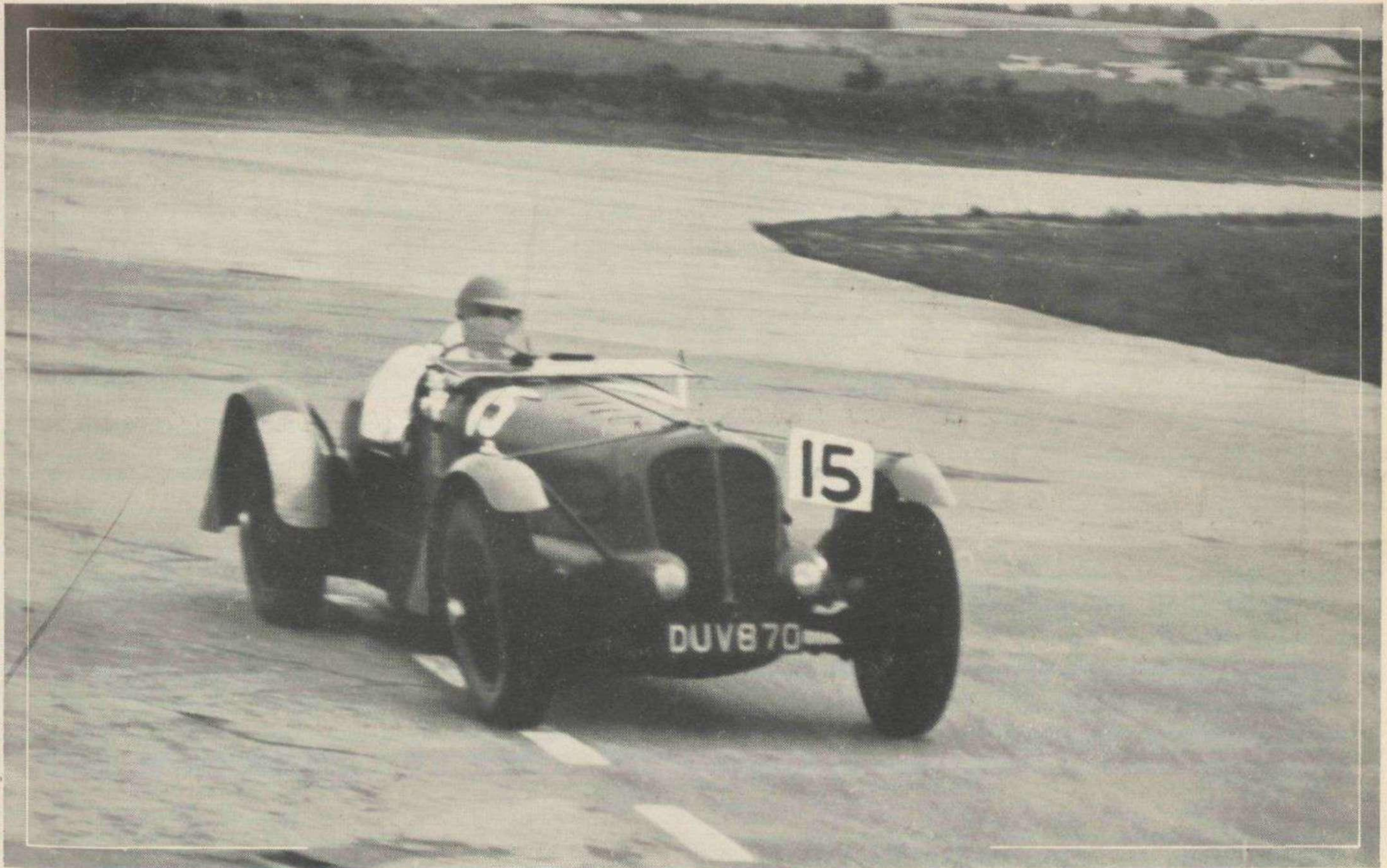


MOTOR SPORT

LAND - AIR - WATER

SIXPENCE MONTHLY



The winning Delahaye in the Three Hour Sports Car Race of last year.

[Motor Sport Photograph]



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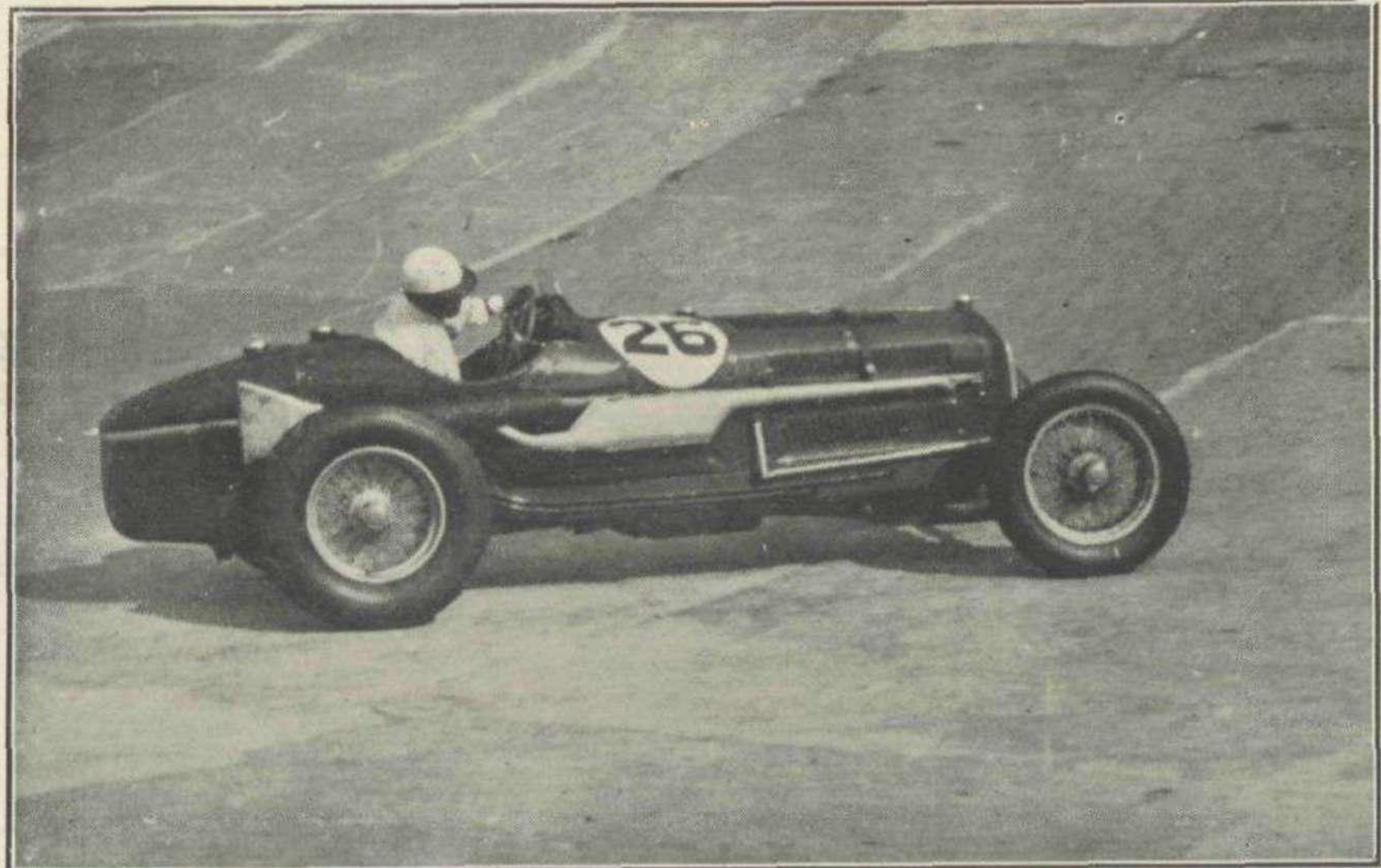


MOTOR SPORT PHOTOGRAPHS

THE B.R.D.C. BROOKLANDS MEETING, 1938

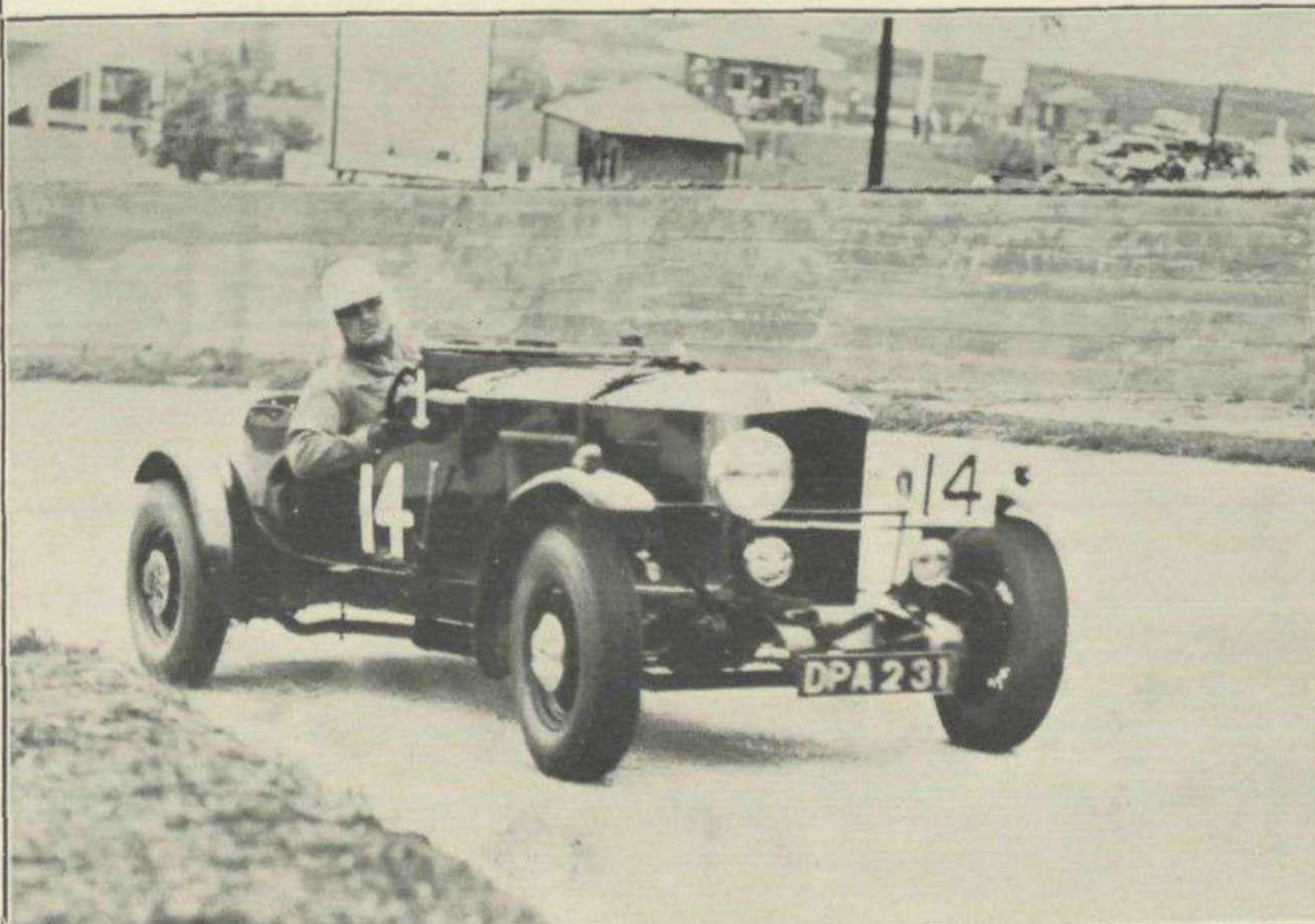
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WE HAVE MANY PHOTOGRAPHS TAKEN LAST YEAR AT BROOKLANDS, CRYSTAL PALACE, SHELSLEY WALSH, LEWES ETC., WHICH HAVE NOT APPEARED IN "MOTOR SPORT." WRITE TO SEE IF WE HAVE A PHOTOGRAPH OF YOU.



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

THE THREE HOUR SPORTS CAR RACE, 1938



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

★

ALL PHOTOGRAPHS OBTAINABLE IN THE FOLLOWING SIZES :—

- 8" x 6" . . . 2/- each
- 10" x 8" . . . 3/- „
- 15" x 12" . . . 7/6 „

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

READERS' SPARE PARTS FOR SALE AND WANTED

FOR SALE

Andre Telecontrol shock-absorbers, (pair), complete with all fittings, latest type.....

Aston-Martin spares 1928-1930, engine, crankshaft, 2 cylinder heads, one camshaft and housing, one wet sump, 2 gearboxes, 2 clutches, several timing gear chains etc., 8 con rods, light alloy $\frac{1}{4}$ " gudgeon 1.625" big end, 2 back axle casings, 2 half-shafts, 2 brake plates complete with shoes and drums, 2 wheel hubs, one Marles steering box, 18" Bluemels spring wheel, 5 21" R.W. wheels with good tyres, 52 mm. 2 A.C. petrol pumps, mechanical. Petrol pump, Ford type, mechanical. 12 v. starter motor, 2 head lamps re-silvered, 2 36 mm. S.U. carburettors.....

Austin Seven, cylinder head, intake manifold, with Zenith carburetter, wheels and tyres and 1928 normal Austin 7 gearbox... wheels, two. Complete with 400 x 19 Dunlop sports tyres and inner tubes. Run 300 miles only.....

" chassis with flattened springs, coil ignition engine, gearbox with remote control. 5 good wheels and tyres, 2 head lamps and one spot lamp, 6 volt battery, good condition. 60 m.p.h. speedometer, complete with cable. Steering box, etc.....

Austin Cylinder head, flywheel, clutch plate with fingers and thrust, front half propshaft 2 Ferodo clutch linings with rivets (new) "chock-blocks" with pin (new), set king-pins and bushes (new), crankshaft with main bearing.....

" 60 m.p.h. speedo, petrol tank, bucket seat, cycle type mudguards, three pairs, doors, off sports model, 12v. electric hooter.....

" 4-speed gearbox.....

" 3 oversize wheels.....

" radiator and shell, starting handle and bracket, dished steering-wheel, carden shaft, fan complete with bearing and pulley.....

Axle, front, cycle type guards, new wheels, large aluminium brake drums, new swivel pins and races.....

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

Bentley 3-litre Blue Label 1925/6, all spares.....

" 3-litre Red Label, set (4) hour-glass pistons, complete with rings, etc. Set (16) valve guides.....

" 3-litre, Blue Label engine, complete, and gearbox, etc.....

Bucket Seats 2, aluminium, ex aeroplane.....

Bugatti Type 43 and 37a, all spares.....

" Type 37 and 40 cylinder blocks, complete

" Type 37 and 40 connecting rods, Type 40 gearbox, clutch complete, Brescia gearbox and rear axle.....

Body 4-seater sports touring body, aluminium panelled for f.w.d. Alvis, set of good wings, bonnet and radiator.....

" Amilcar 2-3 seater, with pointed tail, complete with windscreen, tonneau cover, upholstery, mudguards, etc.....

Camshaft high lift for "speedy" Austin engine.....

Carburettors, 2 Zenith downdraught, for 1½-litre car...

Clock and Mirror, Smith's, new, electric.....

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

" Model 36 H.K. Horizontal Flange. 2½" between centre of bolt holes. Right-hand float chamber.....

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

" R.A.G. suit Riley Nine.....

" R.A.G.

" Zenith

" S.U. complete (three).....

" Solex

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

" set of Four Racing S.U.s with top feed and all fittings for 1,000 c.c. Riley 9

Chassis, light racing, complete.....

" special underslung, nearly completed, A.C. o.h.c. 2-litre engine, epicyclic gearbox, Lea-Francis frame with torque rods to

Cylinder Block for 1½-litre Bugatti, with two Martlett pistons

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

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

Delage, D.I.S. all spares, including aluminium Vanden Plas 4-seater body.....

Dissolved acetylene cylinder (6 cu. ft.) with gauge, by Allen Liversidge.....

Engine, 26 or 27 E.W. twin Douglas, complete with clutch

" 1936 Austin "Speedy" (pressure fed crankshaft) complete, less camshaft

Engine, Rover eight, 2-cylinder, horizontal-opposed air-cooled

" air-cooled V-twin, B.S.A. f.w.d., 18.9 h.p. (1,021 c.c.) 1931/2, Solex carburetter, new pistons, gudgeons and small ends.....

" Lea-Francis, total mileage 40,000. Rebores 1,500 miles ago. Complete magneto, dynamo, starter, etc., gearbox, back axle, wheels, hubs, brakes etc.....

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

" 2 only 600 x 16 Firestone covers, used once only

" 2 only 600 x 16 Silver enamelled wheels.....

" 1 only, standard size Firestone cover and tube

" 1 only, standard size, silver enamelled wheel

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

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

Frazer-Nash 1929 1½-litre s.v. Anzani engine, pair of front wings, prop shaft and clutch, 2 bucket seats, almost new hood and brackets, new tonneau cover, rear spare wheel mounting.....

Gears, rear axle, for 3-litre Bentley, giving ratios of 3.92 to 1.....

Gearbox 4-speed, to fit 1930 o.h.c. Morris Minor, with remote control.....

Gearbox, 4 speed, complete with remote control, from 1½-litre Singer.....

" Wilson pre-selector, complete.....

" 4 speed, Austin.....

" light, from 1½-litre racing Talbot-Darracq, new gears and clutch.....

Headlamps, 8" chromium, two.....

Heater, 250 hour, under sump.....

H.R.G., set of 3rd gear pinions (constant mesh, etc.) for H.R.G. Moss gearbox, 7 H.R.G. Aerolite pistons, "wide ring" type with gudgeons, 6 piston rings, 6 oil control, 2 compression, and 4 gudgeon pins (new), H.R.G. clutch cover plate (new), 3 bonnet fasteners, 2 special H.R.G. con rods, hand polished and balanced.....

Lagonda 3-litre, all spares

" 2-litre speed model, wanted open four-seater body, also high (4.4-1) crown wheel, pinion and differential assembly

" 1928-29 2-litre, cylinder head, complete with rockers, pipes and valves (less two) also gearbox, less second gear.....

Lancia Lambda 14 h.p. Nine wheels, 765 x 105, two good tyres. Bonnet, two good rear wings, spare drop arm and draglink and steering arm, petrol tank and gauge fitted with extension for outside filler cap.....

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

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

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

new hinges) seat squabs, spare set of brand new Ferodo M.R. brake linings.....

Lucas S.F.4 fuseboxes (three) cutout, junction and fuse box, stoplight switch, magneto and ignition switch, Solenoid starter switch, and steering column switchbox.....

Magneto, Simms, Verniers for Alvis 12/50.....

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

" 1933 radiator.....

" Maries steering gear complete, spring wheel, needs two hemispheres.....

" Set bottom timing wheels.....

M.G. Midget, 1933 J.2. Set of 4 pistons with rings and gudgeons, cylinder head oil drain housing, clutch centre floating plate, and 3 clutch fingers.....

Motorcycle speedometer, front wheel drive.....

Petrolift, new.....

Petrol Tank, 5 gallon from M.G. Midget.....

Plugs, 2 brass priming, to fit 18 mm. sparking plug holes

Radiator, with chromium cowl for blown Ulster Austin (has had new centre fitted, only been used 3 months) complete with snap down quick filler cap

Riley Nine (Monaco) 1929, crown wheels and pinion (5½ to 1), gearbox, engine, radiator, dynamo, starter, 5 wheels, front axle, 2 half-shafts

Salmson 9.5. h.p. 1928 G.P. One 19 x 4.50 wheel (well base), one propeller shaft with complete axle-end assembly including pinion, one second gear mainshaft pinion, one second gear layshaft pinion

" 1928, 9.5 h.p. engine, copperised head, twin overhead camshaft, complete with clutch and flywheel etc. (No carburetter). Also outside exhaust manifold.....

" gearbox, 3 speed and reverse (dismantled, but complete except gear lever), universal coupling, magneto, 6 v. dynamo, starter motor, 8 gallon petrol tank, radiator and block, and cowling and Cotex amp. meter.

" G.P. 2-seater 1928, twin overhead cam engine, solid back axle, long tall body, Derrington Brooklands exhaust, aero screens

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

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

Supercharger, Centric Arnott, complete with all fittings for Ford Ten, only done 6,000 miles, recently overhauled.....

Supercharger, Marshall, complete with all fittings for Ford Ten.....

Supercharger, Centric, complete set for P type M.G. Midget, in perfect condition.....

Steering Wheel, Bluemell, 18" spring spoke.....

Stoneguards, pair, chromium for P100 lamps.....

Sunbeam 14/40 cylinder-head, cylinder block, 3 pistons, gearbox, clutch (relined).....

" 1½-litre genuine G.P. engine and Roots blower, 108 b.h.p. at 4,500.....

Centric Supercharger and Fittings, suitable for C-type J.2 or J.4 M.G.s, driven from nose of crankshaft, 12 lb. pressure.....

Marshall Roots type Supercharger complete with all fittings for Morris 8.....

Supercharger, Powerplus No. 7, with horizontal carburetter.....

Sunbeam, 14/40 complete power unit.....

Stoneguard radiator, suitable M.G.....

Zoller compressor for Series Morris 8.....

Talbot 8 h.p. 1923. 6 v. coil, 6 v. Benjamin electric horn, connecting rod, Zenith carburetter to take $\frac{1}{4}$ in. pipe, torque tube, silencer and extension tube, petrol gauge, 5 hub caps, 8 day clock, one piece 2-seater seat squab, celluloid side screens

Tyres one pair competition, 19 x 4.75.....

Tyres and Tubes 17 x 6.00 Dunlop "90" in good condition

Tyres, two 140-40 real low pressure competition tyres

Triumph Super Nine cylinder blocks (two) rebores with new pistons.....

Tubes, 17" Dunlop Inner, new, for tyre sections, 4.50 up

Tank oil, separate fascia-board, with drip feed attachment for filling crankcase whilst in motion, with snap-down cap.....

SECONDHAND SPARE PARTS—continued

30/98 Vauxhall, o.h.v. model, parts available.....
 Wheels, 2 from M type M.G. 29-32
 „ Disc. 710 x 90 covers suit A.C. hubs
 Wheel three spoked spring steering, fit M.G. model after 1932. Needs welding.....
 „ 47 mm. with knock-on hub, suitable for Singer, Wolseley, etc.....
 Wolseley Hornet set of four springs, front axle complete with hubs and brakes, rear axle, complete, crown wheel and pinion (as new), set of five Dunlop Magna wheels, 18" six stud fixing, four Rudge knock-off hubs, 2 Lockheed master cylinders, special 2-seater body, 10 gallon petrol tank, complete with pressure pump.....
 Wolseley Hornet Special 1932. 2-4-seater Abbey sports body, pair cycle type wings, front axle assembly, complete, fold flat windscreen, fitted Triplex, radiator, five wheels, knock-off type, 2 30 mm. S.U. carburetters, mainfolds 6" 100 m.p.h. speedometer, 6" rev. counter, 12 volt dynamo.....
 Wing Lamps, 2 chromium.....
 Wolseley Special 1933 Rudge wheels and tyres, Rudge hubs and brake drums, four Rudge caps, complete back axle and springs, carpets (new), steering box, hood complete with frame and side curtains, tonneau cover with zipp fasteners, 12 v. battery.

WANTED

Austin Seven Chummy body.....
 Austin "Ulster" cylinder head, exhaust manifold and system, fold flat screen, 2 S.U. carburetters, 26 or 30 mm.....
 Body complete two-seater sports for Wolseley Hornet, swallow body preferred, condition immaterial.....

"Ulster" Austin Seven body
 „ Austin Seven 1930, unblown camshaft...
 Aluminium cylinder head for Austin 7.....
 Alfa Romeo, taper tail 2 seater body shell.....
 Alfa Radiator with shell suitable for Mille Miglia 34
 Body shell for G.P. Bugatti, suitable for fairly large chassis.....
 Crankshaft (counter-balanced) for 1932 J.2 M.G....
 Crankshaft, one large, for 1929 Austin Seven.....
 Cycle Wings, pair, suitable for N type M.G.....
 Cylinder Barrel (nearside) piston and connecting rod for a 1933 912 c.c. o.h.v. w.c. J.A.P. engine from a 1933 super sports Morgan three-wheeler.....
 Cylinder Block, type 40, 1½-litre Bugatti.....
 Carburetters, Set of twin S.U. (racing), complete with manifold. Top feed 30 mm., suitable for Brooklands Riley 9 h. 1,100 c.c.
 Carburetters, pair, suitable for 1½ litre Riley, 4 cylinder
 Fold Flat Windscreen complete with Triplex for 1934 Singer Le Mans 2-str.
 For 14 h.p. Lancia Lambda. New lamps, 5 balloon tyres (765 x 105), bonnet strap, fold flat windscreen, new dashboard for lowered steering, spring steering wheel, speedometer and rev counter and scuttles, 8th series Lancia Lambda 16.9 h.p. cylinder head, also 5th series 14 h.p. head.....
 Four-speed engine unit, complete, for Austin Seven...
 High Axle ratio bevel and pinion (13/51 or lower to 4.4 to 1) for M type or Montlhery Midget
 Valve Cover for J.2 type Midget.....
 O.H.V. O.M. engine, or conversion block etc., from s.v. to o.h.v.....
 M.G. Midget J4 or C type connecting rods.....
 Morgan, 4-wheeler, Morgan conversion; complete car or conversion parts.....
 M.G. J.2. type car hood.....
 Pre-War Car, 8-10 h.p., cheap.....
 M.G. J.2 oil and radiator thermometer (dash-board type) and Tapley motor.....

Seats, bucket type.....
 M.G. J.2. brake handle with ratchet complete.....
 Set M.G. mudguards, similar to J2 but for "P" type. Outside exhaust and system or manifold for "P" M.G.....
 Spring wheels.....
 Gearbox, 4-speed, for a 1930 O.H.C. Morris Minor.....
 Generator and battery charger of German make in aluminium
 Boyd-Carpenter body, any condition.....
 Brooklands Riley Engine
 „ Series „ with high lift cams and two carburetters
 Remote control, complete, for 1933 M.G. type J.2 gearbox
 Seats, two bucket, in good condition to fit M.G. type N
 Set of P type brakes with or without cables.....
 Four con-rods steel, suitable for Meadows engine, Crown wheel and pinion. 10 x 47.....
 Remote Control for Austin "Speedy" 4-speed and reverse gearbox.....
 Rev. Counter for 3-litre Lagonda.....
 „ for Wolseley Special.....
 Rev.-counter, for Type "C" M.G. Midget and drive and water thermometer (dash board type) for an M.G. Type "N" Magnette
 „ 3 in.
 1,100 c.c. O.h.v., W.C., J.A.P. engine, suitable for 3 speed and reverse super-sports Morgan.
 Water and Oil Thermos, for M.G. Midget.....
 5 Wheels, 16" to take R.L.P. tyres (or similar mm. size) R.W. hubs 42 mm. long pattern, with or without tyres and tubes.....
 Wheels, 2 to 5 18", R.W. 52 mm. hubs, 2 36 mm. S.U. carburetters, 2 petrol pumps, 12 v. S.U., 1 Ulster camshaft for Aston-Martin.....
 Riley Nine crown wheel and pinion, 4½ to 1. Twin carburetter system, complete with manifold, fold flat screen fittings.....
 Salmson engine, less gearbox, 1,100 c.c. o.h.v. twin cam, roller bearing, tubular con-rod.....

WITH "SPECIALS" IN AMERICA

OUR outlook on sporting motoring in this country is very different from that which prevails in America. In this country our enthusiasts are staunch followers of the "real motoring" creed, they were mostly brought up on "tradition" and, personally, we are glad that this is so. Some people who barely remember cars like the "Prince Henry" Vauxhall and "30/98" Vauxhall and 3-litre Bentley and side-valve Aston Martin were coming into being, have just recently been enthusiastically talking of the exploits of certain American speed wizards with cars which a contemporary terms "tin-can racers." When these British youngsters, who mostly have quite decent ideas about sports motor-cars, and who would never tolerate imitation racing numbers and dummy hub-caps on their cars, ask why we do not produce as good results with special cars in this country, an explanation seems to be due.

It appears that these so-called "tin-can racers" are raced at meetings staged at Mojave desert, over a dry-lake course. Entries come in from twenty-eight clubs and may number several hundreds. Those who enter are mostly fairly hard-up and they do achieve some wonderful results. For instance, if we can rely on reported performances, at one of these meetings a home-built four-cylinder car with a stock-type engine clocked 132 m.p.h., an £80 racer recorded nearly 130 m.p.h., a special model-B Ford achieved 111 m.p.h. and a virtually 929 Ford managed over 108 m.p.h.

Lots of cheap and ingenious entries exceed 100 m.p.h. Entries are confined to cars with an American production engine as a basis and twin o.h.c. heads are barred. We are quite ready to grant the ingenuity of it all and hand it out to these drivers, who produce very sensational speeds from queer cars and who accept, it appears, free camshaft regrinds and other aids to increased speed in lieu of money prizes and trophies. But do not let us lose our sense of sane perspective. How many of these cars would satisfy the scrutineer at a British race or speed-trial? They are cars built for a flat-out quarter-mile, flying start sprint. I doubt their reliability. In this country our amateurs tune well known marques, or build special cars up from components having a wealth of tradition behind them, and incorporating well proven engineering principals. Moreover, they run in events calling for road qualities, such as good acceleration, safe braking, and correct road-holding. Even cars built for sheer speed are required to last at least three full Brookland's laps. Our home-brewed or home-tuned racing-cars not only look like motor-cars but they behave, and can be used, like motor-cars. Geared up for a quarter-mile sprint and timed only at full speed I am confident that lots of British sports-cars, costing very little to buy second-hand, would rival most of the American tin-can racers which the Southern Californian Timing Association lures to Mojave. And they would still be reasonably reliable for at least the

duration of a Brookland's race and be possessed of tiny engines by comparison. When you get excited about what S.C.T.A. members achieve, remember that their aim is the simple one of beating the watch over a flying quarter-mile. Our own, more serious, certainly more classic meetings at Shelsley, Prescott, Lewes and suchlike venues, call for much greater deeds, both of driving and engineering skill. Even granting the flying quarter-mile and all that it permits in the way of freak tuning, gear-ratios and fairing, I should like to know more of McAfee's 132 m.p.h. with a four-cylinder car. 132 m.p.h. is fast and sensationally so from a basically stock motor of non-racing design that could not have been of much over 4-litres capacity, if it was anything like as big. It is faster than most present-day outer-circuit cars, and it is almost as good as was the 8-litre Leyland-Thomas in its heyday a dozen years ago. For the rest, these tin-can cars do what they do by grace of the conditions under which they run and we need not hide away our M.G.'s, Austins, Altas and Rileys in shame. Wouldn't you prefer your M.G. Car Club, and Bugatti Owner's Club and Vintage S.C.C. and Kent & Sussex L.C.C. to the "Night Fliers," "Gophers," "Sidewinders," "Comets," "90-mile-an-hourers," "Idlers," "Road-runners," and the rest? Even if you had built a 2 to 1 top-gear Humber Snipe with a compression ratio that would make Bourne blush and Mr. Barimar rub his hands with glee . . .

MOTOR SPORT

INCORPORATING THE BROOKLANDS GAZETTE

ADVERTISING AND EDITORIAL OFFICES

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

Telephone : NATIONAL 3045

HAVE YOU WRITTEN TO US YET?

Last month we made an appeal to MOTOR SPORT readers to write and let us know whether—and to what extent—they would be prepared to support a National Grand Prix Fund.

Owing to the exigencies of printing, it is necessary to write this article some time before the issue in which it is to appear will be on sale. In consequence, it is impossible to form any accurate opinion as yet on the success or otherwise of our appeal, because every mail brings us a steady stream of letters and postcards.

Perhaps the most remarkable feature of the cards we have received so far is that the average amount promised by readers towards the proposed Grand Prix Fund is no less than one pound, which seems to us to be quite a considerable sum.

Some have offered more than this, others less, but by far the greater number of writers mention the sum of £1 as their contribution.

Here are a few extracts, showing the diversity of sums offered:

"I should be pleased to contribute £10 to any motor-racing fund."

"You can count on me for £5."

"While my financial prospects may improve in the near future, I think I could support a National Grand Prix Fund to the extent of £2 at present."

"My donation could only be £1 at present, but is subject to enlargement."

"I am interested in your Grand Prix Fund, and think it is an excellent idea. If it could be worked I could manage £4."

"I would be prepared to contribute 10/- a year."

"I would be happy to contribute £5 or an annual sub-

scription of £2 to keep the E.R.A. on its legs (or wheels)."

Several readers, incidentally, add that they are already members of the E.R.A. Club. The opinion seems to be widely held, too, that the money should go to E.R.A., who already possess experience and a working organisation.

One reader, however, says "Divide the money between E.R.A. and Alta, as both have already done a large amount of research and experimental work."

One useful suggestion, which might very well bring in a large sum, is for collections to be made at big race-meetings on the lines of those carried out by the hospitals in the streets, and we have had several offers from enthusiasts who are prepared to rattle collecting boxes as energetically as the hospital students do for their cause.

One reader offers not only a guinea, but his services on the designing and draughtsmanship side.

So far, then it does seem that a National Grand Prix Fund would be assured of support—but to what extent remains to be seen.

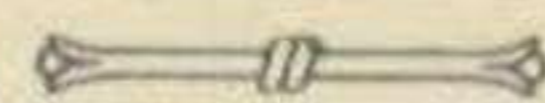
Have you sent in your card yet? If not, do it now, and you will be doing your good deed for the day.

One reader writes "Responding to your editorial this month, I am willing to offer £1 a year for three years to provide a fund for Grand Prix cars, which I think ought to go to E.R.A.s. I have spoken to four friends about the subject, and they are all willing to guarantee the same, but all are too lazy to write—not apathetic."

It is just that laziness—not apathy—multiplied by thousands that is capable of giving an entirely wrong idea of the willingness of British motorists to support a national team of Grand Prix cars.

So write that postcard *now*

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AT BROOKLANDS WITH LT. TORIN, R.N.

A TEST UNDER SEVERE WEATHER CONDITIONS OF THE EX-NUVOLARI MASERATI

RECENT discussion as to which is the most potent road-car has focussed attention on a group of not more than half-a-dozen high speed cars. One of these cars is the blown, straight-eight 2.9-litre twin o.h. camshaft, two-seater Maserati now owned by Lt. Torin, R.N. This car is perhaps the least familiar of the group and even its owner is not too certain of its history and exact identity. So far as is known, this "2.9" Maserati was the car with which Nuvolari won the 1933 Belgian Grand Prix, when for a while he was an independent. Afterwards it was owned by an enthusiastic Belgian and it has not long been in this country. It is not the ex-Whitney Straight car, as is popularly supposed. It was this car which, by kind consent of its present owner, awaited us in the Paddock at Brooklands one very wet Tuesday afternoon, and for which we were enabled to obtain some performance figures with the ever-ready consent of the B.A.R.C.—and nowhere else can one so conveniently extend a hot motor as on the Weybridge course. Definitely this Maser. is a road motor. Lt. Torin uses it daily and it runs on Champion R11 plugs both on the road and on the track. It has two small aero screens with a tiny mirror between, light cycle wings, small lamps, and a Brooklands exhaust system on the near side. The cockpit is narrow but quite roomy and not uncomfortable, the passenger's slab of seat being quite adequate and the scuttle cowls well positioned. The whole car is blood red, and the polished brake drums and steering connections strike a strong contrast. The facia is delightfully simple. Tucked away before the passenger are three small dials showing water temperature, oil-pressure and fuel pressure. There is a very rigid fuel hand pump, used only for starting, the typically Italian ignition switchboard, a huge rev. counter reading to 10,000 r.p.m., a horn button, and precious little else. The central gear lever is quite lengthy, but has a short travel, and the outside handbrake is delightfully stark, while the steering wheel stands well up from the cowling. The accelerator is central.

The minor levers are in the steering column centre and brake adjusters, etc., on the floor. The exhaust note is definitely that of the racing-car and makes your sports-car sound stupid. Add to this the howl of the rear axle and a very evident whine from the indirect gears, and you have some idea of the sheer tonic-exhilaration of motoring fast beside Lt. Torin. Seldom has the writer been thrown about so much on Brooklands, for the cockpit floor is not much use for bracing oneself in, nor can one cling to the filler cap in the tail, as it is too central and far forward. Consequently, with one's right arm scrabbling over a tail slippery with rain water, the small under-cowl leather grip for the left hand is most welcome, especially as one is thrown high out of the seat at other places besides at the famous Members' Banking bump. Preliminary experimentation showed that 4,000 r.p.m. or 99 m.p.h. in top was very easily reached, while it was possible to change into third at about this rate, which we did to assist braking for a litter on the Track which Vickers Ltd. did not tidy up until late in the afternoon. Unfortunately, the Maserati has no speedometer and the rev.-counter m.p.h. calibrations are almost impossible to read at speed and in any case only apply to top gear. Thus we were unable to take the usual acceleration figures, but 100 m.p.h. from a standstill occupied about 29 secs. on an experimental attempt. Thereafter we tried waving a coloured umbrella as a signal and successfully timed the standing quarter and half-mile runs from the side of the Track, the writer staying aboard with Lt. Torin merely as ballast—this method being vastly more accurate than cockpit manipulation of the watch, where super-fast cars are concerned. The figures came out at 16.4 secs. and 29.2 secs., respectively. The former exactly equals the figure we recorded last year for Lycett's 8-litre Bentley, on a dry track, but the Maser, was 3 secs. down over the half-mile. Although it got off well and did not slew round, the soaking track must have resulted in appreciable loss of wheel adhesion. The tyres were

Dunlop Fort, size 6.00" x 19". Incidentally, Lt. Torin believes maximum safe revs. to be 6,000, but does not care to go above 5,000, although during the half-mile run he went up to about 5,300. Normally, he changed at 4,000-4,500 r.p.m. After these runs we ran very happily around to the start at 75 m.p.h., with frequent bursts at 95 to 100 m.p.h., the car becoming stirringly "alive" as speed mounted. The obstructions at the Fork made a flying lap impossible and in any case Lt. Torin will not use the car on the outer-circuit. It also made the flying half-mile none too easy, because we had only the Members' Banking round which to accelerate, while you think a bit about entering a slippery Byfleet at 130 per. In consequence we only timed one flying run and it came out at approximately 104 m.p.h. The heavens then opened out more than ever over a deserted Track and we decided to call it a day—we had discovered the cooling louvres in the scuttle cowl by reason of rainwater seeping through on to the handgrip! Conditions were certainly not favourable to testing an ex-racing-car and that had to be that. It had been brief but very enthralling association of a very exceptional motor-car and we are indebted to the owner for letting us experience something of its potency and allowing us to obtain some particulars about it, notably before the weeklies wake up to the fact that there are still a few real motor-cars about which to write. And this Maserati is *decidedly the real thing*, and quite the starkest road-car we have yet encountered. It was due to run in two Mountain races at the Opening Brooklands Meeting, so you can judge for yourself. But remember that normally it goes touring every day with wings and lamps in place and on the same grade of "candles" as are used for racing. It is cared for by a mechanic who used to work for Mercedes-Benz, and it is owned by a real enthusiast, whom we congratulate on his ability to enjoy and to drive a car which has everything there for a purpose and on which unnecessary aids to comfort and easy manipulation are strikingly absent. There are all too few such car owners in the world to-day . . .

MERCEDES-BENZ RECORDS

Last month Mercedes-Benz got busy along the new Dessau-Bitterfeld motor road. Caracciola brought out a specially streamlined 3-litre Mercedes-Benz and got the class flying kilo. and mile records up to 247.44 m.p.h. and 248.27 m.p.h. respectively. Then, with a specially faired G.P. 3-litre Mercedes-Benz he put up the standing kilo. and mile records to 108.9 m.p.h. and 123.49 m.p.h. respectively. Both cars had fully enclosed wheels, but not entirely enclosed cockpits. The record car is reported to have ice-cooling, an innovation for a car of this size, although used for the Silver Bullet and Railton twin-engined land-speed-record cars.

Later, Caracciola set the standing kilo. record higher still, to 110.31 m.p.h., his

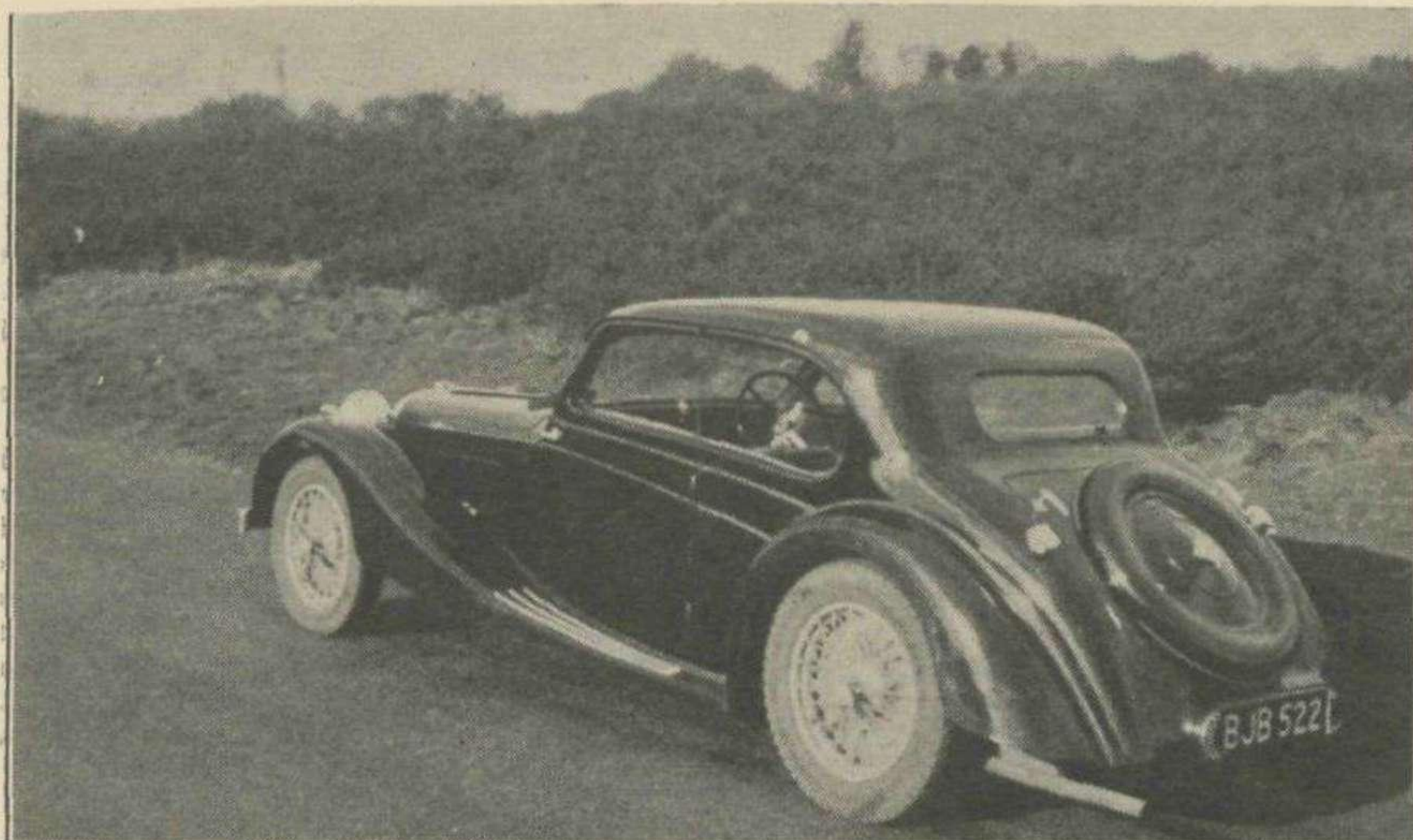
best run being at 111.019 m.p.h. He also brought out the 5½-litre Merc. but engine trouble ensued. These class D records were previously held by Furmanik's Maserati, the standing records at 93 and 102 m.p.h., the flying records at 155-156 m.p.h.—so Germany has slicked off a nice chunk. Indeed, nearly 250 m.p.h. from 3-litres is truly sensational, although Lockhart's 3-litre Stutz did some 200 m.p.h. in its day. The standing start kilo. and both flying start records beat the Auto-Union records in Class D in point of speed. The 5½-litre Merc. should be even faster—so Auto-Union, perhaps even Eyston, must look lively.

At the same time a 2-litre diesel Hanomag saloon set up speeds for five miles and five kilos, of 96.59 and 96.9

m.p.h., respectively, and for the standing kilo and mile of 53.97 m.p.h. and 61.18 m.p.h. respectively—these stand as new records in the C.I. class, but are at the mercy of all sizes of diesel-engined record cars as the A.I.A.C.R. has things at present.

A GOOD HOME WANTED

A reader who is buying a closed car because of his wife's health seeks a good home for a 1924 10.8 h.p. Riley tourer, which is in very sound order and gives 60 m.p.h. and 32-35 m.p.g. The car is going at breaker's price and to a breaker if not sold. Enquiries to L. Keens, 137, Sirdar Road, N.22.



A view of the 12 cylinder Atalanta showing the handsome tail and built-in luggage boot.

100 M.P.H.

PERFORMANCE

ALLIED

WITH REMARKABLE

ROAD-HOLDING

AND

STEERING

THE TWELVE CYLINDER ATALANTA SALOON

THE twelve-cylinder Atalanta is such an extremely good car that MOTOR SPORT has great pleasure in presenting this test, the first to be published in any paper, to its readers.

The performance is terrific, as might only be expected with the big Viz American engine in a relatively small chassis, and this is backed by superlative road-holding and cornering. The price, too, is really very reasonable.

The Atalanta is the only British production car which has independent suspension for all four wheels. This is an excellent feature in itself, and despite the adoption by the Grand Prix cars of De Dion-type rear axles, instead of independent rear springing, it is an arrangement growing in popularity on the Continent, and one which cannot fail to make its mark in this country also.

However, to secure good road-holding one has not merely to fit all-independent suspension and straightway achieve one's object, no matter what the system is like. There is far more to it than that, and the very difficulty of getting good results is one of the reasons why British manufacturers have fought shy of the additional complications involved by independent rear suspension.

The Atalanta system is quite unique, employing in the front vertical coil springs, working in compression and mounted on a powerfully braced and triangulated structure, while at the rear the coil springs are mounted horizontally, alongside the frame members. Specially made double-piston hydraulic shock-absorbers are now fitted. The links which support the stub axles are made of RR53 light alloy, and thus the unsprung weight is very low.

Moreover, the wheels are mounted in such a manner that they have a parallel action, and cannot lean over, while the track does not vary on a bumpy surface. On many systems the track does vary, and although the effect of this upon tyre wear has been exaggerated by some opinions, it is nevertheless an advantage to have wheels which move only in a vertical plane.

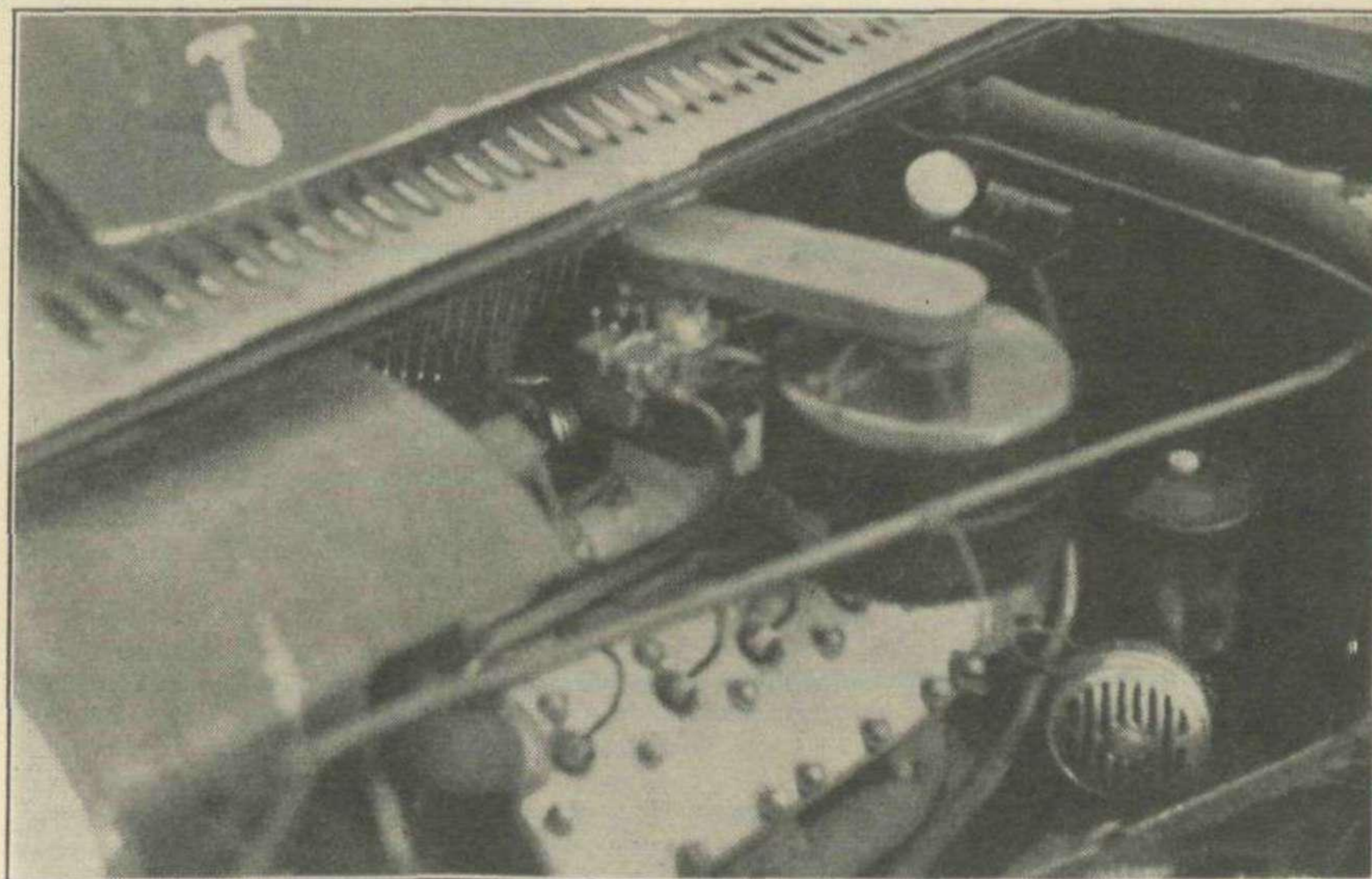
Put into practice, this system works in an enviable manner. One of the tests by which one may be regaled on a demonstration by the works drivers at Staines is to get up to 90 m.p.h., put the nearside wheels on the grass verge, and remove one's hands from the steering wheel! It must be admitted that the writer did not himself on the present occasion attempt this feat, because he was desirous of returning the car to the manufacturers in one piece, but he has been in the car when it was done.

The Atalanta responded easily to less sensational tests of the steering. On one occasion it was necessary to get from one point to another in the shortest possible time, but the shortest possible distance, viz., a straight line, was far from being available. On the contrary, the road was full of twists and turns, but the Atalanta went round bends at 80 m.p.h. as though it were on rails. When

this particular stretch had been completed, the passenger, who, it is believed, had never previously travelled at much above 70 m.p.h., remarked casually, "Well, I wouldn't mind betting that you have never been along that piece of road faster before." This was undoubtedly the case.

One of the advantages of a car with good steering capable of 100 m.p.h.—for the Atalanta, as will be told later, did achieve the magic three-figure mark—is that if one approaches almost any corner at the right speed, one has still plenty of power left to drive the car round. Indeed, at 85 to 90 m.p.h. there is still quite a kick coming when one utilises the remaining throttle opening.

It appears difficult to approach a corner at the wrong, that is to say, an excessive speed, with the Atalanta steering because if one has any judgment of speed at all, one nearly always finds that



The twelve cylinders are arranged in two banks of six, and a feature is accessibility of the plugs.

THE TWELVE CYLINDER ATALANTA SALOON—continued

one has been reckoning by less exacting standards, and that one has underestimated. So the acceleration comes into play, which is just as it should be for really enjoyable motoring.

The acceleration is quite something to write home about, assuming that the recipient of the letter is not easily shocked. In its native surroundings, that is to say, in the big eight chassis, the twelve-cylinder engine enables one to step off the mark to some purpose, and with the smaller Atalanta one can really get going.

The gearbox has synchromesh on second and top gears, and the change is sure and reasonably quick, without being instantaneous. It is curious, with the tremendous power available, that it does not seem possible to make the tyres squeal through wheelspin as one gets away from a standstill on a dry road. This may be due to some matter of torque at low speeds, which is quite different from power, but in any case is no discredit to the car, as wheelspin merely wastes time. The action of the clutch is light and sweet, and very pleasant for ordinary work. However, whatever the effect of all these factors, there did seem a slight hesitation in the first fraction of a second when making a racing start for the purpose of acceleration figures from a standstill.

But these figures can speak for themselves:—

m.p.h.	secs.	m.p.h.	secs.
0-20 ...	3½	0-60 ...	14½
0-30 ...	5	0-70 ...	20½
0-40 ...	8	0-80 ...	25½
0-50 ...	10½	0-90 ...	36

Since Brooklands Track was still not fully available, these figures were done on a level piece of road, and represent a mean of several runs both with and against the wind. It is interesting to note that the best figures from 0-60 m.p.h. was 12½ secs., while the figures to 80 and 90 m.p.h. were particularly creditable.

The gear ratios are 10.15 to 1 bottom, 5.77 to 1 second, and 3.6 to 1 top. On bottom gear a speed of about 30 m.p.h. was found to be possible without over-revving, and on second gear 70 to 75 m.p.h. The manufacturers had stated that the top speed of the car was likely to be about 95 m.p.h. This is no over-estimation, for it proved in fact to be the give and take speed which the car would reach in any conditions.

But if anything this estimate of the maximum speed is pessimistic, for on one occasion during the test, a long, perfectly flat stretch of road allowed the Atalanta to get up to a speed of 101 m.p.h., with a slight wind behind. The speedometer was checked carefully, and found to be a trifle slow, an excellent feature, enabling one to be quite certain that any speeds reached are genuine. Nothing is more irritating to the real motorist than to find that speeds shown by the instrument do not bear comparison with stop-watch times.

The brakes are hydraulic, with Lockheed double-barrelled master cylinder, as in racing practice, to prevent any possibility of both sets going out of action through some such unlikely occurrence as a punctured supply-pipe. With huge

16 in. drums, they proved smooth and powerful. The hand-brake was located in a convenient position between the front seats, with a racing-type ratchet.

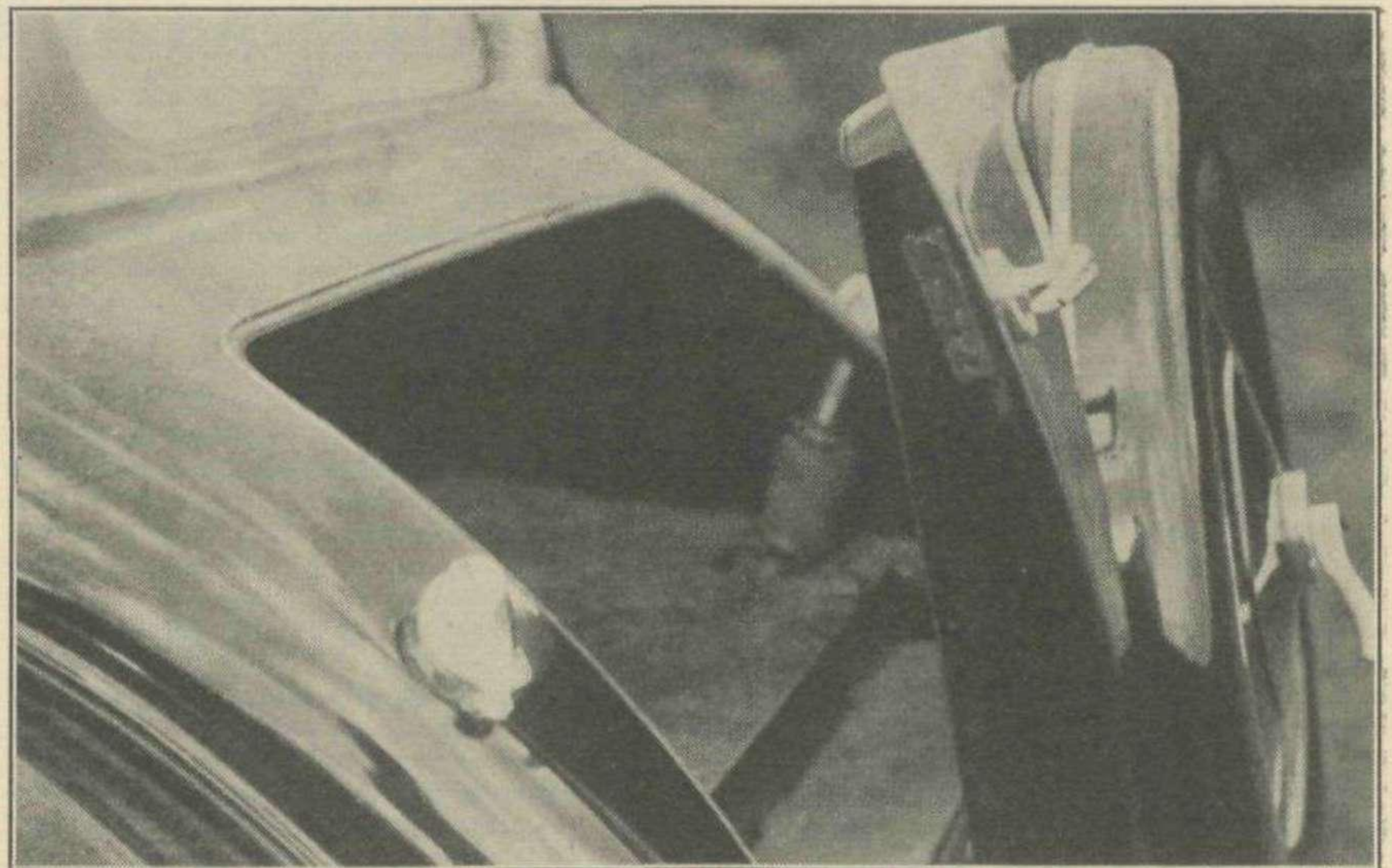
This particular car was the first of the type to be built, and has led the usual rough-and-tumble life of a works demonstration machine. There were, for instance, sundry squeaks and rattles in the body-work, which naturally would not be present on production types. Through experience gained, it has been possible to eliminate other points of criticism.

The chief and almost the only criticism which the writer had on returning the car was the fact that excessive heat was developed in the front compartment (though the water temperature, in spite of much fast driving, never rose above 80°). He was at once led to a production car in course of construction, where it was pointed out that, to meet this very criticism, a double-sheeted aluminium

cellent visibility on either side. Visibility all round was above the average, as with a low radiator mounting, the driver could quite easily see not only both side-lamps but the whole width of both wings as well. A good view out of the rear window—sometimes an advantage on a fast run—was also possible.

With the exception of the ignition system, 12-volt electrical equipment is used. The ignition system has two special 6-volt coils, one for each bank of cylinders, and each has its own fuse in case the coils are inadvertently left switched on. Since the ignition is 6-volt, the petrol gauge has a separate switch. Petrol consumption with such a large and powerful engine is really extraordinary, being round about 20 m.p.g. at all ordinary cruising speeds of between 60 and 80 m.p.h.

This can only be due to the efficiency of the induction system. A central manifold between the banks feeds all



With the spare wheel mounted on the lid, there is plenty of room for luggage.

bulkhead had been adopted between the engine and the driving compartment. There is an air space between the aluminium sheets, with a scoop projecting through the scuttle, which causes a continual flow of cool air, and should entirely obviate the trouble.

The writer also said that it was somewhat confusing to have to grope about under the dash to find the dipping switch, and this was met by the statement that on the production cars the dipping switch could either be on the steering column, or foot-operated, exactly as a customer wished. In all such small points, a customer's particular requirements are met so far as possible. The lights, it may be mentioned, were extremely good, as witness the fact that when 101 m.p.h. was achieved, it was in the dark.

The body was of a very pleasing shape, even as it was. It had two long doors, and a feature was the absence of any pillar between the front and rear windows, the sheets of glass interlocking in a cunning manner. The wide expanse of unobstructed window thus gave ex-

cellent visibility on either side. Visibility all round was above the average, as with a low radiator mounting, the driver could quite easily see not only both side-lamps but the whole width of both wings as well.

The twelve-cylinder side-valve engine, arranged in V-formation, has a bore of 69.85 mm. and a stroke of 95.25 mm., giving 4,379 c.c. The cylinder heads are of aluminium alloy, while above the engine projects an easily accessible oil-filler. A float level indicator is provided for the sump, and there is an external oil purifier which needs attention only every 20,000 miles.

Instruments include thermometer, fuel gauge, speedometer with clock, and a separator, and there is a lockable cubby hole in the dash. Twin Mellotone wind horns are fitted.

The wheelbase is 10 ft., and the track 4ft. 5 in. in front, and 4ft. 6 in. at the rear. The approximate weight of the saloon model is 26 cwt., and at a price of £740, this safe and comfortable 100 m.p.h. car represents remarkable value. The address of the manufacturers is Atalanta Motors, Ltd., London Road, Staines.

Continental Notes and News

Mercedes Mystery

At the time of punching out these classic notes on the well-worn keys of my typewriter, the air is almost solid with rumours and denials about the existence of a team of 1,500 c.c. Mercedes-Benz racers.

One thing is absolutely certain. If such a car has actually been made, no one will know anything definite about it until the powers-that-be in Germany decree that it should be revealed to the world at large. As in Italy, where the Alfa-Romeo factory is guarded as closely as the most secret parts of Woolwich Arsenal, the German racing departments are much too much part of the national propaganda to yield up their plans for the future without due regard to their importance.

Being no mathematician, I find that the process of adding two and two together inevitably produces the answer five, but in the case of the alleged 1,500 c.c. Mercedes-Benz, I should say that all the clues and indications point to the car actually being made.

First there have been the circumstantial stories of people who swear blindly that the car is an eight, a sixteen or any other suitable figure that happens to occur to them. Secondly, there are certain folk about who claim to have been shown the drawings of the car—in the strictest confidence, of course (that's why they are telling you).

But what really gives point to the whole thing is the fact that Huhnlein and Furmanik, big-shots respectively of the opposite poles of the famous axis, as far as motor-racing is concerned, have decided that it would be a good thing to have a 1,500 c.c. engine limit for the Grand Prix formula for the years 1940-1-2.

I don't have to remind you that the Berlin-Rome firm have rather got into the habit of getting what they want in Europe these days. This particular wish of theirs would, I believe, be the first they have ever had that meets with our whole-hearted approval.

Taking into consideration the characteristic thoroughness of the Germans, it seems fair to hazard the guess that they have now got their 1,500 c.c. cars or cars at least within measurable distance of being so good that they will definitely beat the world—as their big brothers have done before them—and that they therefore think the time has come to suggest a 1,500 c.c. formula at the next A.I.A.C.R. meeting in Paris.

If you agree with that impressive chain of reasoning, it will not surprise you any more than it will me if an official announcement is made shortly. It would obviously be to their advantage to get all the experience they can with the new cars in the 1,500 c.c. races this year, even at the expense of getting an occasional beating-up, because none of these races carries with it the status of an international Grand Prix.

Meanwhile, behind all the interest and speculation surrounding Mercedes-Benz, the Auto-Union people—so I am told on authority which, if not exactly unimpeachable, is not at all bad—are quietly

By
AUSLANDER

building a team of D.K.W. racers. I think it is fair to assume that Auto-Union would not leave the field entirely to their national rivals. Being small cars, it would only be natural to call them D.K.W.s, and so cash in to the full in the matter of export sales on the racing successes of the special cars.

Tripolitania

The very existence of German fifteen-hundreds still being shrouded in mystery, and E.R.A.s almost certain non-starters, the Tripoli Grand Prix looks as though it will be an all-Italian battle between Maserati and Alfa-Romeo.

The Alfa position seems to, be that as no new cars have been made to replace those used last year, none will be for sale to independent drivers. Instead, the existing machines have been largely rebuilt, with roller bearings throughout, and the piston trouble that beset the cars last year is said to have been cured.

I have a feeling that the Alfas may not be so fast as the Maseratis at Tripoli, but it is just possible that they will be better stayers. The circuit is tremendously fast, even for formula cars, and engine mortality is likely to be heavy.

The Maserati people have certainly got their new cars cracking this year, judging by their performances in South Africa. Villorosi (Gigi) has been carrying out trials of the twin-blower four-cylinder car recently in the Dolomites and on an Autostrada, but the results are not available for publication. It is significant, however, that everyone is smiling at Bologna. A maximum of 150 m.p.h. is talked about, but whether this has been achieved at the expense of reliability only time—and Tripoli—will tell.

Talking of 1,500 c.c. racing, the curtain-raiser before the French Grand Prix is to be for racing-cars this year, instead of sports machines. I understand that there is a possibility of two E.R.A.s being there, in the hands of Mays and Dobson, and as Alfa-Corse have promised to enter three cars this may very well prove to be the first clash between the British cars and their Italian rivals.

Big Stuff

All this talk about 1,500 c.c. cars is having the effect, in the minds of many of us, of overshadowing the prospects of formula racing.

Auto-Unions have been very busy down at Monza, getting both the cars and the personnel into shape. As was shown at Donington last October, the cars are now right in practically every respect, going through that gruelling race, without any trouble at all. They hold the road well, they steer, and they go like first-rate bombs. What more can you want?

The Monza trials were chiefly notable for the phenomenal driving of the new boy, Sergeant George Meyer. He has taken to the Auto-Union like a duck to water, and flings it around just as easily as if it were the motor-bike on which he has scored so many successes during the last few years. He soon got down to within 2 secs. of the Monza lap record!

In Nuvolari, Muller and Meyer the Auto-Union people have got a really potent team, and I foresee some mighty struggles between the two German teams this year.

Mercedes have been devoting their time largely to cleaning up records on the new Dessau-Bitterfeld autobahn, with what success most of you already know. Caracciola's standing start records, to my mind, are more staggering than his flat-out runs. First of all he did 108.90 m.p.h. for the kilometre and 127.1 m.p.h. for the mile, and later on he raised the kilometre figure to 110.31 m.p.h. When you consider that the previous records were 93.73 m.p.h. for the kilometre and 102.86 m.p.h. for the mile, both made by Furmanik's Maserati, you begin to realise the significance of the Mercedes performance.

The flying-start records of 247.44 m.p.h. for the kilometre and 248.3 m.p.h. for the mile are pretty astounding, too, but relatively speaking they are not so outstanding when you remember Gardner's 186 m.p.h. with the 1,100 c.c. M.G. However, 250 m.p.h. with a 3-litre is good going, all the same, especially in view of the fact that Furmanik's old records stood at 155 m.p.h.—100 m.p.h. slower!

The car was superbly streamlined for the record attempts, the one-piece body, covering the wheels, being abandoned in favour of a slim body and separate cowlings over each wheel. It is interesting that the ice-cooling of John Cobb's car was used by the Germans.

At the same time some exceptionally good Diesel records were made by Haeberle, driving a Hanomag 2-litre streamlined saloon. The standing mile (a new record for this type of car) was covered at 61.03 m.p.h., which gives a new slant on Diesel acceleration, and the 5 kilometres and 5 miles were done at 96.87 m.p.h. and 96.53 m.p.h. respectively. These records may be—who knows?—the shadow of the shape of things to come.

The new autobahn is magnificent, nearly nine miles of perfectly smooth 88 ft. roadway, six miles of it dead straight. Down the centre, instead of the usual dividing strip, runs a white guiding line.

It will be instructive to see whether the Germans will be able to beat Eyston's 350 m.p.h. record on this road with the new car that Dr. Porsche has designed for this purpose. The distance certainly seems to be against it, unless the car possesses—and is capable of using without wearing out its tyres—the acceleration of a Grand Prix car.

Gardner's next attempt on his own record, incidentally, is scheduled to take place between April 21st and 24th. His aim is 200 m.p.h., and I have little doubt that he will realise it.

CONTINENTAL NOTES AND NEWS—continued

In Memory of Berndt

Caracciola's records and the opening of the new Dessau autobahn reminded all of us of the tragedy that befell the motor-racing world this time last year, when Berndt Rosemeyer was killed on the Frankfurt-Damstadt road.

Somehow that accident will always seem to me one of the most deeply regrettable that have ever happened. No driver on earth could have triumphed over the conditions with which he had to contend—a strong side-wind as he emerged from a cutting, and a film of ice on the road. But Berndt Rosemeyer knew no fear, and for sheer virtuosity in driving skill he has probably never been surpassed. What a tragedy it all was!

He has not been forgotten by his fellow-countrymen. Last month the Auto-Union drivers, wearing their racing overalls, attended at the monument that has been erected to his memory on the spot where he died, and placed huge wreaths upon it. Stuck, Muller, Kautz, Hasse, Nuvolari—most of all Nuvolari, who had a tremendous affection for Berndt—were visibly moved by the occasion.

Competition

There are good reports of the sixteen-cylinder Alfa-Romeo, which was just beginning to show its real form when the season ended last year. Its power output is now stated to be something like 410 b.h.p., which is considerable, but I rather fancy that Mercedes and Auto-Union have profited by the winter recess, too.

The 3-litre V16-cylinder Darracq is coming along as well as can be expected for a brand-new *bolide*. Figures are hard to come by about its specification and performance, but in trials at Montlhéry recently it was observed to be travelling at about 140 m.p.h. This is just about 50 m.p.h. too slow for modern Grand Prix work, but I don't suppose for a moment that the car was being driven at anything like its maximum. Indeed, I believe that its makers confidently expect a speed of 190 m.p.h. when they have finally got the machine "au point."

It was hoped to get a brace of these cars ready in time for the Pau Grand Prix, on April 2nd, but I understand that this plan has been dropped as there is

not much point in running the cars publicly until they are able to give a fair account of themselves.

Monaco

Talking of Pau reminds me that the Germans were going to use this race as a useful practice for the Monaco Grand Prix a fortnight later. Both circuits are of the short, twisty sort, and one would have been good preparation for the other.

Now that the Monaco Grand Prix has been cancelled, I wonder whether the Mercedes-Benz and Auto-Union will go to Pau after all. Even without Monaco, however, the race would be well worth while, for no amount of practice can reveal the faults that develop in the actual race.

It is a pity about Monaco. The race is unique, and it can ill be spared from the year's calendar. Its cancellation will probably affect the number of entries in the Paris-Nice trial, which is held during the previous week, for this was going to be used by many competitors as a sporting way of going South to watch the Grand Prix.

A.C.F.

The success of the French Grand Prix is more or less assured already. Nineteen cars have been entered—from works only—by Alfa-Corse (three), Auto-Union (four), Mercedes-Benz (four), Maserati (two), Darracq (three), Delahaye (two), and Sefac (one).

And as each entry carries with it a hefty deposit, there probably won't be many non-starters.

By the way, supporters of the Entente Cordiale will be gratified to learn that H.R.H. the Duke of Windsor has been made an honorary member of the Club.

Prospects for Le Mans

People seem to have got quite worked up about Seaman not being able to drive for Lagonda at Le Mans owing to his contract with Mercedes-Benz. Actually the German viewpoint is eminently sensible.

Seaman to them represents a highly valuable driver, one who is capable of

getting the last ounce out of the immensely powerful Grand Prix Mercedes. Such men are rare.

Why, they argue, should they expose him to the risks of racing at Le Mans, where so many accidents and pile-ups have taken place?

The mere fact that sixty cars all race together naturally adds to the risk of accidents at Le Mans, especially when the cars vary from Fiat "mice" to 130 m.p.h. Alfa-Romeo, Darracq, Bugatti, Delage and Delahaye. In recent years, too, people with little racing experience have taken part, many from Britain, and it only needs one of these novices to make a mistake at White House, for example, for the almost annual pile-up to occur.

The car to have been driven by Seaman and Lord Howe will now in all probability be handled by Arthur Dobson and Charles Brackenbury. The second car will be driven by my Lords Waleran and Selsdon. With engines delivering more urge than usual, and a complete weight of something like 26cwt. the Lagondas should be capable of topping the 130 m.p.h. mark.

The forty entries so far received are made up as follows:—

England

Lagonda (V12 4½-litre): 1, Works entry; 2, Lord Selsdon and Lord Waleran.

Atalanta (1½-litres): W. Morrison

H.R.G. (1½-litres): Peter Clarke.

Morgan (1,100 c.c.): G. White.

Singer (972 c.c.): A. W. Jones.

Not Declared: 1, T. A. S. O. Mathieson; 2, A. C. Scott.

France

Darracq: Four cars (4-litres and 4½-litres): Luigi Chinetti.

Delahaye (4½-litre 12-cylinder): Ecurie O'Reilly-Schell.

Delahaye (3½-litres): 1, three cars entered by Ecurie Francia; 2, R. Mazaud; 3, L. Villeneuve; 4, A. Belle-Croix.

Bugatti (3.3-litres Type 57): J. P. Wimille.

Salmson (1,100 c.c.): P. A. Pichard.

Singer (972 c.c.): J. Savoye.

Simca-Fiat: 1, four cars ("500" and 1,100 c.c.), Amedee Gordini; 2, V. Camerano.

Not declared: 1, three cars entered by Ecurie Walter Watney; 2, J. Seylair, 3, Mme. Itier; 4, R. Gaillard; 5, J. E. Vernet.

America

M.G. (847 c.c.): G. C. Rand.

Germany

Adler (1½-litres): Two cars entered by factory.

Belgium

M.G. (950 c.c.): C. P. Bonneau.

Italy

Alfa-Romeo (3-litres): Entrant not declared.

Alfa-Romeo (1½-litres): Scuderia Ambrosiana.

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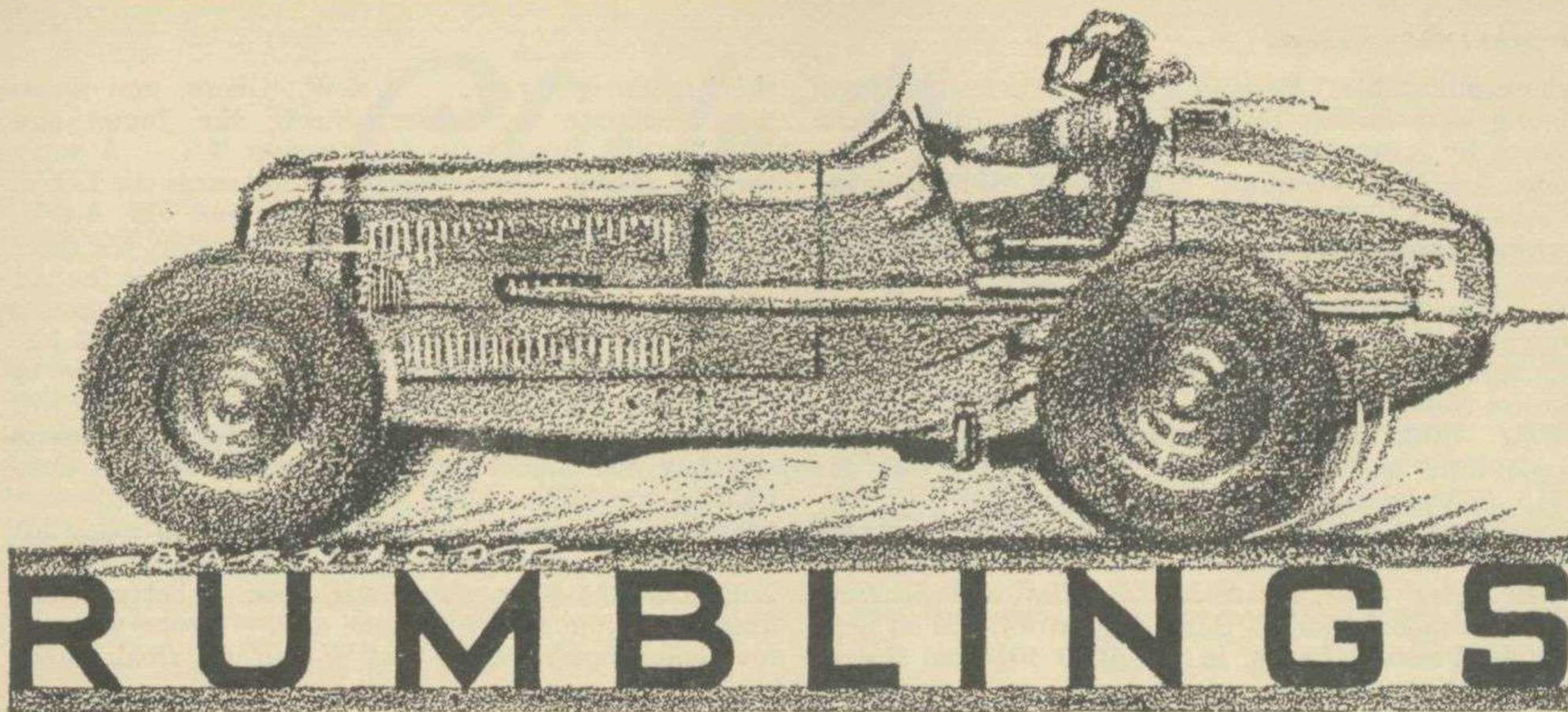


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A New Bentley

BENTLEY MOTORS, LTD. deserve the fullest possible congratulations on the introduction of a new version of their famous 4½-litre car, the announcement of which has taken the motoring world by storm—particularly the sporting fraternity. The car in question is the "Continental" 4½-litre with fully streamlined two-door saloon coachwork by the French bodybuilder, Paulin. Originally constructed to special order for a client, this car will now become one of the production range. It is equal to any Continental car in beauty of outline and the streamline form is proved efficient by the performance which this new Bentley offers. The chassis retains all the desirable and inimitable features of the standard 4½-litre, but the engine has patent h.c. pistons, raising the compression-ratio by 1½ ratios, and larger S.U. carburetters. The b.h.p. increase is about 15, while overall weight has been reduced by about 3 cwt. Against this the new car pulls much higher gear-ratios, top being a ratio of 3.4 to 1 or 2.87 to 1 on the overdrive which now figures in the specification. The maximum speed is in the neighbourhood of 120 m.p.h. and the fuel consumption is said to be 26 m.p.g. at 60 m.p.h. cruising. Under official A.C.F. observation the "Continental" Bentley has covered 107.42 m.p.h. in one hour at Montlhéry, and a lap at 110.04 m.p.h. Technicians will hail this car as proof positive of the value of correctly carried-out streamlining and British motoring sportsmen will acclaim it as a very complete answer to the French invasion that of late has been threatening our sports-car market. Bentley must be justifiably proud of doing with a straightforward, push-rod engine what other makers cannot approach with overhead camshafts and blowers.

Edwardian Motors

It is really good news that the Vintage S.C.C. is going all out to encourage interest in Edwardian motor-cars from now on. The Veteran C.C. does great work in preserving the truly historic and functions with a dignity becoming to a body which numbers so many

pioneers among its members. These owners of pre-1905 cars mostly regard their vehicles as museum-pieces of great worth and use them very carefully indeed on Club runs. Remembering as they do the pioneer days they are interested in pitting their veterans one against another and seeing how early performance and early shortcomings are reflected in those veteran cars which are still running to-day. The Vintage S.C.C. has rather a different outlook and inclines to take pre-war cars rather less seriously. By that I do not for one moment mean that they cheapen this aspect of sporting motoring by dressing-up to drive or by displaying those stupid notices that one sometimes sees pseudo-enthusiasts inscribing on elderly cars. But, being of this generation, they are interested in noting how well, or, conversely, how naughtily, a pre-war motor runs in comparison with the moderns. Some of the bigger veterans show up very well on the score of speed and even acceleration, as witness the Itala and Fiat at Shelsley and Prescott. Some of the smaller pre-1915 cars show up almost as well in respect of fuel consumption and, surprisingly enough, general reliability. Others, of course, do not, but this matters little to the average Vintagent, who is a most cheery and philosophic bloke, as is evident if you read the "Bulletin" of the Club's "Northern Notes." So, taking it all round, it is an excellent thing that special runs and rallies of a competitive nature are to be organised for cars built after 1904 down to the early War years, especially as, interesting as most of these cars are, only a few of them are truly historic in the "museum-piece" sense, so that there need be no compunction about using them extensively. Indeed, with safety-glass screens, relined brakes, and fresh tyres, certain pre-war cars can be a quite reasonable, if slow, means of transport. I believe the new scheme will open with a Rally to Donington, and there will certainly continue to be the usual veteran-class at speed events, run on a formula to even things up amongst different types. It is interesting to hear of runs undertaken on veterans just for adventure, with no competitive element involved. Kent Karslake,

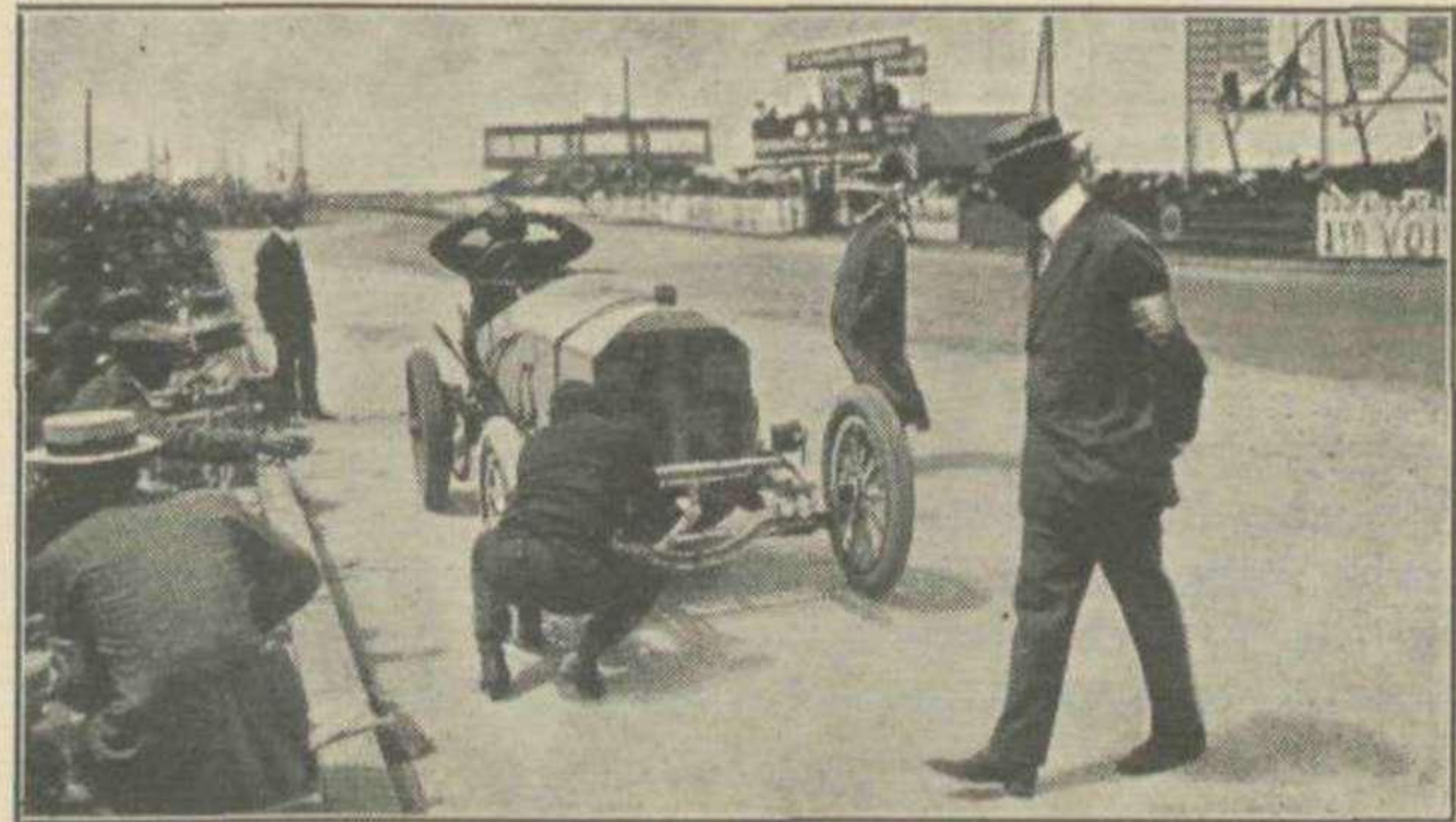
RUMBLINGS—continued

whose inimitable "Veteran Types" articles in MOTOR SPORT were largely responsible for the interest now shown by sportsmen of the present generation in the more exciting veterans, often went for ordinary drives in his 1902 6 h.p. De Dion and the writer accompanied Marcus Chambers to Shelsley and back some years ago in the 1907 42 h.p. Renault, trade-plates having been specially bought for the occasion. Not long ago we encountered Seth-Smith approaching Staines Bridge on the 1908 1½-litre "one-lunger" Sizaire-Naudin sports, on a mid-winter Sunday afternoon. Col. Clutton's regular car is a 1909 Fafnir landaulette and Forrest Lycett frequently uses his 1914 "Alphonse" Hispano-Suiza (valeted by McKenzie) when not on his bicycle. A rather remarkable drive followed the last Veteran Run to Brighton, when Peter Wike, Bradshaw, Bradley and Sharratt drove from Brighton to Hartley Wintney and on next day to Preston, Lancs. in the 1906 10¼-litre sleeve-valve Daimler tourer, which we have described in Karslake's "Veteran Types" series. The final 300 miles was done at an average of nearly 28 m.p.h., at a consumption of 13 m.p.g. fuel and 300 m.p.g. oil. On another occasion John Bradshaw and Sharratt drove from Preston to Lowick and home again on the aforementioned De Dion, a distance of 126 miles. The outward journey was accomplished at 11 m.p.h. average and it took two days to come home. Yes, Edwardian motoring is great fun! Anthony Heal is looking to the speed element, with his 1919 Ballot and 1912 10-litre Fiat and he wants to trace the 1914 T.T. Vauxhall which lay rotting at Brooklands until one Baines drove it at a Varsity speed-trial about seven years ago. There should also be a pre-war racing Excelsior about somewhere—Hugh McConnell banned it from Brooklands in 1930. And what of the 1914 T.T. Humbers? Dick Nash seems to prefer aeroplanes to cars these days, and his latest affection is an early Fokker with water-cooled, six-cylinder in-line Mercédès motor and a truly delightful V radiator, seemingly very small for such a hefty power-unit. But he is keeping the 1½-litre Union-Special in case he should crave a return to real speed one summer's day . .

In the World of Two Wheels Also

In a number of ways the two-wheeler world is far removed from that of the car and, in any case, car matters take all the available space in MOTOR SPORT, month by month. But some reference to current motor-cycle racing politics is worthwhile, if only as a consolation to car-racing enthusiasts. The B.R.D.C. will probably drop the September Brooklands Meeting, the J.C.C. is considering whether or not it will hold the "200" and the Road Racing Club has cancelled its opening meeting and will not hold its first races until May. In the motor-cycle world things are likewise rather grim, only in this case the danger period will be 1940 and not 1939. The worry concerns the T.T. races and is the same as that which assails car G.P. contests. This year the only British support, now that Nortons are not running, seems to be a blown Velocette twin and one, or perhaps two A.J.S. machines for the Senior; two Velos and one or two A.J.S. for the Junior, and probably no British entries at all for

the Lightweight race. B.M.W., Gilera, and Guzzi may dominate the Senior, N.S.U. the Junior and D.K.W. and Benelli the Lightweight T.T. A sorry state of affairs. Under these circumstances the I.O.M. is fearful that it will lose visitors and the A.C.U. wonders if foreigners will continue to support the races if no British opposition is forthcoming. It is the old story of commercial interests clashing with racing plans. All credit goes to the Velocette and A.J.S. for continuing to support racing, just as it goes to Austin and Riley in our world, and one hopes they will gain just and fullsome reward. Other manufacturers say they just cannot build blown multis to meet Continental opposition, which wasn't present a few glorious years ago. Various suggestions have been made for saving the greatest motor-cycle contests ever staged. Loughborough says there might be a better basic limitation than that of engine size. Bruce wants a fuel consumption limit and a ban on freak fuels.



1908-1939. The Mercedes driven by Lautenschlager in the "Grand Prix of Frankreich" at Dieppe, 1908.

Michael McEvoy would like a weight limit and only very low octane fuel—lower even than existing No. 3 spirit. Curious that whereas in the car world a formula has resulted in lack of active competition, here a sound formula may be a solution. We rather believe that banning special fuels might help matters in both worlds. Graham Walker suggests scrapping the Lightweight T.T. and instituting in its place a race for machines running on pump fuels and carrying headlamps and silencers, with classes for 250 c.c., 350 c.c., and 500 c.c. bicycles. Pessimists say that none of these schemes would kindle renewed British interest. We sincerely hope that they are wrong. Anyway, this year Stanley Woods is in a most enviable position of riding the only real British racing bike—the supercharged, twin-cylinder Velocette—against foreign opposition. Just imagine yourself driving our first British Formula G.P. car against the Mercédès-Benz and Auto-Union teams! Another way of regarding the T.T. problem is to take Lord Nuffield and Cecil Kimber's line and concentrate on record-breaking. The Worlds' Motorcycle speed record belongs to Ernst Henne's 500 c.c. B.M.W., at 173.67 m.p.h. However, Francis Beart is now working on a British design with which Noel Pope will have a crack at this record.

Club News

A COMBINED KENTISH TRIAL

On Sunday, February 5th, the Kentish Border C.C. and Maidstone and Mid-Kent Bossom Trophy Trials were run jointly. Forty-six cars took part. The first hill, Wood Lane, was a real mud patch. E. Sharp's Morgan, J. Sharp's Morgan coupé, Stiles's M.G., Wood-Dow's Le Mans Singer, Booth's M.G., Kane's M.G., Naar's Ford V8 and Meyrat's Standard Eight were amongst those who failed early. In contrast Hutchison's V12 Allard just made it, and Sydney Allard's V8 Allard with very attractive racing-style bodywork, was very rapid and well handled. Murkett's M.G. climbed fast and strongly, likewise Silcock's Ford V8, while Price blipped his Ford V8 over the top in a good climb. Henning's Ford Ten did a splendid ascent, Lawson's H.R.G. was clean, and Cook's M.G. and Wood's 328 B.M.W. were both outstanding. Wicken just got his doorless S.S.1 saloon over the top, aided by white racing overalls, a megaphone exhaust and a big racing number on his attendant M.G. Hield (M.G.) started in second gear and got half-way up (sections were used), as did Baker's Hillman, Epps's ancient Chrysler saloon with its detachable rims, Dunkley's Morris and Matthews's Hillman. Leslie Johnson's 328 B.M.W. was steadily successful—its exhaust outlet is now led to a gap in the leading edge of the rear wheel fairing. The laughter of the spectating yokels indicated how foolish bogged cars look to those who are not trials' fanatics. The Thurnham special test saw Allard win his class in 17.6 secs., with Lawson as fast in the 1½-litre category, and Wood-Dow's Singer best in its own category, in 21.6 secs. Cold-harbour and Allington were not very difficult and twenty-three cars stopped on Temple. Limeworks was inclined to be lenient and so competitors came to Upiturn. Trials organisers have forsaken the stony steps for slimy lanes and, still not content, now use the slippery sides of acutely inclined fields. Such is Upiturn. Last year comp.-shod motors shied at it and Hutch. and Allard leapt mightily from the final gulley. This time, on plain tyres, it was both easier and less deeply-gullied. Hutchison, Allard, Johnson, Wood and Silcock gained the very summit, the last named by going off at a tangent and executing a vast detour just as he was about to fail. Lawson and Andrews (H.R.G. and M.G.), nearly got up and Yates's Austin Seven did very well. Many other excellent efforts were noted. Emmins (M.G.) picked a careful course, but Henning lost oil pressure after a good climb, and Hield's M.G. was cutting out. A grim moment occurred when Baker reversed his Vauxhall into a girl marshal. Tea was taken at the "Swan" at Charing, where the service was not so good as on

a previous trial. Doubtless the absence of hot food was due to the organisers specifying tea only, because competitors had lunch at the same spot. But there wasn't a lot of tea to eat and what of officials who had no time for lunch? However, excellent free refreshment was served at Sutton Valence Engineering Works Garage by lady club members before the start—other clubs please copy. When we read in the programme that C. R. Y. King was to drive a *Frasher-Nash* we were glad no free beer was included!

RESULTS

Bossom Trophy Trial

Bossom Trophy (best performance by member of organizing club): C. O. Jackson (1,292 c.c. M.G.)

Kathleen Jupp Trophy (best performance by member of invited club): S. H. Allard (3,622 c.c. Allard-Special).

Founders' Cup (best performance by saloon car): L. J. Hollingsworth (1,172 c.c. Ford).

Team Award: S. H. Allard and K. N. Hutchison (both driving Allard Specials).

First-Class Awards: L. G. Johnson (1,971 c.c. Frazer-Nash-B.M.W.), H. Wood (1,971 c.c. Frazer-Nash-B.M.W.), K. N. Hutchison (4,378 c.c. Allard Special), D. G. Silcock (3,622 c.c. Ford), M. H. Lawson (1,497 c.c. Meadows H.R.G.), R. Emmins (847 c.c. M.G.).

Second-Class Awards: R. M. Andrews (939 c.c. M.G.), V. S. A. Biggs (1,911 c.c. Frazer-Nash-B.M.W., S.), D. Murkett (939 c.c. M.G., S.), R. M. Henning (1,099 c.c. L.M.B. Ford, S.), R. E. Rushbrook (1,292 c.c. M.G., S.), D. H. Perring (1,092 c.c. Talbot S.), E. G. S. Cook (1,292 c.c. M.G.), R. H. Hield (1,294 c.c. M.G., S.).

Stafford Clarke Cup Trial

Stafford Clarke Cup (best performance): S. H. Allard (3,622 c.c. Allard-Special).

Alexander Trophy (best performance in opposite class): R. M. Andrews (939 c.c. M.G.).

First-Class Awards: K. N. Hutchison (4,378 c.c. Allard-Special), D. G. Silcock (3,622 c.c. Ford).

Second-Class Awards: R. M. Henning (1,099 c.c. L.M.B. Ford, S.), R. E. Rushbrook (1,292 c.c. M.G., S.).

FORD ENTHUSIASTS' CLUB

Allard and Boddy having obligingly cancelled the proposed trial in the Chilterns on February 19th, on account of congestion in that area, discovered that the Berkhamsted and D. M.C. had transferred its trial of February 19th to March 12th, the day which the F.E.C. had fixed with the R.A.C. for its Croydon Rally. Moreover the Berkhamsted Club invited four out of the five clubs which the F.E.C. proposed to invite and did not notify the F.E.C. of the clash as the R.A.C. usually insists a club should do. As a result, the F.E.C. has transferred its Rally to Sunday, March 26th. It will be held at the Autodrome, as before, and comprise a series of tests and a 300 yard speed trial. The individual aggregate times will count for placings. There will be classes for V8, 8 h.p. and 10 h.p. Ford cars, saloon cars, and all makes of car, divided into, up to, and over, 1½-litre classes. There will be place awards in each category, with a best-performance Challenge Trophy, and an F.E.C. Challenge Trophy. There will be no team award. A prize will be given for the best

show by a passenger-bodied model T, or pre-war, Ford car. Entries close on March 18th and cost 7/6 for F.E.C. members, and 10/- for invited clubs per car first entry, and 5/- per class in both instances for subsequent entries. The invited clubs are N.W. London M.C., Kentish Border C.C., M.G. C.C., Great West M.C. and Southsea M.C. The surface is concrete and comp. tyres may be used up thereon. The tests are designed to try car as well as driver and in the speed tests sports-cars exceed 65 m.p.h. over the line. There are excellent facilities for spectators and ample-car parking space, and non-competitors who are not F.E.C. members will be charged 6d. per head and 1/- for use of the car-park. The start will be at 1 p.m. Last year an entry of fifty-two was obtained and best performance was made by M. S. Soames (Ford V8). Fastest time in the sprint was made by Soames and Alan May (30/98 Vauxhall) in 11.2 secs. Full catering will be available to the public. Entries to: W. Boddy, 21, Lucien Road, S.W.17. The Club has issued a folder explaining its aims and objects and what it offers for a 13/- subscription and entry fee. Copies can be had, post-free, from the Hon. Secretary: S. H. Allard, 15, Millbrooke Court, S.W.15.

CHILTERN C.C.

The Mixed Trial on February 19th attracted the extremely good entry of fifty-nine cars—perhaps because the Club was lucky to have a "clear Sunday" for its event. What a pity it is that big trials which clash cannot be combined. On March 19th the Margate and D. Wye Cup Trial and the Great West M.C. London-Bournemouth Trial clash and we shall be surprised if either gets so good an entry as this Chiltern C.C. event. The actual support forthcoming was: Chiltern C.C. sixteen, N.W. London M.C. ten, M.G. C.C. ten, J.C.C. eight, Standard C.O.C. seven and F.E.C. six—and fourteen entries had to be returned. At Seagrave's Farm, a straight, narrow muddy lane which looked easy but was actually quite deceptive, Price (Morris) was assisted over the summit by the excellent bouncing of his passenger. Pluckroses's 3½-litre S.S. stopped low down, Lewin's blown M.G. and Dyke-Acland's blown ex-"Musketeer" M.G. were successful, and Thwaites's T-type M.G. stopped early. Humphreys, with his passenger on the stern, was very excellent with a 750 c.c. M.G., Murkett used lots of engine to coax his blown PB M.G. to the top, Miss Redfern (H.R.G.) ascended slowly, likewise Hutchison with the V12 Allard, and Canham climbed very fast with a V8 Allard, cutting out for a dog at the top and picking up strongly. Burroughs made a fine show with his still further

CLUB NEWS—continued

shortened and now very potent Ford V8 Special, Wood's 328 B.M.W. was rapid, Hield's blown M.G. excellent, Richards's Special Rover fast and Henning's Vauxhall saloon extremely neat. Worth's Riley stopped and boiled, the Pansy-Special was slow, Cassey's M.G. failed high up, Frey's M.G. and Miss Martin's Standard saloon both stopped and Fletcher's 1½-litre M.G. failed low down. Truett's lusty 2½-litre S.S. ran crabwise and finally failed, Cox's Standard Eight saloon stopped, but Perkins's H.R.G. got up well and Burrage was successful with his T-type M.G. Milbourn's Riley and Somerville's Aston-Martin both blotted their copy-books, Claridge's Frazer-Nash got half-way and Rhodes, rushing the bottom section made an excellent climb with his Standard. E. G. S. Cook's M.G. went up well, Barrow (M.G.) tried hard, and Wade's Vauxhall saloon just made it, passenger bouncing from the rear bumper, hanging to a rope across the roof—will bouncing become of paramount importance in this complex age?

Biggs made probably the fastest ascent of all, with his B.M.W., Lawson (Meadow-H.R.G.) was really good, but Ginn's V8 Ford, Cleland's beautiful Ulster Aston-Martin and Lund's S.S. all registered failures. Watt's Wolseley was successful, also Ballard's 850 M.G. and Laudet got up very nicely with his Wolseley-Hornet. Of the remainder, all failed, though Edmondson (M.G.) tried hard. The afternoon was devoted to special tests. We observed the figure-eight cum Parking Test, held in a cinema yard and recall that Burroughs drove very nicely and that Miss C. E. Martin was outstanding as to driving ability. A big S.S. very definitely ran out of road, or rather concrete, falling heavily in waste ground, the Pansy-Special cast asunder its transmission and Lewin's M.G. smashed its rear-axle. In this test best time went to Perkins (H.R.G.) in 32.6 secs. and Burroughs and Lawson tied for second fastest time in 32.8 secs. A cheery crowd sat down for tea at the "King's Arms," Amersham—which some folk say is the best part of slime-storm outings.

N.W. LONDON M.C.

The Coventry Cup Trial utilised the hills of Kent and weather conditions robbed them of their severity. There were twenty starters. Lawson's H.R.G. and Hutchison and Allard (Allards) were impressive on Whitehorse, where Hield's M.G. mis-fired, Lewis's Riley stopped and Henning damaged the exhaust manifold of his Ford when the pipe hit an obstruction. The Beechy Lees acceleration decided things and Leslie Johnson's 328 B.M.W. tied with Burroughs (Ford V8) for best time, both clocking 7.8 secs. Knatts' Valley stopped nearly everyone, but Dargue and Johnson with B.M.W.s, Lawson's Meadows-H.R.G., and the Allards found it beneath contempt. The Team Award went to the Ford Enthusiasts' Club Team.

RESULTS

Over 1,100 c.c. Class

Coventry Cup : S. H. Allard (Allard-Special).
 Runner-up : L. G. Johnson (Frazer-Nash-B.M.W.).
 First-Class Awards : M. H. Lawson (H.R.G.), K. N.

Hutchison (Allard-Special), D. G. Silcock (Ford V8), C. O. Jackson (M.G.), D. W. Price (Ford V8), G. L. Burroughs (Ford V8), T. W. Dargue (Frazer-Nash-B.M.W.).

Second-Class Awards : Mrs. H. Wood (Frazer-Nash B.M.W.), C. R. Y. King (Frazer-Nash).

Third-Class Award : H. F. Hield (M.G.).

Under 1,100 c.c. Class

Whittingham Trophy : G. F. Pentony (M.G.).

Runner-up : H. L. Hadley (Austin).

First-Class Award : D. Murkett (M.G.).

Third-Class Award : F. H. Bacon (Singer).

Team Award : Ford Enthusiasts' Club (S. H. Allard, K. Hutchison, D. A. Silcock).

SPEED FOR THE AMATEUR

We are all in favour of race-meetings for the clubman and are consequently pleased to note that the Stanley Cup competition of the Frazer-Nash C.C. is to be revived on April 15th at the Crystal Palace road course, using the "short" circuit. This is essentially an inter-club speed event. The organisers will be the Frazer-Nash and B.M.W. C.C., assisted by the Vintage S.C.C., who will presumably cancel their Donington fixture of the same date. This will be the first club meeting at the London road circuit and residents in the Southern Counties will feel much easier about getting home the same day if motors go sick. See you at the Palace circuit on April 15th? Details from: W. H. Aldington, Falcon Works, London Road, Isleworth.

750 CLUB

The suggestion, published exclusively in MOTOR SPORT last month, that Austin henchmen should form a club of their own, met with a response of nineteen eager prospective supporters within a week of publication. Moreover, many people promised the support of friends. A live chief is now wanted to arrange an informal meeting. If such a person is forthcoming before this issue appears, or before the April issue is published, all those who have written to "W.B." can rest assured that he will notify them individually.

BUGATTI OWNERS' CLUB

The 1939 Handbook and Fixture List has been issued. The membership roll stands at 243—but we believe it is a trifle dated. Of this number, the following hold Club Pennants for Very Distinguished Service:—J. D. Aylward, K. W. Bear, J. Lemon-Burton, Jean Bugatti, Ettore Bugatti, W. J. Brunell, J. K. W. Baines, A. Baron, G. G. Bachelier, J. R. Crouch, J. G. Crowther, R. A. Cookson, C. I. Craig, T. B. C. Davis, F. J. Fielding, A. Fawcett, Miss Fawcett, Col. Giles, Eric Giles, Mrs. Garstin, Earl Howe, G. Harris, Major Hillersdon, C. W. P. Hampton, F. Heaton, J. D. Jevons, L. Keevil, Lt. Kidston, D. B. Madeley, G. E. Mayo-Smith, R. Marker, D. Monro, B. J. F. Malcolmson, J. Morley, J. Perks, Lt.-Col. Sorel, J. S. Steele, V. L. Seyd, K. M. Simmons, E. C. W. Stapleton, G. Dudley-Smith, R. W. Shakspeare, C. E. Stapleton, Miss Strain, Mrs. Wild, Mrs. Lind-Walker and A. F. Walsham. Three new trophies are offered for this season—the Monro Marshall's Trophy for the most meritorious service by a marshal, the Invicta Challenge Trophy for the best

performance in the Night Trial, and the Jacques Challenge Cup for the best kept Invicta at the opening Rally. The Rally takes place at Huntingdon on April 16th—not April 9th as originally planned. Membership of the B.O.C. costs £2 2s. per annum, with £2 2s. entry fee for Bugatti owners and £3 3s. entry fee and £3 3s. annual subscription for non-Bugatti owners.

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

BOOTS FOR TRIALS

With the R.A.C. ban on competition tyres the question of which cover is the best wear for trials becomes a matter of vital interest. On the combined Bossom Trophy Trial and Stafford Clark Trial of February 5th a census of thirty out of the forty-six competitors showed a preference as follows, for rear-wheel wear:—

Dunlop Freighter : G. H. Wicken (S.S.), E. G. S. Cook (M.G.), C. E. Truett (S.S.), E. Sharp (Morgan), D. Kane (M.G.), and D. Murkett (M.G.).

Dunlop Standard, or "90" : J. Parker (Lancia), S. Seally (Ford V8), L. Hollingsworth (Ford Ten), S. Baker (Hillman), S. Epps (Chrysler), J. Sharp (Morgan) and L. Baker (Vauxhall).

Michelin "Stop" : H. Wood (B.M.W.), R. Hield (M.G.) and R. Andrews (M.G.).

India "Signal" : W. Matthews (Hillman).

India Super Balloon 140/40 Non-Skid : G. Stiles (M.G.).

Dunlop E.L.P. & Pneugripper : P. Meyrat (Standard).

B.T.R. "Cavalier" : one M.G. and Yates (Austin Seven).

Goodyear "Heavy Duty" : D. Price (Ford V8), and R. Rushbrook (M.G.).

Dunlop Remould : R. Henning (L.M.B. Ford).

Michelin Standard : M. H. Lawson (H.R.G.).

Goodyear "Allweather" : D. Silcock (Ford V8) and K. Barrow (M.G.).

Perelli "Sureflex" : C. Booth (M.G.).

Union 3.50" x 19" : H. Barwick (Austin Seven).

John Bull "Heavy Tread" : D. Mount (M.G.).

SOUTHSEA M.C.

Sydney Allard won the President's Trophy Trial on February 26th, after walking off with the "Colmore" on the previous day, thereby proving himself probably the best trials' driver of his day. The trial was more than usually a tale of trouble, for before the first hill Fitt's B.M.W. broke its transmission and later Lawson's H.R.G. and Soames's V12 Allard lost their bottom cogs, Biggs broke his B.M.W.'s rear axle and Johnson had similar trouble. The Allards, ever ready to help a fellow enthusiast in trouble, took Biggs home in an Allard and Mrs. Biggs home in the victorious trials' Allard. The first hill was a freak affair up the side of a field, and drip was at a minimum at the start. The approach included a big mud pond, where even Hutchison's V12 Allard temporarily stuck, though Allard scorned it and Soames did one of the neatest bits of waffle-waffle we have ever seen. On the hill itself Hutchison failed, but both the other Allards, Borroughs (Ford-Special), Johnson (B.M.W.), Lawson (H.R.G.) and several others were successful after struggling for adhesion in the starting area. Yates got a good way up in his Austin Seven and Pentony was excellent with his M.G. A Riley Nine showed little desire to cease from spinning its wheels, even on level ground, and Mrs. Wood (B.M.W.) just stopped at the very summit. We next

CLUB NEWS—continued

went to Barrow, a much more sane grade but rather easy, the failures mostly happening low down and amongst ordinary type cars, Challands's Riley-Special, which had gone to sleep on No. 1 cylinder, excepted. As to "boots," Allard used Goodyear, Hadley, whose Austin won its class, Dunlop Freighter, also used by Challands, Price, class-winner with his Ford V8 which apparently has no special over-axle ballast, used Goodyear Heavy Duty, Biggs had Englebert Super Balloons, Meyrat Avon Super Balloons on the rear wheels of his Standard Eight, having burst his original tyres on the "Colmore" the day before, Fitt had Michelin R.L.P., and Laudet Dunlop Freighter. Congratulations to Kirkman, who had been married without a word to the boys on the Thursday and was present on the Sunday to help with the Trial—which is illustrative of the reason for the firm position of the Southsea Club.

VETERAN C.C.

The Veteran Car Club will open its season with the Tilburstow Rally on April 15th. The event will be much on the lines of the previous year's events at this venue and 1904 cars will be required to travel at least 150 miles to the finish. The event at Tilburstow starts at 2.15 p.m.

Hon. Secretary: H. J. Wylie, 38, West Cromwell Road, London, S.W.5.

GENERAL NOTES

Searching for antique motor-cars is a pastime of surprising results. Setting out in a Ford Eight to seek a pre-war model T Ford at a village with the delightful name of Heath and Reach, we got hopelessly lost and finally, pulling up to ask where this village lay, saw before us the Ford, low brass radiator and high landaulette body standing out against the background of a big shed in the field where the car stood, a massive cow keeping sentry over the veteran. Returning down the main road to London in something of a hustle our modern motor suddenly ceased work on a severe gradient and thereafter refused to function at a speed higher than 20 m.p.h. A very efficient garage hand soon traced the trouble to loss of a screw from the automatic ignition control, but the point of this story is that a chance enquiry as a result of this stoppage led to the discovery of two old Minervas and an early Sunbeam owned by a near-by doctor, which would otherwise never have been heard of. Another expedition was made to see a 1905 Riley, our quest ending at a small, main-road country pub. On the walls we were a trifle shaken to see photographs of this veteran at sundry carnivals its occupants dressed as old women and bearing placards announcing that they were three old maids from Lee. As the owner was away and the key of his garage strangely mislaid we did not see the actual car and were reduced to drinking indifferent bitter with our chocolate wafers, which possibly explains why interest in old cars soon evaporated and has not been revived in that quarter.

Another day we set off up the Cambridge road in a popular make of modern death-box to see a 1912 type two-cylinder Renault Voiture, which had escaped the attention of motor-minded Undergraduates because, so the owner's letter said, he had refused foolishly low offers. Possibly the Undergraduates like ourselves, had tried turning over the motor by its starting handle . . .

Having got almost to Cambridge, we entered that city as daylight waned, dusk filling the streets and the spires and chimneys outlined against a golden sunset. A Frazer-Nash slid past us on a winding road, and parked by the Cam was a sports Delahaye nose to nose with a dignified coupé of the same marque. In the High Street a student in an immense scarf motored defiantly past a parked Bentley in his ancient Austin Seven. High tea at St. Neots, and we came home via Bedford, exploring its side walks by the river and getting a good view of the big airship hangers at Cardington as they appear at night.

In between looking for early motors there have been a few trials to attend, notably one when our Ford Ten consumed whole sumpfuls of oil every ten miles or so, until the mystified crew discovered loose engine bearer bolts which entered the timing case and, having worked loose, enabled oil to pump in a tiny stream on to the road . . . do not tell me that to crave a pre-war car is so stupid, after all.

Peter Clark's "Blue Label" 3-litre Bentley provided a truly magnificent winter day's driving, 300 miles all told, right down to Bridport in Dorset. The run back to London was one of the best ever, the big car rock steady at 70 m.p.h., very fruity as to exhaust and hardly another car on the snow-bordered roads. Some of the going might have been anywhere in Europe, familiar scenes rendered strange by the snow-drifts, direction posts down and buried, emergency telegraph wires looped from post to post and, working hard in a field in the halflight, a workman freeing his ancient Chrysler. Indeed, as darkness fell we motored for miles on the main road with a fleeting G.W.R. motor-train seemingly the only other living thing in a stark, cold landscape. Not until much later was it necessary to dim the headlamps for oncoming cars and then this task was undertaken by the passenger, because it would keep him awake, and the switches were before him, anyhow. A quick meal at Lobscombe Corner, and we were in London again quite early that evening, hastening to show the Bentley to some friends who enthuse over these things. That day's motoring produced the exhilaration that comes from handling a car, which not only makes such a run possible in the time available, but which demands skilful handling and which is an absorbing technical study into the bargain. We returned it regretfully, but apparently our enthusiasm is as potent as ever, for we still go out on Sundays in the most humble of small cars, when we might visit friends, enjoy a good book, or see a good show, deriving all the fun imaginable from this sort of outing, chiefly on account of the motoring conversation in which we know the crew

will indulge, the interesting cars one is bound to see en route and the fun of trying to find places where one can get a satisfactory meal in quite unknown territory. Albeit, with a car like Clark's Bentley the car alone is an enthralling companion and life seems very good if you drive quite alone and go on driving . . .

Yet another search for an antique took place in the Crystal Palace district, when a motor repairer bade us follow his Rover saloon to a small shed beneath a block of flats, wherein he was confident we should find a German car of about 10 h.p. and 1912 origin, the make of which he said was "Hofman," admittedly a thing of which we had no knowledge. Alas, the door of the delapidated shed coaxed open, behind a modern Triumph saloon was revealed our old friend the Horstman, of about 1924 vintage, its unique radiator all mildew, its side valve motor in a sorry state and not even a racing unit. We glanced at the tiny gas-factory and wondered if herein lies the secret of the excellent fuel consumption attained by the earlier light cars. We glimpsed the tubular front axle and curious quarter-elliptic springs and wondered whether early light car designers had their own pet theories about comfort and stability, or whether they felt shy at following a conventional specification when embarking on a design which might—yea, *might*—establish historic popularity. After which interest faded and we re-entered our own small motor, more youthful by some six summers. Yet early post-war small cars *are* rather fascinating, and it is annoying that when the writer was wretched to acquire one, nothing very suitable could be found, whereas now we know of this Horstman, which could be had for £1, of an excellent oil-cooled, flat-twin Belsize-Bradshaw for about £4 and of a sports 1923 Eric-Campbell, proudly boasting a finned jacket on its cylinder head . . . And at a recent trial we met a gentleman from Oxford who has two 7.5 h.p. Citroens and craves a third, and, curiously, returning home in our 1937 death-box we saw just the very thing for him, in the form of a drophead 7.5 h.p. coupé of that marque, in full flight down a by-pass road. Reverting to our own experiences, the Crystal Palace seems an unlucky area for hunting the antique, for did we not hear tell of a three-cylinder pre-war Panhard owned by a well known veterinary surgeon. We were in his consulting room a few hours later and he talked long and lovingly of his old car, for which he had no further use, and wanted to show us the magneto to prove that it really was a three-cylinder. Could we, please, give this car a good home? "Could we what?"—oh, it went to a car-breaker years ago! But one Saturday we set forth to a place not so far from London's road-circuit, this time in the company of a very well-known driver whom you might not credit with sympathy for the vintage enthusiast, and this time, in a garden behind a house, we came upon an N.S.U. triear and an old three-wheeler. The wicker passenger seat of the former fell away at a touch and the three-wheeler baffled us as to make.

WHICH IS THE FASTEST ROAD CAR?

TO enthusiasts the question of which is the fastest road car constitutes an ever fascinating topic for debate. Before one can discuss the question with any certainty, one must decide what constitutes a "road" car. If the catalogue model only is admitted, then the Type 57SC Bugatti is probably the whole and complete answer. Moreover, we must decide whether speed alone, or all-round performance, is to be taken as the issue on which this absorbing debate is to be decided. Personally, we feel that, although a "road" car need not necessarily be a production job, at all events it should be a car carrying full sports-car equipment and able to run on commercial fuels, while, if it is reasonably docile in heavy traffic and does not use different brands of plugs for different road jobs-of-work, so much the better. Modern sports engines, even the very high efficiency type, can manage with one brand of plug and are quite tractable—for long-distance track work or road-racing where fuel may deposit in the manifold while cornering, special plugs may become essential, but we refer to extremes of ordinary road driving, which in earlier times would call for two grades of candles, with possibly a third grade necessary for racing.

Recent discussion suggests four cars as candidates for the title of fastest road car, namely Forrest Lycett's 8-litre Bentley, Hugh Hunter's 2.9-litre supercharged Alfa-Romeo, Lt. Torin's 3-litre Maserati and I. F. Connell's 4-litre Darracq. The Bentley we road-tested in April 1938 and it needs no introduction to readers of MOTOR SPORT. Hunter's Alfa-Romeo is the short chassis, independently-sprung straight-eight car with

which Biondetti won the 1,000 Mile Race last year. Lt. Torin's Maserati is the car with which Nuvolari won the Belgian G.P. in 1933, now sports-equipped. Are there any other candidates? The blower 4½-litre short chassis Bentley owned by Peter Robertson-Roger is neither so fast nor so useful on acceleration as the 8-litre Bentley. The Conan-Doyle brothers used to put forward a rather special 38/250 Mercedes-Benz with large supercharger, but no figures are available and standard examples have never equalled Lycett's Bentley. C. I. Craig's 4.9-litre blown Bugatti might be a contender, but at the moment performances figures are not available. No production car looks likely to claim the honour, because, although there are several genuine 100 m.p.h. cars on the market, notably amongst recent French sports models, they only just exceed a two-figure maximum. A most notable exception is the new Continental-model 4½-litre Bentley, which does about 120 m.p.h. The supercharged 3.3-litre Bugatti coupé, in catalogue form, is reputed to do something like 130 m.p.h. in road trim. The modern Alfa is a 115 m.p.h. car at the least and what of the blown 2-litre Alta? When you go fairly thoroughly into this question you obtain a surprise as to the number of really fast road motors now in existence. The old V12 10½-litre Delage which is being rebuilt as a road car, as exclusively announced in this paper last January, will probably beat everything else of its kind, but it is, of course, an ex-racing-car. Turning to known data relating to three of the claimants for honours, up to date we have tried nothing, and heard of nothing, to equal Lycett's 8-litre Bentley. We timed it to do 116 m.p.h. and 0.70 m.p.h. in 10

secs. and we know that it is docile in town, runs on reasonable fuel and goes on to the track with no under-bonnet attention. Incidentally, it is virtually a 1931 car. We have no acceleration figures for Hunter's Alfa-Romeo, but it is said to do 65 in second, 90 in third and over 110 in top, to give 11 m.p.g., and to weigh 24½ cwt. It now has reduced compression-ratio and a lower axle ratio and we have seen it wuffling very happily through London traffic. No figures are available for the Darracq, while we just missed testing the Maserati when it was last for sale. However, Lt. Torin has now kindly said that we can try it and we hope its performance data will appear elsewhere in this issue. The acknowledged fastest road car is a truly desirable possession, so we hope figures for all the claimants will eventually be forthcoming. If the title were disputed only amongst genuine production cars the issue would remain a confused one. Perhaps the blown Type 57 SC Bugatti would carry the day, but we should crave figures for the Continental 4½-litre Bentley, the modern Alfa-Romeo, the Alta, the Type 328 Frazer-Nash-B.M.W., the V12 Lagonda and the latest V12 Allard-Special, before pronouncing judgment. Moreover, how to co-relate maximum speed, speeds on gears, acceleration, fuel consumption and dependability so as to form a basis for decision, is a major problem. To those who unofficially wish to establish claims for their road cars why not a standard test, comprising a run across London after tanking up with pump fuel, a run round Brooklands for five laps or so without opening the bonnet, after which the timed quarter and half miles, both flying and standing, could be attempted immediately?

THE ALL-ROUND ALLARD

Some time ago the Allard-Special was referred to by one of the weekly motoring papers as "not everyman's car," because of "specially light construction and general weight distributed somewhat freakishly over the back axle." That is a statement which is unfair to the production range of Allard-Specials, which, incidentally includes a four-seater tourer, one of which we often see, chauffeur-driven, in South London. The original Allard-Special had a Bugatti tail in which was accommodated a 40 gallon fuel tank which, in conjunction with the rearward mounting of the Ford V8 engine, which is still retained, enabled the necessary wheel grip for trials purposes to be obtained merely by filling the petrol tank. However, most of Sydney Allard's recent trials successes have been attained

with the production two-seater type, which has luggage space behind the seats and a slab-fuel tank of not much in excess of half the capacity of that on the original Allard—which car is now Guy Warburton's pride and joy. We can vouch for the stability of these cars as fast road machines, and the same may be said of the Bugatti-tail two-seaters now used by Allard and Hutchison, which certainly have the engines set further back to combat the "comps.-banned" ruling, but which have comparatively small rear tanks. Hutchison's first V12 Allard, now for sale, which last year he used for trials, at Prescott and Wetherby and in the L.C.C. 3-Hour Sports-Car Race, had production two-seater bodywork and the smaller slab tank. In a leading article in MOTOR

SPORT of December 1937, we emphasised that trials adversely influence the design of small sports-cars but that in the higher price classes cars can be found which are equally suitable for trials, speed events and fast road work. We regard the Allard as a very excellent example. The latest convert is D. G. Silcock, who used to drive a Jensen. His new car will have an aluminium head V12 Lincoln engine, a specially low bonnet line, and a new type two-seater body with fuel tank in-built in a flowing tail. Certainly the Allard has earned a reputation as a go-anywhere car and Adlards Motors, Ltd. tell us that answers to their advertisements in this paper come mostly from abroad.

THE MODEL-N FORD

The Ford Motor Co. Ltd. has been displaying a 1906 Model-N Ford touring car in dealers' showrooms about the country. We saw this car in the Streatham and Putney showrooms of Messrs. Adlards Motors Ltd., and were interested to note, that, unlike the immortal model-T, it had transverse suspension at the front only, rear suspension being by means of

full-elliptic springs. The 20 h.p., four-cylinder engine has an exposed flywheel at the forward end of the crankshaft and the water pump is located ahead of the radiator, on the starting handle side. Transmission is by epicyclic gear to a substantial rear axle. The radiator is set well forward and resembles that of the pre-war model-T, and the fixed

wheels have non-detachable rims. The screen has a folding top-panel, reaching to a great height when erect. The Ford Enthusiasts' Club reports knowing of at least eight model-T Fords with passenger bodywork, one of which is a 1923 two-seater in really fine order and another a 1912 landaulette in running trim. The type was discontinued about twelve years ago.

Letters from Readers

THE WOLSELEY "GRASSHOPPER"

Sir,

I am purchasing a four-cylinder 10.8 h.p. Wolseley "Grasshopper" tourer of approximately 1927 vintage. The price £5, taxed to the end of the quarter. The vehicle is in beautiful condition and was in the hands of the original owner for over ten years. As you know, whilst not very sports, it has such a wealth of mechanical features that it should qualify for a position in any collection of vintage cars.

The mechanical features include:— Overhead cam (skew shaft driven), four wheel brakes, quarter elliptic springs with radius rods, open flywheel with cone-clutch built in, divided prop shaft only $\frac{1}{2}$ in. dia. driven at engine speed, integral back axle and gearbox, gate gear shift on r.h.s. which is remarkably light.

Easter 1937 I was given £10 to buy a car, tax and insure it, which I did:—

Car Humber Nine tourer 1926 £4, including fitting of safety glass. This car used no oil, did 38 m.p.g. and had a maximum of 48 m.p.h.

I sold it for £6 and went into partnership buying a rebuilt Austin Seven at £20 which had:—

Two Amal carburetters, three 2 in. exhaust manifolds, 2 $\frac{1}{2}$ in. exhaust tube, special back axle giving a high ratio, was dropped 6 $\frac{1}{2}$ in. in front, the front spring being on a series of tubes above the frame, box-sectioned chassis, bound springs and special shock-absorbers, hand-pump pressure feed from rear tank. Aluminium body similar to a "Nippy Austin" but rebuilt on a 1928 saloon chassis.

Then followed what has been the most enjoyable car to date. A 10 h.p. Lea-Francis of 1926. A four-seater tourer, black with red disc wheels. It had a maximum of 55 m.p.h. and did 45 m.p.h. in third. The gearbox was so grand that the clutch was only used when starting from rest. It was a delightful car on which I used to accomplish over 300 miles in a week-end without any mechanical trouble.

Only on one unlucky day did I have trouble with it. I had a front puncture and then a big end ran. The feed to the dip tray blocked for the one big end, and as I was on my way to a race meeting, I chanced it to be on time. However, by scraping oilgrooves in a 12/22 Lea-Francis big-end the car returned once more to the road, now with the oil up to the level of the tray whilst the timing gear was greased periodically by hand.

My best average speed in this Leaf was 36.8 m.p.h. from Ealing to Bristol, approximately 117 miles. On this run I had to take to the verge at 50 m.p.h. and cut past the inside of a modern saloon which had pulled out on to the Colnbrook By-Pass at the wrong moment. Which treatment did not damage the "Leaf" at all. I feel most modern tens would

not do 50 m.p.h. on rough grass without damage to themselves whilst remaining under complete control.

Since then have followed two Riley Nines. The first, a two-seater with dicky seat which did in the crown wheel, and the next, a four-seater semi-sports tourer of 1930 which gave 6,000 trouble-free miles. It did 68 m.p.h. on the clock on one occasion, whilst 48 m.p.h. could be got on third speed. It cornered wonderfully a back skid technique being developed to the tune of an average of 46 m.p.h. from Chiswick to Bristol, 118 miles. In all the average speeds indicated I have made no allowance for stops, etc. I carried a passenger and the starts were made at dawn, 6 a.m. being the order of the day with breakfast in Bristol.

Looking back on these two years, I feel they and the money spent could not have been spent for a more enjoyable, whilst useful, purpose.

Of the highlights I have omitted, I have reason to believe, for instance, that the rebuilt Austin exceeded 80 m.p.h. down-hill on the Wiltshire Downs.

I am, Yours etc.,

A. J. P. DEACON.

Birmingham.

* * *

"AN OUTSTANDING BLUE LABEL"

Sir,

I am writing to you concerning Peter Clarke's "Blue Label" Trials Bentley. I enclose a photograph of my own 3-litre, short chassis V.D.P. Speed Model, 1927

(October). Bodywork, etc. as original, new 6.00×17 tyres on new wheels, which, incidentally, gives good road-holding, free from "kick" when cornering. The unit has been re-sleeved by Laystall, and completely overhauled in all other respects.

The chassis is as good as new, having been also completely overhauled. With the 3.8 axle ratio, I have obtained 82 m.p.h., but on an indifferent road; maybe, given the right conditions, she would do more, as there was plenty in hand. I also experience the change in exhaust note as you mention, but very seldom get the opportunity to hear it.

With regard to suspension, if triple Hartfords are fitted all round, on the roughest of tracks, there should be no "axle/chassis" contact, and this adjustment has proved ideal for ordinary town work.

I have the close-ratio type "A" box, with clutch stop, and very quick changes can be made with the clutch just freeing.

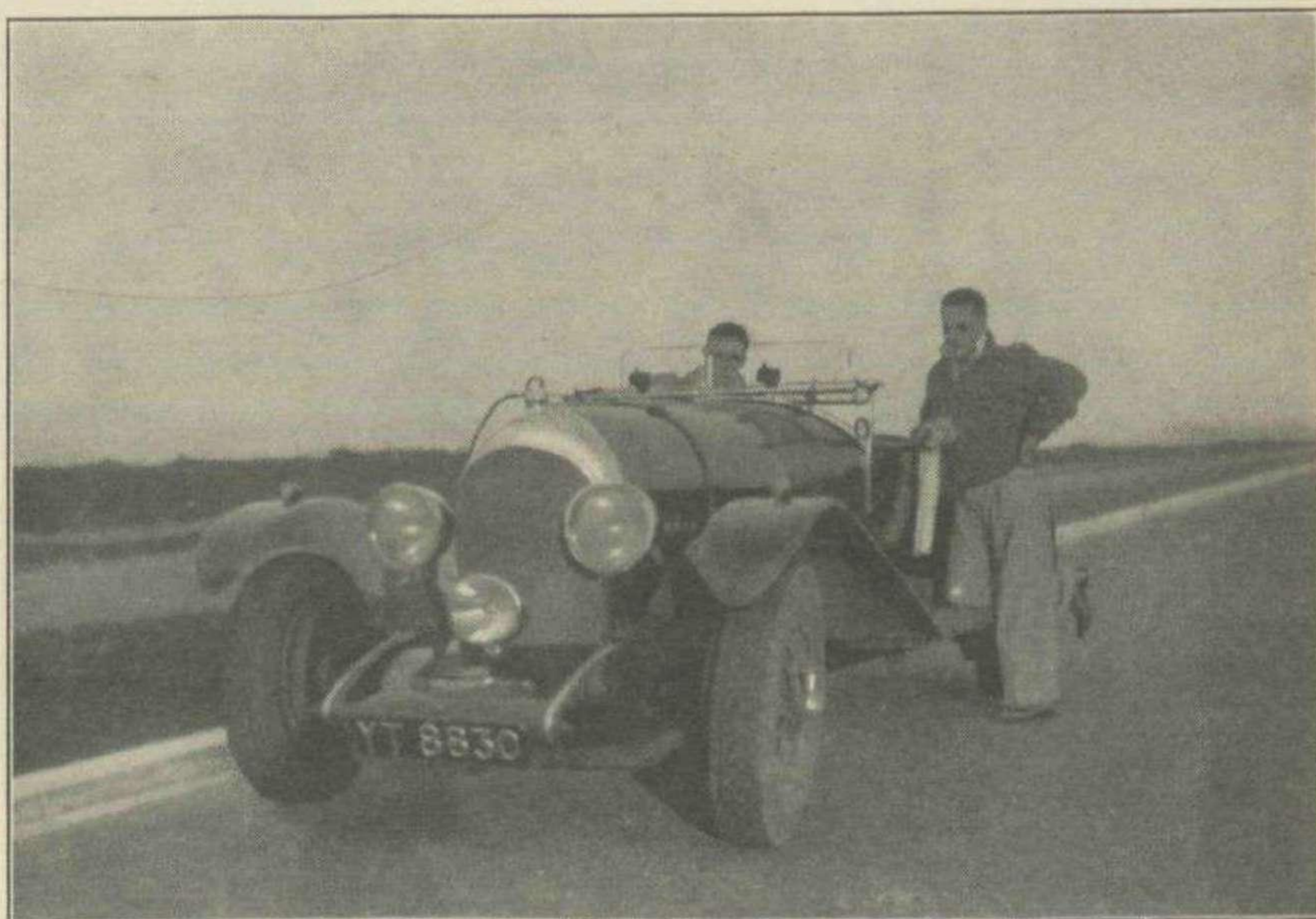
With regard to tuning, I have found that, before attempting to tune the carburettor, attention to the synchronisation of the mags. will work wonders. When I first took her over, this adjustment added 5 honest m.p.h. to the speed.

Consumption: petrol, driven hard, 17 m.p.g., nursed, 21. Oil, well she's done 1700 since overhaul, and I've put in half a pint!

I am, Yours etc.,

C. ALEXANDER.

E.3.



The photograph as mentioned by Mr. Alexander in his letter published on this page.

LETTERS FROM READERS—continued

Sir,

I have read with interest your article entitled "An Outstanding Blue Label." I am, I would point out, also an owner of an honoured piece of Old England, namely, one 3-litre Red Label and therefore consider that I am entitled to have my say as follows:

According to your article, Peter Clark's Blue Label "goes up to 80 m.p.h. or 3,000 r.p.m. and has reached a maximum of 87 m.p.h. (3,300 r.p.m.)" Now having regard to the fact that this car has a "B" gearbox (wide ratio) and top gear is 4.2 to 1 and the road wheels are 33" x 6.75", how can this be? Is this Blue Label really as outstanding as this or is the speedometer and rev-counter incorrect, because I maintain that at 80 m.p.h. the revs. are 3,400 r.p.m. and at 87 m.p.h., 3,670 r.p.m. at which it should blow up.

I am, Yours etc.,
B. M. RUSS-TURNER.

Surrey.

* * *

ASSISTANCE FOR A RILEY 9 OWNER

Sir,

I would be obliged if you would insert this letter in your correspondence columns as I hope some reader may be able to help me with suggestions or experiences.

Experiences on carburation on a 1928 Riley Nine. The existing single carb. is fitted at back end of manifold. Would existing carb. if renovated, be much less efficient than a later type? Is there any advantage to be gained by moving the carb. to a central position on the manifold?

These alterations are suggested with a view to improving the performance without loss of economy.

Is there any way of altering the gear-ratios to suit a lighter type of body?

I am, Yours etc.,
PETER N. H. GRANT.

Birmingham.

* * *

Sir,

Your correspondent "Overseas" from Burma seems in trouble some about the choice of a car. May I suggest a car which, though it did not appear in his list, may be of some use. This is the open four-seater Railton. I am at present the owner of one of the 1935 editions of these cars which I bought six months ago for £145. The specification is briefly as follows: Eight-cylinder, side-valve, 28 h.p.

The petrol consumption is roughly 14 m.p.g. though this can be improved considerably by quieter driving. It has excellent acceleration, reaching 60 m.p.h. in about 12 secs. from a standstill and in completely standard form its maximum is between 85 and 90 m.p.h. This car is extremely quiet and when the Tele-control shock-absorbers are correct the road-holding is good without being exceptional. My car has a Berkeley body and despite its four years it has not a rattle in it. I suggest this car because I feel that the engine which is of transatlantic origin would be more readily acclimatised to petrol of low octane

value which I presume would be prevalent in Burma. However, this car may be too quiet and easy for "Overseas" but for vivid acceleration without fuss and a trouble-free engine I know no better. I am willing to supply any further information on this car if it appeals to "Overseas."

I am, Yours etc.,
C. W. LAMBTON.

Windsor.

* * *

THE LATE MAJOR HARVEY'S ALVIS

Sir,

In connection with your article "A Racing Car in Retirement" on page 55 of your February issue, describing the late Major Harvey's 200 Mile Race winning Alvis, I was puzzled by referring back to the May 1937 issue of the Australian "Car" in which the same (?) car is described as being in New South Wales!

This article entitled "A Great Old Car" states that the Alvis was brought to Australia in 1925, and raced by the late Phil Garlick who was killed at Marruatt Speedway in the car. About five years ago it was got going again by Braitling, but not too well. Later Hope Bartlett tried his hand on it, but with little success. Then Turner acquired it, fitted Willys front axle, wheels, braking system and managed to restore its lost performance.

Now the car is driven by W. Bailen, and was second in the Australian Five Mile Championship, third fastest at the Waterfall Hill Climb in April '37 and third fastest at the N.S.W. L.C.C. record attempts at Canberra on May 1st, at 101.1 m.p.h.

The accompanying illustration showed the car with a two-seater, short pointed tailed body.

The question is: have Messrs. Fern-Wiggins and Swain brought this car from Australia, or what?

I am, Yours etc.,
H. L. BIGGS.

S.W.15.

* * *

A FEW SUGGESTIONS!

Dear Mr. Ed.,

I was listening-in the other night on my old Cossor when a bloke comes on talking about tight corners he had been in, and he hadn't half been in some, he telling us he is a film crash merchant who started off as a greaser in an Australian motor-racing team. I pricks up my ears at this and turns the old knobs round to full blast, because when I has a Saturday afternoon off and can get a free ticket for showing a Crystal Palace bill or get into Brooklands by driving a member who has lost his licence down, I likes to see some motor racing. Now this bloke on the radio got a drive in the team one day and had a pile up and the crowd was so pleased that, instead of him getting the sack, the boss kept him in the team so that he could either drive through the fence or catch fire or roll over every Saturday afternoon, so the public really thought they were getting their money's worth, see.

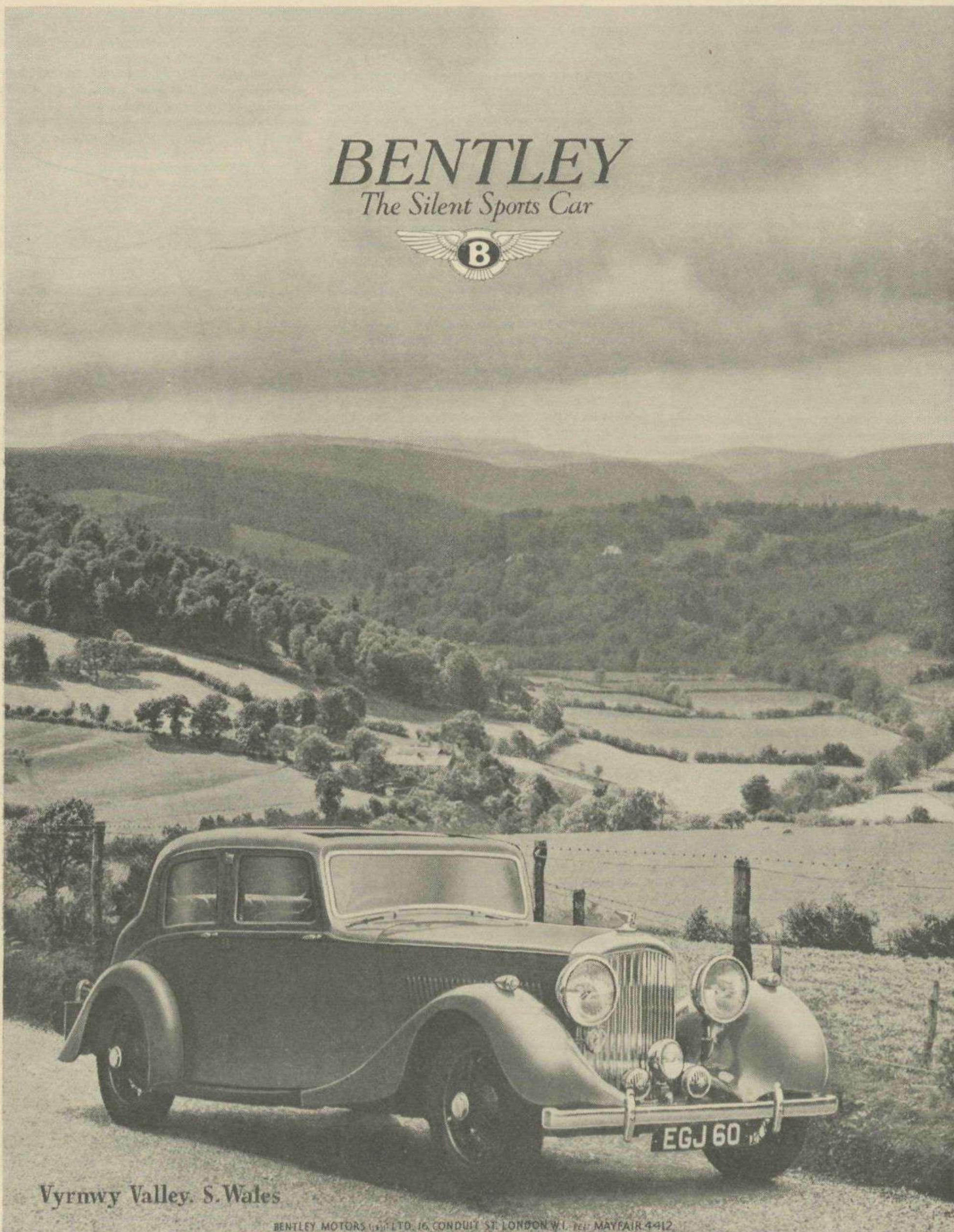
Now what I wants to know is why can't Mr. Bradley enter this bloke and say, a couple of his pals, in the International Trophy or some such race that's apt to fizzle out about half time. My idea is that when things get a bit slow and every one has gone to join the queue at the bar they should hoist a flag, kind of secret like, of course, so that Death Dicer Dick should know that next time round he had to do a end-over-end in front of the pits with a bonus for any other car he managed to hit, would half make old "Bira" sit up, wouldn't it. It would be just as well to take the names of his next-of-kin first though, I should think, just in case, don't you. They could even work it for the outer-circuit races with a simple drive off the track and knocking down a few trees for the blokes in the public, to a real good smash up under the Members' Bridge for the toffs. My idea would be for one car to burst into flames and drive down the banking till it crashed over the wall on to the tunnel road. That would be a fine thrill for the people in the bars and the ladies who never leave the members' car park, while the other sails over the trees and lands in Shell way to give those what's coming in late a taster. How's that, Mr. Ed., for a cunning idea, the more you pay the more thrills you get, see. But thinking things over like, I think they might not think much of my idea at Brooklands, specially coming from a chap like me, because I remember a member who had paid his sub. say that even when they asked you for new ideas at the A.G.M. they never took any notice of what was suggested, so what hopes have I got. No, I think I shall let the old Crystal Palace have it 'cos I've often heard the Brookland's toffs say the crowd there aren't the right crowd and don't know one end of a car from another and only want thrills all dressed up in caps and chokers like a football crowd. What a lark it would be in the Donington G.P. but those Jerries take racing very seriously and they might not see the funny side of it and think we were having a crack at the leaders of the Nazi Health and Strength through Beautiful Blondes Motor Sport Movement, and old Hitler wouldn't half kick up a shindy and old Neville would have to give him India to square it.

Well, that's my scheme, Mr. Ed. and they can have it free, gratis and for nothing, so long as they sends me a free pass and a plan marked with X's, so I can be there with a little camera hung round my neck when the crashes come, and another thing, Mr. Ed., don't put in any more pictures of cars crashing in Australia, 'cos now I know they're phoney, see.

Here's another thing that sticking in my gizzard: last week Lord Nuffield gave £10,000 to the South African Cricket Club, now I asks you, wouldn't that ten thou. have left E.R.A.'s going for two years, and isn't he making his dough out of motors, then why, if he's got so much he doesn't know what to do with it, can't he give some to a British Motor Race Team. Hospitals, maybe, but a South African Cricket team, well, I asks you.

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LETTERS FROM READERS—continued

Well, goodbye, my dear old Ed. Hope you can read my writing and hoping this leaves you as it leaves me at present.

I am, Yours etc.,
"TOUJOURS LE SPORT."

Shepperton.

* * *

MOTORING BEFORE THE WAR

Sir,

Reading in MOTOR SPORT of the growing interest in pre-war veterans, has recalled memories of a Light "30" Gladiator that gave me great joy in the months immediately after the war.

The car was fitted with a sports four-seater body of modern design, and the steering column had been suitably raked. It was sold to me as a 1913 or 1914 model, and certainly in appearance justified the claim. Investigation, however, proved it to be a 1906 model, privately imported from Paris.

The six-cylinder engine, cast in three pairs, had a T head, near-side exhaust and off-side induction. Carburation by Zenith, and H.T. ignition by Bosch. Petrol was fed by exhaust pressure from a large rear tank. The timing gear was situated in the rear of the crankcase, entirely enclosed without any means of inspection. The crankshaft was bedded into the lower half of the crankcase, the upper half carrying the half time gear: consequently, timing the engine was a "hit and miss" process of Herculean proportions. A Hele-Shaw clutch was built into an enormous flywheel from which the drive was taken by a short shaft to the four forward and one reverse speed gearbox which incorporated the crown wheel and differential drive to the exposed half shafts and sprockets. Final drive was, of course, chain and gave a top gear of approximately 2½ to 1.

The front suspension was semi-elliptic and the rear three-quarter elliptic. The wooden wheels, having detachable rims, were shod with 935×135 covers. An octagonal radiator and straight bonnet and scuttle lines gave the old car an appearance which would not be out of place to-day.

Under favourable conditions she would do an honest 68 m.p.h. in top, and 45 m.p.h. in third gear. Petrol consumption averaged 13 to 14 m.p.g. Oil consumption was heartbreaking: under the dash there was a row of seven drip feeds, each of which fed specific bearings, and had to be regulated at the start of every run, and then re-adjusted as engine heat warmed the oil tank, consumption worked out at about 70 m.p.g. Perhaps the outstanding cost was that of tyres. Palmer Cords in those days cost £20 each, and lasted about 4,500 miles; so the annual tyre bill presented a problem.

The car was beautifully sprung, and a joy to drive over long distances, she would develop a gentle fore and aft pitch, the big wheels bridging most pot-holes. She suffered from only two idiosyncrasies. The first concerned the gear change, a long lever outside the body functioned in a gate bolted to the chassis frame. The selector arm was split and

clamped to the transverse shaft and had no key or other means of positive engagement, consequently, unless the clutch was completely disengaged during the process of changing gear, the lever was moved from, say, the third to the top position, but the gear remained engaged in third. It was most disconcerting when it seemed that a particularly good gear change had been effected to discover, usually with a nasty jar, that the gear lever had moved independently of the selector mechanism.

The second bother occurred in the off-side half shaft. Both half shafts were in two sections, flanged and bolted together. The near side appeared to have the original nuts and bolts, but the off-side constantly stripped its bolts, always, of course, when I was endeavouring to perpetrate a snappy take off.

I was never able to cure the trouble, and kept a large supply of nuts and bolts lying on the back floor boards: before long I became astonishingly proficient at replacing them.

When the present system of taxation was introduced, measurement showed that the "Light Thirty" was 42 h.p., R.A.C. rating: a nasty shock. Incidentally, is it generally realised that cars manufactured prior to 1914 are—or used to be—subject to a special tax rebate of 25%?

What little I know of its history I learned from a man in a garage at Bettws-y-Coed. I pulled in for petrol and an amazed assistant commented, "Good Lord, here's the old Gladiator." Then reverently he doffed his hat. He told me that during the war the car had been used by a Lancashire charabanc owner, whose description suggested a cyclopean Jehu. Whenever one of his charabancs broke down, in those days a frequent occurrence, he drove out in the old Gladiator and towed the charabanc, complete with thirty passengers, to its destination. I gathered that all his charabancs travelled much faster in that way.

I once had occasion to tow a very heavy old 16/20 Sunbeam, and the Gladiator did not appear to notice the extra load.

The car was sold for breaking in 1922, at that time it did not seem worthy of preservation, but it may yet remain intact on some dump.

I am, Yours etc.,

JOHN BARKER.

W.11.

* * *

V-TWIN ENGINES

Sir,

I have read with interest your article on V-twin engines for fitting to specials for road and sprint work. I have for quite a while considered a V-twin w.c. engine, a very suitable unit for an enthusiastic special builder with a limited pocket. About six months ago I heard of a 1928 Morgan Aero "cheap." I immediately dashed off to find the machine which had stood in a stackyard for about one year and looked very dilapidated.

The owner only asked 10/- so I bought for 9/-!

The engine is a Blackburne 1,100 c.c. w.c. I decided not to work on this but to try and obtain a 1,000 c.c. racing

J.A.P. second hand and would be very pleased if any of your readers could supply the following information:—

Was the 8/80 J.A.P. fitted to any three-wheelers for road work, if so which models, what year, and how can this engine be recognised? Also which models were fitted with the 1,000 c.c. 54 b.h.p. unit.

I would, of course, prefer the 8/80 and would like to know what fuel suits best and what are the possibilities for blowing such an engine.

I have recently remodelled a 1924 short chassis 3-litre Bentley for my own use.

I gave £25 for the old bus four years ago (very rough) flogged her unmercifully for 2½ years, doing about 25,000 miles, during which she never let me down and the repair bill was nil. I then decided to transform her into a respectable motor, this took eighteen months of spare time, having stripped and overhauled engine and chassis, fitted low pressure tyres and a new four-seater sports body and mudguards.

The machine is now a real utility car with the looks and performance of a true sports-car.

On remembering your "Letters from Readers" I have just seen a Talbot, I think an 8 or 10 h.p., 1926 or 7 in good condition. The owner has been doing it up for a hobby but finds he has not the time to bother further. It is in Scarborough and can be bought for about £4 and is practically ready to run. If any readers are wanting a good old model I can give them the address.

I am, Yours etc.,

T. B. GIBSON.

Yorks.

* * *

Sir,

I was most interested in your article in the February issue about putting V-twin engines in four-wheelers as I am now tuning the engine in a B.S.A. f.w.d. three-wheeler preparatory to putting it into a B.S.A. Scout chassis.

This should be a very easy conversion as the clutch housing on the Scout will match up with the engine from the three-wheeler without alteration.

Regarding hotting up the B.S.A. V-twin I should be very grateful if any of your readers who may have tried increasing the performance of this engine could give me any information as there are several snags—not the least being that there seems to be mechanical considerations which prevent the raising of the compression ratio appreciably.

I am, Yours etc.,

J. S. SEYMOUR.

W.C.1.

* * *

LONG-DISTANCE TRAVELLING

Sir,

I was rather interested to read in last month's issue under "Club News" various road-test journeys and average speeds and attach hereto one or two of my experiences.

I have a wholesome respect for my own well-being and always observe 30 mile limits, etc., but I do not keep on stopping for this and that on runs.

LETTERS FROM READERS—continued

No doubt you will be inundated with readers' letters on this subject, but if we all left it to the other you wouldn't get any.

In 1935 with a 1931 Austin Seven saloon. Byfleet to Leeds (Roundhay), via Staines, Harrow, Elstree, Barnet By-Pass, Great North Road, Pontefract. Speed mileage, 220 miles on a Sunday. Departure 5.15 a.m., arrival 12.0 noon = 6½ hours.

Return journey, same day, leaving Leeds 4.45 p.m., arriving Byfleet 11.55 p.m. 222 miles. 7 hours 10 minutes.

I made an error in Harrow on the return and lost a few minutes picking up my road.

In 1936 with a 1933 Austin Seven saloon.

Byfleet to Great Yarmouth, via Staines, Harrow, Elstree, Barnet By-Pass, Great North Road, Royston, Newmarket, Norwich. Speedometer mileage, 162.

Sunday departure 8.10 a.m., arrival 12.45 p.m. = 4 hours 35 minutes.

In 1937 with a 1937 Standard 10 h.p. saloon.

Byfleet to Chester via Staines, Colnbrook, Iver, Watford, St. Albans, Holyhead Road, Whitchurch. Speedometer mileage 210.

Sunday departure 7.15 a.m., arrival 12.15 p.m. = 5 hours (dead).

In 1938 with the same Standard.

Byfleet to Weymouth, via Bagshot, Basingstoke, Winchester, Ringwood, Wimbourne, Dorchester. Speedometer registered 127 miles.

Sunday departure 6.20 a.m., arrival 9.5 a.m. = 2½ hours.

Not knowing this road then, I missed the Salisbury fork after Basingstoke and finding myself in Winchester proceeded on the Southampton road a mile or two and then resorted to the maps.

I am, Yours etc.,

L. W. H. MILBOURN,

Byfleet.

A MOTOR-CYCLE ENTHUSIAST

Sir,

As a letter writer I would make a first-class driver, if therefore the following seems long and rambling kindly excuse it on the grounds that I am a real enthusiast with the interest of the sport at heart and also I so seldom write that you don't know what a lucky chap you are to hear from me at all! All right, don't throw it.

I have always wanted to race motors. As the entry into the car world seems to be a matter of £ s. d. I decided to do what I could with a "Bike and Chair."

Even so the expense was still considerable and I had to stick mostly to grass tracks, bargain hunting at breaker's yards, etc. for my spares. I did, however, manage to enter three times at the Palace. The first time we were unable to practise as we picked up a large nail in the Paddock and by the time we had robbed another tyre off the float the practice was all over. Thus we started the race on a completely strange course, and I believe the only machine on straight petrol. We managed to finish and get our 10/- back, so I was quite satisfied to be well down the list.

We were unable to start at all at the next meeting owing to a broken frame.

Months passed while I entirely rebuilt the Bike with a secondhand chassis, sorry, I mean frame, of a totally different type. Again, I entered on August 13th, my lucky day. My first clear recollection after this is somebody showing me my picture in the paper the next morning. This was followed by a week in bed with concussion, but compensation came the following Sunday, August 21st when I was lucky enough to finish second in the S.E. Centre Championship meeting at Brands Hatch in both the heat and final. You ask on page 35 of your February issue how much all your readers would put towards a Grand Prix fund.

I think an idea which meets with approval wherever I approach the subject is to start a supporter's club. Say for example, the entrance is 2/6 which entitles you to a suitable badge. Everybody would join if they felt they were getting something for it. Subscription would be 6d. per week in return for which the member would get a monthly club-magazine telling him the plans and progress of the team. This would net £1 8 6 per person per annum. If we assume 5/- or so for expenses per person, and I doubt if it would amount to this much, the profit would still be £1 3 6 per person. Thus not only would the ends of the sport be met but the tremendous resultant popularity would be reflected in the attendance figures at the race meetings.

I would like to touch on another subject while I am writing. I refer to your article "Exploding a Fallacy."

You mention the Anzani Buzzard type as giving 35 b.h.p. at 3,150 r.p.m. and weighing only 105 lb. I presume this is on standard fuel with a normal compression ratio, without special tuning.

The 1,000 c.c. racing J.A.P. weighing 30 lb. more and running on racing fuel with special ratios and tuning barely exceeds this figure at the same revs. Where is the fallacy. I maintain that if the Aero was given the same amount of hotting up and the moving parts were allowed a smaller safety margin to further reduce the weight then this engine would still be superior.

In case your remark that the Dirt J.A.P. engine should make an interesting road car with a £4 10s. tax induces anybody to try it I suggest you make it clear to them beforehand that the fuel for these engines costs 6/- per gallon and the consumption is about 7 m.p.g. even in a motor-cycle. About 1/- per mile. Further the life of a big end on a ratio of 16 to 1 is about 15 miles.

I am, Yours etc.,

A. J. GROVES.

N.1.

THE CLOSED-CAR "HOUR"

During the past two years interest has been evident in the best hour's run on the Track by a sports-type car. This interest is maintained, in spite of the R.A.C.'s decision not to observe any further attempts. A new phase of this "record" was established by Lagonda Ltd. when they made the run with a saloon V12 Lagonda which gained the distinction of being the first closed car to exceed 100 miles in the hour. Lord Howe drove the car at Brooklands just before the last Motor Show and averaged 101.5 m.p.h., doing his fastest lap at 108.27 m.p.h. The average includes a stop to change a burst tyre and for the first 21 laps the speed was 105.52 m.p.h.

We announced a considerable time ago that a British car would be making this run on Monthlery. News is now to hand that the new Continental-model

4½-litre saloon Bentley recently did 107 m.p.h. for one hour at the Parisian track, averaging 12.2 m.p.g. Icy conditions prevailed, but, later, the Bentley did the run at 107.418 m.p.h. under A.C.F. official observation. The best lap, at 110.04 m.p.h., was put in after the hour run had just terminated. The driver was A. W. Sleator, French general manager to Rolls-Royce Ltd. and Bentley Motors, Ltd.

* * *

ARE YOU A FILM-FAN?

Lots could be written about the part played in films by cars of sports-type. Indeed, we once published quite a long article on this subject. Just recently Brooklands has been the scene of more camera-activity, in connection with Will

Hay's "Ask a Policeman." Will Hay drives a 'bus on to the Track and gets mixed up with a Brooklands' race. Amongst the drivers are Harvey Noble, Hanson, Mr. and Mrs. Hawkes, Mrs. Eccles, Waddy and Selsdon, etc. and Robin Jackson supplied the eight cars. The action shots are taken from the Terraplane two-seater of Eric Vereker, who has a camera-platform mounted thereon. He did some nice work to get Will Hay's smash-scene, and in practice Hanson's Maserati hit the camera car and was badly damaged. Vereker hopes to run a 1906 Adler and a 1909 Rolls-Royce at this year's vintage meeting. His father used to own a 1907 Sizaire which ran in the Targa Florio of that year. Some time ago Vereker assisted with another film, using an early Star borrowed from Richard Nash's International Horseless Carriage Corporation.

OXFORD'S FINE COME-BACK

WELL-ORGANISED EVENT IN THE CHILTERN. ONLY TWO CLEAN PERFORMANCES

IN spite of beautiful weather, with a warm sun flooding the Chiltern Hills, the forty competitors in the Oxford University M.D.C.'s recent trial found the course very difficult, and only two finished with a clean sheet. These were R. E. Richards, with a Rover Special, who won the principal Trophy, and E. R. Humphris, driving an M.G. Both were members of the Chiltern Car Club, which, together with the Cambridge University A.C. and the City and Guilds M.C., had been invited to take part.

It was the first event to be organised by Oxford for some years, and indeed this year the Dark Blues, largely through the strenuous work of E. N. Bunting, the present secretary, have staged a welcome revival. It will be remembered that they lost the recent Inter-'Varsity Trial to Cambridge by the narrow margin of one point.

Also it was quite like old times to have a trial run by the 'Varsities in the Chilterns, recalling many memories of the struggles between Oxford and Cambridge at Alms Hill, Calloway, and Crowell. Now, alas, only the third of that formidable trio is available for trials, but on this occasion it was in all its old form.

The chalky surface was not exactly wet, but was in that sticky condition when wheelspin is very difficult to prevent. Ruts near the foot, followed by a tricky section with downward banks on either side, culminated in leaf-mould and chalk in the wood at the top. The hill was divided into four sections, and marks were in corresponding value to the section reached.

A telephone had been run out from the slope overlooking the start to the wood at the top, and certainly any means of minimising delay was an advantage, for failures came thick and fast, after an early and outstanding success for R. E. Richards with the Rover Special, which simply romped up the hill.

A special test at the foot of Crowell, before the starting line proper, kept things going as the line of waiting cars increased. At present, however, let us take performances on the hill itself. D. Baddeley, of the City and Guilds, reached the third section with his Austin, and K. N. Smith, of Cambridge, was going so well with his Frazer-Nash-B.M.W. that he seemed certain of success, till a bump in the leaf-mould in the very last section brought him to a stop. I. K. Nixon's old Austin Seven had to be parked in a side track while tyre repairs were carried out, and R. H. Gordon did extremely well to reach the third section with his ancient bull-nosed Morris.

Two Wolseleys driven by M. P. Laudet and P. S. Watt, both of the City and Guilds, reached the fourth and third sections respectively, Laudet's effort almost bringing him through. Then G. Kinsey-Morgan of Cambridge, made a really determined attack with his Frazer-Nash, and as he disappeared into the wood seemed a certain winner. Then he, too, stopped in the leaf-mould.

D. H. Tindall, who has won many successes for Oxford in an Aston-Martin, appeared now in a smart A.C. drophead

coupé, but he came to rest low down and, attempting to turn round under instructions, slid into a deep rut, from which his car was only extricated by all the available man-power.

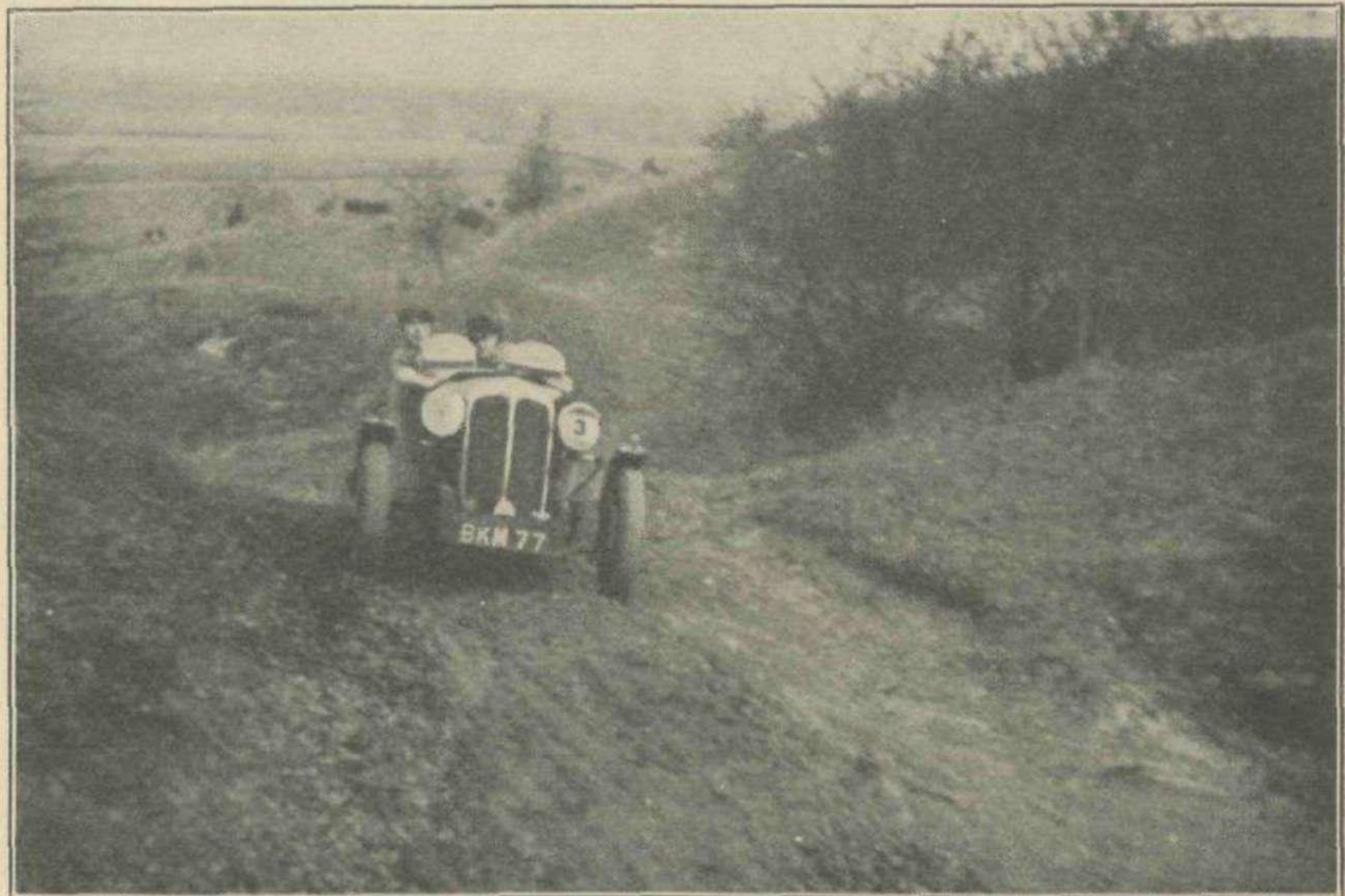
At last two successes gladdened the hearts of the tired marshals, when T. H. Lewin and E. R. Humphris, both of the Chiltern club, and thus on home ground, brought their M.G.s up at speed, and stormed through the difficult top section.

In order to help the wheels to grip, A. D. P. Phillips, of Oxford, had his lady passenger mounted on the rear bumper of his M.G., but he ran over a rut, and the jolt shook her off into the mud! Another whose passenger was in an unconventional position, crouching inside his Rover's luggage boot, was

through the first part, but failed higher up. The seven successful ones were: R. E. Richards (Rover Special), A. F. Scroggs (Trojan), K. N. Smith (Frazer-Nash-B.M.W.), M. P. Laudet (Wolseley), G. Kinsey-Morgan (Frazer-Nash), E. R. Humphris (M.G.) and T. H. Lewin (M.G.).

Richards charged the hedge, but fortunately was able to recover and keep going, and it is interesting to note the name of A. F. Scroggs in the above list, with his famous Trojan, a pair once well known in trials.

Chorley Farm, the last hill before lunch, was easier, for only one complete failure resulted, while five more stopped in the upper section. Delays on Crowell, though kept to a minimum by the excellent organisation, caused the lunch



R. E. Richards, who made best performance, with his Rover Special on Crowell Hill.

O. W. Williams, of Cambridge, but both he and Phillips stopped in the second section. Lewin, however, had adopted these tactics with success, having his passenger clinging to the spare wheel.

S. K. E. Thwaites, of the Chiltern club, came up very nicely with his M.G., only to fail in the third section, and the same fate befell T. A. Frazer (Cambridge) with his Riley, and A. J. Kilpatrick (Cambridge) with his Singer. V. F. Gordon, of the City and Guilds, was another to fail in this section, driving an M.G., after a good show on the lower stretches.

The next hill was Radnage City, a new hill seldom used before in car trials. It had a deep rut running up the centre, and it was a moot point whether it was better to allow the wheels to run in this rut, or, having slid into it inadvertently, to try and regain the level surface. Certainly those who adopted the latter tactics nearly all came to grief.

Here the hill was divided into two sections, and only seven drivers surmounted both, while three more got

stop to be rather hurried, and competitors proceeded to Hale Wood, near Wendover, another little-known hill, but one of great difficulty with standard tyres.

A sharp left-hand bend on slippery mud reduced speed just where it was most wanted, to surmount the steep section which followed. No one succeeded in climbing the whole hill, and accordingly a clean performance was allowed to Lewin and Humphris, with the M.G.s, Richards with the Rover, and Smith with the B.M.W., since these four climbed considerably higher than the rest.

R. E. Tongue, the racing driver, was acting as a marshal on this hill, and the word went about that if one got past Tongue, success was granted. Humphrey Cook, a steward of the event, was also observed here. Lewin made such a determined effort that, if he had not come into conflict with a sapling, he might well have earned a bonus for climbing the whole hill. S. K. E. Thwaites also came up at speed with his M.G., but skidded right round on the slippery corner and proceeded down the hill again!

OXFORD'S FINE COME-BACK—continued

Rignal and Ruddy Lane caused little difficulty, and there was only the Little Bois acceleration test before the finish at Thame. In this test Richard's Rover was easily the best, with a time of 10 $\frac{1}{2}$ secs. A remarkable effort was that of P. S. Watt, who made second best time with his Wolseley in 13 $\frac{1}{2}$ secs. Lewin (M.G.) took 14 secs., and Smith (B.M.W.) 14 $\frac{1}{2}$ secs.

When the results of the Crowell test, held earlier, became known, it was found that ill luck had befallen Lewin, who had done so well in the rest of the event. The test involved accelerating, reversing and accelerating again between various lines, and Lewin had the misfortune to stop sideways across one line, wasting so much time that he could only record 26 $\frac{1}{2}$ secs., which incurred a penalty, and lost him his first-class award. Best time was again that of Richards with the Rover (20 secs.), while Smith took 20 $\frac{1}{2}$ secs., and T. A. Frazer (Riley) and A. Stamer (M.G.) both recorded 22 $\frac{1}{2}$ secs.

Oxford did well in the organisation of so pleasant an event, and now one looks forward to the Inter-'Varsity Speed Trials, to be held at Syston Park, near Grantham, on March 18th, with Cambridge as the organisers.

RESULTS

Oxford Trophy (best performance): R. E. Richards (Rover Special).



Repairs for I. K. Nixon's Austin Seven, which burst a tyre.

Johnson Trophy (best student): M. P. Laudet (Wolseley).

Oxford Resident Trophy: M. Rennie (M.G.).

First-Class Award: E. R. Humphris (M.G.).

Second-Class Awards: T. H. Lewin (M.G.), K. N. Smith (Frazer-Nash-B.M.W.).

Third-Class Awards: G. Kinsey-Morgan (Frazer-Nash), H. L. Riseley (Hillman), A. J. Kilpatrick (Singer), A. F. Scroggs (Trojan), D. Baddeley (Austin), P. S. Watt (Wolseley), T. A. Frazer (Riley), V. F. Gordon (M.G.).

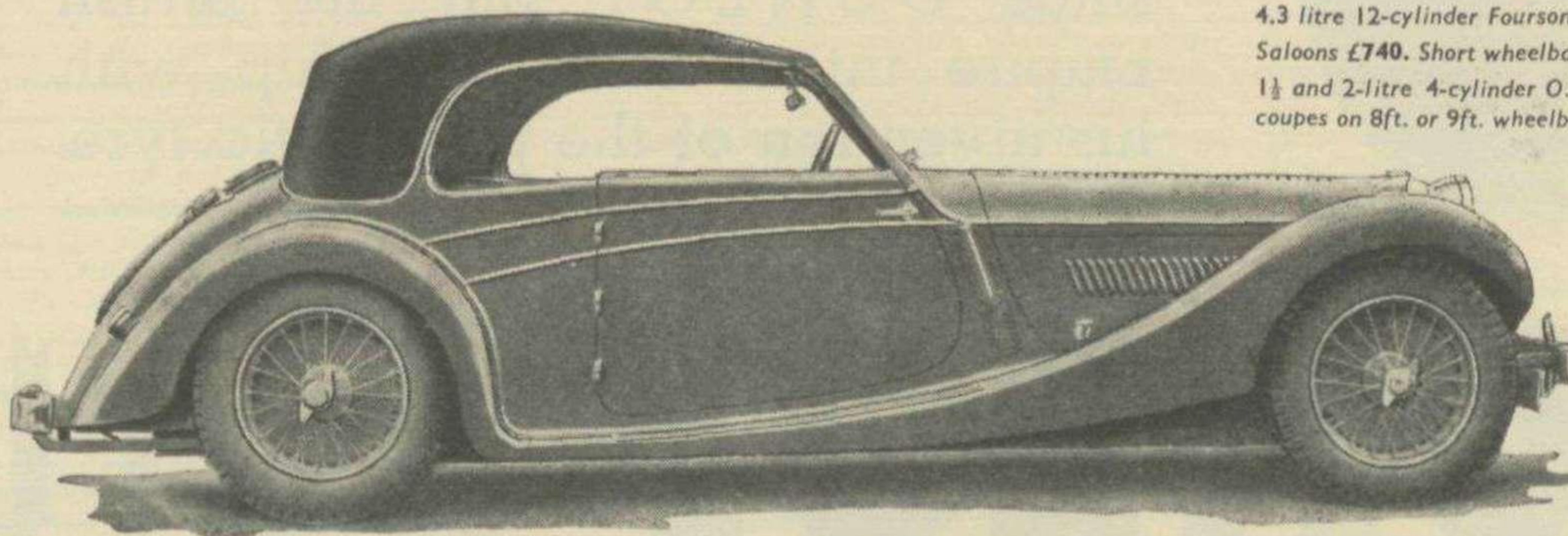
Team Prize: R. E. Richards (Rover Special), K. N. Smith (Frazer-Nash-B.M.W.), S. K. E. Thwaites (M.G.).

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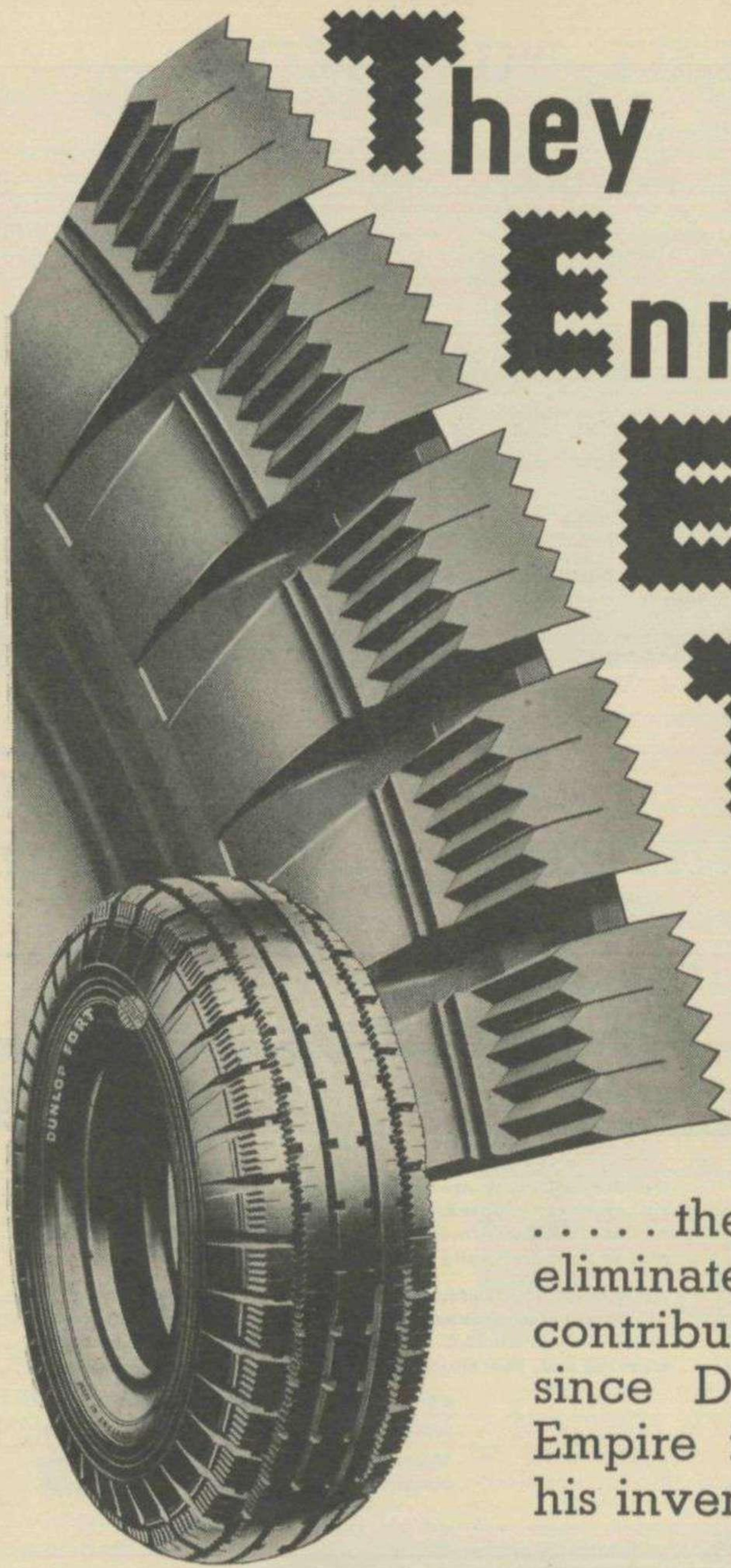
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T H E T Y R E W I T H T E E T H

GERMANY'S CARS "RATIONALISED"

THE INDUSTRY COMING UNDER STATE CONTROL: APPEARANCE OF THE PEOPLE'S CAR

GERMANY, supreme in Grand Prix racing, had few sports-cars on exhibition at the Berlin Motor Show, which finished on March 5th. The State is too busy organising the entire industry on an economical basis, and in making the whole country motor-minded, to allow manufacturers scope for attention to sport for private individuals.

Sport is regarded as the best possible means of publicity, with Grand Prix racing—purely a concern for manufacturers—in the foreground. If a private individual in Germany wishes to race a sports-car of a national make, he nearly always buys a B.M.W., and this make certainly had the only real sporting car in the exhibition, the well known 2-litre Type 328. A glance at the programme of last year's Nürburgringen, on the occasion of the German Grand Prix, bears out this view, for apart from the flocks of B.M.W.s, there were only a couple of Hanomags and two of the small Neanders, of cars of German origin.

Owing to the lack of German sports-cars, one does see a certain number of M.G.s in that country, while a supercharged 2-litre Alta was noticed in Berlin during the course of the exhibition. The N.S.U.-Fiat was also used for sporting work, but it is difficult to assess the nationality of this machine, of Italian origin, but built at the N.S.U. works in Germany. Similarly, this make is known as a Simca-Fiat in France. A smart little sports two-seater "Type 500" was shown at the Ausstellung.

Almost the only other open sports-car in the Show (as distinct from the many cabriolet or convertible models) was the 1.7-litre Mercedes-Benz roadster, described in last month's issue of MOTOR SPORT. On the Mercedes stand, however, there was another special car of immense interest for enthusiasts, a new 5.8-litre supercharged open roadster, with shorter and lighter chassis than the standard 5.4-litre, and a five-speed gearbox. This beautiful car is not yet in the production range, and the model shown was built specially for Korpsführer Hühnlein, leader of German motor sport, and chief of the N.S.K.K. troopers, who are a feature at all German sporting events.

A notice was proudly displayed upon this car, showing that it was the machine in which the Korpsführer recently started from the Kaiserhof Hotel, in the centre of Berlin, and averaged over 80 m.p.h. to the Odeonsplatz, Munich, a distance of about 650 miles, including four stops. Imagine a notice at Earl's Court claiming such a journey for, say, the Minister of Transport, from the Ritz Hotel to Princes Street, Edinburgh!

Herr Hitler, however, is apparently not in favour of such average speeds, even on the latest autobahnen, for he stated in his opening speech at the Ausstellung that these roads were fit for maintaining speeds of about 50 m.p.h. With all deference to the Führer, this seems an underestimation, at any rate at present, while the autobahnen are comparatively traffic-free. These roads are not very wide, however, and in a few

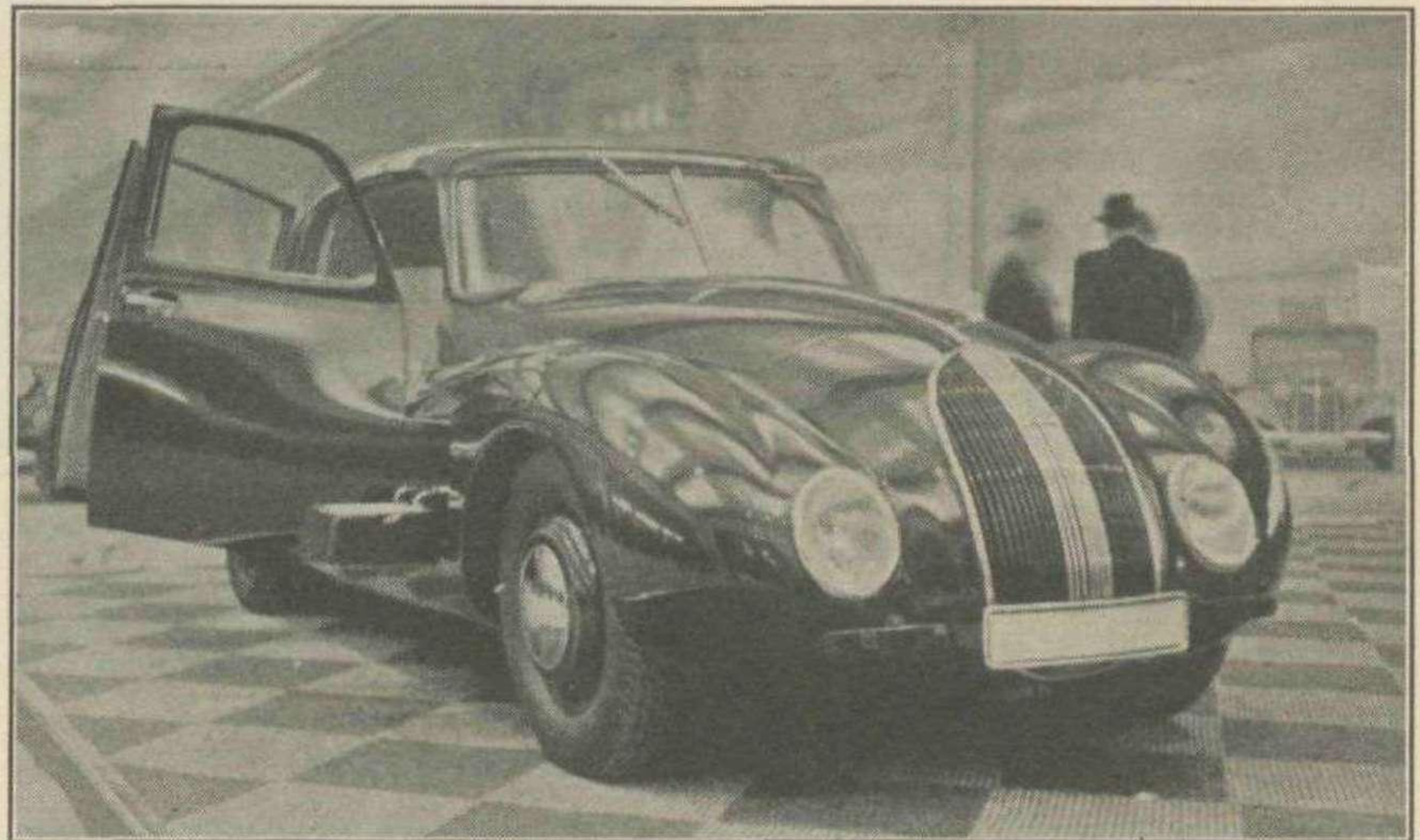
years time it may indeed be the case that high averages will be impossible.

The 5.8-litre Mercedes, if put into production, should go far towards re-establishing the former claim of the marque to have the fastest production car, in the famous SSK, for Korpsführer Hühnlein's machine is said to have a maximum of well over 140 m.p.h.

In another hall one of the special Mercedes cars built for cross-country trials was exhibited, while huge throngs continually admired the latest streamlined record-breaker, fresh from its triumphs at Dessau, which was displayed in a special Honour Hall reserved for cars which have upheld German prestige during the year. Here there were also Caracciola's earlier record-breaker, which last spring attained 268 m.p.h., and a road-racing Mercedes of Grand Prix type. Auto-Union displayed the super-streamlined car which

The Berlin Show itself is housed in nine great halls, and includes exhibits of motor cycles, transport vehicles, car radio, accessories, synthetic materials, and Post Office and Army vehicles. Amongst the latter was a huge 30 ton tank, with a vast photographic enlargement above it showing Herr Hitler entering the Sudetenland. Over the whole exhibition hung the shadow of State control.

Soon manufacturers will not even be able to produce what types they like, in order that production may be organised in the most efficient manner. This restriction is not yet in force, but the conditions laid down by Colonel von Schell, the new motor "dictator," will be known before the year is out, and will embody drastic reductions in the number of types. It is thought that of the fifty-five types of private cars now being



A well streamlined pillarless saloon on the new 3.8 litre Horch.

still holds the world's standing start records, driven by the late Berndt Rosemeyer, and a road-racing Grand Prix model of the latest type. B.M.W. were accorded a place for the successful 2-litre sports-car, and Hanomag had the streamlined Diesel record-breaker on view.

This Honour Hall is typical of the German flair for showmanship. In England we have had "Blue Bird" at the Motor Show, but it would be pleasant to see an E.R.A. given a special place, as some recognition by the industry for the deeds wrought on their behalf.

Nor was it only inside the exhibition that Germany had her racing-cars well to the fore. On the morning of the opening ceremony the blare of open exhausts was heard in the streets of Berlin, as the Auto-Unions and Mercedes Grand Prix cars headed the State procession, with Herr Hitler himself as the central figure, accompanied by his ministers. At 60 m.p.h. or more the cars tore through the streets, between ranks of uniformed S.S. men, and cheered by thousands.

made, less than half will survive under the new regime. This "rationalisation" policy has already been applied to commercial vehicles. It is a scheme only possible in a totalitarian country, and it remains to be seen how it will work out, for private enterprise is likely to be stifled.

The coming production of the K.d.F. (Strength through Joy) or People's Car is another big factor affecting the German industry. The K.d.F. was at last on exhibition, two models occupying a place of honour on the dais from which Herr Hitler spoke. These cars have a 986 c.c. air-cooled engine, at the rear, with four horizontally opposed cylinders, and overhead valves. All four wheels are independently sprung, by means of torsion bars, and the frame is of the tubular "backbone" type. Quite a roomy four-seater saloon body, of streamlined shape, is fitted. One model has a fixed roof, and another has a folding roof of flexible material. Its price is about £70.

THE BERLIN MOTOR SHOW—continued

The low price of the car is due to its production by a special State-controlled company, which gives it every advantage with absence of agents' discount, profit for shareholders, etc., as well as improved facilities for the supply of materials. It was designed by Dr. Porsche, the well known engineer who was responsible for the original SSK Mercedes, as well as the Grand Prix Auto-Union.

The factory at Fallersleben, near Brunswick, is now being built, and will constitute a town on its own, but production models will not be available until next year. In spite of this, it is said that 170,000 K.d.F. cars have already been sold and paid for, and the German workers are subscribing about a million marks a week in instalments, the minimum being five marks. As soon as 750 out of the 990 marks of the purchase price have been subscribed, the purchaser receives a delivery number, which will entitle him to a certain precedence when production is begun.

As regards other German cars, the rapidly increasing network of autobahnen is exerting a powerful influence on design. Cars are being built to cruise at a speed as near their maximum as possible, and, except in the lower-priced models, such refinements as salt-cooled valves, and increased use of water and oil thermometers, are being found.

Streamlining has not made a great deal of headway since last year. Adler continue in the forefront in this respect, and the 2½-litre model (the sports saloon version of which has a claimed maximum of 90 m.p.h.) is equipped with a novel oil-radiator, consisting of a tube coiled round and round inside the header tank of the water radiator. Thus the oil, passing through this pipe, is warmed initially, and thereafter its temperature is governed by that of the water.

Another well-streamlined car was the Tatra, formerly Czecho-Slovakian, but now German, since the factory is at Nesselsdorf, in Sudetenland. The model exhibited had a 3-litre V8 air-cooled engine at the rear, developing 80 h.p. A maximum speed of 102 m.p.h. is claimed, with a cruising speed of about 83 m.p.h. on the autobahnen. It has a backbone frame, and all four wheels independently sprung. Two spare wheels are carried under the front bonnet. In a way this model is an improved and more powerful version of the K.d.F., having similar features of design, but it costs eight times as much, though even that does not make it very expensive.

The Czecho-Slovakian Skoda, from the great factory at Pilsen, was exhibited in its new form, with 1,100 c.c. engine, and, as before, a backbone chassis and all-independent suspension. The gearbox on this car is in the back axle. One of the Skoda models exhibited had a smart little roadster body, with extra folding seats concealed in the tail. Another Czech car is the Praga Piccolo, which also has an 1,100 c.c. engine, and sports independent suspension of all four wheels.

Before the advent of the K.d.F., the small two-stroke front-wheel drive D.K.W., from the Auto-Union combine, was the cheapest car on the German

market, costing 1,650 marks (about £105). It now has a new box-section frame, with the result that a lower floor level is possible.

Wanderers, to continue with the Auto-Union range, have few changes, but both Audi and Horch have new models. The Audi has front-wheel drive, and is seldom seen in this country. The new car has a 3.2-litre six-cylinder engine, of overhead camshaft type, with a good power-to-weight ratio, and a maximum of some 80 m.p.h. The new Horch is a 3.8-litre V8, a development of the 3.5-litre car, and one of the models shown had an elaborately equipped and super-streamlined body.

Opel also had a new model on view, the Captain, with 2½-litre engine, interesting through the adoption of integral

such as a larger petrol tank. The 3.2-litre engine has been increased in size to 3.4-litres, in order to preserve the same power output with a lower compression ratio, so that lower octane fuel may be used. This model, especially built for fast cruising on the autobahnen, now has an overdrive giving a 25 per cent. reduction in engine revs., and it is said that the maximum and the cruising speed are now both identical, viz., 80 m.p.h. The 5.4-litre supercharged car has a five-speed gearbox, with a geared-up top. Using the highest ratio, 90 m.p.h. represents only 2,700 r.p.m. Improved shock-absorbers are fitted.

British cars at the show were Humber, Hillman, Sunbeam-Talbot, and Austin. The new Austin Eight appeared during the course of the show, simultaneously with



Racing cars lining up outside the Chancellory for the State drive to the opening ceremony.

frame and body construction on quite a large car.

Borgward is the new name of Hansa cars, but unfortunately the new supercharged 2-litre sports model, which, if it is as good as its specification, should be very interesting, was not on show. This machine, with backbone frame and all-independent springing, is said to be designed for a speed of 125 m.p.h.

Considerable courage, in view of the impending K.d.F., was shown by the Hanomag concern in introducing a new small car, of 1.3 litres capacity. This has integral construction, and a very nicely streamlined body, while the independently front suspension is ingenious, making use of rubber blocks in torsion. The synthetic Buna rubber is used, and in this connection one may note that considerable progress has been made in the economic production of this substance, so that Herr Hitler said that he expected that during the course of the year all German tyres would eventually be made from Buna.

Mention has already been made of the racing and special Mercedes, and in the standard range several interesting changes have been made. The 2.3-litre car now has the X-shaped frame as used on the 1.7-litre model, and detail improvements

its announcement all over the world, and Herr Hitler, who once owned an Austin Seven, as usual took great interest in this stand. In general, however, it was an intensely national exhibition, showing the considerable strides that the German industry has taken, or has been forced to take, in recent years.

ALMOST TOO GOOD TO BE TRUE!

At the annual dinner of the Bugatti Owners' Club Jean Bugatti announced that he proposed to give a twin o.h.c. 2.3-litre G.P. Bugatti to the Club, which those members who cannot own racing-cars of their own may drive. He suggested drawing lots for turns at the wheel, but hopes lady members will remain content with sports-cars. If this scheme materialises the Bugatti Owner's Club will have something quite unique to offer its members. Always more interesting than the average one-make Club, the B.O.C. acquired prestige by the very thorough organisation of a set of standardized annual fixtures, and last year branched out with the great Prescott venture, which was completely successful. Certainly it is one of the most aristocratic and important of motor-clubs—and it does not slime-storm.

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BUSY BELLEVUE

In spite of post-Crisis depression and the lowered ebb of British racing and pre-Budget suspense and all that, the Bellevue Garage Racing department at Wandsworth is as busy as ever. It will service the M.G.s of J. H. T. Smith, W. Esplen, H. B. Symonds, MacArthur and Evans for the 1939 season.

Smith's car was in course of re-assembly when we were shown round by W. E. Wilkinson, manager, and wizard-in-charge. Esplen's R-type has been fitted with an Arnott compressor and MacArthur's K3 Magnette with a Lockheed braking system. Symonds, who used to run the V-twin G.N. in sprints, will use his R-type in Mountain races as well as for speed

trials. D. G. Evans will probably use his famous M.G. Midget for sprints if it does not change hands. The ex-Dobbs 2-litre single-seater white Riley, which Fernihough drove so well at Syston last year, has been bought from Bellevue by Whitworth and will be serviced for him there.

Kenneth Evans's monoposto "2.9" Alfa-Romeo is being re-assembled with a new set of improved connecting rods, which have taken five months to get—because specialist firms prefer making bombs to bits in these civilised days. The Alfa otherwise remains largely unchanged, but will have an entirely new brake system of the Lockheed two-leading-shoe type brought out for E.R.A.

The new brakes have magnesium drums with 14½" Mehanite ribbed rims and ventilated Hiduminium RR 50 back-plates. In the past the Alfa-Romeos have suffered considerably from loss of braking-power, so Evan's experiment, to be tried also by A. F. Ashby, is most interesting.

Wilkinson's 1½-litre straight-eight Maserati, exclusively described in MOTOR SPORT of January 1938, may be ready for racing late this season. Work on the special connecting-rods, which are costing £80, has commenced. The 1½-litre Alta is for sale at £375. Miss Haig's M.G. Midget for the Paris—St. Raphael Ladies' Trials was again prepared by Bellevue.

THE EMPIRE TROPHY RACE

Another season is dawning and the first big race to be held in this country will be the B.R.D.C. Empire Trophy Race at Donington, starting at 2.30 p.m. on April 1st. This will be the only big B.R.D.C. race this year and we hope good entries will result from this move towards general race curtailment. Last year this race drew an entry of twenty-eight and the winner was C. J. P. Dodson (Austin) at 69.62 m.p.h. Entries for this year's race close on March 15th at £20 per car and on March 22nd at £30 per car. As in previous years the race is a handicap for all classes of racing-cars and will be contested over 200 miles of the full Donington circuit. Credit lap handicapping will be used, and blown 1,100 c.c. and unblown 1½-litre cars are handicapped 71.66 m.p.h. for 60 laps, blown 1½-litre and unblown 4-litre cars

75.15 m.p.h. for 63 laps and blown cars over 1½-litres and unblown cars over 4-litres, 76.53 m.p.h. for 64 laps. Prize money totals £600 and the winner takes the Empire Trophy and £250 presented by Viscount Wakefield of Hythe, C.B.E. Joseph Lucas, Ltd. have given £100 and these donors deserve every credit for their appreciation of, and support for, motor-racing. We assume that the B.R.D.C. gives the remainder, so that, not including trophies, it needs a dozen entries to pay for prize money alone. Starters will be limited to thirty. Lady drivers are only eligible by invitation. Entries to, and full details from:—D. J. Scannell, B.R.D.C., 12, Queen's Gate Terrace, S.W.7. (Western 0092-3).

A TRULY AMBITIOUS EVENT

We hand it out to the Vintage Sports Car Club on the score of ambitious organising.

On March 25th-26th they will hold a Welsh Rally. Cars will start from any place they please at 9 a.m. on the Saturday and must reach Presteigne between 6 p.m. and 9 p.m., being penalised for late arrival. Three hundred marks will be awarded for this section, but cars built prior to 1931 get 4 per cent. per year of the car, so that a 1931 car doing 200 miles will only score the same marks as a 1906 carriage doing 50 miles—so Edwardian cars should turn out in force. On the Sunday there will be a parade of cars, 25 points maximum being awarded for condition. Edwardian cars will then take the hill-climb, for a maximum of 75 points, while younger motor-cars will undertake an ordinary trial for a maximum of 300 marks. Plaques will be given to every Edwardian car coming at least 50 miles to Presteigne. This is a most ambitious event, quite after our own heart, and we wish it every success.

LUCAS WORKS VISITED BY HER MAJESTY THE QUEEN

On Wednesday, March 1st, during the Royal Visit to Birmingham, Her Majesty the Queen visited the main factory of

Joseph Lucas Ltd., and spent a considerable time inspecting many departments and processes covering electrical

equipment manufacture, including coils, and distributors, dynamos, starters, instrument panels, and switchgear.

On arrival at the main offices the Queen, attended by Lady Halifax and other officials, was greeted by Mr. Peter F. Bennett and Mr. Oliver Lucas (Joint Managing Directors) and Mr. A. B. Waring and Mr. F. H. Walker (Directors). The party then proceeded on the tour of inspection and enthusiastic Lucas-workpeople, in their thousands, gave the Queen a tremendous reception.

On the production side, the Queen showed much interest not only in the excellence of the layout and working conditions but asked many questions regarding the technical side which were answered by Mr. Bennett and Mr. Lucas, and she spoke to many employees and asked them numerous questions.

Finally, the Queen passed through and inspected the main offices where she was again received with great enthusiasm.

At the conclusion of the Royal tour, Her Majesty told Mr. Bennett and Mr. Lucas how interested she had been and congratulated them on what she had seen, particularly the factory lighting and working conditions in which she naturally took a special interest.



Her Majesty the Queen is here seen with Mr. Peter Bennett and Mr. Oliver Lucas after her tour of inspection of Messrs. J. Lucas, Ltd.

THE COLMORE TRIAL

HELD in the popular Cheltenham area on February 25th, the Colmore Trial was especially interesting, as entrants were allowed to use their own discretion as to whether they entered the sports or standard-car category. The course, not too well route-marked, was a figure 8, over which the two-circuit system was used. Only Allard (V8 Allard) and Lawson (H.R.G.) lost no marks on the Hewletts restart test, by tying for best time, in 3.8 secs. Allard also made best time, in 15.8 secs. at the timed ascent of Stancombe. Mostly the hills were easy and we confined our attention to Kineton. Here ordinary cars took the hard-surfaced left hand hill and special-class competitors the very slippery right hand climb, which improved for the second circuit men. Povey had the misfortune to shear his B.M.W.'s axle, but the only other failure on Old Kineton was G. Walker's T-type M.G. Whitemen's Ford swerved about and Ashmore's f.w.d. Citroen experienced considerable spin. The other bill was a different matter. Car after car failed at or near the start. Even Green, Bastock and Langley of the M.G. team stuck at about the same spot, but certainly well up. Then T. C. G. Butler's T-type M.G., on Michelin Comfort Cord tyres, got up clean and later Hadley did it with the "Grasshopper" Austin Seven. W. C. Butler made a "norful" gear-change

and out of the first batch the only others to succeed were Philip Flower's J2 M.G. and P. Collins's T-type M.G. Both used Dunlop Freighter covers, as did Hadley, who had let them down to a very low pressure. H. B. Woodall's Wolseley-Ford-Special looked like climbing clean, but seemed to cut-out when almost up. Of the second group, D. Murkett's PB M.G. got up revving hard as is this driver's habit and K. Rawlings's PA M.G. was driven up very neatly. W. J. Mobbs ("P" M.G.), Leslie Johnson (B.M.W. 328) who blipped, K. Delingpole (H.R.G.) who only just pulled away, and Lawson's Meadows-H.R.G. were successful. Others who defeated the new Kineton were K. N. Hutchison, whose V12 Allard just managed it, Sydney Allard, whose V8 Allard came up beautifully—Allard was driving splendidly and won the whole thing—M. S. Soames, who had two large, muddy beings as ballast in a sensibly handled V12 touring Allard, Langley's Austin Seven and Buckley's Austin Seven, both excellent and with revs. much in evidence, and Scriven's Austin Seven, not quite so rapid as its team-mates but excellent for all that. The Triangle-Special, on trade-plates, failed and boiled and apparently had lost its fan. From which you will gather that New Kineton wasn't easy. Nor was it easy to take a "boots-census," with Gloucestershire mud about.

But we noted the rear-wheel-wear of twenty-four competitors:—Fifteen used Dunlop Freighter, five standard Dunlop "90" or Fort; one Michelin Comfort Cord, one Michelin Real Low Pressure, one North British "Pathfinder" and one a brand of Goodyear.

PROVISIONAL RESULTS

Trophy Trial

Colmore Trophy: S. H. Allard (3,622 c.c. Allard-Special).

Club Team Trophy: Ford Enthusiasts' (S. H. Allard, K. Hutchison, L. G. Johnson).

Committee Team Prize: Tail Waggers (S. H. Allard, K. Hutchison, M. S. Soames).

Rhode Cup: D. Murkett (939 c.c. M.G.).

Bernard Norris Cup: L. G. Johnson (1,911 c.c. Frazer-Nash-B.M.W.).

"Tail Waggers" Award: K. Rawlings (847 c.c. M.G.).

Trial to Trial Trophy: N. H. Grove (1,292 c.c. M.G.).

First-Class Award: M. S. Soames (4,379 c.c. Allard-Special).

Second-Class Awards: C. R. Buckley (747 c.c. Austin), P. S. Flower (M.G.), H. L. Hadley (747 c.c. Austin).

Goblet Trial

Colmore Goblet: C. A. N. May (1,292 c.c. M.G.).

A. E. Sumner Award: D. H. Jones (933 c.c. Ford).

B. W. Harcourt Award: F. R. Southall (1,608 c.c. Standard).

Novice Award: A. W. Morris (1,247 c.c. M.G.).

First-Class Awards: W. Burman (1,626 c.c. Lea-Francis), P. A. L. Meyrat (1,021 c.c. Standard), E. B. Wadsworth (1,911 c.c. Frazer-Nash-B.M.W.).

H. Blackall (1,400 c.c. M.G.), W. P. Rhodes (1,608 c.c. Standard).

Second-Class Awards: N. J. Edbon (1,292 c.c. M.G.), P. Skelcher (1,496 c.c. Lea-Francis), A. J. Mare (1,140 c.c. Morris), C. A. Shelbourne (1,548 c.c. M.G.), B. S. Cox (1,608 c.c. Standard).

CORK INTERNATIONAL G.P.

The 1½-litre scratch race and unlimited handicap race, which jointly compose the I.M.R.C. Cork International G.P. will be run off over the Carrigrohane Circuit, near Cork City on April 22nd,

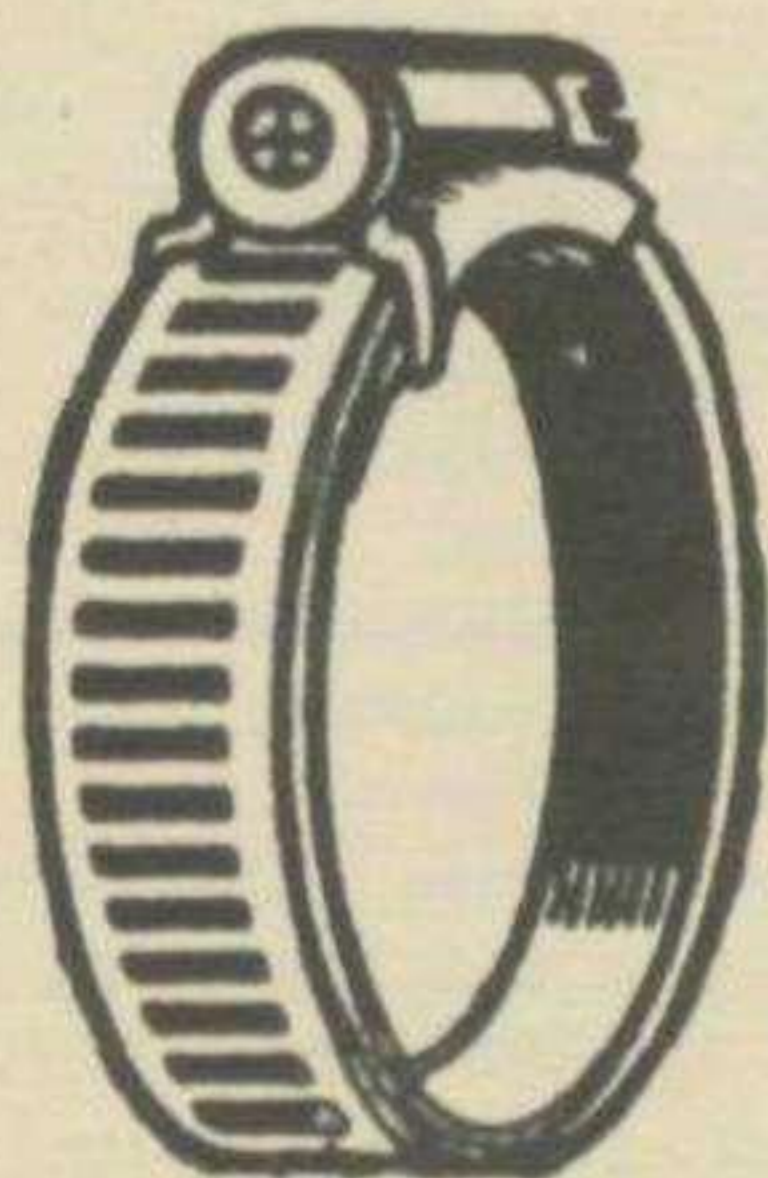
both over a distance of 201 miles. Entries close on April 12th at 6 p.m., and cost £10 for both races, or £6 for the Handicap race. There is £400 prize-money, each winner getting £100 apiece. Handi-

capping in the handicap event is based on credit laps and a time-allowance, in combination. Details from: I.M.R.C. Ltd., National Bank Chambers, 1, Cavendish Row, Dublin.

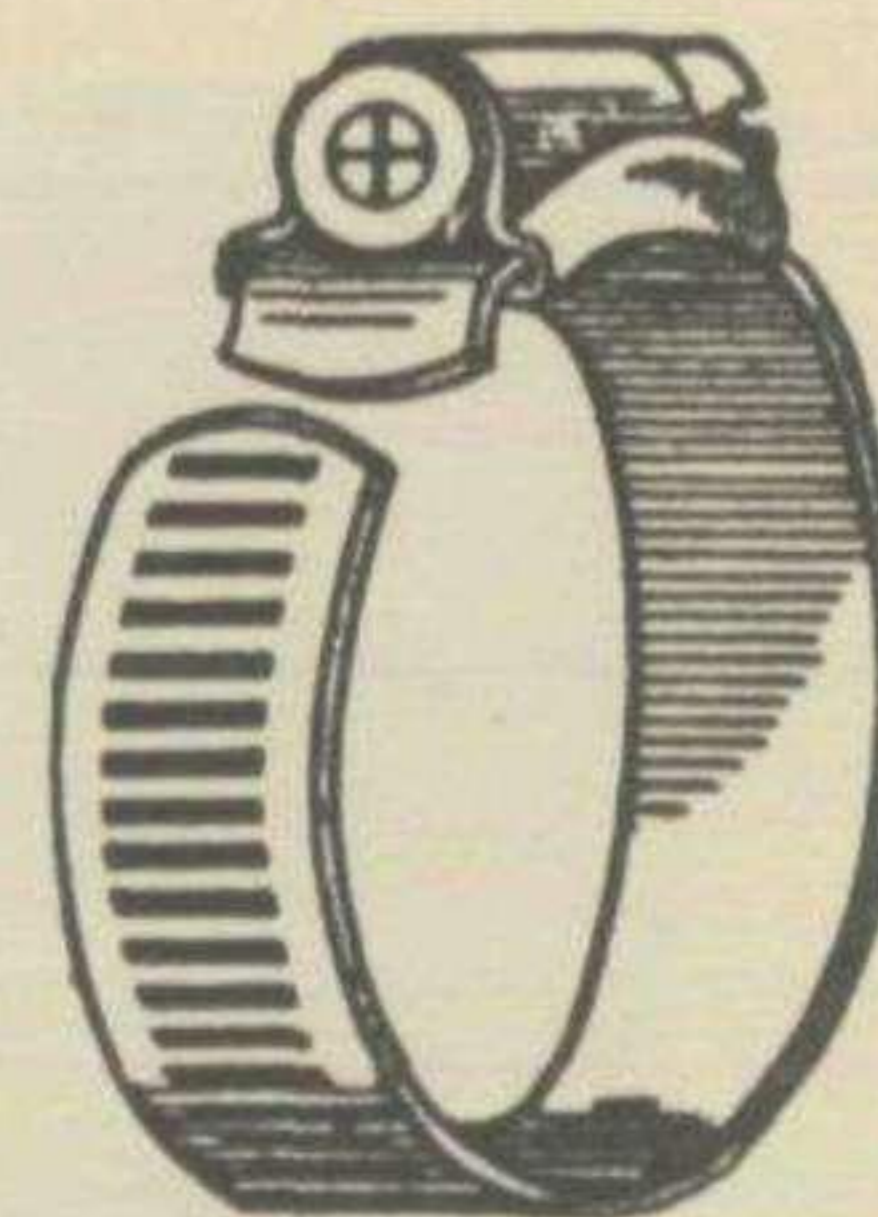
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A NEW ERA FOR MODEL RACING CARS

WE have very little sympathy with grown-ups who are amused by playing with a shucko on the hearthrug. Unfortunately, very little else is left to keen model car-builders. So far as decent commercial models are concerned, they have been very few and far between. Citroen Ltd. made rather good clockwork models of their 7.5 and 11.4 h.p. cars about two years ago, and, later, a constructional set of their six-cylinder chassis. French toy makers managed reproductions of Hispano-Suiza, Delage and Renault, and there was the excellent 35/- G.P. Alfa-Romeo, of 1925 type. Just lately lots of tiny car models have appeared, which you see quite frequently in the offices of well known motorists. But mostly they are poorly proportioned, as is the rather fast Mercedes. The mass of working models raced at meetings of the Model Car Racing Association look nothing at all like real racing cars. Turning to exhibition models, we can again recall very few. Sunbeam and Wolseley had really splendid models years and years ago, someone built a very fine Vauxhall chassis before the War, and about 1926 Castrol showed a beautiful scale model of "Babs" at their stand at Olympia. Quite why cars are not modelled just as painstakingly as locomotives and ships we are at a loss to understand, unless the improbability of personally owning a real

boat or train acts as an incentive to enthusiasts in these spheres. Petrol-driven models have been equally neglected, if one excepts a recent model racing M.G., a model of Barnato's Brooklands' Bentley, a multi-cylinder model described in MOTOR SPORT at the beginning of 1937 and various larger contraptions built by tinkering parents who either wish their offspring to become chauffeurs or else wish to get rid of them entirely.

In rather a different sphere is a fascinating production, petrol-driven model listed by Hamley Brothers, Ltd., of 200-202, Regent Street, London, W.1. It is a model racing-car with a wheelbase of about 18", a track of 9" and a weight of 5½ lb. A two-stroke, air-cooled, 5 c.c. single-cylinder engine drives the front wheels via a fibre clutch, which slips to allow smooth acceleration, and the rear axle pivots for steering purposes. The car has an intriguing external exhaust system and looks like a monoposto Miller—naturally, it hails from the U.S.A. Timed over 100 yards, it is said to have clocked 49.7 m.p.h. This is very remarkable, because the absolute speed record for model-power boats is 49 m.p.h., while we believe that the model aeroplane speed record stands at around 35 m.p.h. We have no particulars of the craft, but imagine that the boat would have an i.c. engine of 15-20 c.c. and the plane

an elastic motive-power. Messrs. Hamleys Ltd. tell us they tested the model at Camber Sands and in a hanger at Lympne Aerodrome. They were surprised at its stability when running along a straight course. They then tethered it to a pole to allow it to lap in a 50 ft. circle. It four-stroked away and then two-stroked round at some 50 m.p.h. and was again very stable. Even when little mounds of sand were built up in its path it merely swerved and snaked but did not overturn. This obviously opens up a new field for model-car enthusiasts, as proper record runs could be undertaken. Hamleys emphasise that to attain full speed the circle has to be correctly judged, otherwise drag pulls down the speed—here is scope for a banked track. We suggest that the Model Car Racing Association establishes petrol-classes at once and encourages this class of model. In time it should be practical to establish 15 mins., 30 mins., and 1 hour lappery for various sizes of engine, refuelling to be done in correct pit-stop style—an idea the writer suggested to model boat folk some years ago.

At the time of writing Hamleys have sold their stock, and we have not seen the model in action. By now another stock should be over here and anyone interested should be able to attend a demonstration.

THAT MYSTERIOUS ALVIS

IN the February issue we innocently published quite a lot of technicalities about an Alvis owned by Fenn-Wiggin and Swain in the belief that this car was the one which took C. M. Harvey to victory in the 1923 "200" at 93.29 m.p.h. and thus that a description of it would not only be of historic interest and of possible value to 12/50 Alvis tuners, but that it would serve to show that Harvey's car was quite reasonably standard. We confess that when we have seen this car in action at Donington it has struck us as looking nothing in the least like Harvey's car, which had a high, narrow two-seater body, and of which pictures have been published on more than one occasion in MOTOR SPORT. When we said last month that the car was a single-seater we wrote in error. We therefore imagined that Swain's car had at some time been lowered and re-bodied. Now another correspondent, J. A. Cooper of Leicester, writes to say that Swain's car is not the 1923 200 Mile Race winner but is actually one of two cars built in early 1924 for record work. Apparently these cars had low frames from the commencement and we recall low-chassis cars running in the 1924 "200." Our correspondent says that two of these cars and the 1923 car started in that race and that later one of the former

went to Australia and the other was acquired by Dunlop and used for tyre-testing at Brooklands in the hands of Dutoit—curious how things link up, for we found the steering wheel from this Alvis on a Lambert Special which we discovered some six years ago and which proved to be the work of our good friend William Lambert of Finchley Road, who is an s.v. Aston henchman, and to whom we were introduced by J. D. Aylward, now very much of the B.O.C. To return to the Alvis, if Swain's car is a 1924 job, the 1923 winner is not accounted for, because while Cooper thinks it was dismantled, H. O. Vaux, Alvis Service Manager, in his speech at the recent Alvis Staff Dinner and Dance in Coventry, said the old car was still winning races in Australia (also as claimed by Mr. H. L. Biggs in his letter published on page 77)—perhaps he, like ourselves, is confusing it with the 1924 car? It is interesting that whereas we published the notes on Swain's car to emphasise how reasonably standard was the 1923 racer, Cooper says that the 1924 type described was much more specialised than Harvey's, which merely had a drilled 12/50 frame, standard axles, etc., and very high compression-ratio and axle-ratio. Incidentally, he says that Harvey's passenger was George Tattersall, who later managed

Alvis pit-work and is now shop superintendent of the mechanization branch. He would like to know whether Dutoit, aforementioned, was "Segrave's Dutoit." Over all this we can only crave reader's indulgence and leave the fight to Alvis enthusiasts. Cooper says that slotted con-rods are unwise for speed work and that end pads in the gudgeons are advisable; Alvis did not use slotted rods on the early 12/50 and later 12/50 and 12/60 engines, only for the 1928-9 big-port models before No. 6875. Apparently the nickel-chrome ¼" B.S.F. pinch-bolt has been known to break.

Having committed, or contributed to, or dug up this Alvis Muddle, perhaps we may venture to conclude with a few notes on the production models. The touring 12/50 was 69×110 mm. (1,645 c.c.), likewise the 1931-2 12/60. The sports jobs were 68×103 mm. (1,496 c.c.). The sports models had 4.55 to 1 axles; the touring models and 1931-2 12/50 and 12/60 models a 4.77 to 1 axle. Sports models used high first and second ratios and the 1931-2 12/60 twin carburetter model high first, second and third gears. It is useful to convert to the high third in a 12/50, especially with the 4.55 to 1 final drive.

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ACCESS TO MOUNTAINS

ON February 15th we attended a meeting at Friends' House, Euston Road, London, held with the object of furthering the "Access to Mountains" Bill. The speakers emphasised the crime of closing hundreds of acres of uncultivated land in this country to hikers and ramblers. This is a matter of some considerable interest to nature-appreciative motorists. If the Ramblers' Association should feel that it does not want motorists in this unsoiled countryside, we would suggest that the bulk of the motor-owning populace follows the tail-light in front along a main road to the sea, and only a few true motorists visit out-of-the-way spots. Such motorists can behave in a decent manner and would in no way interfere with the rights and enjoyment of the Rambler. At the meeting of February 15th it was emphasised that in fighting for the rights of the Rambler it was essential to co-operate with the public in general, and that happily farmers were already desirous of giving their support. Unfortunately, the selfish landowner who rendered his land private had a very great influence in Parliament. If this is the case, surely the Ramblers' Association would do well to co-operate with the motorist, who, as a taxpayer of considerable importance, has a rather better chance of having his wishes granted, even if he is too apathetic

to do much about setting his own house in real good order. In this connection it is extremely significant that when trials found disfavour with country folk the M.O.T. asked the R.A.C. to attempt some improvement, which has been done, so that trials go on much as they did before. In other words, motorists, even competition motorists, are allowed the freedom of the byways while the ramblers have not yet won their fight for access to the mountains and moorlands. So they would obviously do well to co-operate with motorists in their praiseworthy fight—already cycling authorities are lending support. If one or two trials a year traversed certain at present forbidden byways, would that matter very much if these byways and the surrounding land were open all the year round to ramblers? Moreover, much of the country for which the Ramblers are fighting for access is wild moorland in the Lake District, in Scotland and in Wales, where the true, nature-loving motorist might well find tracks, at present private, which he would sometimes like to explore, but which would never be used for trials. This being the case, we were sorry that at this meeting to further the cause and to introduce the aims of the Bill to the public, one speaker rather frowned on a motor-cycle reliability trial and another

speaker, a Doctor who otherwise seemed a cultured and civilised being, began his address by proudly announcing that he could not drive a car, which the audience, which we estimated at about 475 persons, appeared to think most praiseworthy. For ourselves, we heard of the meeting only through the motoring Press and, having attended it, we feel sorry the motorist is not recognised as capable of helpful co-operation with the ramblers in furthering a Bill of which lots of us, as sportsmen, nature-lovers and gentlemen, must definitely be in favour. Those readers who crave access to mountains for purposes other than testing cars may like to know that a Rally to support this Bill is due to take place at Pinehurst Hotel, Tillingbourne Valley, near Dorking, Surrey, on May 14th. We hope that no motor-trials will impinge on this area on this day, if for no other reason than that lots of hikers and motor-coaches will be abroad. Incidentally, has the B.T.D.A. thought of teaming up with the Ramblers' Association and the Progressive Rambling Club, on the matter of guarding public rights-of-way and gaining wider access to the countryside and attempting to establish good feeling between those who explore on foot and those of us who do so in supercharged automobiles?

HENSHAW ENDURANCE

In breaking the outward and home Cape Record Alex Henshaw established a standard of human endurance which should make long-distance car record-breakers and other martyrs in the cause of motoring to think profoundly. Henshaw was in the Mew Gull (Gipsy Six Series II) for 60 hours out of 80. Towards the end he suffered badly from fever, fatigue and nose-bleed. In climbing to avoid bumps he accentuated the nose-bleeding. Three times he thought he would have to jump and leave the machine to land itself in the murk. Yet he made perfect landings everywhere, in a machine which sits down at 80 m.p.h. Accommodation for a total of 87 gallons of fuel was arranged in various tanks, one on the

cockpit floor. The cockpit details are interesting, and may inspire builders of enclosed racing-cars for long-distance record work. Henshaw sat on a thin sheet of Sorbo, yet his head practically contacted the roof—and certainly so during bumps—although he was strapped in. Ventilation was by means of a 3" tube directed through the cockpit side and having a cork to plug it up over cold countries! Doped fabric round each petrol cap prevented spilt fuel from forming fumes—only, unfortunately, fumes were not entirely eliminated thereby. So crowded was the cockpit that the pilot could not lift his legs from the rudder-bar and the spare K.L.G. plugs had to be carried on an engine bearer. Flasks

behind the seat provided water and orange-juice via rubber tubing and under each knee was another thermos, one of beef-tea, one of egg-and-milk. Chamois bags of nuts, raisins, oranges and apples were set behind his heels. Controls, etc., included v.p. control, retractable navigation light, carburetter cockpit vent in case of icing. Husan P4 compass, Sperry artificial horizon, directional gyro, stop-clock, two carburetter economy levers, emergency fuel supply control, etc.—to be contemplated for 60 hours out of 80. Visibility was particularly limited. We admire Henshaw's endurance. These notes may suggest useful things to racing-car builders.

ANOTHER SMALL SPORTS-CAR

Last month we were able to announce a newcomer in the rather neglected class of small sports-cars costing up to £300. So many buyers are confined to such a price-ceiling that we are glad that this class is once again filling-up. Another recruit is the Le Mans version of the Morgan 4/4. This new model has a tuned Coventry Climax engine of 1,098 c.c. The standard car has an engine of 1,122 c.c.—it is difficult to understand the mentality of designers of sports-type cars who use engines just outside the 1,100 c.c. class limit; although one wonders whether utility engines are sometimes expressly made this way to discourage their use in sporting events. The new Morgan has a 30 gallon rear tank with twin pump feed. The specification includes Scintilla Vertex magneto, Zenith downdraught carburetter, cycle wings, Lucas Bi-flex lamps, outside

exhaust system, folding screen, rev. counter, bonnet straps, etc. The excellent guaranteed speed of 80 m.p.h. is obtained with all equipment aboard and the price is £250. Higher speeds are guaranteed to slightly greater price.

* * *

CHANGES AT BROOKLANDS

Those who have not visited Brooklands since last season will notice several new landmarks. Hawkers have extended their Byfleet works, round the corner on the opposite side of the road facing the Aeronautical College hanger and have put up a big shed on the aerodrome where the road down to T. & Ts. and Butt's Lodge joins the aerodrome road in a T-junction. Vickers Ltd. are considerably extending their works at the Fork, which were originally the works of the Itala Motor Co., established in, we believe, 1909.

IMPORTANT FORMULA RUMOUR

It may be highly significant that both Huhnlein of Germany and Furmanik of Italy are advocating a 1½-litre Formula at the A.I.A.C.R. meeting at which the 1940-42 G.P. Formula is Internationally discussed. We may get this ruling if Britain also agrees. Rumour hints that Mercedes-Benz already have a team of 1½-litre straight-eight o.h.c. cars and will run them in some of this year's 1½-litre contests.

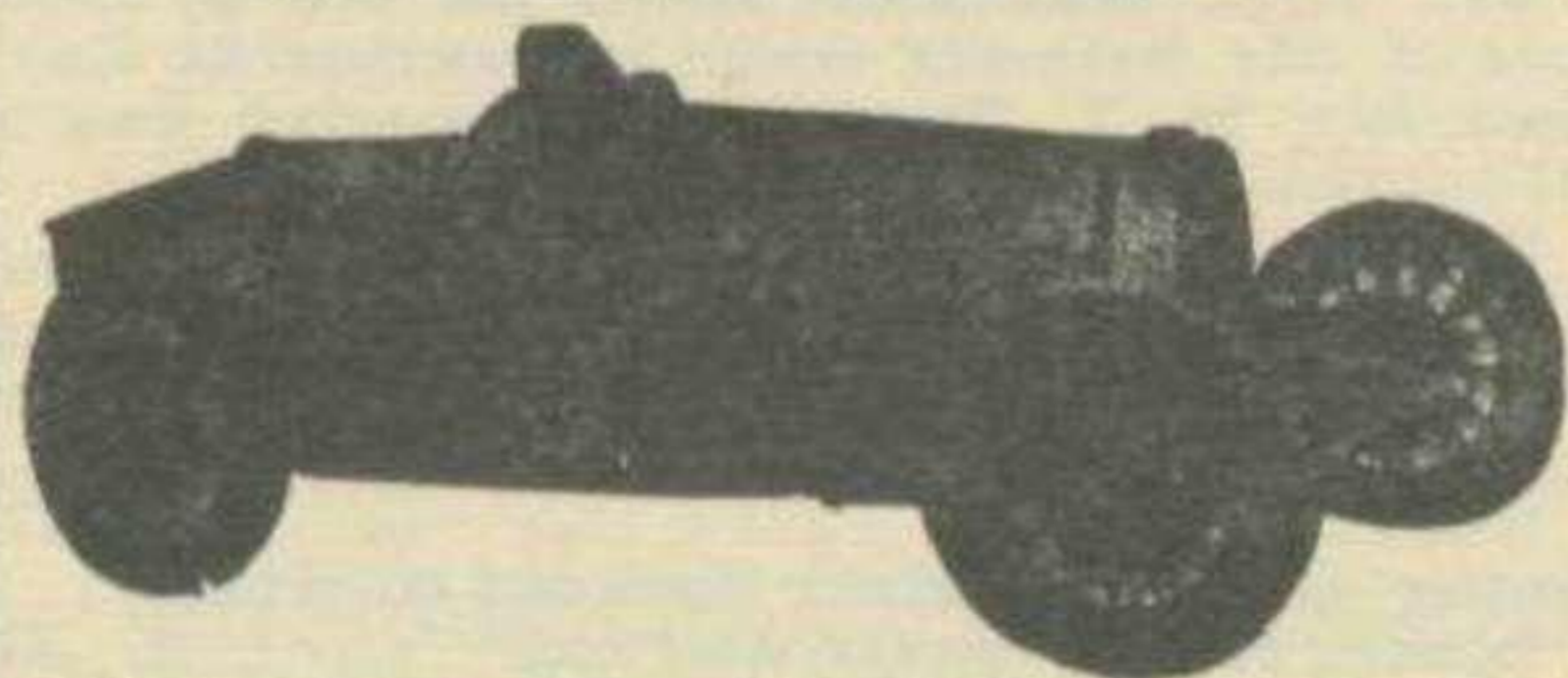
* * *

ERROR

In the January issue we said Kenneth Mason used Champion R.1 plugs in his Brescia Bugatti with complete success. Actually he doesn't—he uses Champion R.7. Sorry!

Motor Sport Classified Advertisement Section

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A.B.C. 11 h.p. 2-cyl., 2-seater.....	Feb. 1926	Alps " drop-head coupe.....	Aug. 1936	M.G. Midget " T " 2-seater.....	Jan. 1937
A.C. 2-litre, short-chassis, 15.7 h.p. 2-seater.....	July 1936	ESSEX Terraplane 8-cyl. 4-seater....	Sept. 1935	M.G. 14/40 h.p., 4-cyl., super-sports, 2-seater	May 1927
A.C. 2-litre, 16.40 h.p., 3-seater.....	Oct. 1927	Excelsior 5½-litre, 6-cyl., super-sports test chassis.....	Sept. 1927	NOMAD 350 c.c. (Villiers 2-stroke) 2-seater	Dec. 1926
A.C. 2-litre, 16.66 h.p., 2-seater.....	March 1926	FIAT 20.70 h.p., 6-cyl., 2-4-seater... April 1933		O.M. 2-litre, 6-cyl., 4-seater.....	Aug. 1926
A.C. 2-litre, 16.66 h.p., 4-seater.....	June 1934	Fiat " Balilla " Saloon.....	May 1934	O.M. 6-cyl., 2-litre, 4-seater.....	Oct.-Nov. 1928
Alfa-Romeo 1½-litre supercharged 6-cyl. Charles 2-seater (1929).....	March 1934	Fiat " Ardita " 17 h.p., 4-cyl., saloon	Feb. 1934	PACKARD V12 cyl., 57 h.p. coupe	Feb. 1934
Alfa-Romeo 1½-litre supercharged 8-cyl. " Zagato " 2-seater (1932)	July 1934	Fiat " Balilla " 10 h.p., 2-seater.....	Jan. 1935	Peugeot " 201 " 4-cyl., 1,122 c.c. saloon..	Sept. 1931
Alfa-Romeo 2.3-litre supercharged 8-cyl. " Zagato " 2-seater (1933)	Aug. 1936	Fiat 6 h.p., Type 500, Coupe.....	March 1937	RAILTON Terraplane 4-seater.....	Oct. 1934
Alfa-Romeo 2.3-litre supercharged 8-cyl. 4-seater (1931).....	Aug. 1932	FRAZER - NASH 6-cyl., 1½-litre (Blackburn) 2-seater	July 1933	Railton Light Sports tourer.....	Dec. 1935
Alvis 11.9 h.p., 4-cyl., " Firefly " saloon	Feb. 1933	Frazer-Nash 4-cyl., 1½-litre T.T. Replica push-rod o.h.v. 2-3-str....	Nov. 1931	Riley Nine " Gamecock " 2-seater	March 1932
Alvis 4-cyl., 12.60 h.p., 2-seater.....	July 1931	INVICTA 4½-litre low chassis, 4-seater	March 1931	Riley Nine " Monaco-Special," two-carb. saloon	March 1931
Alvis 6-cyl., " Silver Eagle " 4-seater coupe (1929)	Aug. 1931	Invicta 4½-litre Weymann saloon..	June 1929	Riley Nine, 4-seater.....	June 1931
Alvis 6-cyl., " Silver Eagle " 4-seater	June 1930	Invicta 4½-litre saloon.....	Dec. 1929	SINGER 1½-litre, 6-cyl., Le Mans 2-seater	March 1935
Alvis 3½-litre saloon.....	Feb. 1936	Isotta-Fraschini 45 h.p., 4-seater... Oct. 1926		Singer Nine, 4-seater	March 1933
Alvis Speed Twenty Vanden Plas saloon	Feb. 1935	LAGONDA 2-litre 4-cyl., twin o.h.c. 4-seater	Jan.-Feb. 1928	Squire 1½-litre, 4-cyl., 2-seater.....	Aug. 1935
Alvis Speed Twenty Charlesworth saloon	Feb. 1934	Lagonda 2-litre, 4-cyl., twin o.h.c. supercharged 4-seater	Oct. 1930	S.S. I special-bodied 2-seater (1933)	Feb. 1934
Alvis Speed Twenty 4-seater.....	June 1932	Lagonda 4½-litre, 4-seater.....	May 1936	S.S. I coupe.....	June 1933
Ansaldo 2-litre, 4-cyl., o.h.c., 4-str....	Sept. 1924	Lagonda 4½-litre Rapide 4-seater... May 1935		S.S. II coupe.....	May 1932
Armstrong-Siddeley 20 h.p., 6-cyl., 4-seater	July 1933	Lagonda 4½-litre, 4-seater.....	Jan. 1934	Steyr Type XII, 14.35 h.p., Weymann saloon.....	Aug.-Sept. 1928
Aston-Martin Mark II, 11.9 h.p., 2-4-seater	Jan. 1935	Lagonda Rapier 10 h.p., 4-seater... Sept. 1934		Stutz " Black Hawk " supercharged 4-seater	Jan. 1930
Aston-Martin Ulster 11.9 h.p., T.T. 2-seater	Oct. 1935	Lagonda 16.80 h.p., 6-cyl., 4-seater Jan. 1933		Stutz 5-litre, 8-cyl., 4-seater.....	Dec. 1927
Aston-Martin Le Mans 11.9 h.p., 2-4-seater	June 1933	Lagonda 3-litre, 6-cyl., 4-seater..... March 1932		Sunbeam 3-litre, 6-cyl. (twin o.h.c.) fabric saloon.....	Nov. 1927
Aston-Martin International 11.9 h.p., 4-seater	Aug. 1932	Lagonda 2-litre, 4-cyl., twin o.h.c., 4-seater (1928)	March 1931	Sunbeam 6-cyl., 21 h.p. (push-rod) Speed Six saloon.....	Dec. 1933
Aston-Martin T.T., 11.9 h.p., racing 2-seater	Dec. 1931	Lea-Francis 1½-litre supercharged T.T. 2-seater (1929).....	June 1934	TALBOT " 90 " Brooklands-bodied 2-4-seater	April 1931
Aston-Martin 11.9 h.p., 2-seater.....	Jan. 1930	Lea-Francis 1½-litre supercharged special T.T. 2-seater	Sept. 1933	Talbot " 105 " sports saloon.....	April 1934
Auburn 30 h.p., 8-cyl. supercharged 2-seater	June 1935	Lea-Francis 1½-litre supercharged " Hyper " 4-seater	Aug. 1930	Talbot 3½-litre saloon	March 1936
Austin Seven Boyd Carpenter 2-str.	Sept. 1930	MERCEDES-BENZ Type 540K, 5.4-litre, 8-cyl., supercharged, 2-str....	April 1937	Talbot Ten " Rally " 4-str.	Oct.-Nov. 1936
Austin Seven " 65 " 2-seater.....	Jan. 1934	Mercedes-Benz Type 500, 5-litre, 8-cyl., supercharged, 2-seater.....	Nov. 1934	Talbot " 105 " Vanden Plas 4-str....	Nov. 1932
BENTLEY 3½-litre, 6-cyl., Vanden Plas, 4-seater	Nov. 1933	Mercedes-Benz 12.40 h.p., supercharged 2-seater.....	June 1925	Talbot " 90 " 4-seater.....	Nov. 1930
Bentley 4½-litre, 6-cyl., Park Ward saloon	June 1936	Mercedes-Benz 36.220 h.p. supercharged, 2-4-seater	April 1928	Tatra 4-cyl., 1,154 c.c., coupe.....	Dec. 1932
Bentley 6½-litre, 6-cyl., long-chassis saloon (1928).....	Dec. 1936	Mercedes-Benz 33.180 h.p., supercharged, 4-seater.....	Aug. 1927	Terraplane, 8-cyl., 29 h.p., 4-str....	July 1935
Bugatti 3.3-litre 8-cyl., Type 57 saloon	May 1934	M.G., 6-cyl., Mark I, 4-seater.....	May 1931	Triumph 2-litre " Vitesse Six " saloon	April 1935
Bugatti 2.3-litre 8-cyl., Type 55, supercharged, 2-seater.....	July 1932	M.G. Magna, " L " 2-seater.....	Nov. 1933	Triumph 10 h.p. " Gloria Southern Cross " 2-seater.....	June 1935
Bugatti 2.3-litre, 8-cyl., Type 43, supercharged 4-seater (1930).....	Dec. 1932	M.G. Midget " P " 2-seater.....	Aug. 1934	Triumph 10 h.p. " Gloria " saloon	Jan. 1934
Bugatti 2.3-litre 8-cyl., Type 43, supercharged 4-seater.....	May 1930	M.G. Midget " J3 " supercharged, 2-seater	May 1933	Triumph Nine " Southern Cross " 4-seater	June 1932
Bugatti 3-litre, 8-cyl., Type 44, saloon	July 1928	M.G. Midget 750 c.c. Monthery supercharged 2-seater (1931).....	May 1932	Triumph Eight " Gnat " 2-seater...	Aug. 1931
CROSSLEY 20/70 h.p., 4-cyl., s.v. 4-seater	Nov. 1925	M.G. Six Mark I, saloon.....	Aug. 1930	Triumph Eight, supercharged 2-str.	Dec. 1929
Crossley Ten, 1½-litre " Regis " saloon.....	Jan. 1936	M.G. Midget Double-Twelve racing 2-seater.....	June 1930 & Aug. 1930	VALE-SPECIAL 832 c.c. 2-seater... Aug. 1933	
Crossley Ten, 1,122 c.c. 4-seater.....	April 1932	M.G. Midget " J1 " 850 c.c. 2-str....	Sept. 1932	Vauxhall 30/98 O.E. 4-seater (1925)	Jan. 1936
Crouch Anzani 12.30 h.p., 2-seater	Aug. 1924	M.G. Magnette " N " 4-seater.....	Feb. 1935	Vauxhall 30/98 O.E. 4-seater (1924)	Dec. 1930
DARRACQ 12.32 h.p., Weymann saloon.....	Sept. 1924	M.G. Midget " PB " 2-seater.....	April 1936	Vauxhall 20/60 h.p. " Hurlingham " 2-seater	Feb. 1930
Delage 14 h.p., 2-litre, 2-3-seater...	June 1927	M.G. 14/40 4-cyl., 3-speed, 4-seater	Oct. 1925	Vauxhall 17 h.p., 6-cyl., " Cadet " saloon	Sept. 1931
Delage 8-cyl., sports saloon.....	April 1930			Vauxhall 14 h.p. " Stratford " 4-str.	Sept. 1933
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