G. Moxon Cook, 12, Queen's Court, South Croydon, who will be pleased to forward all particulars.

## Austin Owner's Club.

The two experimental branches of the Austin Owners' Club, the formation of which was noted in these columns, have now completed the first year of their operations.

The position has now been reviewed, and the Austin Company have decided, if the size of the membership warrants it, to appoint a full-time organising secretary to assist in running the minor branches and to oversee the main club. In order to

popularise the club it is proposed to reduce the membership from one guinea, to half a guinea, or 12s. 6d.—the only extra being 4s. 6d. for a car badge.

Those interested should get in touch with the Publicity Bureau, Austin Motor Co., Ltd., Longbridge, Birmingham.

## Lagonda Car Club.

An excellent day's sport was enjoyed in December, on the occasion of the Scrounge Hunt. Starting from Olympia at 10.45 a.m., the competitors were faced with the task of collecting 20 items *en route*, to the Deepdene Hotel, Dorking. The result of this amusing competition was that Mr. G. Follett was first with 18 items, and Messrs. C. F. H. Corbin, A. D. Jaffé, P. L. Real and Miss Howard-Strapp, were equally second with seventeen. Mr. C. H. Mann and Mrs. Lind-Walker had sixteen items each, and Mr. R. F. Pritchard fifteen. The first prize was a club Tankard, and the second a Club Plaque.

After an excellent lunch, an interesting programme of slow-running and acceleration events was run off, by kind permission of Mr. G. de Bray, Managing Director of Murray's Club (who own Deepdene Hotel). The course was on a gradient, with two hairpin bends, so that driving skill was given plenty of scope. The results of the two competitions were as follows: both being on handicap:—

### SLOW RUNNING.

1. W. A. Fitzgerald, 1 m. 40s.
2. S. B. Peck (Rapide), 1m. 39s.
3. L. P. Real (Rapier), 1m. 34s.
4. Mrs. Lind-Walker (3-litre), 1m. 33.2s.
5. A. D. Jaffé (Blown 2-litre), 1m. 24.2s.
6. R. F. Pritchard (Blown 2-litre), 1m. 22.4s.
7. M. H. Selby, 1m. 17.4s.
8. W. A. L. Cook, 1m. 14.6s.
9. J. Seiger (3-litre), 1m. 13.4s.
10. C. H. Mann (2-litre), 1m. 4s.

### ACCELERATION.

1. L. P. Real (Rapier), 25.8s.
2. A. D. Jaffé (2-litre Blown), 26s.
3. W. A. L. Cook (3-litre Sports), 26.2s.
4. W. A. Fitzgerald (4½-litre), 26.4s.
5. "A.P.H. 457" (3-litre Sports), 26.6s.
6. "Y.V. 7689" (2-litre), 28.4s.
7. R. F. Pritchard (2-litre Blown) and "B.P.D.232" (16/80), 29s.
8. J. Seiger (3-litre), and Mrs. Lind-Walker (3-litre), 30.4s.

The Club wishes to point out that none of the events they have held so far, while being very sporting, have contained the slightest risk of damaging or scratching a good car.

## C.U.A.C.

An interesting three-cornered contest has been arranged by the Club to take place on February 16th. The two other Club-competitors will be the Women's Automobile and Sports Association and the Oxford University Motor Driver's Club. There will be a stipulated number of entries from each club, and the result will be based on the best aggregate. A trophy for the winning club, and two cups

for the best class performances have been donated.

Appropriately enough the Trial was called the "Jack and Jill." The course will be in West Surrey, on the borders of Hampshire.

## West Hants Club.

The universally wet weather came to the assistance of the West Hants Club in rendering their Simons Trophy Trial a really difficult affair. So bad was the weather immediately before the Trial, indeed, that the organisers had to omit at the last moment two water splashes which had swelled into deep floods.

Dorset mud under these conditions takes a lot to cope with, and it is small wonder that some of the six observed hills proved almost unclimbable. The route was 92 miles in length, and the two first hills, Black Hill and Woolcombe, gave people plenty of confidence. But then came Simonds Yat, and with it the downfall of most hopes of a premier award. In the circumstances every praise is due to the successful ones, namely: Messrs. Wagner, Wood, Bond and Flower, all at the wheel of those amazing Morris Minors, which seem undeterred by the most fearsome gradients, and Harrocks with an M.G. Midget.

A restart test followed on Pitcombe, but was easy enough for the majority. The same could not be said for Atkin's Alley, where only G. Porter, Driver and Harrocks, all on Midgets, managed to climb unassisted.

Apart from Harrocks (M.G.) who won the Simon's Trophy, the best individual performances were those of Dare's Vauxhall saloon as a type, Greenleaf (Morris Minor), in the restart, and Peters (M.G.), in the braking test.

## Light Car Club.

This year the Relay Race, always a popular event, will take place a little earlier, on June 22nd to be exact. We are informed that, owing to the heavy expenses involved in the organisation, it has been found necessary to raise the entry fees. The new scale of fees is as follows: For L.C.C. members, 9 and 12 guineas for early and late entries of a team of three cars; for non-members, 15 and 21 guineas.

## Scottish Sporting Car Club.

The Club's fixture list for the forthcoming season is now to hand, and the fortunate members have a most enjoyable series of events ahead of them. Here is the list to date: February 16th, Half-Day Trial; March 30th, Half-Day Trial; April 20th, Highland Two-Day Trial; June 29th, 24-hour Main-Road Trial; July 6th, Speed Event; September 21st, Autumn Half-Day Trial; October 26th, Anniversary Run.

## CLUB NEWS—continued.

**M.G. Chiltern Trial.**

The enthusiasm of M.G. owners can be judged by the fact that there were 57 starters out of an entry of 66, in the Third Chiltern Trial organised by the M.G. Car Club. The start was at the "Lambert Arms," and competitors arrived from all parts of Britain for the event.

Two circuits of a 26-mile course had to be covered, and each "lap" contained three observed hills and two special tests. In spite of some frost on parts of the course, the morning circuit was chiefly remarkable for the failures on Crowell and Pyrton, and the "bursting" of the time-keeper's watch on the to-and-fro test. Maiden's Grove was easy for everyone, but Crowell stopped ten people and Pyrton thirteen. The second of the Special tests consisted of a downhill run between "Belisha Beacons," and the fastest man was J. H. Summerfield with his black supercharged "P" type Midget in 27 secs.

On the second lap it was obvious that drivers had profited by their experiences on Crowell in the morning. Only five people failed to climb its slippery length, although rain made conditions actually inferior to those of the morning run. Pyrton, on the other hand, had become badly cut up and foiled no fewer than 21 cars. Proceedings were somewhat complicated in the afternoon by the presence of a motor-cycle trial on the same hill.

For the rest, the time-keeper's watch had yielded to treatment, so the to-and-

fro times were duly recorded; N. H. Scott (N-type Magnette), being the fastest in 22 secs. The "Belisha Beacon" test was performed most rapidly by W. F. Taylor, on a "J2," with a time of 27.8 secs.

The premier award in the trial was a beautifully made gold-plated banana, awarded by the Central Motor Institute. The winner of this valuable fruit was G. A. Hutcheson, who made the best performance of the day on a Magna L-type.

Here are the provisional results:—

**The C.M.I. Banana Challenge Trophy** (for the best performance of the day): G. A. Hutcheson (L type Magna). Premier Awards: M. H. Scott (N. Magnette), H. Williams (J2 Midget), W. F. Taylor (J2 Midget), H. K. Crawford (N. Magnette), R. T. Wheatley (P. Midget), J. Shewell-Cooper (J2 Midget), H. Maddrell (P. Midget). Team Award: Midland Centre "B" team, comprising H. K. Crawford (N. Magnette), C. A. N. May and W. H. Haden (both P. Midgets).

**Revised Results.**

A number of protests were lodged after the Percy Butler Trial, held by the Liverpool Motor Club on December 2nd. These have now received careful consideration by the Committee, and the results have been amended accordingly:— Percy Butler Challenge Shield: A. C. Kelly; Mead Martin Challenge Cup: S. Smith; Ledsome Challenge Cup: J. P. Smith; Burns Challenge Cup: C. R. Pond.

**Vintage Cars on Trial.**

A very enjoyable trial was held by the Vintage Sports-Car Club, on Sunday,

January 20th. There were 27 entries, and 25 cars actually came to the line. A sporting course in the Chilterns was covered, and dry conditions made the hills easy—with the exception of the notorious Crowell. One failure was reported from Widmere, and Foxlee was the sole casualty on Maiden's Grove, through missing his gear at the vital moment. Three people retired *en route*, and the following awards were made:—

**Premier Awards:** Powell (Amilcar), Green (Riley), Nicholson (M.G.), Clutton (Frazer Nash), Shaw (Austin 7).

**Second Class Awards:** Allaron (Bentley), Carson (Vauxhall), Nicholson (Austin 7), Bowler (Bentley), Kirkman (Alvis), Clarke (Frazer Nash), Fairman (Alvis), Jaggard (Rover), Brooker (Morris).

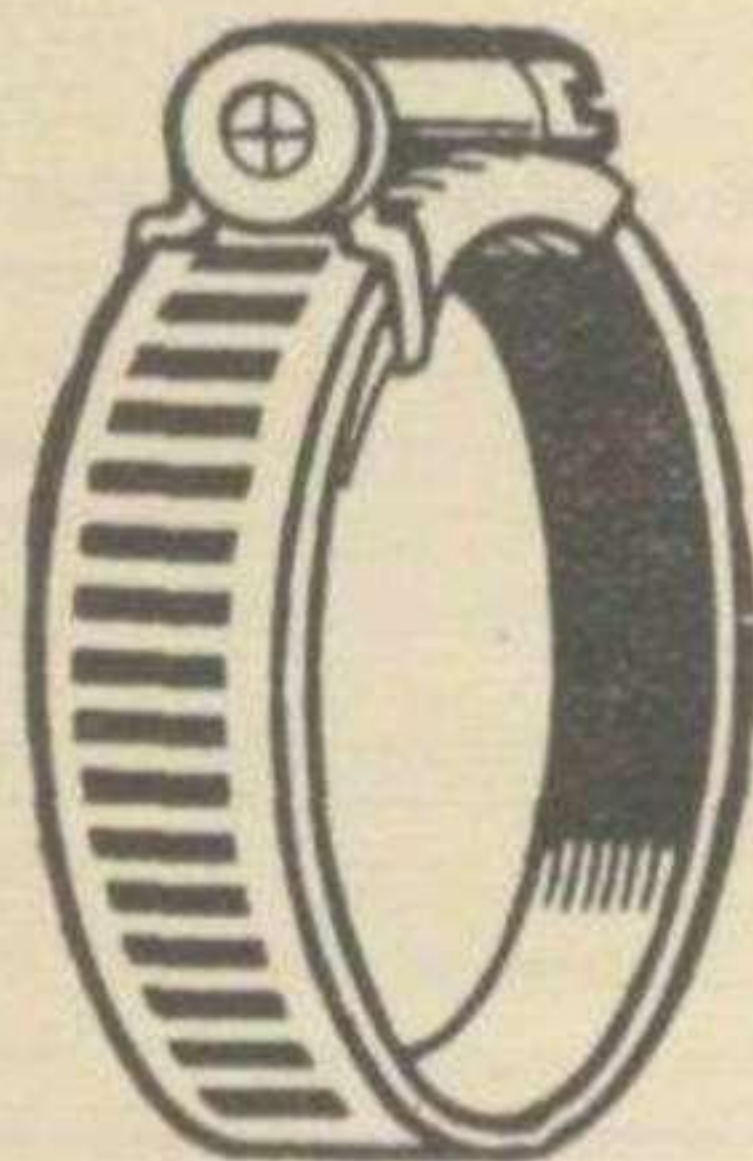
The Club is open to all owners of "Vintage Sports Cars" and prospective members can obtain full particulars from the Hon. Secretary, C. P. L. Nicholson, 7, Abercorn Mews, London, N.W. 8.

**Standard Car Owners Club.**

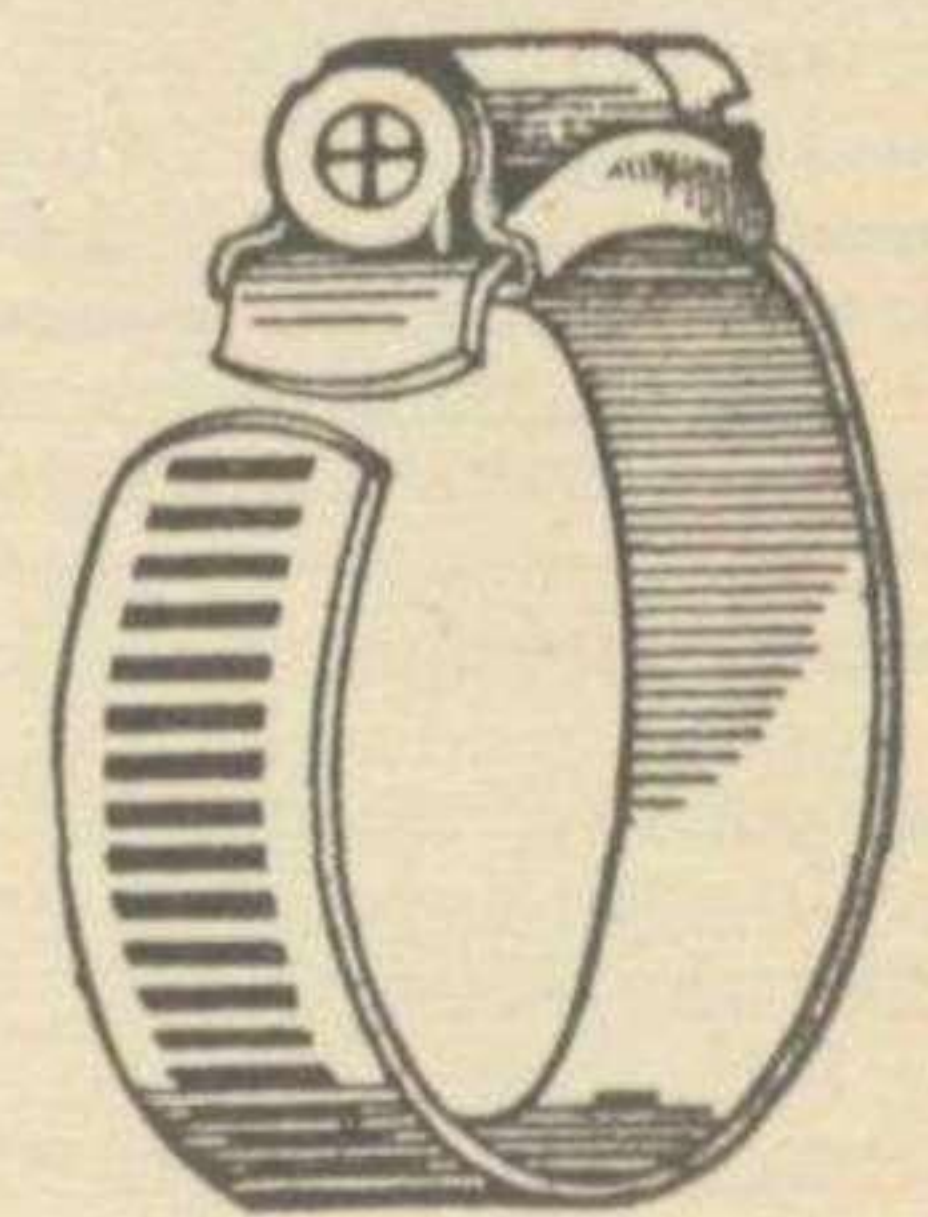
Recent meetings of the Club in London and Birmingham have resulted in the appointment of officials for the two centres, Midland and London and South-East. The respective committees are as follow: Midland Centre, B. F. Mason (Chairman), Mrs. S. H. Richards (secretary), V. Curtis, W. P. Rhodes and E. Claridge; London and S.-E. Centre, C. C. W. Burrige (secretary), Mrs. Oxenford, and Messrs. Edwards, Brisley, Whale and Cox.

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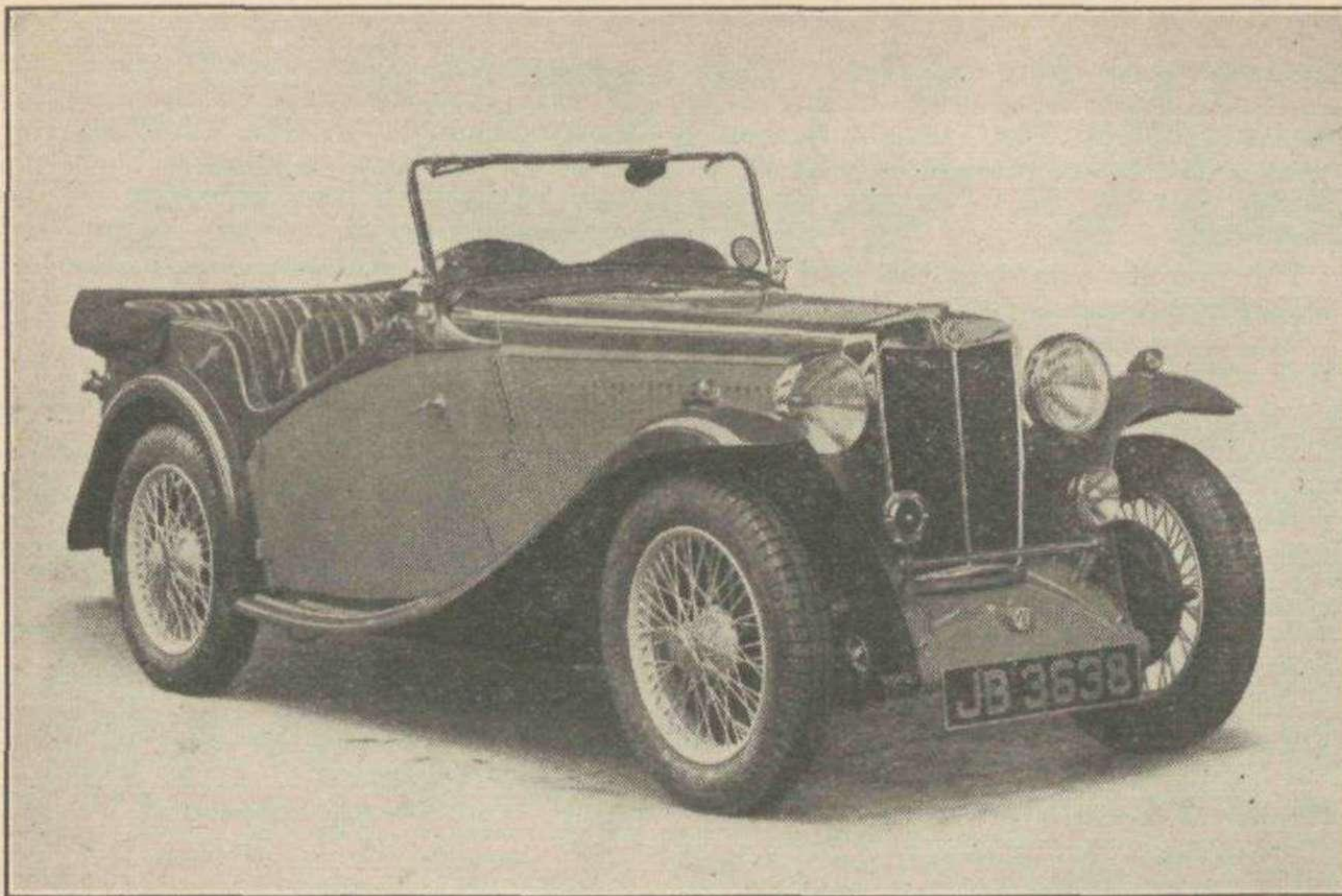
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## THE M.G. MAGNETTE "N"

A WELL-FINISHED LIGHT CAR WHICH REVEALS ITS RACING ORIGIN IN HIGH PERFORMANCE, GOOD ROAD HOLDING AND DELIGHTFUL HANDLING.

WHEN one bears in mind the excellence of M.G. sports cars for many years past, it may sound in the nature of hyperbole to say that, in our opinion, the "N" type Magnette is the most delightful car that has emanated to date from the famous Abingdon factory. This is not surprising, for it incorporates in its design, in modified form of course, many of the characteristics which have assisted the K.3 Magnette to gain its laurels in racing and record breaking. In saloon form the "N" is called the "K.N." and a punster could truthfully say that the Magnette is as hot-stuff as its name!

The six-cylinder engine is, in broad outline, an unsupercharged version of that used in the "K.3," with an increased capacity of 1,287 c.c. For those who are unfamiliar with this design, we would add that the crankshaft is carried in four main bearings; there is a single overhead camshaft, the drive of which incorporates the dynamo; the inlet and exhaust ports are on opposite sides of the head; double valve-springs, 14 mm. plugs, and pistons of controlled-expansion type are all used. Unlike the racing "K.3," the "N" has twin S.U. carburettors and a normal type gearbox. The rest of the car follows orthodox M.G. practice, with a strongly braced chassis frame and 12-inch brake drums.

Christmas weather was hardly the most suitable variety for putting a fast car through its paces, but the Magnette is one of those rare cars in which a driver feels completely at home, whatever the conditions. The driving position is extraordinarily well thought out, so that one can sense the slightest movement of the car on a slippery corner. The steering column is actually adjustable for rake, but we found no need to alter it on collecting the car from Abingdon. The pedals are on the small side, but are far enough apart for all but the outside in

shoes. They operate smoothly and are placed at a restful angle—a point in which many cars are badly at fault. The usual M.G. type of remote-control gear lever is

### Brief Specification.

*Engine: 6 cylinders, 57 × 84, 1,287 c.c., 12.08 h.p. Tax £12. Single o.h.c. 4-bearing crankshaft. Twin S.U. carburettors. Rotax battery and coil ignition. 14 mm. plugs. Pump cooling.*

*Transmission: Heavy-duty type clutch. 4-speed twin-top gearbox, remote control. Ratios 1st 21.5, 2nd 11.9, 3rd 6.98, top 5.125 to 1. Hardy-Spicer prop. shaft with metal universals.  $\frac{3}{4}$  floating back axle, spiral bevel final drive.*

*Chassis: Underslung at rear. Tubular cross-members, with centre X-shape brace on saloon model.*

*Suspension: Semi-elliptic springs fore and aft. Friction shock absorbers.*

*Steering: Cam steering, adjustable rake. 30 ft. turning circle.*

*Brakes: Cable-operated. 12-inch drums.*

*Wheels: Rudge Whitworth racing type, knock-off caps, 18 in. rims for 2 and 4-seater, 19 on saloon.*

*Tyres: 4.75 × 18.*

*Fuel: 10 gallon rear tank on 2 and 4-seater; 11 gallon on saloon. S.U. electric pump. Consumption: 25 m.p.g. approx.*

*Dimensions: Wheelbase 8ft., track 3ft. 9in.*

*Price: 2-seater, £305; 4-seater, as tested, £335; "K.N." Pillarless 4-door saloon, £399.*

used, in front of which the choke and slow-running controls are easily reached. The racing hand-brake is to our liking, enabling smooth and quick restarts to be made on steep hills.

The dashboard is well panelled and equipped, but we have a slight personal criticism to make of the placing of the dials. The oil gauge and ammeter are two instruments which every driver likes to glance at occasionally on a long run, but both of these are on the extreme left, facing the passenger. Our second minor criticism applies to the combined speedometer and rev. counter, which unfortunately does not indicate the speed of the car when the indirect ratios are being used. On the other hand, revs. are the important thing. Especially useful items of dashboard equipment are the oil thermometer and a reserve fuel tap. A centre panel incorporates mileage and trip indicators, headlight dimming switch, and switches for the direction-signals, dash-lamps and fog-lamp.

Encouraged by the general charm and road worthiness of the Magnette, we set off on Boxing Day on a lightning visit to friends at Paignton, South Devon, returning to London the same day. The roads, although wet, were comfortably free from traffic, and as we made our way towards the Great West Road we felt strangely safe on the deserted Chiswick High Road, on normal days a beacon-besprinkled death-trap. We intended the trip to be an easy one, without strain on the driver, passengers (we were three up) or car, and the engine was allowed to find its own restful cruising speed, which proved to be 4,000 r.p.m., or 62 m.p.h. At this gait the Magnette ran with complete effortlessness, giving the impression of consuming the least possible amount of fuel. An approximate checking of the fuel consumption over the whole trip gave a figure of 25 miles per gallon, which is good when bearing the average speed in mind.

The Stockbridge road to Salisbury was taken, and the sight of the magnificent stretches of undulating highway proved too much for our resolutions in regard to steady driving, on more than one occasion. The Magnette quickly reached its maximum of 80 m.p.h., at which speed the road-holding was excellent, and open curves could be taken with a trace of controllable slide. Later on, we found the good handling of the car a great asset on the winding road beyond Salisbury.

In spite of having wet roads to contend with the whole way, we arrived at Paignton at five minutes to one, having left London at ten minutes past eight—197 miles in 4 $\frac{1}{2}$  hours, including a stop for petrol and another for personal refreshment—without any hurry, save for a few brief bursts of speed on the Plain. The secret of this ability to cover the ground quickly and safely lies in the Magnette's racing ancestry. Every function of the car has been tested in races at far higher speeds than the "N" model is capable of, and this margin of safety is probably the car's outstanding characteristic. The road-holding at maximum speed, for example, is so good that the driver does not have to wrestle with the steering-wheel in a life-and-death struggle to keep the car on the road. The chassis feels that it could stand another 20 m.p.h. and still be controllable.

A. M. DAY

# INTERNATIONAL AUTOMOBILE AND MOTOR CYCLE EXHIBITION

FEBRUARY 14th - 24th

BERLIN 1935



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*THE M.G. MAGNETTE "N"—continued.*

As befits a car of high maximum speed, the brakes of the Magnette are extremely powerful and can cope with any situation within reason. Although there is no servo mechanism they are absurdly light in operation, and this may account for the curious absence of braking effect experienced by the driver. The car just pulls up, quickly and smoothly, even when they are applied vigorously. The effect on the passengers is usual in that they tend to pitch forward when dogs or jaywalkers wander off the pavement in their inimitably care-free fashion, but the driver does not notice anything untoward in the behaviour of the car.

A point which impressed us considerably was the silence of the engine. Exhaust note there is a-plenty, of course, but the engine itself is exceptionally quiet up to 4,000 r.p.m. Beyond this point a little of its normal smoothness is lost, and one becomes conscious of the source of one's 65 m.p.h. gait. Higher up the range it becomes smooth once more, and 5,500 r.p.m. is easily and quickly reached on the gears, if required. The rev. counter, by the way, bears a green strip between 5,000 and 5,500 r.p.m., beyond which the dangerous red gives strident warning to over-exuberant drivers.

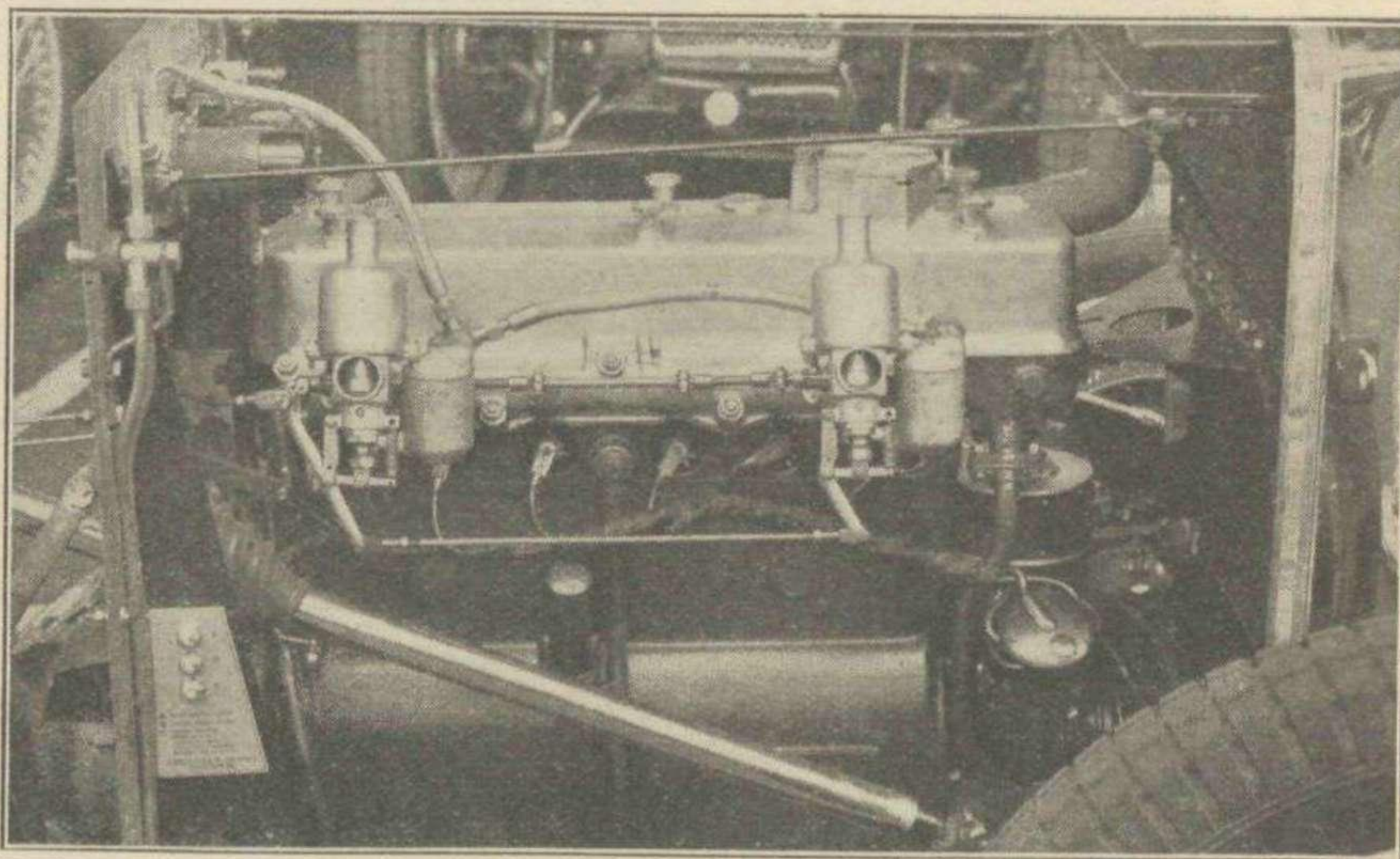
At five o'clock we bid our friends good-bye, and set off to retrace our tracks to London. In the darkness our speed was rather slower than on the downward journey, speed which was not increased by the untimely, if conscientious indication by an arm of the law that a sidelamp had burnt out. For the illumination provided by the Rotax equipment we have nothing but praise, and a fast cruising speed is made possible. Local fog was dealt with satisfactorily by the special lamp on the dumb irons, and on coming

traffic was put at ease by the handily-placed dimming switch.

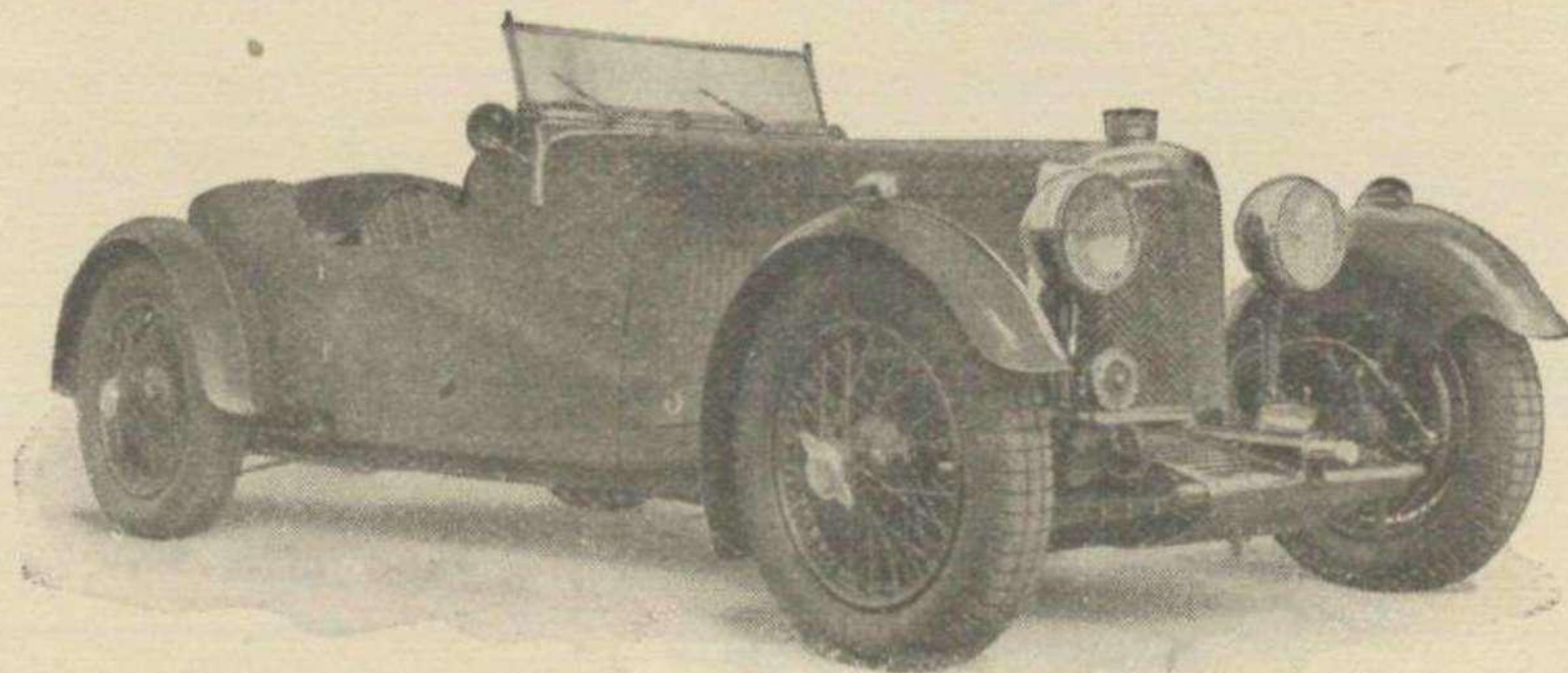
And so back to London once more, having covered close on 400 miles on as short a day as the English winter can provide. The only one of the party who felt at all weary was the passenger in the back seat, and his troubles were mostly caused by a suppressed desire to be at the wheel himself—a course which the exigencies of insurance did not allow.

By the grace of the M.G. Company we used the Magnette for many more days, and for this we find it difficult to place

thanks before reproach—so fond did we become of our willing steed. It was with a grudging heart, indeed, that we motored along the familiar road to Abingdon. A drenching downpour had brought to our notice yet another asset of the Magnette, to wit, a snug hood and all-weather equipment. Here, we reflected, is the ideal small car; small enough to be economical and handy in traffic, yet possessing roomy coachwork and ample headroom when the hood is erected. At the price of £335 it will meet the requirements of the most fastidious.



*Here is the offside of the "N" type M.G. Magnette engine. Prominent features are the typical M.G. dynamo position, and the twin S.U. Carburettors, and the grouped lubrication nipples on the scuttle.*



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# AT THE TOP OF THE MAP

## TREKKING TO UMEA, THE MOST NORTHERN STARTING POINT OF THE MONTE CARLO RALLY

By T. G. MOORE.

PREPARATION, and again preparation, is the watchword of the prospective entrant in the Monte Carlo Rally. Given a suitable motor car, with adequate ground clearance, power, stability, and steering lock, rooms have still to be booked, a crew got together, petrol supplies arranged, spares selected, emergency rations packed, and a hundred-and-one details gone into. In most cases it is something of a relief when the fatal day of sailing arrives, for one must then definitely leave for foreign parts, even with some final details overlooked. In our case things were further complicated by foggy weather, which left us in doubt until the last moment as to whether the ship which was taking us to Sweden was leaving from Millwall in the London Docks or from Tilbury. It proved to be the latter, and we pursued a difficult course through the traffic of the City, with the interior of the car well cluttered up with last-minute additions to our baggage.

During a momentary stop on the Southend by-pass, we saw a car approaching at great speed, and bearing the familiar red Rally plates, and which proved to be the supercharged Graham, driven by Browning. Arriving at Tilbury, we found other companions of former Rallies—Lord de Clifford on a Lagonda Rapier, Jack Hobbs with a neat little Riley M.P.H., and Symons with a supercharged N type M.G. Magnette, so there was no lack of good companions for our trip across the North Sea. It was dark before the ship, a 5,000-ton vessel, belonging to the Swedish Lloyd, drew alongside the landing stage, but our cars were soon

We were summoned to dinner by a sort of baby xylophone, suitably christened a "gong-gong," and after a cheerful round-table gathering, in which former rallies'

reported from Umea and the far north but the snow which greeted us as we stepped off the gang plank at Gothenburg was, all the same, unexpected and un-



*The A.C. at Stockholm. The crew, from left to right, are Messrs. Alan Eaden, T. G. Moore of "Motor Sport," and P. L. Wills. In the background can be seen the Royal Palace and the Opera House.*

experiences were recalled and discussed, we sought an early bed. Next day the weather remained kind, and all the Englishmen answered the call to meals, particularly good ones, in which we were introduced to "Smörgasbord," or Swedish hors d'œuvres, which contains an amazing variety of dishes.

welcome. The first part of the road lay over hilly country, so for safety we laid in a set of chains right away, and with a pair on the back wheels set off on our journey across Sweden.

The A.C. was as steady on snow as on ordinary roads, and after negotiating some steep pitches through pine woods, purred along smoothly at 40 m.p.h. through a land of lakes, beech trees and firs. Villages were everywhere, rather a contrast to the sparsely populated areas one is accustomed to drive through on the other Rally routes.

The roads were narrow but well graded, with the corners banked, and occasional wide sections which by-passed the difficult stretches bore witness to the great improvements being carried out here and throughout Sweden.

Darkness had fallen as we dropped down into Jonköping, on the shores of the great Lake Vatter, the point where we gained the Rally route. At this lower elevation the snow had disappeared, and after clanking through the outskirts of Husqvarna, where the famous motorcycles are made, not to mention meat choppers and oil stoves, we were glad to cast off the chains. Memories of the run along the lake were chiefly of fast roads between tall trees, and then a stretch of open country across which an icy gale whistled, almost pushing the car off the road. It was the writer's turn to occupy the back seat, now rendered more bearable by the removal elsewhere of sundry packages, and he was impressed equally by the comfort of riding and the searching qualities of the draughts around the side curtains.



*The market square at Umea presented a perfect winter setting, including the Christmas tree on the right.*

hoisted aboard, and the size and comfort of the ship were encouraging, in view of the bad weather often met with on the Swedish run.

One of our fellow-passengers, a Swedish gentleman who had driven cars ever since 1897, had informed us that temperatures as low as 10 degrees Fahrenheit were

## AT THE TOP OF THE MAP—continued.

The other English drivers on our ship had decided to stay the night at Linköping about 100 miles from Stockholm, but we made our minds up to "commit caulkeri," otherwise to make the car as airtight as possible, and therefore determined to push on to the capital, in order to put in a whole day's work before the shops closed on Saturday night. The only trace of the other competitors we saw was a pair of unmistakable S. Lewis's Sidcot suits at the hotel, and Riberia Ferreira's Railton Terraplane in the square, the same car he drove in last year's Rally. Another thing remembered about Linköping and other towns were the enormous Christmas trees in the square, constructed of fir trees 60 feet high, and glittering with electric lights, a commodity on tap in even the smallest towns in Sweden.

We came on to snowy roads again soon afterwards, but as it was so late decided not to replace the chains, even when the snow gave way to black ice, slippery as glass, and difficult to negotiate even on a car as stable as the A.C. at over 30 m.p.h.

We reached Stockholm, somehow, at three in the morning, and eventually found the K.A.K. hotel, a hotel-cum-clubhouse run by the National Motor Club, and so to bed.

The winds next day were almost as biting as the night before, though it was only 10 degrees below zero, so we applied ourselves most carefully to stitching side curtains to hood, fitting spare petrol tins, and other attentions which had suggested themselves on the way up. The other British competitors turned up in the evening, and we went to quite a cheerful restaurant, but the night-life, we were told, was badly upset by a police raid on the only interesting "Nachtlokal" the week before. The city itself is built on a series of islands in the Maharen Sound, and abounds in fine buildings, but unfortunately time was pressing, so we had very little chance of getting round to see the sights.

All was bright and gay on Sunday morning as we set off, now furnished with Gunnebo combined ice and snow chains, which were said to be required on the more treacherous roads further north. Coming out we took a route north through the Norrtullsgaten, the Bond Street of the town, narrowly escaping death from the cars which darted across it from either side, quite undeterred by any idea of main road preference.

With our Rally average always in mind, the fine roads which run north from the capital to Uppsala were distinctly encouraging. In summer one could safely accomplish 100 m.p.h. for many miles, and as it was we held a comfortable 50 or so, deterred somewhat, however, by the deep ditches on either side. The roads in this part of the world are raised three or four feet above the level of the plain to prevent snow gathering on them, so woe betide anyone who drives carelessly and drops over the edge. Where the traffic had packed the snow ice had formed, and with fresh snow on the top a rather slippery surface ensued. We experimented with various chain arrangements, and found that a right hand front chain and two rear ones gave the best result, confirming the advice of other English competitors.

Villages were few and far between, but the inner man would not be denied, so we drew up rather doubtfully, at mid-day, outside a house labled "café," in the rather obscure hamlet of Löby Saw Mill.

An old woman presently appeared, and though our Swedish vocabulary was limited to "egg" and "beer," very soon we were sitting down to excellent "smörgasbord," basins of eggs, veal cutlets and cheese, the bill for three coming to the lordly sum of six shillings. Almost more important, we solved the problem of No. 1 beer. Up to now we had always been given No. 2 Pilsener, an agreeable and remarkably harmless light beer, but the old lady produced for us some bottles of No. 1, which surpassed even our conception of how thin beer could be. It was produced, as we surmised, by filling a barrel with rain water and leaving it in the street for a short time near a No. 2.



*Chains are essential for driving on snow. A great deal of this was experienced in Sweden.*

brewery. Suitably refreshed we pushed on north, now entering more wooded country.

It was comfortable travel, for even Wills, who is 6 ft. 3 ins. in height, managed to fit himself in comfortably, while whoever was travelling in the rear found himself sung to sleep by the monotonous sound of the chains. The road was winding, but again by-passes driven straight through the woods had cut off the worst sections. We reached Soderhamn, our night's destination, about seven, and found the A.A. one-star hotel quite adequate for our needs. Food and drink work out at most to £1 per day, and with Esso petrol averaging 1s. 4d. per gallon, Sweden is a country for Englishmen. In addition, English is spoken almost everywhere, and our countrymen are everywhere assured of a good welcome.

Sunshine is a mixed blessing on the Rally, and we found next day that the milder weather had again covered the roads with a tricky coating of ice. The road lay through woody country, with great rocks all scattered amongst the trees, with here and there a little village of red-painted wooden houses. The inhabi-

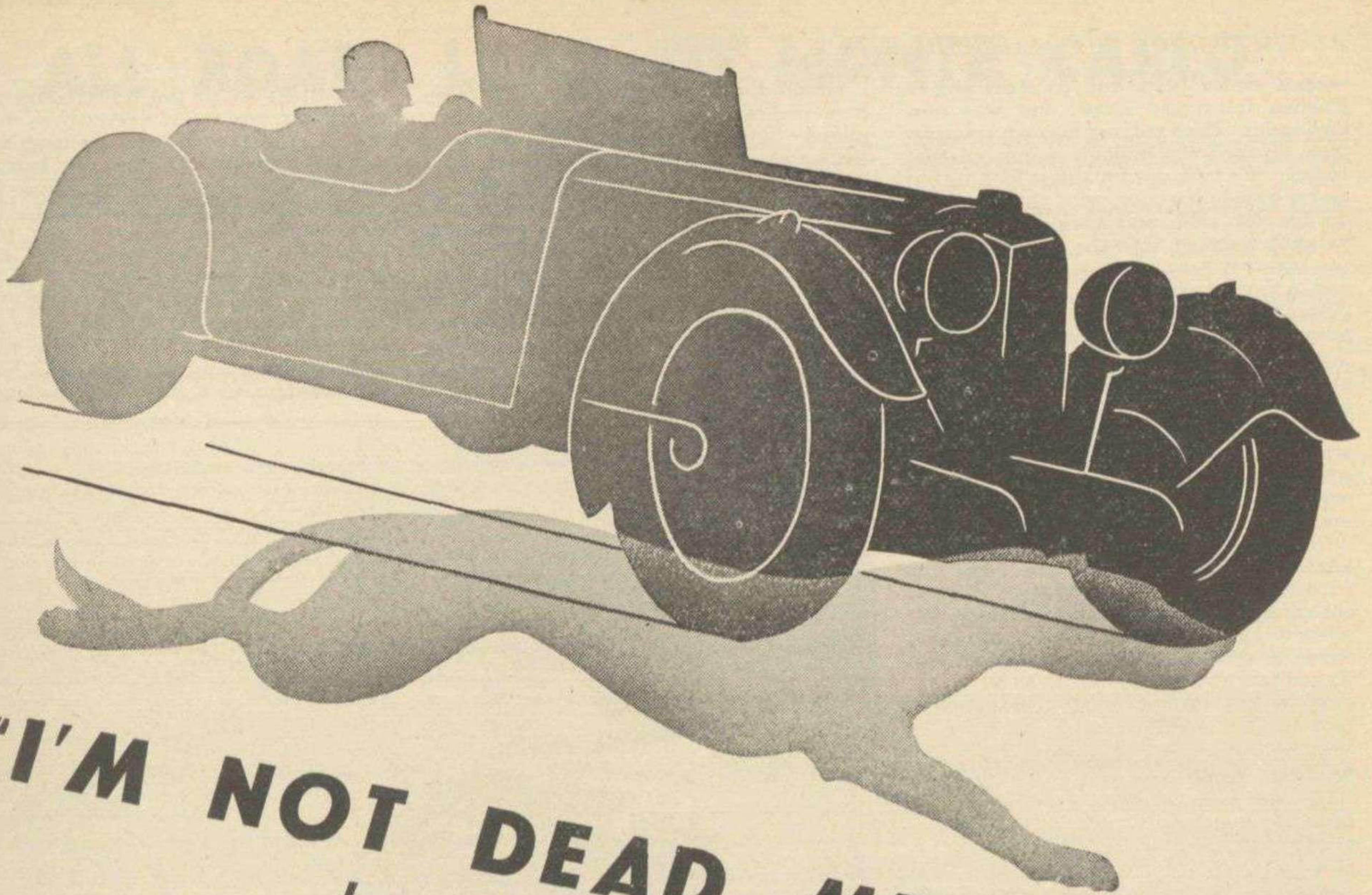
tants had a wilder look and wore high sheepskin hats and rough leather coats, while the wiry horses which pulled the sledges mostly sported Garbo-like fringes drooping over the eyes.

Just before Sundsvall we got our first glimpse of the sea, a wide bay with the further side lit up by the yellow rays of the sun, already moving downwards at half-past two in the afternoon. Here, and at Sundsvall we got a glimpse of the timber industry, the principal means of livelihood in this part of the country, and the saw mills with their tall chimneys and mountains of timber stacked for maturing were seen at all the river mouths.

A prolonged twilight extends the hours of daylight in northern latitudes, but it was dark by 4 o'clock when we reached Hurnosand. However, we had already proved the qualities of our lights earlier

on, and decided to push on to Ornsköldsvik, a further 70 miles. It was actually an unfortunate move, for we missed seeing the best of the coast scenery by daylight, though the moonlight gave the sea an eerie beauty of its own. A more immediate cause of concern was the Veda ferry, a steam-operated affair crossing a sound about a mile wide. We calculated that if we missed the appropriate ferry on our way south we should lose 40 minutes, and as the roads were bad enough to keep us down to our Rally average of 25 m.p.h., this was a serious matter. However, as we left the ferry there was a furious flashing of lights behind us, and an ancient continental saloon, a Horch or an Opel, shot past at a steady 50, giving us some idea of what speed one could attain on the roads if the need arose.

Our original intention had been to push on to Umea that night, but to our surprise we found at Ornsköldsvik, a small town some hundreds of miles further north than John o'Groats, a hotel which would compare favourably with any three-star establishment one meets with in England. An interesting man we met there was the local pilot. In his early days he had



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## AT THE TOP OF THE MAP—continued.

several times been out to Australia in English full-rigged ships, and was now ending his career guiding his own countrymen through the difficult waters of that coast. We took our breakfast looking out on the frozen harbour, with the sun rising on the far side, and then stepped out, without warning, into the most icy blasts we had yet encountered. Zero weather and a north wind make breathing difficult, and we made our way to the garage with faces swathed in scarves.

By this time the interior of the car was almost cosy, though there was ice on the inside of the side-screens, and the writer took the wheel in fine spirits for the final stage of the journey. After some miles of switchback roads, with steep gradients of something like 1 in 8, we hit better roads, and the car swooped round banked bends, covered with snow, as though alive and anxious to be doing. At one point the road came right down to the sea, and in the sunlight, and with a pale blue sky, the scene might almost have been the Riviera. After a time conditions improved, and Eadon was able to keep up 45 to 50 m.p.h. over wide straight roads through the forests.

The approach to Umea was uninspiring. Small wooden houses, some of them haysheds and some of them dwellings, came into view scattered over a wide plain, giving it almost the appearance of a giant poultry farm. At last the half-frozen Ume River was reached, and we clattered over the long bridge to our journey's end. We had reached it over 780 miles of snow-covered roads, nothing very strenuous in itself, but rendered pleasurable only when one is driving a staunch and easily controlled car.

Wooden houses are the rule in Umea, and as the town is laid out in blocks, it has something of the appearance of a Middle West city. Motor cars chase up and down the streets, but so do sledges laden with wood, furniture, oil drums, or bottles of beer. We are definitely in the kingdom of the ski, and half the people one sees are punting themselves along on these tricky pieces of black wood, or pushing their purchases along on little chairs mounted on steel runners; in a country district we saw an earnest-looking business man, all complete with spats and a bowler, solemnly taking along his portfolio in this fashion.

The shops are good, but the places of amusement rather limited. The great stand-by is the Stora Hotellet, or Grand Hotel, the resort of all the Rallyists each evening. The dining room is decorated with a great back cloth, in futuristic style, depicting successful cars approaching the Palace at Monaco, but we noticed that the artist had failed to depict any open cars. These are confined, we feel, and not unreasonably, to mad dogs and Englishmen.

Hobbs and Griffiths, on Rileys, were up here before us, and we have now been joined by Lord de Clifford, Symons, Browning and Healey on his supercharged Triumph. Trevoux and Chinette, on the super charged Alfa, arrived later, as also did Miss Allen also on an A.C., Ridley on a Triumph, Madame Mareuse (Peugeot), and Riberio Ferreira on the Terraplane, which visited a snow-filled ditch on the way. A B.M.W. is outside the window as we write, and an open 4½-litre Bentley, with hood down, bears witness to the enthusiasm of A. C. Scott. Other English

but further south the Rally competitor's worst fear, wet ice, is likely to be encountered. Most people are still executing last minute adjustments, and we had some anxious moments with our chains before we found the screw on which the back ones were rubbing. On our way out to test them we met Sebag Montefiore in his ancient supercharged Frazer-Nash, hood down but filled high with baggage. It appears that on the way north he broke headlamp brackets three times, refitted main bearings and big ends, and had his supercharger in a sack lashed alongside,



*The Swedish Riviera. A seaside scene between Ornsköldsvik and Umea.*

drivers expected are S. C. H. Davis (Railton), Major Douglas Morris (Ford), Seborg - Montefiore (Frazer - Nash), and Minshall (Singer).

The local inhabitants are bent on giving us the best of welcomes, and Rally news forms an important feature of the local papers. There is even a section printed in English, which is in Sweden the second language of most of the people. On the Thursday an exhibition of ski-jumping was given for our benefit, and was sufficiently disturbing to make us determine to keep to terra (fairly) firma. The gala night at the Stora was attended by all the townsfolk, but rather handicapped by the drink curfew at 11.30 p.m.

Friday morning brought with it an unpleasant surprise, for the temperature, which had been rising from zero to only 8 degrees below freezing, then crossed the fatal mark, and a thaw has set in. The roads near the town do not seem too bad,

so he did well to get here at all. De Clifford has also had bad luck with his Lagonda Rapier, as the spring tensioner for the camshaft drive broke, necessitating much work to replace the broken part.

In the morning the papers and ballast of the competing cars were checked outside the Town Hall. British cars, such as Symons' M.G., Hobbs' Riley and Davis's Railton gave a sporting touch to the scene. The latter crew, Davis, Brackenbury and Mrs. Petre, are travelling throughout with the hood down, so one hopes the rear windscreen and the heater at the back are efficient. The town is all keyed up for the start, and autograph hunters are more persistent even than at Belfast. Tomorrow we start off at 9.45 for our 2,400 mile journey to Monte Carlo, satisfied with our car, but nevertheless a little anxious about road conditions. So much can happen on narrow roads under present conditions.

### Fiat Price Reductions.

We are informed by Messrs. Fiat (England), Ltd., that they have decided to reduce the price of Fiat cars in this country to the following level: 11 h.p. Balilla de Luxe Saloon, now £198, instead of £210; other Balilla models from £178

instead of £185; 11 h.p. Balilla Sports now £258 instead of £299 10s.; 15 h.p. Ardita (4-cylinder), now £295 instead of £350; 20 h.p. Ardita (6-cylinder) now £395 instead of £455. Sports model £495 instead of £585.

The Balilla Sports, of course, is the remarkable little machine which averaged 55.11 m.p.h. for 856 laps of the Brooklands Mountain Circuit—1,000 miles in 18 hrs. 8 mins. 39.2 secs., inclusive of replenishment stops.

# ALL ROADS LEAD TO MONTE CARLO

By T. G. MOORE.

Umea, Saturday Morning.

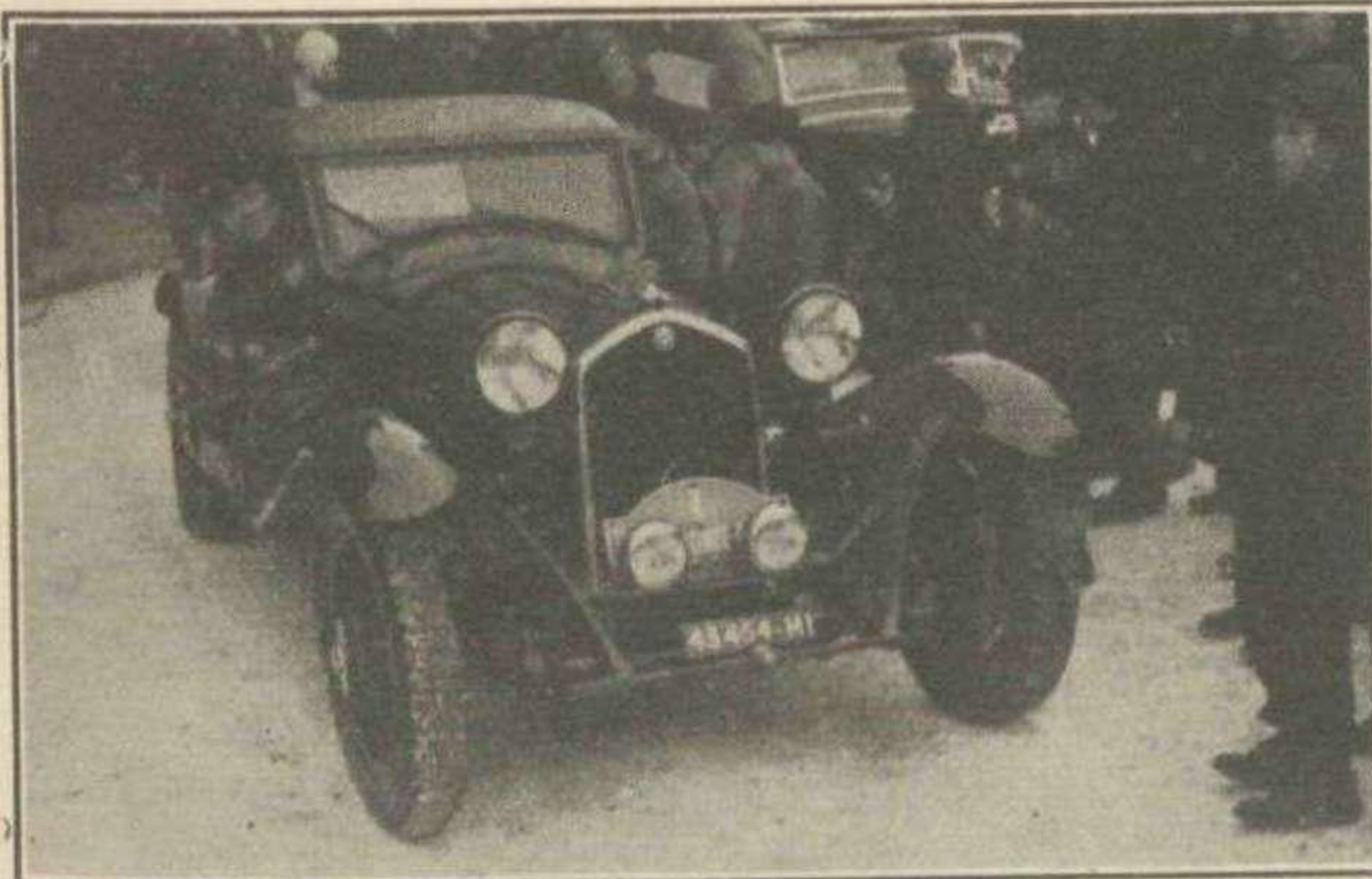
I AM writing this in the back of the A.C., surrounded by masses of luggage. It is so warm to-day that one's Sidcots were quite out of the question, and they are all stacked up around me. We have just lunched out of a suitcase, *en route*, and we got on quite well as regards the hard-boiled eggs and sandwiches, but were not too clever with the thermos full of coffee. We found it tended to run up the sleeves. We started off in fine style at 9.45 this morning, 12th in starting order. Healey's supercharged Triumph led off the procession, while behind us was Chinetti's red Mille Miglia Alfa-Romeo, an open two-seater, with a fixed hood. Luckily we took the shorter but more difficult route by Grasmyr, so we saw nothing more of him. The roads were slippery in places, but in the woods the snow was still unmelted, and we left at a steady 40 m.p.h. After a time we sighted Symons on the M.G., who slowly overhauled us; and Mahé and

Brussels.

So much has happened since Stockholm that it is difficult to recall it all. All our ice-chains had broken on nearing the Swedish capital, but we did not anticipate much more snow. We started off with a snow chain on the front wheel, and were quite happy when we came to it. A piercing wind which penetrated even our side-curtain defences was the worst trouble, and then we spotted that the dynamo was not charging. It was necessary to limit the battery consumption, and to proceed on with only sidelights, with an occasional use of the heads. The snow acted as a reflector to some extent, and Wills considerably bettered our average even under these conditions. As daylight came on our speeds revived one, and urged on by the necessity of reaching Helsingborg in time to fix our dynamo, we found we could run at a figure not far short of 60 on the straight, but icy, roads south of Stockholm. On a bend near Husqvarna

adjusted for the left-hand rule of the road of Sweden, and often blinded by the dust of competitors in the lead. The Danish authorities had, however, excelled themselves, and had fixed signs throughout the city and beyond to the German frontier, while the Tivoli Amusement Park had been specially engaged as a directing spot, and effectively prevented the scenes of last year, when souvenir hunting Danes had to be beaten off with electric torches and tyre levers.

We had a brief halt outside the city to adjust lamps, then on full-bore across Denmark to catch the second ferry at Kossor. Our battery was already starting to weaken, and most of the distance was done under sidelamps alone, an eerie business when one had to keep up 60 on straight, but unknown, roads with the extra hazards of mist patches and corners. The Kossor train-ferry, which took an hour-and-a-half, was a welcome respite, and we got a good meal aboard; then the



J. Trevoux and L. Chinetti's Red Alfa-Romeo just before leaving Umea for Monte Carlo.



F. J. de Ribeiro Ferreira (Railton) awaits the starting signal at the control at Umea.

Marg on a supercharged Peugeot did likewise. All three of us then travelled at the same speed, and then we started to overhauled Douglas-Morris on his Ford. Mahé shot off the road down a side turning, and Douglas-Morris waved us on, but the writer, who was driving, took too wide a course, and in a flash both offside wheels left the hard road and dropped into a ditch. Half-a-dozen late starters passed us as we shovelled away the snow and helped by a native who cut down fir trees and used them as levers. A friendly lorry driver then came to our aid and quickly towed us back to the road again.

This misfortune cost us 20 minutes, but we were still a minute or two ahead of schedule. It was essential to push on to reach the Veda Ferry in good time, and we had soon improved in an hour to 40 k.p.h. average.

As we progressed many patches of the road were thawed right through, and very rough they were; on the higher ground snow still remained. At last Stockholm was reached, when Humphrey Symons reported that he had skidded into the ditch momentarily, through allowing Madame Siko to pass. Douglas-Morris's Ford shied at a giant snow hill, and H. W. Hillegaart's Adler lost a wheel and dived into the ditch in avoiding a bus.

we suddenly came on the burnt-out wreck of a Peugeot, a car which was driven by the very competent Madame Mareuse. Apparently she had still retained her chains on the wheels, and suddenly coming on to a cobbled section had skidded into another car. The driver and passenger of both vehicles came off with only slight injuries.

As we approached Helsingborg, the next control and the starting point of the Danish ferry, the conditions of the route changed completely, and we were dodging about in hilly country, skirting rivers and continually crossing and recrossing a railway line. The daylight was failing, and, of course, the dynamo was not yet charging, so Eaden had an unenviable drive, especially when we ran into fog.

We had an hour to spare at Helsingborg, and got a new battery installed, and a little food, but were then kept on the *qui vive* at the wharf side trying to board the ferry to Denmark.

The passage across was only a matter of 20 minutes, and was happily smooth, and after a scene of considerable confusion, as road books were dealt out again on the Danish side, we got under way.

The drive to Copenhagen will remain as a nightmare experience, roaring along in quite a dense fog, with lights still

writer again handed over, and remembers but vaguely the race down to the German frontier.

Struggling unwillingly from the car at this point, we heard from Hobbs the upsetting news of Healey's crash on the Triumph. Hobbs, Healey and some other drivers had chartered a special ferry which sailed south to a point just north of the frontier, but in coming across country they encountered an unguarded level-crossing, on which, without any warning, a train appeared. Healey turned right round and crashed into it, and he and his mechanic had narrow escapes from death, while Hobbs and others escaped by a matter of feet.

On then over rough roads to the Hamburg control, where Nazis with blue flags directed us most efficiently to the control, and everything possible was done for us. A racing start from amidst a cheering crowd, and then on to Hanover, over stone-sett roads rendered treacherous by ice, and then a feverish hunt to get a fresh battery; the Bosch expert was unable to have the fault in our system repaired, so we had pinned our faith in the Lucas service station at Brussels.

The first part of the journey was over rain-swept and freezing roads, through the confusing industrial area of Cologne,

## ALL ROADS LEAD TO MONTE CARLO—Continued.

through which Wills piloted us safely; then to the Belgian frontier, where the formalities seemed to take an interminable time. We reckoned we had only just time to reach Brussels owing to our taking a long but main road course, but were upset to find the road again obscured with mist and the lights failing. Eadon ploughed on manfully, but at Liège the car passed out completely with a flat battery at 3 o'clock in the morning, and apparently there was no hope of getting a replacement. However, the local sportsmen had arranged pilot cars, and then with these we commenced a mad crawl through the awakened city, only to find that the A.C. would run once again, as a stop had revived the battery. Followed a 60 m.p.h. blind with sidelights alone, luckily on straight roads, which seemed dotted with other Rally competitors less lucky than ourselves, and we arrived in the outskirts of Brussels. A frantic rush for the check, with the battery at its last gasp, only to find we had an hour in hand, as we had not reckoned on the hour gained at the German frontier.

At Brussels occurred the most unfortunate incident of the trip, for the authorities refused to give up the Road Book until a pass slip was given up, and this was in the hands of the driver who was superintending repairs. We were debited with the loss of 103 minutes, the time which elapsed until his return. We naturally entered a protest, but it is easier to lose marks than to regain them.

**Paris**

Rather depressed with this undeserved blow, but once more in possession of our full complement of lights, we set off for Paris, along a straight road, mostly dealt with by daylight, and had an hour to spare at the check-point in Paris. The A.C.F. were extremely hospitable, and washed, fed and rested us—no small feat in view of the fact that cars from the four most important routes passed through Paris.

**Lyons**

The run to Lyons produced little of interest, though the southern part of N.7, where it drops down to the Rhone, had a certain amount of ice on it. There were further reunions of Englishmen at the Lyons check, and no fog, for once, so we set out with a good heart, full of sleep and champagne. The temporary repairs to our dynamo made at Brussels produced most fantastic results, and it persisted in burning out its main fuse; but we were by now so used to running by the excellent light of one Lucas pass-light that little things like that did not upset us.

Avignon is chiefly notable as the meeting place of the contingents from the Continental starting points and from John o'Groats, with the check in a square with blazing lights and a fine old fountain with pendulous icicles, but we were kept quite busy checking up tyre pressures, going over shock absorbers, and the like.

The run to Brignoles, over those scrub-covered hills, was quite enjoyable, and after the penultimate check, at which the officials did not even bother to have all the signatures in the road book, we set off on the final stage to Monte Carlo.

Cold and tired as we were, the sight of sunrise over the Estorels, and the distant snow-capped Alpes Maritimes compensated for much of the discomfort we had gone through, and the car purred steadily up and down the twisty gradients. The driver, however, does not find those last 100 miles quite so entertaining, for to average 31 m.p.h., first over twisty and narrow mountain roads, and then along the already quite busy coast road past Nice, demands gears and full throttle all the time. At last, however, the familiar outline of the Palace of Monaco came into view, and a close consultation of stop watches revealed half-an-hour still in hand. We repaired then to our hotel, and unburdened our motor car of its several hundredweights of chains, luggage and spares, and prepared to finish. "Spare petrol on, brakes O.K., shockers right?" then into the control we went and handed in, for the last time, and with considerable satisfaction, our rather soiled road book. Our 2,400 miles scamper across Europe done at last, with our little car still running as well as ever; and as we sat in the sun, round little tables at the harbour-side buffet we felt well content with our venture abroad. It's a grand life if you don't weaken!

**THE NEW DUNLOP TYRE.**

As the modern motor car becomes faster, so it calls for a corresponding development in its various components. Take tyres for example. Higher speeds, fiercer acceleration, more powerful braking, combined with the demand for lighter steering, smooth travel and silence, present some knotty problems for the tyre designer.

The Dunlop Company has always been in the forefront of research work, both for racing and touring, and their answer to the above problems lies in the introduction of an entirely new tyre, called the Dunlop "90". It does not supersede the triple-stud tyre, but is alternative to it, and is available in the wired type sizes in both Fort and Standard qualities.

Section for section, the tread contact of the "90" is greater than that of the triple-stud type. Its sharp edges bite into the road surfaces and resist any tendency to side slip when cornering, while rows of deep lateral studs, and the notches in the linked central studs check forward slide. The "90" is designed to retain its non-skid efficiency until the tread is worn smooth.

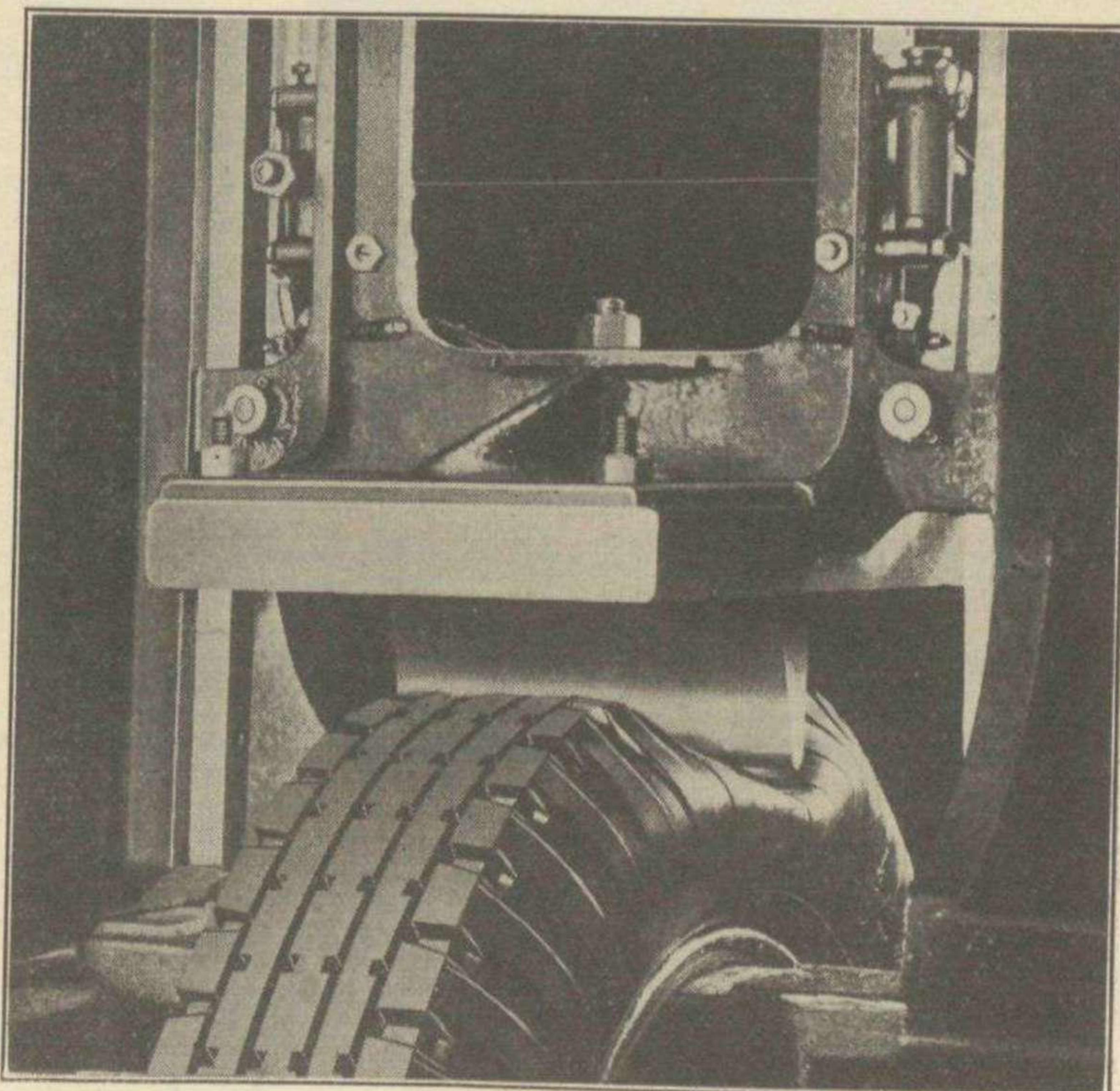
In spite of its firm grip on the road, the Dunlop "90" makes steering easier and more responsive. In braking, too, it reacts efficiently and evenly.

A remarkable asset of the new Dunlop tyre is its silence, even at high speeds. Noise occurs only when cornering at speed, indicating that the tyre is holding the road with increased tenacity.

The first "90" was produced from a miniature manufacturing plant attached to the laboratories at Fort Dunlop, and the finished tyre was put through a series

of the severest tests including a reproduction of rough road conditions staged on a rotary testing machine in the Test House,

and the dropping upon it from heights up to 20 feet of a knife edge weighted up to 2,850 lbs.



Testing the New Dunlop "90" tyre. A weighted knife-edge is dropped on the tyre from heights up to 20 feet to determine the tyre's resistance to "concussion burst."

# What Do You Know About Cars?

**I**N response to many requests from our readers, we are continuing in this issue our competition of "Spotting the car." The photograph reproduced on this page was submitted by Mr. C. W. Weeks, of 340, Portobello Road, London, W. 10, to whom we have sent a cheque for 10s. 6d. Take out that photograph album of yours, and see if you have any picture which is difficult to recognise—it may earn you half a guinea.

### Problem No. 11.

The rules for Problem No. 11 are as follow:—

1. Cut out the coupon on the inside back cover, fill in your name and address and solution in block letters, and send it to us in a sealed envelope, marked "Competition."

2. Any alterations on the coupon will automatically disqualify the entrant.

3. The Editor's decision is final.

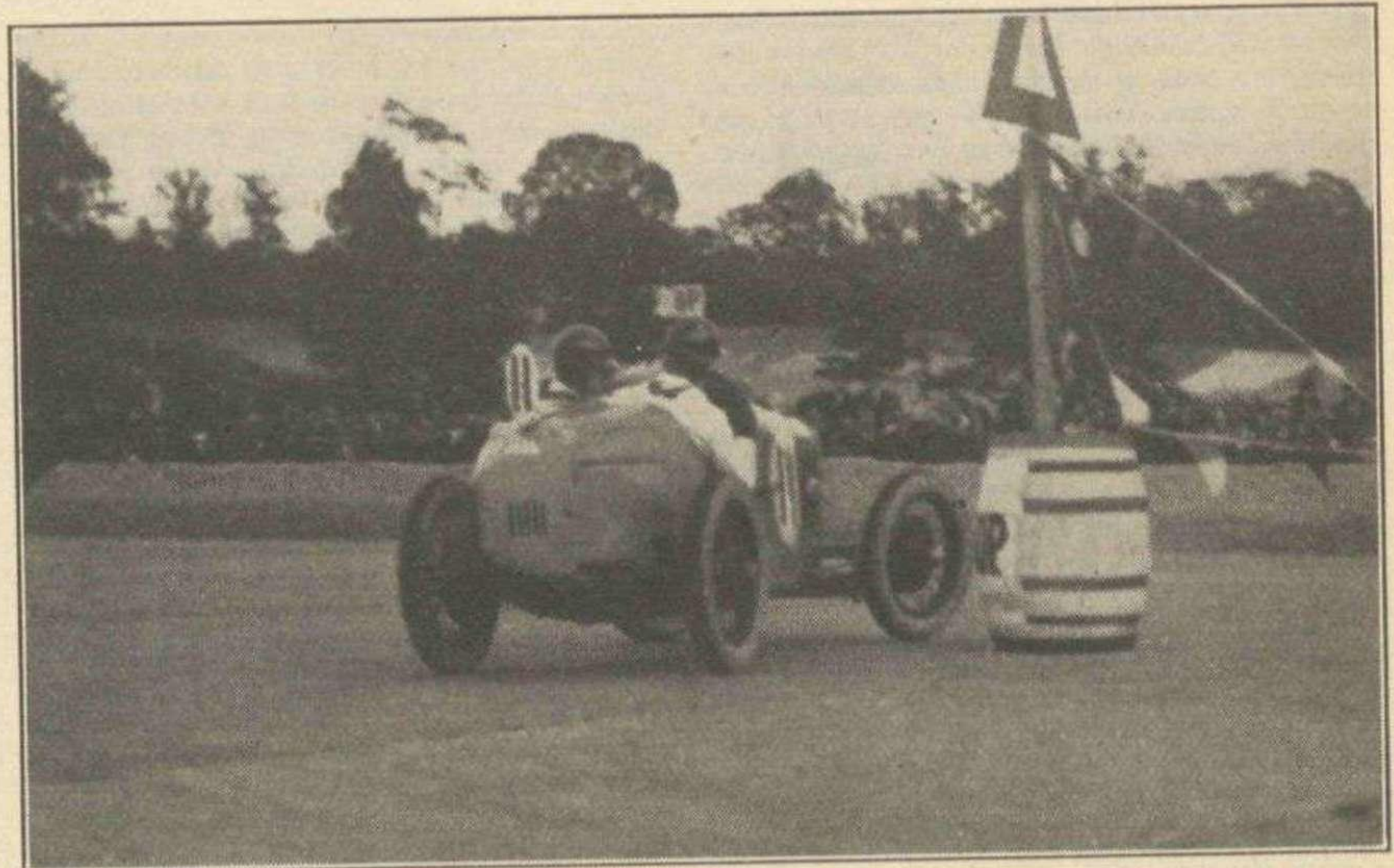
4. Entries must reach this office, 39, Victoria Street, London, S.W.1, not later than the first post, February 15th, and a prize of one guinea will be awarded to the sender of the first correct solution opened on that day.

5. More than one coupon may be included in one envelope.

6. No letter must be sent with the coupon.

7. The result will be published in our March issue.

8. Employees of MOTOR SPORT (1929), Ltd., are not eligible to compete.



Problem No. 11—What is the make of car shown in the above illustration?

### Hurry Up for the Rally!

We are asked by the R.A.C. to remind intending entrants for the R.A.C. Rally that the limit of 400 entries is being rapidly reached. Entries close on February 6th, and the Rally takes place on 26th-30th March.

An interesting point has been raised in connection with the system of awards. It will be remembered that the best 33½ per cent. in each group will receive First-class awards, and the next 33½ per cent. second-class awards. The R.A.C. has been asked what award will be given to any competitor who may tie for a first or second-class award, if by reason of such ties the proportion of 33½ per cent. is exceeded. The Club proposes in all such cases to give to all competitors the award in the higher class.

For the convenience of competitors and others, the R.A.C. gives the following list of Controls in the Rally, the Starting Controls being the first nine in the list:—

- London. Ace of Spades Garage. Great West Road.
- Buxton. Palace Hotel.

- Edinburgh. Messrs John Croall & Sons, Castle Terrace. (Intermediate Control—North British Hotel).
- Harrogate. Grand Hotel.
- Leamington. Regent Hotel.
- Liverpool. Adelphi Hotel (Voss Motor Car Co. adjoining).
- Llandrindod Wells. Pump House Hotel (Tom Norton's Garage adjoining).
- Torquay. Grand Hotel.
- Gt. Yarmouth. Royal Hotel, Marine Parade.
- Newcastle. Royal Station Hotel (Central Station Garage).
- Llandudno. North Western Hotel (Red Garages).
- Tenby. Royal Oak House Hotel (George Ace's Garage).
- Skegness. Seacroft Hotel (W.O. Knott's Garage, Drummond Road).
- Cheltenham. Queen's Hotel (Steel's Garage adjoining).
- King's Lynn. Globe Hotel.
- Scarborough. Grand Hotel (Vernon Road Garage).
- Truro. Red Lion Hotel.

when the Dunlop Art Society held its first "show."

Sir Eric Geddes presided over the opening ceremony, which was performed by Sir Michael Sadler. Both the French and the German Ambassadors were present, for the show included exhibits from employees of the Associated Dunlop Companies in France and Germany.

The exhibits comprised works of poetry, photography, needlework, oil-painting, water-colours, sculpture, pastels, etchings, and black and white work, all executed by Dunlop workers, their wives and children. The exhibition was organised by Mr. S. R. Saunders, Secretary of the Society.

Sir Eric Geddes said: "It is offered as an indication of what can be done to assist in the fruitful use of leisure by stimulating the creative talent which is latent in all classes." As such, the Dunlop Art Society Exhibition was a remarkably fine achievement.

### The Dunlop Art Society.

What must be the first international exhibition of its kind was held last month at the New Burlington Galleries, London,

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# Continental Notes and News

By

HAROLD NOCKOLDS.

## The Passing of a Famous Designer.

IN the death of Arnold Zoller, at Darmstadt last month, the motoring world has lost a pioneer. A Swiss by birth, he was with the Fiat concern for several years from 1906 onwards, and designed some of the early racing engines. Even in those days Zoller was an ardent upholder of mechanical developments which are still considered modern practice to-day, such as the use of twin overhead camshafts.

Later he left the Fiat Company and set up a business in collaboration with the famous Italian driver Felice Nazzaro, marketing the Nazzaro car. Towards the end of the war, in 1917 to be exact, the concern was amalgamated with another, and Dr. Zoller then confined himself to developing the supercharger and his favourite "child," the supercharged two-cycle engine. As a consultant on these subjects, he soon built up an extensive practice in Germany, many manufacturers taking advantage of his recognised authority. The culmination of these efforts was the Zoller supercharger, invented in 1927, and which has been used successfully on many racing cars and motor-cycles.

For the last few years Obering Zoller had concentrated his energies on the two-stroke engine, and the D.K.W. and B.M.W. motor-cycles, and latterly the 6-cylinder 1½-litre Zoller racing car, from which the colossal power output of 200 h.p. has been obtained. In this country, of course, Zoller superchargers have been handled by M. A. McEvoy and Laurence Pomeroy, Jun.

## A Mercedes-Benz Bereavement.

Few people in England have probably even heard of Dr. Hans Nibel, who died so tragically at Stuttgart last month. And yet this remarkable genius was responsible for the majority of designs emanating from the Mercedes-Benz factories. His untimely death from an attack of apoplexy at the early age of 54 is deeply regretted.

Nibel joined the Benz Company at Mannheim in 1904, and his association with the factory has never been severed. Among his most notable achievements were the Mercedes-Benz racing car, the rear-engined commercial vehicle, the unique gearbox which has distinguished several Mercedes-Benz models, and last, but by no means least, the new heavy-oil engines for the trans-Atlantic Zeppelin now in course of construction. A remarkable feature of the latter is that they are free from the dangers of fire-outbreak.

All the world of motor sport will join in condoling with the Mercedes-Benz concern on their loss.

## The French G.P. Muddle.

The motoring circles of Paris (and that means practically everyone!) have been seething with discussion about the announcement that the Grand Prix de l'A.C.F. may be substituted by a Grand Prix de Paris. No one seems to know

quite how the rumour got about, but it is certainly founded on fact. It all started because the Committee of Fetes thought it would be a good idea to have a motor race in the heart of Paris. The circuit suggested was only 3 kilometres in length, embracing the Champs Elysées, the place de la Concorde, the pont de la Concorde, the quai d'Orsay, the esplanade des Invalides, the pont Alexandre III., and so back to the Grand Palais.

The great argument against the scheme is "why use an absolutely flat, short circuit in Paris, when there is a perfectly good autodrome just outside the city?"

That seems like common-sense to me.

## That Acceleration Record.

Hans Ruesch has always had a particular liking for the world's standing start kilometre record. He held it for some time after a tussle with the Napier Railton. Then the E.R.A., and subsequently the Auto Union, deprived him of his coveted prize.

He now plans to go over to Gijon in the near future with one of the new 4.4-litre Maseratis. This is the new independently sprung car, two of which are nearing completion. Nuvolari has the promise of one, and presumably Ruesch is to have the other. There is a chance that he may race under the colours of the Scuderia Subalpina.

It will be most interesting to see how the new Maserati shapes. In engine size it will be a match for the Auto Union, and with independent springing should get off the mark like the proverbial stag. Ruesch thinks so, anyway.

## Hans has a Narrow Shave.

It is amazing how some people "get away with it." Take Hans Stuck, for example. While motoring from Berlin to Budapest for his forthcoming record attempt with the new streamlined Auto Union, he left the road and plunged down a ravine, the car turning over and over. Neither Stuck nor his wife was more than slightly hurt.

## Le Mans Entries.

Le Mans is probably the most firmly established of all races on the calendar. Here we are, six months before the event, and 41 entries have been received already! Here is the full list: Prince Nicolas of Roumania (unspecified), Collier-Willmott (Frazer Nash), J. C. Noel (Aston-Martin), A. R. Marsh (Singer Nine), J. Carr (Austin), Riley Company (four 1,500 c.c. Rileys), Miss D. C. M. Champney (Riley 1,500 c.c.), Automobiles Derby (Derby), R. Labric (Bugatti), Palponi (Singer), T. E. Rose Richards (unspecified), M. F. L. Falkner (Aston-Martin), G. E. T. Eyston (three M.G. Midgets and one Magnette), J. Gastand (Alfa-Romeo), L. Villeneuve (unspecified), G. Bourrin (unspecified), G. Lapchin (Singer), A.

Ashton Rigby (unspecified), P. Duval (B.N.C.), Singer Company (two Singers), F. S. Barnes (Singer), Lord Howe (unspecified), A. W. Fox (unspecified), Aston-Martin, Ltd. (Aston-Martin), Q. F. Connell (unspecified), M. Baumer (unspecified), R. Gaillard (unspecified), Mme. Itier (unspecified), Bodoiguet (Talbot), P. Maillard - Brune (M.G.). Unspecified (Bugatti), B. Chandé (unspecified).

The entry list is limited to 60 cars.

## A 1,500 c.c. Race at Dieppe!

Accompanying his usual good wishes for the New Year, Monsieur Bruyère, Secrétaire-Generale of the Comité du Circuit de Dieppe, has sent me the interesting news that a race for cars of from 1,000 c.c. to 1,500 c.c. will be held next July. The exact date has not yet been decided, but it will be on the 20th or 21st of July.

This is indeed good news. Some time ago I was asked by several of our leading "1500" drivers to suggest such a race to the Dieppe authorities, guaranteeing them at least six British entries. At that time, however, they could not see their way to acting upon my suggestion, being of the opinion that the French public are not interested in smaller car racing.

The race will be open to cars of from 1,000 c.c. to 1,500 c.c., which will be a disappointment to several owners of "Q" Midgets, but on the other hand you cannot please everybody. As it is, M.G. Magnettes, Riley Nines, and E.R.A.'s will all stand a good chance, while owners of "Leafs," Frazer-Nashes, and 1½-litre Bugattis will no doubt flock to Dieppe. On form, of course, the race should be a good thing for a 1,500 c.c. E.R.A. Its chief competitor would probably be Pierre Veyron's 8-cyl. Bugatti.

Monsieur Bruyère informs me that really handsome prize money will be donated, so that intending competitors need have no concern on the financial side of entering the race. Finally, he wishes me to assure all who contemplate taking their cars to Dieppe that they will receive a warm welcome from the organisers. From my personal experience as a plain pressman I can thoroughly endorse this assurance. Dieppois hospitality is positively overwhelming.

If anyone wants to enter (and remember that this is your opportunity to run in a genuine Continental race) I will put them in touch with M. Bruyère direct.

## Engine Sizes.

The International Class "C" record for 5 kilometres, established by Rudolf Caracciola, at a speed of 193.86 m.p.h., has now received official confirmation. The car used was not the one which made the kilometre and mile records at Gijon, but an apparently normal Grand Prix car. It is interesting to note that the former had dimensions of 82 x 94.5 m.m., and a total capacity of 3,992 c.c. The car used at Aires, however, measured 81.77 x 94, or 3,946 c.c.



## CONTINENTAL NOTES AND NEWS—continued.

Talking on engine capacities reminds me that no one outside the works is really certain about the size of the Auto Union. Dr. Porsche himself is like an oyster when questioned about it. Hans Stuck doesn't know! I imagine it is about 4,500 c.c., although I have heard rumours of 5-litres.

I had hopes of clearing up the mystery once and for all when the Auto Union attacked records, for the confirmation-sheets give the engine size. But Dr. Porsche was up to that trick, and only claimed World's records. You don't have to strip your engine in that case.

**Foreign Drivers Can Enter.**

If you keep a fixture list of forthcoming races, you may like to know that two additions to the International Calendar have been sanctioned. They are the Grand Prix of Brazil, which is scheduled to take place on June 2nd, and the "Landerfahrt," which will be organised by the O.N.S. from April 18th to May 9th.

**A Wedding.**

That charming French driver, Pierre Veyron, was married last month to Mlle. d'Ax. The ceremony took place in *l'église de la Madeleine*, Paris. Here's congratulations to both!

**A Short Life.**

The trouble about the Mille Miglia and the Coppa d'Oro del Littorio has now been finally cleared up by the cancellation of the latter event, which has therefore been held but once. I am glad the Mille Miglia will still be with us. It is a grand race, unlike any other, with a flavour of the old town-to-town races about it.

**Official Correction.**

There has been a slight alteration in the official figures for the records established by Maillard-Brune and Druck. Their M.G. Midget averaged 76.18 m.p.h. for 2,000 kilometres and 76.30 m.p.h. for 24 hours. This is the second 24-hour stretch the car has covered in competition, for Maillard-Brune won the Bol d'Or, tying with Chevrollier. On top of that he also won the 12-hour eliminating event. At other times he uses the Midget as a normal touring car! That's what I call stamina.

**The Season Opens at Pau.**

On February 25th, the roar of a massed start will be held once more in Europe, when the Grand Prix de Pau opens the motor-racing season. This race was last held in 1933, when it snowed heavily. The course will be altered quite a bit for this year. The cars will now pass behind the Casino, regaining the Avenue Polymirau in front of the Maréchal Foch statue. The revised lap measures 2 km. 769, and will be covered 80 times, giving a total distance of 221 km. 520. The new tribunes will be erected in the Avenue du Bois-Louis, and the pits will be placed alongside the Stadium.

The Grand Prix of Pau has received sanction from the A.C. de France as an international event, and foreign drivers are therefore eligible to compete. As a matter of fact the Pau race is one of the few in which an *independent* stands a real chance

of winning. Unfortunately, few people have their cars ready so early, otherwise it would definitely be worth while making the trip. The 2-litre E.R.A. for example, would stand an excellent chance.

Provisional entries so far consist of Beniot Falchetto (unspecified), Jean Delorme, on an ex-works 2.3-litre Bugatti Marcell Lehoux on a Sefac, and Robert Brunet on a 3-litre Maserati, which he has just purchased from the Bolognese factory. The latter car, by the way, is to be fitted with a new form of suspension, the details of which are as yet a secret. As for Lehoux, he has decided to throw in his lot with Emile Petit, the designer of the Lefac, which will at last see the light of day as a complete racing car. Keeping abreast of the times, Petit has scrapped the existing designs for the suspension, and has replaced them with a system of independent springing under Dubonnet licence. Falchetto's car will probably be a 3-litre Maserati, fitted with a six-speed gear-box.

As the list of entries is limited to fourteen, intending competitors should lose no time in making the necessary arrangements.

**The Nacional Pescara.**

Although it was announced that the Nacional Pescara would be seen in action last season, a snag was apparently encountered somewhere, and no more of the car was heard. Juan Zanelli has just renewed his contract with the firm, however, and says he will handle a 3,200-litre car at the beginning of the season. Meanwhile the long-awaited 16-cylinder car is reported to be actually undergoing its trials, and will probably make its *début* some time in May.

It is not generally known, I believe, that the Nacional Pescara is made at the Voisin factory.

**Tripoli Modifications.**

The already tremendously fast course at Tripoli has been still further improved for the 9th Tripoli Grand Prix, which will take place on May 12th. To begin with the straight past the stands has been widened. Then, the corners at Suck el Giama and the Oasis have been remodelled, both remaining banked and extremely fast.

Instead of being by invitation only, the race will be open to all comers—with the proviso of a minimum lap-speed. The usual sweepstake will be held, and immense prize-money will no doubt attract the finest possible entry.

**Paris G.P. Echo.**

Undeterred by the opposition encountered by the scheme to run a road race in the heart of Paris, the originators have tried hard to find support for another proposal, to wit, a sports car race at 4 o'clock in the morning, using headlamps. And now this, too, has been abandoned.

**A Road for Records.**

On another page of this issue of MOTOR SPORT appears a description of the vast road-construction schemes now being undertaken in Germany. As part of this

scheme, it is intended to construct a special straight road, on which record attempts may be made. In the Mercedes-Benz and the Auto Union the Germans obviously possess the cars to collect all the records within their scope. A road in their own country will obviously be a great advantage. I hope they will allow foreign drivers to use it. We have less than little hope of such a road being constructed by the Government in this country!

**The F.N.C.A.F. Prize.**

Every year the Fédération Nationale des Clubs Automobiles de France award a prize to the organisers of a French road-race. At a meeting of the Fédération last month it was decided to give the prize, which amounts to 10,000 francs, to the organisers of the Picardie Grand Prix.

**. . . and the Fund.**

The national fund for the assistance of French racing car manufacturers is slowly mounting up. The Propaganda Committee is hard at work devising ways and means of raising money, and a radiator badge has been approved and will shortly be on sale at garages and filling stations. A button-hole badge will also soon be on sale.

Meanwhile a second committee is busy examining the various claims of manufacturers for support in their racing programmes.

**The Young Idea.**

A club, rather on the lines of the J.R.D.C., has just been formed in Paris bearing the title "Georges Boillot"—in memory of the famous French driver. Members will pay a subscription, in return for which a racing car will be at their disposal at Monthéry. It is not intended to race this club-car, which will serve merely as a training machine.

A number of well-known personalities are interested in the scheme, among them being M. de la Villelón, vice-president of the A.C.I.F., M. Schek, secrétaire-général of the Dunlop Company in Paris, M. Letorey, Clerk of the Course at Monthéry, M. Michel, directeur-général of the A.C.I.F., and M. M. Annet-Badel, Lejeune, and Lemoine.

The headquarters of the Club are at present situated at 26, rue de la Pépinière.

**French Independents Club.**

In these days of 180 m.p.h., "works" teams, the lot of the *independent*, or individual entrant, is by no means a happy one. Enough teams are generally available for the organisers to dispense with giving starting-money to independents, who stand little chance of partaking in the prize money. The keen driver, therefore, is forced to bear the burden of expense on his own shoulders.

That is the prospect which faces the numerous French independents, and under the leadership of Jean Delorme they recently met for a discussion of the question at the Royal-Parry Café, in l'avenue Paul-Doumer. The result is the formation of the Association Générale Automobile des Coureurs Indépendants.

## CONTINENTAL NOTES AND NEWS—Continued.

The aims of the A.G.A.C.I., are to promote friendly relations with the various organising clubs, and to persuade them to promote, whenever possible, special "curtain-raiser" races for independents only, before the big Grand Prix races take place; to arrange for special hotel rates for parties of *independents* visiting a distant town for a race; to represent members legally in the event of untoward accidents; and to provide special medical facilities for any member so unfortunate as to sustain injury.

After a generally satisfactory discussion, a committee was formed with the following officers: Jean Delorme, president; Jahan, vice-president, Robert Jacob, secrétaire-général; A. Hénon, honorary treasurer; Mestivier and Vernet, Mme. Itier, Mlle. Hellé-Nice, Henri Laby and M. Remond, were made members of honour.

That the scheme has a great attraction among the numerous lesser-known French drivers, can be judged by the fact that the following turned up in full force: Lagrolière, Rés, Druck, Roumani, Boursin, Débille, Viale, Guéret, Lescot, Léoz, Vaguiez, Delaplace, Mougin, René Jacob, Marret, Chambost and Delmo—the latter now fully recovered from his accident at Nice.

**The Swiss Fixture List.**

In addition to the Grand Prix of Montreux, on June 2nd, the A.C. de Suisse are considering reviving the Zugerberg hill climb, near Zurich. The idea of running a Grand Prix race at Geneva has been definitely abandoned.

**Record Attempt Postponed.**

For some three months past, Sommer, Chinetti and Pesato have been busily preparing a 2.3-litre Alfa-Romeo for an attack on the World's 48-hours Record. The present figure of 109 m.p.h. was established by the remarkable Delahaye, last year, driven by Perrot, Dhome and Girod.

Chinetti and Pesato have already been holders of the record, and actually held it this time last year. Their car was a 1,750 c.c. Alfa-Romeo, and the third driver was Zehender. The speed was 95 m.p.h., and was successively beaten by Hotchkiss, Renault and Delahaye.

Just when the car was ready for the attempt, Chinetti had to leave Paris for the Monte Carlo Rally. On his return the official attempt will take place as soon as weather conditions are favourable.

**Busy Monthléry.**

Official figures have been published in the French Press giving the total distance covered by cars on the Linas-Monthléry Autodrome. 901,572 kilometres have been run on the *piste de vitre*, and 516,018 kilometres on the road circuit, giving a total distance of 1,417,590 kilometres, or 885,993 miles!

The French manufacturers make full use of the Autodrome for testing purposes, and on every week-day cars may be seen being put through their paces as to speed, acceleration, braking and fuel consumption.

It would be interesting to see similar figures for Brooklands.

**The Final Teams!**

It seems now fairly certain that the official teams of the great makes will be as follows:—*Auto Union*: Hans Stuck, Prince von Leiningen, and Achille Varzi. Pietsch and Rosemayer will be reserve drivers, while Momberger and Sebastian will act as testers. *Mercédès-Benz*: Rudolf Caracciola, Luigi Fagioli and Manfred von Brauchitsch, Geier and Gartner will be reserves, but Henne has been left out of the team altogether. *Bugatti*: Robert Benoist, Jean P. Wimille, and Pietro Taruffi. *Ferrari*: Alfa-Romeos will be driven by Louis Chiron, René Dreyfus, Felice Trossi, Antonio Brivio, and Gianfranco Comotti. *Sub-Alpina*: Maserati will be driven by Philippe Etancelin, Zehender, Ghersi and Farina.

There has been quite a storm in Italy over Varzi's contract with Auto Union. The trouble is that the Scuderia Ferrari, almost a national organisation, has a French driver as its "No. 1." The only other Italian driver of class besides Varzi is Fagioli, who is with Mercédès-Benz. And so there we have it, the Italian national team led by a Frenchman. I would like to hear the opinions of Il Duce on the matter!

**Scuderia, Ecuries, Syndicates . . .**

Then there are the usual *ecuries*, composed of the joint efforts of several independent drivers. In France a new one has been formed by Armand Girod, in conjunction with Cazaux and Leger. The Braillard team will probably be disbanded, in which case Benoit Falchetto will resume his independent status.

**Independents.**

The most dangerous of the *independents* is Tazio Nuvolari—unless he joins up with Ferrari at the last moment. The others are the French amateurs mentioned in a previous paragraph of these notes. Marcel Lehoux will, of course, run the Lefac, and Hans Ruesch a new Maserati.

**A Surprise in Store.**

I am looking forward immensely to the first appearance of some E.R.A.'s in Continental races where a 1,500 class is held. I am quite certain that French and Italian sporting circles are not aware of the terrific performance possessed by this magnificent British racing car, and I hope to see its *début* crowned with success.

**Road-racing Saloons!**

I am told on good authority that the Mercédès-Benz and Auto Union racing cars for the coming Grand Prix season will all be fitted with enclosed cockpits, similar to that used by Caracciola recently for breaking records. This somewhat staggering report, after my information about the 1,500 c.c. race at Dieppe, undoubtedly forms the most important news item of the month.

The streamlining effect of a "saloon" is undisputed, but the possibility of the driver emerging, more or less, unscathed from an accident is not exactly improved by its use. On the score of visibility, the Mercédès-Benz at Gyon was extremely satisfactory, a semi-circular slit extending right round the limits of the driver's vision, and giving an uninterrupted view of the road.

The "Merces" and Auto Unions are going to be difficult to beat!

**The Italian Reply.**

The Italian colours will be defended by the Scuderia Ferrari team of Alfa Romeos. The new cars will not be ready until June, so far as can be ascertained at present, so that the earlier races should be easy for the Germans. In June, however, the 1935 cars will take the field, consisting of a common chassis-type and alternative engines. One is a 4½-litre, 12-cylinder job, and the other is a 4-litre 16-cylinder unit, developing 300 h.p. At Tripoli, Chiron will probably drive a special car, only suited to this ultra-fast circuit, with two 3-litre engines—as used last season—placed at each end of the chassis, with the unfortunate driver in the middle.

Maserati is well advanced with his new rear-engined independently sprung car, and he, too, is reported to be building a special car for Tripoli. Nuvolari will handle it, and if it is anything like the 16-cylinder Maserati he will have his hands full. The engine from that monster, placed in an independently sprung modern chassis, would form a pretty motor car.

**The Preliminary Bol d'Or.**

An eliminating race will again be held this year for the Bol d'Or, on the *circuit-routier* of Monthléry. Entries close on February 14th, and the race takes place on March 3rd. There will be classes for 750 c.c. and 1,100 c.c. cars.

Entry forms can be obtained from M. Mauve, 87, Boulevard de Reims, Paris (17c).

**French G.P. Regulations.**

The regulations of the Grand Prix de l'A.E.F., to be run at Linas-Monthléry on June 23rd, are now available. The race will be run in accordance with the official formula for International Grand Prix, 1934, 1935, 1936. In length, the race will be 500 kilometres, or 40 laps of the *circuit-routier*. Entries will only be acceptable from manufacturers or their representatives, and the list will open on February 1st, closing finally on March 15th.

The prize money is generous, being 100,000 frs., 50,000 frs., 20,000 frs. and 10,000 frs., respectively for the first four finishers. In addition, prizes will be given to all runners at 10, 20 and 30 laps, varying from 1,000 to 3,000 frs., from 2,000 to 4,000 frs., from 3,000 to 5,000 frs., respectively, according to the average speed.

THE FINAL TESTS AT MONTE CARLO—continued from page 146.

"Figure of Eight" test, for Hobb's car was well handled but seemed rather sluggish; Griffiths' lacked reverse, causing him to get out and push it; while Davis found one of his front brakes locking approaching the first braking point, and he bumped the sandbags heartily. It was nothing, however, to the manoeuvres of his Portuguese colleague, who skidded completely round, knocked over the first beacon, reversed back over it at speed, and drove away smiling at the disapproval of the officials. Symons was very fast up to the first reverse point, where he came gently against the sandbags; again very rapid through the "8," but rammed the bank down at the bottom end. He found afterwards that a ball-race had cracked, possibly through strains of the Umea trip and the hard locking-over occasioned by the "Figure of Eight."

A group of British competitors then held the field, headed by Ridley, who made a polished display. Lord de Clifford (Lagonda Rapier) equally neat, but lacking in acceleration; and Browning, on the big Graham, which he got round without reversing. Madame Siko made good use of her Triumph; Minshall fairly lashed in the gears of his Singer; Moore took his A.C. through quickly without being spectacular; while Kessels was neat and rapid on a Hillman Minx. In contrast to these cars Carriere's supercharged Peugeot was incredibly noisy but not noticeably faster.

All was then set for Trévoux on the 2.3 Alfa, which appeared on paper a certain winner. It got away quite slowly but approached the stands going well. As

soon as Trévoux touched the brake pedal, however, the off-side front wheel locked, and the car charged straight into the sandbags below the stands. No damage was done, but one could not help feeling sorry for the rather forlorn figure who stepped out and surveyed the end of his hopes.

After a good run by a closed Rover, driven by Willmott, which showed a surprising lock and very powerful brakes, Miss Allan too made a competent run on her A.C. saloon. The test was then dominated for some time by large American saloons of various unsuitable makes, which dipped, squeaked and shuddered in their usual distressing manner. At the same time, one must admire the skill of the drivers, who cornered with such abandon, quite indifferent to the fact that their front wheels and their fat tyres were at all angles to the bodywork. One of the best efforts was made by Count Lubienski, who took his large open Panhard car round with surprising skill and without reversing, quite undeterred when his front bumper fouled the front tyre.

About this time, too, there seemed a surprising run of bad driving, some people omitting to make two turns on the "Figure of Eight" or to reverse; while Van Marken, on a Talbot "105," forgot all about the turns and drove to the end of the course before realising that something more was required of him.

A numerous band of drivers from John o'Groats brought proceedings nearly to an end, but nothing spectacular was noted amongst them. The *chef d'œuvre*,

the V.8 Ford motor coach, was left to the end, and though its manoeuvring was not too rapid, as may be imagined, the obstacles did not suffer badly.

Comparing the test with that of last year, the small turning circle seemed to work quite happily without imposing impossible conditions on the cars, and the general formula gives little cause for complaint. We have still to find a large car quite the match for the continental touring car, or are our drivers perhaps a little lacking in dash? Anyhow, Triumphs have again proved the quality of the British small car, which is something well worth doing.

PROVISIONAL RESULTS.

1. Lahaye-Quatresous (5,540 c.c. Renault) S.
  2. Ridley (1,232 c.c. Triumph) U.
  3. Mme. Schell (3,312 c.c. Delahaye) S.
  4. Guyot (5,540 c.c. Renault) T.
  5. Whalley (3,622 c.c. Ford) S.
  6. Linders (3,622 c.c. Ford) U.
  7. Bakker (3,622 c.c. Ford) T.
  8. Rouxel (1,465 c.c. Peugeot) S.
- Starting points:—S. = Stavanger.  
T. = Tallinn. U. = Umea.

LIGHT CAR CLASS.

1. Ridley (Triumph).
2. Rouxel (Peugeot).
3. Husem (Fiat).
4. Minshall (Singer).

LADIES.

1. Mme. Marinovitch (Ford).
2. Mrs. Molander (Plymouth).
3. Mlle. du Foust (Triumph).
4. Miss Allan (A.C.)



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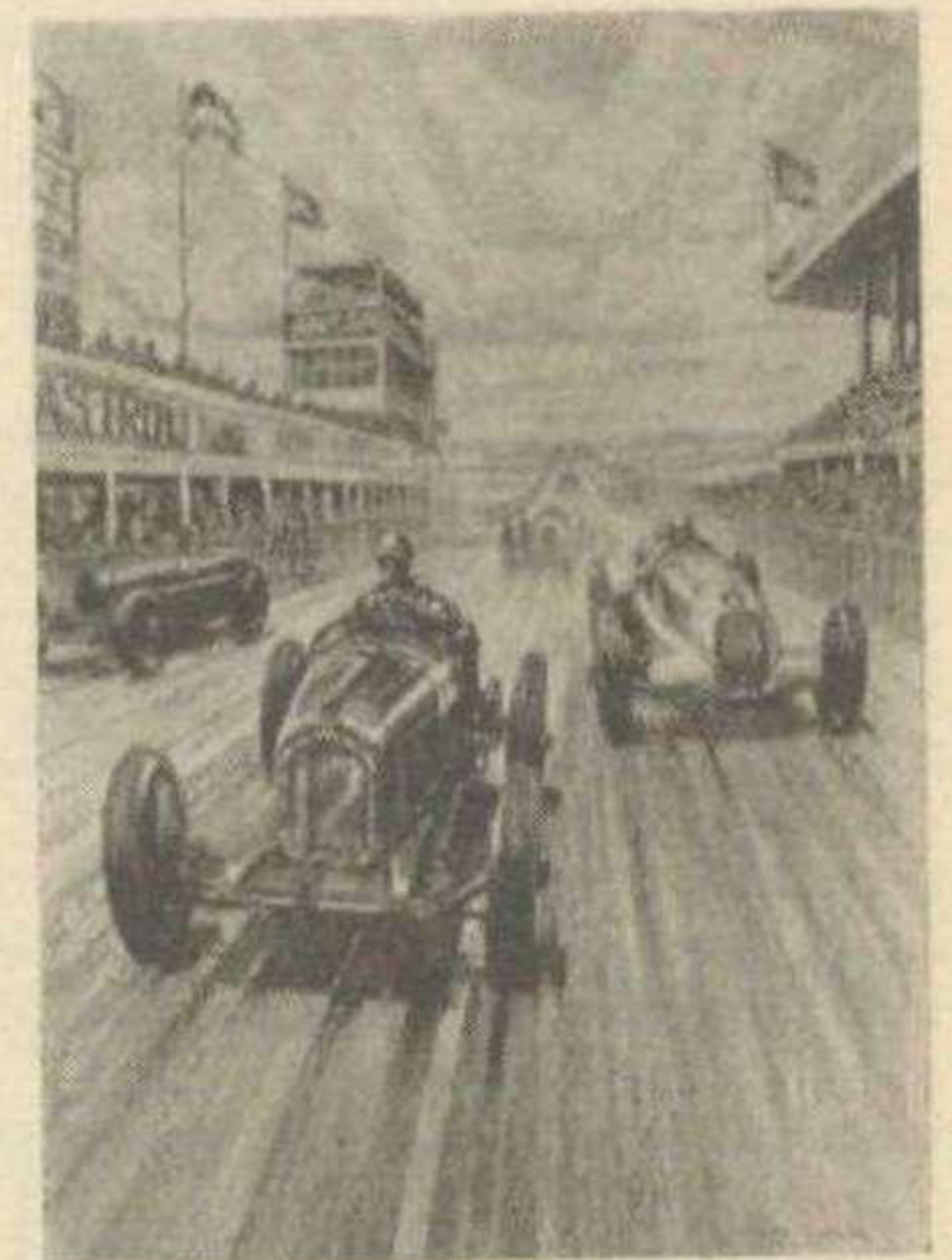
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# THE MOST DIFFICULT LONDON-EXETER

ONLY 13 PREMIER AWARDS AMONG 276 STARTERS. SIMMS HILL AND FINGLE BRIDGE ACCOUNT FOR THE MAJORITY OF COMPETITORS. M.G.'s GAIN SIX PREMIERS, FORD FIVE RILEY AND SINGER ONE EACH. GOOD ORGANISATION IN THE FACE OF DIFFICULT CONDITIONS.

THE heavy rainfall during December worked a transformation on the character of the two chief reliability trials of the winter season, the N.W. London Club's London to Gloucester, and the M.C.C.'s London-Exeter. The classic history of the former has already been recounted in these pages, and we will now place on record "the tale of the gallant thirteen," as in future the 1934 "Exeter" will always be remembered.

In the light of subsequent events, the scene of the start at Virginia Water was remarkable for the cheerful optimism of the 276 drivers present—to say nothing of their passengers. Before them spread a route in the course of which five hills and one special re-start test had to be negotiated. At the end of that route only 13 drivers could truthfully claim to have done everything that was required of them, and to that select band all honour is due. A welcome feature at Virginia Water was the Lucas service van, and many people made last-minute electrical repairs.

The night of the start was hardly promising. Heavy rain fell during the evening, but by midnight it eased off. Unfortunately the clouds seemed to be travelling in the same direction as the Trial, so the competitors were dogged by intermittent showers all the way to Exeter. At one point, near Sherborne, the flooded fields had overflowed into the road, and unwary drivers sent up a tremendous "wave" through striking the water at speed.

The only other hazard of the night section was the new rule running ahead of time schedule between official checks. It was therefore useless to attempt to earn a rest outside Exeter, as in previous years, and a rigid 26 m.p.h. average had to be maintained if all chances of an award were not to be sacrificed. A secret check was to be observed near Sutton Scotney, and eight of the finishers were caught by the eagle-eyed timekeepers. The most unfortunate was L. A. Dennis (Riley), who would otherwise have gained a premier award for clean performance on all the hills. The others were E. E. Rednall (Ford), A. S. Whiddington (Frazer Nash), J. E. Mellor (Hillman Aero Minx), M. P. Tenbolch (Hillman Aero Minx), R. F. G. Lee (Morris), C. S. Parrott (Singer Nine) and A. H. Langley (Singer 1½-litre).

And so to breakfast at Deller's Café, Exeter, which as usual satisfied the hunger of the vast field with commendable expedition. As it turned out, however, there was no need to hurry, for the starter made a curious error in sending off the first competitor half-an-hour behind schedule. The welcome delay was still further increased by the three half-hour gaps interspersed at intervals with the idea of reducing the queue of waiting cars at Fingle Bridge and Simms. The result was that the last group of competitors had a wait of 3 hrs. 10 mins. in Exeter, which many of them utilized for a refreshing doze.

Dawn was just breaking when the first competitor arrived at Fingle Bridge. Even for the early members the hill looked in a difficult condition. The surface had been loosened to a state of liquid mud and stones by heavy rains, and traces of people having been there to practice could be found in the ruts on every corner. One by one the cars drove slowly across the narrow bridge and, at a signal from the marshal in charge, rushed up to the sharp right-hand corner beyond which a timed section was held to decide any ties for the team prize. This corner soon became appallingly rutted, and cars with low ground-clearance straddled round the corner in a most ungraceful fashion. Speed only had the effect of causing the car to charge the bank at an alarming angle, and this fate befell J. Everitt (Singer) and H. G. Dobbs (Riley) among many others.

Out of the 240 finishers, 63 failed to climb Fingle Bridge. Most of them met their Waterloo on the fourth corner, or just beyond it, and skilful handling of the car was at a premium. There were many good climbs, and M.G.s, Singers, and Fords were consistently good. The Bellevue Garage team of "N" Magnettes attracted a lot of attention and were competently driven by the Brothers Evans and Nevil Lloyd (the gentleman who has the difficult task of insuring most of the racing cars at Brooklands). The team of white Singers, too, were an impressive sight, Messrs. Richardson, Westwood and Lawson living up to their slogan *Candidi Provocatores* by making sound climbs. H. J. Aldington, showing his new Frazer Nash-B.M.W. what an English trial looks like, was quietly impressive. We must not forget G. A. Ladwig (Jowett Saloon), and of course, the inevitably fine climbs of C. G. Fitt and J. H. Whalley (V8 Fords), R. A. Macdermid, J. A. Bastock and J. M. Toulmin (M.G. Midgets) and Messrs. Barnes, Baker and Langley on 6-cylinder Singers.

The system of baulk-registering was re-introduced by the M.C.C. at Fingle Bridge this year, for competitors were dispatched as rapidly as possible in order to reduce delays. A good many people actually restarted after being baulked, notably Dudley Froy (Fiat Balilla) and J. E. S. Jones (M.G. Midget). As the "failure-spots" are well known on Fingle, all baulks were satisfactorily registered, and the field was certainly handled with speed. Even so, the last man to climb was 2 hours behind schedule, making the ascent just after four o'clock.

Those who had successfully surmounted Fingle Bridge under their own power were not yet in a position to crow with delight, for the dreaded Simms Hill lay in wait some dozen miles ahead. Simms is a real hill. It does not depend upon surface or corners to claim its victims, although the former is by no means good, but it relies mostly on its steep gradient of 1 in 2½. There is a right-hand corner at

the bottom, and round this the 276 drivers hurled their cars in a generally vain effort to rush up the hill by sheer force of momentum.

As is usually the case nowadays, the earlier numbers had the best of the surface, and it is significant that 15 out of the successful 17 car competitors were to be found in the first 75 to go up. Out of the remaining 200, only 2 were successful. Here is the honours list:— H. K. Crawford, H. Q. Wilkes, D. G. Evans, H. B. Shaw (M.G. Magnettes), J. A. Bastock, J. M. Toulmin, J. E. S. Jones (M.G. Midgets), T. H. Wisdom, J. Harrison, J. McEvoy, G. M. Denton, Hon. A. D. Chetwynd, J. B. Thompson (V8 Fords), J. Tweedale (Frazer Nash), L. A. Dennis, H. G. Dobbs (Rileys), A. B. Langley (Singer). Not all these stalwarts were to receive premier awards, however, for Shaw and Tweedale had hit the bank on Fingle Bridge, Dennis was caught by a secret check, and Wisdom stopped his Ford inaccurately on the restart test at Harcombe.

Most of the cars roared up the hill to a certain point, their engines revving furiously and the wheels spinning wildly. Then suddenly those at the foot of the hill heard the screaming exhaust notes come to an abrupt end, as the steepest and roughest part was encountered. The star performer of the day was H. B. Shaw, with an actual T.T. Magnette, which made the hill look easy. The Fords had ample power and therefore demanded less of their drivers than the small cars such as the "P" type Midgets and the Singer Nines, which were beautifully handled.

The tractor's theme song that day was " 'Little Giant,' you've had a busy day! " Over 250 cars had to receive its welcome aid, and were pulled to the top by means of the steel hawser. It is safe to say that Simms Hill would be hopeless in a big trial without the help of the "Little Giant," which is much quicker and neater than a team of horses. As it is, the delay involved causes a lot of irksome waiting for the competitors, the last of whom were three hours late in tackling the hill. The last man actually went up at 6.5 p.m., from which it will be seen that a good many had to contend with darkness as an additional handicap.

Apart from the successful seventeen, honourable mention must be made of several gallant endeavours. W. M. Couper had two shots at it on a Rover saloon, being allowed a second run after a baulk, and he climbed a long way. Others who were outstanding among many good attempts were: J. W. Rowden (Singer), E. Long (30/98 Vauxhall), K. D. Evans and Nevil Lloyd (M.G. Magnettes), J. Shewell-Cooper (M.G. Midget), J. D. Stewart (Lancia), D. P. M. Hall (Frazer Nash) and A. J. G. Bochaton (Wolseley Hornet).

A much easier run now lay before the competitors. First of all they had plenty of good roads to travel over in order to reach Harcombe, where a restart test was

## THE MOST DIFFICULT LONDON-EXETER—continued.

held in accordance with the annual practice. No one had much difficulty here, and the vast majority of competitors complied with the rule of covering 15 yards in 7 seconds or less. Wisdom, in daylight, failed to catch sight of the lines, so muddy had they become; how much more difficult, then, was the task of those who arrived in darkness. The following were penalised at this point, either for being slow in restarting or for failing on the non-stop section: A. C. Bainton (Essex), I. D. Struthers (Fiat), T. H. Wisdom (Ford V8), W. E. Cox (Hillman Minx), G. H. Harrington (M.G. Midget), H. I. A. Thomas (Morris), G. H. Patterson (Riley), S. King-Smith (Riley) and R. J. T. Marston (Sunbeam).

During the afternoon rain fell heavily at Harcombe, but conditions on the other hills were quite pleasant. The restart test, by the way, was carried out by means of torch-signalling when darkness fell. The two fastest restarts were

probably made by C. G. Fitt (Ford V8) and H. B. Shaw (T.T. Midget).

Meerhay followed, once a rocky stumbling block, but now a good deal easier. The marshals had little to do here, and the only failures were: I. D. Struthers (Fiat), J. E. Ackery (Frazer Nash), H. J. Ebbutt (Frazer Nash), J. G. Smithson (M.G. Six), H. I. A. Thomas (Morris), N. G. Watson (Vauxhall) and H. J. Aldington (Frazer Nash-B.M.W.). The latter experienced gear-box trouble, after making a good show on Fingle and failing through wheelspin on Simms.

The last hill was Ibberton, which in good condition is not really a trials hill nowadays. The only people who had trouble were some of those at the tail of the field, when darkness had fallen and deep ruts had developed on the corners. The list of failures was as follows: A. G. Bainton (Essex), D. Froy (Fiat), E. A. Prime (Fiat), Q. D. Struthers (Fiat),

F. C. Faulkner (Lea Francis), Lord Avebury (Lea Francis), J. G. Smithson (M.G. Six), R. L. Doble (M.G. Midget), G. K. Collier (Morris), H. I. A. Thomas (Morris), E. J. F. King (Rover), D. B. Burrage (Singer), J. A. H. Gott (Singer), T. E. W. Dunans (Singer), J. D. M. Thum (Singer), P. E. Knowland (Singer), A. Cavanagh (Singer), G. T. Conway (Singer), C. S. John (Standard), P. D. Walker (Talbot), and C. S. Morphew (Wolseley).

The finish at Blandford seemed an unattainable goal for many competitors, but at last the Crown Hotel hove in sight. The last man arrived at 10.30 p.m. instead of the scheduled 6.6 p.m., so that all in all the delay was not too bad. If the competitors often had a wearisome wait at the foot of the hills the lot of the marshals was even worse, and the M.C.C. is to be congratulated on dealing satisfactorily with an unweildy entry and difficult conditions.

## RESULTS OF THE LONDON TO EXETER TRIAL

Here is the list of awards:

**PREMIER AWARDS:** **Fords** (J. Harrison, J. McEvoy, G. M. Denton, Hon. A. D. Chetwynd, J. B. Thompson), **M.G. Magnettes** (H. K. Crawford, H. I. Wilkes, D. G. Evans), **M.G. Midgets** (J. E. S. Jones, J. A. Bastock, J. M. Toulmin), **Riley** (H. Dobbs), **Singer** (A. B. Langley).

**SILVER MEDALS:** **A.C.** (W. P. Uglow), **Alvis** (M. W. B. May, T. H. Winterborn), **Arab** (F. L. Sharpe), **Armstrong-Siddeley** (H. S. Linfield), **Aston Martin** (M. H. Morris-Goodall, C. M. Anthony), **Austin** (T. B. Raban, L. R. Swain), **Bayliss-Thomas** (W. J. Howard), **Bentley** (F. E. Elgood), **Chandler Special** (W. E. Chandler), **Crossley** (J. A. Elliott), **Ford** (G. W. Johns, T. H. Wisdom, F. Allott, S. L. Chappell, G. G. W. Day, J. W. Whalley, K. N. Hutchison, E. P. Ortweiler, C. G. Fitt, Maj. D. E. M. Douglas-Morris, J. R. Lines), **Hillcoat** (W. T. Platt, R. G. Percival, D. I. C. Palmer), **Frazer Nash** (R. E. Wright, K. M. Roberts, P. Lees, D. G. Hopkins, E. Thompson, J. Tweedale, D. P. M. Hall, H. W. Inderwick, J. Stoute), **Hillman Aero Minx**, **C. M. Davis**, **Ves Wherry**, **C. H. Lawford**, **Invidia** (J. G. Pige-Leschellas), **Jowett** (W. Strutt), **Lancia** (J. W. Stewart, J. F. Parker), **Lea Francis** (A. L. S. Denyer), **M.G. Six** (A. P. Doherty, G. E. Pettitt), **M.H. Magna** (R. J. Harter, G. F. Horan, G. C. Lloyd, P. M. Rambant, S. B. Smith, F. W. Morgan), **M.G. Midget** (K. D. Evans, N. Lloyd, K. F. Roe, H. B. Shaw, A. C. Cookson, J. H. Hibbitt, C. B. K. Milnes, S. M. Harrocks), **M.G. Midget** (W. H. Haden, E. H. Goodenough, M. H. J. Connolly, H. G. Symmons, H. E. F. Maddess, J. Shewell-Cooper, D. N. Leon, R. A. Macdermid, P. A. Clare, C. M. Kemp, H. W. Burt, A. L. W. Soames, A. P. Squire, S. F. H. Bowyer), **Morris** (K. S. Crutch), **Morris Minor** (T. Wagner,

W. W. Whittrall), **Riley** (F. R. Gerard, C. Beddow, F. Broomfield, C. A. Gray, A. P. McGowan, T. W. Dargue, A. B. Craig, G. R. Hartwell), **Rover** (R. W. Jaggard), **Singer Nine** (A. T. K. Debenham, L. E. C. Hall, G. V. Firmin, C. S. Gibbs, J. W. Rowden, V. R. Copley, R. F. Sandland, H. M. Hutton, jun., R. L. Appleton, J. R. Edwards, M. G. Billingham, N. Roundhill, W. Porter, J. N. Trye, G. H. C. Goodban, F. G. Sturgess, N. Miller, H. M. Avery, D. E. Harris, H. W. Johnson, P. B. Clarke, W. J. B. Richardson, M. H. Lauson, A. C. Westwood, C. H. Newman, C. W. Moss, A. G. Imhof, S. W. Felce, E. T. Ingham, J. F. E. Rawlings), **Singer 1½-litre** (C. V. Glass, J. D. Barnes, J. R. H. Baker, W. A. V. Davies, N. A. Watkins), **S.S.I.** (E. P. Farr), **Standard** (A. J. Borkett, G. H. Strong, A. G. Jones, C. C. W. Burrage, H. A. Thewles, G. W. Olive, C. E. Truett, J. Torrome), **Talbot** (F. H. Lye), **Triumph** (K. G. Marsh, J. H. Whittindale, P. N. E. Holbrook, W. A. Ponting, G. L. Boughton, H. C. Hastings), **Vauxhall** (J. H. Lomax, E. Lond), **Wolseley Hornet** (A. J. G. Bochaton).

**BRONZE MEDALS:** **Alvis** (D. May), **Austin** (N. A. Prince, G. C. Garbutt), **Fiat** (G. Froy, E. A. Prime), **Frazer Nash** (J. E. Ackery, H. Duffin, H. W. Blaw, H. J. Ebbutt), **Hillman Minx** (R. G. M. Paul, W. E. Cox), **Hotchkiss** (H. M. Green), **Invidia** (C. J. Hawkes), **Lancia** (A. Powys-Lybbe), **Lea Francis** (F. C. Faulkner, Lord Avebury, L. Mills), **M.G. Magna** (J. H. Leedale, B. H. Holloway), **M.G. Midget** (W. D. V. Norman, G. H. Harrington), **M.G. Midget** (A. F. Plummer, C. A. N. May, R. Littlewood-Clarke, G. W. Walker, G. Tunstall, A. L. Mason, A. W. F. Smith, K. S. Richardson, D. Clare, A. Knott, N. E. Bracey, A. K. Hunt, R. L. Doble, W. Walker), **Morris** (G. K. Collier), **Morris Minor** (R. M. McGregor, J. L. Lyle), **Riley** (V. N. G. Sweeney, A. G. Gripper, G. H. Patterson,

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**INDEX TO ADVERTISERS**

|   | PAGE        |                                  | PAGE       |
|---|-------------|----------------------------------|------------|
| Anglo-American Oil Co. Ltd. ... ..      | 159         | Fiat, Ltd. ... ..                | 142        |
| Aston Martin, Ltd. ... ..               | 173         | M.G. Car Co., Ltd. ... ..        | 165        |
| Austin Motor Co., Ltd. ... ..           | 151         | National Speedway Weekly... ..   | 141        |
| Bellevue Garage & Service Station... .. | 161         | Robinson, L., & Co., Ltd. ... .. | 167        |
| Cresta Motor Co. ... ..                 | 170         | Singer Motor Co., Ltd. ... ..    | 147        |
| Dunlop Rubber Co., ... ..               | 155         | S. Smith & Sons ... ..           | back cover |
| Ever Ready ... ..                       | 141         | T.N.T. Patents ... ..            | 162        |
| Ferodo, Ltd. ... ..                     | front cover | Watney, Gordon Ltd. ... ..       | 153        |

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