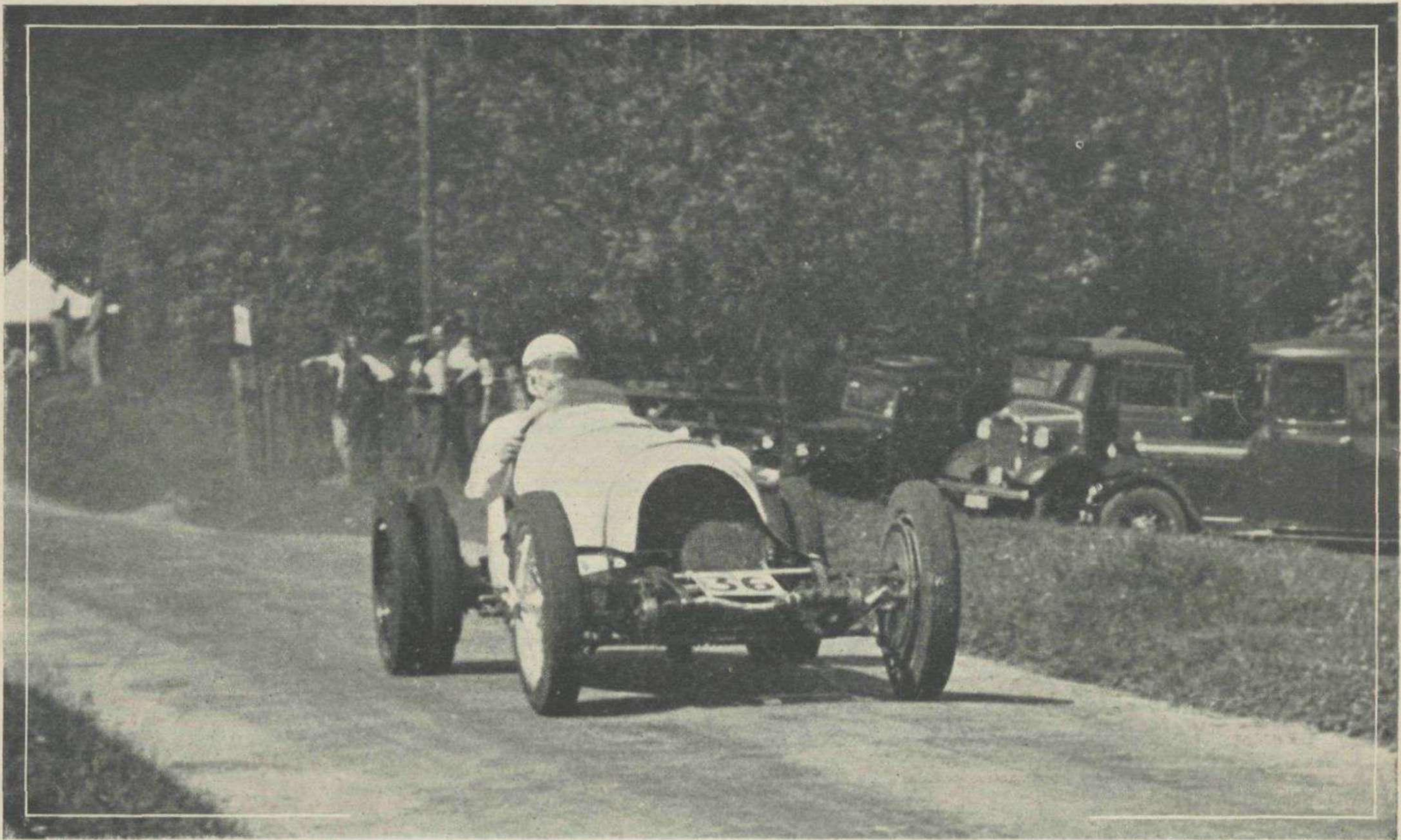


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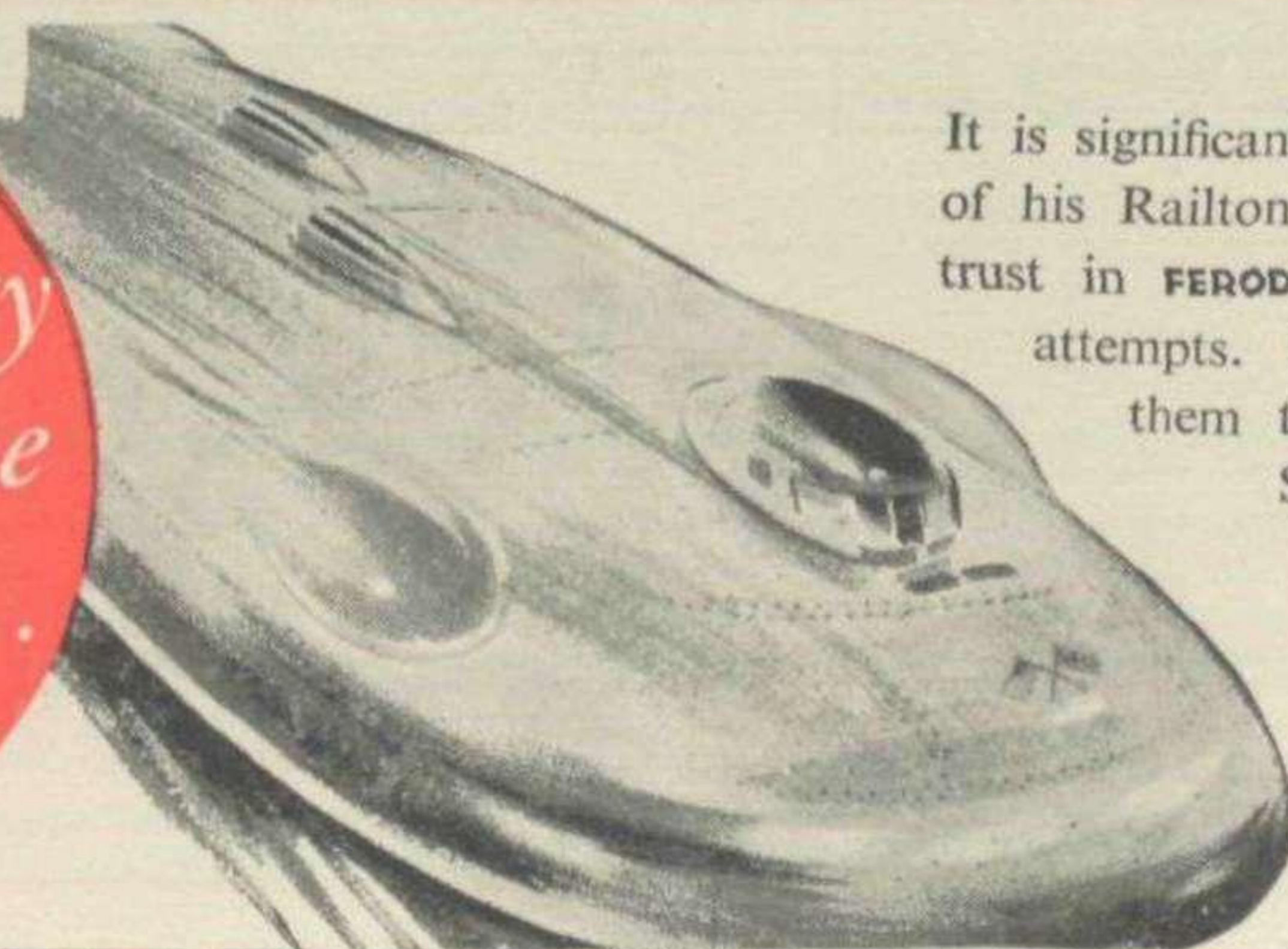
SIXPENCE MONTHLY



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Shelsley Again! On the 9th of this month another enjoyable meeting will be held at this well known venue. Here is W. E. Wilkinson making the fastest unblown time at the first meeting of this year.

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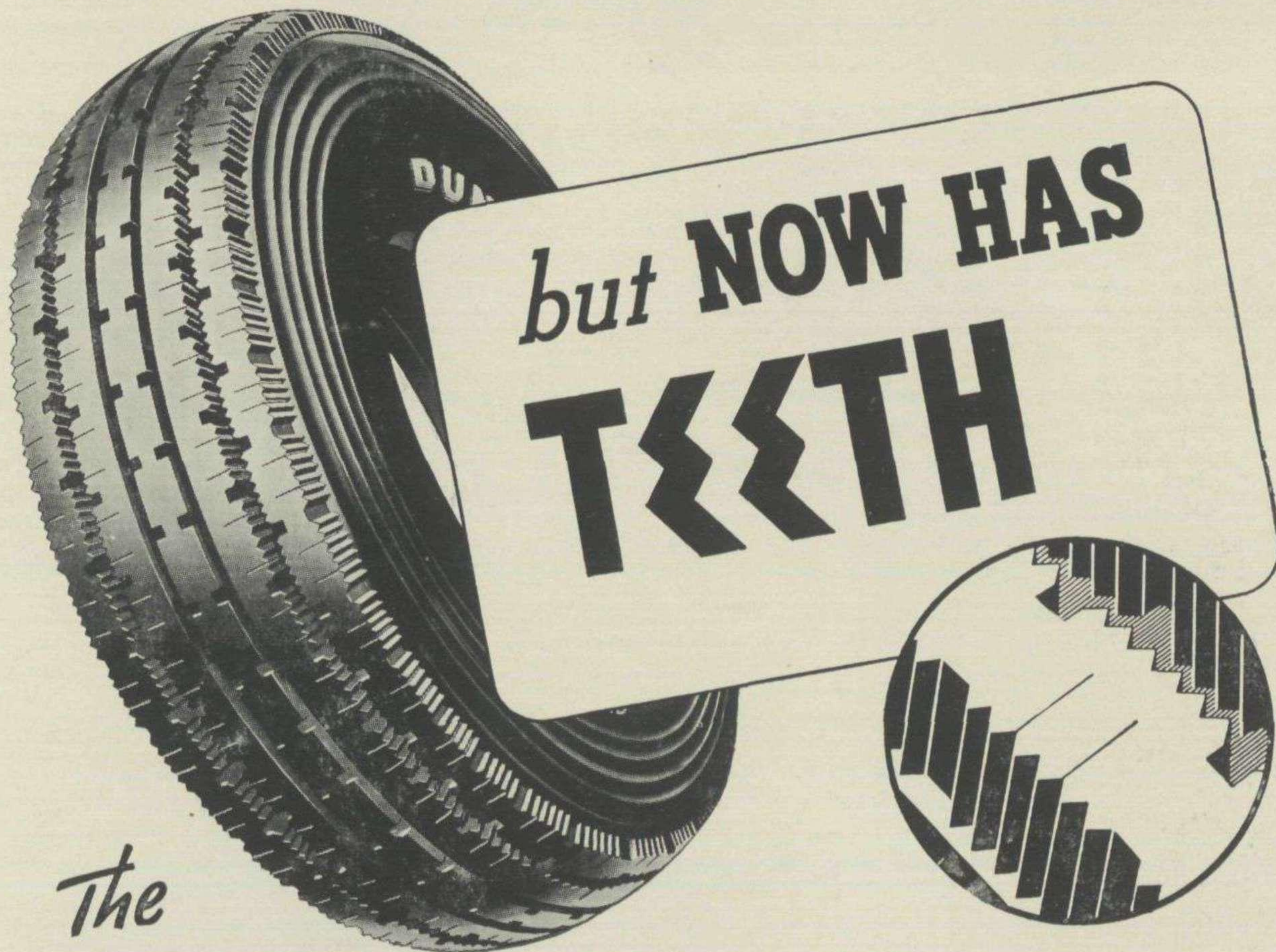
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FOR SALE

Alvis, 1926-30, front axle, brakes drums, hubs, etc. perfect. Gear box bits, crown wheel pinion, steering wheel, Bosch magneto clockwise, 5 wirewheels 20" runs, 5 stud

Austin Seven, B.S.S. chrome stoneguard

Austin Seven, Crown bevel and shaft. Cylinder block, rebored and polished, 30 thou. oversize, complete with valves and springs

" Chassis, with flattened springs, front and back axles, with new wheel bearings, all round

" Ulster, 5.6 rear axle, blown type radiator with quick filler. Pair new Zenith 30 mm. downdraught carburetters new tulip valves, 1930-32 starter motor and 1935 radiator

Bentley, set of hour glass pistons, 20", oversize complete with rings

" 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.

" 3-litre, Blue Label, camshaft, 1925 3-litre Blue Label chassis, F.W.B., complete with scrap saloon body, less engine

" 1923, 16 h.p., 3-litre engine, complete with magneto, carburetter, clutch, etc.

Body, 1927, open four-seater, complete hood, wings, side curtains, seats etc.

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

" Brescia, con rods, crankcase, sump, gearbox parts, valves, springs, etc.

" 1922, 12 H racing camshaft assembly, fit 1924/5 type

Carburetter, one S.U. 48 mm.

" one 1/4" S.U. for No. 9 Powerplus Supercharger

" set 4 racing S.U.s, 30 mm., with top feed, suitable Riley Nine

" Track racing Amal, twin float, suitable 500 c.c. motor-cycle, horizontal clip fitting, with flange adapter

Car Muff, off 1938 Austin Seven

" off 1938 Standard 14

Chassis, ex front wheel drive racing car, with rear wheels, Springs and brakes, full length undershield. Would make ideal trailer

Chassis, racing Ratier, ultra low underslung, Bugatti type rear suspension, undershield, Perrot brakes, Rudge wheels, large chrome knock-on-hub caps, chrome shockers, 4.50 x 19 tyres (two) racing. Unregistered and unused since 1929

Crankshaft, Special racing Laystall, 71 mm. stroke, for 6 cylinder M.G. Magna (giving 1087 c.c. capacity), also special camshaft, designed for good power at low revs. as well as high, good for trials. 5 racing conn. rods and pistons

Cylinder Head for blown Lea-Francis, without valves and rocker gear

" aluminium, for Austin Seven "G.P." type

Dynamo, 12 volt, for direct drive off crankshaft hose, with built in starting handle

Engine, 1928 2-litre Lagonda

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

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

" very specially modified 2 litre Lagonda, Laystall crankshaft, special head, designed to produce over 130 b.h.p. Really good order. Present pistons suitable for 15lbs. blower pressure, but could easily change.

" Bugatti, 16 valve (12 h.p.) with water pump, magneto, clutch and self starter. Starter ring unmarked and whole engine in good order, has not been used since fitted with "Brico" rings

" complete Austin Seven, partly dismantled with gearbox, magneto and dynamo

Engine, 1938, 8-80 twin cylinder racing JAP. Twin magnetos and carburetters

" Austin Seven, 1928 new bearing throughout and spare cylinder head 1932 minus 30 thou. Twin carburetters, new rings and double valve springs throughout and one new piston

Engine, 1 1/2-litre, racing, ex Le Mans Tracta, unused since complete overhaul, new pistons, bearings, etc.

" 4 dirt track Rudge motor cycle. In first class condition, with special Martlett pistons, hardened cylinder liners, polished flywheels and rods, and are completely ready to race, with carbs. and mags. (recently overhauled). At present they have 9 1/2 to 1 C.R. but 14 1/2 to 1 is available by removing compression plates

Excelsior, 250 c.c. Manxman, racing spares, etc. 2/3 gallon sprint tank, twin feed, recessed for rev counter

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

Gearbox, 4 speed, complete with remote control from 1 1/2-litre Singer

" Morris 1930 o.h.c.

Gearbox, E.N.V. self change, type 110, pre-selective overdrive on all ratios

" 4 speed for Austin 7

Gearbox, Salmson

H.E. 1923, 14 h.p., rebuilt wheels to take oversize tyres

Heater, one Hades" air conditioning, complete with all fittings

" 250 hour, under sump

Horn, 6 volt Bosch, (trumpet type)

Horn, 12 volt Bosch, perfect

Hub Caps, set 5 Rudge (42) knock-on

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

Inlet Manifold, for blowing Magna or Magnette, with blow-off valve, also outside exhaust manifold for Magna

Lamps, pair Marchal special Triluse

" pair 9' x 10" Marchal sports

Lucas 12 volt Twin Horns, 12 volt cut-outs (2)

Magneto M.L. racing, single cylinder motor-cycle

" Simms, Verniers for Alvis 12/50

" special racing 6 cylinder Scintilla, for Magna Magnette etc, recently tested by Messrs. Scintilla, also set of racing valves and Springs for Magna

Magneto, 6 cyl. and coil, set complete with switch and diagrams

M.G. M type 3 speed gearbox, complete with hand-brake

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

Norton, 500 International racing spares, sprockets, etc.

Rev. Counter, Smith's, cable drive and casing

Riley 9, half shafts with 5 stud hubs (two), cone clutch type gearbox, mark 4 type gearbox mark 1, crankshaft, mark 1, cone clutch, complete with flywheel

Supercharger No. 9 Powerplus reconditioned with reduction gear, (will blow 1,100 c.c. motor at 14lb. per square inch)

Self starter brand new for M.G. Magna, lever used, also dynamo

Supercharger Cozette

Supercharger, large Amhurst-Villiers (Roots type) just been completely overhauled, ribbed case in light Alloy

Springs, special flattened rear, for Austin

Stoneguard, suit M type M.O.

" Starter 12 volt, ex 2 litre Lagonda, with bendix

" Steering wheel, Austin Seven, special sprung

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

" 14/40 complete power unit

S.S. 90 or 100, 1 18" wire wheel, hood (envelope), cover press button type, extension holder and centre piece for 2 spare wheels. Six 18 mm. P 843 and six 18 mm. P843 & Six 18 m.m. 244 type K.L.G. high compression plugs, scarcely used, one spare wheel metal cover black, with aluminium band to cover, 18 x 5.50 tyre. Stephen Grebel (Paris) spot lamp with side arm attachment

Supercharger Marshall (5 lb. boost) for T model M.G. System, exhaust outside, Brooklands Regulation, T model

Speedometer, Jaeger, 0-105 m.p.h.

Tecalemit, automatic chassis lubrication outfit Complete with chromium plated pipe lines

Transmission complete front wheel drive assembly, crash-type gearbox (overhauled) differential Lancia type independent suspension wheels

Triumph Super Nine cylinder blocks (two) rebored with new pistons

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

Tyres, 2 new India 720 x 120 (beaded edge)

Tyres, two 3.25 x 19, Dunlop universal, scarcely used, with inner tubes, unused

Wheel, front track racing motor-cycle, 27" x 3 (no brake) with good Dunlop type

" New Ashby spring steering

" Dunlop Magna 5 1/2" section comp. tyre (new off Morgan 3-wheeler)

Wheels, 5 Rudge 5" x 20", complete with tyres

Wheels, 5 heavy wire for Triumph 8

" 5 Various for Morris Minor or Hornet

" set of 5, 19in. chromium plated for M.G. knock on type

Wolseley Hornet, 1932, crankshaft, cylinder head and rods

Wolseley Hornet, 3 speed gearbox, front and rear axles, with springs, crown, bevel and half shafts as new, with new brake linings

WANTED

Austin Seven Ulster model, supercharged engine, in good condition

Bugatti, Type 40 complete cam-head assembly, also camshaft

Carburetters, two road racing type Amal

Cozette, supercharger and fittings for Hyper Lea-Francis

Cylinder Head and block for 6 cylinder, 1,100 c.c. S/c Amilcar

Deflector head for Meadows engine, 1,496 c.c.

Flywheel bell housing for P.I M.G. engine, also several clutch parts

Flywheel housing F.1 type

F.1 type engine cross member

Fold Flat Windscreen complete with Triplex for 1934 Singer Le Mans 2-str.

Frazer-Nash body, complete with windscreen

Frazer-Nash chassis, any date, preferably with f.w.b.

Front Axle, wings, etc., for K.I 4-seater M.G. Mag-nette

Handbook for 18-80 Mark I M.G., 1931

Instruction Book for Bugatti Type 51, twin o.h.c. 2.3

Instruction Books for 5th series Lancia Lamba, 1923 Rolls-Royce, 3 litre Red Label Bentley types, 13, 23, 37, 40, Bugattis

J.2. engine and gearbox, complete

Lea Francis, 1500 c.c. Hyper, 4 speed gearbox and gears in good condition

M. G. Engine, -P. model

M.G. F.1 type steering wheel column and box

M.G. Radiator suitable for F.1 type

Propeller Shaft dog end and dog shaft taper end for for Morgan 1930 Aero Sports, 1,096 c.c. o.h.v.

Remote Control for Austin "Speedy" 4-speed and reverse gearbox

" for Austin Speedy 4-speed and reverse gearbox

" for 3-speed Wolseley Hornet

Speed 20 Alvis, engine, gearbox and brake parts

Two or 4, 20 x 5.25 tyres

Two Racing Dunlop and tubes, suitable for hill climbs, size 4.00 x 19

Wolseley Hornet, 1931, Instruction Book

Items are inserted in these columns free of charge. When a request is made for inclusion in these columns please supply as many particulars as possible also the price required which will be passed on to the interested party. Subject to an item being required, the intending buyer should forward to our office the amount of purchase money. We will obtain the item, examine it, then forward it to the intending buyer before releasing cheque for payment. Apply MOTOR SPORT, 21, City Road, E.C.1.

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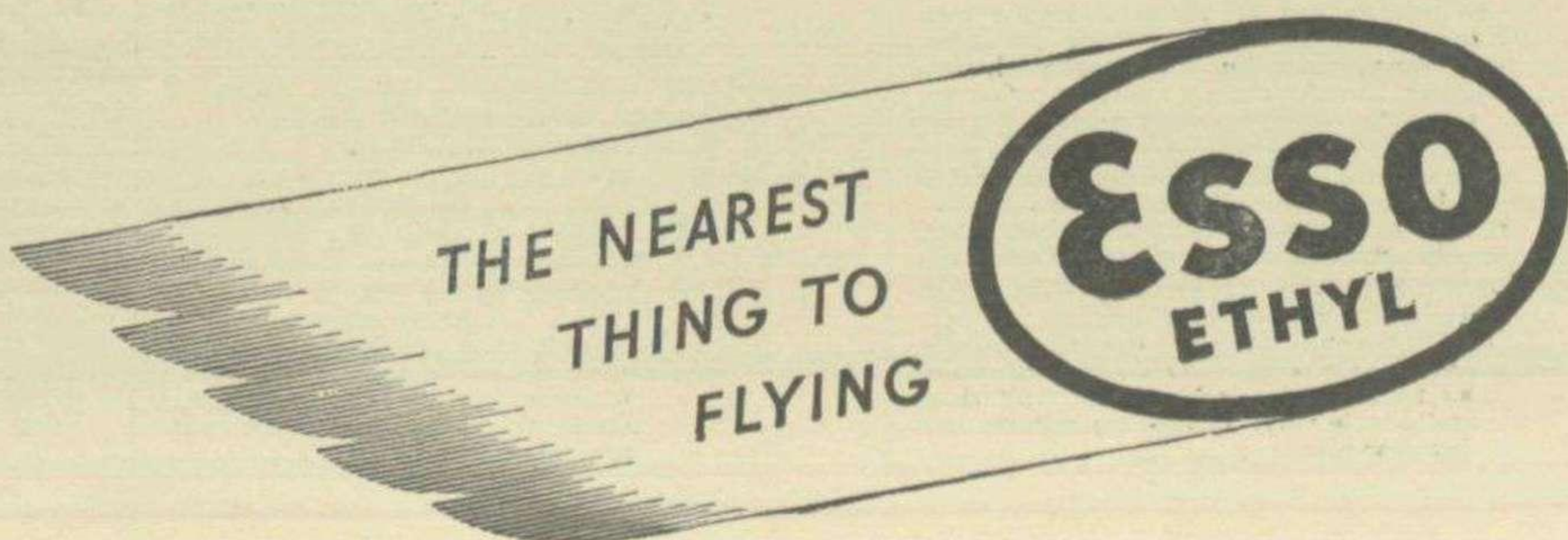
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RACING IN THE RAIN

Two recent Grand Prix races have revived discussion about a problem that is as old as motor-racing: the problem of rain. In the Belgian Grand Prix the conditions were so bad that our lamented Dick Seaman met his death and Caracciola (the acknowledged *Regenmeister*), Nuvolari and Meier all skidded off the road. At the Nurburg Ring there was also rain, with the result that Hasse, Villorosi, Brendel and Meier all had extremely lucky escapes when their cars crashed.

It has been suggested that it is not the slippery surface that causes accidents, but the difficulty of seeing through the spray raised by the car which is about to be passed. No one will deny that this is a formidable hazard, but we believe we are correct in saying that both at Spa and at Nurburg the real trouble was that the rain was patchy, so that the drivers could never be sure of a corner having the same degree of slipperiness on successive laps.

But here we are not concerned so much with the cause as with the possibility of finding a remedy, if one is feasible. The view has been stated—and it is one, we might add, with which we are in entire agreement—that rain is a risk which should not be left to the drivers to assess. It is obviously against human nature to expect racing drivers, either individually or collectively, to admit that the conditions are too dangerous for a race to be held. That decision is one that should be made by the organisers.

It is here, of course, that we encounter the real crux of the problem. First of all it must be admitted that many races have been held in the past during which heavy rain fell, and in which there were no accidents. That may, of course, have been luck. Then there is the fact that even in the races this year that have

brought this problem into prominence, many drivers managed to stay on the road and finish the race. That is true, but it does not prove that the risk they were running was any the less, nor that it was a risk that they should have been asked to run at all.

No, we do not think that there is any question of rain being an unnecessarily dangerous hazard. The trouble is that there are many different degrees of rain, and that some circuits are more dangerous than others in the rain.

Take the first point. In the French Grand Prix at Rheims this year the road was dry at the start, although the sky was cloudy. Ten minutes later a heavy shower fell from a dark cloud, which may or may not have extended to the far side of the course. The conditions were undoubtedly dangerous, but as the rain was obviously going to be no more than a shower, the organisers could not be expected to flag the cars in. The rain stopped, the road began to dry, and then another shower fell. What were the organisers to do? If it had been steady rain, with no prospect of a break, they might have been justified in calling off the race, but the point is that a continuous downpour is actually

not so dangerous as intermittent rain. It will be seen that the French Grand Prix then, would not have been affected by the regulations proposed by the British Racing Mechanics' Club that "in the event of rain occurring before the event 'sufficient to wet the track,' the event will be postponed." What if the rain should hold off until the race has been in progress for a quarter of an hour, and then come down in sheets?

All this may sound like splitting hairs, but it is an attempt to carry the investigation of the problem beyond general theory into a statement of the difficulties that lie in the path of its solution.

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MERCEDES-BENZ ONE, TWO, THREE, AT BERNE

AMAZING SPEED OF 1½ LITRE ALFA-ROMEOS

AT the beginning of this year there was some doubt as to whether the Swiss Grand Prix would be held. The organisation of the race is an expensive business, because it is done very thoroughly, and in the past the crowds have not been as good as they might have been owing to indifferent weather. However, the hotel and garage people in Berne got together in the way they have in Switzerland, and after a meeting with the city and cantonal authorities it was decided that the race must go on, which was undoubtedly a good thing for motor racing. Several modifications were proposed and carried out. The prices of the seats in the grandstands and of entry into the enclosures were lowered, and the Prix de Berne and the Grand Prix of Switzerland were combined into one event, run in two heats and a final. The first heat was confined to 1½-litre cars, and the second to Grand Prix machines; the qualifiers running together in the final and there being special prizes for the 1½-litre cars. It was also decided to have a "tote" which was introduced successfully in 1938.

The meeting itself, of course, is a comparatively new one in motor racing history. It was held for the first time in 1934, when Stuck (Auto-Union) and Seaman (M.G.) were the winners of the formula and 1½-litre races. In 1935 Caracciola (Mercedès-Benz) and Seaman (E.R.A.) were the winners, and in 1936 the Grand Prix went to Rosemeyer (Auto-Union) and Seaman (Delage) scored a hat-trick in the Prix de Berne. In 1937 Caracciola (Mercedès-Benz) and Arthur Dobson (E.R.A.) carried off the honours, and last year the winners were Caracciola (Mercedès-Benz) and Hug (Maserati). Before the meeting last month the lap records stood to the credit of Rosemeyer (104.78 m.p.h.) and Arthur Dobson (91.33 m.p.h.) respectively.

The first practice was held on the Thursday morning before the race, in glorious weather, and practically everyone turned out to take advantage of it. The sensation of the day was the speed of Farina's 1½-litre Alfa-Romeo, which did a lap in 2 mins. 45.2 secs., a time which was only beaten by Lang and von Brauchitsch, who did 2 mins. 39.8 and 2 mins. 43.8 secs. respectively, and which was actually faster than Caracciola, Muller and Nuvolari. Wakefield was the fastest of the Maserati drivers in 2 mins. 01.1 secs. The next day was also fine, and Farina contented himself with a lap in 2 mins. 47.8 secs. Pietsch did 2 mins. 50.1 secs., and Wakefield 2 mins. 50.9 secs. The times for the big cars were as follows: Lang 2:35.2, Caracciola 2:36.5, von Brauchitsch 2:36.6, Stuck 2:38.7, Nuvolari 2:39.3, Muller 2:39.6, Hasse 2:40.7, Baumer 2:40.9, Dreyfus 2:50.5, Evans 3:4.1, Raph 3:17.4. Dreyfus and Raph, incidentally, were driving 3-litre Maseratis instead of their usual Delahayes. On the final practice day Lang got down to 2 mins. 33.2 secs., which was faster than Rosemeyer's record of 2 mins. 34.5 secs., but did not count as a new lap record as it was made in practice, and not in the race.

Shortly after 11 o'clock on the Sunday morning, the starters in the first heat lined up. When the flag fell, Farina darted into the lead and covered his standing lap in 2 mins. 58 secs., which was actually faster than Dobson's old record. Rocco (Maserati) was about 2 secs. behind, followed by Pietsch (Maserati), Biondetti (Alfa-Romeo) and Wakefield. But Farina could do much better than that, and on his third circuit, he clocked the amazing speed of 98.39 m.p.h. (2 mins. 46.5 secs.). Rocco soon dropped back after his good start—or perhaps it is more accurate to say that Farina continued to forge ahead. Biondetti, on the second Alfette, caught Rocco on the fifth lap, but by that time Farina was about half a minute ahead. The two Italian cars were now where they wanted to be, and signals were hung out for them to take things easy. But there was still third place to be contested by the three leading Maseratis, Rocco, Pietsch and Wakefield, who started in that order but who eventually finished up with the British driver in front. Meanwhile three older Maseratis, driven by Horvilleur, Joa and Barbieri, had all dropped out with various mechanical troubles, and Pollock's E.R.A. suffered gearbox trouble right at the end.

Some idea of the immense speed of the new Alfas can be judged by the fact that Farina actually lapped Ansell's E.R.A. after seven laps, which means that he made up nearly five miles in a distance of about forty miles! At the end of the 20-lap heat Farina was 37 seconds ahead of his team-mate, Biondetti.

The heat for Grand Prix cars took place at 2 o'clock, after the crowd had refreshed themselves with luncheons of various kinds. The start was notable for the fact that Muller was caught unprepared, not having his steering wheel fastened, and this caused some pretty phenomenal avoiding on the part of the other drivers. As was expected, Lang was leading at the end of the first lap was 5 seconds from team-mate Caracciola, with von Brauchitsch third—three Mercedès out in front. The challenge was taken up by Nuvolari, who got in front of von Brauchitsch, but only just, and at half distance the order was Lang, Caracciola, Nuvolari, von Brauchitsch, Stuck and Hartmann (who was driving instead of Brendel, owing to the latter having been injured while practising at the Ring). A couple of laps later Nuvolari lost his third place, and the three Mercedès drivers carried on until the finish holding the first three places. On the very last lap Caracciola made a tremendous effort to catch Lang, who had never been more than a few seconds in front, but in spite of a wonderful lap in 2 mins. 36 secs. (104.32 m.p.h.), he failed to do so by 4.8 seconds. This, incidentally, proved to be the fastest lap of the heat and of the day, which seems to show that Caracciola's hand has lost none of its skill.

Less than an hour later, at 3.40 p.m. to be exact, the start of the final was given. After his astonishing lap-speeds in practice, everyone was on tip-toes to see how

Farina would get on against the big cars, and some people even talked of his being placed. "The Doctor" did not disappoint his admirers, and he made a beautiful start. Once again Muller boggled, this time his engine not having started when the flag fell. When at last it did fire he stepped on the accelerator so hard that the car spun round in a complete circle—thoroughly embarrassing other drivers in the vicinity and giving an illuminating sidelight on the care necessary to get these powerful cars away in a straight line, even on a dry road.

Hardly had the crowd recovered from this excitement than Lang was round at the end of his first lap. And then a great shout went up, for in second place, only 5 seconds behind Lang and ahead of all the rest of the German cars, came Farina's astounding little Alfa-Romeo, going like the wind. Then came Caracciola, Nuvolari, von Brauchitsch, Hasse, and Biondetti on the second-string Alfa. This was terrific!

The extraordinary part was that Farina's effort was not just a flash in the pan. He clung on to Lang with grim determination, although the German driver was increasing his lead by about a couple of seconds per lap, and Caracciola was gradually closing in on him astern. Even so, it was not until the seventh lap, after forty miles, that Caracciola's 3-litre Mercedès-Benz caught the 1½-litre Alfa-Romeo!

Then the battle between Lang and Caracciola started all over again. Driving superbly, the veteran of the Mercedès team closed in on his young rival, cutting down the latter's lead from 12 seconds at the 20th lap to just over six on the 26th lap. But he was not gaining fast enough, and Lang eventually flashed across the line with a margin of 3.1 seconds in hand over Caracciola, who was over a minute ahead of von Brauchitsch. Muller made up for his bad start by being the first of the Auto-Union drivers home, in fourth place, with Nuvolari fifth and the amazing Farina sixth. The latter, of course, was an easy winner of the 1,500 c.c. class, being over a lap ahead of Biondetti, who in turn was two laps ahead of Wakefield, the leading Maserati driver. Farina, incidentally, actually beat Hartmann's Mercedès-Benz and Stuck's Auto-Union, but it must be admitted that the latter had engine trouble almost within sight of the finish and pushed his car across the line—a stout effort. The other English drivers, Evans (2.9-litre Alfa-Romeo) and Ansell (E.R.A.) both drove steadily, finishing 11th and 13th. Pollock, on another E.R.A. did not start in the final after his gearbox trouble in the first heat.

RESULTS

1. Lang (Mercedes-Benz), 1h. 24m. 47.6s. 96.019 m.p.h.
2. Caracciola (Mercedes-Benz), 1h. 24m. 50.7s.
3. Von Brauchitsch (Mercedes-Benz), 1h. 35m. 57.5s.
4. Muller (Auto-Union), 1h. 27m. 1s.
5. Nuvolari (Auto-Union), 1h. 27m. 8s.



MONTHLY BULLETIN

SEAMAN MEMORIAL FUND

TYPICAL of the many tributes that have accompanied donations to the Seaman Memorial Fund is the following from Mr. F. H. Seymour of Alvaston, Derby. He writes:

"I have seen that a Fund has been opened in order to erect a Memorial to the undying memory of the late Dick Seaman. I enclose a small donation as a tribute to the finest driver this country has ever produced and to one of the best sportsmen who has ever lived.

"Although it was never my good fortune to meet him myself, I felt as though I had lost a personal friend with a most lovable nature—the debt Britain owes him can never be repaid."

The three Trustees who are to administer the Fund are Lord Howe,

Whitney Straight, Esq., and Lt.-Col. Mervyn O'Gorman.

Donations should be sent to: The Secretary, The British Racing Drivers' Club, 12, Queen's Gate Terrace, London, S.W.7. Cheques should be made payable to the Seaman Memorial Fund and crossed "Midland Bank, Ltd."

THE LATE JEAN BUGATTI

Jean Bugatti the popular son of the famous French car manufacturer will be mourned by his many friends in this country where he was a frequent visitor.

Since 1932 he has been an Honorary Member of the Club in which year he raced an experimental four-wheel drive Bugatti at Shelsley Walsh.

To his family we extend our sincere sympathy.

COMPETITION RULES

There appears to be some considerable misunderstanding regarding the competition rules relating to Protests and Appeals. It should be noted that in the new edition of the R.A.C. General Competition Rules only the regulations governing Appeals have been revised—the rules concerning Protests remain unchanged.

Protests are heard by the Stewards of the Meeting, to whom they should be addressed, and briefly the procedure is as follows.

Every Protest must be in writing and accompanied by a fee of £5 which is returnable if the Protest is deemed well founded or if so directed by the Stewards of the Meeting or by the R.A.C.

The important point is that a Protest against any irregularity occurring during a competition or concerning the list of awards should be lodged within half an hour of the finish of the competition or publication of the list of awards. In the case of a Brooklands meeting for example, a Protest arising out of an incident occurring in the say first race should be lodged within half an hour of the finish of that race and not of the meeting.

In the event of a Protest being disallowed, the competitor has the further right of appeal to the R.A.C. but (and this is the new rule) notice of appeal must be given to the Stewards of the Meeting within the hour following their decision and the written notice must be accompanied by £10 in cash.

Copies of the Competition Rules (price 1/-) may be obtained from the R.A.C., Pall Mall, S.W.1.

INSTONE TROPHY MARKINGS

Hon. P. Aitken 14; I. F. Connell and P. Maclure 12; C. K. Mortimer 11; H. L. Brooke and W. E. Cotton 10; R. Parnell 9; K. D. Evans and I. H. Nickols 8; F. R. Gerard 7; R. E. Ansell, A. H. Beadle, C. Brackenbury, A. C. Dobson, C. G. H. Dunham, R. Hanson, R. E. Tongue, and N. G. Wilson, 6.

STAR AND BONUS MARKINGS

Unfortunately the Track Star Markings given in last month's issue were incorrect. I. F. Connell and C. G. H. Dunham were each credited with 12 marks whereas in fact Connell's score was 14 to Dunham's 12. Neither of these drivers succeeded in collecting any points in the Brooklands August Bank Holiday Meeting so that the first two positions remain unchanged.

Details: I. F. Connell 14; C. G. H. Dunham 12; G. A. Wooding 9; G. L. Baker 8; H. J. Aldington, St. John Horsfall, G. B. C. Sumner, F. R. Gerard and P. Maclure 6; Lord Selsdon and Mrs. E. M. Thomas 4.

B. R. D. C. Personalities—EARL HOWE



Earl Howe

It is extremely difficult to assess exactly how much racing owes to Lord Howe, who as President of the British Racing Drivers' Club does a tremendous amount of work behind the scenes to help the Sport.

Certainly there is no more admired and popular figure either at home or abroad, and with his rakishly tilted cap (which, of course, gives place to a crash hat and visor before going into action), blue suit, red carnation and long cigarette holder, Earl Howe cuts an unmistakable figure in any gathering of speed fans.

Educated at Eton and Christ Church, Oxford, during the Great War he commanded the Howe Battalion or the R.N.D. in Belgium and also served aboard "Queen Elizabeth." After the War he went into politics and as Viscount Curzon was M.P. for South Battersea from 1918 to 1929 and acted during the latter

part of this period as A.D.C. to His late Majesty King George V.

He did not make his racing debut until 1928 when he drove a Bugatti in the Tourist Trophy Race retiring after four hours.

Several years passed before he scored his first great and well deserved victory—Le Mans in 1931, partnered by the late Sir Henry Birkin at the wheel of an Alfa-Romeo. In that year he acquired the famous 1½-litre Delage with which he set up a Brooklands Outer Circuit class record of 127.05 m.p.h. which still stands.

He has piloted a variety of marques including Bugatti, Lea-Francis, Mercedes, Talbot, Alfa-Romeo, Delage, M.G., Maserati and lately E.R.A., and driven on almost every circuit in Europe, on the Roosevelt Raceway in New York and in South Africa, where he scored his most recent win—the Grosvenor Grand Prix of last year.

A Commodore in the R.N.V.R., Earl Howe has recently been appointed to H.M.S. Osprey and his new duties make more and more demands on his time. He is also the very active President of the British Roads Federation and a member of the Roads Group of Peers in the House of Lords. Nevertheless, he still manages to attend practically every Motor Sporting event of importance, and when not driving himself usually acts as a Steward or Observer. Abroad he often represents Britain as a Commissar Sportive.

As to the future, he is having a novel 1½-litre two-stroke engine, designed by Mr. J. I. Jameson, fitted to his E.R.A. chassis, the first appearance of which is awaited with interest.

THE B.R.D.C. MONTHLY NOTES—continued

BONUS AWARDS

After remaining firmly in the lead for the greater part of the season, the Hon. Peter Aitken was temporarily displaced by H. L. Brooke in first place for the British Motor Race Organisers' Association Bonus Awards. Aitken, who had been abroad for some weeks, flew back from Budapest for the Prescott Meeting on July 30th, to find that through an oversight his entry had not been posted and of course he was not down as a runner.

At the Crystal Palace meeting on August 26th Brooke failed to finish and fell back to second place with Maclure each with 68 points.

Details: Aitken 72, Brooke, Maclure, 68 Evans 65, Parnell 62, Nickols 58, Hadley 48.

ROAD STAR POSITIONS

The Bank Holiday meeting at Brooklands had little effect on the Road Star positions, Mays scoring 2 points for his Campbell Trophy win and displacing Hadley in third place with a total of 18.

At Berne, the three British drivers, Wakefield, Evans and Ansell, did remarkably well and were invited to return to Switzerland for the Zurich race on October 8th. Wakefield, who finished third, in the 1,500 c.c. race further con-

solidated his position by gaining a useful 6 points to bring his total to 47 and Kenneth Evans who put up a very creditable performance in finishing ninth in the Grand Prix, added 4 to his total. Incidentally he collected a special prize for being the first independent to finish.

Hadley's magnificent win in the Imperial Trophy race gained him a well merited 8 points to put him third behind Dobson who finished second.

Details: Wakefield 47, Dobson 25, Hadley 24, Aitken 20, Mays 18, Tongue 14, Evans 12, Rolt 11, Nickols 9, Hyde 8, Parnell 6, Abecassis and Hanson 5.

FASTEST ON LAND AND WATER

THOUGH other countries may be supreme in Grand Prix racing, Britain has at any rate shown the world recently that her technicians and her drivers are capable of setting standards in the field of record-breaking which it will be hard to surpass.

Following Major Gardner's wonderful 200 m.p.h. records with his M.G., both John Cobb and Sir Malcolm Campbell have raised the maximum speed records on land and water respectively.

Cobb was fortunate on arriving at the Salt Flats, Utah, to find the course in good condition, and was not hampered by the rains which have delayed record attempts in recent years.

He was able to make a trial run almost at once, and his only trouble throughout was in his engines tending to stall soon after the getaway. The Railton has two

Napier Lion engines (which, incidentally, were once used in Miss Carstairs' speed boat, "Estelle"), one driving the front wheels and the other the back, but has no clutches. Instead the drive is picked up by means of freewheels on each gearbox, an arrangement giving a positive transmission, without risk of slip, but difficult to get used to.

On his first trial Cobb covered the mile at over 350 m.p.h., and a few days later was timed in one direction at 369.23 m.p.h., more than 12 m.p.h. faster than the record set up by Capt. G. E. T. Eyston. However, trouble with one of the engines prevented a second run being made within the allowed period of 60 mins., and the attempt was postponed.

Then on Wednesday, August 23rd, Cobb brought the Railton out again, and before a crowd of 10,000 people,

gathered in that faraway spot from all over the U.S.A., set up new figures as under:—

Flying Kilometre

North: 6.08 secs. 367.92 m.p.h.
South: 6.02 secs. 371.59 m.p.h.
Mean: 6.05 secs. 369.74 m.p.h.

Flying Mile

North: 9.71 secs. 370.75 m.p.h.
South: 9.81 secs. 366.97 m.p.h.
Mean: 9.76 secs. 368.85 m.p.h.

The kilometre was thus slightly faster than the mile, whereas on both Cobb's and Eyston's attempts last year, the run over the mile proved the faster.

John Cobb's Railton had received only slight modifications, such as a higher boost, an altered cooling system, and an improvement in the rear suspension.

HADLEY'S GREAT WIN AT THE PALACE

IT was too much to expect that everything would be absolutely normal at the Crystal Palace on Saturday, August 26th—the day many people believed to be zero hour for the Second World War. The demands of national service of some or other thinned the crowd down to a shadow of the usual attendance, and there were absentees among the competitors, too.

There were eight starters in the first ten-lap heat of the Imperial Trophy. Hadley (Austin) easily out-distanced his fellow limit-men, and on his practice times was obviously going to win. He was assisted still further towards this goal when three out of the four scratch men got themselves into difficulties. Aitken, his most likely rival, had a misfiring engine as he waited for the flag, and at the last moment the engine stopped altogether. Abecassis (Alfa), skidded and crashed into the new pallisade at Stadium Dip, snapping the top tube of his front axle in two and wrenching off a back wheel. This left Brooke and Kenneth Evans to continue the chase, but Brooke dropped back with a misfiring engine. Evans managed to push his green Alfa-Romeo past Esplen and Parnell, but could not catch Stuart-Wilton, who finished second about half a minute behind the utterly irrepressible Hadley.

W. D. Castello (Austin), I. H. Nickols and J. H. T. Smith (M.G.s) and E. Winterbottom (Alfa) were the limit men in the second heat, but it was difficult to fancy their chances against Mays, Dobson, and Maclure, the scratch trio. Maclure made

the quickest getaway of the scratch men, but once Mays had got the 2-litre properly on the move, all he had to do was to tread on the accelerator and sail past into the lead. Dobson made a wretched start—this part of the business does not seem his strong point—and was left on the line for a clear second or two. On the second lap he caught Maclure, and a lap later he was on the tail of the black 2-litre E.R.A., coming right up on the corners and only falling back on the straights through sheer lack of the necessary "urge." Mays and Dobson both passed Nickols on the seventh lap, after which it was all over bar the shouting, Mays crossing the line 4.6 secs. in front of the smaller E.R.A.

Sixteen cars lined up for the Imperial Plate. A. W. Jones led off with the Singer and looked as though he might win for the first few laps. Then it became apparent that L. G. Johnson (Frazer-Nash-B.M.W.) and Abecassis, on the 2-litre Alfa he recently acquired from Cowell, were both making rapid headway, and on the last lap he succumbed to them both. Abecassis drove an extremely well-judged race and got home in front of Johnson by about 3 secs. H. C. Hunter was disappointingly slow with the famous red 2.9-litre Alfa-Romeo.

Then the Vintage vehicles took the track, six of them in all, varying from C. W. Rowe's single-cylinder Swift to R. G. J. Nash's 15-litre Lorraine-Dietrich. This time there was a splendid finish, Nash bearing down on Rowe and Hampton (Bugatti) at great speed and

just failing to catch the latter, who thus won the Vintage Cup Race for the second time in succession.

The final of the Imperial Trophy was Hadley all the way. In fact the venomous-sounding little green Austin became quite embarrassing, and actually caught and passed Evans's Alfa-Romeo and Maclure's Riley who were supposed to be giving it a start! The car has never gone better, and Hadley has never driven more brilliantly, which is saying a good deal. Once again Mays and Dobson had a good scrap, but neither of them were lapping fast enough to catch Hadley with his seven seconds a lap start. Their duel came to an end when Mays came in slowly, gesticulating and pointing downwards to a rear wheel, which had apparently suffered a puncture. Dobson carried on, driving splendidly, and passed the whole field with the exception of Hadley, who finished 1 min. 13.9 secs. in front—an astonishing performance.

In view of the multiplicity of passes available at the Palace, it would be much better, in our opinion, if the Continental system of checking them were adopted. A notice board is placed at the entrance of every enclosure—pits, paddock, starting grid, etc.—bearing a copy of all the passes which grant admittance to that particular enclosure.

If this too much trouble—in actual fact it is very simple—please, Mr. Edwards can we have a little politeness from your minions?

Continental Notes and News

Urgent Problem

Something has got to be done about this business of racing-cars catching fire. There was a time when the fact that a racing-car occasionally flared up could be dismissed as an accident, but the frequency with which this occurs nowadays seems to indicate that there must be a definite cause. The latest victims are Aldrighetti, who was driving a 1½-litre Alfa-Romeo when he was burnt so severely that he died, and young Brendel, who was injured while practising with a Mercedes-Benz at the Nurburg Ring. Details of the latter's accident are hard to come by, as my informant was simply told that the car "exploded" as it came into the pits. Perhaps the scuttle tank was leaking slightly, and the vapour accumulated in the cockpit as the car slowed down, instead of being carried away by the draught, it became ignited. On the other hand, the car may have been on fire already, and Brendel was trying to reach the pits when the tank exploded. Anyway, the fact remains that he was injured in an accident which was no fault of his own.

The Auto-Union people have devised a complete fire-fighting apparatus with pipes leading to each pit from a central reservoir. After Muller was nearly trapped in the cockpit at Rheims, the drivers now either get right out of the car at the refuel, or else sit up on the back of the seat, with the steering wheel removed. It was only the providential glance of a mechanic, who happened to notice petrol dripping down on the magneto from the scuttle tank that saved von Brauchitsch from a situation that might have been fatal in the German Grand Prix. Nuvolari's Auto-Union caught fire in practice for the same race.

It is not to be wondered at, then, that this fire business is a considerable worry to Grand Prix drivers just now. Nuvolari, in particular, has an absolute dread of it. The problem is complicated by the necessity of removing the steering wheel before a driver can leap out, and, in the case of the Mercedes-Benz, by the fact that the driver is literally surrounded by petrol tanks and connecting tubes. A partial solution, I believe, would be for drivers to wear asbestos overalls, of the kind worn by George Eyston several years ago after he had to jump for his life when an M.G. he was driving caught fire. The only snag is that I seem to remember that they were rather bulky, but it is possible that this has since been overcome.

Brendel's accident is particularly unfortunate, because he is considered to be the most promising of the Mercedes cadets. His physique seems to be extraordinarily fragile for a racing driver, but he is still very young, and anyway sheer strength is not nearly so important as quick reflex action, accurate judgment and a sense of balance.

Clash Postponed

The sensation of the Swiss Grand Prix was undoubtedly Farina's 1,500 c.c. Alfa-Romeo, and the way it held second

By
AUSLANDER

place in the final for seven laps. What made it all the more remarkable was that the Bremgarten circuit is not slow, so that the German 3-litre cars had every opportunity to use their speed. On a really slow course, like Monaco, for instance, one could almost imagine the Alfette winning.

Continental

The questions we are all asking ourselves now are: How much more speed, if any, have the Alfas found since Tripoli? Would the 1½-litre Mercedes-Benz still be faster than the Italian cars? And, finally, how would the new E.R.A. shape against the Alfettes and the miniature Mercs.?

We are not likely to be given the answers until next year, at least according to present plans. I doubt very much whether the Germans will go to Monza, because if the Italian Grand Prix were to be confined to 1,500 c.c. cars, it could not strictly speaking be called the Italian Grand Prix, in which case the Mercedes people would not regard it as a national race. But you never know. Laws are apparently made to be broken nowadays.

Another race in which one of the above questions might be answered is the Donington Grand Prix. Mr. Humphrey Cook has definitely stated that he will run one, if not two of the new E.R.A.s in this race. The Germans, I understand, will be sending their 3-litre cars, but what of the Italians? Personally, I would say that the Alfettes would stand a sporting chance of getting a place at Donington, if not actually winning. My reasons for saying this are as follows: The Donington circuit is much slower than Berne, and although the Alfettes might lose a little ground along the Starkey Straight and on the uphill run to the pits and Red Gate, they would probably be able to keep up with the big cars round the rest of the course. Secondly, the race is a long one, 250 miles, and the German cars have shown a lack of stamina lately—two finishers out of nine starters in the German Grand Prix, three finishers out of seven in the French Grand Prix. And Donington is a tough circuit.

Yes, if I were in charge of Alfa Corse, I should feel strongly inclined to take a chance at Donington—in which case the Alfa-E.R.A. battle would take place this year, instead of next.

You will notice that I have not mentioned Maserati so far. The reason is that I am afraid the four-cylinder sixteen valve model, fine little car as it undoubtedly is, cannot be regarded as a match for the Mercedes-Benz, the Alfa-Romeo, or the new E.R.A. As far as Donington is concerned, however, the 3-litre model could be a real menace. Last year, you will remember, Villorosi was doing well until engine trouble put him out of the race, while at the German Grand Prix recently Paul Pietsch actually

led the whole field for one lap. If the Schell people could get their new 3-litre cars going well in time, they would stand a very good chance at Donington, because René Dreyfus, in addition to being a masterly driver from the point of view of sheer speed, is also kind to his engine. He invariably finishes a race, and I do not remember his ever going off the road.

The Outlook

Meanwhile I have it on the highest authority—indeed it can be taken as a fact—that Auto-Unions have been carrying out trials with their new 1,500 c.c. cars at the Nurburg Ring. That much I know, but no more, which is extremely tantalising. No one knows whether the car has the engine at the front or the rear, nor how many cylinders it has. Here is a guess, which is as good but no better than yours: I think we shall find that the car will have a V8 engine at the rear.

Then it can be taken as certain that Bugatti also is building some new 1½-litre cars. To what extent the tragic death of Jean Bugatti will affect these plans I do not know at the moment. He was, of course, in complete charge of the car side of the factory. It is to be hoped that M. Ettore will not decide to abandon the racing cars, but if he should do so, we must accept his decision with the sympathy that he deserves in his sad bereavement.

There is little to add about Jean's death except that the testing of racing-cars on public roads is always bound to have an element of danger in it which no amount of precautions can eliminate. In this case the hour of midnight was chosen so that the roads would be as free from other traffic as possible; mechanics were stationed at two junctions to warn any cars that might appear—and yet a cyclist emerged from a farm-track at the very moment that Jean was passing. It was sheer bad luck, a horrible coincidence, but it would not have happened at Montlhéry, for example. On the other hand, it is too much to expect a firm which is only running one racing-car to make a 600-miles journey to Paris and back every time they want to test it.

Deutschland Ring

And so the German Grand Prix has been held at the Nurburg Ring for the last time. Next year it will take place on the new Deutschland Ring, near Dresden, which is already complete as a racing track, except for the grandstands. The chief attraction of the new Ring, I understand, is that it is so much easier to reach than Nurburg, which is tucked away in the Eifel Mountains miles from anywhere. The Deutschland Ring will be accessible from all parts of Germany by *Reichsautobahnen*, an important point when the *Volkswagens* get into proper circulation.

Another advantage is that it is much shorter and faster than Nurburg, being only 6.2 miles long, instead of 14½ miles, with the results that the cars will pass the spectators much more frequently. Three-

CONTINENTAL NOTES AND NEWS—continued

quarters of the track is in view of the stands, and the whole place has been designed to make the race a better spectacle. I have an idea, too, that next year's race may be in heats and a final, as this provides three massed starts, three finishes, and keeps the excitement at a more sustained pitch than one long race.

Coming Races

The demands of printing and distribution make it impossible for a report of the Liège Grand Prix to be included in this issue, as it is held on the 27th of August. It sounds as though it will be a good show, with Lord Selson's V12 Lagonda doing its stuff against Dreyfus and Raph on V12 Delahayes, Mazaud's 3½-litre Delahaye, Chinetti and Levegh on Darracqs, Monchero's Bugatti, and possibly Farina and Biondetti's V12

Alfa-Romeos. The course consists of two curving "straights" joined by sharp bends, about four miles in all, and the race will be over about 180 miles. It is being held, of course, in connection with the International Liège Exhibition.

Another exhibition, the Swiss National one, has also been made the reason for holding a motor race—in fact two races for cars and two for motor-cycles. This meeting will be at Zurich, on October 8th, and Mercedes-Benz and Auto-Union have already entered four cars apiece, as well as Dreyfus and Raph on 3-litre Maseratis. In the 1,500 c.c. event Tongue will be there with his Maserati, and I understand that Mays, "Bira," Maclure, and Lord Howe (with his new blown two-stroke) may also make the trip. They will have against them the usual Maseratis from Italy, and possibly the Alfettes. The race will be held on the

Schwamendingen Circuit, which is just short of 3 miles in length.

Then on September 3rd, the day after the British Tourist Trophy, the 11th Grand Prix de la Baule will be held on the sands at that French seaside resort. The race is only open to people who ran at Le Mans, and British drivers include Clark's H.R.G., and Walker's Delahaye.

Grossglockner

Lang sprang a surprise on Stuck, the acknowledged hill-climbing "king," when he won the Grossglockner hill-climb by 4 secs., averaging 46.5 m.p.h. for his two runs. Muller, who was placed third, actually made the fastest individual climb at 52.73 m.p.h. The weather was appalling, heavy clouds and rain, but about 30,000 people turned up all the same. Rocco won the 1,500 c.c. class with a Maserati.

THE COMMINGES GRAND PRIX

VICTORY FOR LEBEGUE (DARRACQ) AFTER GREAT DUEL WITH WIMILLE (BUGATTI) AND SOMMER (DARRACQ)

A FEW years ago the Comminges Grand Prix used to be quite an important event in France, being first of all a real Grand Prix and later a race for sports-cars. Then, possibly owing to the fact that the place is not far from the Franco-Spanish frontier, on the other side of which the civil war was being waged, the race was allowed to lapse.

Now, after an interval of two years, it has been revived, and a very successful affair it turned out to be on Sunday, August 6th. The circuit is called after the town of St. Gaudens, and is situated in admirable scenery, at the foot of the Pyrenees, which rise to their highest point thereabouts. It is not so long as it used to be, but even to-day it is some 7 miles round, with some very fast stretches.

For some reason or other there was a strong rumour in Paris barely a week before the race-day that the event would not take place owing to lack of entries and other difficulties. Fortunately this turned out to be no more than a rumour, and all the leading French sports-car drivers—which nowadays means French racing drivers—turned up. The regulations said that the race would be over 40 laps, or 272 miles, and that it would be open to cars up to 4½-litres, with special prizes for the leading cars of under 2½-litres. The prize money was modest: 20,000 francs for the unlimited winner, and 5,000 francs for the 2.5-litre leader.

The sight of twenty-three starters must have thoroughly confounded the scare-mongers, particularly as it was only decided to hold the race at fairly short notice. Sommer and Lebegue, on Darracqs

made the best start and were leading from Wimille's Bugatti at the end of the first lap. The last-named had made a poor start, but he soon began to warm up and passed Lebegue on the fourth lap. Then he went after Sommer, caught him, was re-passed, and the two of them carried on a terrific duel until well after half distance, when both had to stop; Wimille for water, as a stone had made a slight puncture in his radiator, and Sommer for a plug change. Meanwhile Lebegue had been trailing along behind them, waiting to see whether they would blow themselves up. He now went into the lead, but not for long. Wimille passed Sommer, whose car was definitely wilting, and then caught Lebegue. But the gallant little René had got the bit between his teeth, and hung on to the tail of the Bugatti. Sommer's bolt was now shot, and so it was a straight fight between two cars. On the very last lap Lebegue made a tremendous effort, and shortly before the finish he managed to slip past and win by the extraordinarily narrow margin of $\frac{2}{3}$ of a second. The excitement, as can well be imagined, was immense.

It transpired that on the last lap Lebegue had beaten the previous lap record of 100.89 m.p.h. established by Louis Chiron with an Alfa-Romeo, with a new speed of 101.47 m.p.h. He's a great little driver, that Lebegue. His speed for the whole race was a record, too, being 97.88 m.p.h. as compared with the 94.81 m.p.h. recorded by Wimille in 1936.

Sommer, in spite of his ailing car, was a comfortable third, being actually three laps ahead of Louis Gerard's Delage and Levegh's Darracq. Then came two Delahayes, driven by Biolay and Contet.

Another Delahaye, driven by Joseph Paul, had a sensational crash from which the driver was fortunate to escape with manifold, but slight injuries.

The under-2-litre class was won inevitably by Amedée Gordini with his miraculous Simca-Fiat, who averaged the astonishing speed of 79.33 m.p.h. Debille, on another Simca, was second, and Brunot's smart blue Riley was third.

As a curtain-raiser, there was a repetition of the special Ladies' Race which was tried out at Peronne earlier this season. All the competitors were mounted on 8 h.p. Renault saloons, which were alleged to be identical in specification and performance. In the race, however, Mlle. Helle-Nice fairly walked away from the rest, which was no doubt largely due to her racing experience. She went on to win by 50 seconds from Mme. de Forest, and there was a most exciting dead-heat for third place between Mme. Seligman and Mme. Anne Itier, now happily recovered from her nasty spill at Le Mans. Mme. de Forest, incidentally, was only one second ahead of these dead-heaters. Mme. Desgres finished fifth, Mme. Maury sixth, and there was actually another dead-heat for the seventh place between Mme. Roger and Mlle. Renaud.

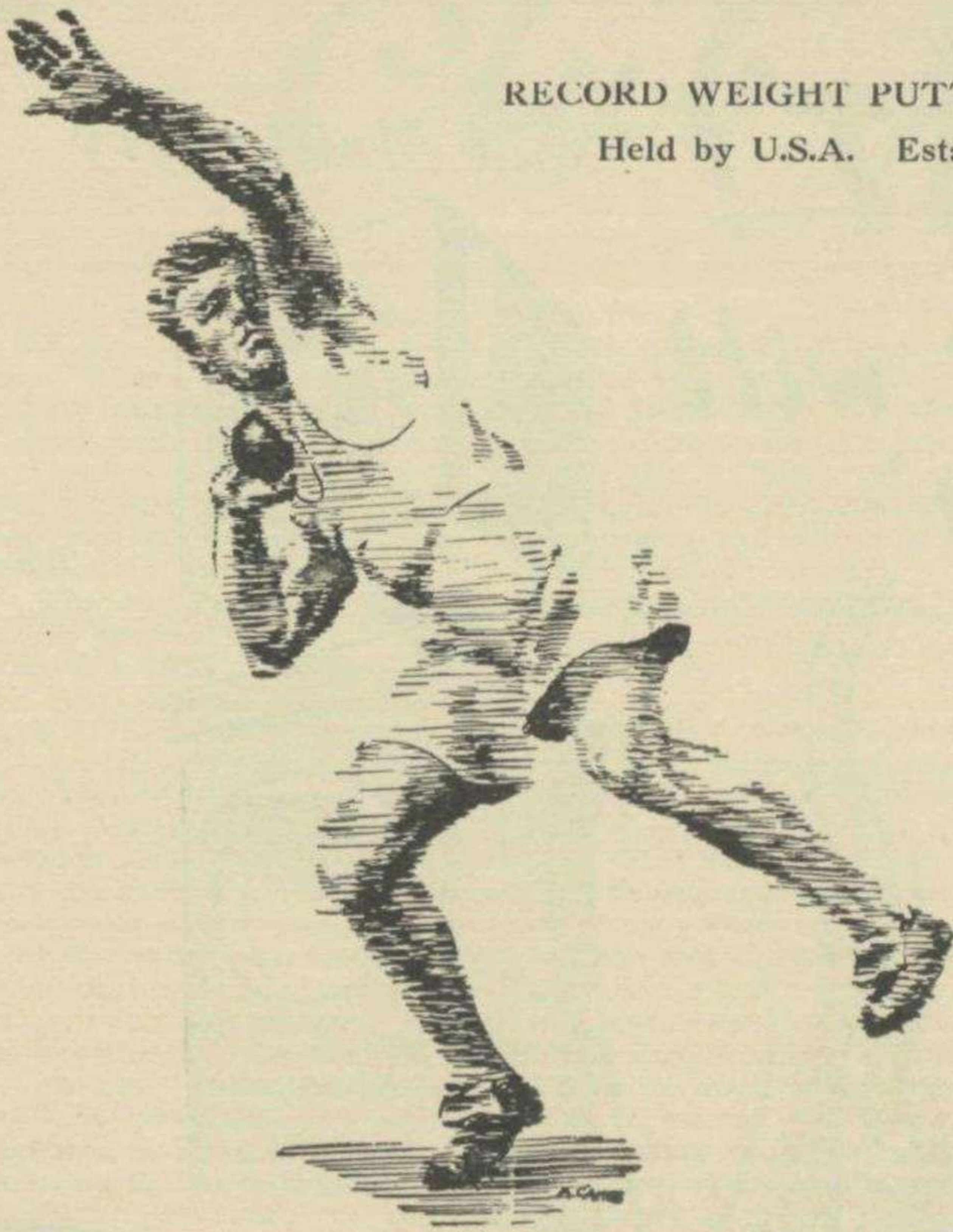
After the race a protest was lodged against Mlle. Helle-Nice on the allegation that her car had a special camshaft. At the time of writing this protest has not yet been allowed, and it is doubtful whether it ever will be. Mlle. Helle-Nice was quite the fastest driver in the race, and there seems to be no reason why she should not gain 50 seconds in the course of an hour's motoring, solely on that account.

GUARANTEED STOP WATCHES

NO follower of motor sport, whether he be racing motorist, trials driver or keen spectator can afford to be without a really accurate stop-watch. The occasions on which he will need this instrument are innumerable; timing lap speeds; checking acceleration figures for stop and restart tests; timing pit work practice; gauging the relative positions of two cars in a race; and so on.

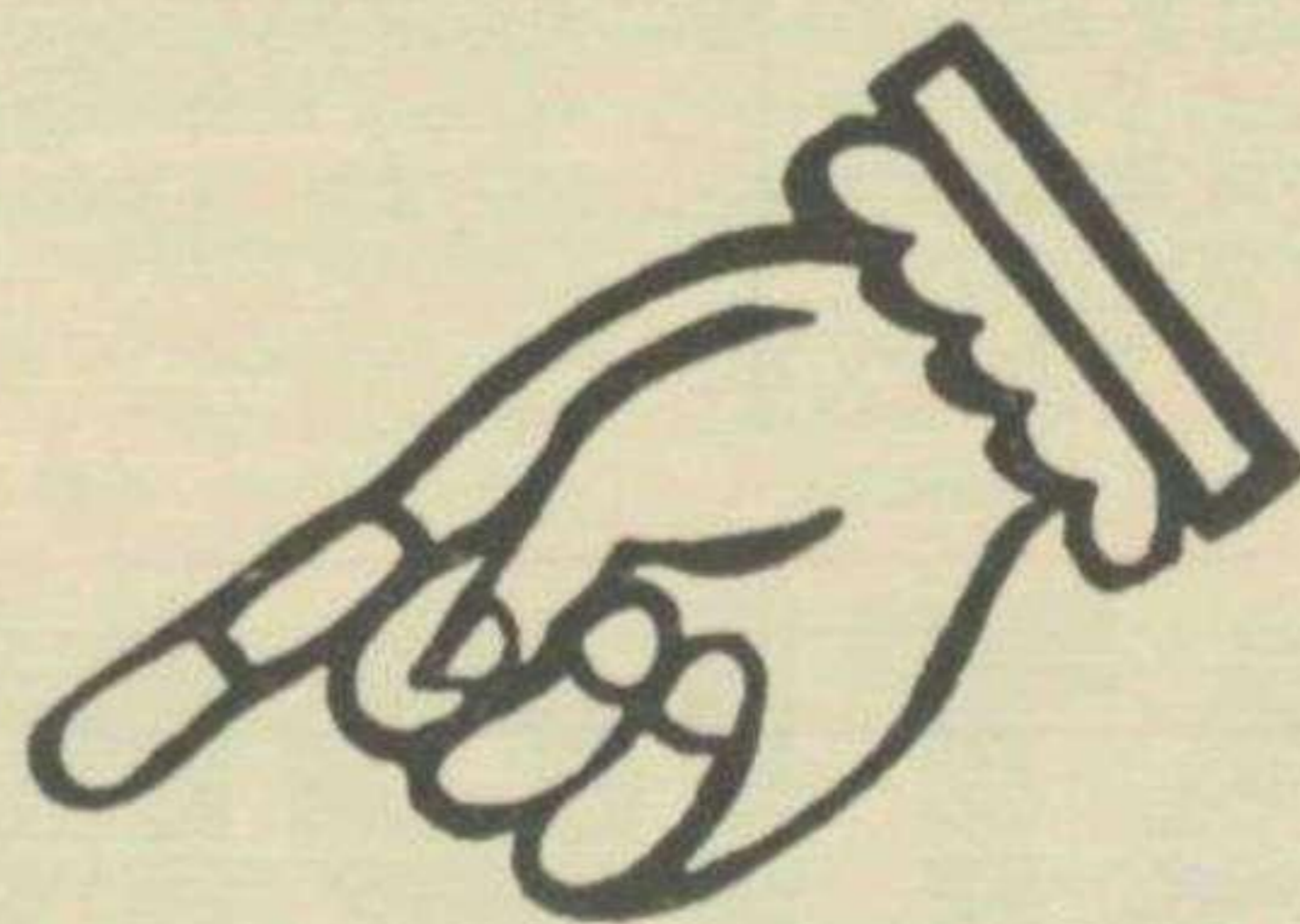
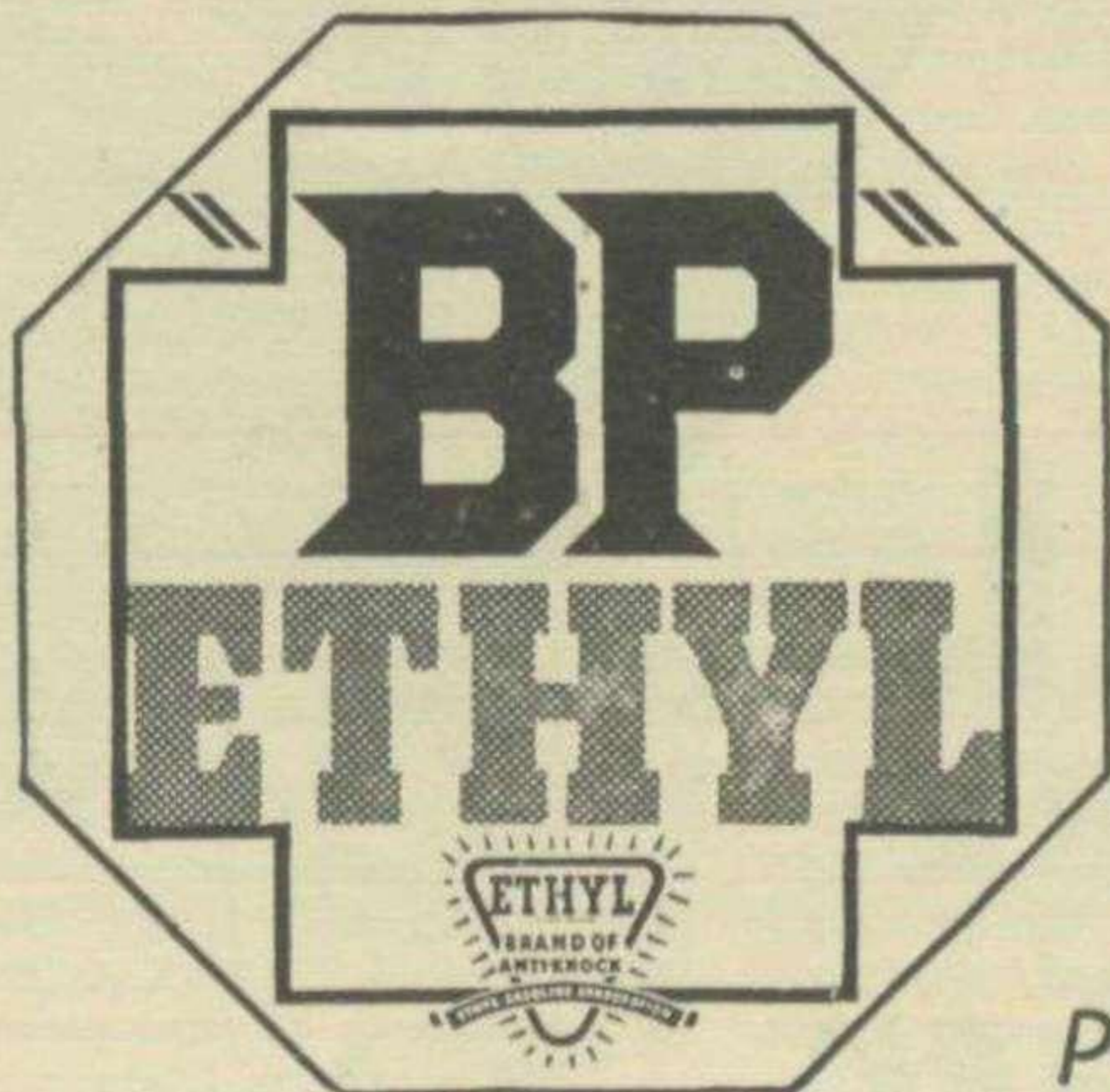
For accurate, guaranteed stop-watches one cannot do better than write to Messrs. Arnold & Co., 12, Hellenslea Avenue, London, N.W.11. The model which should have a particular appeal to sports motorists is the Arnold Universal Racing Recorder stop watch, registering 1/5th seconds, 25/-. This watch is guaranteed, and we can personally testify to its long wearing capabilities and accuracy.

Cheaper models are also available, all of them guaranteed. Normal wrist watches, with a third hand registering 1/5th seconds can be bought for 15/-. a 30 hour pocket watch, with a centre registration to 1/5th second, which could be obtained for 10/6 and is guaranteed for 2 years. The workmanship of every watch is first class and the dials are neatly calibrated.



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The Sportsman's ETHYL



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Club News

VINTAGE S.C.C.

Really, the Vintage Sports Car Club is an astounding institution. At a time when club membership is tending to fall and new members are almost unheard of, it enrolled no fewer than forty-eight Full Members, one Competing Associate and three Associates, between May and July last. The cars embraced include three more 30/98 Vauxhalls, four Bentleys, a 1903 Martini, a 1925 Darracq, three Lea-Francis, four Lancias, a Lagonda, a Fiat Nine, a Rolls-Royce, a 1922 G.N., a Salmson, and Hispano and Renault Edwardians. Three of these new members are ladies, a small proportion of the total, which bears out our contention that the fair-sex is not terribly keen on sports motoring, for few, if any, non-car-owning girls think of becoming associates to a motor club as they would to a tennis, cycling, hiking, swimming or flying club of which the boy friend of the moment is a member. In the "Bulletin" of the Vintage S.C.C. is given not only a list of new members' addresses and their motors, but an up-to-date list of changes of address, which is invaluable to those keen owners who derive much pleasure from corresponding with owners of cars similar to their own.

The last "Bulletin" is up to the usual high standard and advertising space seems to be more fully utilised—how important is this no one knows better than ourselves. Sam Clutton is preserving a very fine model O.E. 30/98 Vauxhall, a pre-war Humber is owned by a Northern vintagent, Shakspeare, Heal and Clutton now share a 1911 57 h.p. six-cylinder sleeve-valve Daimler between them, and Robertson-Roger has actually acquired the ex-Birkin single-seater blower Bentley. Does this imply the appearance of the oft-discussed big-port block on his four-seater 4½-litre?

An interesting Edwardian which made its racing debut at Lewes in July was Samuelson's 1914 Peugeot, now for sale. Used up to 1925 by a director of Kia-Ora Ltd., it was later used to tow broken-down lorries by a Blackfriars garage and was found by Samuelson at Laystall's, where the apprentices had had great games with it. Known as the "40/50," this Peugeot is rated at 33 h.p. and was a stock line before the War. The bore and stroke are identical to that of a "Silver Ghost" Rolls-Royce, giving a capacity of 7½-litres. Top gear is 2.6 to 1 and third as high as 3.6 to 1, and the maximum speed is about 70 m.p.h. The front seats are re-upholstered and a tonneau cover hides the tattered rear compartment, so the car is quite smart. It sounds like a "30/98" and has brakes that hiss like those of a 3-litre Sunbeam, and it devoured the Lewes course in 44.71 secs.

Our query re the commencement of road events for these Edwardians is answered by the announcement that such

a road contest will take place in conjunction with the Club's Prescott meeting of August 26th, for which we hope space will be found for a report elsewhere in this issue. Those who own sports cars built before December 31st, 1930 should bear in mind the address of the Secretary of this unique club.

Tim Carson, "Egarston," Park Lane, Basingstoke, Hants.

A POSSIBLE AMALGAMATION

The Ford Enthusiasts' Club came into being in the autumn of 1937, under the joint secretaryship of S. H. Allard and K. N. Hutchison. Every attempt was made to interest the ordinary family car owner of a Ford Eight or Ford Ten in club life, and if this had been successful, the F.E.C. might have developed into a very far-reaching institution indeed. As it was, membership was confined almost entirely to sporting owners of V8 Ford cars, including Allards' many trials participating friends. Two excellent Christmas trials and several Driving Test meetings at the Autodrome School of Motoring at Croydon are to the Club's credit, as well as many smaller events. But all the time Allard was not too happy about the future of the Club, arguing, sensibly, that it only existed as a sporting club, of which there were already sufficient in existence, the presence of new clubs of this nature only increasing congestion in the trials calendar and reducing entries all round. Moreover, the F.E.C. suffered from lack of active committee members although W. Boddy assisted Allard when Hutchison resigned, because all were, themselves, competition drivers with very little spare time and the Club did not attract the equally keen, but non-participative motorist.

Consequently, Stanley Tett, Captain of the well-established Harrow C.C. has put up the suggestion that his Club should take over all paid up F.E.C. members until the end of this year, after which such persons would be asked to pay the Harrow C.C. subscription, which is only sixpence more, and be regarded as Harrow C.C. members. The Harrow C.C. proposes to use the remaining R.A.C.-granted dates of the F.E.C., which include that for a speed event on October 1st and for trials on September 10th and December 30th. F.E.C. members would gain full amenities of the Harrow C.C. and, moreover, the Harrow C.C. would endeavour to carry on in the future those Fixtures associated with the F.E.C. This seems to us a very desirable move, which should appeal to existing F.E.C. members, benefit the Harrow C.C. by some extra members and new dates, and assist in reducing Fixture-congestion in the future. The old atmosphere of the F.E.C. would not be entirely lost, especially as it would be permissible to continue

to display the distinctive badge of this club for quite a while. So we hope the idea will go through. The only person who can grouch, we imagine, will be he, or she, who has paid a 1939 subscription to both clubs, to whom Mr. Tett will doubtless give some credit.

MID-SURREY A.C.

The Mid-Surrey Barnstaple Trial is a classic event, and one for which the regulations are very stiff indeed, so that to gain an award of any sort is truly praiseworthy. The sixteenth event of the series was held on August Holiday Saturday and, alas, attracted only eighteen entries, of whom sixteen started—one would have thought that the call of the West Country at this period of the year would have attracted more sportsmen to an event held in this area. R. Kemp's Lagonda Rapier stripped its axle while climbing Tarr Steps, and J. A. Bastock broke an engine bearer on his M.G., so there were only fourteen finishers. Failures on the hills were sparse, but V. R. Symons (1½-litre Alvis) stopped on Tarr Steps, Southern Wood and Kipscombe, and Fitt's Ford V8 also failed on the latter. W. J. Green's T-type M.G. made best time in the Mannacot brake test and he won the Surbiton Challenge Cup. The Committee Challenge Cup was won by the "Toddlers Team," comprising Uglow's H.R.G., Cleave, with a Morris Eight, and Scriven's Austin Seven. First class awards became the property of C. W. Taylor's T-type M.G., Scroggs's wonderful Trojan, Uglow's H.R.G., Cleave's Morris, Prices's Ford V8, Burrough's Ford V8 and Flower's J2 M.G. Second class awards—and they were difficult enough to capture—went to Murkett's PB M.G., Langley's T-type M.G., and Scriven's Austin Seven.

YORKSHIRE S.C.C.

There will be further speed trials at Wetherby on September 10th, but non-members of the organising club will not be admitted to this meeting.

TWO SPEED EVENTS FOR LONDONERS

London resident enthusiasts should bear in mind that the Berkhamsted & D. M.C. is holding another speed hill climb at Dancer's End, on September 3rd, and that the Herts County A. and A.C. is putting on further speed trials at Markyate on September 17th—both Sunday fixtures. Dancer's End is about thirty miles from the Metropolis—you turn left into country lanes on the far side of Tring.

750 CLUB

The 750 Club, which is primarily the Austin Seven owners' club, continues to organise social events on a lavish scale. On Sunday, September 10th, it will hold

CLUB NEWS—continued

a freak hill climb at Brand's Hatch. This is an Invitation event and the N.W. London M.C., Cemian M.C., Kentish Border C.C., and Harrow C.C. are expected to accept. Details from: P. H. Hunter, 39, Warland Road, S.E.18.

M.C.C.

That very excellent institution, the M.C.C. Outer-Circuit trial of speed and reliability, will take place at Brooklands on September 9th, unfortunately clashing with Shelsley Walsh. Entries closed on August 28th, and some very fast, road-equipped cars are likely to run. We know of one amateur who is hoping to win a friendly bet by exceeding 80 miles in the hour with a bored-out 1½-litre M.G. tourer—which exactly emphasises the spirit of this event. The first One Hour High Speed Trial happens at 11 a.m., two lap handicaps start at 1 p.m., one-lap handicaps at 2 p.m., the second High Speed Trial at 3 p.m., and flying kilometre trials at 6 p.m. Premier award speeds vary from 60.87 to 80.2 m.p.h. and entry fees for the One Hour events were £1 1s. 0d., closing August 28th

ULSTER A.C.

Veteran car events continue to be popular and, apart from the races at the August B.A.R.C. meeting, the Ulster A.C. recently held a Rally which attracted nineteen starters. E. Wilkinson's Riley was most successful, followed by a Renault and a De Dion. A Clement did especially well and Thompson, Lynch and McCaughan actually took the Team Award with a team of Belsize.

A TRIALS SPECIAL

R. A. Macdermid, the famous M.G. trials exponent, has recently undertaken two very important tasks. He has got married and he has built a special and extremely unconventional carriage for slime-storming expeditions.

The engine of Macdermid's new car is a Lancia Aprilia, showing that this great trials driver shares our admiration for this remarkable unit. It is supercharged with a vane-type compressor. The engine is set in the centre of the frame and the occupants sit out in front, with no appreciable bonnet before them,—which is most courageous of Mac. and his passenger when you reflect how the experts have preached at us that even a decent road vanishing under your toes will result in giddiness—what of Widlake streaming beneath one's nose? The chassis is actually M.G. Magna L-type, turned back to front and boxed in where the urge is accommodated. The radiator, just ahead of the engine, is cooled via scoops, and controls are connected up by Bowden cables, including the gear-shift, while the brakes are operated hydraulically. The front suspension is Morgan type. There is an 11 gallon fuel tank in the tail and a single headlamp in the nose. The weight is believed to be about 12 cwt. All extremely interesting and an added incentive, in increasing senility, to go out and spectate at yet a further season of trials.

GENERAL NOTES

If anyone thinks the jotter of these jottings is a silly little squirt who thinks he does the most wonderful things, all of intense interest to others, he would remark that this is not the case and that it is very difficult to keep doing even slightly interesting motoring things week by week without a break, but that quite a lot of readers are kind enough to want this feature to continue, so continue it does.

Well, one evening a Ford V8 was borrowed for a short flip and was interesting because this was one of the elderly coupés like those made famous by Messrs. Norton, Loader and Koppenhagen. It even had oversize front wheels and competition wheelwear at the rear. Now this old car was really effortless to drive, it had a nice cosy body, all the acceleration anyone could desire, ample speed, and was treated with real respect by other understanding road users. I can think of very few more effective ways of buying real performance. I believe this Ford cost a humble fiver, complete with a heavy-type rear axle and a bit of an overhaul and that it completed a Welsh tour last Whitsun with no bothers at all. Really, it does make you think, when you compare its performance with many modern cars equally expensive to tax and operate and costing four-figure sums.

Given a Marles high-ratio steering box and, perhaps, a pair of de Ram shockers at the back you would have a really first-class sporting car for a very modest outlay indeed. Writing of those magic de Ram dampers, the intricacies of which we cleared up in this paper years ago, there was an interesting run some time ago in a Rover Fourteen saloon so equipped, when rapid negotiation of kerbs and really bad surfaces proved that these shock absorbers not only materially improve road-holding, but comfort as well. Incidentally, if you appreciate exquisite detail workmanship, ask the Chalfont Motor Works to show you one of these shock absorbers dismantled, when next you motor that way.

Then there was an afternoon's pottering about Surrey, during which we discovered that whereas Redhill aerodrome welcomes the public with open arms, Gatwick charges. So we later attended an Air Display at the former ground, held in aid of that deserving cause the Civil Aviation Benevolent Fund. The arrival, not very long before the time scheduled for the fly-past of civil aircraft, of the German Focke-Wulf Condor of the Deutsche Luft Hansa, and Kapn. Klaus's subsequent shoot-up, somehow seemed symbolic of that German efficiency we first witnessed when Mercedes-Benz and Auto-Union visited Donington in 1937. We liked the inspired flying of R. L. Porteous in the 40 h.p. Train-engined Chilton. There was a long run to Backwell in a very useful small saloon and, the very next day, a very "Sunday-Tripper" run to Eastbourne in a disgustingly rough Austin Seven, which added to the worry of avoiding bumps with the appallingly bad drivers all around, that of shorting its dynamo cable and attempting to shed a front wing. Some 160 miles, by the way, were completed on the battery alone, and

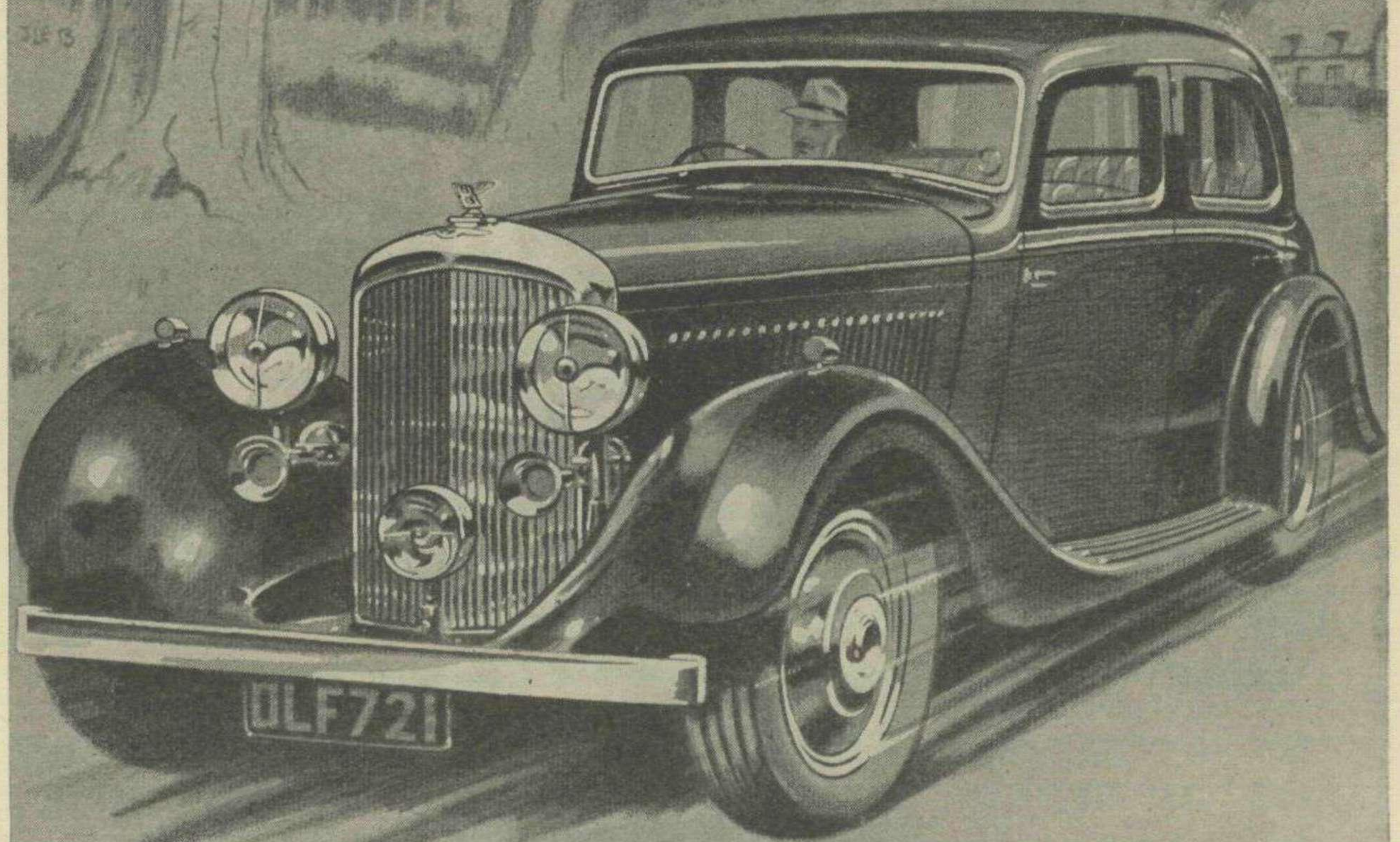
that with coil ignition. It says much, surely, for the young lady who came as passenger that the only criticism she found was its tendency to show up bad road surfaces and its ability of collect, in record time, when innocently parked by Eastbourne pier, a bigger crowd of gaping imbeciles than any genuine veteran has surely ever done. Such enthusiasm is quite refreshing in an age when the fair sex, now that what you and I call "fug-boxes" and motor-dealers term "gin-palaces" are so common, usually scorn any but the fastest and most expensive of open motors; and even then expect the all-weather protection to be 100 per cent and the hour of leaving home so late that even a fast driver has fears of missing the first race, or the trial at the intended hill. . . . Always, of course, excepting the pillion fairy, who is a being almost unbelievable, dancing like a myth before the eyes of he who happens to prefer two bucket seats and four wheels to a saddle and two wheels. Which gives rise to the thought that lots of really keen youngsters would readily pawn their souls to attend race meetings and haven't the opportunity, and that they would do lots to restore flagging enthusiasm by their keenness to accept a lift in any car, no matter if the hood be absent and the side screens in tatters and the hour of starting in the ungodly a.m. Perhaps those with such facilities to offer would let it be known, so that true enthusiasts of the younger generation may benefit? On the return from this coastal excursion we once again took tea at "Highlands," by the prominent fork junction on the Lewes-Crowborough road and that such an excellent tea, in such pleasing surroundings, can be managed at the price, is something else which is almost unbelievable.

Next, Prescott came round again and this time determined attempts were made to get both there and back under our own steam. We used the special "Chummy" Austin Seven and left quite early, in conjunction with friends bravely making the journey in a 1928 car of the same make, which had once been a Gordon England two-seater, but to which some previous owner had done queer things to the rear parts. All went well, if slowly to Uxbridge, when the other Austin, purchased a few days before for 60/- by the way, choked a jet. We took the opportunity of notching up the ignition advance of the "Chummy's" 1934 engine with not inconsiderable increase in speed and urge. On again, until, some miles from the beginning of the Oxford By-Pass the two-seater again stopped to secure a loose wing. Another friend went by, in the orange ex-works T.T. Austin Seven he has recently acquired and later he ran with us, so that we voted the little car one of the nicest-looking small cars we have ever seen, it sounding, moreover, absolutely the real thing. It had had certain bothers with choked jets and oiled plugs, having stood idle for some while, but it had walked up to 75 m.p.h. quite easily, on this, its first long run in the hands of its new owner.

Quite a dice happened between our car and the two-seater from Burford onwards, and we were actually beaten

BENTLEY

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CLUB NEWS—continued

on both flat-out going and acceleration, which says whole heaps for the old magneto-ignition Austin Seven. The homeward run was not entirely uneventful, for after filling all three oil apertures and the fuel tank of the T.T. car, the humbler Austins found it a very long run to our usual port of call at Sturt Farm, though actually we had averaged about 34 m.p.h. running time going down, and were going faster now. At Sturt we found Sydney Allard, very cheery after having broken not only parts of the Allard, but the Prescott Car Record as well, and the May family, with one of their palatial "Southern Motor Co." rebuilt 20 h.p. Rolls-Royces—Alan's 30/98 Vauxhall being still dismantled for purpose of installing a commercial vehicle clutch. We also contacted with two Salmson enthusiasts, and talked until a late hour of curious motors of various kinds, and of the four-push-rod Sammy in particular. Also, I recall, of steam bicycles . . .

Resuming, the Chummy first decided to show more charge with the lights on than with them off and to cut its ignition circuit momentarily at intervals and then to deflate a quite new rear tyre. The T.T. Austin was then seen going back to save a friend whose Riley was missing—in both senses of the word, for it had stripped its distributor drive. So its driver came home, with us, the run proving slow, because repeated pauses had to be called to inflate the duff tyre, which went down for apparently no better reason than that a garage had been entrusted with the fitting thereof. So we did do Prescott and back all on our own, and we now, have high hopes of a troublefree day on September 24th . . .

Going down to retrieve the Riley, we used a modern Austin Seven saloon, for

which there is quite a lot to be said representing as it does one of the most economic and dependable means of individual transport, and notably so in view of the remarks expressed above anent open cars of low performance! The Riley rescued, we went in search of a veteran of which we had heard tell, after getting our bearings from that fascinating field full of old school Bentleys near the beginning of Oxfords' bleak by-pass. Picturesque country lanes led us to the village of Benson and there, in a farmyard, bearing the name-board of an "Official Horse Slaughter," we came upon a De Dion tourer of more than usually-typical veteran lines; its actual age was, perhaps, 1907. It looked just the sort of thing depicted as a motor-car by "Punch's" artists over thirty summers ago. Enquiry at a big shed wherein hung a just-dead cow, ended in the all too early reminder that there are, indeed, very few places in England, whether motor-dealer or not, where the value of pre-war automobiles is not clearly realised. However, the car we were on the track of had been described as an Itala, so we investigated further and duly came upon it in a garage beside an aerodrome, where the dazzle-painted hangars smacked of 1914-18 and the Fairy "Battle" coming in to land did not. The car was *not* pre-war, it turned out to be none other than the ex-Karslake 1924 Targa 2-litre, now fitted with an o.h.v. 30/98 Vauxhall engine.

Then there was the night of the great Black Out when, remindful of the request that cars should be used as little as possible, we crammed one very diminutive automobile very full of humanity and, experiencing electrical shorts and overheating, fell to discussing exactly

what would result if the whole issue lit-up, revealing very clearly our position to all and sundry. It was on this very night too, that the writer's car was apprehended by the police for being parked without illumination . . .!

There have been several really good runs in one of the actual works, ex-T.T. Austins, the little orange machine absolutely alive, feeling every bit the thoroughbred, and its steering, road-holding and braking qualities having to be experienced to be properly appreciated, so that the miles just melted, and cruising at 50 or more, to the whine of the blower gears and metallic crackle of exhaust, was sheer exhilaration. More especially so, as the facia is a mass of dials, each one therefore a definite purpose, and the big fuel tank filler, the oil filler caps, and radiator cap and overflow tube ride dead steady before one, a pleasing silhouette in the beam of the lamps, after dark.

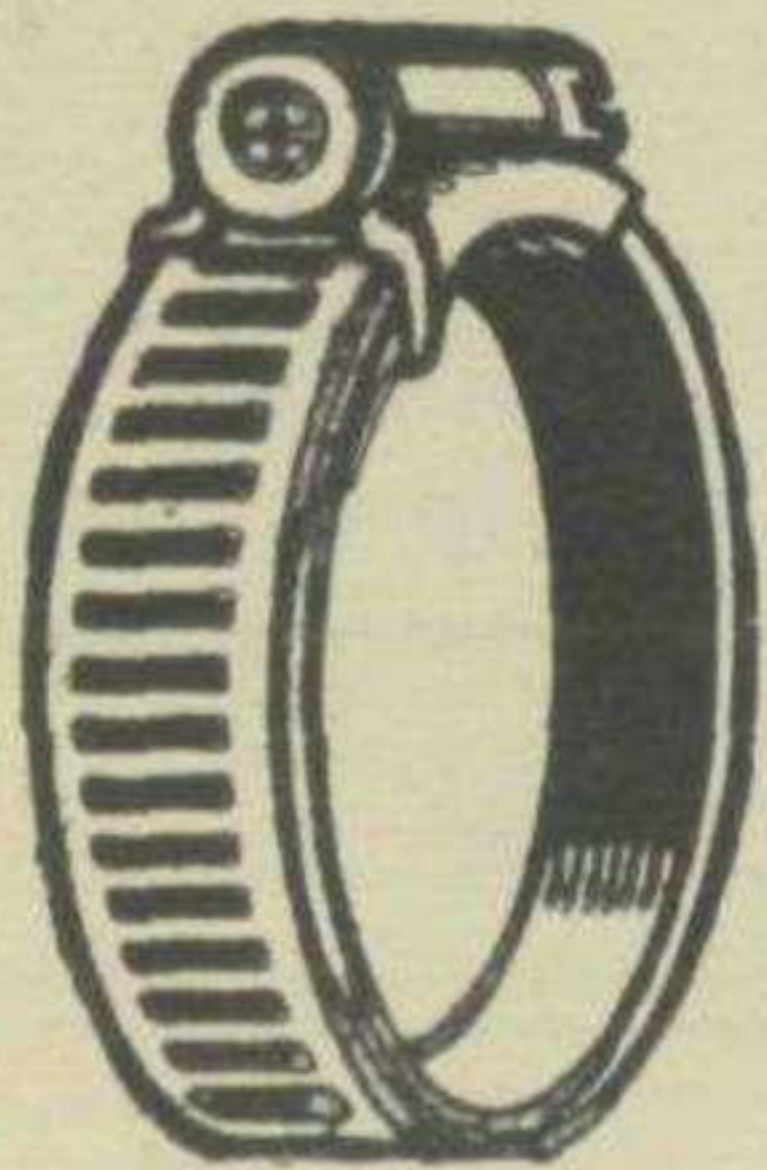
The years may roll on, but this sports motoring and race-going loses nothing of its appeal. There are all the autumn runs to and from Shelsley, Prescott and Donington, yet, before, winter returns and racing gives place to slime-storming. Make the most of them!

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

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Letters from Readers

"EX MRS. JO JO"

Sir,

Although I have been a regular reader of MOTOR SPORT since 1933 I have not previously written to you and I wonder whether any reader can give me some information.

I have noticed in various race reports that you have made reference to my Austin and have also recognised it as "ex Mrs. Jo Jo" and I thought that you might have further information about it.

I bought it as scrap in 1937 and although only seventeen at the time I set about rebuilding up the present car out of the wreckage.

Apart from rather weak brakes with so small a drum it still runs quite well and exceeds 100 m.p.h. satisfactorily.

I am enclosing as much of its history as I have managed to unearth which is, as far as I know, authentic.

"BOYD-CARPENTER"

Built in the latter half of 1923 by Boyd-Carpenter, the car was fitted with a streamlined two-seater body, used as a single-seater with an aluminium cover over the passenger's seat. The engine was fitted with a supercharger driven off the front of the crankshaft.

It competed in the 200 Miles Race in 1924 driven by (E. R.?) Hall but is believed to be a non-finisher.

From 1924 to 1927 it competed fairly consistently at Brooklands, driven by Boyd-Carpenter, and it is believed, once by George Duller.

In 1927 the "Autocar" published a picture of it and said "Both the Surbiton Junior Short and Long Handicaps fell to F. W. Boyd-Carpenter who handled his little Austin Seven well, and lapped consistently at over 76 m.p.h. This particular car must be one of the most reliable ever seen at the track, and has had a number of successes during the last few years."

The car had the early 5" brake drums with the three-nut fixing.

It competed in the J.C.C. Spring Meeting of April 1927 and in the Junior Grand Prix (carrying a passenger) and driven by H. N. Thompson crashed and overturned.

"Mrs. JO JO"

The car was repaired and re-built with a slightly square front cowling which made it appear rather ugly.

It ran in the 100 Mile Handicap at Brooklands in July 1927 and also in the 200 Miles Race of that year, when it finished third in the 750 c.c. class behind two slower Austins, probably due to trouble. The 750 c.c. placings were:—

1, Chase at 58.17 m.p.h.; 2, White; 3, Boyd-Carpenter.

It competed again in November 1927 at Brooklands.

In the August Bank Holiday meeting of 1929 the car won the President's Gold Plate at 80.7 m.p.h. driven by Spero (who may have become part owner of the car).

"GREEN AUSTIN"

It next became the property of G. C. L. Willis and was again raced at Brooklands in possibly slightly modified form.

In 1932 at the Easter Monday meeting it came second in a Junior Short Handicap of 6½ miles. The placings were:—

1, H. W. Stonard (Riley 1,089 c.c.) handicap 1m. 21s. at 84.32 m.p.h.; 2, G. L. Willis (749 c.c. Austin), 1m. 10s.; 3, A. H. L. Eccles (1,496 c.c. Bugatti), 0m. 55s.

350 yards between first and second 250 yards between second and third. The car was also driven in a Mountain race at this meeting.

In the Whitsun meeting of 1932 it won the first race of the day at 84.02 m.p.h., driven by E. F. Phillips

"THE BRONZE AUSTIN"

The car next passed into the hands of R. Morgan after having a rest of nearly a year. It was raced at Brooklands during 1934 but without much success until the Stanley Cup Meeting in July. It was mainly responsible for the J.R.D.C. winning the Stanley Cup as it came first

in both the Sprint Races for which it was entered. MOTOR SPORT stated "Morgan's Bronze Austin, which has made several unsuccessful appearances this season, seemed at last 'au point' and won by 150 yards from Mrs. Petre on the Appleton Special."

In the Brighton Speed Trials in September it came third in its class, covering the standing half-mile at 62.07 m.p.h. A picture of the car appeared in MOTOR SPORT with the caption "R. Morgan's fleet little Austin gets off the mark in a hurry."

During 1935 it was raced in speed trials by L. Kleinantashi, winning its class at Dancer's End and Aston Clinton. It also made third fastest time of the day at the former event and second fastest at the latter.

In August '35 when being driven round Brooklands by L. Kleinantashi the crankshaft broke in two, wrecking the engine.

"SILVER AUSTIN"

After the blow-up in 1935 the car was abandoned and gradually accumulated a covering of rust. In 1937 the remains were purchased by W. D. Castello and sorted out for all undamaged components.

The car was re-built for road-racing and fitted with a single-seater body and finally completed in time for a try-out at the 1938 Whitsun Meeting at Brooklands. It ran on the Campbell Circuit but came to grief on Howe's Bend.

After further alterations and repairs it ran in the Dunlop Jubilee Meeting in September and completed a road race although the handicap put it on the scratch mark.

I am, Yours etc.,

W. D. CASTELLO.

Surrey.

* * *

HOME-BUILT SPECIALS

Sir,

As there is always interest in "Home-built Specials," perhaps the photograph herewith of one I built some time ago may prove interesting.

Austin Seven, of course, is the base of the model, but by modifying the chassis considerably, a much lower position is obtained, in fact the height to the top of the scuttle measures only 36 inches, and as the total weight is only 8 cwts., quite a good performance can be obtained.

About six months were spent in its construction.

I am, Yours etc.,

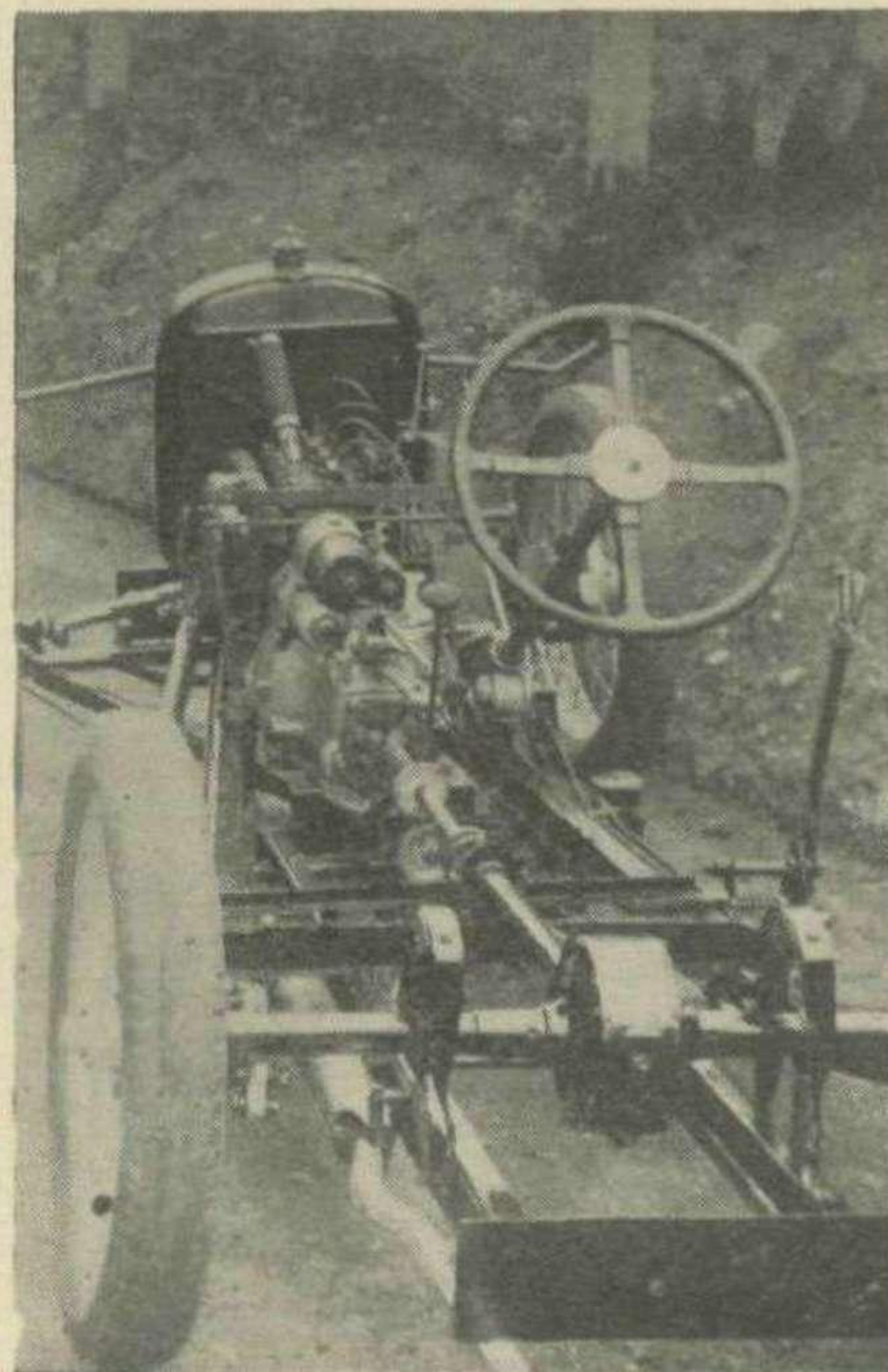
A. LUDGATE.

Coventry.

* * *

Sir,

It is, I think, a belief among many sporting motorists, that there is no British car on the market which can be termed a really fast road motor. Therefore they



The photograph as mentioned in the letter from Mr. Ludgate published on this page.

LETTERS FROM READERS—continued.

turn naturally to the foreign market, where they can find their desire.

There is a British sports-car which can fulfil their requirements, in fact, I might say, that it is the fastest car of its size in the world. I am referring to the 2-litre blown Alta.

If anyone cares to look through the sprint results of last year and this year, it will be found, that, considering the small number of these cars taking part in competition work, the results have been to say the least, very satisfactory.

To give just one example of the success of the sports motor, H. J. Griffiths driving a blown 2-litre Alta, in last year's Brighton Speed Trials, put up a time of 27.36 secs. which represents a speed of 65.75 m.p.h.—fastest sports-car of the day.

One could give a long list of successes, to prove that the car is worthy to be classed with the best, and I can only say, that it is time there were more of these motors on the road.

I am, Yours etc.,

DENNIS W. BATEMAN.

Sutton Coldfield.

* * *

THE L.C.C. RACE

Sir,

May I beg leave to differ from the views expressed in the last paragraph of "Rumblings," on page 236 of your August issue.

In my humble opinion it is the Regulations alone, and nothing else, which doom the L.C.C. race to failure from the start. If a man is sufficient of an enthusiast to risk bursting his car in a fairly long race, he will also have been too much of an enthusiast to have resisted altering his car in search of that little extra which all enthusiasts desire.

My own H.R.G. is ineligible. So are those of Messrs. Delingpole, Lawson Rainey, Ruddock, Uglow and Miss Redfern—and the one Ken Farley used

to own—to name but a few of my acquaintances at random. Literally the only H.R.G. I can think of which complies is the work's demonstrator. In fact, it is to works' teams that such a race must look for support, and they are not interested in any sort of racing. I do not believe there are twenty sports-cars in the British Isles, eligible to compete and privately owned by enthusiasts willing to race them.

Nor can I agree that potential competitors have abstained from the L.C.C. race for the sake of the T.T. Few, if any, T.T. competitors have cars which would be accepted for the other race.

Club race meetings at Donington and elsewhere continue successfully to draw support, for short events, from enthusiastic owners of not-too-costly machines: there is no "public," and everyone is content with a good day's racing and little or no prize money. But if drivers are to risk extremely expensive cars over long distances to amuse large crowds, then I think they should be well paid for it, or at least stand a fair chance to be.

I am, Yours etc.,

PETER C. T. CLARK.

London, W.2.

Since receiving the above letter, several modifications in the L.C.C. Sports-Car Race Regulations have been made. The rule now allows any unsupercharged car fitted with open coachwork, where they are produced in reasonable numbers as a catalogued model. Alterations are also permitted to body, engine and chassis.

* * *

Sir,

In reference to Mr. R. H. Walter's letter in the June issue of MOTOR SPORT and your own remarks last month in "Rumblings," it may interest you to know that the big port block is now being fitted to my Bentley.

Especial care is being expended on cooling the exhaust valves, the heat of which is probably a limiting factor from the point of view of performance, and various other steps are being taken to secure an improvement in speed. This work is being carried out by Mr. Louis Giron, and when completed and run in, the car should be capable of some interesting figures.

I am, Yours etc.,

PETER J. ROBERTSON ROGER.

Chalfont St. Giles,
Bucks.

* * *

THE LAGONDA RAPIER

Sir,

For several months past I have been an interested reader of your paper and enjoy particularly articles on cars which have been modified and generally tuned up so as to enhance their original performance.

I have a 1934-5 Lagonda Rapier which when it came into my hands was very sluggish and failed at the slightest opportunity. It has now quite a good all-round performance but I am interested in any modifications on general tuning which will further step up the power output. This chassis in general including the power unit appears to be such an efficient and substantial design that "hotting" up in moderation should not have any adverse effects.

The power output unit with no special tuning would appear very good in view of the weight of the complete car (Abbott coupé) and any other reader's experiences in saving weight safely would be very welcome. I am not present in the position to spend much money on alterations but hope to be able later to fit a supercharger. The main difficulty here would appear to be arranging a satisfactory drive.

I am, Yours etc.,

Haslemere.

D. G. DEWHURST

VINTAGENTS AT DONINGTON

ABOUT thirty Vintage S.C.C. members competed in the Club's Donington race meeting on August 12th. Unfortunately the day was saddened by a fateful accident to Sir John Bowen. He was handling a six-cylinder 1½-litre Maserati in the fourth race and was in third place from the 12 secs. mark, when, on the 5th lap he got into a swerve along the Straight and crashed. That such an accident should happen at a small meeting is as unfortunate as it is unusual. To Sir John's relatives and friends we offer our deepest sympathy.

In the first 3 lap Handicap (the manufacturers' circuit was in use) Parnell's B.H.W. came right through from scratch to win at 80.2 m.p.h. "Hambone" Hampshire's Maserati was second and Miss Wilby's Lincoln-motored Atalanta, sounding quite "twin o.h.c." was third, holding Crozier's blown 1½-litre Bugatti up from Melbourne. Wood gyrated his S.S. 100 at this corner.

Next we had another 3 lap Handicap in which Wicksteed's 1932 cut-about "Ulster" Aston-Martin caught Bassett's stripped touring Riley Nine, Scott's 4½-litre Bentley and Spooner's 1.7-litre Alfa-Romeo, to win at 65.1 m.p.h.

The third race was a 6 lap handicap, and Parnell, who was using a very fine B.M.W. cabriolet as a personal car, again came right through from scratch to an easy victory, at 82.0 m.p.h. He momentarily took to the grass coming out of Melbourne on lap 2 and accelerated up hill with smoking tyres. Swain's old Alvis, about which there was so much discussion in MOTOR SPORT a while back, led until the last lap, when both Crossley's 328 B.M.W. and Peck's old 3-litre Austro-Daimler passed. Windsor-Richards handled a 4½-litre Bentley in place of his Delage, sliding more than Scott on the corners.

The next 6 lap race saw Wicksteed's Aston-Martin again victorious, at 66.57 m.p.h. Bassett's Riley led until lap six and the Atalanta beat Wood's S.S. easily on acceleration up from Melbourne. Shapley's Bugatti was soon in trouble and Hampshire's Maserati retired early. Sir John Bowen missed a gear change on lap 2 and later crashed fatally, as reported. Bassett's old Riley was second and the Atalanta third.

In view of the sad accident aforementioned, the Relay Handicap, for which five teams had entered, was abandoned,

and likewise the sports-car scratch race. The 6-lap all-comers race as replaced by a 2 lap scratch race, contested between Parnell, Marston (Bugatti), Clark (Bugatti) and Windsor Richards in Hawthorn's 1.8-litre Riley. The B.H.W. won easily at 75.0 m.p.h. and Parnell then sportingly stood down for the day.

The two 10 lap Handicaps were combined in one race, which Bassett led for 3 laps, until Crossley's B.M.W. got ahead, only to be caught on lap 7 by Clark's blown 2-litre G.P. Bugatti, which won at 74.86 m.p.h. Wood's S.S. was third.

RESULTS

3 Lap All-Comers Handicap: 1, R. Parnell (B.H.W. s/c), 80.2 m.p.h.; 2, D. Hampshire (Maserati s/c); 3, Miss Wilby (Atalanta).

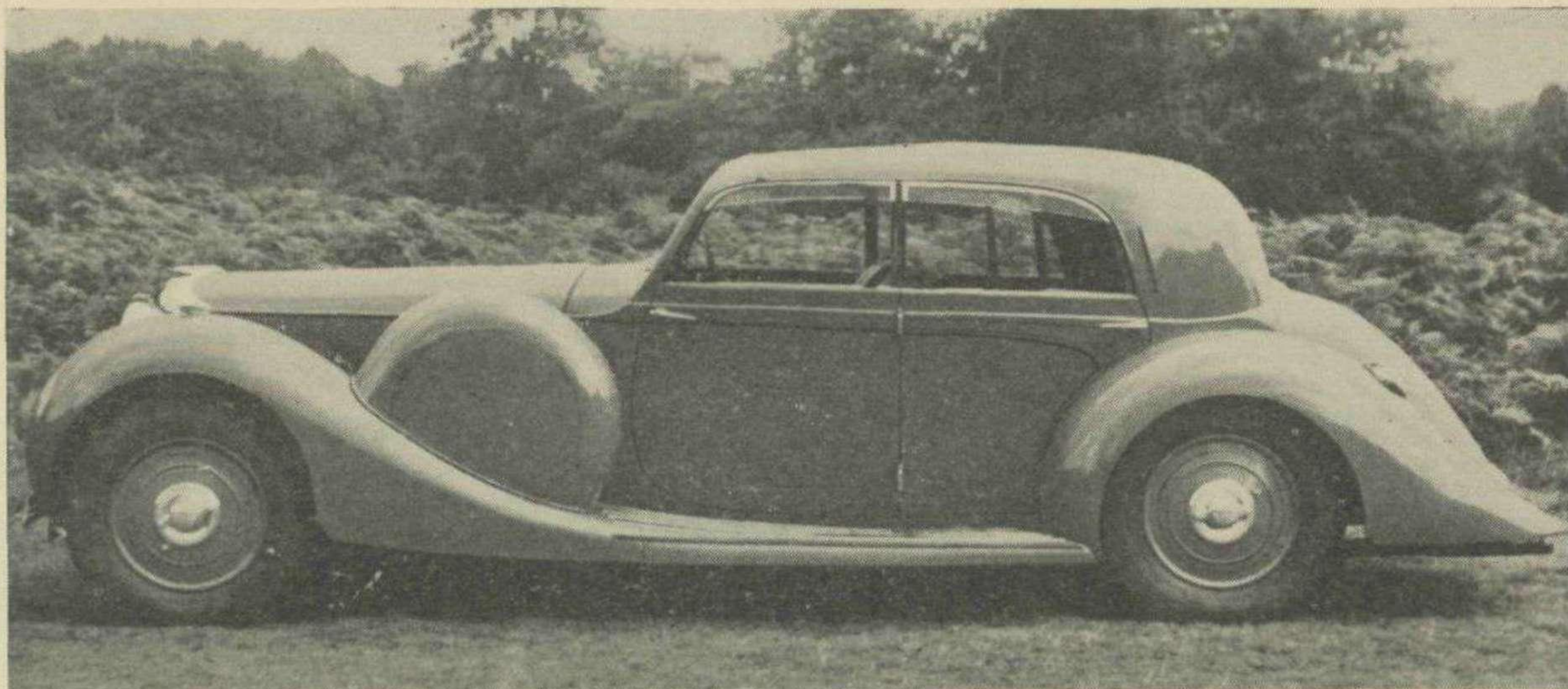
3 Lap All Comers Handicap: 1, A. Wicksteed (Aston-Martin), 65.1 m.p.h.; 2, E. Bassett (Riley); 3, W. Peck (Austro-Daimler).

6 Lap All Comers Handicap: 1, R. Parnell (B.H.W. s/c), 82.0 m.p.h.; 2, G. Crossley (B.M.W.); 3, W. Peck (Austro-Daimler).

6 Lap All Comers Handicap: 1, A. Wicksteed (Aston-Martin), 66.57 m.p.h.; 2, E. Bassett (Riley); 3, Miss Wilby (Atalanta).

2 Lap Scratch Race: 1, R. Parnell (B.H.W. s/c) 75.0 m.p.h.; 2, C. Clark (Bugatti s/c).

10 Lap All-Comers Handicap: 1, C. Clark (Bugatti s/c), 74.86 m.p.h.; 2, G. Crossley (B.M.W.); 3, G. Wood (S.S.).



The imposing lines shown in this photograph of the six-cylinder Lagonda

THE 30 H.P. SIX-CYLINDER LAGONDA

AN IMPRESSIVE CAR ALLIING SHEER LUXURY WITH A FINE PERFORMANCE

THERE have been many arguments as to what constitutes a sports-car. One might further complicate the issue by asking a riddle, "When is a sports-car not a sports-car?" but the answer might be, "When it is a Lagonda," the Le Mans models, which lapped Brooklands at close on 130 m.p.h. on August Bank Holiday, being excepted.

The answer to this riddle is really a high form of compliment, for though in performance both the modern types of Lagonda must be granted ranking as sports-cars, in all their other characteristics they are luxury touring cars. So admirable a blend can seldom have been struck.

Both the latest Lagondas have 4½-litre engines. One model has twelve cylinders, and the other six. Apart from the power unit the two chassis are practically identical.

It was the six-cylinder saloon which on the present occasion was tested by MOTOR SPORT. This is no place for comparisons, but the six-cylinder car is in no danger of being overshadowed by the "twelve." It has many endearing characteristics of its own, pulling a high gear smoothly and without effort.

The engine is of a similar type to that used for some time past, though it now seems smoother than ever. The chassis, however, like that of the "twelve," is quite new, and embodies independent front suspension of torsion bar type. The comfort of the springing is really outstanding. On all types of road it smooths out bumps in a remarkable manner, and at the same time gives positive roadholding.

The Lagonda is a large car, with 10 ft. 7½ in. wheelbase and an overall length of 16 ft. 6 in., but it handles so easily that its size never obtrudes itself. There is a hard-and-soft control for the rear shock-absorbers, with a lever mounted on the steering column just below the driver's right hand. This proved very

useful, giving luxurious ease for town work, and the only criticism offered of the suspension is that the "hard" control might go over a little harder for fast driving.

As it is, the movement of the springs is damped quite sufficiently for all ordinary occasions, and the roadholding must again be mentioned favourably, because one of the outstanding memories left by the test is that of swinging the big car fast round corners with certainty and absolute steadiness. But if with the back loaded up one comes across an unexpected large bump at speed, then one might wish for greater damping, if this could be achieved without spoiling the remarkable comfort at the other end of the range.

The car tested, incidentally, was one of the 1940 models, which include various detail refinements such as a lever on each side under the bonnet for rapid adjustment of the front shock-absorbers. It



The ingenious dummy spare wheel cover, which houses tools and the hydraulic jacking system.

was not found necessary to alter this setting at all.

Another improvement which has been effected is a series of slits round the interior of the shell surrounding the radiator honeycomb. These have been designed to overcome any tendency for heat from the engine reaching the driving compartment, and certainly no such heat was noticed.

There is to be a new type of radiator, not yet fitted on the model tested, eliminating the radiator shutters, which at present are operated by a thermostat. These certainly give quick warming-up, and may have contributed to the extraordinary ease of starting up in the morning, by retaining the warm air under the bonnet. However, they have been found to be unnecessary, and they tend to set up a kind of whistle in certain positions.

There are few cars on which from cold one can turn the engine switch, press the starter, and be certain of an absolutely instantaneous fire without use of mixture control, or ignition lever, even when the car has been left standing in the open for a prolonged period. Both mixture control and ignition lever are provided on the Lagonda, but evidently with English fuel, and even in an English summer (*sic*), they can be reserved for an emergency. For this the efficient system of ignition must be praised. There are two Scintilla Vertex magnetos, and each of the six cylinders has two sparking plugs, one on each side.

The view from the driving seat is excellent, and the seat backs support the shoulders comfortably. It is possible that a short driver might have difficulty in seeing over the wheel, set in the position in which it was. This could be adjusted, though not instantaneously. The short gearlever, in the centre, falls readily to the hand, while the hand brake is on the right, horizontally placed so that it does not impede getting into or out of the car. The handbrake lever has a

THE 30 h.p. SIX-CYLINDER LAGONDA—continued

"racing" type ratchet, which need only be touched when the car is being parked.

The gearchange is delightful, and quite beyond criticism. Second, third, and top gears have synchromesh engagement, and are quite silent. It would be extremely difficult to make a clash when changing gear, even if the lever is moved rapidly across. The car tested was still fairly new—it is said that the engine does not reach its maximum efficiency until 5,000 miles have been covered—and so no effort was made to reach maximum speed on the indirect gears.

The recommended maximum revolutions are 4,000 r.p.m., and it should thus be possible to attain about 30 m.p.h. on bottom gear, 60 m.p.h. on second, and just 80 m.p.h. on third. For one momentary burst, 80 m.p.h. on third gear was in fact attained, merely to prove that it was possible, and the engine, in spite of its comparative newness—it had covered some 2,500 miles,—remained quite smooth and free from fuss.

For the same reason, to avoid stressing an engine barely run in (though it must be admitted that there were no signs of stiffness in ordinary running), the car was not taken to Brooklands for a timed maximum speed test, and, instead, the speedometer was checked, and the car was given one short run all-out on the road. The speedometer was found to be almost accurate, having a negligible error on the fast side, but at high speed the needle tended to waver, swinging between 97 and 104 m.p.h. Comparing this with the rev. counter reading, which was steadier, at some 3,900 r.p.m. (4,000 r.p.m.—100 m.p.h.), one reaches the conclusion that the six-cylinder Lagonda is, in favourable circumstances and fully run in, capable of a good 100 m.p.h., or about 95 m.p.h. in give and take conditions.

The clutch engaged very sweetly, and, with the help of the quick and certain gear change, the following acceleration figures were attained:—

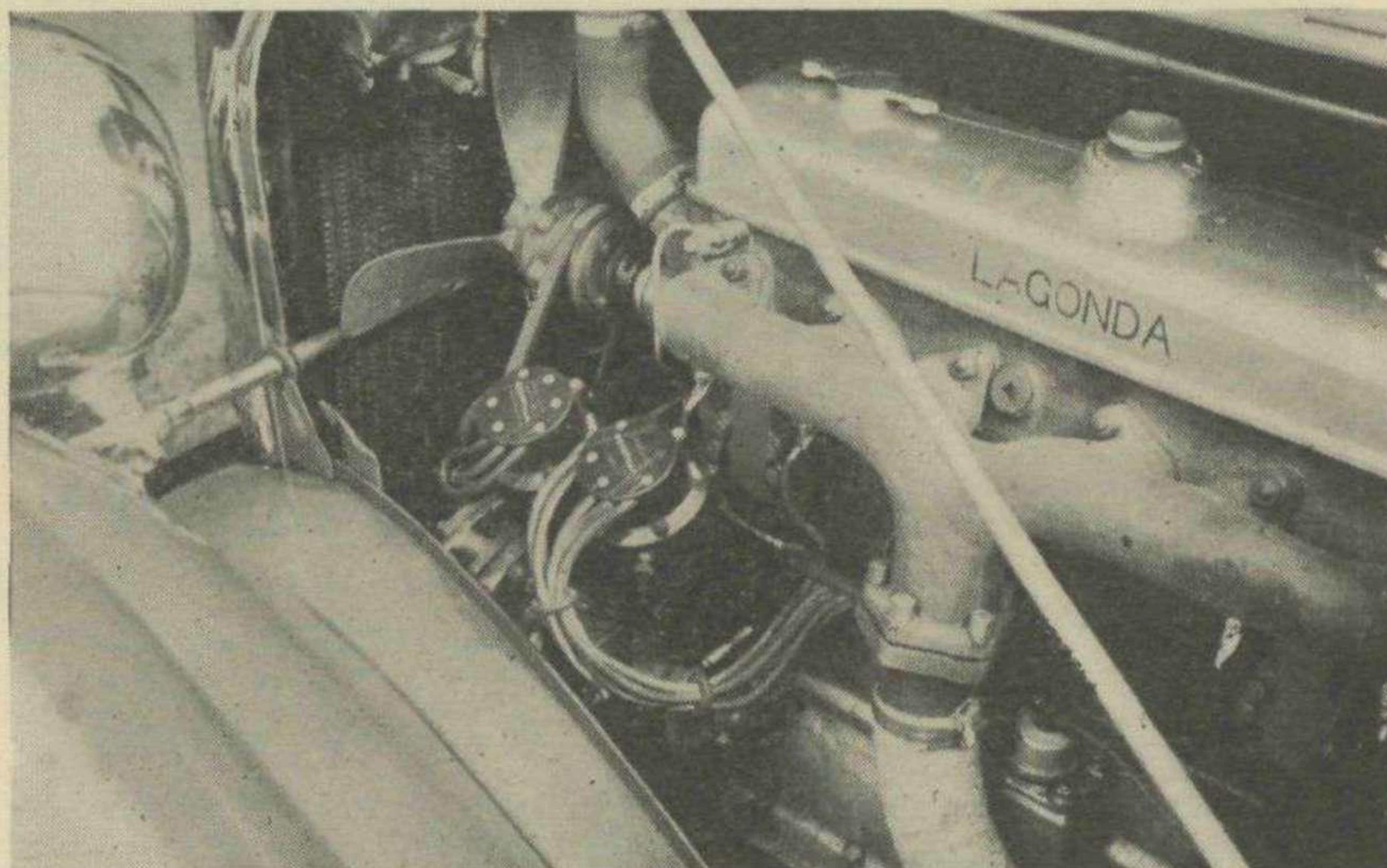
m.p.h.	secs.	m.p.h.	secs.
0-20	3	0-60	17
0-30	5	0-70	23
0-40	8½	0-80	31
0-50	12½	0-90	39½

Good as these figures are, it must be remembered that the engine was not being run up to its maximum revolutions on each gear. The weight of the car is 38½ cwt. Thus the Lagonda is by no means light, and its easy and sensitive handling is the more creditable.

The fuel tank holds twenty gallons, and the consumption on a run of 250 miles worked out at about 15 m.p.g.

The car could scarcely be excelled for comfort on a long run, with its ease of control, soft upholstery, and fine springing. It has also-very handsome lines, and attracted a great deal of admiration wherever it was taken. This particular model was painted in battleship grey, with upholstery of a singularly beautiful soft shade of red.

The batteries and the duplex petrol pump are mounted under the scuttle in a most accessible position, and also mounted on the dash is the remote motor for the dual screenwipers. In rain the car is pleasant to drive, for the windows need not be fully closed, as they are protected by a glass valance, which also helps to exclude draughts. In wet weather, too, the car keeps remarkably clean, through the deep, helmet-shaped wings.



The engine view of the Lagonda, showing the two Scintilla Vertex Magnets.

There is an unusual amount of space in the luggage boot, but if a full complement of passengers is being carried, with luggage to suit, an ingenious luggage grid, normally concealed by a hinged panel in the tail, can be folded out.

The spare wheel is carried on the off side of the car in a domed cover recessed into the front wing, and balanced lines are preserved by a similar dummy cover on the other side, which houses the tools, conveniently arranged in sockets, a set of spare plugs, screwed into holders, an inspection lamp, for which there is a socket on the dash, and, last but not least, the permanently installed hydraulic jacking system. To raise either the front or the rear pair of wheels, one has merely to screw up a valve and move a lever backwards and forwards. No groping about with long handles underneath the car!

The beam given by the enormous headlights, is quite up to the needs of a 100 m.p.h. car, and the dipping switch is foot-operated, on the left of the clutch pedal. The accelerator is on the right, and it is quite easy to use both this and the brake pedal together for a "heel-and-toe" gear change.

A centre-lamp or road-light is provided, and above the instrument panel there is a shielded map-reading light. The tone of the horn can be controlled by a two-position switch. The loud note is excellent for the open road, while the softer note insists gently for town work. Other refinements include a reserve petrol tap, a master-switch to cut out the electrical equipment, and automatic chassis lubrication, operated by each stroke of the clutch pedal. The price of this fine product of British engineering is £1,195.

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ON TWO IMPORTANT NEW VENTURES

IT is curious, but true, that rumour, persistently repeated and accepted, comes to mean as much as a watertight statement of fact. The A.I.A.C.R. has, one believes, so far, said nothing definite about the 1940 International Grand Prix Formula. Yet nearly everyone in motor-racing is convinced that the Formula will be a simple one of a capacity limit of 1½-litres, with no other restrictions whatsoever—in this country the wish is, perhaps, father to the thought!

This being the case, quite apart from the great battles we should witness between Mercedes-Benz, Auto-Union, Alfa-Romeo, Maserati, E.R.A., Alta and, I trust but doubt, other grande marques, as well, there are two private-owner ventures which merit widespread attention and appreciation. The gentlemen behind these ventures are none other than Reginald Parnell and Lord Howe.

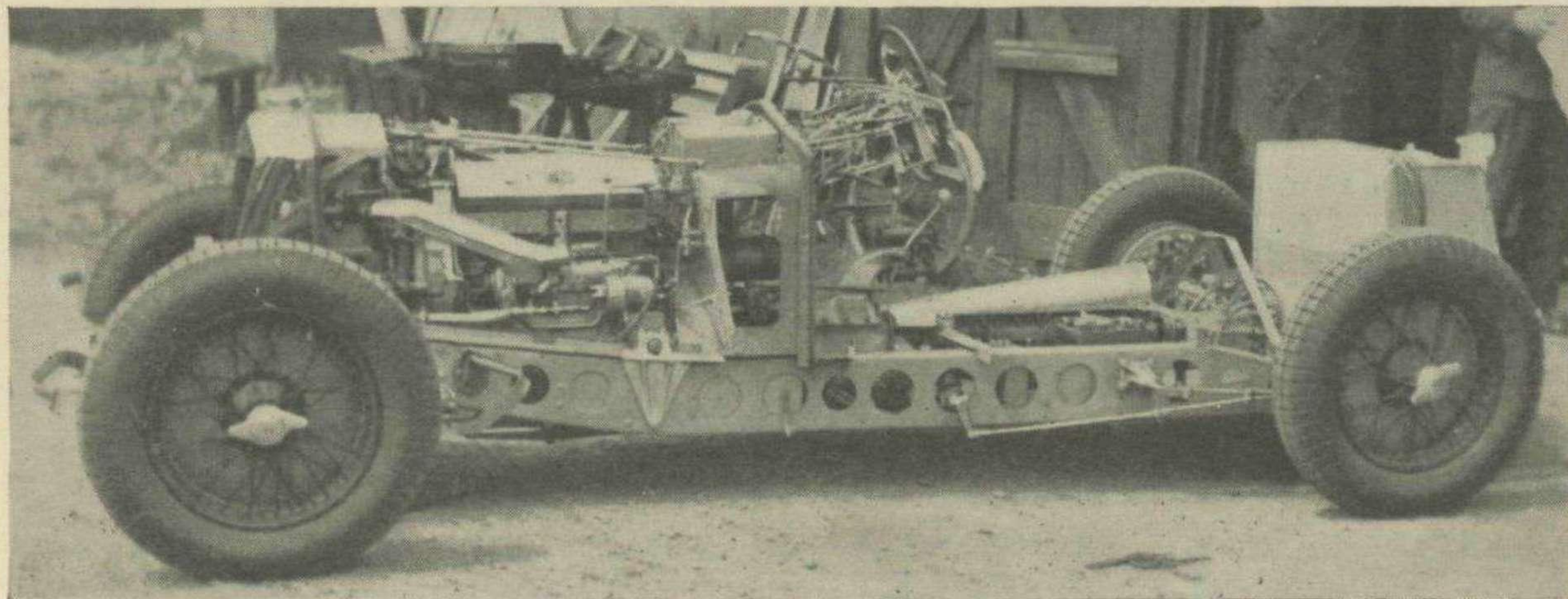
Parnell is building, not secretly but quite openly, a special 1½-litre road-racing car and Earl Howe is having a supercharged Jameson two-stroke motor installed in his familiar E.R.A.

Parnell calls his car the Challenger and it appeared for the first time at the Prescott International Meeting, though they do say it then had a Roots-blown E.R.A. engine installed. Anyway, although it wasn't rapid it looks as if it is going to be very, very quick indeed. The external lines are definitely imposing; all very Mercedes-Benz, of quite the latest type. It is surprising how quickly racing car appearances change, for not long ago we all went about saying how very Continental-in-the-Formula-sense were Appleton's Appleton-Special and Abecassis's Alta, and now the new E.R.A. and Parnell's new car, have these worthy cars completely dated, in at all events this one respect. But it is not only in looks that this Challenger is sensational. Its chassis is tubular and embodies independent front suspension. At the back torsion bars nestle within the tubular frame side-members and a solid axle beam, *a la De Dion*, has light radius members and a locating guide in the

centre of the crown-wheel casing. Naturally, the crown-wheel casing, which is in light alloy, is mounted on the frame and drives to the hubs via jointed shafts—as Mercs. and Auto-Union have found right and proper for racing. Luvax friction dampers are used, and they have cockpit control. At the front the hubs are held by very carefully planned transverse wish-bones, supported by vertical coil springs and frictionally damped. The brakes are Lockheed hydraulic, with the new two-leading-shoe arrangement. The gearbox, now a Wilson help-yourself, may later be replaced by a close-ratio, ordinary box. An open shaft conveys the drive rearwards, and is carried so low that although the driver's seat is directly above it, nevertheless his head comes only 3 ft. 4 in. from the ground. The steering is central, to keep the body narrow. There is talk of a rapidly detachable fuel tank, which can be changed during races—one imagines in case of leakage and not as a new means of speeding up the refuelling process! In short, an eminently suitable chassis. The detail work and beauty of construction is something of which any country could be deservedly proud.

Now Parnell intends to install an entirely special engine in this chassis and that is, very interesting indeed. Even courageous. The designer trusted with the task is Allen. It is a six-cylinder unit of 66.75×71 mm. (1,492 c.c.) and it can be brought within the 1,100 c.c. class should there be 1,100 c.c. honours to hunt. It is a six-cylinder to avoid undue complication and experimentation, Parnell having had not a little experience of the old six-cylinder M.G. racing unit, for which he devised his own twin-cam head. The block is in alloy with wet steel liners and the head, in alloy with plug-boss and valve-seat inserts, is detachable. The crankshaft runs in seven huge plain bearings and the big ends are plain. The valves, of which the inlets are larger than the exhausts, are inclined and actuated by twin o.h. cam-

shafts via piston-tappets. Sodium valve cooling will probably be used. The drive for the camshafts is by gear train, which is sound practice in a racing engine in which noise and cost are of no moment. The pistons are light alloy and the rods of I section. Lubrication is dry sump, from chassis tanks, feed being via a ribbed filter. This simple, yet efficient engine, is supercharged by a special two-stage Roots blower—two-stage supercharge is well known in the aero-engine world and Auto-Union now use it on their Grand Prix cars. The system used on the Challenger has triple rotors and triple carburettors and pressure is variable, up to a peak of something like 40 lb. per square inch—which is blow indeed. The intake system comprises twin three-branch manifolds, the exhaust being on the opposite side of the head. The blower lives ahead of the engine. Pump cooling is naturally made use of. The engine is rubber mounted, though not as in some touring automobiles wherein the gear lever waves like a lily-of-the-field with the engine idling. The design of this new car is certainly inspiring and we shall watch its career in future 1½-litre racing with great keenness, wishing it much more success than has been want to attend lone-ventures in the past. Most of the machining and assembly was done by the Melbourne Engineering Co., hard by the Donington Circuit, which is Michael McEvoy's concern, and which is a very sound guarantee of the sort of work which has gone into the Challenger's construction. Not even "Parnell-Special" the general addition of "Special" to a car's name arouse from the time when manufacturers got worried as to how modified cars bearing trade names in races would effect their precious reputations, so much so that the J.C.C. stipulated that all entries for the "200" of that period should be called—Specials, regardless of the fact that lots of privately-owned entries went far better than the makers could ever have made them go. However, whatever Parnell calls his new 1½-litre, it deserves striking



The F.M. in its original condition when it was being made to the order of the late Sebag-Montefiore

ON TWO IMPORTANT NEW VENTURES—continued.

success. Those who saw its not very sensational debut at Prescott, and Parnell's other misfortunes at that meeting, need not sneer. Since Parnell's return to racing he has handled that difficult car, the 5-litre B.H.W., very well indeed, and its Bugatti engine has served better than any "4.9" Bugatti with the possible exception of the late Count Czaykowski's.

Earl Howe's venture is that of having a two-stroke, special Jameson engine installed in his E.R.A. The Jameson two-stroke appeared something like six years ago, and was written up in MOTOR SPORT in August 1933. The Jameson Engine Company, under J. I. Jameson, built a 500 c.c. single which had a speed range of 300-5,000 r.p.m. and gave off 52 b.h.p., or 104 b.h.p. per litre, unblown. This engine had the Jameson piston-pattern inlet valve in the head and two 14 mm. plugs. Encouraged by the showing of this single, four-cylinder 996 c.c. racing engines were put in hand. The capacity was kept below a litre in case the A.I.A.C.R. claimed that the 100 c.c. displacement of the piston-valve

ranked as cylinder capacity, it being desired to race in Class G. These engines retained the piston inlet valve but were supercharged by twin blowers embodied in the cylinder block, the blowers being specially developed Jameson-Gillett Roots. A solid crankshaft ran in five split rollers bearings and roller big-ends were used. Dry sump lubrication and ignition by twin magnetos was arranged and it was schemed to reduce the weight of the engine from 330 lb. to 220 lb. by using a lined alloy block, the experimental units having iron blocks. A power output of 110 b.h.p. at 4,800 r.p.m. was talked of, or 150 b.h.p. per litre, on petrol/benzole. One of these engines went into a racing chassis built by W. Fenson, using a Delage front axle and big E.N.V. gearbox and another went into a special chassis built up as a competition car for the late Sebag-Montefiore. The former car was to have been driven by Dudley Froy in the "500" and other races and was once entered, I believe, by Sir Malcolm Campbell. It was a consistent non-starter and faded right out. The F.M. eventually had a show-finished 2-litre Lagonda engine

installed and now Peter Clark is trying to sell it, with V8 motor. The engine for Howe's car has been designed by Thomas, his head engineer. It is a four-cylinder of 72x90 mm. Apparently Jameson eventually realised 139 b.h.p. per litre at only 4,500 r.p.m. from one of his engines, but in a car the power fell to about 70 b.h.p. per litre owing to overheating pistons and ignition maladies. Consequently the new engine has slide valves for inlet and exhaust, the piston inlet valve and conventional outlet ports being scrapped. It is blown by a single blower at 30 lb. per square inch. The crankshaft runs in five bearings, ignition is still by twin magnetos, and there is dry sump lubrication with three oil pumps. There is provision for varying the relative timing of inlet and exhaust valves while the engine is functioning. Certainly Thomas should have a lot of fun with this new machinery, but its potency cannot be overlooked, for it is equivalent to an eight-cylinder four-stroke and if all goes according to plan the output should be in excess of that of Howe's present, Zoller E.R.A.

BRIGHTON SPEED TRIALS—SEPTEMBER 23rd

The Brighton Speed Trials along the half-mile straight of the Madeira Drive at Brighton are, perhaps, the most classic of all our speed trials. Organised by the Brighton and Hove M.C. Ltd., this event takes place at 10.30 a.m. on September 23rd.

Cars run in pairs, with the sea as a background and the Madeira terraces forming excellent grandstands for spectators. And really high speeds are realised.

The number of classes is notable. Standard sports-cars up to 1,100 c.c., from 1,101-1,500 c.c., and unlimited Standard sports-cars handled by lady

drivers. Supercharged standard sports-cars up to 1,100 c.c., from 1,101-1,500 c.c., and unlimited non-standard sports cars up to 1,100 c.c., from 1,101-1,650 c.c., and unlimited tricars or combinations up to 600 c.c. and from 601-unlimited c.c., racing-cars of any size handled by lady dicers, racing-cars up to 850 c.c., from 850-1,100 c.c., from 1,101-1,500 c.c., from 1,501-3,000 c.c., and unlimited, racing-cars built prior to 1915 veterans cars built before 1905 and not exceeding 20 h.p., motorcycles built prior to 1923, amateur-riden solo motorcycles up to 350 c.c., from 351-600 c.c., and unlimited and expert-riden solo motorcycles up

to 350 c.c., from 351-600 and unlimited. Nor is that all, for there is a Handicap event for members of the organising club handling unblown standard sports-cars, and a class for trials cars, unblown, up to 1,500 c.c. Trials cars must have run in at least two trials and the Non-Standard sports-cars must be in touring trim and taxed and must run 3 miles at 30 m.p.h. average or less, to the paddock and compete with seals unbroken.

Truly, a great meeting should result.

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A "POOLE" OF RAIN

IAN CONNELL'S FINE DRIVING ON SLIPPERY COURSE: RECORD REMAINS UNBROKEN

FOR three years in succession the hottest of hot weather had favoured the Poole Speed Trials, but this year there was a severe contrast. A drizzle fell all the morning, and though this stopped before the sports-cars began their runs, the rain came down again later, and there was never any chance of the course record, held by R. J. W. Appleton with his Special in 21.99 secs., being broken.

It was remarkable that in the conditions a number of class records fell, and indeed the standard of driving was very high. Ian Connell excelled himself with his victorious Darracq, making fastest time of the day with 22.69 secs. When one considers that the Darracq is a sports-car, and that many fast racing machines were in the lists, this was indeed a fine feat.

At first Connell had a lot of spin on the slippery road at the start, and in the super-sports class was beaten by Hugh Hunter in his Alfa-Romeo. Hunter, shielding himself from the elements with an umbrella as he waited on the starting line, annexed three class records. One was with his Frazer-Nash-B.M.W. in the 3-litre sports class, when with 25.37 secs. he took nearly a second off the previous best, and the other two were the 3-litre and absolute super-sports records, with the Alfa Romeo, which took only 23.46 sec.

Hunter had not entered in the racing classes, but Connell removed his wings, and, with a finely judged start, just managed to get the better of R. J. W. Appleton. Appleton was a very consistent performer, putting up times of 23.20 secs., 23.56 secs., and 23.67 secs., but none of these could beat Connell's 22.69 secs.

Appleton, however, retained both the course record and the "noise record,"

spectators having to clap their hands over their ears as his deafening Special got away in fine style. A novel idea this year was that 5/- from each racing car entry fee was allocated to a pool for the driver breaking the course record. If the record remained unbroken—as proved to be the case—the money was to be carried forward to the next event and thus there is a nice sum waiting for some fortunate individual.

Other drivers who did well were D. G. Silcock, who, on a comparatively dry course, broke the unlimited sports-car record with his Allard in 24.91 secs., and Miss Stanley-Turner, who drove her Q-type M.G. in great style to break the record in the class for 750 c.c. blown and 1,500 c.c. unblown racing-cars, taking 24.34 secs. Later in the rain she put up 27.40 secs.

A commentary on the speed trials was again broadcast in the West Regional programme, and the twelve fastest cars made special runs during this period. A new note was struck by the announcer, D. H. Delamont, who left his post in the broadcasting box to make a run up the course. The rain was at its worst, and Delamont, driving the Semmence Special, turned round and skidded off the course quite near his box! H. W. Semmence himself also performed some gyrations on this car, but on one of his runs put up the remarkable time, for a 2-litre unsupercharged car, of 23.72 secs.

RESULTS

Poole Trophy (fastest time): 1, I. F. Connell (Darracq).

Memorial Trophy (record holder) R. G. W. Appleton (Appleton-Special, S.).

Simon Memorial Trophy (fastest club member): H. W. Semmence (Semmence Special).

Sheriff's Cup (second fastest time): R. J. W. Appleton (Appleton Special).

Hambro Cup (fastest unsupercharged racing): I. F. Connell (Darracq).

Elliott Cup (fastest woman driver): Miss D. M. S. Turner (M.G.).

Bristowe Cup (fastest sports): D. G. Silcock (Allard).

Martin Cup (fastest super-sports): H. C. Hunter (Alfa-Romeo).

"500" Cup (fastest Fiat "500"): A. H. Hoy

Sports-Cars

850 c.c.: 1, M. R. F. Lemon (M.G.) 32.1s.

1,100 c.c.: 1, E. P. Huxham (Morgan), 29.44s.; 2, R. M. Andrews (M.G.), 30.42s.; 3, R. M. Sanford (Fiat), 30.78s.

1,500 c.c.: 1, G. D. Claridge (Frazer-Nash), 26.72s.; 2, W. P. Uglow (H.R.G.), 27.08s.; 3, E. P. Huxham (Morgan), 29.12s.

3,000 c.c.: 1, H. C. Hunter (Frazer-Nash-B.M.W.), 25.37*; 2, H. N. Pelmore (Frazer-Nash-B.M.W.), 25.52s.; 3, D. Greig (Frazer-Nash), 28.27s.

Unlimited: 1, D. G. Silcock (Allard), 24.91s.*; 2, H. N. Pelmore (Frazer-Nash-B.M.W.), 25.54s.;

3, H. C. Hunter (Frazer-Nash-B.M.W.), 25.55s.

Fiat "500s": 1, A. H. Hoy, 39.38s.

Super Sports-Cars

850 c.c.: 1, R. D. Poore (M.G., S.), 29.53s.

1,100 c.c.: 1, E. P. Huxham (Morgan), 28.85s.; 2, R. D. Poore (M.G., S.), 29.87s.; 3, C. S. L. Burleigh (Morris, S.), 30.12s.

1,500 c.c.: 1, G. M. Crozier (Bugatti, S.), 25.49s.*; 2, W. P. Uglow (H.R.G.), 27.06s.; 3, P. C. T. Clark (H.R.G.), 27.68s.

3,000 c.c.: 1, H. C. Hunter (Alfa-Romeo, S.), 23.77s.*; 2, G. J. Clarke (Alfa, S.), 25.22s.; 3, G. Bagratouni (Alfa-Romeo, S.), 25.27s.

Unlimited: 1, H. C. Hunter (Alfa-Romeo, S.), 23.46s.; 2, I. F. Connell (Darracq), 24.04s.; 3, G. Bagratouni (Alfa-Romeo, S.), 25.29s.

Racing-Cars

1,100 c.c. U/s.: 1, A. H. B. Hurst (M.G.), 27.70s.; 2, E. G. M. Wilkes (Wilkes-J.A.P.), 28.03s.

1,500 c.c. U/s, 750 c.c. S.: 1, Miss D. M. S. Turner (M.G. S.), 24.34s.*; 2, G. H. Symonds (M.G. S.), 24.46s.; 3, E. G. M. Wilkes (Wilkes-J.A.P.), 26.08s.

2,000 c.c. U/s, 1,100 c.c. S.: 1, R. J. W. Appleton (Appleton Special, S.), 24.05s.; 2, Miss D. M. S. Turner (M.G. S.), 24.28s.; 3, G. H. Symonds (M.G. S.), 24.45s.

4,000 c.c. U/s, 1,500 c.c. S.: 1, I. F. Connell (Darracq), 22.69s.†; 2, R. J. W. Appleton (Appleton Special, S.), 23.20s.; 3, H. W. Semmence (Semmence Special), 23.72s.

Unlimited U/s, 3,000 S.: 1, R. J. W. Appleton (Appleton Special, S.), 23.56s.; 2, G. H. Symonds (M.G., S.), 24.09s.; 3, D. H. Delamont (Semmence Special), 24.36s.

All Unlimited: 1, R. J. W. Appleton (Appleton Special, S.), 23.67s.; 2, A. Baron (Bugatti, S.), 23.90s.; 3, G. Lister Clark (Bugatti, S.), 23.92s.

*Class Records. †Fastest Time.

THE REVISED MULTI-UNION

IT is typical of Chris Staniland's thorough approach to motor-racing that the Multi-Union should make a sensational appearance and then be laid up at once for further modifications.

At the last B.A.R.C. Autumn Meeting the Multi-Union won an outer-circuit long handicap at 133.26 m.p.h. and was second in the Mountain Championship, and at the Dunlop Jubilee Brooklands Meeting it won a long outer-circuit handicap at 127.77 m.p.h. In these two winning races the Multi-Union did its best laps respectively at 141.49 m.p.h. and 133.88 m.p.h. On September 10th last year it took the 3-litre Lap Record at 141.45 m.p.h. Notwithstanding, it was then quite considerably modified.

The blower ports have now been enlarged, a new and longer induction manifold is now used, and the Weber carburetters replaced by Solex carburetters of the twin-mixing-chamber type.

New Lockheed braking is employed, with larger drums and no air apatures, the surface area being increased to something like three times the former extent. The braking ratio can be varied from 50/50 to 75/25 front-rear from the cockpit. All this suggests more racing over road

and artificial road circuits—Staniland, of course, won at Phoenix Park last year.

The old Alfa frame with half elliptic suspension has given way to Tecrianto independent, further modified by Milledge, our Shakespearian drawing-board wizard, who also has entirely rearranged the steering layout. At the back suspension of the rigid axle is by coil springs, and there is a locating radius arm. Armstrong dampers are fitted, adjustable from the cockpit by means of Bowden controls. The fuel tank in the tail has been altered and the oil tank taken forward beside the cockpit on the near side, which has enabled a lower tail of better formation to be used. The cockpit-opening of the quick action filler caps is retained—which, again, points to long-distance racing, we hope including the Donington G.P. A new V-section radiator is used with an oil-cooler below, and the whole car is lower than before. A new remote control brings the gear-lever to the off side of the cockpit and the lowered steering column carries a detachable wheel, in true Formula fashion. The hydraulically controlled carburetter throttles are retained. The whole machine, like its very able pilot, is

beautifully turned out, and we wish the revised Multi-Union every future success. At Brooklands on August Bank Holiday Staniland, and J. B. Emmott the entrant, experienced extreme disappointment, as the car developed chronic mis-firing attacks. It was very reluctant to start, when towed out for its scheduled attack on the Lap Record, and very soon started mis-firing very seriously. We feel sure, from its form in practice for this meeting, that it will have compensated for this before the end of the year and will probably easily lift the Brooklands Lap Record above the existing speed of 143.44 m.p.h., standing to the credit of John Cobb's Napier-Railton.

THE BROOKLANDS CAMPBELL CIRCUIT LAP RECORD

Raymond Mays took out his 2-litre E.R.A. on August 8th and established a new lap record for the Brooklands Campbell circuit. He lapped in 1 min. 44.91 secs., or 77.79 m.p.h. It seems that he was flagged in by error and actually shut off before completing the timed flying lap. He beat the old record, held by Arthur Dobson's E.R.A., by 1.85 m.p.h.

DO YOU RECALL THEM?

MEMORIES OF INTERESTING RACING-CARS WHICH HAVE COMPETED AT POST-WAR B.A.R.C. MEETINGS

[The Articles on "Good old Days at Brooklands" which we published last January and February, aroused such interest that we now publish some further notes on the subject.—Ed.].

A FRIEND, after looking through my scrap-book relating to Brookland's racing-cars of the early post-war period, remarked, with some feeling: "Why, there must have been at least one entry of every known make of car!"

That, of course, is an exaggeration. The fact remains that the Bank Holiday Meetings held since the War by the Brooklands Automobile Racing Club have attracted a variety of unusual cars. At these short-handicap race meetings, at which racing was confined to the outer-circuit until the "Mountain" races were introduced in 1930, pre-war racing-cars, road-racing cars, modified sports-cars, ex-Land Speed Record cars and proper Track machines, have time and again lined-up side by side at the Vickers Sheds for dispatch by Mr. Ebblewhite.

Let us endeavour to recall some of the more unusual of these cars, which, even though you may have been a spectator at the Weybridge Track at that time, are probably almost forgotten.

One of the most out of the ordinary of these cars was the late "Tommy" Hann's Lanchester "Hoieh-Wayareh-Gointoo," so called because it had totally enclosed bodywork of limited driver visibility. Originally a 1911 25 h.p. Lanchester landaulette owned by a member of Miss Fay Compton's family, Hann turned the car into an enclosed, tandem-seated job for the purpose of carrying-out carburation experiments at the Track. A most unusual feature of the body was a "streamlined tail" of com-

pressed air, which the designer claimed to be lighter than a structural fairing. After passing through the radiator, air entered a duct on each side of the seats and was expelled via an opening in the tail, being said to form a drag free area without recourse to the normal tail fairing. Driver and passenger entered through the hinged roof, access to the external gear-lever was by means of a sliding panel, and the pointed Triplex screen had a slot through which ventilation was maintained and which enabled the driver to see should oil or water vapour mist the glass. As a safety measure there was a valve on the main petrol line, where by the supply could be cut off by the driver in the event of fire. "Hoieh-Wayareh-Gointoo" was entered for B.A.R.C. Meetings and succeeded in winning her third race. For the 1922 season she was rebuilt as an open single-seater, with a wedge-shape tail the panels of which converged upon a horizontal line in order to present the smallest possible side area. The enclosed body had disclosed certain disadvantages, due to use of an orthodox chassis, a part from almost deafening its occupants by reason of exhaust reverberations amplified through the open tail. In her open form the Lanchester was called "Softly-Catch-Monkey"—a Naval term meaning to proceed with caution—and she was painted in sixteen-inch vertical bands, alternately of orange and black, to render her easy to pick out on the for side of the track. The Lanchester held the track extremely well, in spite of a tendency to lift the near side front wheel, and she ran through the first season and part of the second, using touring Lodge plugs. She won two firsts, two seconds, and three thirds, winning the 1924 Gold Plate Race at over 78 m.p.h. Years later the

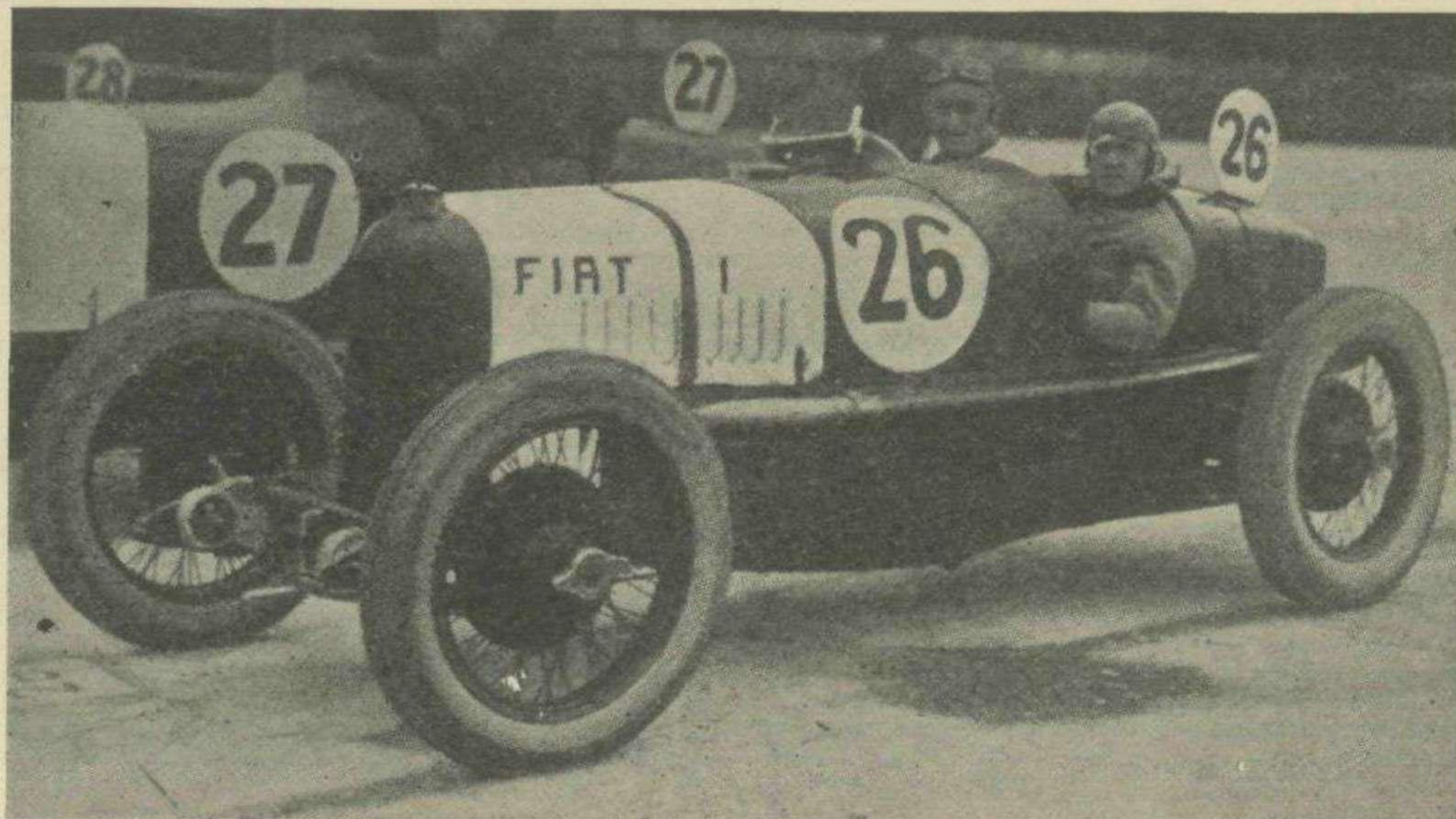
old car was burnt out, in connection with a motor-racing film.

This Lanchester must not be confused with the Lanchester "Forty" usually known as the "Battleship" on account of its long angular lines and grey-finish, with which the late Lionel Rapson conducted long-distance tyre experiments in 1924 and which the late Parry Thomas later made to lap at nearly 110 m.p.h.

Tommy Hann also ran "Handy Andy," one of the noisiest Brooklands' cars ever, which had an exhaust system rising higher than the driver's head, necessary on account of the horizontal valve arrangement of the 5-litre 1911 Grand Prix Delage engine.

In those days Kensington-Moir, later to become on the the "Bentley-boys," was busy developing the Straker-Squire-Six at his uncle's works, and this car, painted in zig-zag black and white stripes, finally lapped at 104.9 m.p.h.

Another fast car developed from a standard chassis was Felix Scriven's famous Austin Twenty "Sargeant Murphy," which could lap at 94.99 m.p.h. It won the first race for which it was entered in 1921 and passed into a breaker's hands in 1929. When the Austin was pensioned off, Scriven raced "Mother Goose," a special car with Rubery Owen frame and a 1,847 c.c. Sage engine, so called on account of its being "stuffed with Sage." At times it ran as "No No Nanette," with a Thomas-Special engine installed, and in this form it won a 1926 90 m.p.h. Short Handicap at just over 90 m.p.h., by a big margin. Soon afterwards it was burnt-out on the Great North Road but was rebuilt and sold to K. Kirton, who disposed of it to the well known builder of specials, Mr. Guy North, of Bristol.



An Historic Photograph. The supercharged Fiat which Malcolm Campbell drove in the 1923 200 mile race. A very "hush-hush" car, the supercharger of which was a sensation at the time. It retired, and it is said that the car went back to Italy without the bonnet being lifted.

DO YOU RECALL THEM?—continued

Hybrid cars have naturally found their way to Brooklands. Crickmay's R.L.B. possessed a 1½-litre Aston-Martin engine in a modified Bugatti frame and came home a mile ahead of the field in the 1929 Easter 75 m.p.h. Short Handicap.

H. N. Thomson's H.N.T. appeared during 1927, and used a 1,373 c.c. Sage engine and various Bugatti bits. It managed two third places.

One of the last cars to be built by a big manufacturer specially for Brooklands work was probably the 15.9 h.p. Rover raced by the Rover designer, E. Poppe, in 1926 and 1927. It had a lightened edition of the standard chassis and a well-streamlined body with square lines. After gaining a number of places it was dismantled.

Some years earlier, cars entered by manufacturers for the B.A.R.C. meetings were more common, which is hardly surprising when you reflect that the only big race in those times was the Junior Car Club's 200 Mile Race; and that was confined to 1½-litre cars. The Straker Squire has been mentioned. In the same category was the narrow, single-seater Calthorpe built in 1922 as a special job throughout and said to have cost the Calthorpe Co. over £2,000. Entered by a director, Mr. Hillhouse, it was driven by A. Whale and won its very first race at 88.66 m.p.h., getting up to 97 m.p.h. along the Railway Straight. Later, Whale acquired the car and entered it regularly until 1927, when a broken con-rod wrecked the engine. The old 1.261 c.c. unit was replaced by a 1½-litre two-port Meadows, the artillery wheels gave place to wire, and the Calthorpe was re-streamlined and re-painted. In practice it lapped at 103 m.p.h., but at the opening meeting of the 1927 season did no better than 94 m.p.h. Every possible cure was tried, without avail. Eventually the trouble was traced to a soft cam. The engine was never replaced in the car, but for years the chassis stood in a loft over Whale's showrooms at Camden Town.

The Wolseley Company built a team of cars for the 200 Mile Race about the time of the Calthorpe, these cars, known as Wolseley "Moths," having circular-section bodies and 1.261 c.c. engines. As late as 1930 Capt. A. G. Miller won the Founder's Gold Cup Race with one of these cars and it was subsequently taxed for road use.

The late J. G. Parry Thomas—greatest exponent of the Brooklands outer-circuit—was with the Leyland Company when he first raced the unstreamlined and almost untuned Leyland Eight, although he afterwards left them to live at Brooklands for the purpose of developing the Leyland-Thomas cars, which proved unbeatable in their day. One of them held the lap record at 129.36 m.p.h. Incidentally, apart from these cars and the later, straight-eight, "flat-iron" Thomas-Specials, Thomas built the four-cylinder Thomas-Special, the Marlborough-Thomas and was responsible for the first racing Riley Nine, from which the production "Brooklands" Riley Nine was developed. The last-named car won its first race, a short handicap, very easily at 91 m.p.h., handled by Reid Railton.

In 1921 Clement was driving a 3-litre Bentley at Brooklands for "W.O." some time before a team of the "flat-radiator" 3-litre cars ran in a classic race.

For the main part, however, Lindsay Lloyd, at that time Clerk of the Course, looked to wealthy private owners for entries. T. B. Andre's 1½-litre side-valve Marlborough-Anzani, "Submarine" and Capt. Douglas's single-sleeve valve, Bertilli, "Larubia I" were amongst the big assortment of queer racing cars looked after by Hann Partners, Ltd., at their big premises over on the Aerodrome. Capt. D. B. K. Shipwright, who returned to Brooklands for a while four years ago, ran a 30 h.p. Armstrong-Siddeley. A. D. Sanderson drove a "Silver Ghost" Rolls-Royce, Percy Kidner a Vauxhall, Capt. Birkin a D.F.P., W. D. Hawkes a Horstman, Malcolm Campbell a Talbot, Eldridge his Isotta-Fraschini. More serious was the rivalry between Lionel Martin (Aston-Martin), Capt. "Archie" Nash (G.N.), G. Bedford (Hillman), B. S. Marshall (Hampton) and Major Oates (Lagonda), who were associated with the makes they raced. The G.N. was the famous "Kim I," which had an air-cooled 90° V-twin, bronze-head engine that had been designed for the 1914 Cyclecar Grand Prix. The frame was very flimsy, with 650×60 tyres and a bottom gear ratio as high as 7 to 1, but "Kim" could knock up over 90 m.p.h. On his second appearance at Brooklands, in a duel with Bedford's Hillman, he skidded backwards into the fence bordering the Railway Straight and was wrecked. The engine was later installed in "Kim II" but after one successful appearance Capt. Nash decided that the wheelbase was too short for Brooklands and reserved this particular G.N. for hill climbs. Raymond Mays also raced a Hillman at this period, and it was developed into something quite non-standard. Oates's Lagonda was also a special car, which was either broken up or dismantled after its racing career, but the Hampton was mainly standard and when it left Brooklands it passed into private service at Newport. The late Sir Henry Segrave was in these far-off times serving his racing apprenticeship with the 1914 4½-litre Opel now preserved by Mavrogiorato. Capt. L. G. Hornsted, already an old hand, entered Benz and Dodge cars, Capt. "Bebe" Barnato a Dorsey-Calthorpe, H. W. Cook a G.P. Vauxhall and Miss Addis-Price a Douglas cyclecar.

This was the era of aero-engined monsters. Count Louis Zborowski used to drive "Chitty-Bang-Bang I" the 23-litre Maybach zeppelin motor of which was started with a crow-bar. This exciting car lapped at nearly 113½ m.p.h. and crashed sensationally in 1922. It was broken up a few years ago, when John Morris wanted another gearbox for this 1914 Benz. "Chitty II," with a 19½-litre Maybach-Benz motor, ran only once at Weybridge, and then toured the Sahara, and it has been driven about the roads of this country by various adventurous folk until very recently. Zborowski's next monster was the chain-driven Higham-Special, with 27-litre twelve-cylinder Liberty aero motor and Benz gearbox. Hugh McConnell should have

seen the 1908 Mercedes stub-axles! The engine overheated and the frame whipped, but Zborowski got it round at over 116 m.p.h. After Zborowski's fatal accident Parry Thomas acquired the Higham and rebuilt it. After lapping Brooklands at nearly 126 m.p.h. and being placed several times "Babs"—as the car was now called—set up Class A short-distance records at Brooklands, and broke the World's Land Speed record at 169 m.p.h. and, later, at 171 m.p.h., at Pendine. It was in making a further attempt that Thomas met his sad end and, as most of you will recall, "Babs" was buried beneath a sand-dune on the beach.

The V12 Sunbeam with which the late K. L. Guinness was awarded a special cup after the 1921 Autumn Meeting, for covering a timed half-mile at 135 m.p.h., used to lap at around 122 m.p.h. and in 1920 nearly killed Harry Hawker, when it burst a tyre and crashed right through the retaining fence. Afterwards it became Malcolm Campbell's "Bluebird" and several times smashed the absolute car speed record, ultimately at speeds higher than 150 m.p.h. About a year ago Billy Cotton bought it for a joke.

The Wolseley "Viper" had a Wolseley-built war-time V8 Hispano-Suiza aero motor of 11½-litres in a shaft-driven Napier frame and could lap at 112.68 m.p.h., while the stark Isotta-Maybach, driven by Gedge and le Champion, consisted of Eldridge's Isotta-Fraschini chassis, lengthened, and fitted with a 20-litre Maybach aero motor. It won the Founder's Gold Cup Race in 1924 at 104½ m.p.h., but was not very reliable. Ernest Eldridge had that immense Fiat, comprising the Fiat which John Duff raced in 1920, until it blew its rear cylinders clean through its bonnet, with the chassis lengthened and modified and given a 21½-litre, six-cylinder Fiat aviation motor. In this form it lapped at 123.4 m.p.h., but was safer as a Land Speed Record car.

This Fiat, the 15-litre, Lorraine-Dietrich which Malcolm Campbell, Ellison and Hawkes used to drive, and the 10-litre Fiat of Warde's, which was Cobb's first racing car, are, to-day, owned by members of the Vintage S.C.C. The Lorraine still holds a few British Records.

An amusing instance of a maker insisting that his products identity must remain a secret with the Brooklands crowds happened in 1930, when, for this reason, Capt. A. G. Miller called his old 40.50 h.p. Napier an "Auto-Speed-Special" It only made this one appearance and then went to Ireland. Capt. Miller might be called the Brooklands specialist, *par excellence*. He drove Wolseley, Wolseley-Viper, Sunbeam, Buick, Voisin, Bianchi, Delage, Nazzaro, Donnett, Zedel, 1914 Benz, Lombard and Alvis cars. The Voisin was a sleeve-valve four-cylinder job which Miller brought to Brooklands in 1927, only to send it back to France in disgrace because it so seldom fired regularly. The Bianchi gained two victories at club meetings in 1924, at around 87 m.p.h. and then returned to Italy, making one reappearance at Brooklands, in other hands, as late as 1930. The Delage was the imposing

DO YOU RECALL THEM?—continued.

6-litre car which visited these shores in 1928 and proved capable of a lap speed of nearly 124 m.p.h. It went over to Ireland in 1931 and was, I believe, burned out in the Phoenix Park Race five years ago. Its sister car was the 5-litre Delage II, which "J. Taylor" raced, and with it lapped at 121.47 m.p.h.

Capt. Miller's Buick was by no means the old American car to appear at the Track.

Zborowski brought over the 2-litre, straight-eight Miller, which possessed eight carburettors, in 1923 but it never ran properly and only did about 102 m.p.h. Zborowski ran it in the 1924 French Grand Prix, with S. C. H. Davis as passenger, and then it went to Australia, where it is still raced. Malcolm Campbell gained two successes with a Jarvis,

bodied Chrysler, and in 1925 A. E. Moss won a short handicap with a Fronty Ford Speed Sport, the car being on fire as it crossed the line.

I have endeavoured to deal with the more interesting Brooklands cars, and, were the space available, I could describe many more. I recall with a tinge of sadness such old-timers as J. W. Brook's H.E. which, with a standard body and engine installed, left the concrete for ordinary service, Rampon's big Martin-Arab and his Berliet-Mercédès "Whistling Rufus," so-called on account of the noise the air-stream made flowing round the radiator, Ashby's 103 m.p.h. side-valve Riley, Gillow's sister car, which lost a wheel at speed, Benson's S. & C. cyclecar, rudely dubbed "Spit and Catchit" by rival competitors, the big white Ballot and Dunfee's smaller car of the

same "marque," the two Austro-Daimlers, one of which once dead-headed with an Alvis, Halford's Halford-Special, and the assorted Sunbeam, Bentley and Vauxhall track cars.

How many people, as they watch E.R.A., Alta, Riley and Austin fighting it out round the Campbell road-circuit, can cast their minds back to Brooklands when it knew only the Outer-circuit, and when the cars described above, amongst many others, raced in 75, 90, 100 m.p.h. and "Lightning" short handicaps, often at speeds any family saloons would scorn to-day?

They may not have been "good old days" for everyone, but the early nineteen twenties were an interesting period in Brooklands long history—in respect both of machines and of men.

**ALFETTES WIN TWO ITALIAN RACES
FARINA AND BIONDETTI WIN THE COPPA CIANO AND THE COPPA ACERBO**

EVER since they were so heavily defeated at Tripoli by the brand-new Mercédès-Benz, the Alfa Corse have been known to be carrying on intensive tuning and modification of their eight-cylinder 1,500 c.c. cars. The results of this work were seen last month when they scored victories in three successive week-ends at Leghorn, Pescara and Berne. The latter race is described on another page.

The Coppa Ciano at Leghorn was an all-Italian affair. It had been hoped that the Germans might be induced to send their 1,500 c.c. Mercédès, in order to give the Italians an opportunity to take their revenge for Tripoli, which still rankles, but there seems to be little likelihood of these cars being seen in action again this year. As it was, three Alfa-Romeos did battle with seven Maseratis, and a very good battle it was. Farina went into the lead immediately, and stayed there till the end, making the fastest lap *en route* at 90.8 m.p.h. But Alfa-Romeos, as a make, did not have it all their own way by any means. Cortese and Taruffi had a couple of the latest Maseratis at their disposal, and had a great dog-fight with the other Alfettes. Biondetti was doing well until his Alfette gave trouble, whereupon Pintacuda on the third car was

stopped and his machine handed over to Biondetti. The latter's car was then repaired sufficiently for it to be taken over by the reserve man, Severi, as for some reason or other Pintacuda did not care to carry on. In the end Farina won by a lap from Cortese (Maserati), at 86.32 m.p.h. with the Pintacuda-Biondetti Alfa-Romeo two laps astern. Then came Taruffi (Maserati) a lap behind, with the Biondetti-Severi Alfa-Romeo four laps farther back. All of which sounds rather complicated, as indeed it was. Engine mortality was particularly heavy, because the course is fast and Italian drivers have little mercy on their cars when engaged in a keen race—and who blames them?

The next week-end, at Pescara, it was Biondetti's turn. But first of all a tragedy must be recorded. During the practice, Nando Aldrighetti was trapped in his Alfa-Romeo when it caught fire at speed, and was so badly burnt that he died as a result of his injuries. Aldrighetti was better known as a motorcyclist, than as a racing motorist, and his death was keenly felt in Italy. He is the second member of the Alfa Corse team to meet his death this year.

This time there was no qualification about the Alfa win, for these cars took

the first four places, with the Maseratis nowhere. Biondetti's speed for the 224-mile race was 83.3 m.p.h., which is almost identical with Villoresi's lap-record last year. This year the fastest lap was made by Farina in 11 mins. 6.5 secs. at a speed of 86.5 m.p.h. Biondetti won with great ease, being over two minutes ahead of Pintacuda, who led Farina by 19 seconds, with Severi fourth. The only British driver in the race was A. C. Pollock, who finished fifth with his E.R.A. nearly nine minutes behind the winner.

The usual timed kilometre was held along the straight which runs parallel to the sea, and as this is approached by a downhill stretch, the cars are really giving of their best. Fastest of all was Villoresi's Maserati, which clocked 147.147 m.p.h., but it is rather significant that he did not finish the race. The trouble with Pescara, of course, is that it is easy to over-rev. along this straight with gear-ratios that give the best acceleration on the winding uphill section.

A race was also held for "cadet" drivers, the winner being Barbieri on a Maserati, at 75.49 m.p.h. In this the second fatal accident of the meeting took place when Giuseppe Lami overturned his Maserati and was instantly killed.

BARON (BUGATTI) FASTEST AT LEWES

THE last Lewes speed trials of the 1939 season were held in glorious weather on August 19th. Arthur Baron, driving his 3.3-litre G.P. Bugatti, made best time, in 18.75 secs., or only decimal points under course-record time. Baron was faster on single than on twin rear wheels. Lycett did an excellent run of his 8-litre Bentley in 21.03 secs., and so consistently is his handling of the big car, that the breaks in the long black lines left on the road by the spinning wheels, appears at exactly the same point each run, as a higher ratio goes home. The H.R.G. marque showed up well in the smaller sports classes. Silcock's Allard won the big sports class with an excellent ascent in 22.99 secs. Second was Alan May's 1924 O.E. 30'98 Vauxhall, a really beautiful vintage car, with shortened touring bodywork, Hispano front

axle, and Ford lorry clutch. Although gear-changing was slow, May clocked 24.52 secs., beating the V12 Atalanta, Gordon's 3½-litre S.S. 100, a Type 55 B.M.W., a Big Six Bentley, a 4½-litre Lagonda and two other S.S.

Lycett won the unlimited super sports class with the Bentley, beating Hunter's Alfa-Romeo by .57 of a second. Sydney Allard was third, in his Allard, now bored out to 3.9-litres and possessed of a streamlined undershield and air-outlet in the tail. He clocked 23.03 secs., beating Bagratouni's Alfa-Romeo, by .31 of a secs. Monro, calling his Invicta an Invicta Special, did 26.58 secs. and Elgood's 4½-litre Bentley clocked 23.5 secs.

RESULTS

Standard Sporting Cars Unsupercharged up to 1,100 c.c. : 1, R. M. Andrews (639 c.c. M.G.), 32.25s; 2, E. A. W. Morris (1,074 c.c. H.R.G.)

1,500 c.c. : 1, G. H. Robins (1,453 c.c. H.R.G.) 26.82s.; 2, Miss J. Brothie (1,496 c.c. Frazer-Nash) 2,000 c.c. : 1, G. H. Robins (26.72s.); 2, W. Davis (1,971 c.c. Frazer-Nash B.M.W.).

Unlimited : 1, D. G. Silcock (4,378 c.c. Allard-Special), 22.99s.; 2, Alan May (4,224 c.c. Vauxhall).

Super Sporting Cars up to 1,100 c.c. : 1, John Goff (939 c.c. M.G. S.), 29.18s.; 2, D. M. Stowers (746 c.c. M.G.).

1,500 c.c. : 1, W. K. Stewart (1,453 c.c. H.R.G.), 27.96s.; 2, Miss E. Dobson (1,496 c.c. Frazer-Nash).

Unlimited : 1, F. Lycett (7,963 c.c. Bentley), 21.47s.; 2, H. C. Hunter (2,905 Alfa-Romeo).

Bentley Drivers' Club Handicap : 1, C. C. Cholmondeley, 18.07s. net; 2, C. J. L. Mertens.

Racing Cars up to 1,100 c.c. : 1, Sir Clive Edwards (746 c.c. M.G. S.), 24.36s.; 2, R. L. Appleton (1,089 c.c. Appleton-Special).

1,500 c.c. : 1, Sir Clive Edwards, 23.16s.; 2, R. L. Appleton.

2,000 c.c. : 1, Sir Clive Edwards, 23.19s.; 2, R. L. Appleton.

Unlimited : 1, A. Baron (3,300 Bugatti, S.), 19.12s.; 2, F. Lycett.

Handicap Class : 1, Mrs. K. R. Templer (2,482 c.c. Alfa-Romeo, S.), 17.89s. net; 2, A. Baron.

Fastest Time of the Day : A. Baron (Bugatti), 18.75s.

RECORD DAY AT PRESCOTT

NEW RECORDS IN EVERY CLASS AT INTERNATIONAL MEETING. RAYMOND MAYS (E.R.A.) PUTS HILL RECORD TO 46.1 SECS. AND SIDNEY ALLARD ESTABLISHES NEW SPORTS CAR RECORD OF 51.33 SECS. WITH DAMAGED CAR

INTERNATIONAL Day at Prescott hill on July 30th saw all records broken; every class record went, Raymond Mays set an absolute record of 46.14 secs. with the 2-litre E.R.A., Allard a new Sports-Car Record of 51.33 secs. with his V8 Allard, and the sun shone most of the time. The attendance was also a record, variously estimated at 3,000-6,000 people.

Dealing first with the six fastest ascents, Raymond Mays was simply immense, albeit extremely polished, with his 2-litre Toller E.R.A., doing 46½ secs. first time and then his record run in 46.14 secs., beating Abecassis's 1938 record by 1.71 secs. The Alta, by the way, was not present to defend its honour. Mays just shaved the outer bank at Pardon hairpin on his second run. Next fastest was Wimille, driving the Formula 4.7-litre blown Bugatti, a truly beautiful car. So wide was it, twin shod at the rear, that it could not use the return road. Wimille wore a beret and drove with great care and polish, clocking 46.69 secs. on his second run, after an initial ascent in 47½ secs., excellent times on this course for such a powerful car. Afterwards, Wimille watched other climbs in company with Earl Howe and Jean Bugatti. Beadle did a very nice run with the 2-litre Alta in 47.37 secs., coming wide out of the "Esses," but was nearly a second slower next time.

Fourth fastest was Fane, in the monoposto "Shelsley" twin-blower Frazer-Nash. On his first try the car got into a slide at Pardon Hairpin, and Fane used the hand brake effectively, spinning right round but staying on the road. Next time he made no mistakes, displayed intense acceleration, and recorded 47.72 secs. Next fastest—Bert Hadley with the wonderful little o.h.c. Austin. Working hard, doing a sort of over-arm correction at the "Esse," and coming out of Pardon hairpin wide on his second ascent, Hadley clocked respectively 48.4 and 47.76 secs. He broke the old class record by 3.10 secs. and it was fully appreciated by the big crowd. Sixth fastest was Buckley with the other Austin, who, after a slow first run, got down to 49.39 secs. on a very clean drive.

Looking at things class by class, Heal brought further prestige to the house of Fiat by setting a new Edwardian record of 54.82 secs. with the 1910 10-litre, beating the better runs of fourteen modern sports-cars and four racing-cars. Hugh Hunter's 1911 3½-litre two-seater Renault, with authentic exhaust whistle, on the strength of which he has joined the Vintage S.C.C., did its fastest run in 98.39 secs.

Crozier's blown Bugatti, looking more like a cut-about Type 55 than a 1½-litre, broke the H.R.G. record in the 1½-litre sports class by 1.19 secs., clocking 53.07 secs. It fairly bounced through the "Esses." Second fastest was Claridge's Frazer-Nash and the rest were far slower.

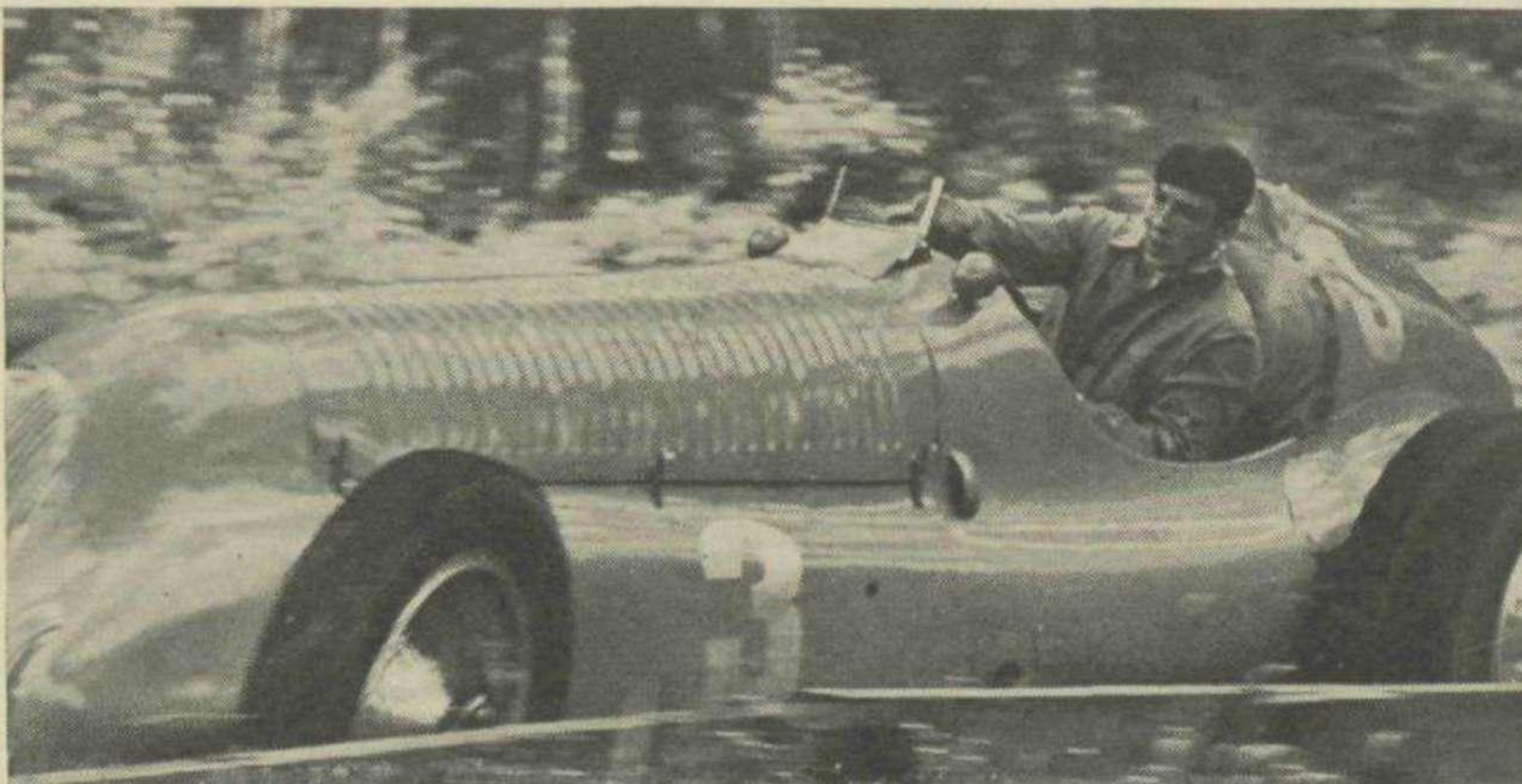
Bagratouni's red 2.6-litre Alfa-Romeo led the 3-litre sports class, with a polished run in 52.11 secs., which beat Fane's B.M.W. record by .64 of a second. Hugh

Hunter's big 2.9 Alfa-Romeo was second in 54.36 secs. and Frost was third, his 328 B.M.W. climbing in 54.46 secs., amid protests from the tyres. Alf Langley, with his cheery smile and the same car, was mere decimal points slower. Templer missed a change on the 2½-litre Alfa-Romeo.

In the unlimited sports class Allard worried us by sliding sideways into a tree at very high speed on his first run, at Orchard corner. The chassis frame was very badly bent indeed on the near side and the body damaged about the cockpit. For a long time no news of Allard was forthcoming but he was quite unhurt. This left fastest time in the first half to Silcock, in 53.61 secs., his V12 Allard admired as much for its appearance as for its performance. Then Allard, in spite of an out-of-line chassis and only three brakes, did a tremendous second

clipped excessively and was slow, and Povey's dirt-track Ella-Van-Oise showed the unsuitability of cinder-cars for real racing by failing to better 56.83 secs.

Palethorpe opened the 1½-litre racing class, and his thunderous "Shelsley" Frazer-Nash did 50.05 secs. on its second run. Later, Mrs. Palethorpe, drove it up very well in 55.2 secs. Maclure's Riley, with the blown engine, was clipped up in 49.72 secs., Ansell got immense wheelspin and took things sanely, on a run of 49.01 secs., and Hampshire showed good and growing form in getting the old six-cylinder Maserati up in 49.59 secs. That veteran, the Wolseley "Moth" motored Becke-Powerplus, losing a chain first time, then went up in 49.84 secs. Appleton, Brooke, and Parnell all exceeded 51 secs. Parnell was having a rather fearful day. First, Mrs. Hall Smith's Maserati died on him before the



The beautiful lines are clearly seen in this photograph of the 4.7 litre Bugatti driven by J. P. Wimille

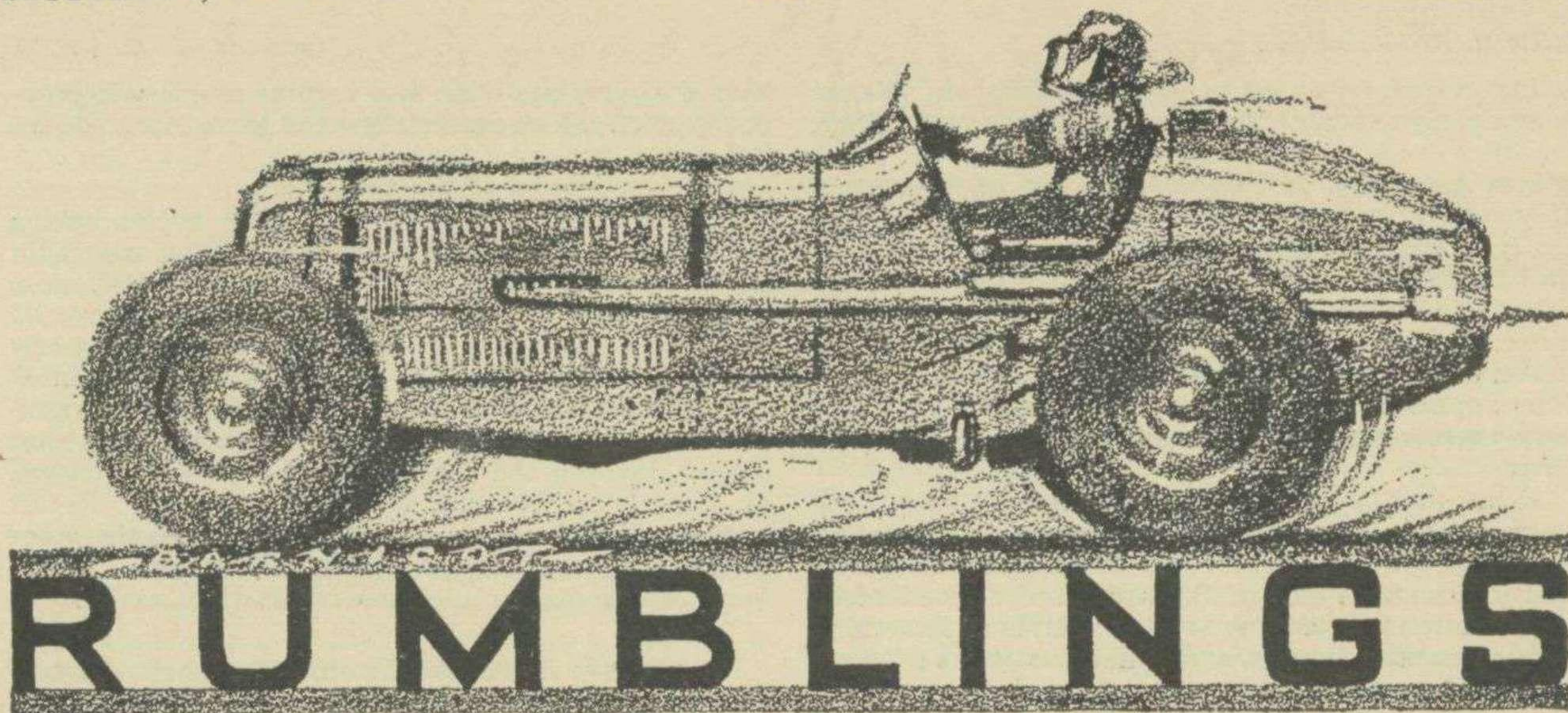
run, taking to the outside bank at Pardon for quite a while, to clock 51.33 secs., beating his own record by 1.88 secs. and smashing the Sports-Car Record, held since July 1938 by Fane's B.M.W., by 1.42 secs. Silcock got down to 52.65 secs. on his second run. So the Allards took first and second fastest unblown times, as well. Monro, still terming his 4½-litre Invicta a "Red Gauntlet," did 54.26 secs., beating the 3½-litre S.S. 100s of Terry and Crawford. Crowther's splendid Le Mans 5-litre Bugatti indulged in quite a tail slide and flung fuel from the filler cap, in a run which also beat Crawford's S.S.

So to the racing classes. At first, times in the 750 c.c. category were slow, and Dowson's 51.67 secs. with the Lightweight Special, which has an ex-Works blown s.v. Austin engine and elastic suspension, stood right out. The noise was immense and Dowson leant with his car on the corners. Then the Austin o.h. cam. cars got moving and Dowson got down to 50.64 secs., making artistry of his gear changes despite the between-the-legs location of the lever. J. K. W. Baines, with the newly cowled R-type M.G.,

bridge, then it motored off the road at the last corner and was considerably damaged, and, just before Mays was due to make his second run, the new Challenge, positively its first appearance in public, gushed oil all over the starting area. Finally, it made a run in 56.48 secs., slowest in the class. And the B.H.W. was a non-runner.

Mays took all the attention in the 2-litre racing class, and Lord Avebury's old Alta record, by 4.78 secs. Nevertheless, Beadles' runs were well appreciated, Marston's Bugatti did 54.74 secs., and Clark's 57.16 secs. In the big racing class we had the pleasure of Wimille's great demonstration—the 4.7 Bugatti has smashed Baron's old record with the "2.3" by 1.45 secs. Shakespeare really drove the club Bugatti, clocking 51.34 secs. and Lemon-Burton, using twin rear wheels of wire type, sending out lots of oil haze, and doing fierce things, got his "2.3" up in 50.96 secs. Kenneth Evans sprung a last minute surprise. His "2.9" Alfa-Romeo had been slower than these two Bugattis on its first run, in spite of smoking tyres, but it finally

(Continued on page 285)



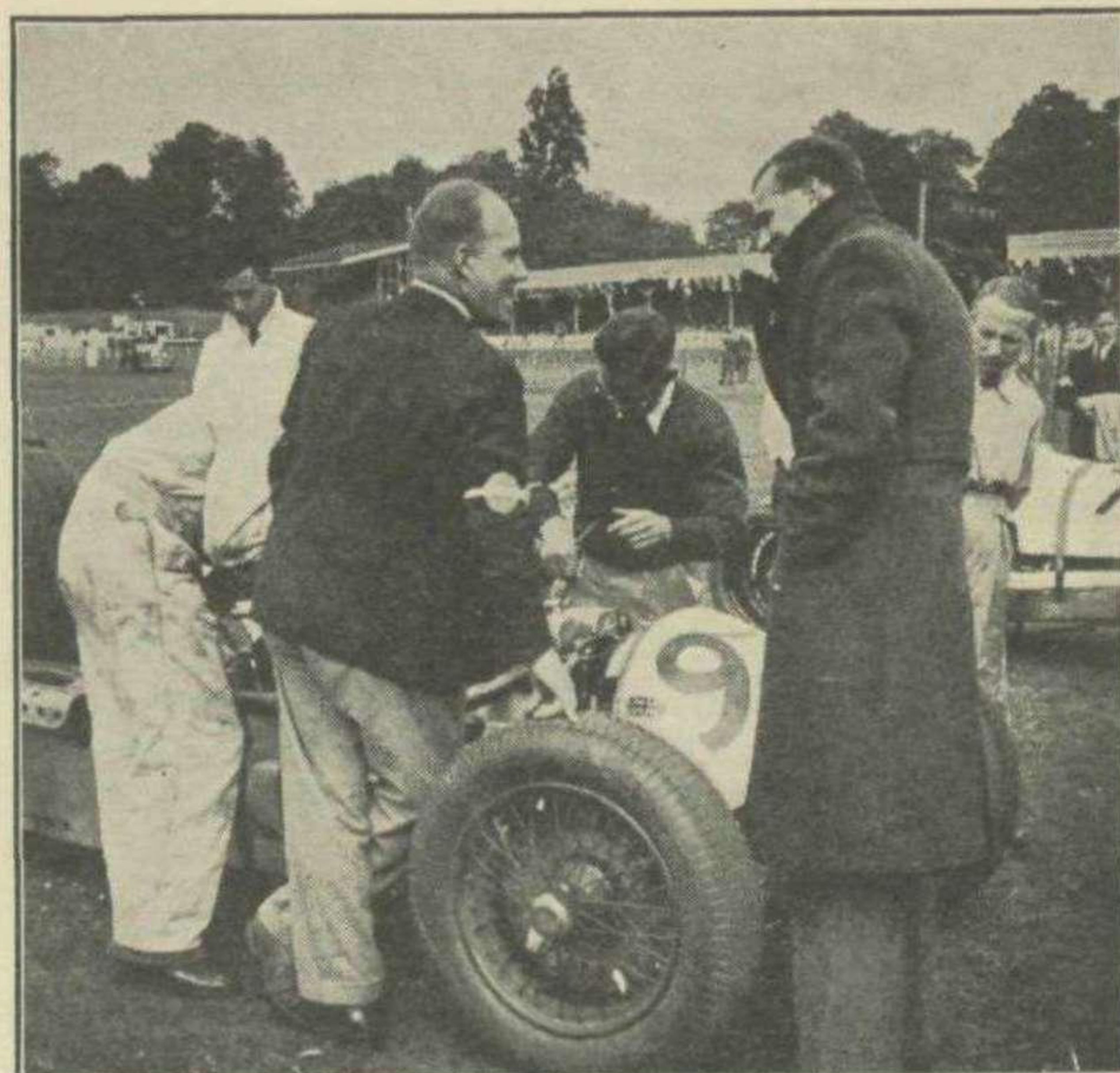
A very Good Show.

THE above heading refers not to something which we saw during a flying visit to the French capital, but to a run, officially timed by the B.A.R.C., undertaken at Brooklands on July 18th by Capt. George Eyston. The object was that entertaining one of attempting to motor further in an hour with a production motor car than anyone had done before. The car was our old friend the Continental 4½-litre Bentley streamlined saloon. It was entirely successful. Eyston did 42 laps in the sixty minutes, or 114.638 miles. The fastest lap was at 115.02 m.p.h., and the slowest was done a mere second slower, the car running remarkably consistently throughout. Actually, it clocked eight laps at 115.02 m.p.h., and at 3,800 r.p.m. it held 116 m.p.h. without over-revving. Fuel consumption came out at 11 m.p.g. of B.P. Ethyl. The lubricant was Castrol; the tyres were Dunlop. The car used for the attempt is now in regular use in the hands of Embiricos. It easily beat the previous best standard-car-hour, set by Bugatti, although the Bugatti did one lap rather faster. After the hour run Eyston covered 10 miles in 5 mins. 12.99 secs., doing one lap at 115.55 m.p.h., and reaching 116 m.p.h. off the Byfleet. Present at the track was Millard Buckley, Rolls-Royce and Bentley publicity manager, and W. A. Robotham, Bentley experimental engineer. Naturally, the car ran with lamps and faired wings in place. In sober fact this run, exhibiting entire reliability at an exceptionally high track speed, is a very fine tribute indeed to Bentley design and construction and British automobile engineering ability. That such speed is possible from a closed car possessed of such well-praised refinement and proven economy is adequate emphasis that the engineers at Derby are still right up to date and ahead of all rivals. The reliability in any case, is taken for granted where this marque is concerned. There seems little excuse for buying abroad when super-speed is the requirement, and if fate bade us go to the ends of the earth rapidly there is no car we should choose quite so confidently as the sober, push-rod 4½-litre Bentley. If the actual car

is shown at Earl's Court next month it should be the major attraction of the Show. For such achievements, however effortlessly accomplished, are not casually realised.

Soiled or Spoiled.

From thoughts of a Bentley which you can buy for something in the region of fifteen hundred pounds, let us turn to secondhand motor-cars. The purchase of one's first car is a great event, be it ever so humble. A little advice to the very keen but impercunious enthusiast. Before you buy, decide exactly what you require the car to do, and how much you can spend while leaving a little in hand for such desirable purchases as a new battery, new tyres, new glass in a discoloured screen, etc.



At Crystal Palace—Left to right, G. Abecassis, Geoffrey Taylor (back to camera) H. J. Griffiths, Works Manager of the Alta Concern and H. L. Brooke.

RUMBLINGS—continued

If you have long runs to do almost daily and the car is now going to serve in lieu of the puffer, buy reliability. In other words, a car of known servcibility, for which spares are easily procurable, and not of high tune. If you want to use the car in a general way, buy a really weather proof body, even if it is fine the day you go bargain hunting. Only if you have the use of another car, or really motor at week-ends for *le sport* alone, venture to buy an old or little known sports model of what the catalogues call "advanced design." This applies to cars costing £50 or under and if you defy these rules and get away with it you are luckier than most.

Remember that although different makes vary immensely in respect of character and performance, you are buying used, probably hard-used, machinery, and sometimes a very shaky sample of a given breed will be inferior to a more sound example of something else, no matter what the original road tests tell you. However, in general, all cars hold their performance very reasonably, so be warned and don't fall for abnormally low-priced examples of classic models.

New tyres all round, a new battery, relined brakes and a rebore will do much to restore confidence, if you are not used to buying secondhand, and will be almost essential where the really cheap cars are concerned. But having seen to these things, how miserable if a leaky radiator hose, a "shorting" lamp lead or a worn magneto coupling lets you down.

New World's Records

Abe Jenkins, before he was badly burned when his Mormon Meteor III of 750 h.p. caught fire at Utah, established four fresh World's Records. He put up the 50 miles record from 170.27 m.p.h. to 174.2 m.p.h. and set the 1,000 miles record to 170.767 m.p.h., the Six Hours to 170.85 m.p.h. and the 3,000 kiloms. to 168.7 m.p.h.

Odd Spots

An amusing incident at Rheims during the 1,500 c.c. race. When Wakefield was touring round to finish second he took time off at Gueux to make a gesture, the one immortalised by Charles Laughton. The local Chef de Police was vastly interested and wanted to know what it was all about. On being told in our perfect French that it was the private sign of Le Club Anglais de Conducteurs he was most impressed. When last seen he was using it on all and sundry; let's hope he won't have to arrest himself when he finds out.

* * *

This starting on the handle rule in French races is rather futile as after all the event is for racing cars, not a rally test. Why the cars cannot be pushed is beyond me as its far slower than an electric handle, which is permitted. It's just as well Abecassis retired on the first lap as he not only didn't have a handle but there was not even a hole to put one in.

* * *

The way different people behave while abroad for a race has always been rather a mystery to me—and the natives. Some dicers when the mechanic is in trouble will even get out of bed and come down and

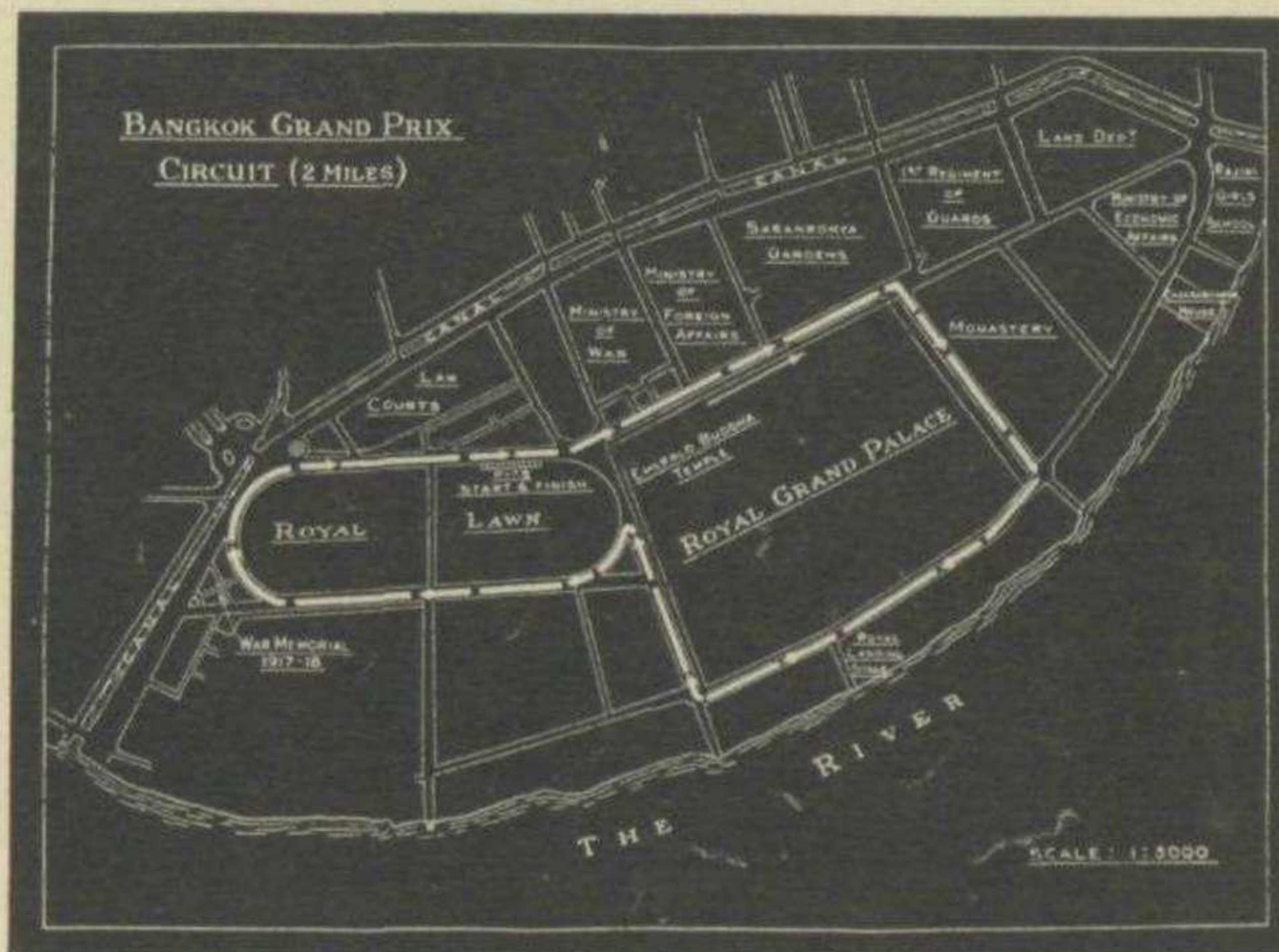
lend a hand while other less helpful people will probably pinch the mechanic's bed and leave him to do the lot.

* * *

The new official E.R.A. does seem to be having more than its fair share of trouble. I can vouch for the fact that it has passed me at Rheims at 160, quite close enough to appreciate the speed. They do seem to do some funny things all the same. My spy tells me that after Rheims the engine was dismantled and three exhaust valves were found to be non-standard so they were replaced—mark you just that three. Finding the car went O.K. the idea cropped up of going to Albi after all, so off they went. Result at the end of the first heat while in the lead the other three valves decided they had had enough. Seems funny not replacing all three while they were at it.

* * *

Great pity Arbuthnot in the Campbell Trophy didn't content himself with going round fairly gently and getting used to the car before really pressing button



The event for the Bangkok G.P. an invitation race organised by Prince Chula of Thai.

A. If he had avoided that disconcerting spin on the first lap he might quite feasibly have got second place. The car has certainly got what it takes and Arbuthnot will forgive me for saying he gets better every time, so with the tuning and preparation in the hands of the great Giulio Ramponi the car should be about right.

* * *

Which reminds me of a good and true story of Ramponi when working for Seaman. After careful planning it was decided to change the make up of the fuel normally used to give a better fuel consumption on the twisty course to be used for the R.A.C. race in the Isle of Man. As Ramponi could'nt go with the car he was asked what jet setting to use and what gear ratio to use. Without even seeing the course he said jet "so and so" and gear ratio "so and so." Over to the island went the car, went like the proverbial bomb, and walked off with the race. A real mechanic.

RUMBLINGS—continued

Nice win for Brackenbury in an outer at Brooklands, but I suspect the plans went a bit astray. If "Brack" had gone straight out for a win in the first outer he was in and Selsdon had hung back I don't think Selsdon would have been pushed back by Ebby as he was in the next race. Why he could even have retired in the first one and then come out with original start and walked off with the second one giving two nice wins to Lagonda. But if my guess is right he won't make the same error twice. Considering the Lagondas run on straight petrol their speed was pretty good. If put on dope and with a really good body I can see them doing 140 or so.

* * *

Most people will agree that the most improved driver this year is Peter Aitken. The way he absolutely battled with Maclure for the lead in a road race on Bank Holiday was terrific. Less than a year ago he wouldn't have attempted to dice with Maclure.

* * *

This habit of the Auto-Union people of covering everything with a rag as soon as the bonnet is lifted if spreading. If you do it with a perfectly standard racing car it causes no end of fun with one's immediate rivals who start wiring the works for insides the same as yours. Another good one is to paint a red mark of the rev. counter about 1,000 higher than you ever go yourself. This has we think been done in the past with devastating results.

* * *

Bad luck on Staniland in his try on the outer circuit lap record, trouble I think is stretching inlet valves. If he had gone like he did in practice he would have got the record easily. I timed him in practice on the Saturday at 160 over the flying quarter. If they do get this car right let's hope someone persuades them to run in the Donington Grand Prix as I feel sure it would finish higher than some of the Germans. Worters as tuner and Staniland as driver is a pretty powerful combine. By the way did you notice that despite the trouble the car did a lap on seven cylinders at 140, that proves all right that the record is theirs. They are now using the same fuel as the Mercs.—nitro benzine—the stuff with the lovely almondy

smell. I'm told they used to put it in cakes until the Minister of Health got wise.

* * *

Interesting that in the 1,500 c.c. division of the Swiss Grand Prix the two Alfettes of Farina and Biondetti both beat up Wakefield's Maserati which rather indicates that the Alfette and the new E.R.A. would be pretty well matched. In the final Evans Alfa finished one place higher than Wakefield, a thing which would not be likely to happen on either the Brooklands road course or at Crystal Palace. Farina who won the 1,500 c.c. race actually finished higher than Hartmann on the Merc. and Stuck on the Auto-Union which definitely proves something.

* * *

Its refreshing to note that the supremacy of the German racing stables is not yet quite complete. In the Ulster Grand Prix, Stanley Woods, who is down to drive a Morgan in the T.T. won the 350 c.c. class managing to finish in front of both Fleischmann and Wunsche on the Auto-Union D.K.W.s. He was of course mounted on the old favourite, the Velocette.

* * *

The T.T. is going to be rather difficult to follow. There seems to be more Rileys running than there are Rileys although my clever friends tell me this is not possible. The position seems to be that Gerard is driving Brooke's, Brooke is driving Gerard's, Parnell is driving Maclures, Maclure is driving Parnell's. I hope the drivers don't get all muddled up and lodge a protest against themselves after the race.

* * *

The amazingly fast run put up by Evans at Prescott has a real gem of a story behind it. Coming down the hill after practice the gear selector bent. Wilkinson pulled the top off the gearbox and found there was nothing he could do, so Evans was instructed to be very careful putting it into gear on the line and go up the whole way on one gear. He carefully put it into bottom and thought the acceleration was pretty bad getting away. Off came the top again when it was found that although the lever was in one the gear was in second. So for the second run the lever was flung away and the gears wedged in first inside the box, when it put up a really quick time.

RECORD DAY AT PRESCOTT—continued from page 282

got up in 49.97 secs., seventh best time of the day and good showing for such a big car. Alas, Baron crashed in practice and did not run.

Raymond Mays then did a *tour d'honneur* and the Prescott International Meeting was over. Certainly it was a great day for sprint exponents and the new records were appreciated by all save those whose motors seem to have reached an absolute limit of urge. They will make for added interest at the next big meeting on the 24th of this month—times established at the Vintage S.C.C. Meeting on August 26th do not change the position, of course.

For our part, we ended the evening at Sturt Farm, where so many enthusiasts call en route for home—though there were still some vacant tables. You will find it on the righthand side of the Cheltenham-Oxford main, road nearer

Burford, than Northleach, marked by a large name-board.

RESULTS

Veteran Cars : 1, A. S. Heal (10-litre Fiat—1910), 54.82s. (new class record); 2, H. C. Hunter (3½-litre Renault—1911), 98.39s.

Old record : Clutton (10-litre Fiat—1910), 58.33s.

1,500 c.c. Sports : 1, G. M. Crozier (Bugatti, S.), 53.07s. (new class record); 2, G. D. Claridge (Frazer-Nash), 54.69s.; 3, T. B. Hague (Riley), 55.28s.

Old record : Baillie Hill (H.R.G.), 54.26s.

3-litres Sports : 1, G. Bagratouni (2.6 Alfa-Romeo), 52.11s. (new class record); 2, H. C. Hunter (2.9 Alfa-Romeo), 54.36s.; 3, A. E. Frost (2-litre Type 328 Frazer-Nash-B.M.W.), 54.46s.

Old record : Fane (Frazer-Nash-B.M.W.), 52.75s.

Over 3-litres Sports : 1, S. H. Allard (3.6 Allard), 51.33s. (new class record); 2, D. G. Silcock (4.3 Allard), 52.65s.; 3, D. Monro (4.5 "Red Gauntlet" Invicta), 54.26s.

Old record : Allard (Allard), 53.21s.

Racing Cars

750 c.c. : 1, H. L. Hadley (744 c.c. Austin), 47.76s. (new class record); 2, C. D. Buckley (744 c.c. Austin), 49.39s.; 3, J. M. P. Dowson (747 c.c. Lightweight Special), 50.64s.

Old record : Buckley (s.v. Austin), 50.86s.

1,500 c.c. : 1, A. F. P. Fane (Frazer-Nash), 47.72s. (new class record); 2, R. E. Ansell (E.R.A.), 49.01s.; 3, D. A. Hampshire (Maserati), 49.59s.

Old record : Abecassis (Alfa), 47.85s.

2-litres : 1, Raymond Mays (2-litre E.R.A.), 46.14s. (new class record and record for the hill irrespective of engine size); 2, A. H. Beadle (2.0 Alfa), 47.37s.; 3, R. J. T. Marston (2.0 Bugatti), 54.74s.

Old class record : Lord Avebury (Alfa), 50.92s.

Over 2-litres : 1, J. P. Winille (4.7 Bugatti), 46.60s. (new class record); 2, K. D. Evans (2.9 Alfa-Romeo), 49.97s.; 3, J. Lemon Burton (2.3 Bugatti), 50.37s.

Old record : Baron (2.3 Bugatti), 48.14s.

THE B. A. R. C. AUGUST MEETING

VERY BIG CROWD SEES CONSISTANTLY GOOD RACING. RAYMOND MAYS (E.R.A.) WINS THE CAMPBELL TROPHY FROM "BIRA"

HELPED no doubt by reduced admission charges, and by quite decent weather, Brooklands attracted a crowd of the old proportions on August Bank Holiday. Also in the old tradition, the programme started at 1 p.m., in order to accommodate twelve races and two demonstrations.

The first race was the 5 lap August Road Handicap, with Kenneth Evans's Alfa-Romeo, Billy Cotton's E.R.A. and Rolt's E.R.A. all on the scratch mark. Wilkinson with the ex-Dobb's 2-litre Riley won at almost 70 m.p.h. from Rolt and Cotton. Lemon Burton had his 3.8 litre G.P. Bugatti out and lifted Ashby's old Class C lap record from 66.89 m.p.h. to 69.28 m.p.h.—that he wasn't placed showed how severe Fbby was with him. Later, Arbuthnot's Alfa beat this figure.

A similar race followed, Percy Maclure's blown Riley just catching Winterbottom's limit Alta at the end, to win at over 71 m.p.h. Aitken would have been third with his E.R.A. but he spun it on the Railway Straight turn, and Harvey Noble, driving Sumner's M.G., was placed instead.

In yet another of these races Stocks built up a big lead with his 1,087 c.c. M.G. but was caught right at the end by Gerard's 1½-litre Riley, which won at nearly 65 m.p.h. E. M. Thomas's sports B.M.W. was third. Michael May's elderly Alvis, newly tailed, was handled by A. P. Hamilton and was close up on Dorothy Stanley Turner's M.G. Kerr-Bate's Riley-Amilcar retired and Dorndorf's Peugeot was last.

Came the big event of the afternoon; the 10 lap Campbell Trophy Scratch Race, with the preliminary left hairpin following a start by the Paddock grandstand. The starters were "Bira's" old 3-litre Maserati, Cotton's E.R.A., Arbuthnot's ex-Ruesch Alfa-Romeo, Mays E.R.A., Ansell's E.R.A., Horsfall's E.R.A., Ashby's Alfa-Romeo, Evans's Alfa-Romeo, Staniland's Multi-Union, Aitken's E.R.A., Hyde's Maserati and the Brooke-Special. Mays took the lead as soon as the flag fell and drew steadily away. "Bira" was next, leading Horsfall's E.R.A. This position held for lap one, with Arbuthnot fourth, going really fast, and Cotton fifth. Along the Railway Straight Arbuthnot did as Ashby did last year, namely, came up on sheer speed. The new Multi-Union was going well, too, and was fourth at the end of lap two, with Cotton still fifth. Arbuthnot let the Alfa get out of control at the Vicker's bend and had to let the entire field pass before resuming. However, he had established another Class C lap record, at 75.57 m.p.h.—if such records are to be recognised during races, which we understood they were not.

Mays drew well ahead of "Bira," the 2-litre E.R.A.'s rear axle juddering excitingly as he anchored before the corners. Staniland was third after 3 laps, with Horsfall fourth, and next round Horsfall had dropped back and Cotton was on the Multi-Union's tail. Then the Multi-Union began misfiring trouble which slowed it for the rest of the day. Ashby and Brooke ran last. Aitken had come up

into 5th place, and was fourth on lap 7, and Ashby, Brooke and Ansell were in trouble. Aitken caught Cotton on lap 8. Mays won exceedingly comfortably at 72.71 m.p.h. with "Bira" second and Aitken third. Cotton was fourth, Horsfall fifth, and Evans sixth.

After Major Gardner had demonstrated the 200 m.p.h. M.G. three Mountain races followed. In the first Miss Stanley-Turner led from lap one, to win at 66.23 m.p.h. in her Q.M.G.—"Q" does not signify anything A.R.P., the Q type being the M.G. model made before the R, having normal suspension and the very highly developed 747 c.c. engine. Aitken, with his new "2.9" Alfa-Aitken, came up well into second place from the 5 secs. mark, and Brooke followed him into third place. Varvill's M.G., which ran its mechanic over before the start, was last, and Cowell's Alta poked a rod.

In the next 5 lap handicap Nichols's 1,087 c.c. M.G. passed Mrs. Thomas's B.M.W. on lap 4, to win at 70.91 m.p.h. and Whitehead, in spite of a slide, brought his E.R.A. in second, very close to the M.G. Aitken's E.R.A. was third, Rolt lost his brakes and nearly sailed over the banking, and the Multi-Union and Hampshire's Maserati retired, while Esplen's M.G. went sick. Race numbers are now repainted on the cars as they line up, which is a trifle confusing. In the last Mountain race Parnell had the B.H.W. pushed off just as the flag fell for him, showing confidence in his car. Billy Cotton drove an admirable race in his E.R.A., winning at 77.15 m.p.h. from Maclure's Riley, which he only caught on the run in, beating Percy by a mere ¼ of a second. Cutler's Frazer-Nash was third after a great duel with Edmondson's M.G. Magnette.

Activities was now shifted to the outer-circuit, for three long handicaps. In the first, Baker's 5½-litre Graham-Paige, as usual carrying a passenger, led until right at the end, when Brackenbury and Lord Selsdon on the Le Mans V12 Lagondas, came through to first and second places. Brackenbury averaged nearly 118½ m.p.h. after lapping at about 128 m.p.h. and the two green, stripped British sports-cars looked very impressive indeed. Nuttall's six-cylinder Lagonda, entered by Capt. Miller, was last.

In the next race Maclure, in spite of a re-handicap came up on Sutherland's limit, fully equipped 2-litre Aston-Martin and won at 122.71 m.p.h. from Duller in the Duesenberg and Horsfall on Rolt's E.R.A.

The Multi-Union was still unwell, but nevertheless lapped at 140 m.p.h. Maclure lapped at 127.38 m.p.h. In the last race that hard-trier, Baker, kept his big, multi-carburetter Graham-Paige out in front, lapping at over 100 m.p.h., to win at 99.46 m.p.h. from Burton's Talbot, repaired after Backwell, and Money's M.G.

RESULTS.

First August Road Handicap (5 Laps—11 miles)

1, W. E. Wilkinson (1,986 c.c. Riley), 20s. start, won by 3.2s. at 69.91 m.p.h.; 2, A. P. R. Rolt (E.R.A.), scratch; 3, W. E. Cotton (E.R.A.), scratch, 6s. behind winner.

Second August Road Handicap

(5 Laps—11 miles)

1, P. W. Maclure (1,498 c.c. Riley, S.), 5s., won by 1.8s. at 71.34 m.p.h.; 2, E. Winterbottom (1,100 c.c. Alta), 55s. start; 3, G. P. Harvey Noble (1,100 c.c. M.G.), 39s. start, 10.2s. behind winner.

Third August Road Handicap

(5 Laps—11 miles)

1, F. R. Gerard (1,496 c.c. Riley), scratch, won by 2.8s. at 64.87 m.p.h.; 2, J. C. Stocks (1,100 c.c. M.G.), 55s. start; 3, E. M. Thomas (1,971 c.c. Frazer-Nash B.M.W.) 20s. start, 4.2s. behind winner.

The Campbell Trophy (Scratch Race)

10 Laps of the Road Circuit—32.5 miles

1, R. Mays (1,980 c.c. E.R.A.), 72.71 m.p.h.; 2, "B. Bira" (2.9 Maserati), 13.4s. behind winner; 3, Hon. P. Aitken (E.R.A.), 28s. behind winner.

Veteran Car Race A

Two Laps of a Special Circuit—2.6 miles

1, E. A. Marshall (1,901 c.c. Ariel Tricycle) won at 22.79 m.p.h. by 8.4s., 1m. 30s. start; 2, E. Pilmore-Bedford (1,900 c.c. New Orleans), 3m. 54s. start; 3, W. Browning (1,900 c.c. New Orleans), 4m. 16s. start, 46.4s. behind winner.

Veteran Car Race B

2.6 miles

1, S. Mapplethorpe (1,903 c.c. Achilles De Dion), 3m. 37s. start, won at 18.62 m.p.h. by 3s.; 2, Capt. K. Rolfe (1,903 c.c. De Dion Bouton), 3m. 47s. start; 3, G. F. Bennett (1,903 c.c. Cadillac), 2m. 51s. start, 11s. behind winner.

First August Mountain Race

(5 Laps of the Mountain Circuit—6 miles)

1, Miss Dorothy Stanley-Turner (747 c.c. M.G.), 54s. start, won at 66.23 m.p.h. by 14.8s.; 2, Hon. P. Aitken (2.9 Alfa-Aitken), 5s. start; 3, H. L. Brooke (1,490 c.c. Brooke-Special), 10s. start, 18.4s. behind winner.

Second August Mountain Handicap

(5 Laps of the Mountain Circuit)

1, I. H. Nickols (1,100 c.c. M.G.), 31s. start, won at 70.91 m.p.h. by 0.8s.; 2, P. N. Whitehead (E.R.A.), 4s. start; 3, Hon. P. Aitken (E.R.A.), 4s. start, 1.6s. behind winner.

Third August Mountain Handicap

(5 Laps of the Mountain Circuit)

1, W. E. Cotton (E.R.A.), 4s. start, won at 77.15 m.p.h. by 0.2s.; 2, P. W. Maclure (1,488 c.c. Riley, S.) 4s. start; 3, R. Cutler (1,496 c.c. Frazer-Nash, U/s), 54s. start, 3.4s. behind winner.

First August Outer Circuit Handicap

(Three and a half Laps—9 miles)

1, C. Brackenbury (4.5 Lagonda V12), 37s. start, won at 118.45 m.p.h. by 3.8s.; 2, Lord Selsdon (4.5 Lagonda V12), 37s. start; 3, G. L. Baker (5.3 Graham-Paige), 1 m. 25s. start, 7.8s. behind winner.

Second August Outer Circuit Handicap

(3½-Laps—9 miles)

1, P. W. Maclure (1,498 c.c. Riley, S.), 23s. start, won at 122.71 m.p.h. by 2.6s.; 2, R. L. Duller (43 Duesenberg), 13s. start; 3, St. John Horsfall (E.R.A.), 23s. start, 4s. behind winner.

Third August Outer Circuit Handicap

(3½ Laps—9 miles)

1, G. L. Baker (5.3 Graham-Paige), 42s. start, won at 99.46 m.p.h. by 0.2s.; 2, B. Burton (2.9 Talbot), 42s. start; 3, R. C. K. Money (1,100 c.c. M.G.), 1 m. 18s. start, 1.2s. behind winner.

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A.C. 2-litre, short-chassis, 15.7 h.p. 2-seater	July 1936	Delage 14 h.p., 2-litre, 2-3-seater...	June 1927	PACKARD V12-cyl., 57 h.p. coupe...	Feb. 1934
A.C. 2-litre, 16.40 h.p., 3-seater.....	Oct. 1927	Delage 8-cyl., sports saloon.....	April 1930	Peugeot "201" 4-cyl., 1,122 c.c. saloon	Sept. 1931
A.C. 2-litre, 16.66 h.p., 2-seater ...	March 1926	Delage D.8 120, drophead coupe.....	May 1938	RAILTON Terraplane 4-seater.....	Oct. 1934
A.C. 2-litre, 16.66 h.p., 4-seater.....	June 1934	Delahaye 3.5-litre "Coupe des Alps" drophead coupe.....	Aug. 1936	Railton Light Sports tourer.....	Dec. 1935
A.C. "Ace" 16/80 h.p.....	July 1937	Delahaye 3½-litre drophead coupe...	Dec. 1937	Railton Cobham 28.8 h.p. saloon...	Sept. 1938
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Alfa-Romeo 1½-litre supercharged 8-cyl. "Zagato" 2-seater (1932)	July 1934	ESSEX Terraplane 8-cyl. 4-seater... Sept. 1935		Riley Nine, 4-seater.....	June 1931
Alfa-Romeo 2.3-litre supercharged 8-cyl. "Zagato" 2-seater (1933)	Aug. 1936	Excelsior 5½-litre, 6-cyl., super-sports test chassis.....	Sept. 1927	Riley 16 h.p., Big-four Kestral saloon	June 1938
Alfa-Romeo 2.3-litre supercharged 8-cyl. 4-seater (1931).....	Aug. 1932	FIAT 20.70 h.p., 6-cyl., 2-4-seater... April 1933		SINGER 1½-litre, 6-cyl., Le Mans 2-seater	March 1935
Alvis 11.9 h.p., 4-cyl., "Firefly" saloon	Feb. 1933	Fiat "Balilla" saloon.....	May 1934	Singer Nine, 4-seater	March 1933
Alvis 4-cyl., 12.60 h.p., 2-seater.....	July 1931	Fiat "Ardita" 17 h.p., 4-cyl., saloon Feb. 1934		Squire 1½-litre, 4-cyl., 2-seater.....	Aug. 1935
Alvis 6-cyl., "Silver Eagle" 4-seater coupe (1929).....	Aug. 1931	Fiat "Balilla" 10 h.p., 2-seater.....	Jan. 1935	S.S. I special-bodied 2-seater (1933)	Feb. 1934
Alvis 6-cyl., "Silver Eagle" 4-seater	June 1930	Fiat 6 h.p., Type 500, coupe.....	March 1937	S.S. I coupe	June 1933
Alvis 3½-litre saloon.....	Feb. 1936	Frazer-Nash 6-cyl., 1½-litre (Blackburn) 2-seater	July 1933	Steyr Type XII, 14.35 h.p., Weymann saloon.....	Aug.-Sept. 1928
Alvis Speed Twenty Vanden Plas saloon	Feb. 1935	Frazer-Nash 4-cyl., 1½-litre T.T. Replica push-rod o.h.v. 2-3-str....	Nov. 1931	Stutz "Black Hawk" supercharged 4-seater	Jan. 1930
Alvis Speed Twenty Charlesworth saloon	Feb. 1934	INVICTA 4½-litre low chassis, 4-str. March 1931		Stutz 5-litre, 8-cyl., 4-seater.....	Dec. 1927
Alvis Speed Twenty 4-seater.....	June 1932	Invicta 4½-litre Weymann saloon... June 1929		Sunbeam 3-litre, 6-cyl. (twin o.h.c.) fabric saloon.....	Nov. 1927
Alvis 12/70 4-door saloon	July 1938	Invicta 4½-litre saloon.....	Dec. 1929	Sunbeam 6-cyl., 21 h.p., (push-rod) Speed Six saloon	Dec. 1933
Ansaldo 2-litre, 4-cyl., o.h.c., 4-str....	Sept. 1924	Isotta-Fraschini 45 h.p., 4-seater... Oct. 1926		TALBOT "90" Brooklands-bodied 2-4-seater	April 1931
Armstrong-Siddeley 20 h.p., 6-cyl., 4-seater	July 1933	LAGONDA 2-litre 4-cyl., twin o.h.c. 4-seater	Jan.-Feb. 1928	Talbot "105" sports saloon.....	April 1934
Aston-Martin Mark II, 11.9 h.p., 2-4-seater	Jan. 1935	Lagonda 2-litre, 4-cyl., twin o.h.c. supercharged 4-seater.....	Oct. 1930	Talbot 3½-litre saloon	March 1936
Aston-Martin Ulster 11.9 h.p., T.T. 2-seater	Oct. 1935	Lagonda 4½-litre, 4-seater.....	May 1936	Talbot Ten "Rally" 4-str.....	Oct.-Nov. 1936
Aston-Martin Le Mans 11.9 h.p., 2-4-seater	June 1933	Lagonda 4½-litre Rapide 4-seater... May 1935		Talbot "105" Vanden Plas 4-str....	Nov. 1932
Aston-Martin International 11.9 h.p., 4-seater	Aug. 1932	Lagonda 4½-litre, 4-seater.....	Jan. 1934	Talbot "90" 4-seater.....	Nov. 1930
Aston-Martin T.T., 11.9 h.p., racing 2-seater	Dec. 1931	Lagonda 4½-litre, 4-seater.....	Sept. 1934	Talbot Ten sports coupe.....	June 1938
Aston-Martin 11.9 h.p., 2-seater.....	Jan. 1930	Lagonda 16.80 h.p., 6-cyl., 4-seater Jan. 1933		Tatra 4-cyl., 1,154 c.c., coupe.....	Dec. 1932
Aston-Martin, 2-litre Speed model... May 1938		Lagonda 3-litre, 6-cyl., 4-seater... March 1932		Terraplane, 8-cyl 29 h.p., 4-str.....	July 1935
Aston-Martin 1935 Ulster	Aug. 1937	Lagonda 2-litre, 4-cyl., twin o.h.c., 4-seater (1928).....	March 1931	Triumph 2-litre "Vitesse Six" saloon	April 1935
Auburn 30 h.p., 8-cyl., supercharged 2-seater	June 1935	Lancia Aprilia, Type 238, saloon.....	June 1938	Triumph 10 h.p. "Gloria Southern Cross" 2-seater.....	June 1935
Austin Seven Boyd Carpenter 2-str. Sept. 1930		Lea-Francis 1½-litre supercharged T.T. 2-seater (1929).....	June 1934	Triumph 10 h.p. "Gloria" saloon...	Jan. 1934
Austin Seven "65" 2-seater.....	Jan. 1934	Lea-Francis 1½-litre supercharged special T.T. 2-seater	Sept. 1933	Triumph Nine "Southern Cross" 4-seater	June 1932
BENTLEY 3½-litre, 6-cyl., Vanden Plas, 4-seater.....	Nov. 1933	Lea-Francis 1½-litre supercharged "Hyper" 4-seater.....	Aug. 1930	Triumph Eight "Gnat" 2-seater... Aug. 1931	
Bentley, 4½-litre, 6-cyl., Park Ward saloon	June 1936	Lea-Francis, 14 h.p., 6-light saloon... Dec. 1938		Triumph Eight, supercharged 2-str Dec 1929	
Bentley 6½-litre, 6-cyl., long-chassis saloon (1928).....	Dec. 1936	Leyland Eight (1929), 2-seater..... Feb. 1938		Triumph Dolomite 14/60 saloon	June 1937
Bentley 4½-litre Vanden Plas coupe Aug. 1938		MERCEDES-BENZ Type 540K, 5.4-litre, 8-cyl., supercharged, 2-str.... April 1937		VALE-SPECIAL 832 c.c. 2-seater... Aug. 1933	
Bentley 8-litre sports 2-seater..... April 1938		Mercedes-Benz Type 500, 5-litre, 8-cyl., supercharged, 2-seater..... Nov. 1934		Vauxhall 30/98 O.E. 4-seater (1925) Jan. 1936	
Bugatti 3.3-litre 8-cyl., Type 57 saloon.....	May 1934	Mercedes-Benz 12.40 h.p., supercharged 2-seater.....	June 1925	Vauxhall 30/98 O.E. 4-seater (1924) Dec. 1930	
Bugatti 2.3-litre 8-cyl., Type 55, supercharged, 2-seater.....	July 1932	Mercedes-Benz 36.220 h.p. supercharged, 2-4-seater.....	April 1928	Vauxhall 20/60 h.p. "Hurlingham" 2-seater	Feb. 1930
Bugatti 2.3-litre, 8-cyl., Type 43, supercharged 4-seater (1930).....	Dec. 1932	Mercedes-Benz 33.180 h.p., supercharged, 4-seater.....	Aug. 1927	Vauxhall 17 h.p., 6-cyl., "Cadet" saloon	Sept. 1931
Bugatti 2.3-litre 8-cyl., Type 43, supercharged 4-seater.....	May 1930	Mercedes-Benz 2.3-litre, saloon..... April 1938		Vauxhall 14 h.p. "Stratford" 4-str. Sept. 1933	
Bugatti 3-litre, 8-cyl., Type 44, saloon July 1928		M.G., 6-cyl., Mark I, 4-seater..... May 1931		WINDSOR 4-cyl., 11 h.p., "Special" 2-3-seater	Nov. 1926
CITROEN, Twelve f.w.d. saloon..... July 1938		M.G. Magna, "L" 2-seater..... Nov. 1933		Wolseley Hornet Swallow 2-seater (1933)	April 1934
Crossley 20/70 h.p., 4-cyl., s.v. 4-str. Nov. 1925		M.G. Midget "P" 2-seater..... Aug. 1934		Wolseley Hornet (12.08 h.p.) saloon Sept. 1930	
Crossley Ten, 1½-litre "Regis" saloon	Jan. 1936	M.G. Midget "J3" supercharged, 2-seater	May 1933		
Crossley Ten, 1,122 c.c. 4-seater..... April 1932		M.G. Six Mark I, saloon..... Aug. 1930			
Crouch Anzani 12.30 h.p., 2-seater... Aug. 1924		M.G. Midget Double-Twelve racing 2-seater.....	June 1930 & Aug. 1930		

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