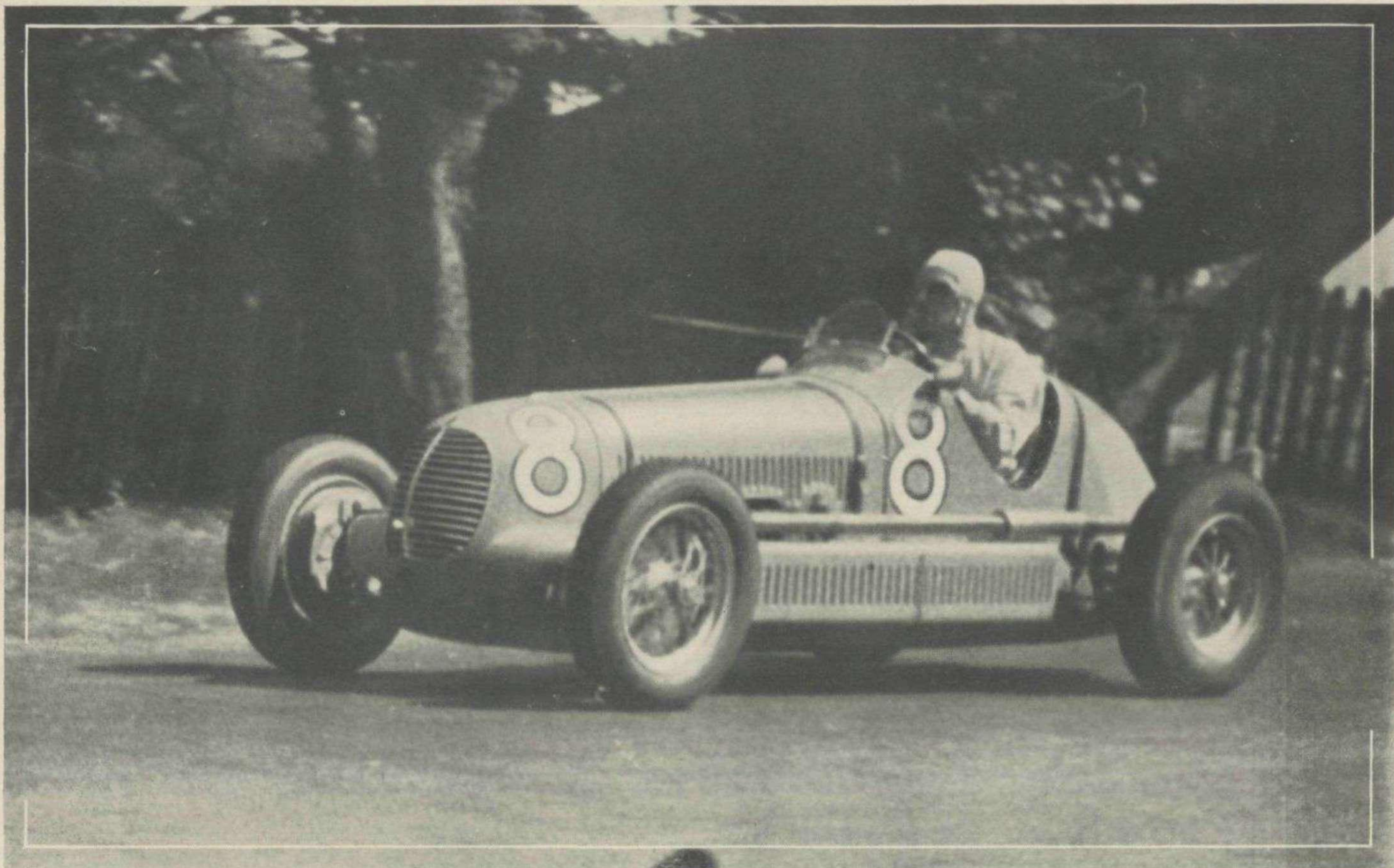


MOTOR SPORT

LAND - AIR - WATER

SIXPENCE MONTHLY



[Motor Sport Photograph]

R. Loyer (Maserati) passing Red Gate Lodge in the Nuffield Trophy Race.
He retired at half distance with pre-ignition.



Mr. JOHN COBB CHOOSES FERODO BRAKE LININGS

In his record attempts, when braking efficiency plays so important a part, this famous driver relies on FERODO. Here is assurance of the superior efficiency of FERODO Linings. Are you sure of your brakes today? If not, have them tested at a FERODO Brake Testing Service Station.

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370 SPARKS PER SECOND!

**Major
GARDNER**

relied on

LUCAS

IGNITION

for his M.G. records

1100 c.c. Kilom., 203·5 m.p.h. Mile, 203·2 m.p.h.
5 Kiloms., 197·5 m.p.h.

1500 c.c. Kilom., 204·2 m.p.h. Mile, 203·8 m.p.h.
5 Kiloms., 200·6 m.p.h.

(Fastest speed attained - - 207·4 m.p.h.)

(Subject to Official Confirmation.)

READERS' SPARE PARTS FOR SALE AND WANTED

FOR SALE

Alta engine 9 h.p. crankshaft, main bearings, camshafts, timing wheels, cylinder head, sump etc., engine complete except for two lines, one con rod, one piston, which are broken, and there is a hole in the crankcase.....

Alvis, one set front universal steering for F.W.D., also two half shafts.....

Austin Seven Special 1931, Morgan front axle, and flattened rear springs, 4 oversize tyres including 2 new Zig-Zags—crab tracked—rebored engine (just run in). Twin S.U. carburettors, twin spare wheels, double valve springs, new bearings throughout. Floor boards and bulkheads, assembled, but needs back finishing and body metal putting on, Burgess silencer, new crown wheel and pinion.....

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

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

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

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

" rear, for M.G., complete with brakes and wheel caps, fit F.I. Magna or J.2, also front hubs, brakes and stub axles for F.I or J.2

Ball Races, 4 Hoffman, type M.S.9, brand new in original boxes.....

Badge Bar, Desmo from Austin Seven.....

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.....

Brooklands Riley 9, remote control and large capacity sump.....

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.....

" 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, 1929, Frazer-Nash, F.W.B. with all axles, gears, braking and steering parts, spare wheel and spare chain.....

Crankshaft and 4 con rods for 1930 Riley 9.....

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

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

Engine, 1928 2-litre Lagonda.....

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

" B.S.A. 496 c.c. Empire Star, 1937 model. Has run approximately 5,000 miles, also gearbox, rear wheel, tank and 2 tyres.....

" 5th series Lancia Lambda.....

" Rover eight, 2-cylinder, horizontal-opposed air-cooled.....

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

Excelsior, 250 c.c. Manxman, racing spares, etc. 2/3 gallon sprax 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.....

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

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

Heater, one "Hadess" air conditioning, complete with all fittings.....

" 250 hour, under sump.....

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

Lagonda, 3-litre, frame and body, complete with wheels, tyres, axles, gearbox, hood, bonnet, radiator, etc., less engine.....

" 3-litre, all spares.....

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

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

Lea-Francis 12/40 back axle, 5 Rudge wheels, and large amount of other spares.....

" 12/40 or 12/50. Two complete engines, cylinder head and rockers (single carburetter) 2 cylinder blocks and pistons, one crankshaft, one camshaft, 3 flywheels (2 for cone, one for plate clutch). Three Lucas anti-clock magnetos, two complete 4 speed gearboxes, 2 Solex carburettors, 3 complete front axles, 2 complete rear axles, 6 4.50x19 Rudge wheels (large fitting) 2 sets of hubs and half shafts, one set of brake drums, one set of brake shoes, 2 steering columns, 4 crown wheels and pinions, 2 complete sets of front and rear springs.....

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

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

" Summs, Verniers for Alvis 12/50.....

M.G. J.2, frame, less springs, brake cross shaft, complete with hand brake, needle bearing etc., 4 brake drums, 4 sets brake shoes, 2 pair shock absorbers, front and rear, back axle casing, with back plates and spring anchorridges, 2 rear, one front road spring, intact, front, 3 leaves broken. Bulkhead with throttle pedal. Fittings, etc., petrol pipes, foot brake pedal, bracket etc.....

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.....

Motorcycle speedometer, front wheel drive.....

Norton, 500 International racing spares, sprockets, etc.....

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

Scott Super Squirrel 1928, complete rebored engine and many spares.....

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

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

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

" 14/40 complete power unit.....

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

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

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

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

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

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

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

Tyres, two 3-25x19, Dunlop universal, scarcely used, with inner tubes, unused.....

Wheel, front track racing motor-cycle, 27"x3" (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"x20", complete with tyres.....

Wolseley Hornet, 1932, crankshaft, cylinder head and rods.....

Wolseley Hornet set of four springs, front axle complete with hubs and brakes, rear axle, complete, crown wheel and pinion (as new), set of five Dunlop Magna wheels, 18" six stud fixing, four Rudge knock-off hubs, 2 Lockheed master cylinders, special 2-seater body, 10 gallon.....

" Special 1932. 2-4-seater Abbey sports body, pair cycle type wings, front axle assembly, complete, fold flat windscreen, fitted Triplex, radiator, five wheels, knock-off type, 2 30 mm. S.U. carburettors, manifolds 6" 100 m.p.h. speedometer, 6" rev. counter, 12 volt dynamo.....

Wing Lamps, 2 chromium.....

Wolseley Special 1933. Rudge wheels and tyres, Rudge hubs and brake drums, four Rudge caps, complete back axle and springs, carpets (new), steering box, hood complete with frame and side curtains, tonneau cover with zipp fasteners, 12 v. battery.....

WANTED

Alfa Radiator with shell suitable for Mille Miglia 34

Carburettors, two road racing type Amal.....

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.I. type engine cross member.....

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

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

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

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

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 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.....

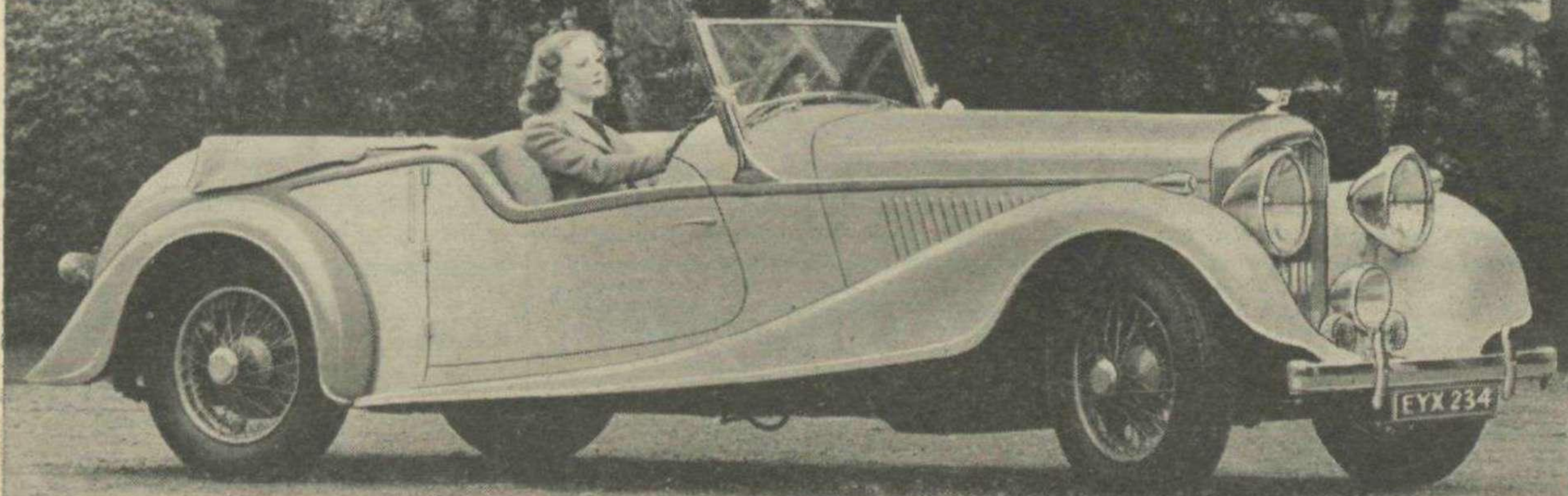
Two or 4, 20x5.25 tyres.....

Two Racing Dunlop and tubes, suitable for hill climbs, size 4.00x19.....

J.2. engine and gearbox, complete.....

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BRITAIN'S GREAT COME BACK at LE MANS

On the face of it, the fact that the two Lagondas finished third and fourth in the Grand Prix d'Endurance at Le Mans last month does not seem much to write home about. A cynic would ask: Why didn't they win?

But let us consider the circumstances. The cars were making their racing debut, and they had yet to show that they possessed the all-important virtue of stamina. All the world knew that they were the work of Mr. W. O. Bentley, whose products have won at Le Mans on five occasions in the past, and they therefore carried with them the burden of a great reputation. And finally, the company had announced that they regarded the race as an experiment from which to draw the fullest possible lessons about the cars with a view to participation in future sports-car races at Le Mans and elsewhere.

Bearing these circumstances in mind, it will be seen that the performance of the two cars was even better than had been anticipated. Aiming at finishing, above all else, it would have been quite satisfactory if they had finished fifth and sixth, or even seventh and eighth. Instead of that, they actually finished third and fourth, both cars averaging a higher speed than last year's winner.

It was obvious that the cars were running to a definite schedule, with a reserve of engine revolutions. They might have averaged a still higher speed, but at Le Mans the race is not always to the swift—as witness the downfall of the meteoric Delage and the success of the plodding Bugatti. Far better it was that they should still be running well at the end, in third and fourth places, than that they momentarily dazzle the crowd with their speeds.

It must not be forgotten, too, that they finished first and second in the 5-litre class, in opposition to eight 3½-litre Delahayes, three 4-litre Darracqs and three 4½-litre cars of that make.

A possible criticism of the cars—but a double-edged one—is that they are perhaps a little clumsy through having a long wheelbase. On a short twisty, circuit like Donington, where it is hoped that the cars will run in the Tourist Trophy, this would indeed be a handicap, but at Le Mans it did not matter very much. On the other hand, if one regards the competing cars as basically standard types, there is no doubt as to which would carry the more comfortable coachwork, the Lagonda or some of its French rivals.

A way out of this difficulty would be to produce an ultra-short wheelbase model for two-seater coachwork only, and to use this as the racing type. In shorter races where fast cornering is essential its greater controllability would undoubtedly be an asset.

For the rest, the warmth of the applause which greeted the cars at the end was a sure indication of the impression the big green cars had made on the discriminating Le Mans crowd.

To Mr. Alan Goode, therefore, the thanks of Britain are due for giving one of our greatest automobile designers a chance to race his products in the most important event of its type on the International Calendar.

As for "W.O." himself, nothing we can say could make him more content than he was as he stood in the courtyard of the Hotel Moderne, while mechanics put the finishing touches to the workmanlike green cars which represented Britain so worthily in race.

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LES 24 HEURES DU MANS

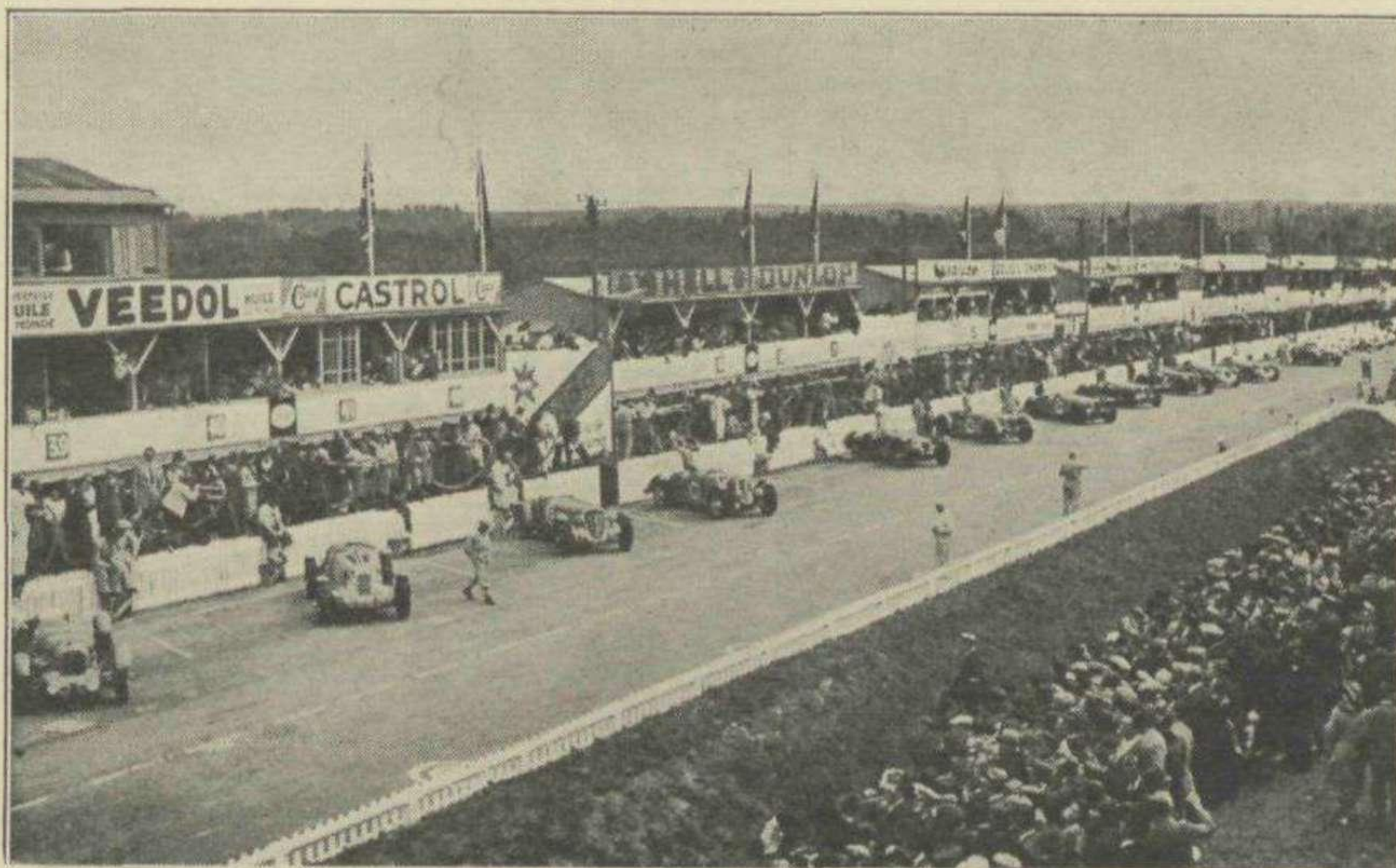
VICTORY FOR BUGATTI AT RECORD SPEED. IMPRESSIVE DISPLAY BY NEW LAGONDAS. H.R.G. WINS 1½-LITRE CLASS. GORDINI'S WONDERFUL SIMCA-FIAT

ONE of the best races for years—was the general verdict of regular visitors to the Grand Prix d'Endurance which has been held here yesterday and to-day. It started with a magnificent duel between three or four cars which lasted for many hours; there were incidents and accidents full of drama in which nobody was badly hurt; big green British cars thundered round the course with the utmost regularity, as in days of old; the dashing driving of Louis Gerard was a tonic in itself; the race was run at record speed; a new lap record was set up; and the engine trouble of the Delage when it was leading by several laps after 20 of the 24 hours, thereby letting the Bugatti into the lead, could only be described as a *coup de theatre*.

The weighing and scrutineering of the cars took place in the Halle aux Toiles last Tuesday and Wednesday. There were few queries or delays. Earl Howe, acting as the R.A.C. representative on the A.I.A.C.R., spotted that the Adlers lacked the proper provision for sealing the petrol tank, and quite rightly insisted upon this being made. The interest on the second day centred on whether the Bugatti and Sommer's Alfa would get there in time. Sommer was reported to be having a terrible time getting through from Italy over the Mont Cenis Pass which was snow-covered. He himself turned up, looking quite fresh and fit, at about 2 o'clock, and at a quarter to four (4 o'clock was the deadline), his red Alfa saloon was pushed into the hall. Immediately after came the

course, it was a 2½-litre, fitted with a beautiful streamlined saloon body, painted bright red. Exactly the same type of

The few days before the race passed pleasantly enough. All the hotels in Le Mans were full; the big shots staying

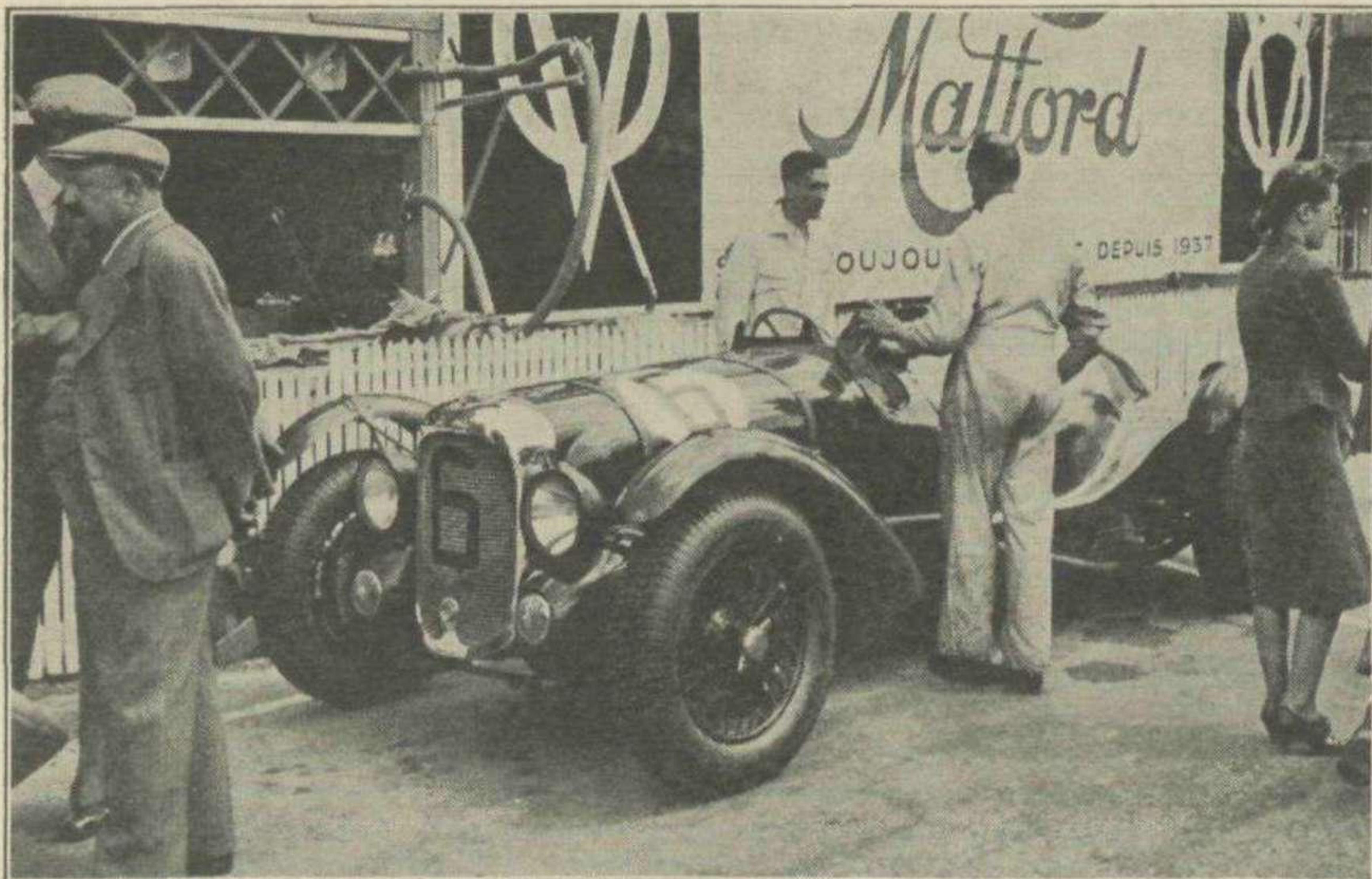


Five minutes before the start. The road is cleared of superfluous people and the drivers walk over to their allotted places.

body was used on Prince Schaumberg-Lippe's B.M.W. The Bugatti turned out to be a colossal affair, its streamlining being no doubt very efficient, but not too easy on the eyes. It was obviously very well prepared. An unusual feature

at the Paris, the Lagondas being garaged in the yard of the Moderne as the Bentleys were ten years ago, the Adlers and the Jones-Wilkins Singer at the Central, the Barnes-Wisdom *equipe* at the Auberge, the Aston-Martin and Morgan crews at the Iffs. Practice was done every night between 1 a.m. and 6 a.m., and gossip about it was discussed at Gruber's and the Hippodrome. And what gossip! L'affaire Shruballs kept everyone in suspense until Lord Howe returned from Paris to sit in conclave with the Commissaires Sportifs, who decided that it would be better if he did not start. This meant that a general switch round in the Darracq entries. Shruballs's car was a dark red two-seater identical with the one shown at Earl's Court last October, and he was to have shared the driving of it with Antony Heal. Instead, this car was driven by Heldé and Schumann, and Bradley, the son of that famous journalist, W. F. Bradley, was called from Paris to share No. 7 Darracq with Morel. Meanwhile Lord Selsdon was dazzling everyone at Gruber's with his red cap, shirt of another shade of red, and tie of yet another—to say nothing of his bright blue trousers.

The weather was very pleasant as the time of the start drew near on Saturday afternoon, with high clouds motionless in a blue sky. Gradually the road was cleared of all unessential people, like the writer, the drivers stood in their little rings painted opposite their cars, and at last M. Charles Faroux raised and lowered the tricolour. There was a pattering of feet, a frantic getting into of cockpits and pressing of starter buttons, and almost immediately the first car was away. Very gratifying it was to see that it was Arthur Dobson on No. 5 Lagonda, and



The Lagonda driven by Lords Selsdon and Waleran receives a final rub-down before the start. It finished fourth after a fine, trouble-free run, covering 1999.4 miles and averaging 83.3 m.p.h.

huge, tank-like Bugatti, and so all was well. The engine size of the Alfa had not been declared, and there was some doubt as to whether it was the new twelve-cylinder 4½-litre, an eight-cylinder 3-litre, or a new 2½-litre "six." Actually, of

was a spotlight set into the side of the body on the right-hand side, pointing diagonally towards the kerb. The groove in which it was placed was covered with a talc window, so that it did not spoil the smooth contour of the body.

LES 24 HEURES DU MANS—continued

he disappeared round the curve beyond the pits followed by Chinetti (Darracq) and the Bugatti, Wimille up. There were two unfortunates, Belle-Croix found that the gears of his Delahaye would not engage for some time, and Bonneau's M.G. took several minutes to get away.

All eyes were turned towards the end of the straight leading to the stands, while the announcer told us that Chinetti had passed Dobson at Mulsanne. Soon a speck appeared, grew rapidly nearer and Chinetti's blue Darracq swished by followed at a decent interval by Dobson, Mazaud (Delahaye), Wimille (Bugatti), Le Bégué (Darracq), and Gérard (Delage). Next time round Chinetti was still leading, but Gérard had moved up into second place and Dobson had dropped back to sixth. On the third lap Gérard took the lead, with Chinetti second, Wimille third, Mazaud fourth and Le Bégué fifth.

Lapping at 93 m.p.h., Gérard went right ahead on the new Delage, driving superbly and cornering with all his well-known vigour. Wimille passed Chinetti for a few minutes, but before the first hour was out he had fallen back to fourth place behind Mazaud and Paul on their Delahayes, who were lying second and third respectively, while Chinetti was fifth, Heldé sixth and Le Bégué seventh.

Then Mazaud decided to set about Gérard. Lap by lap he gained on the blue Delage, and soon after six o'clock he caught up and passed it. In doing so he broke the previous lap record of 5 minutes 13 seconds, set up by Benoist on a 3.3-litre Bugatti in 1937, with a new time of 5 minutes 12.1 seconds (96 m.p.h.) which is pretty good going for an unblown 3½-litre car.

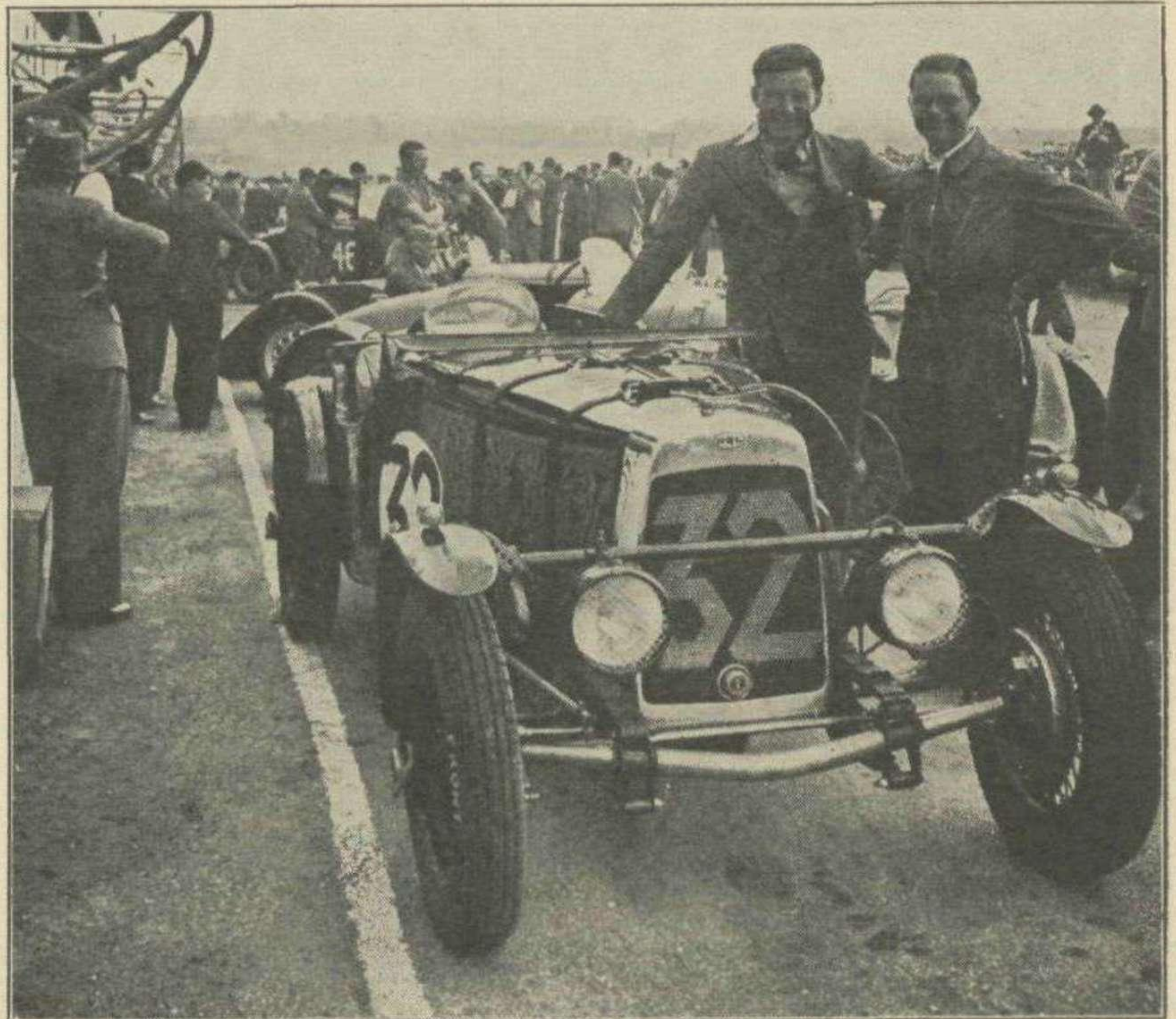
We will leave Mazaud and Gérard fighting it out for a moment, and see how the other people were getting on. The biggest surprise came when the single Adler (the second one had blown up in practice) came into the pits after 45 minutes and retired with an unspecified mechanical trouble. Selsdon made a quick stop at the pits for some sort of consultation, and Heldé was at the pits for some time while a broken push-rod was replaced. Dobson was going nicely, not hurrying, and was lapped by Gérard in 18 laps. Sommer came into the pits with the Alfa, which had been running extraordinarily quietly, at a lap speed of 88 m.p.h. to change some plugs, and at his refuelling stop after 24 laps the car was stationary for an hour while the gasket was changed. The necessary seat adjustments to allow for the difference in height of Sommer and "Bira" were made, and the Siamese took over. In practice he had suffered from car-sickness and an electric fan had been installed to assist ventilation.

At about this time Charles Faroux appeared with the black flag and waved it at Tremoulet's Darracq. But he neglected to hold up the car's number, and Tremoulet took no notice. Several times he came by while everyone in his pit, including the very charming Mme. Forestier, stood up and yelled at him. At last he came in, and then it was seen that his car was fairly dripping with oil, which had been making things very

difficult for other drivers all round the course. So difficult, indeed, that poor little Mme. Itier crashed quite badly at Arnage, turning her Simca-Fiat right over and giving herself painful bruises and no less painful shock. Another Simca-Fiat came to grief on the curve beyond the pits, the driver being Briellet, who won the 1,100 c.c. class in the T.T. at Donington last year. The car clipped the inside of the corner, swung round sideways, travelled like that for some distance (miraculously not turning over) fetched up against the outside fence with such a thud that Briellet was hurled out of the cockpit, and then bounced back into the fairway, which is fortunately very wide at this point.

At about 11 o'clock we took a few lap times, with the following results: Wimille (Bugatti), 5.34 (90.362 m.p.h.); Gérard (Delage) 5.27 (92.296 m.p.h.); Dobson (Lagonda) 6.0 (83.836 m.p.h.); and Lord Waleran (Lagonda), 6.11 (81.35 m.p.h.).

When we left the stands last night Raymond Sommer was in the pits again with the Alfa-Romeo, this time pouring buckets of water over its rear brakes, from which clouds of steam arose. Then we made our way to the car park and drove by devious ways to Arnage. Here there was a good crowd lining the fence beside the road, and the cars made a fine sight as they braked for the corner and swung into the straight back to White House and the pits. The Bugatti was



This H.R.G., won the 1,500 c.c. class in the capable hands of P. C. T. Clark and Marcus Chambers, in spite of having its speed reduced by minor engine trouble, during the last two hours of the race.

Night fell with a tremendous scrap still going on between the Gérard-Monneret Delage, the Mazaud-Mongin Delahaye and the Chinetti-Mathieson Darracq, all of which led in turn as the refuelling stops altered the order. The lights in the pits were switched on, and electric torches flashed at drivers who failed to turn on their headlights at 9.30. At 10 o'clock, after a quarter of the race, the order was:

1. Chinetti-Mathieson (Darracq), 65 laps.
2. Mazaud-Mongin (Delahaye), 21s. behind.
3. Gérard-Monneret (Delage), 23.9s. behind.
4. Wimille-Veyron (Bugatti), 1 lap behind.
5. Loyer-Hug (Delage), 2 laps behind.
6. Contet-Brunet (Delahaye), 3 laps behind.
7. Chaboud-Giraud-Cabantous (Delahaye), 3 laps behind.
8. Dobson-Brackenbury (Lagonda), 4 laps behind.
9. Le Bégué-Levegh (Darracq), 5 laps behind.
10. Villeneuve-Biolay (Delahaye), 6 laps behind.
11. Chotard-Seylair (Delahaye), 6 laps behind.
12. Selsdon-Waleran (Lagonda), 6 laps behind.

using its spotlight, and very effective it seemed in illuminating the inside of the right-hand swerve before the headlights had time to shine round the corner. We stumbled along in the pitch darkness to the preceding corner, called Indianapolis owing to its brick surface, and this was even better, for the cars approached it faster. Back at Arnage we had a final drink in a crowded tent lit by oil-lamps, and so back to bed at Le Mans.

We returned to the course next morning wondering what we should find. There was lots of news when we got there. Most important of all was the fact that the Delage was now leading by a street from the Bugatti, and was still going like a flash. But the two others of the four leading cars of the night before were both out of the race. At about 2 o'clock

LES 24 HEURES DU MANS—continued

the Mazaud-Mongin Delahaye took fire while it was approaching the pits from the White House. The driver kept going, realising that his only hope lay in reaching fire-extinguishers. He pulled up in front of the Morgan pits, but it was too late. He himself was unhurt, but the fire had taken such a hold that it was all people could do to stop the petrol tank from blowing up, let alone save the car.

This retirement had altered the position of the leaders a bit, and at 4 a.m. twelve hours after the start and half-way through the race, the order had been:

1. Gerard-Monneret (Delage), 129 laps in 11h. 58m. 41.8s.
2. Mathieson-Chinetti (Darracq), 128 laps in 11h. 55m. 26s.
3. Wimille-Veyron (Bugatti), 128 laps in 11h. 56m. 13s.
4. Loyer-Hug (Delage), 2 laps behind.
5. Contet-Brunet (Delahaye), 7 laps behind.
6. Dobson-Brackenbury (Lagonda), 8 laps behind.
7. Selsdon-Waleran (Lagonda), 11 laps behind.
8. Prince Schaumberg Lippe-Wenscher (B.M.W.) 13 laps behind.
9. Villeneuve-Biolay (Delahaye), 14 laps behind.
10. Roese-Heinemann (B.M.W.), 15 laps behind.
11. Walker-Connell (Delahaye), 15 laps behind.
12. Briem-Scholz (B.M.W.), 15 laps behind.

There had been another accident in the night, and one which might have been very serious. Belle-Croix had for some unaccountable reason swerved while travelling fast along the tree-lined stretch of road at the beginning of the Mulsanne Straight. A hub-cap touched on the trees, which are extremely thick and strong at this point, and the car spun round. Why it didn't hit another tree is a miracle. Instead, it plunged between two of them, careered along, turned over, and crashed through a garden up against the wall of a house. Belle-Croix was taken to hospital at Le Mans, and the worst was feared. However, it turned out that he was not badly hurt at all. Lucky man.

The next big change in the order was caused by Mathieson's retirement. One of his tyres lost a big chunk out of its tread, and at Terte Rouge, where the new road joins up with the main Tours road, the weakened tyre gave way under the strain. The Darracq skidded across the road smack into a sandbank. There was a report that the Loyer-Hug Delage was on the scene at the same time, but was struck by the Darracq, but Mathieson could not confirm this. He pluckily got out and began the terrible job of digging the car free of the sand. Eventually he succeeded, and then he changed

the wheel. At last he set off once more, but at the end of the Mulsanne Straight he came to rest with mechanical trouble—bad luck after so much work.

This left the Delage safely in the lead, a lead which was increased still more when the Bugatti stopped somewhere on the circuit with a broken wheel, limped back to its pits, and was there for ten minutes before restarting. Arthur Dobson also had quite a long pit stop in order to have his clutch adjustment attended to.

The Alfa-Romeo was still going, but at about 11 o'clock "Bira" came in and the car was finally abandoned. Tommy Wisdom and Scott had also withdrawn their Singer, for a most unfortunate reason. The pit fuel tank was full of rust and filth (as indeed were all of them, which was a bad thing) and a lot of it got into the Singer's fuel system. In cleaning this out they lost so much fuel that the car ran out of petrol after doing 23 of its specified 24 laps allowed between each refuel. The Aston-Martin went sick with valve trouble, and it was decided to keep going on three cylinders in the hope of qualifying. The Morgan and the H.R.G. were still going strong.

Twelve o'clock came, four hours to go, and with it a dramatic change in the outlook. At this time the race seemed a certainty for the Gérard-Monneret Delage, which was nearly two laps ahead of the Bugatti. True, Wimille had speeded up a bit, and was clipping off about 3 seconds a lap from the Delage's lead, but he could never hope to win at that rate. Then the Delage pulled into the pits. The bonnet was raised, plugs changed, and the car set off again—misfiring. Into the pits on the next lap, a consultation, and the seconds ticked by. The Bugatti had already gained one of its laps, and now it was due round again. The big blue car came into sight, swished up the straight and past the stationary Delage to take the lead. Gérard got going again, but still misfiring, and the most he could hope for now was second place.

There is little more to record. The H.R.G., after a splendid run, developed engine trouble a couple of hours from the end, but it kept going as the leader of the 1,500 c.c. class. The Morgan was quite monotonously consistent. And here it is time we said something about the Simca-Fiats of Gordini, one of which

he drove himself, which were doing simply amazing things, lapping at about 80 m.p.h. The B.M.W.s, too, were marvellous, the little streamlined saloon being the faster of the trio and frequently lapping at 87-88 m.p.h.

And so the end came, rather inconsequently, as is the way with Le Mans, without any chequered flag for the winner, but a quiet flagging in of each and every competitor as soon as the 24 hours was up. The French crowd were obviously delighted at the double French victory, as well as with Gordini's winning of the Rudge Cup, but they gave a rousing cheer to the Lagondas, the B.M.W.s, the Aston-Martin, the H.R.G. and its pipe-smoking driver, and the unobtrusive little Morgan.

RESULTS

Grand Prix D'Endurance: 1, Wimille-Veyron (Bugatti), 2,083 miles at 86.8 m.p.h. (New record. Previous best 85.13 m.p.h.); 2, Gerard-Monneret (Delage), 85.7 m.p.h.; 3, Dobson-Brackenbury (Lagonda), 83.5 m.p.h.; 4, Lord Selsdon-Lord Waleran (Lagonda), 83.3 m.p.h.; 5, Prince Schaumberg-Lippe-Wenscher (B.M.W.), 82.5 m.p.h.; 6, Villeneuve-Biolay (Delahaye); 7, Roese-Heinemann (B.M.W.); 8, Walker-Connell (Delahaye); 9, Breim-Scholz (B.M.W.); 10, Gordini-Scaron (Simca-Fiat); 11, Chotard-Seylair (Delahaye); 12, Morris-Goodall-Hitchens (Aston-Martin); 13, Lapchin-Plantivaux (Simca-Fiat); 14, Clarke-Chambers (H.R.G.); 15, White-Anthony (Morgan); 16, Vernet-Bodard (Riley); 17, Camerano-Louveau (Simca-Fiat); 18, Jones-Wilkins (Singer); 19, Alin-Alin (Simca-Fiat 500). 20, Aime-Leduc (Simca-Fiat 500).

Rudge-Whitworth Biennial Cup: Gordini-Scaron (Simca-Fiat).

Class Results

Over 5 litres: 1, Wimille-Veyron (3.3 supercharged Bugatti), 2,083.3 miles, (86.8 m.p.h.)

5-litres: 1, Dobson-Brackenbury (4,480 c.c. Lagonda), 2,000.5 miles, (83.5 m.p.h.); 2, Selsdon-Waleran (4,480 c.c. Lagonda), 1,999.4 miles, (83.3 m.p.h.); 3, Walker-Connell (3,575 c.c. Delahaye), 1,875.9 miles (78.1 m.p.h.); 4, Chotard-Seylair (Delahaye), 1,703.3 miles (70.9 m.p.h.);

3-litres: 1, Gerard-Monneret (2,981 c.c. Delage), 2,056.9 miles (85.7 m.p.h.).

2-litres: 1, Schaumberg-Lippe-Wenscher 1,976 c.c. B.M.W.), 1,980 miles (82.5 m.p.h.); 2, Roese-Heinemann (1,976 c.c. B.M.W.), 1,926.3 miles (80.2 m.p.h.); 3, Briem-Scholz (1,976 c.c. B.M.W.), 1,855.6 miles (77.3 m.p.h.); 4, Hitchens, Morris-Goodall (1,969 c.c. Aston-Martin), 1,654.1 miles (68.9 m.p.h.)

1½-litres: 1, Clark-Chambers (1,496 c.c. H.R.G.), 1,611.8 miles (67 m.p.h.); 2, White-Anthony (1,104 c.c. Morgan), 1,545.8 miles (64.4 m.p.h.); 3, Vernet-Bodard (1,496 c.c. Riley) 1,509.4 miles (62.8 m.p.h.)

1,100 c.c.: 1, Gordini-Scaron (1,087 c.c. Simca-Fiat), 1,789.7 miles (74.7 m.p.h.); 2, Lapchin-Plantivaux (1,087 c.c. Simca-Fiat), 1,638.2 miles (68.2 m.p.h.); 3, Camerano-Louveau (1,087 c.c. Simca-Fiat) 1,371.6 miles (57.1 m.p.h.); 4, Wilkins-Jones (972 c.c. Singer), 1,296 miles (54 m.p.h.)

750 c.c.: 1, Alin-Alin (570 c.c. Simca-Fiat), 1,239.7 miles (51.6 m.p.h.); 2, Aime-Leduc (570 c.c. Simca-Fiat), 1,232.1 miles (51.3 m.p.h.)

Fastest Lap (record): Mazaud (2,575 c.c. Delahaye), 5m. 12.1s., (96.74 m.p.h.)

SPORTS CARS UNDER £300

We have recently been giving some prominence to new sports-cars coming in the under £300 category, as for a while this was a rather neglected market. The Sunbeam-Talbot Ten is an excellent example of this class of car, the open tourer being priced at £250 and the four-door sports saloon at £265—not inclusive of the charming lady who occupies these cars in the catalogue photographs.

There is also a very attractive Abbott two-seater drophead coupé on this chassis, available at £295. These Sunbeam-Talbots are amongst the smartest small cars on our roads. In the same price class the 4/4 Morgans, of which a Le Mans Replica model made best performance in the Scottish Rally, is now available with a new all-overhead valve engine, at

225 gns. for the coupé. The new engine is a Standard production of 63.5 x 100 mm., and, with a compression-ratio of 6.8 to 1 it gives 38.8 b.h.p. at 4,500 r.p.m. and a b.m.l.p. of almost 120 lb. per square inch, while it runs up to 5,500 r.p.m.

We very much regret to announce the death of Richard Seaman, the most brilliant English driver since the days of the late Sir Henry Segrave, who died from his injuries received in the Belgian G.P. on Sunday the 25th of June. To his wife and his relatives we offer our deepest sympathies and profound condolences.

BOOK REVIEW

The Brooklands Year Book-1939 (Brooklands Automobile Racing Club, 1/-).

This year's edition of the B.A.R.C. Year Book matches previous editions and contains a fund of information about Brooklands Track. It is very nicely illustrated and well produced, and the results of all the 1938 car events are tabulated. Lap speeds are quoted for the winners, of which Staniland's 141.49 m.p.h. with the Multi-Union, Baker-Carr's 131.76 m.p.h. with the Bentley-Jackson, Duller's 129.03 m.p.h. with the Duesenberg, Bertram's 128.03 m.p.h. with the Bowler-Hoffman and Couper's 124.51 m.p.h. with the Talbot, are highlights of the outer-circuit races.

"BIRA'S" WINNING HABIT

E.R.A.s DO WELL IN NUFFIELD TROPHY, BUT NEW CAR A NON-STARTER

FOR the second year in succession, Prince "B. Bira" of Siam won the Nuffield Trophy Race at Donington on June 10th with his E.R.A. This was the sixth occasion upon which the race has been run, and each year victory has fallen to an E.R.A., although this was the first time that the race had been a scratch event for 1½-litre cars. In 1938 "B. Bira" averaged 72.84 m.p.h., and this year his winning speed rose to 75.87 m.p.h., in the fastest race of the series.

"Bira" set up a notable record, for he scored his fourth win, in consecutive races. He had already won the International Trophy, the Coronation Trophy, and the sports-car Race at the Crystal Palace.

Raymond Mays has begun well as an independent driver—though one must not forget his long career as an "independent" before the E.R.A. was ever thought of—for he followed his new record at Shelsley Walsh by a steady drive to secure second place in the Nuffield Trophy. Peter Whitehead, after a bad start, did well to secure third place.

There were only five non-starters out of the entry of twenty-two cars, but these five could ill be missed, for they were the most interesting cars in the race. The new E.R.A. had "blown up" in practice, and frantic last minute work could not prepare another engine in time. Another casualty in practice was Reggie Tongue's latest type Maserati, while the two works Maseratis had never appeared at all. Finally, R. E. Parnell's new "Challenger" was not ready.

Nevertheless, the field of seventeen cars was enough for a fine spectacle, including nine E.R.A.s, three privately entered Maseratis, two Rileys, an M.G., a Brooke Special, and one of the 750 c.c. Austins. Lord Austin himself, vice-president of the Derby and District M.C., was among the spectators. The race distance was approximately 200 miles, or sixty-four laps.

Peter Whitehead, having secured the front rank on the starting grid with his E.R.A., had the bad luck to stall his engine as the flag fell, and was left stationary with cars darting by on all sides. Mechanics, running out from his pit, cranked the engine, it fired at once, and Whitehead got away about 200 yards behind the field.

Percy Maclure's supercharged Riley was out in front, the driver, bareheaded as usual, enjoying himself thoroughly. Going like a rocket, he was building up a nice lead from "Bira," who, lying third behind Ansell's E.R.A. on the first lap, was beginning to increase pace when suddenly Maclure appeared no more. After five brilliant laps gearbox trouble had put him out at Coppice Corner.

Raymond Mays had started cautiously, eschewing fireworks, but when "Bira" took the lead was coming up nicely, to follow in second place. He began to gain slowly on the Siamese, but "Bira" matched him with a further increase in pace, and at ten laps led by 13 secs.

Whitehead had recovered splendidly from his bad start. On the very first lap he passed four cars, and on the next

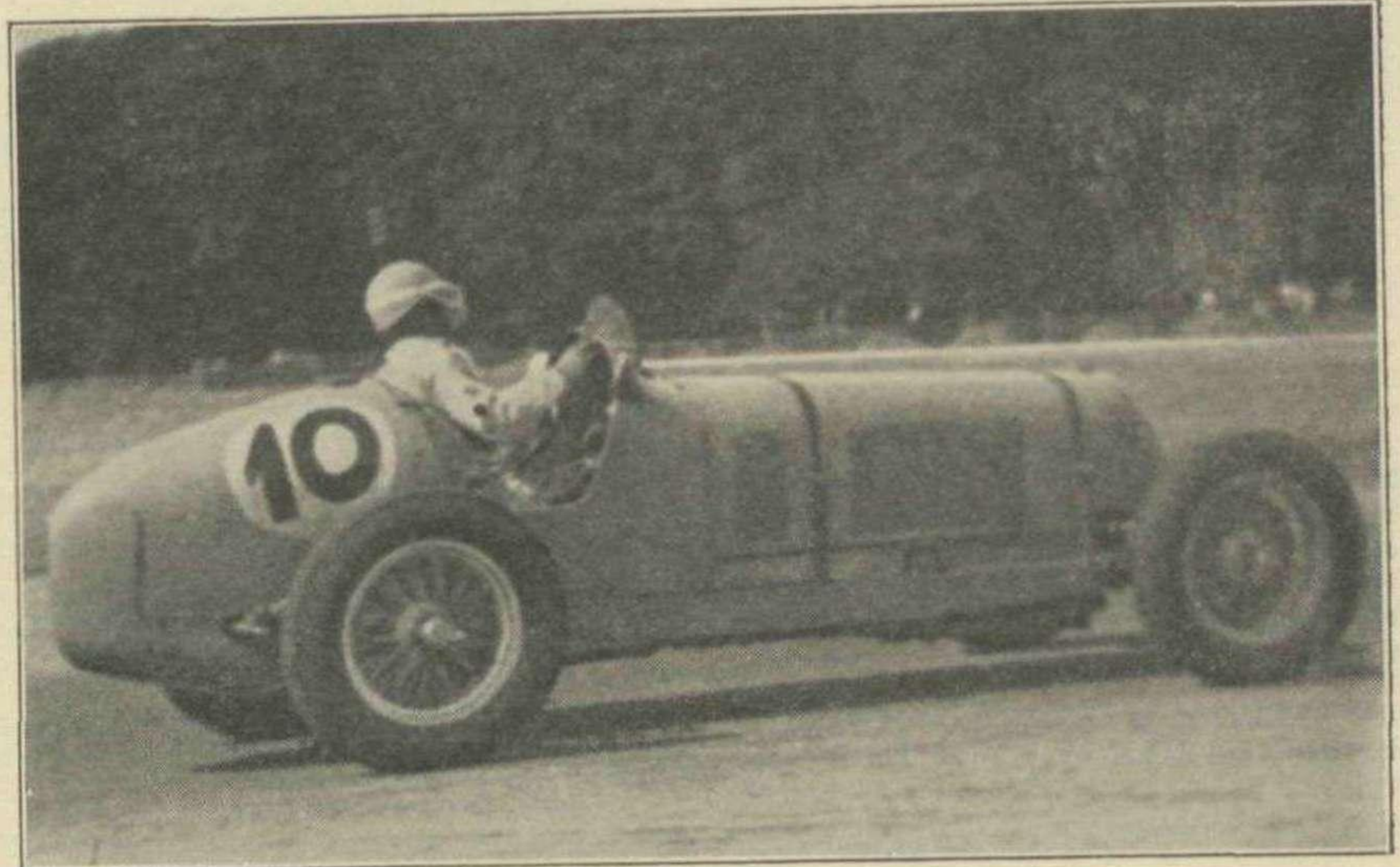
ate up another two. Now he had actually worked up to third position, and was only 33 secs. behind the leader.

Ansell and Robin Hanson, both with E.R.A.s, were having a great fight for fourth and fifth places. Ansell maintained his lead for ten laps, but then Hanson got in front. A. R. P. Rolt with his E.R.A. was delayed by misfiring. In the early stages of the race he had to stop to change plugs no fewer than four times, causing despair for Freddie Dixon in his pit.

The leading Maserati was that driven

after starting well, was troubled by escape of the fuel feed pressure, but he was still well up. Twice he had narrow escapes at Red Gate Corner as he arrived in company with other cars, and once he had to take to the grass, driving on with wheels spinning for quite a distance.

Rolt's pit stops had put him far behind, but his car was now going better, and his cornering was as exciting as ever. At last he overdid things just past the Stone Bridge, at the dangerous left hand bend before Maclean's Corner, and hit



C. Pollock, who finished 6th, rounds Red Gate with his E.R.A.

by Charlie Dodson. The other two Maseratis were soon in trouble Loyer, the French driver, fell out with overheating, while Parnell, handling a Maserati instead of the "Challenger," suffered piston trouble.

The Hon. Peter Aitken's E.R.A.,



A. R. P. Rolt at his pit for a change of plugs.

the bank. The E.R.A. leapt into the air, but Rolt managed to retain control. He drove round to his pit, where it was found that the front axle had been damaged, so Rolt had to retire.

Most of the cars stopped to refuel after an hour and a half's running, for with modern engines even a 50 gallon tank is scarcely sufficient for a 200 miles race. But "Bira" and Mays did not stop, apparently trying to wear one another out. At 20 laps Mays was only 12 secs. behind, at 30 laps he was 16 secs. in arrears, and at 40 laps the gap was still only 21 secs.

A stop by "Bira," therefore, might have altered the whole position. But at 50 laps it was Mays who pulled in for refuelling, and 29 precious seconds were lost, rapidly as the men worked. Worse still, when Mays came by next lap he held up five fingers, and indeed it was evident that the stop had unsettled his engine, which was now running on five cylinders.

With only a dozen laps to go, a further stop would have put Mays right out of the running, so he continued; but he was now losing ground steadily to "Bira," who clearly had enough fuel for the whole distance.

Whitehead was still in third place, though he had never been able to make any impression on the leaders. However, he had a comfortable lead over Robin

(Continued on Page 220)

A SUPERCHARGED ROLLS-ROYCE

DETAILS OF D. FITZPATRICK'S BLOWN 1926 "PHANTOM I"

MENTION amongst enthusiasts of supercharging a Rolls-Royce always arouses interest and discussion, because the Rolls-Royce Company has never listed a blown car, although it is no secret that such engines have been assembled for experimental purposes in the Derby factory before new models have been finally decided upon—the performance and reliability of the present "Phantom III" Rolls-Royce is adequate recommendation to the policy of not making a supercharged engine. So far as we know the only supercharged car of this world-renowned marque in use is the 1926 "Phantom I" saloon which D. Fitzpatrick had Centric-supercharged under the supervision of L. C. McKenzie some time ago, more or less for "fun." It finished fourth in the Vintage S.C.C. Welsh week-end event this year, and definitely merits a brief description.

Students of motoring history may suggest that we have forgotten the remarkable car which Amherst Villiers, who is nowadays busy with the Villiers-Mays light aero motor, produced some thirteen years ago. Actually, our reply is that this car, although still in use, is no longer supercharged. It was actually one of the first of the "Phantom I" cars and had a succession of Barker bodies. Villiers made a big Roots blower for it, very much like the famous superchargers he later evolved for the 4½-litre Bentley engine, and we believe that it blew at about 8 lb per square inch. He also designed a very nice little four-cylinder engine, of, we believe, 8.6 h.p. and some 900 c.c., which had o.h. valves actuated by an o.h. camshaft. He arranged this engine to drive the blower and mounted the whole layout in a cradle on the off side of the chassis, suspending the cradle on a series of hydraulically-damped links which transmitted the weight to the opposite chassis side-members to that on which the cradle was mounted. The carburetter was arranged to act normally or under pressure at will, as on a Mercedes-Benz, the blower blowing through it. When the driver wished to use the blower he pressed a separate starter button, started the small engine, and so brought in the blower. We understand that this complicated layout was really beautifully made, that the engine was properly modified in respect of connecting-rods, pistons, etc., to withstand supercharging, and, in fact, that some £10,000 was spent on the car, irrespective of body-work changes.

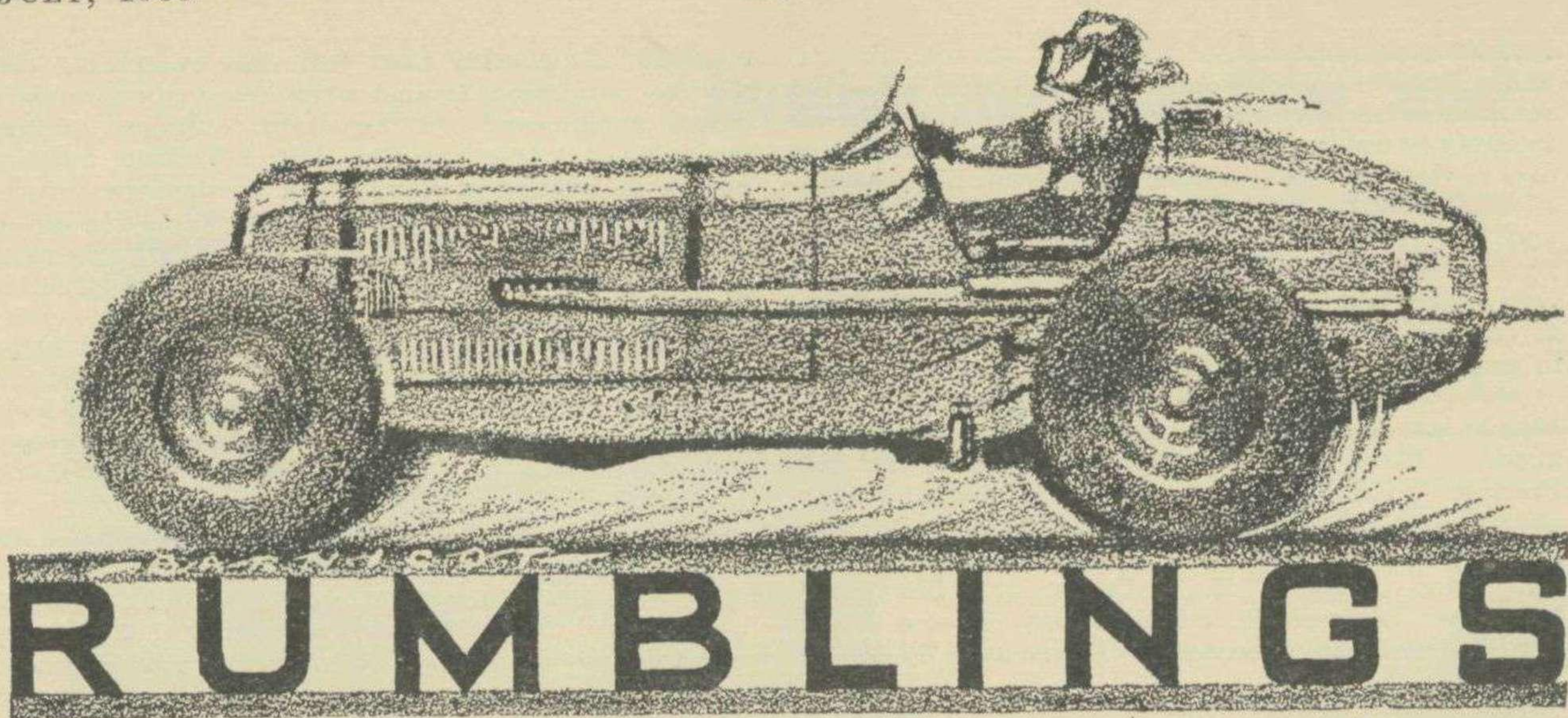
Villiers, so rumour says, even went so far as to rig up a most complicated set of electrical facia indicators relating to the behaviour of every part of the installation, though we believe he never found time to couple everything up. No wonder he was wrathful when he discovered a reference to the car as making more noise than anything else, of being unreliable, and of having an Austin Seven engine to drive its blower, in a weekly motoring journal, after an experimental visit to Brooklands. At the time Villiers argued that motoring papers had no right to casually report happenings at the Track

on non-race days, when it was in use for research, rather than for publicity, purposes—an argument with which we are in complete agreement. Actually, Villiers' separate engine was supercharged by the blower it drove and thus contrived to retrieve some of the power absorbed in driving the blower, while the Rolls-Royce engine in any case gave away none of its output for rotating the blower—surely a very sound idea. The car was built for Capt. Kruse and was later owned by Lady Dorothy Paget and is still in service, but it is no longer blown, so we can claim to be describing the only supercharged Rolls-Royce in the notes which follow. Fitzpatrick's car is a 1926 "Phantom I" which he has modernised and supercharged just as a hobby, after having the car put into really good order mechanically. The body is a particularly handsome two-door drophead, with a low, single-pane screen, which started life as a Weymann fabric body on a 20 h.p. Rolls-Royce, and which was converted to metal panelling and given a new rear-truck by Cooper Motor Bodies, of Putney, about six years ago. The floor was appreciably lowered, giving a seating position that is not unlike that of a modern Rolls-Royce, and the wheel comes absolutely in the driver's lap. The instruments are now all grouped in a big, oval centre panel and include a blower-pressure gauge, while disc wheels further modernise the car. The original 33" x 5" covers have been replaced by 19" x 7" tyres, and Houdaille hydraulic shock-absorbers replace the R-R dampers. Following a crash a deeper radiator with flush-fitting "Phantom II" shutters was substituted for the original and the exposed dumb-iron cross-tube was replaced by a neat dumb-iron apron, two under apron cross members being used in its place, one of which Mackenzie made up from an old crankshaft. The honeycomb went back 1" to take the shutters.

These modifications not only resulted in an extremely handsome car, but brought the road-holding up to quite "Phantom II" standards. Now as to the supercharger. It is a huge Centric vane-type compressor, Type 640G., with a special extension to accommodate the long drive-spindle. It is driven from the crankshaft by twin belts, and the new cross-member in the chassis was arranged to permit easy withdrawal of the crankshaft pulley. The blower is driven at 1.8 times engine speed and gives a maximum boost of 6 lb per square inch. It is very like the unit on Major Gardner's 186 m.p.h. M.G. and was tacked on to the Rolls in August 1938. It originally drew from two Solex carburetters set beneath the casing, their flanges as a wide "V," but acceleration faded at over 60 m.p.h., so two very large 1½" S.U. carburetters were fitted, Mackenzie doing an excellent job of work in accommodating them, also in "V" formation, without alteration of the bonnet—the car carries only R.A.C. and Vintage S.C.C. badges, and Fitzpatrick did not wish to advertise the blower's presence. To do this bit of stowage McKenzie uses slightly different angles for the pipes, as between the front and rear carbs.

The delivery pipe goes right up, over the block, and joins an inverted R.R. inlet manifold on the near side at a flange joint. The exhaust branches have been cut off at the ends and re-welded up to make this juggling possible. At first the blower pipe went through rather involved contortions so as to join the standard manifold where the R-R carburetter used to tack on—until Fitzpatrick suddenly thought of inverting the manifold. There are two blow-off valves immediately on to the blower casing. To humour the engine it was given new valves, dome-headed, and special Mackenzie pistons with crowns 2 mm. thicker than usual, but weighing 3¼ oz. less. The head had formerly been machined by about ⅜ in. and was now copperised, the latter a great improvement. So, instead of lowering the compression-ratio, it went up, as the old "Phantom I" had quite a moderate ratio. The rear-axle, originally 3.4 to 1, was replaced by an axle of 3.2 to 1, which Rolls-Royce Ltd. used to supply in isolated cases to "Phantom I" owners who fitted two-seater bodywork. The alterations in behaviour are very instructive. The car now cruises at 75 m.p.h., which was about its former maximum, and is much silkier at this speed. At really low speeds the engine feels a shade harsher, but there is no trace of pinking and very little blower noise, while top-gear running is improved, it being possible to crawl at almost zero m.p.h. in the highest ratio and build strongly away. Warming-up and starting are unaffected and you cannot hear the engine at all when idling. We are told that the pick-up beats a 4½-litre Bentley and in town, only going up to 3 lb boost, it certainly is bomb-like. Discol fuel is used, but National Benzole is possible, and the car is giving 10 m.p.g. against 13 m.p.g. with the Solex layout and 10-12 m.p.g. unblown—and the final needle combination is still being sought. We believe that in spite of its excellent construction it is impossible to make a "Phantom I" rev. very willingly because of the camshaft shape, and for this reason a 1935 "Phantom II" camshaft may ultimately be employed. At present an improvement in torque has been effected, and the performance increase would be greater if an axle ratio even higher than 3.2 to 1 could be used. One very interesting point is that, after supercharging, the autovac, which is over the rear exhaust pipe, began to boil, a trouble never previously experienced and due solely to the increase in heat-flow—which may explain a whole lot to those who have tacked boost on to expensive engines and found that standard bits and pieces have objected in an expensive way.

In conclusion, Fitzpatrick has a very unusual car, albeit one of quietly handsome external appearance, pleasantly disguising its increased potency. The car is a credit not only to McKenzie's Garages, but to the Rolls-Royce Company, who put such excellent workmanship and materials into the "Phantom I" as to permit of this drastic experimentation with a thirteen-year-old-example.



Catalogue-Car Contests

WE come now to two classic sports-car races, and there is no gainsaying the growing interest in, and importance of, these events. First, we have the Light Car Club's Three Hour Sports-Car Race at Brooklands on July 22nd, which gains much by the decrease in long-distance races at Weybridge this year—the J.C.C. has definitely abandoned the 200 Miles Race—so that one hopes a better crowd will attend this time, and that a bigger entry will come in; fifteen cars ran in the first race of this series last year. The regulations remain much as before, but there are now four categories (up to 1,100 c.c.; 1,101—1,500 c.c.; 1,501—2,750 c.c. and 2,751—unlimited c.c.), and the handicap gives ten credit laps, six, two and nil, respectively, for each category. There are first, second and third prizes in each class, the Handicap prize, a One-Make team prize, and a Club team prize. I really think the L.C.C. deserves great credit for wording the regulations so that non-standard cars appertaining to road-equipped racing *bolidés* really will be excluded. For example, pump fuels only may be used and the brand has to be specified on the entry form. Then cars must have bodywork which conforms with catalogue specification both internally and externally (so much more sensible than a mass of minimum and maximum dimensions) and must have a real hood, while engines can only be started, and restarted after a pit-stop, on the starter. What is more, compression-ratio, carburetters, ignition system (except for special plugs), fuel tank and feed, lubrication system including sump size, shape and material, material and design of cylinder head, induction-system, exhaust system including silencer, gear-ratios, and general chassis details, may not depart one iota from catalogue specification. That is really excellent, providing no one beats the scrutineers. Incidentally, the dodge of getting a special car in by printing a special catalogue for it is guarded against by Rule 3, which says that the race is for types which have been produced in "reasonable numbers as a manufacturer's catalogued model," and by a clause in

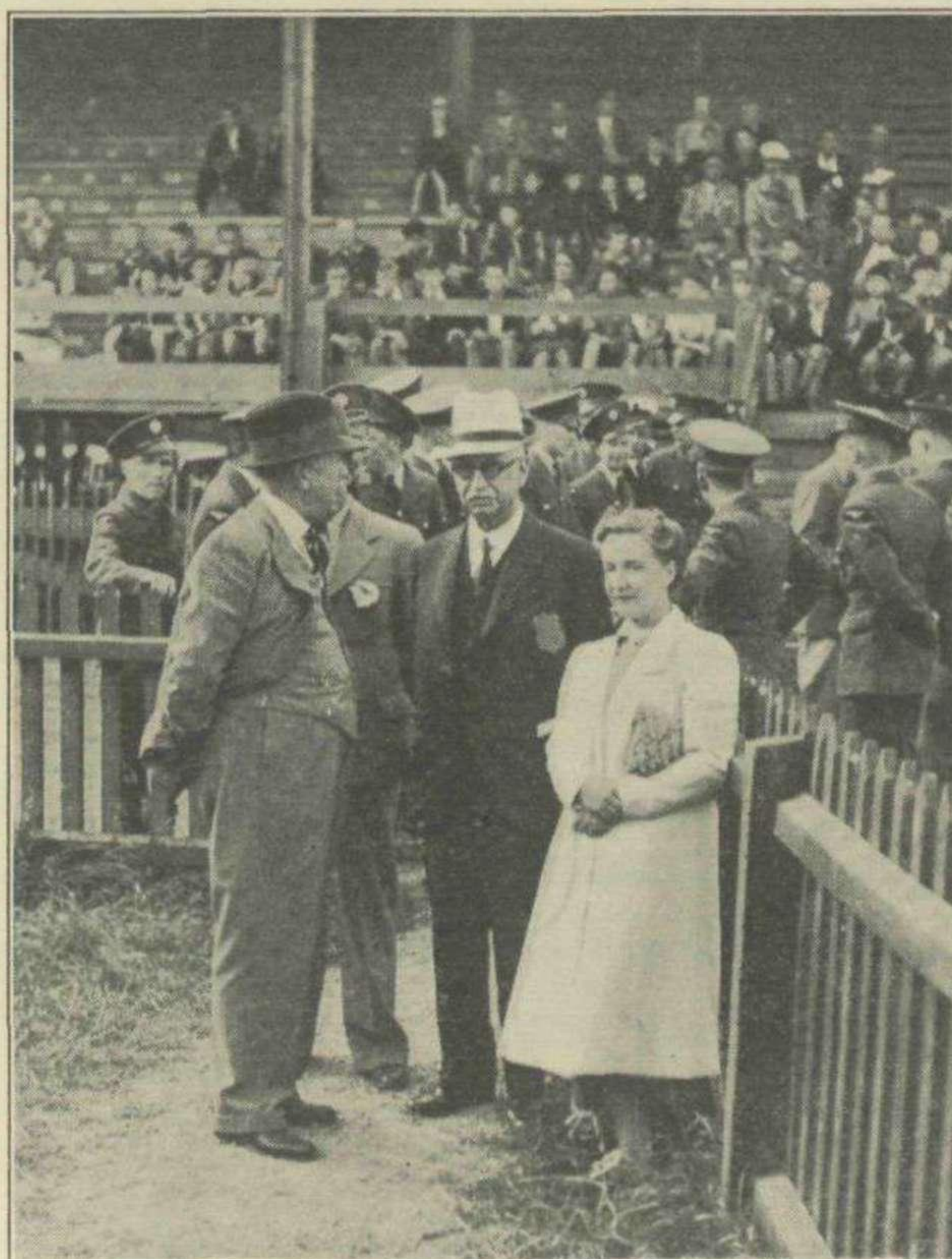
Rule 4 which announces that "the decision of the scrutineer is final, and the Club reserves the right to exclude any car which, in its opinion is not within the spirit of the regulations." Which is a very genuine attempt to get a race for genuine standard or near-standard sports-cars which are quite practicable everyday touring and town cars, and which shows that this object should be possible if you have the courage of the Light Car Club in wording your regulations. Indeed, the only alterations which seem to be possible relate to the use of non-standard crankshafts, camshafts and valves, which would not be of much avail in conjunction with normal fuel and standard compression-ratio and carburetters. So often organisers allow bigger or additional carburetters to be used and then the ordinary owner has the unhappy feeling that a considerable increase in performance attributable to this alteration alone has been realised in the competing cars, and at a cost that to him is by no means inconsiderable. So I am glad that the L.C.C. will have none of it. They permit non-catalogue brake linings and shock-absorbers, probably because these are factors which affect the safety of the car racing over the sinuous Campbell circuit, and they allow racing tyres to be used which are a size above or below standard if the exact equivalent is unobtainable—that, again, is wise, because racing tyres are to be encouraged in a race of this sort, and one size larger or one size smaller cannot materially alter the gear-ratio. Copper-plating of cylinder heads is also permitted, but I presume only to enable those owners to enter who have already had such work done and who would be loth to change it or to buy a new head, and who, by this ruling, will only need to put in a standard gasket or a suitable compression plate—copperising is usually done only in conjunction with an increase of compression-ratio, and I do not imagine it will be of any particular advantage when the ratio has been brought back to standard. The only rule I do regret is that barring supercharged cars. Not that there are many catalogue blown jobs now in existence, but it may lose the race a few Alta, Alfa-Romeo

RUMBLINGS—continued

and Bugatti 57SC entries. Surely, if the scrutineers can cope with the regulations as drawn up to apply to unblown cars they could do so in respect of cars having left the works in blown form when originally delivered? Apart from which, a most interesting and valuable race should result and I confess I am anxious to know whether the Delahaye, Darracq and Delage cars which ran in the Invitation Road-Car Race at the B.A.R.C. meeting on Whit-Monday will come in under these rules. Entries are limited to thirty cars and close on July 3rd at single fees and on July 10th at late fees. The race starts at 2.30 p.m. on July 22nd. There are only trophies as prizes, but the Prestige possibilities should entice works entries nevertheless, and amateurs should come in for the joy of the dice at what are quite reasonable entry fees. Full details from A. E. S. Curtis, at "Levallon," Longdown Lane South, Ewell, Surrey (Epsom 9110). The Stewards are "Sammy" Davis and W. E. A. Norman.

The other important British sports-car race is the R.A.C. Tourist Trophy, second only to the Le Mans 24 Hour Race. It is due to be contested on September 2nd, at Donington. The regulations are much more lenient than those governing the L.C.C. event, because the R.A.C. seeks to encourage experimentation. There is quite a lot to be said for this line of thought, which also holds good at Le Mans. I remember going down to Feltham some years ago and coming upon the team of Ulster Aston-Martins which had just returned from winning the much-coveted Team Prize in the Ards T.T. Those responsible for the team just would not be drawn into an argument as to how far, and in what ways, the cars differed from the production "Ulster" cars, but what they were pleased about was that the cars had all been driven to the docks and back and could be regarded as quite reasonable road cars, which a short run in one of them convinced us was very true. Now obviously cars such as these, of very great performance, yet able to use pump fuel, normal plugs, run comfortably at low speeds and not shock the driver and/or police in built-up areas, are of considerable interest to quite a few enthusiasts. Consequently, the makers not only learn certain valuable lessons about things they may desire to know before modifying the production models for next season, but they are likely to be able to sell the victorious cars, even a few replicas if they are lucky to intrigued and wealthy sportsmen. Whereas such people seldom have any interest in rough, noisy, temperamental road-equipped racing-cars such as used to qualify to run in lots of Continental, so-called-sports-car, events. In addition, the T.T. caters for the small firm about to enter the sports-car market but not building a very definite catalogue line, as yet, while bigger manufacturers can claim that the cars are sufficiently sports-cars to add prestige to the stamina of their production models, even if, unlike the L.C.C. race, the T.T. is no fair basis for a comparison of catalogue-car performance. So the T.T. is a most useful and important event, though it is curious that, in spite of modifications permitted, superchargers are quite definitely, like the Gradua gear of old, barred. One wonders whether the organisers fear that racing-type cars will slide in if they allow super-

chargers, or whether they feel that everything else will be outclassed against even reasonably-standard blown machinery! At Le Mans, standard puffers are allowed. One possible, but I believe untried, means of putting a damper on racing-type entries would be to start all cars from stone-cold and to forbid a complete change of plugs, either throughout the race, or before a given distance—it might be permissible to change not more than one plug at a time, so necessitating four stops in the case of a four-cylinder car that attempted to warm-up on plugs too soft to withstand full bore. I know that advances in fuels and in plug-design have made even quite high-revving, high-compression (in fact, semi-racing) engines much less faddy in this particular respect in recent years, but it might play havoc with cars force-induced to a naughtily, non-catalogue degree. However, it must be emphasised that there is no need of this ruling in the T.T., in which again (and also at Le Mans) pump fuel is obligatory. Last year's ruling aneant minimum weight and wheelbase in relation to engine size, A.I.A.C.R. bodywork, and one carburetter per pair of cylinders remain. Cars which have run in a Formula G.P. are no longer barred, so the V12 Delahayes may run this time. The small cars get an easier handicap—1,100 c.c. 16 credit laps, 1½-litres 9, 2-litres 5, 3-litres only one, and over 3-litres on scratch. The race is over 312 miles and the winner now gets the Trophy and £200, with £100 for second place and £75 for third place. Class winners: £50 each. Details from the R.A.C., Pall Mall, London, S.W.1.



Lord Austin (centre) talking to Sir Algernon Guinness (left) at the Nuffield Trophy Race.

“... livelier acceleration and increased power is obtained when Ethyl is used”

SIR MALCOLM CAMPBELL



“... and the way she licks up hills on top!”

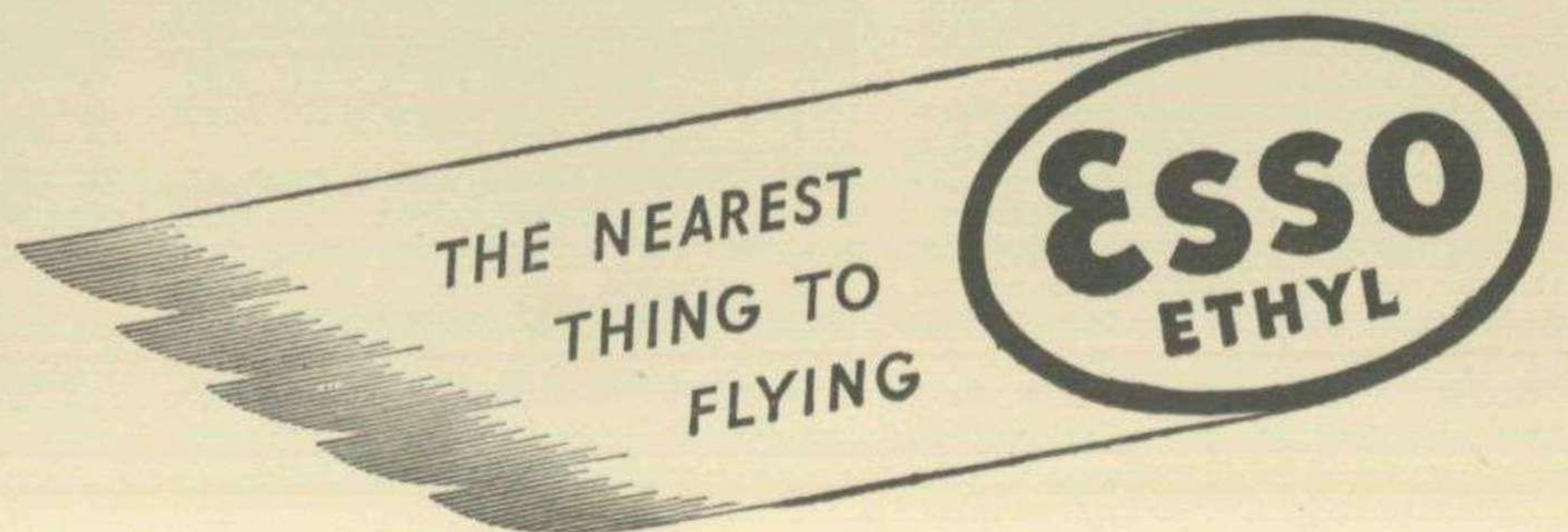
said the Scratch Man

**ESSO ETHYL—
THE PETROL
THAT STOPS
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The horse-power basis of taxation in Great Britain makes for small engines of high-compression. Esso Ethyl is a vital necessity for *all high performance engines*. Try Esso Ethyl next time you fill up. An improvement is certain—often it is an amazing one.



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THE OVAL GLOBE—YOUR
GUARANTEE OF QUALITY



NURBURG RING CHIEF IN LONDON

MAJOR DOHMER, manager of Nurburg Ring, paid a brief visit to England last month. Arriving just before Whitsun, he went down to Brooklands on the Saturday to see the practising, and was taken round the track to various viewpoints by Mr. Percy Bradley in the latter's Bentley. With him were his son and Mr. Seydel, general representative of the German Railways in this country.

On the actual race day the party was conducted round the circuit to watch the racing by Sir Malcolm Campbell, and Major Dohmer expressed his admiration of the track facilities.

On the following day a few members of the British Press were invited to meet Major Dohmer over a cocktail in the Pall Mall offices of the German Railways. Major Dohmer does not speak English, so he addressed his guests in German, and a translation of his statement in English was given out. One paragraph, in particular, was of great interest, for it threw official light for the first time on a subject which has long been discussed and argued in Britain. Explaining the reasons for the remarkable victories of German racing cars during recent years, Major Dohmer said:

"Since 1933 Korpsfuhrer Huhnlein has been responsible for the whole of German motor sport. All organisations concerned do their utmost to further the interests of motoring."

"The Government aids the industry by means of subsidies, not only to the factories, but also for the improvement of racing circuits, in particular the Nurburg Ring. The factories have large depart-

ments which are concerned solely with the construction of racing cars and special sections whose job it is to visit and study the principal racing events."

The italics, of course, are ours.

Then followed a film-show which included a number of excellent sequences taken at Avus, the Ring, Hohenstein (motor-cycles), Monza, Livorno, Monte Carlo, Donington and the Grossglockner. The cutting of the films was first-rate, giving a great sense of drama to the races and pit-stops. Possibly the best part of the whole show was the film showing the fire which forced Von Brauchitsch out of the German Grand Prix last year, when he was narrowly leading from Seaman. The sequence opened with a close-up of Seaman's face while his car was being refuelled. He looks along the track, to the pit where Von Brauchitsch has also stopped (although we cannot see the latter's car.) Suddenly a look of amazement comes over Seaman's face. He stares, scarcely able to believe his eyes. He frowns, and looks again, completely absorbed—until at last the camera switches round to the scene that has held Seaman's attention so rigidly for the past thirty seconds. Then we see the spurt of flame at the tail of Von Brauchitsch's car; Neubauer leaping forward and pulling the driver bodily out of the cockpit on to the ground; Von Brauchitsch jumping to his feet with arms ablaze, beating out the flames with his hands; and finally the heroic moment when he climbs back into the car, which is covered with white foam, and drives slowly off. It is all a most graphic record of an historic moment in motor-racing.

During the film show Major Dohmer and his son distributed interesting souvenirs of the visit in the form of Nurburg Ring postcards stamped with three new German stamps—one showing the first motor-car, another with two racing-cars hurtling along with the Nurburg castle ruins in the background, and a third illustrating the Volkswagen. The stamps were franked with the Eifelrennen postmark, (the Ring has its own post office) and a set of three new stamps was also given to each visitor.

Here are some interesting facts about the Ring. It was built during the years 1925-27 at a cost of 15 million Reichsmarks. It has a total length of over 17½ miles and is 26 feet wide, except at the starting and finishing area, which is 66 feet wide. The circuit is divided into three sections, or loops: the North Loop (about 13 miles), the South Loop (4½ miles), and the start and finish loop (1½ miles) which connects the two together. Nowadays only the Northern and start and finish loops are used for motor-races. The track varies in height from 1,051 feet above sea level at its lowest point to 2,030 feet at its highest. The steepest uphill section has a gradient of 1 in 6 and the biggest downhill gradient is 1 in 9. There are 174 bends, 89 of them being left-handed and 85 of them right-handed.

The sharpest corner is the Karussell, which has a radius of 105 feet, and the longest absolute straight is the 5 furlongs (1,100 feet) at the start and finish. There is also a test hill with a gradient of about 1 in 4. The main grandstand is 560 feet long and seats 2,500 people. The track is open for use by private motorists and motor-cyclists every day as a general rule, on payment of a small toll.

TWO CONTINENTAL WINS FOR WAKEFIELD

AFTER the last Crystal Palace meeting, Johnny Wakefield declared his intention of going out to Italy and investigating the possibilities of the four-cylinder sixteen valve Maserati. The next thing that was heard of him was that he had beaten up the leading Italian drivers—including the Maserati team—in the Princess of Piedmont Cup Race at Naples, and he followed this up with an easy victory in the Picardie Grand Prix a week later.

The Naples race was in the nature of a try-out, and seldom has a trial run had a more satisfactory conclusion. It started with Rocco, on one of the works Maseratis, going into the lead for about a dozen laps. Wakefield was feeling his way, not far behind, but both he and Rocco dropped a place when Villoresi, on the second works car, swept past into the lead on the twentieth circuit. Wakefield went after him, passed Rocco, and was only 4 secs. behind Villoresi, when the latter stopped for fuel.

There followed a muddled period when all the drivers came into refuel one after another, but when it was all over Wakefield and Villoresi resumed their titanic battle for the lead. After three-quarters of the race, the Englishman had an advantage of a second, and he was breaking the lap record time and time again.

The Italian made a tremendous effort towards the end but met with misfor-

tune. First of all he lost a gear, then his carburation went all haywire, and finally he spun round on a corner, leaving Wakefield to win quite comfortably from Taruffi and Cortese.

RESULTS

Princess of Piedmont Cup

1, J. P. Wakefield (Maserati), 150 miles in 2h. 24m. 50.8s., 63.62 m.p.h.; 2, P. Taruffi (Maserati), 2h. 25m. 45s.; 3, F. Cortese (Maserati), 2h. 27m. 26s.; 4, L. Villoresi (Maserati), 2h. 28m. 39s.; 5, Bianco (Maserati) 1 lap behind; 6, Barbieri (Maserati); 7, Bellucci (Maserati); 8, Romano (Maserati); 9, Plate (Maserati); 10, Rocco (Maserati); 11, Corsi (Maserati).

Fastest Lap: Wakefield, 2m. 15.8s., 65.49 m.p.h.

The Picardie Grand Prix meeting was rather a farce. There was only one car in it, and Wakefield's consequent superiority robbed the race of any interest. Raymond Sommer had tried hard to get an Alfa-Romeo for the race, but in the end he had to be content with an aged and by no means fit Maserati. Judging by the lack of entries, it seemed that the absence of British cars (last year Mays and "Bira" were both there) had made other competitors think that the race was not worth while bothering about.

The Picardie Grand Prix is normally run in two heats and a final. This year, however, partly due to the small field of ten starters, and partly because of the rain, one of the heats was cut out. Instead, there was a most amusing race for ladies driving 8 h.p. Renault saloons.

Wakefield soon built up a long lead

WAKEFIELD

in the first heat, gaining half a dozen seconds a lap on Armand Hug, the Swiss driver of a Maserati. Behind came Horvilleur on another Maserati and the rest of the field nowhere. Sommer's car was more often at the pits than not, having a mysterious carburation malady. Nothing much happened before the end except that Horvilleur oiled a plug and dropped back; Jean Delorme dived backwards off the road on lap 1 with his pretty Bugatti, and Wakefield went on his majestic way to win at 81.2 m.p.h. with Hug second, Tremouet (Amilcar) third, Grignard (Amilcar) fourth, Herkuleyns (M.G.) fifth and Horvilleur (Maserati) sixth.

In the final of the Grand Prix Sommer's car was going a good deal better until the third lap, when the carburettor again decided to sulk. Meanwhile Wakefield's only other serious competitor, Hug, had stopped for plugs, and although he got going again he finally went out with a broken piston. With Horvilleur's Maserati going badly too, Wakefield sailed away to win by the ridiculous margin of 12 miles, two laps ahead of Sommer, who had struggled on to the finish.

RESULTS

Picardie Grand Prix

1, J. P. Wakefield (Maserati), 94½ miles in 1h. 6m. 33s., 82.034 m.p.h.; 2, R. Sommer (Maserati), 2 laps behind; 3, Horvilleur (Maserati), 2 laps behind; 4, Roumani (Bugatti), 2 laps behind; 5, Tremoulet (Amilcar) 2 laps behind; 6, Herkuleyns (M.G.) 3 laps behind.

Letters from Readers

Sir,

I am a constant reader of MOTOR SPORT in Australia and I was puzzled when I read your article on "A Racing Car in Retirement" in your February issue. The late Major Harvey's 200 Mile Race winning Alvis was brought to Sydney in 1925 by the late Phil Garlick after a blower had been fitted by the factory in England. He was killed in this car at Maroubra Speedway after innumerable successes with the car there. Maroubra Speedway (a high concrete saucer) was closed through financial and safety reasons shortly after. The car was left in its smashed condition for many years and in 1932 a Newcastle engineer named Mr. Honeyman bought the Alvis from Garlick's relations and partly reconditioned it. It was then purchased by an Alvis enthusiast named Braitling. Later it passed into the hands of an experienced N.S.W. racing driver Hope Bartlett (who owns a very fast "Q" type M.G., the original factory car) and then to Mr. A. Turner who fitted Willys 77 transmission, wheels and four wheel brakes and restored some of its lost performance. Later Mr. Bruce Clarke bought this car and spent approximately £1,500 on improvements. A new two-seater body was fitted and a Stewart Truck clutch fitted. New connecting rods were made and the supercharger reconditioned by Mr. W. Conoulty of Austin fame. The motor after some trials was made quite reliable. It was driven by Mr. W. Bullen for eighteen months with considerable success in various N.S.W. Light Car Club hill-climbs and speed events and on Penrith Speedway (a mile dirt track) for Mr. Clarke. I then bought the car myself and in a Light Car Club Flying quarter-mile managed 115.4 m.p.h. Not too bad for a fifteen year old car. Then in a Five Mile Championship at Penrith Speedway in which I won the heat a connecting rod snapped which, I am sorry to say, wrecked the block, crankcase and sump beyond repair. I then traded the car on a 2.3 Le Mans four-seater Alfa-Romeo ex-Louis Chiron to an Australian who has fitted a fast Terraplane motor to the Alvis chassis and it was entered in our recent 150 mile Bathurst Grand Prix although it did not start. Its last public appearance was at Penrith Speedway driven again by Mr. W. Bullen and it finished third in the Five Mile Championship. At Midget Car meetings where I race an English Skirrow, parts of the old Alvis engine are raced every week in an Alvis motored midget car. The remaining parts of the motor are being built into a 1927 model 12'50 Alvis which is to be used for competitions by Mr. Richards of Sydney.

I am, Yours etc.,

JOHN F. CROUCH.

Wollstonecraft,
N.S.W.

JUST SUGGESTIONS

Sir,

In your issue of April last I was surprised to see no mention of the Riley Nine in the article under the title "Just Suggestions."

I cannot think of a more suitable car for the not too wealthy, these thoroughbred motor-cars can be picked up in reasonable shape for £10 to £15 for '29 and '30 models and about £20 to £35 for '31 and '32s.

Performance is good in view of the weight of the car (19½ cwt. in the case of Weyman metal saloon), they will give 43 m.p.h. in third and a genuine 65 in top at 4,300 r.p.m. in standard trim, all models from '27 have four-speeds with silent third and top.

The Riley will cruise all day, with four or five up, at 45 to 50 and will give some 30 to 35 m.p.g., tax is only £6 15s., per annum (only 15/- more than for an Austin Seven) although giving sports-car performance, insurance is not excessive, in fact, my policy was transferred from an Austin Seven without any additional premium.

Spares are obtainable at fairly reasonable prices and the Riley people give "by return post service" and their technical department are most helpful, a monthly journal is published in the interest of Riley owners.

For those not conversant with this marque I have outlined below some of the many refinements to be found on it:—

18 inch spring spoked wheel, easily adjusted for rake, powerful 15 inch brakes, both foot and hand can be adjusted while driving. Cast aluminium ribbed sump. Bucket seats in good leather; adjustable by means of Leveroll fittings. Double acting Hartford shockers (on '32 and latter models). Grouped greasing system (on '32 and later models), Jaeger instruments and fingertip control for horn, lighting and choke, 80 m.p.h. speedo. partly calibrated in r.p.m. Very positive steering with provision for taking up wear. Easy jacking and Triplex all round.

Work on the engine and chassis is within the scope of the mere novice, everything falls readily to hand and has been placed there for a definite purpose.

I believe a little bother was experienced with early Mark I and II models, mainly with the rod operated brakes and cone clutch then fitted, but these troubles were overcome in later models.

I am, Yours etc.,

BOB BURGESS.

Kent.

* * *

THE ALFONSO HISPANO-SUIZA

Sir,

Re your paragraph in "Rumblings," in the June issue, I beg to point out a

slight error in connection with the remarks on the Alfonso Hispano-Suiza.

The car that was owned by Mr. T. W. Burnand was sold to a Southport gentleman who entirely rebuilt it, but was killed in a Fiat "Mouse" before he could put it on the road. The motor-car was then sold to E. S. Maiden, Esq., from whom I bought it early this year.

The car is exactly the same as the photograph you published, except for a lighting set I fitted, a larger steering wheel, and having had the radiator polished.

Unfortunately the car was not ready for the Veteran's Handicap owing to new king pins and bushes being fitted, and the delay caused, forced its non-appearance.

I am, Yours etc.,

W. A. HILL.

Hampstead, N.W.3.

* * *

AN EXPLANATION

Sir,

Our attention has been called to an article in your recent issue under the heading "Rumblings" in which we are referred to as one of those firms "making British bodied and modified Sports models."

We take very great exception to this totally erroneous description of our product, and we must ask you to publish a suitable correction in the first available issue.

The grounds for making this protest are that the Jensen is a complete product in itself, built throughout at these works, from selected components, and is *not* a modification of another manufacturer's product.

I am, Yours etc.,

H. M. WEIR,

Sales Manager.

West Bromwich.

* * *

THE MOTOR SPORTS CLUB

Sir,

In view of the lack of support of the Club the landlords have declined to place the premises any longer at our disposal and it has therefore been necessary to close the Club as from to-day.

No subscriptions have been accepted for 1939 and the balance after paying expenses incurred, will be handed over to the Motor Racing Fund.

I am, Yours etc.,

DENNIS B. BURRAGE,
Hon. Sec.

London, W.C.2.

* * *

WHICH IS THE FASTEST ROAD CAR?

Sir,

I am writing to you with regard to your recent article entitled "Which is the Fastest Road Car?"

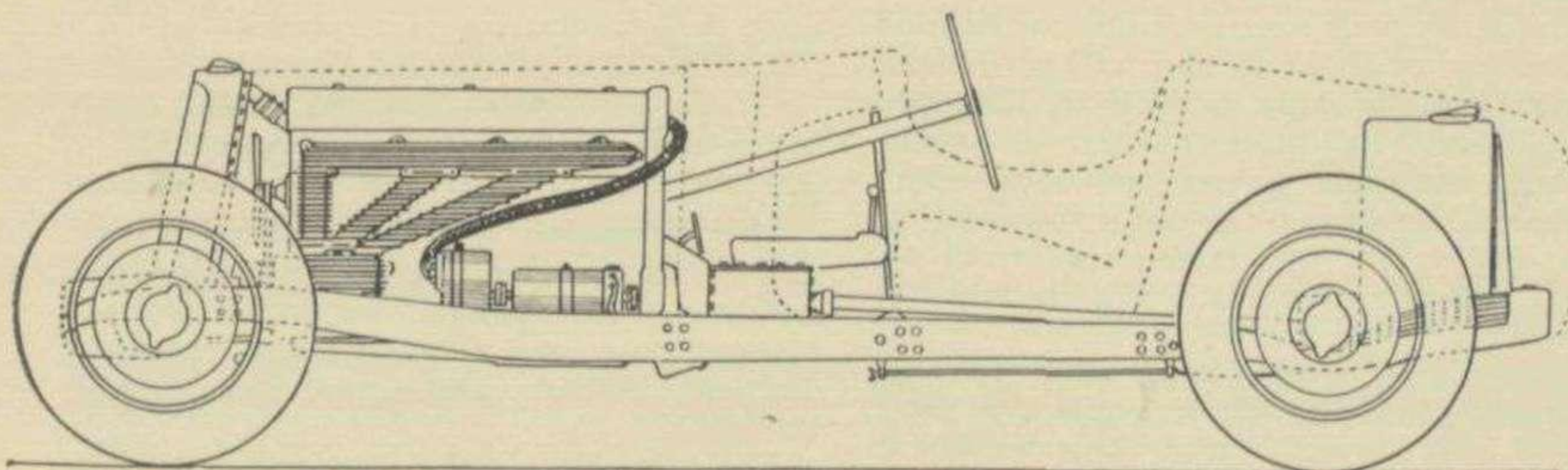
LETTERS FROM READERS—continued.

In the course of your article you say "The Conan Doyle Brothers used to put forward a rather special 38/250 Mercédès-Benz with a large supercharger, but no figures are available, and standard examples have never equalled Lycett's Bentley."

Perhaps I may be allowed to correct this somewhat belittling impression of the car by giving one or two facts and figures.

The car was not, as you seem to think, a big blower S.S.K.L., but a S.S.K.L. fitted with the "elephant" blower. The difference between these two models is considerable, the latter having a lighter chassis, a crankshaft of entirely different and much lighter metal, a camshaft with a much higher lift, different valves, etc., and a supercharger blowing at 12 lb., compared with the 10 lb. of the "Big" and the 8½ lb. of the standard supercharger. This car developed approximately 300 b.h.p.

Only six of the S.S.K.L. models were ever made. Caracciola had two, Von Stuck had one, Von Brauchitsch had one, Otto Merz had one, and we had the sixth, which was previously in Scandinavia, and



A brief description of the car design as mentioned in Mr. White's letter published on this page:—Bore 90 m.m., Stroke 100 m.m., 5091 c.c., Twin O.H.C. Solex carburetter and Roots blower, dry sump lubrication. Track 4'8", W.B. 10". Gear ratios 2.5, 3.5, 5.2, and 8 to 1. Speeds at 3,300 r.p.m. Top 125.4, 3rd 92.5, 2nd 60.5, 1st 39.4 m.p.h., Max. revs. 3,500 r.p.m. 160 b.h.p. unblown, 230 b.h.p. blown.

which is the only one to have been in this country.

As regards the performance of this model, the late Sir Henry Birkin declared that it was the only sports-car in the world which his 4½-litre blower Bentley could not hold. I believe this remark was made after Caracciola in a S.S.K.L. had twice lapped Birkin's Bentley at Phoenix Park in, I think, 1930.

Caracciola won that race from scratch, doing 137 m.p.h. on the straight in pouring rain, the car being fitted with full equipment. The same year, he won the Avus race in a S.S.K.L. averaging 119 m.p.h. for the 183 miles, in the course of which race this model officially exceeded 147 m.p.h.

This car was identical to our machine, with the exception of a slight difference in the back axle ratio.

The following year, Von Brauchitsch won the Avus race in the model, fitted with a special body. He averaged over 121 m.p.h. for the race, during which he was holding a speed of 156 m.p.h., and in the course of which he beat the monopoosto Alfas.

To conclude, with regard to the performance of our old Car, its acceleration was phenomenal, but, unfortunately, I have no exact figures. Its third gear performance was exceptional, for it was

timed on the track at 102 m.p.h. in third gear over a measured distance.

With regard to its maximum speed Mercédès Racing Expert estimated it at 144 m.p.h. in stripped form, the difference between this and the speed achieved by Caracciola at Avus being explained by the slight difference in axle ratio.

I may be mistaken, but no figures which are mentioned in your article appear to exceed the performance of our S.S.K.L.

I am, Yours etc.,
DENIS P. S. CONAN DOYLE.
London, W.1.

* * *

Sir,

One reads so much now about changes in design that I thought the enclosed might interest you. It is a rough copy of design I made in 1931 and I see no reason to alter it except in minor details such as improved magneto, plugs and carburetters. You will note that it has independent front springing with wishbones and coils, and Bugatti rear spring—also the dif. box is mounted on the chassis a la de Dion. The original had a smaller bore and longer stroke but recent investi-

I have travelled down to the city in the Rolls for over a year covering about a hundred miles a week, and I did not have to lift the bonnet to make an adjustment, leave alone a repair. During the year I used three gallons of oil and averaged about 13 miles to the gallon in city and suburban traffic and about 20 miles to the gallon in the country. Unfortunately this one is also too expensive for me to run, so it is now under a dust sheet beside the Bentley waiting for better days.

Can you or any of your readers tell me where I could find a pre-1915 Rolls-Royce, as I am very keen to save one of those beautiful cars from becoming a breakdown lorry or a hearse.

I am, Yours etc.,
PETER POLIN-EVANS.

N.W.3.

* * *

Sir,

It is with genuine regret that I have to agree with you that the foreign 1,500 c.c. cars are more than a match for our F.R.A.s.

In common with many others I fondly hoped that 1,500 c.c. racing was "right up our street" but if the foreigners are so successful at their debut how shall we beat them when they have had a couple of seasons actual racing?

Mr. H. Pratley blames it on lack of enthusiasm towards the E.R.A. Club but before the 1,500 c.c. Formula he would doubtless have blamed the lack of this formula. The Englishman is certainly "the world's best loser"—but look at the practice he gets!

I am, Yours etc.,
JACK M. REISS.

Leeds.

* * *

Sir,

As a regular reader of MOTOR SPORT, I am particularly interested in the Alvis articles in the last two copies I have received.

The Alvis that came here is fitted now with a six-cylinder two-carburetter Terra-plane engine, and performed very creditably in its maiden outing at Penrith on Anzac Day—April 25th—being beaten only by Kleinig Hudson special—with Magnette chassis, and very similar in appearance to the new Darracq G.P., and holding the N.S.W. flying mile record, and by Paul Swedberg's Offenhauser Midget, a beautiful doodle with Miller four-cylinder 1,500 c.c. twin camshaft engine.

The Alvis changed its power plant when J. Crouch popped a rod through its crankcase. Crouch bought the Alfa Le Mans tourer which Shaw brought back with him, and made fourth in the Bathurst Grand Prix, which was won by Sherwood—Ulster Magnette—second and fastest time Swedberg in Shaw's Delahaye, and third Barraclough, in another Ulster Magnette.

Kleinig led this race for 29 laps until he ran out of oil and enlarged a big-end. But to return to our Alvis. The block, valve gear, camshaft, oil pumps, exhaust manifold etc. were purchased by my friend A. MacKinnon, who runs one of Sydney's two Frazer-Nashes, fitted with an A.C. 2-litre engine. You may remember

gation into piston speeds caused me to alter this. Friends have tried to persuade me that a V12 short stroke engine revving up to 5,000 r.p.m. would be better, but I feel that one of the chief pleasures of a big car is a slow revving engine, even though the acceleration may be less vivid.

The great distance (20 in.) between pedals and seat is accounted for by the fact that I am 6 ft. 3 in. Gaining some idea of the weight is the most difficult thing I find but it should be possible to keep it down to 30 cwt. I feel certain that there is a market for a car of this type, for at Lewes the other day there were many old sports-cars which have no counterpart in modern cars. I was particularly charmed with two 3-litre Sunbeams, and an old Minerva.

I am, Yours etc.,
NORMAN J. WHITE.

Littlehampton.

* * *

Sir,

As a man not interested in cars built later than 1931 I write to say how I enjoy the articles and correspondence published in MOTOR SPORT.

I own a Bentley which is nine years old and which I cannot afford to run more than one month in the year (often not so long) and a 1923 Rolls-Royce.

*Oh, Mr. Mercury, you've
put a new feather
in my cap!*



SHE always was a good little driver. Now she's an even better one, for she gets more out of her car—more power, more miles to the gallon—since she discovered that **BENZOLE MAKES GOOD PETROL BETTER.** If you haven't already done likewise, next time you're out fill up with 'National' and note the difference in your m.p.g. It will pay you.

**NATIONAL
BENZOLE MIXTURE**

takes you further

More M.P.G.



LETTERS FROM READERS—continued

this man competing in various events at Brooklands with this same Frazer-Nash a couple of years ago.

The bits of 12/50 engine, we added to the old s.v. 12/40 which we already had fitted in a doodle, and instead of the blower we fitted two S.U.s.

Tears of blood were shed by reason of the fact that in a moment of canniness we attempted to beat the owner down for his very fine bronze cylinder head, and thus lost it to another 12/50 owner.

Howbeit, the thing performs astoundingly well, although it is accustomed to cooking R-11's—which may be due to the fact that the pistons stand $\frac{1}{16}$ " proud of the cylinder barrels at T.D.C. We have not dared to measure the compression ratio.

I own a 1925 20-70 s.v. sports Crossley, which I have spent the last year in reconditioning as a spare time job. This car in its prime held the lap record at Maroubra track for some years, but that was long before it came into my possession.

I am Yours etc.,

R. BEAL PRITCHETT.

New Zealand.

* * *

OF FRENCH VINTAGE

Sir,

Many thanks for article "Of French Vintage" in your May issue, had I been aware that my few remarks would be published I would have attempted to be more interesting to your enthusiastic readers, especially to your contributor, Mr. Gerald A. Ewen, who is obviously a keen Delage owner.

I do not agree that there are any snags with these cars, and the points mentioned by Mr. Ewen were always rectified without

difficulty. If of interest, I would reply to them in same order.

(1) It is a sound idea to fit a "Common or breaker" Jaeger speedometer, but it probably would be necessary for British Jaeger Instruments Ltd. to reset speedo. revs. to correspond to car gears.

(2) Tappet gear noise can be rectified by fitting new pins and rollers, and if condition permits, the forked bronze guides can be closed in to fit tappets. Lubrication from valve rocker shaft can be controlled however one thinks fit, by removal or fitting of wicks in oil ways of rockers.

(3) The majority of clutches were modified to eight spring type and with Raybestos plates no trouble was experienced providing the rear main bearing was not leaking oil, and the centre steel plate was free on its splined shaft.

(4) Oil travel up torque tube, propeller shaft, was remedied by fitting a full diameter metal washer between bevel pinion and first ballrace on shaft. This has been incorporated by the makers on all later models

(5) Aerolite pistons with oil control rings and Mortimer Welding Co. Ltd. cylinder rebores have proved a success over a great many years.

Mr. Ewen's statement that there are no differences in mechanical details of the DISS and DIS models is not so. A short table is as follows:—

DISS

Chassis: Low.

Engine: High Compression, large valves high lift cams, single chain.

Cooling: Thermo syphon.

Clutch: No adjustment, life controlled by plate wear.

Gearbox: Gear selection original pattern back to 1923.

Dynamotor: Crankshaft driven.

Ignition: Bosch magneto.

Max. speed by makers: 80 m.p.h.

DIS

Chassis: Normal.

Engine: Normal. Double chain.

Cooling: Pump.

Clutch: Toggle arm adjustment.

Gearbox: Redesigned.

Dynamotor: Chain driven.

Ignition: North East coil.

Max. speed by Makers: 70 m.p.h.

Regarding speeds of these cars there is a DISS locally that is nearly dropping to pieces which has a habit of passing pals on other makes, who's speedo. readings at the time has been over 75 m.p.h. The only time I have been stopped by the police was a few years back on a demonstration DISS at a speedometer reading of 88 m.p.h., which was later followed by an interesting morning at Highgate police court.

I quite agree with Mr. Ewen's final remarks and greatly regret that these long life cars are not being produced to-day, although the same qualities are certainly incorporated in later models of larger h.p.

A few words will suffice regarding the Hotchkiss, all models are too good for one with a repair business and the "Paris Nice" model would be a delight to the most critical enthusiast.

I am, Yours etc.,

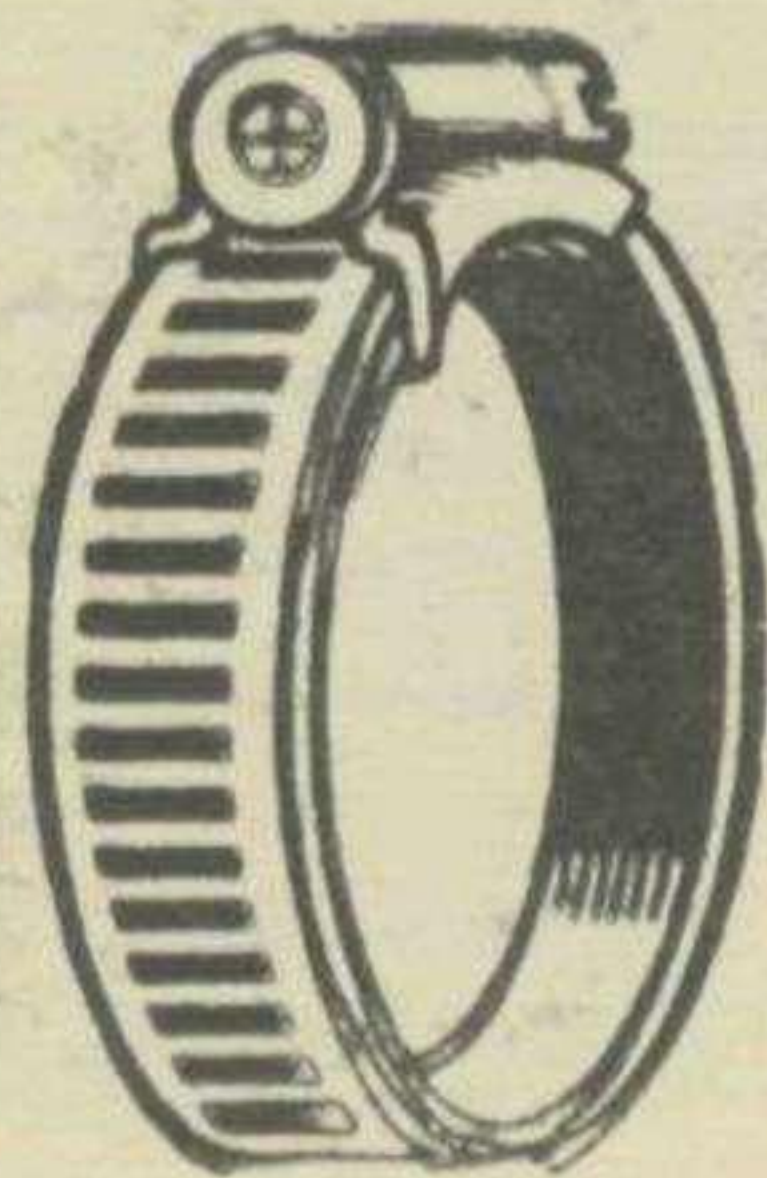
J. WATTEN.

S.W.17.

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PROTESTS NOT ENCOURAGED

TRIALS MARSHALS ARE "JUDGES OF FACT" BY NEW R.A.C. COMPETITION RULES

THE new edition of the General Competition Rules of the Royal Automobile Club, which are now in force, contains a number of interesting alterations and amendments.

The most important of these alterations concern protests and appeals, which may sometimes be necessary even in the best regulated competitions, but in which the judgment of a Solomon is often needed to ensure an equitable verdict.

New rules have been made, designed to obviate many such protests, when in the end it is merely a case of one man's statement against another's. It is felt that the underlying principle of a competition should be that competitors must accept the ruling of officials on matters of fact.

With this object Rule No. 193, concerning the Duties of Judges, has been greatly expanded. In trials, and in competitions other than races, "Judges" have rarely been appointed under that name, the duty of a "Judge," as defined in the old competition rules, being to declare the order in which the competitors pass the finishing line. Any such declaration has always been final and without appeal, and has, in fact, in times past been the only official ruling against which no protest could be made.

In the new rules judges are divided into three classes, and officials formerly known in trials as observers or marshals may now be deemed to be "judges of fact." The three classes are (a) Finishing Judges, whose duties are as before, (b) Judges of Fact, and (c) Assistant Judges.

It is laid down that in a competition during which a decision has to be given whether or not a competitor has touched or passed a given line, or upon any other fact of the same type as laid down in the supplementary regulations of the competition, one or several Judges of Fact shall be nominated. Such Judges may have assistant Judges, but in cases of disagreement the final decision shall be given by the Judge himself.

The decision of these Judges is final, and no protest against their decisions upon a matter which they have officially been appointed to decide can now be admitted. This is an alteration of the first importance, for now it is no use for a competitor to protest that his car just kept moving on a hill when an observer (now a Judge) says that it stopped.

There is the somewhat curious addition to the rule, that the promoters may employ a cinematograph or other camera to facilitate the decisions of the Judges, but that the evidence of any other camera will not be taken into consideration. The idea that "the camera cannot lie" is no longer tenable, but nevertheless a competitor in possession of a film showing him not to have acted in a manner in accordance with the statement of a Judge would have a definite grievance. Presumably this rule has been added to prevent any sort of question upon an official decision, so that the matter is finally closed without any argument.

This rule, taken as a whole, is all to the good, for there have been many instances when it has been impossible for the stewards to sift conflicting evidence, as in a stop and restart test, when a car is called upon to accelerate, stop momentarily astride a line, and at once accelerate away again. In the rapid stop required, a competitor may have thought that his machine came to rest, whereas actually the wheels never ceased turning. Afterwards no one can prove anything.

Whether or not it is also a "fact" that a car arrives at a check at a certain time is a point not specifically gone into in the new rules, yet one capable of causing much argument. In rules nos. 175-182, which set out the duties of the time-

the competition must indicate what are the facts that are to be judged by Judges of Fact. However, application of this rule to cover any point could rule out protests altogether.

Another amendment concerning protests relates to the time limit in which protests as to validity of entry, qualification of competitor, handicap, etc., may be lodged. This should be done at least one hour before the start, or should the conditions render this impracticable, at the latest within half an hour of the conclusion of the competition. What good a protest after the competition would do if a competitor had not been allowed to start is not clear! Presumably in this case it would be held that the protest



Marshals on trials have now a final decision against which there is no protest, in all such matters as a car stopping on a hill.

keepers, no alteration has been made. All these rules are evidently framed more for a race meeting or speed event than for a trial, and indeed this is a criticism which might at one time have been levelled against the whole of the G.C.R.

Indeed, of rules 175-182, the only one really applicable to a trial is 179, "to record such times as are required by the conditions of the competition." It may be noted that rule no. 178 bids timekeepers, to use for timing only such apparatus as is approved by the R.A.C., but few clocks or watches used for timing the arrival of competitors at a club trial check will have been sent to the governing body for approval!

Actually the arrival of a competitor at a certain point at a certain time is indisputably a "fact," and since the timekeeper is there to decide exactly that question, it may well be held that he is a "Judge of Fact." The matter is one which would bear amplification by the R.A.C. Possibly organisers can cover themselves under rule 194 (b), which states that supplementary regulations for

should have been made earlier.

Then, assuming that a competitor has been able to find something against which under the new rules he may legally protest, one comes to appeals to the R.A.C. against the decision of the Stewards on such a protest. A right of appeal is always available, but notice of intention to appeal must now be given to the Stewards in writing within the hour that follows their decision. Furthermore, an appeal fee of £10 in cash must be paid at the same time, and if the appeal is not proceeded with, the fee is forfeit.

The appeal itself must then be lodged within two days of the decision by the Stewards, and the R.A.C. is bound to announce its verdict within thirty days. A competitor still dissatisfied has one further right of appeal, to the Stewards of the R.A.C. After that he must rest content. Some people in the height of their anger against an official decision have been heard to remark that they were prepared to go to the A.I.A.C.R. if

(Continued on page 212).

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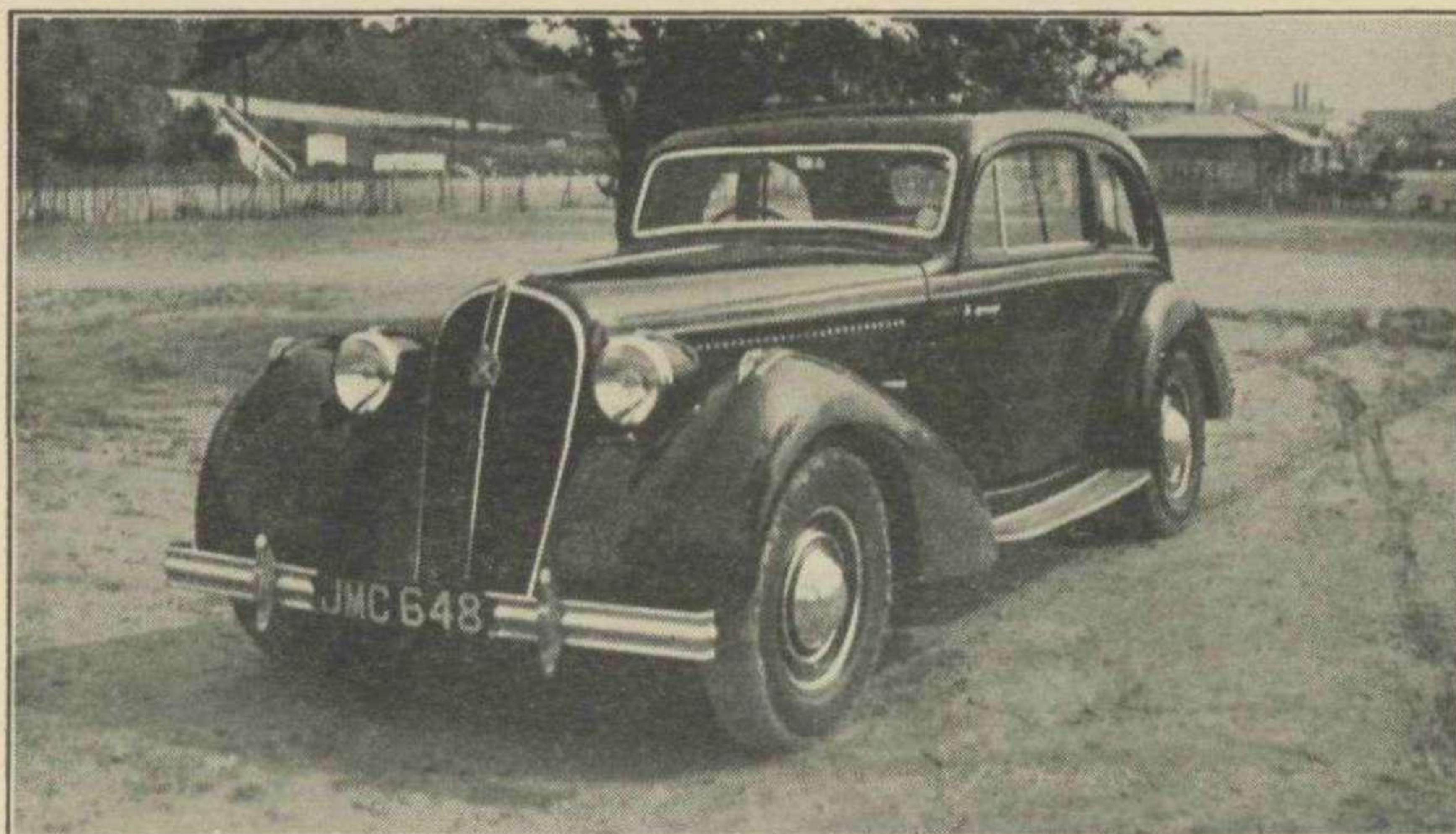
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The Hotchkiss has a thoroughbred appearance from every aspect.

GOES LIKE A GUN

THE 3½-LITRE HOTCHKISS

GUNS are in the news nowadays, and the famous French Hotchkiss, whose badge is two crossed cannons, is the product of a big ordnance factory. It is thus both built like a gun, and certainly the Grand Sports saloon, or four-seater fixed head coupé, goes like a gun as well.

It will always be a source of lasting regret to the representative of MOTOR SPORT who carried out this test that owing to exigencies of time he was not able to have a longer run on the 3½-litre Hotchkiss. This was not the fault of Messrs. H. M. Bentley and Partners, of Hanover Street, W.1, the British concessionaires for the Hotchkiss, but time simply did not permit more than one day in the car.

This was amply sufficient, however, to appreciate its high qualities. Indeed, some inkling of these could be gathered just by a short run "round the block." Few cars assimilate themselves to the driver so quickly in thick traffic, especially when they have a high top gear and a performance of close on 100 m.p.h. Part of the day in the Hotchkiss had to be spent journeying hurriedly about London, but this was really no disadvantage, for one was able to appreciate the great flexibility and handy steering.

Even to one used to handling many different types of cars, there is often a feeling when taking over a new and expensive car in the thickest traffic that London can provide that one "must not scratch the wings." From natural caution one refrains from taking all the opportunities that one might take in one's own car, the width and performance of which one knows to the last fraction.

The Hotchkiss gave no such feeling, and one was at once at home, holding one's own with the most determined "thrusters." It was possible to forget about the gear change altogether, since one found automatically that one had changed down or up without thinking about it. This the enthusiast does on his own car, but he does not always find the same facility on someone else's, even if the change be easy.

All the gears can be used with freedom

in traffic, for even on bottom gear one can, if one likes, attain 30 m.p.h., while the high top of 3.3 to 1 is not too high for trickling along when one desires. The two intermediate ratios are naturally the ones which one uses most, and gives all the acceleration that one could wish for. Third and top have a synchromesh engagement, and all the gears slip in quite easily.

There is just one point that one has to be careful about, and that is braking. The brakes are of the duo servo self-wrapping type, and when you put them on something really does happen. If one is not prepared for such sudden cessation of travel, one might bump one's nose on the windscreen! One just has to get used to the power of self-wrapping brakes, until you learn how to caress the pedal for a gentle stop at low speeds.

You may as well say here that this tendency for a "complete and absolute stop" (to quote the international racing regulations, when a red flag is shown) disappears at high speeds, unless of course one wishes to stop very suddenly. On the open road you can use the brake pedal as you like, obtaining gentle deceleration or fierce stopping power without any difficulty. Those brakes would get one out of many a nasty situation with ease.

The same remark would apply to the acceleration, and thus the Hotchkiss, with its light, positive steering as an additional help, must be one of the safest cars on the road in good hands. This is just as a sports-car should be.

In traffic the car was quite happy, but it was just asking for the first de-restriction sign. In practically no time (later proved to be just over 18 secs. from a standstill) one was up to 70 m.p.h. and down again to less than 30 m.p.h. for a roundabout with the same ease. The Hotchkiss is certainly "grand sport."

At Brooklands there was first of all something of a disappointment, for it seemed difficult to push the speedometer past 90 m.p.h. However, this seemed very curious, as the scenery was going by at

a great rate, and a racing car on a warning up lap had been absolutely left standing. Racing cars usually travel fairly fast even when they are warming up.

Out came a stop-watch, and, as expected, the speedometer was proved to be slow at high speeds. Again and again a timed speed of 97.83 m.p.h. was registered for the flying quarter mile. The driver had been told that the Hotchkiss would "take it," and wanted to knock off that elusive ¼ sec. which would have given it 100 m.p.h. But after nearly 98 m.p.h. had been registered four times, one had to realise that this was the best that could be done, that day, at any rate.

It is understood that in favourable conditions it is in fact possible to exceed the three-figure mark, while 104 m.p.h. would represent only 4,000 r.p.m. On this occasion there was no wind at all to help, and the car was practically as fast all the way round the track, except on the slope of the Members' Hill.

The car was quite comfortable at this speed, but tighter shock-absorbers would have been an advantage. The machine tested was actually not quite of the latest type, which now has adjustable Houdaille shock-absorbers. The only other differences, it is understood, are leather upholstery instead of cloth, and screen-wipers mounted at the bottom of the screen instead of at the top. A slightly more rigid steering box mounting has also been provided, though in this test no criticisms of the steering are offered, except for a certain absence of self-centering action on fast bends.

It was a real pleasure trying to get some acceleration figures with the responsive engine and the beautiful gear change, albeit it was hard not to make a slight clash with a quick change from bottom to second. It was interesting, too, to note how much scope there was for nice judgment in the amount of revs. and the manner of letting in the clutch. Too much zeal in this could result in wheelspin even on dry concrete, causing loss of time.

It would have been hard to "muff" the getaway altogether, but it is pleasant

THE 3½-LITRE HOTCHKISS—continued.

on a good car to have something left to individual skill. Not much practice is necessary, but with practice one can certainly improve. A hand ignition lever is provided, mounted on the steering column, and use of this, too, can make a lot of difference in getting the best results. If the driver had been able to concentrate on these features without having to operate several stop watches at the same time, even better results might have been obtained.

The acceleration figures from a standstill were:—

m.p.h.	secs.	m.p.h.	secs.
0-30	3½	0-60	14
0-40	7½	0-70	18½
0-50	9½	0-80	27

On first gear the car would reach 30 m.p.h., on second gear 50 m.p.h., and on third gear a little over 70 m.p.h. These speeds are nicely spaced, and the performance on third gear of 5.12 to 1 is particularly useful on the road, both in picking up from corners, and in passing other vehicles.

The fuel tank holds 18 gallons. There was not an opportunity to check the

MORE ABOUT THE SIDE-VALVE ASTON-MARTIN

FOLLOWING an article on a very beautifully re-built Aston-Martin side-valve model of 1924 vintage in MOTOR SPORT last year, some interesting correspondence resulted from other owners of these distinctly rare cars—and the owner, who bought the particular car in question from Mr. Lambert who built it, would welcome further letters from s.v. Aston enthusiasts. Another car of this type has recently come to light in Australia, where it has been used in competition events, and it is another of the short wheel base, small radiator cars, as is the Lambert job. It suffered from a broken crankshaft not long ago but, thanks to this paper, the owner was able to acquire an almost unused one from Mr. Lambert—and there must be very few available, discounting the special stock of spares kept in up Scotland by Johnson-Ferguson, who is busy rebuilding his well known s.v. car. We recently saw the Lambert car again and it really is in better condition than any other

PROTESTS NOT ENCOURAGED (Continued from page 209.)

necessary, but actually this is not permissible for holders of a British licence taking part in a competition held under the jurisdiction of the R.A.C.

Appeals to the A.I.A.C.R. may only be made by the licensee of another country against a decision by the R.A.C., or if the national clubs themselves fall into an Olympian wrangle. It was just such a wrangle which brought the A.I.A.C.R. into being, after a dispute over the Gordon Bennett race in 1905.

All these new rules—that concerning the A.I.A.C.R. is not new—seem designed to reduce protests and appeals to a minimum. The proviso that an appeal fee of £10 should be paid in cash should make the most disgruntled competitor think twice. While it is a good theoretical point that grievances should be aired, in

petrol consumption accurately, but it is understood that this varies from 16-20 m.p.g. according to methods of driving, the lower figure being possible even after sustained high speed work. Thus one has a very useful mileage which can be covered without filling up.

As has been mentioned, the closed body is termed a four-seater Fixed-head coupé, on the ground that with the short wheel-base of 9 ft. 2 in. (track 4 ft. 8 in.) on the Grand Sport model, the car is not a full four seater saloon, having only two doors. Nevertheless, passengers placed in the rear seats would not have much to grumble at, unless they were of exceptional size, while headroom in the front seats is excellent. The driving position and the view ahead are both good, with a nice, thin-rimmed steering wheel.

Just below the steering wheel two arms provide the mounting for the dipper switch and the horn switch, both conveniently placed for the right hand. The dipping arrangement is clever, for if one is driving in town with the side-lights only, movement of the dipper switch immediately brings the headlights into operation, their beam

vintage car we have ever seen. Literally, it looks like a brand new car. The body-work was hand-made by Mr. Lambert and is of truly robust construction, and the bonnet rivets alone, display craftsmanship of the highest order, the greatest care being taken over the fitting of every one of them. The car now has B.H.B. pistons, although it had the original iron pistons until quite recently. It now does just over 70 m.p.h. and will beat a 3-litre Bentley on acceleration, to about 50 m.p.h. In other words, it gives a standard of performance equal to that of these cars when new, which is all the owner craves, though he would be interested to know what methods were adopted for the old 200 Mile Race Astons, to make them achieve upwards of 80 m.p.h. The car is kept in beautiful condition and we tried scrubbing our fingers along the undersides of the wings without soiling our person!—after the car had just finished a run. It is quite typical of the owner that this Aston carried no adornments other than an A.A. badge and a small name-plate "Nigger II" and that it is seldom

practice it is usually better to abide by an official decision without complaints, unless a flagrant error has been made.

A small change in rule No. 81 allows a change of cars in a trial entry, after entries have closed, provided that at least twenty-four hours notice before the start is given. An old rule which not all promoters realise is No. 13, which lays down that entrants in a closed or closed invitation competition must have been registered as members of the club concerned for at least twenty-one days.

Penalties for "beating the flag" at the start of a competition have also been laid down (rule No. 95). Where there is a massed start, a penalty is incurred of at least one minute added to the time taken by an offending competitor to complete the course. Where cars are

appropriately lowered, without recourse to the actual headlamp switch.

The instrument panel is nicely laid out. The dials are grouped, but are exceptionally clear to read. No rev. counter is provided. On each side of the dashboard is a cubby hole, and pockets in the side of the car are also provided for front and rear passengers. In the doors the front half of the winding windows can be swivelled independently, a useful feature.

The spare wheel is mounted horizontally in the tail, with a space for tools beside it. The floor of the luggage compartment is so arranged that it should be possible to get the tools out without disturbing the luggage. Incidentally the battery is carried in the dash, and on each side of it further spaces are provided where tools or spare parts would be carried.

One expects a good performance from the Hotchkiss, with its formidable list of successes in the Monte Carlo Rally and other competitions, but one has a feeling of pleasant surprise on noting the price of the 3½-litre Grand Sports model. It is only £675, which is by no means excessive for a car of such qualities, capable of close on the 100 m.p.h. mark.

driven with the screen folded because it is not fast and there is no desire to pretend that it is. A point not mentioned in the original write-up is the oil filler, which incorporates a neat tap which indicates the oil level without use of a dipstick. To examine a car so beautifully rebuilt and maintained hardens one's heart against most of the moderns.

* * *

USEFUL FIXTURE BOOKLETS

The R.A.C. has now issued the 1939 Fixtures in the form of two convenient booklets, of which the larger one contains all the car and motor-cycle trials from April to December, while the other, which is the same size as last year's fixture list, contains the International fixtures, the British speed fixtures, and the National rallies. In both cases a list of organisers names and addresses is given at the end of each booklet. Copies are available from the R.A.C., Competition Dept., Pall Mall, London, S.W.1, and should be in the pockets of you all.

started separately, the penalty is an additional second.

A standing start has been defined, when that part of the automobile which by contact or passage causes the timing apparatus to be actuated is stationary, and behind the starting line by not more than 2 in. This definition should be useful in speed trials, where there is increasing use of a portable starting strip to be placed just in front of a competitor's front wheel.

Finally, as is now well known, Siam has been admitted as a member of the A.I.A.C.R., and its national colours have been allotted, viz., body and bonnet, blue; chassis and wheels, yellow. "B. Bira's" car appeared in these colours in the International Trophy race.

Continental Notes and News

Mistaken Identity

One of the best stories I've heard about the new 1½-litre Mercedes-Benz—and it's perfectly true—was that of the two British journalists who arranged to see the cars by appointment with Herr Uhlenhaut during the Eifel meeting.

The journalists got there first. No Uhlenhaut, no fifteen-hundred Mercs. Only two G.P. cars making a terrific din being warmed up. The journalists, having seen them before, looked at other things.

At last Uhlenhaut turned up. "Well, what do you think of them?" he asked.

"We haven't seen them yet. Where are they?" shouted the journalists above the uproar.

"Right in front of you," replied the smiling Uhlenhaut, pointing at the two "G.P." cars.

And that's how it is. The 1½-litre cars are dead spits of their 3-litre brothers, and the overall scaling-down in size is not noticeable unless they happen to be standing beside each other.

I gather that the first car was begun before Christmas, as an experiment, and that it was not until a couple of months before Tripoli that it was decided to build a second one. This was done in six weeks, which, as everyone who has had anything to do with racing car construction will appreciate, is extraordinarily good going. But finishing them is one thing, and making them work is another. Personally, I think that the Mercedes debut at Tripoli, averaging 123 m.p.h. for two hours, with two cars finishing first and second, is one of the finest things ever known in motor-racing.

I have it on good authority that the official reason for not running the cars in other 1½-litre races this year is two-fold. In the first place they say it is difficult to maintain two teams at the same time (which shows that Mercedes would not be content just to switch over mechanics and drivers from one kind of car to another as a regular thing), and in the second place they say that they built these cars and entered them for Tripoli as an experiment with a view to seeing what they could do if the Grand Prix formula were altered next year to 1,500 c.c. Having learnt all the lessons they want, they say there is no need to run them elsewhere.

I believe, however, that this scruple would be waived in the event of any other National Grand Prix race, at present run under formula, going over to 1½-litres. Something like this may happen to the Swiss Grand Prix, which would thus be merged with the Prix de Berne. The result, if it came off, would be the first clash between E.R.A.s and Mercedes.

I have heard another suggestion as to why the Germans are not going to race their 1,500 c.c. cars again this year, but it is a purely unofficial one. It is that they think that a series of smashing victories for their cars in 1,500 c.c. races this year would put everyone off making new 1½-litre cars for the formula.

People would say that it's just as hopeless to try and compete with them with 1,500 c.c. cars as it has been with the

By

AUSLANDER

present and past formula cars. And Germany would be left with hollow victories against independents with obsolete cars, which is no fun at all.

Be that as it may—as someone once remarked—the fact remains that rumours are flying about that Bugatti, Darracq and Auto-Union are all planning 1,500 c.c. cars, and there are tales of at least two new 1½-litre teams being formed in Britain. One concerns a famous driver, and the other a famous manufacturer, but it would be obviously unfair to mention their names at this stage.

An interesting point is that in German motor-racing circles the Italians are not regarded as ever becoming really serious competitors in the 1,500 c.c. field. The new E.R.A., on the other hand, is eagerly awaited, and nothing would please the Germans more, I am sure, than for it to be a match for—and even occasionally beat up—their own machines.

In saying that I am not giving way to pro-German feelings. One of the leading British drivers said to me the other day: "You could not possibly meet a finer set of sportsmen than the Germans who came to Donington last year. I would rather race against them than any other drivers in the world."

I wonder whether I am entirely wrong if I say that the Italians seem to have fallen behind in the art of obtaining the highest possible power outputs from racing engines? In road-holding they have nothing to learn, but for some years now, (in fact, since the entry of the Germans and British), their cars seem to lack the requisite urge, both in the Formula and Fifteen-hundred fields.

Now for a storm of abuse from Alfa fans!

Time for a Change

In any case, it's high time a substitute for the present Formula Grand Prix racing was found. I think it's extremely unlikely that the Alfa-Corse will run their 3-litre cars in opposition to the Germans this year. The Italians were furious about Tripoli. They do say that the real reason why the race was changed over to 1,500 c.c. this year was not to prevent the Germans from competing, but to make sure that they had sufficient entries to run the sweepstake properly. They consider, therefore, that the German effort to win the race, after all, was entirely uncalled for.

The Italian answer has been to boycott the Eifel race, which in turn made the Germans furious. What made it all the more pointed, in the German view, was that Farina and Sommer should have raced at Antwerp the same week-end. It is only fair to bear in mind, however, that the cars they drove were of the new 4½-litre unblown sports type that are intended for Le Mans and other sports-car races, and that Antwerp was therefore a useful dress-rehearsal.

With the Italian boycott of French races—at any rate Formula events—still holding good, it looks as though the only races open to the Formula Alfas are the Swiss Grand Prix (if it isn't altered to 1,500 c.c.), the Coppa Acerbo, the Coppa Ciano and the Italian Grand Prix. Presumably the Germans will run in all these races, just for spite. And the irritating part of it is that if the Italians decide to switch them over to 1½-litres, the Germans may decide that they are justified in running the miniature Mercs. in such important races!

The only loophole left for the Italians, so far as I can see, would be to confine the races to sports-cars. Perhaps that's why they seem to be concentrating on the 2½-litre and 4½-litre unsupercharged models? The only German representative in this category at the moment is the 2-litre B.M.W., which although supreme in the 2-litre class, is naturally outpaced by bigger machines. But if this happened, I don't think it would take long for Mercedes-Benz or Auto-Union to turn out a really fast new 4½-litre sports model? And then there are the French Bugattis, Delahayes and Darracqs—and the British Lagondas—so that it is by no means certain that an Italian Grand Prix for sports-cars would be won by an Italian car.

Poor Italy? What it is to take sport too seriously.

And so, you see, it looks as though Formula racing is now reduced to two German teams, with some negligible competition from Darracq, and possibly Delahaye. The Darracq position is a little obscure at the moment. 'Tis said that the 3-litre blown sixteen-cylinder engine will be used in the French Grand Prix, but I have also heard that it may be scrapped. Certainly the performance of the new chassis with the 4½-litre unblown engine at Nurburg was not impressive. Carriere crashed his model quite badly, and Etancelin seemed to have a full-time job on the corners. With all this talk about a 1½-litre formula, of course, M. Lago may be toying with the idea of abandoning the 3-litre car and building a small one now in good time.

Taking the most optimistic view, the prospects of 1,500 c.c. racing next year are extraordinarily good. Here is a list of the maximum number of cars built, in process of building, and being talked about:

- G.B.** E.R.A. (Mr. Cook's team and many independents), Alta, Challenger, and two new X cars.
- D.** Mercedes-Benz, and almost certainly Auto-Union.
- F.** Possibly Bugatti and Darracq.
- I.** Alfa-Romeo and Maserati (works team and many independents).

Reims Races.

The French Grand Prix will be a good scrap between Mercedes and Auto-Union, with the latter making a big effort to reverse the decision of the Eifel Race. Don't suppose there will be any Italians, and the French competition won't amount to much. This will be our first chance of seeing George Meier in action. Soon after these lines are written he will be dicing

CONTINENTAL NOTES AND NEWS—continued.

round the Isle of Man as a member of the B.M.W. motor-cycle team. I hear that Auto-Unions were very reluctant to part with him for the T.T. Speed counts for a lot at Reims, and I rather think the Mercs. will do it again, as their cars were definitely faster at the Ring.

The Alfa and Maserati teams will presumably have to boycott the Sporting Commission Cup Race for 1½-litres, so that the field will consist mostly of E.R.A.s and independent Maseratis. One of Mr. Cook's cars, and possibly two, will run. Dobson will be No. 1 driver, and the second has yet to be chosen, as Rolt's military duties prevent him from getting away in July. Wonder who it will be. Anyway, the news will be out by the time these lines appear.

Abecassis will be there with his Alta—his first Continental race, I believe. As he isn't running in the Nuffield Trophy it is safe to assume that he is making sure his car will be in good shape for the French race. "Bira," too, is going.

The Reims circuit, with its beautiful concrete grandstand and pits, deserves to be used more frequently than it is, and I understand that the A.C. de Champagne have decided to hold a 24-hours race there next year, which should prove quite a rival to Le Mans—although the prestige of the latter race is, of course, tremendous.

Racing in Belgium

There has been quite a lot of motor-racing in Belgium lately. First of all there was the Antwerp Grand Prix, which I didn't see myself but about which I have received some very interesting notes from a reader who lives in Brussels.

He tells me that he had a good look at the new Alfas in the paddock before the race. They have 4½-litre V-12 unsupercharged engines slung in a chassis that is not unlike the 8C 2.9-litre type. From what he could see it looked like the old Formula V-12 engine minus the blower. Instead, it has three dual down-draught Weber carburettors, each of which supply mixture to a pair of cylinders of each bank (four in all). The car has a very big radiator, as well as an oil radiator. Suspension is by coil springs in front, independent, and by transverse leaf at the back with the gearbox on the rear axle. He also took a good peep at the new "Olympic" Delages run by the Ecurie Watney. At first glance the car seems to be rather high, but it is a very fine job nevertheless, and it went like the wind in the race. This car has a six-cylinder push-rod o.h.v. engine with three Solex horizontal carburettors. The revolution counter reads up to six thousand, but there is no indication as to the peak revs. The chassis is of a similar layout to that of the Delahaye.

As for the rest of the cars, Mazaud

(last year's winner) drove a Delahaye with a specially lowered radiator and a new type of shock absorber. The Aston-Martin impressed everyone by its beautiful lines, and my observant Belgian correspondent noticed that it had torque arms instead of the more usual torque cables at the front axle. Cowell's Alta, too, was a handsome machine in his eyes (it is in mine, too, incidentally), but unfortunately the fuel allowed was not at all suited to the high tune and 18 lb. supercharger pressure of the engine. As he only arrived a day or so before the race, there was not time to modify things in any way and the car consequently ran very hot. So hot, in fact, that Cowell deemed it advisable to stop.

As you know, the race was run on a most extraordinary system, points being used instead of time for the placings. There were three "heats" in which all the cars took part, points being awarded in each race as follows: first one point, second four points, third six points, fourth eight points, and the rest ten points. The winner of course, was the car that scored the least number of points.

The Alfas had the heels of the other cars in all three races, as one would expect them to do, with their much bigger engines. Farina won the first two heats and Sommer the third. My Bruxellois tells me that Sommer cornered a good deal faster than Farina, from which he assumes that Sommer's car was not so quick as the Doctor's.

There were some terrific scraps, and one or two lurid incidents. Louis Gérard was in his very best form. In the first heat he started by beating Levegh's Darracq in an incredible scramble round the first corners, and throughout these two were never far apart, Gérard doing all sorts of spectacular things and eventually finishing in front of his rival. He didn't last long in the second heat. He got involved in a duel with his team-mate Monneret, and the two of them went into a 100 m.p.h. curve side by side, with Gérard getting the worst of it on the outside. He failed to make the bend, skidded into the kerb with his back wheel, over-corrected the counter skid, turned right round, went along sideways for about 80 yards, hit the kerb on the opposite side of the road (which happened to be very wide, otherwise he would have done more damage), and finally finished up against a flagpole, which he broke. All that would have been enough to have reduce any normal driver to an ashen wreck, but not Gérard. He took a quick look at his car, restarted his engine, revved it right up and shot away with spinning wheels. By the time he got to the pits he found that the steering was too badly damaged for him to continue.

Monneret, who had a great duel with

Mazaud's Delahaye in the first heat, went on to drive brilliantly and finish third to the two Alfas in the second heat, and he did the same in the final race of the day.

Paul had an anxious moment with his Delahaye. He turned round and stalled his engine on the corner after the pits. His car was right across the fairway, and for a moment it looked as though he was going to be rammed by several other cars.

Here is a word about the Aston-Martin, which was driven by B. H. Talbot, who, incidentally, I think must have been competing in his first race. He seems to have driven extremely well, particularly on the corners, being fast and confident. It is worth remarking that his fastest heat was run at 120 k.p.h., which compares quite favourably with Farina's best of 142 k.p.h. Probably the outstanding performance of the day was that of Monneret, who averaged 139 k.p.h. on his 3-litre Delage, giving away 1½-litres to the Alfas. I understand that this car is the work of M. Lory, designer of the famous 1,500 c.c. Grand Prix Delage which was one of the greatest racing-cars of all time.

Thank you, Monsieur Frère!

The other Belgian race was the Grand Prix des Frontières, on the Chimay circuit, in which Trintignant's Bugatti put it across three 1,500 c.c. Maseratis, all of which fell out with mechanical trouble of some sort or another. Joa's Maserati, however, made the fastest lap of the day at 84.53 m.p.h.

RESULTS

Antwerp Grand Prix

Heat 1.: 1, Farina (Alfa-Romeo), 63 miles in 43m. 52s., speed 86.5 m.p.h.; 2, Sommer (Alfa-Romeo); 3, Mazaud (Delahaye); 4, Monneret (Delage); 5, Gerard (Delage); 6, Levegh (Darracq);
Heat 2.: 1, Farina (Alfa-Romeo), 63 miles in 43m. 1.3s., speed 88.3 m.p.h.; 2, Sommer (Alfa-Romeo); 3, Monneret (Delage); 4, Levegh (Darracq); 5, Forestier (Darracq); 6, Chaboud (Delahaye).
Heat 3.: 1, Sommer (Alfa-Romeo), 63 miles in 43m. 46.1s., speed 86.72 m.p.h.; 2, Farina (Alfa-Romeo); 3, Monneret (Delage); 4, Levegh (Darracq); 5, Forestier (Darracq); 6, Chaboud (Delahaye).
Result: 1, Farina, 6 points; 2, Sommer, 9 points; 3, Monneret, 15 points; 4, Levegh, 18 points.

Grand Prix des Frontières

Racing: 1, Trintignant (Bugatti), 102 miles in 1h. 15m. 38s., speed 80.19 m.p.h.; 2, du Brusle (Bugatti), two laps behind; 3, Herkuleyns (M.G.), three laps behind.
Sports (over 2-litres): 1, W. O. Black (Hotchkiss), 1h. 22m. 31s.
Sports (under 2-litres): 1, Roese (B.M.W.), 1h. 18m. 53s., speed 76.81 m.p.h.; 2, Bonnet (D.B.), 1h. 21m. 4s.; 3, d'Aulins (B.M.W.).

Satisfactory Demonstration

The idea of "demonstrating" their products by cramming as many miles into one hour as possible has been taken up by French manufacturers. Robert Benoist turned up at Monthléry the other day with a very nice-looking type 57C Bugatti, with *carrosserie* by Galibier, and proceeded to do 112 miles in the hour round the concrete saucer.

MOTOR SPORT CALENDAR

JULY 1st	Crystal Palace Cup Race Scottish S.C.C. Rally M.C.C. Donington Meeting	JULY 9th	G.P. de l'A.C.F. et Coupe de la Commission Sportive	AUGUST 6th	G.P. du Comminges
2nd	Course Susa-Moncenisio	16th	Stelvio Hill Climb	7th	Brooklands August Monday Meeting
8th	Leinster Trophy Race J.C.C. Members' Day, Brooklands	22nd	Albi Race [Brooklands]	12th	Imperial Trophy Race, Crystal Palace
		23rd	L.C.C. Sports Car Race,	13th	Coppa Acerbo
		29th	German G.P.	15th	Targa Abruzzo
		30th	Poole Speed Trials	20th	Swiss G.P. & Prix de Berne
			Prescott Hill Climb		

Club News

FINIS?

The Great West M.C. had to cancel the already postponed London-Bournemouth trial, which was scheduled for June 11th, at short notice. Big trials are harder to organise in the summer and we believe that only twelve entries were obtained, which probably did not warrant going ahead with this long-distance event, with its night section and breakfast stop. There is an unfortunate feeling that the Great West M.C. is almost dead and will not survive this cancellation. We sincerely hope this is not the case for this once live club runs some excellent events, notably the London, Bournemouth trial aforementioned, and the Thatcher Trophy Trial, for a trophy put up by the popular M.G. racing man, Fred Thatcher. However, club life is not too easy these days and possibly Secretary Cox may consider it wise to wind up if things cannot easily be pulled through. Lots of once-important clubs only just exist to-day which, if they were decently wound-up, would assist more worthy bodies, inasmuch as members would seek new addresses to which to post subscription money no longer due to their existing club at the beginning of another season.

J.C.C.

In between organising an ambitious Rally to America, gymkhanas, trials, socials, and suchlike, Secretary Morgan has managed to get out regulations for the ever enjoyable and extremely instructive Members' Day at Brooklands. The date is July 8th. As usual, the one hour high-speed trials over a course which includes corners, will constitute the highlight of the meeting, supported by a series of short, outer-circuit races. These high-speed trials are a real test of all those good qualities which a sports-car should possess, while the event is a most enjoyable, prolonged dice, and, as such, seems to us to offer better value for entry-money than the majority of speed trials and speed hill-climbs. Enthusiasts proud of the abilities of themselves and their cars should see to it that better support for an excellent semi-important speed event is forthcoming this time—last year the M.C.C. outer-circuit high-speed trials were more popular and only one J.C.C. hour run was held. The J.C.C. will put on two runs if pressure of entries necessitates and full details are available from then at : Empire House, Brompton Road, London, S.W.7.

LUCKY AMATEURS!

Nowadays amateur sprint and speed exponents have nearly as many fixtures to consider as have professional racing men. And they have the interest of notable variety amongst venues. The Donington manufacturers' circuit calls for high speed and very good brakes;

the Crystal Palace Club circuit emphasises corner-craft to a high degree. Lewes is a pure test of acceleration from rest to a high cruising speed, Wetherby calls for cornering qualities as well, and the hill element enters into things at Prescott and Backwell; and so on. Although a lot of club speed meetings are over, and many were contested last month, a goodly number of fixtures remains. We tabulate the more important below, and would advise those who take motoring sport seriously to obtain details from the respective secretaries and start preparing right away. Even more contrast can be had by competing in the L.C.C. and M.C.C. High Speed Trials as well as in the "30 secs." events—incidentally, it was not so long ago that George Chaplin took a Premier Award in the former driving a fairly standard 1924 Austin Seven tourer which is typical of the feats accomplished in these excellent events.

The following are some of the remaining speed fixtures suited to amateurs:—

- July 1st. M.C.C. Donington Meeting.
- July 8th. J.C.C. High Speed Trial, Brooklands.
- „ 8th. M.A.C. Speed Event.
- „ 9th. Yorkshire S.C.C. Wetherby Speed Trials.
- „ 15th. Vintage S.C.C. Lewes Speed Trials.
- „ 22nd. Bristol M.C. Backwell House Hill-Climb.
- „ 29th. West Hants & Dorset C.C. Poole Speed Trials.
- Aug. 12th. Vintage S.C.C. Donington Meeting.
- „ 19th. Kent & Sussex L.C.C. Lewes Speed Trials.
- „ 26th. Vintage S.C.C. Prescott Hill-Climb.
- Sept. 3rd. Berkhamsted & D.M.C. Dancers' End Hill-Climb.
- „ 9th. M.C.C. High Speed Trial, Brooklands.
- „ 10th. Yorkshire S.C.C. Wetherby Speed Trials.
- „ 17th. Herts County A. & A.C. Markyate Speed Trials.
- Oct. 7th. United Hospitals & U.L.M.C. Donington Meeting.

BUGATTI OWNERS' CLUB

The Bugatti Owners' Club held a quite informal and exceedingly pleasant meeting for members only at Prescott on June 11th, which seemed rather like a contest of the Club versus Miss Strain—who had entered the Alfi-Capa, a Bugatti, a Charon-Special, Rabelro, Chatterbox, and an Alfa-Romeo, to be driven by other persons. There were thirty-two entries and the meeting passed off without incident. The 1½-litre sports class went to P. Williams's Bugatti, the 3-litre sports class to Bagratouni's 2.6-litre Alfa-Romeo, and the big sports class to G. Campbell's 4½-litre Invicta, the times being

55.65, 51.8, and 58.81 secs., respectively. Bowen's blown 750 c.c. M.G. won the small racing class, in 62.42 secs., and Peter Vaughan with the Becke-Powerplus walked off with the 1½-litre racing class in 50.0 secs. C. L. Clark's Bugatti took the 2-litre racing class in 51.35 secs., and Arthur Baron put his "3.3" G.P. Bugatti up in 48.71 secs. to make fastest time of all, winning the big racing class. The Handicap class was a victory for Bagratouni's "2.6" Alfa-Romeo. Incidentally, the Alfa's run beats the class record, but the times at this closed meeting will not be officially recognised—so Bagratouni will have to do it again on July 30th! No veterans departed themselves. We were glad to see that Donald Monro entered his Invicta as an Invicta-Special and not by the lurid name of "Red Gauntlet" as at Shelsley—and we wish more of the specials-builders would avoid comic, nick or non-descriptive names, albeit John Bolster's "Bloody Mary" for his Bolster-Special was an excusable inspiration.

The May issue of "Bugantics" contains most readable reports of the Opening Rally and Prescott by philosophic J. D. Aylward, a description of the various Bugatti racing models produced from 1923-1939, and No. 16 of the series "Bugatti Cars I Have Owned" by R. B. Pope. Mr. Pope now runs a Type 57SC Bugatti, which was delivered as a non-supercharged Type 57S and was the first car to be converted in England to blown Type 57SC form. The car is an Electron coupé and of it the author says:—"I consider it the best of all Bugattis and the finest sporting car in existence."

Five new members were elected since last March. On July 30th the Club holds its International Prescott Meeting, at which Wimille will perform with the latest G.P. Bugatti.

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

FORD ENTHUSIASTS' CLUB

Another of the pleasant and usually well supported driving test rallies will be held at the Autodrome School of Motoring, South Croydon, on July 16th. The Harrow C.C. will hold a joint meeting for its own members and the W.A.S.A. is expected to be amongst the invited clubs.

Details from: S. H. Allard, 15, Millbrooke Court, Putney, S.W.15.

GENERAL NOTES

Well, Shelsley had to be attended, of course, but perhaps, knowing what adventures this run usually involves, we were unduly optimistic in not taking our vehicle more seriously, for, no modern being available, it was necessary to essay the 250 or so miles in a very recently acquired "Chummy" Austin Seven, age ten summers, which had been bought back in the summer, that we might try

CLUB NEWS—continued.

some experiments therewith in connection with weight distribution and an increase of urge. Alas, our plans could hardly have been said to have reached fruition on the eve of Shelsley, possibly because several day's hard toil some weeks before had merely ended in the special engine, now installed in the car, sending out such clouds of oil-smoke as to render it humanly uninhabitable. A local firm having been persuaded to swop the cylinder block for a rebored one and to insert therein B.H.B. light-alloy pistons, newly-ringed and of a suitable oversize, the job was just reassembled before the day, after several hectic journeys about the countryside had been made in the only respectable car in the stable, acquiring a set of Terry's excellent double "Aero" valve springs and h.c. gaskets and such like—what concern, other than Klingerit of St. Mary's Cray, would unfrowningly supply a non-trade customer with a 2/6 article at the very front door of the main works? If the car was reassembled in time for the Shelsley trip that is not to say it was reassembled devoid of snags—we confess to casting longing glances at the aforementioned dependable fug-box, whose owner quite firmly said he wanted it for a journey on the same day, having no connection whatsoever with sports motoring. Perhaps we may here digress to say that this particular car is a 1935 Austin Seven "Ruby" saloon, which, bought secondhand and never given so much as a decoke, and driven hard every day, everywhere, has only once let us down in some 10,000 miles—whatever British babies lack in road clinging qualities they certainly are delightfully dependable.

The first excitement after starting was the discovery that the off side rear brake was suffering from jammed shoes and was very warm indeed, and, as the shoes showed no inclination to unjamb, we had to remove the brake drum on that side, which not only reduced us more or less to hand-operated front anchors only, but moved our hour of starting on from 7 a.m. to 8 a.m. Moreover, it became clearly evident that the previous day's trick of tapping the cut-out to ensure dynamo-charge had lost its charm and as the engine was a coil-ignition unit we stopped at the ever-obliging premises of Adlards Motors, Ltd. at Putney to take aboard a fully-charged battery—here we may observe that, every endeavour to cure the mis-firing having failed, we changed over to this new battery on the Western Avenue and the engine promptly hit on all four and, moreover, the battery stood up to the journey and to some two hours motoring with the lights on, and it had by no means lost all its charge when restored to its rightful owners on the morrow—which may hearten owners of coil-ignition motors with temperamental dynamos. Now, things going better, we began to open up and, at the risk of owners of real sports-cars extending us an unwanted pity, we may observe that even in this form of motoring there was a certain joy, unsilenced exhaust quite deafening and making the 40 m.p.h. or so cruising gait seem quite exciting, front wheels dancing madly beneath flat alloy wings, the handbrake steadying the little

car before bends, round which the writer who had never previously covered any sort of mileage in these particularly flea-like babies, found he could coax the car faster and faster as he got the feel of things. Anyway, we achieved Shelsley and we got home to London again the same night, meeting our fug-box friend in Watford at mid-night, whereupon we changed cars so that he professed our car vast fun and insisted on going so fast to a rather well-known acclivity rising from London's Finchley Road that we, in the modern Austin Seven saloon, just couldn't live with him. Thereafter there was much fun trying the little car locally and it certainly surprised us, and adjacent occupants of several bigger motors when the Belisha lamps condescended to change, while it climbed an alleged 1 in 5 hill up to Kenley in third gear and propelled itself from Beckenham up to Bromley by way of a quite appreciable grade on its highest cog of all. Maybe we gave it too much to do, or it got over-confident of its abilities, but the fact remains that on the following Saturday it emitted very ominous and unmusical noises and, although we joyfully started for Prescott on the Sunday, as has happened before we failed to arrive, indeed, we failed to leave the Western Avenue. The reason was very badly stripped main timing gears, but at last she crawled back the way she had come, and nine hours' hard in the garage, saw that trouble rectified. Certainly we missed the run down, for the runs to Shelsley and Prescott we count as two of the most enjoyable, and we always look forward to meeting fellow enthusiasts after meetings at the latter venue at Sturt Farm, which lies back on the right before Burford, on the main Cheltenham-Oxford road, and where excellent meals of the ham-and-eggs and-plenty-of-bread-and-butter-and-tea variety are served by a lady who takes a great interest in Prescott and who does not in the least object to a big, noisy gathering of motoring enthusiasts. Incidentally, reverting to the run back from Shelsley, we were passed by Shakspeare's 1907 Renault "Agatha," beautifully turned out and going well really and that recalled a most memorable and cherished run undertaken in 1935 at the writer's suggestion, when he persuaded Marcus Chambers to drive up to see a Shelsley meeting in this very car. Of course, she was much rougher then, and all the drip-feeds going on strike, cost us a small fortune to lubricate, but it was truly immense fun, especially so as in those now seemingly distant days the potency of the bigger Edwardians was not generally recognised—and the old Renault certainly passed some rapid moderns when Marcus gave her her head.

It is to his lasting credit that he acquired his own trade plates especially to undertake the run and that he drove most restrainedly on an occasion when he might excusably have gone a little hay-wire . . .

To revert to the present, in case it is thought that elderly, albeit breathed upon, Austin Sevens satisfy folk of our now quite matured years, it must be recounted that there has been one brief but ex-

hilarating flip in a rather fine Red Label 3-litre Bentley, handled expertly by a friend who used to share a 4½-litre of the same breed with his brother some years ago, so that he was master of the radio-chest, and there was another magnificent run in Lycett's 8-litre Bentley, on Brooklands, when some quite exceptional acceleration figures were recorded.

This was followed by a decidedly interesting week-end when we were packed into the sternsheets of Richards's well-known Rover Ten Special to go "on the Beer"—actually a rather misleading description of our way of passing the time, as the only potent drink we had was Devon cider . . .! First we went to Lewes and then we tanked up with Discol, checked tyre pressures and packed in all the luggage and got down to some real motoring in an evening of sunshine and patchy cloud. A fair amount of Tattoo traffic was met, including a party of merry folk in a Lagonda, a very military turn-out in an old Bentley, and three Frazer-Nashes. We nevertheless averaged over 40 m.p.h. and at the Petersfield level-crossing caught up with Uglov's smart H.R.G., which had been competing at Lewes and which was on the way home to Cornwall. We tailed it for a while, led it after it had overshot a corner, but thereafter it's owner opened up and drew away. Incidentally, in one town we came upon a big sports Hampton, but practically the only other interesting old cars, apart from a few 14/40 Delages, were two 10/23 Talbots. Late that night, we came upon Wiveliscombe and, failing to find a very pleasant farm whereat we had stayed on a "Beer" some three years earlier, we applied in panic to the local inn, where they gladly put our Rover under cover and agreed to give us a 5 a.m. breakfast on the Sunday. Alas, Sunday dawned very wet, but, even so, the day's motoring across Devon in what later turned out to be varied weather, was very good fun, spray flung back from the front wheels, rain frequently driving hard round the aero screens, and the exhaust note rising to a healthy roar as the big rear wheels spun and the tail slid about on winding roads—for we were, as usual, in a hurry. Widlake, having failed all the entry, proved unclimbable, and in the afternoon Simms defeated us through spin. At the Dumbridge Service Station at Dumbridge Cross, near Bovey Tracey we learned that the proprietor is a real enthusiast who has built up a stock of spares to help unfortunate tourists who strike trouble and who will go out to their rescue at all hours of the night or day in his 3-litre Lagonda. He started motoring in 1900, was a Clement Talbot owner before the War and is very keen on cars, cameras and touring—as his very charming and extremely energetic young daughter dryly observed "we get 'cars' all day, for breakfast, lunch, tea and dinner . . .!" This service station is on A38, the London-Plymouth road, and, although we merely ate and tanked-up there, it seems a thoroughly worthwhile spot, and anyone going West this summer may care to remember the 'phone number, which is Bovey Tracey 60.

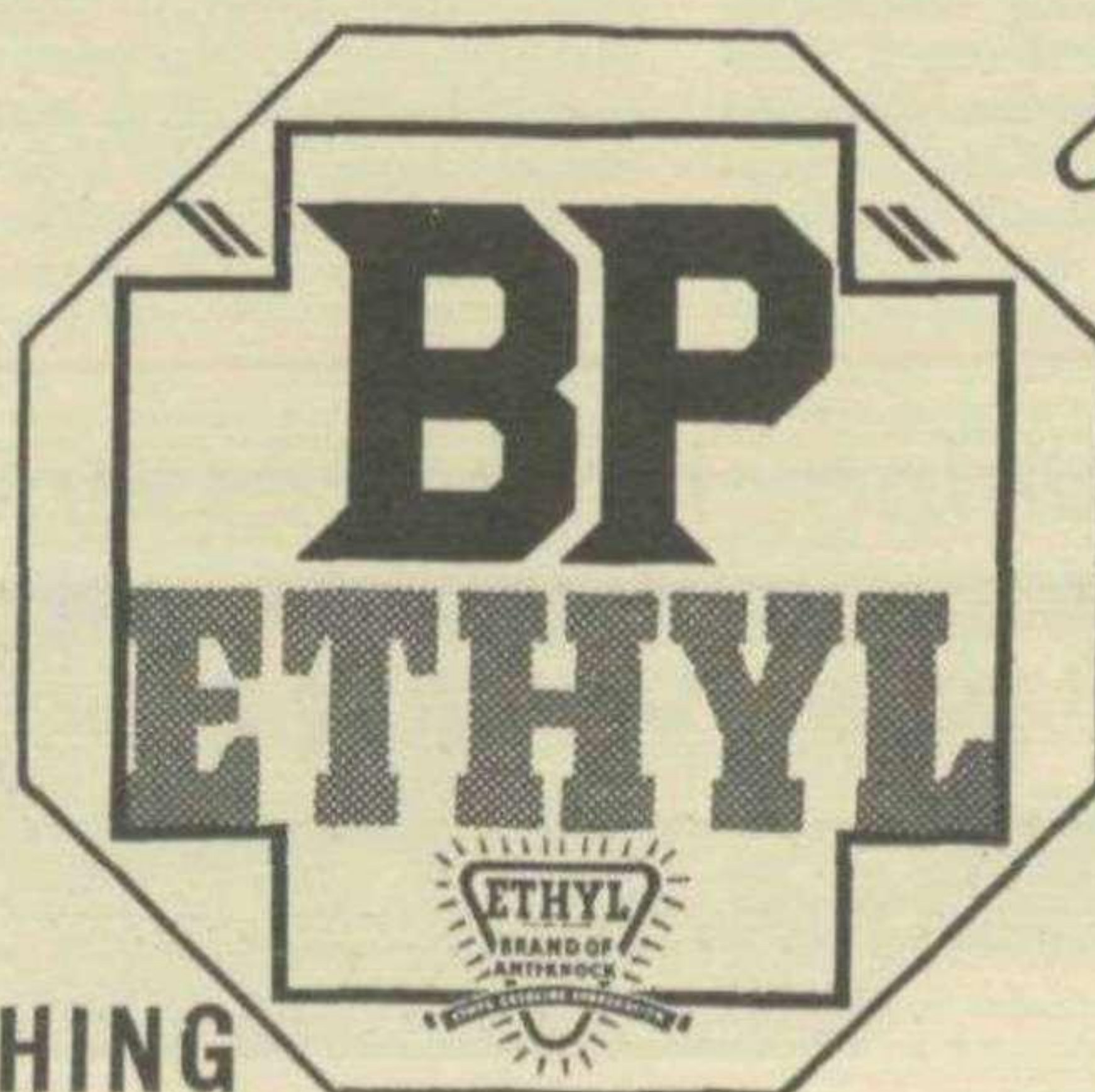
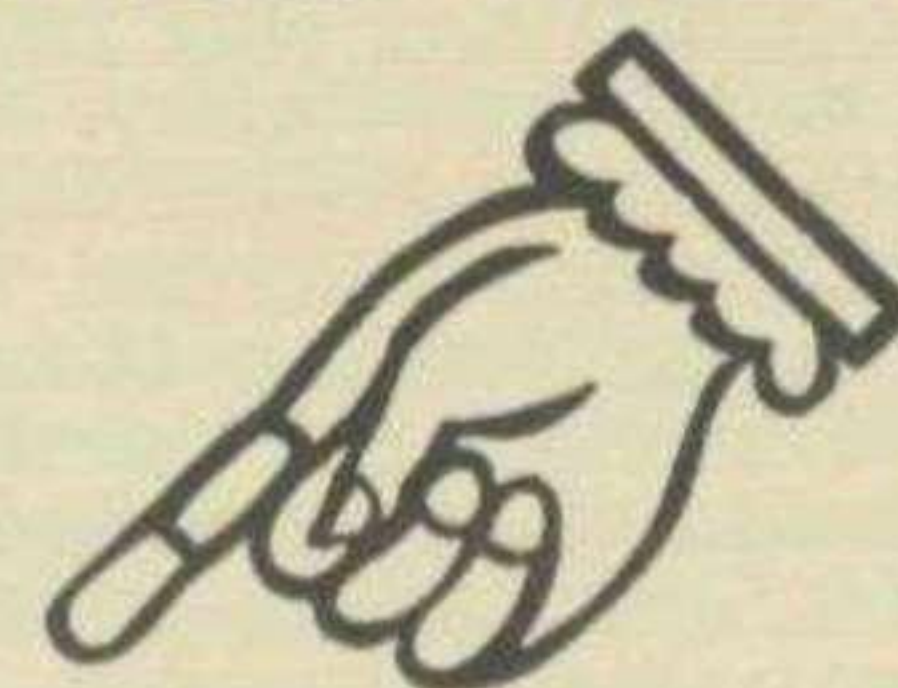


Fastest century in First-class Cricket :

100 runs in 35 minutes.

Mr. P. G. H. Fender at Northampton, 1920.

The Sportsman's ETHYL



PLUS A LITTLE SOMETHING

ON BLOWING OUR OWN TRUMPET

ONE of our National characteristics is that of hiding our light beneath a bushel and of disparaging British efforts and achievements. Those who make a habit of practising this characteristic in respect of motor-racing performances received rather a blow on May 31st last and must find not inconsiderable difficulty in explaining away an all-British achievement which happened on that day. For on May 31st, Major A. T. G. Gardner, over on the Dessau *autobahn*, achieved a speed of over 200 m.p.h. with his 1,100 c.c. M.G., aided by Shell fuel, Duckham's oil, Dunlop wheels and tyres and Lucas electrical equipment.

The M.G., which last year set up the remarkable speed of 186 m.p.h., actually established the International Class G flying kilometre record at 203.54 m.p.h. and the flying mile record at 203.16 m.p.h. and the flying 5 kilometre record at 197.54 m.p.h.—note that these are *International Class* records and not, of course, *World's* figures, as the B.B.C. told the world. Gardner's best run was over the outward mile, when the British M.G. covered the timed distance in 17.36 secs., at 207.37 m.p.h. The car was virtually the same as when it ran last year and went so fast that the sceptics, mostly Britishers, said the timing or course measurements must be at fault. The axle-ratio had been raised to 3.09 to 1, and the engine, which is quite an out-of-date design, single o.h. camshaft, vertical-valve M.G. unit, peaked at 7,000 r.p.m., or at just over 206 m.p.h. The body was as before, with almost enclosed cockpit and fully enclosed wheels, and, in spite of the dated-design of the wonderful little engine it gave more power-for-size—approximately 190 b.h.p. per litre—than any other engine ever built, largely because a huge Centric supercharger, absorbing some 35-40 b.h.p., boosts it at a very high pressure, in spite of being driven at just over half-crankshaft speed.

Not content with these remarkable 1,100 c.c. records, Major Gardner had the engine rebored with a portable boring plant to 1,105½ c.c., only just within the Class F or 1½-litre category, and two days later set up International Class F records of 203.85 m.p.h., for the flying mile, 204.28 m.p.h. for the flying kilometre and 200.62 m.p.h. for the flying 5 kilometres. His best run was the outward kilometre, at 206.35 m.p.h. This disposes of the American Lockhart's historic 164 m.p.h. 1½-litre record with a Miller,

and makes the British M.G. the only 1,100 c.c. and 1½-litre car to exceed 200 m.p.h. This is a truly remarkable achievement, and one on which everyone concerned with the car deserves the heartiest congratulation, and one, moreover, of inestimable value to British engineering prestige the world over. In 1,100 c.c. form the M.G. has come within 40 m.p.h. of the speed attained by the fastest 3-litre car Germany has produced.

We are always moaning that we have no formula G.P. car, and recently we have been bewailing the likelihood of suffering defeat at the hands of Mercedes-Benz in 1½-litre racing, because the new E.R.A. has consistently failed to do more than break its engine—actually Germany seems to be sparing us the latter trouncing, at all events until the 1½-litre Formula is introduced, which is decidedly considerate of her. After Major Gardner's great records perhaps we shall say rather less than we, as a pessimistic race, usually do say to the detriment of our own prestige. I know it can be argued, and with a very good deal of truth, that much more International prestige accrues from racing than from record breaking. I know a G.P. car has to last a much longer run than 5 kilometres. I know we should have a team of 3-litre Formula cars to beat the world, tucked away amongst the guns and tanks and gas-cylinders and other costly war materials that this country is now accumulating. I hope that the B.M.R. Fund will ultimately enable the latest E.R.A. to cut its molars and retain for us our supremacy in 1½-litre racing. But, in these new records we have something about which we have every excuse to shout very loud, and, while regretting what we lack in other spheres, we should be careful not to lose our true sense of perspective. Over 200 m.p.h. from a 1,100 c.c. car is mighty good going. To keep a car weighing only 15 cwt. on the road at this speed, especially in something of a breeze, is no mean technical achievement, yet the M.G. had only a normal, non-independent system of suspension. To go out with no previous practice, playing "away," and get all these records at once, especially with a newly bored-out engine, is a fine tribute to thorough preparation. Naturally, there are several "ifs" about the attempts. A higher gear-ratio might have been possible and a twin o.h.c. engine might have given a few more m.p.h. One wonders what the 1½-litre engine would do in a G.P. frame on the world's

road circuits . . . But, just as they stand, these records are an extremely valuable piece of propaganda for this country and we shall do well to realise it—even though the daily press did not appear to do so. The only quibble the anti-British brigade can possibly find is that German Bosch plugs were used for the Class G record, but the answer to that is that the engine was put up in its Class F form Lodge plugs were inserted; and so far as we can see there is no technical reason whatsoever why plugs which functioned satisfactorily in a 105, c.c. motor running at 7,000 r.p.m. should not do so in an identical unit of 1,086 c.c. running at the same speed. Nevertheless, it seems a great shame that Lodge plugs were not used in the first place, thus making the car entirely British for both attempts. That is, however, such a small matter. The important thing is that Major Gardner sounded the British trumpet very loudly when he sped along the Dessau *autobahn* in the 12 h.p. M.G., and although he is amongst the most modest of men and modesty is a characteristic we admire, nevertheless we could do with a deal more blowing of our own trumpet.

Incidentally, Major Gardner was using a V12 Lagonda as his personal car, another British focus of interest to the Germans. Which recalls another sphere in which Britain is looking after her prestige, for the V12 Lagondas for Le Mans are exceptionally fine cars and sports-car racing is becoming a more important and International matter year after year.

We are reminded of yet another sphere in which this country leads the world by comparisons which have been made between the 45-litre Sunbeam which first exceeded 200 m.p.h., in 1927, and Gardner's M.G. This sort of comparison is useful as emphasising the tremendous technical worth of Gardner's records, but actually the Sunbeam belongs to quite a different class, and in this class we also hold our own, for Capt. Eyston's "Thunderbolt" holds the world's absolute car speed record at 357½ m.p.h. The design of that car as a whole, and the development of its two Rolls-Royce engines to give 3,000 b.h.p. apiece (as against the 1,030 b.h.p. of the standard Rolls-Royce "Merlin" aero-motor, which is used in so many of our fastest military aeroplanes and is so coveted by foreign powers) is yet another proof of British engineering ability.

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A SUNNY SHELSLEY

RAYMOND MAYS BREAKS HILL RECORD WITH HIS 2-LITRE E.R.A., IN 37.37 SECS. MISS DOROTHY STANLEY TURNER TAKES MRS. PETRE'S LADIES' RECORD WITH HER 1½-LITRE ALTA, IN 43.4 SECS.

FOR once a really glorious summer day greeted Shelsley-Walsh competitors, officials and spectators on June 3rd, but regrettably the crowd was not up to its usual impressive standards. Entries were also down, so that all the runs took place in the afternoon, and nothing happened in the morning. Practice was not especially eventful, save that Instone rolled over his G.N. "Martyr"—but it takes more than a little incident like that to upset Rupert and he was driving on the Saturday.

First of all the veterans, or Edwardians, attacked the famous hill, Clutton finding his sixty Itala more unmanageable than usual, because he had removed the carriagework, so that Heal, in his beautiful trousers and the 1910 Fiat, made best time in 49.0 secs., which he later got down to 48.49 secs., beating twelve moderns. He also bettered the 1910 record by 16.91 secs.

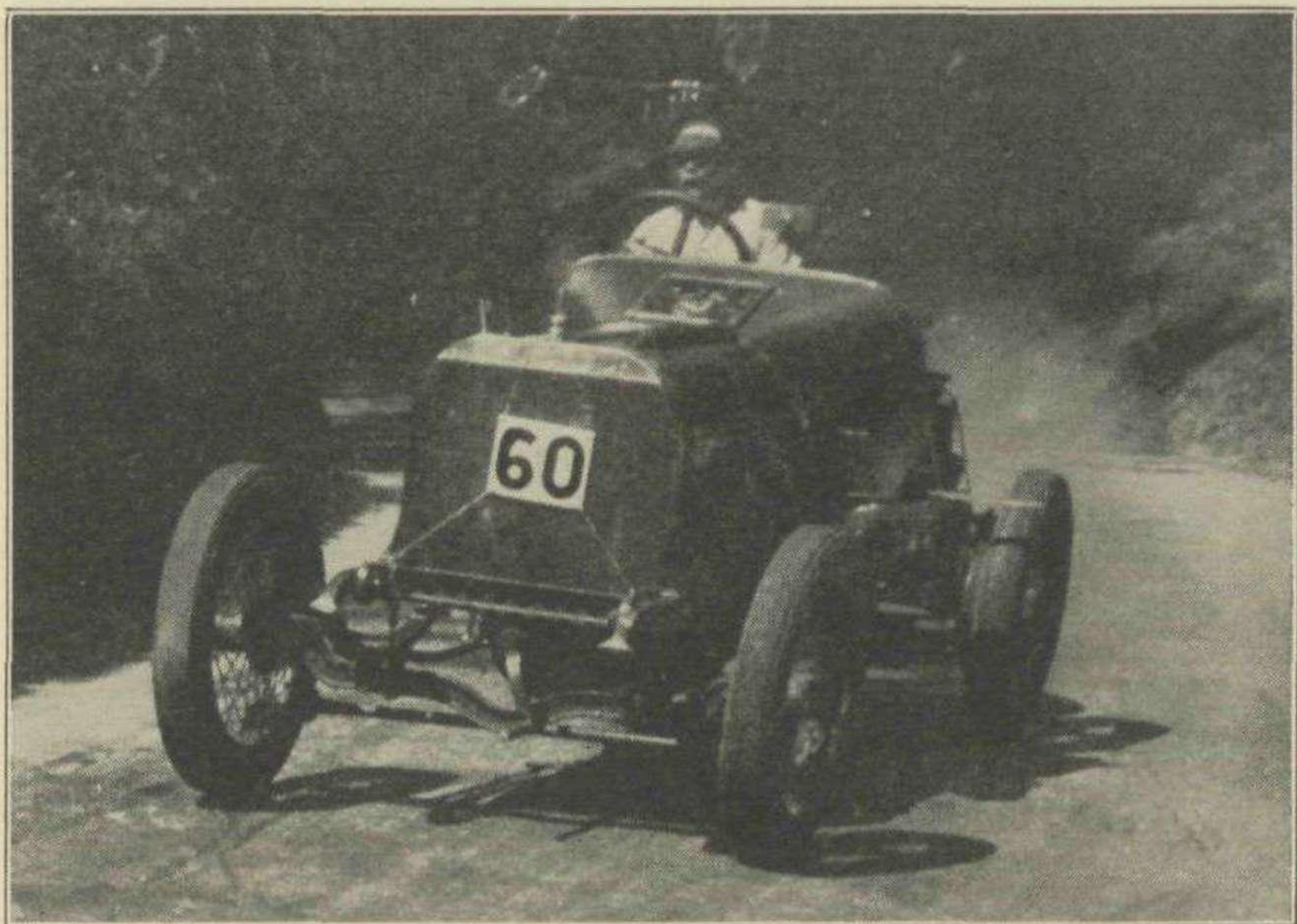
The 750 c.c. class saw Bert Hadley do his usual great drive, the little Austin doing 40.56 secs. in a crash of sound. Buckley and Wisdom on the other Austins were slower, but easily beat Sir Clive Edwards's M.G. George Povey's 600 c.c. Midget, rather meaninglessly called a "Shelsley Special," climbed in 58.43 secs. and won the unblown class, in which only he started. Instone, still pinning his faith to the now elderly, but not much modernized blown G.N. "The Martyr," won the 1,100 c.c. class in 48.0 secs., though entering the "Ess" carefully. H. A. Richards took the unblown section of the class with his Riley, in 48.18 secs., and the cinder-track Sulman Singer was over 2 secs. slower. With the 1½-litres came more excitement. Cutler anxiously toyed with a Bowden-lever on his Frazer-Nash and Wright (Frazer-Nash) had time to steady his crash helmet. Heinrich, with a T-type M.G., toured up, and Palethorpe's "Shelsley" Frazer-Nash viciously flapped its front wheels. Miss Stanley Turner with the ex-Wakefield Alta entered the "Ess" with protesting brakes and raised a dustcloud and Vaughan went into the corner very fast with the Becke Powerplus. Marston (2-litre Bugatti) had a nasty moment on the lower reaches, and Souter's black Bugatti suffered fierce misfiring. On his first run Beadle's Alta obviously was off form, Frost and Langley (B.M.W.s) let their cars broadside, Langley grinning widely, and Ned Lewis, with Baron's 2.3 Bugatti, slid at the "S." The A.C.N. was not fast, but wagged about nevertheless. Came Fane, with the improved "Shelsley" Frazer-Nash, now 2 cwt. or so lighter than before. Dust welled out behind the car, the front wheels locked momentarily, "A.F.P." held her, opened up through the bends and was gone—the onlookers clapping appreciatively. He clocked 38.92 secs. Percy Maclure, using the blown engine in his independently-sprung Riley, dabbed his brakes heavily and blipped through the "S," to take 42.11 secs. Now Raymond Mays was announced as on the line. He was appearing as an independent, the 2-litre E.R.A.,

purchased from Humphrey Cook, now black and silver. The car slid a bit from the line, you could hear the brakes for quite a while as he steadied her for the "S" and in an immense burst of acceleration she was out of the corners and away over the finishing line. A new Shelsley-Walsh record has been established—of 37.37 secs. This beat the old record, held by Mays, by .49 of a sec. and is the twelfth time this driver has established the fastest time; nine successful runs have been made with E.R.A. cars.

We have so far been considering first runs in the 1½-litre and 2-litre classes.

the unblown, 2-litre class. First place went to W. E. Wilkinson, handling the ex-Fernihough, white Riley. Sliding from hedge to hedge at the start, the car was still sliding at the "S," but was splendidly held on a really fierce run, clocking 42.04 secs. Both "Wilky" and Brooke were slower on their second ascents.

A good run, not to be overlooked was Fane's 44.2 secs. with the sports Frazer-Nash-B.M.W., while, coming to the 5-litre class, Newsome braked hard, fairly diced into the "S," and held a slide well, to win for S.S. in 42.95 secs. Bolster was second on his four-engined



C. Clutton on his 1908 Itala just after leaving the "S" bend.

Later in the afternoon Mays made another terrific climb, but sun, glinting off the polished bonnet, worried him and he was working for 37.71 secs. this time. Fane, however, got down to 38.82 secs., easily winning the 1½-litre class with a difficult car. Ansell (E.R.A.) using twin rear wheels took the "S" extremely fast his arms going high up over the wheel in real Nuvolari style and he was second in 40.53 secs. while Maclure, again blipping, got down to 41.85 secs., to fill third place. The unblown category of the 1½-litre class was won by Roy Cutler's Frazer-Nash, which improved considerably, to 46.89 secs., on its second run, and Wright, with his car of the same *marque*, was runner-up, in 48.42 secs.

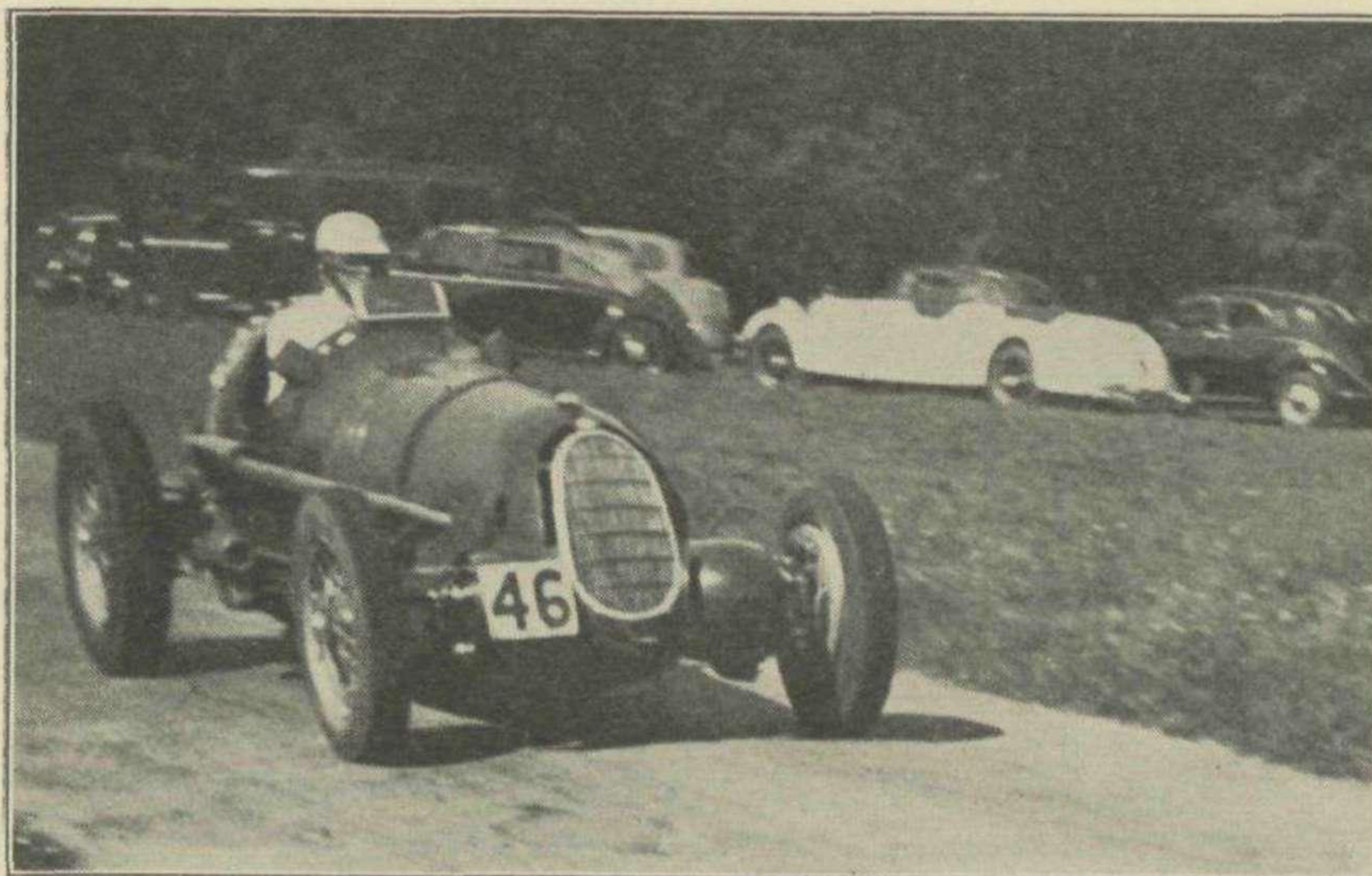
Beadle's Alta was another car which improved on its second ascent, to get second place to Mays, in the 2-litre class, in 41.67 secs. Brooke, his Brooke-Special looking an unusually big car between the banks at Shelsley, changed gear fiercely and squealed his tyres. The Midlanders obviously loved it and clapped his time of 43.6 secs., which gave him 2nd place in

Bolster-Special, which we see all too infrequently these days, in 43.3 secs., the front wheels trying hard to come off as he braked and grim moments occurring quite frequently along the final straight—everyone stood up to see this ascent . . . Of the big blown cars, Baron drove very well indeed, and was notably steady, to win the class in 41.14 secs., with Hans Ruesch runner-up with his familiar Alfa-Romeo, which he got to the summit in 41.67 secs., a most credible time for what is rather too bulky a car for the Worcestershire hill. Lemon-Burton, twin rear booted in his smart Bugatti, entered the "S" really quickly and put up a very neat, polished climb in 42.45 secs. Ian Connell took the T.T. sports-car prize for fully-equipped sports-cars using pump fuel, the 4-litre Darracq taking 43.76 secs. Sydney Allard, whose sports Allard was described as a "Shelsley-Special" for some obscure reason, seemed to slide about in his seat at an important moment, but clocked 49.09 secs., beating Monro's Invicta, Glegg's Atalanta and two other 4½-litre Invictas. Forrest Lycett, alone

A SUNNY SHELSELY—continued

in the unlimited class with his 8-litre Bentley, did a great run in 44.08 secs., and has told us that he had to work quite hard to keep on the road. He certainly tail-slid considerably at the "S" on his second run. Reg. Parnell probably worked harder than anyone in keeping control of the big B.H.W., sawing at the wheel on a climb which occupied 44.0 secs. Peter Skinner was steady on his 43.6 secs. run with the Skinner-Special, and Mrs. Bolster, took 47.67 secs. with the same car. Moore missed his gear-change some four times in the "S" with Mrs. Darbishire Bugatti, but managed 44.89 secs. on the second attempt and the car, owner did a rather feather-footed run in 45.51 secs. Incidentally, Miss Stanley Turner clipped .3 of a second from Mrs. Petre's Austin record and was announced

times it materialises that the victorious *marques* in the supercharged classes were: Austin, G.N.-Special, Frazer-Nash, E.R.A., and Bugatti, and, in the unsupercharged classes:—Povey-Special, Riley, Frazer-Nash, Riley, S.S. 100 and Bentley. In addition, Mays (E.R.A.) took the Shelsley Challenge Trophy and £100, Fane (Frazer-Nash) took the M.A.C. Challenge Trophy and £50, Ansell (E.R.A.) won £15, Wilkinson (Riley) won the £10 prize for the fastest unblown car, Connell's Darracq carried off the T.T. sports-car prize, Miss Stanley-Turner's Alta won the Ladies' Challenge Trophy and £15, Bolster took the Gordon Rossiter Challenge Trophy and £10 for the fastest Shelsley-Special, Skinner (Skinner Special) the £5 prize for second fastest Shelsley-Special (is this a true



Hans Ruesch, the Swiss driver, with his old 3.8 Alfa-Romeo took 2nd place in the 5-litre class, with a time of 41.67 secs.

as holder of the Ladies' record before Mrs. Darbishire and Mrs. Bolster had done second runs. Dorothy was more microphone-modest than Mays. Mays said he would have gone faster on his second run, he believed, if sun had not bothered him. The Edwardians rounded things off, and Heal made his fine run aforementioned and John Morris, the Benz rebuilt, managed to net second place by doing a run in 50.77 secs. Shakespeare's 1907 7-litre Renault toured up in 97.28 secs. and went home under its own power, as it had done four years ago, when the writer of this report was passenger and when Marcus Chambers drove.

Out of a perhaps confusing mass of

Shelsley-Special?), Heal's F.I.A.T. won the M.A.C. Challenge Trophy for fastest veteran and, finally, the Team Prize went to the Mays-Ansell-Fane M.A.C. team.

We hope a bigger crowd will attend next September. Shelsley-Walsh is still our leading speed hill-climb.

RESULTS

NEW RECORD FOR THE HILL

Raymond Mays (1,980 c.c. E.R.A.), 37.37s. (approx. 54.5 m.p.h.). (Old record: Mays with same car—37.86s. in the September climb, 1938).

NEW WOMEN'S RECORD

Miss Dorothy Stanley Turner (1,500 c.c. Alta), 43.40s. (Old record: Mrs. K. Petre (Austin), 43.7s.)

THE NUFFIELD TROPHY—continued from page 199

Hanson, which was undisturbed even when Whitehead took 1 min. for refuelling, compared with 42 secs. by Hanson.

Hanson, however, having held fourth place for so long, was not destined to finish in that position. With only five laps to go, he had to stop at the bottom of the slope at Melbourne Corner with

gearbox trouble, a hard fate after a good drive. Ansell stepped up into his position.

Dodson also was nearly put out at the last moment, for the bracket holding his near side rear spring broke, and the car was proceeding all lopsided. He had covered 59 laps when the race was declared ended.

FASTEST CLIMBS

Irrespective of Category

1. Raymond Mays (1,980 c.c. E.R.A.), 37.37s.
2. A. F. P. Fane (1,500 c.c. Frazer-Nash), 38.84s.
3. R. E. Ansell (1,500 c.c. E.R.A.), 40.53s.
4. H. L. Hadley (744 c.c. Austin), 40.56s.
5. A. Baron (3.3-litre Bugatti), 41.14s.
6. A. H. Beadle (2-litre Alta), 41.67s.
7. Hans Ruesch (3.8-litre Alfa-Romeo), 41.67s.
8. P. Maclure (1,500 c.c. Riley), 41.85s.
9. W. E. Wilkinson (1,987 c.c. Riley U/s), 42.04s.
10. N. Lewis (2.3-litre Bugatti), 42.40s.

FASTEST UNSUPERCHARGED CARS

Irrespective of Category

1. W. E. Wilkinson (1,987 c.c. Riley), 42.04s.
2. S. H. Newsome (3½-litre SS Jaguar 100), 42.95s.
3. John Bolster (4-litre Bolster), 43.30s.
4. P. G. Skinner (4.2-litre Skinner), 43.60s.
5. H. L. Brooke (1,746 c.c. Brooke-Special), 43.60s.
6. Ian Connell (3.9-litre Darracq), 43.76s.
7. Forrest Lycett (8-litre Bentley), 44.08s.
8. A. F. P. Fane (2-litre Frazer-Nash-B.M.W.), 44.20s.

CLASS WINNERS

Supercharged Cars

- 750 c.c. : 1. H. L. Hadley (744 c.c. o.h.c. Austin), 40.56s.
- 1,100 c.c. : 1. C. R. Instone (988 c.c. Martyr), 48.0s.
- 1,500 c.c. : 1. A. F. P. Fane (1,500 c.c. Frazer-Nash), 38.84s.
- 2,000 c.c. : 1. Raymond Mays (1,986 c.c. E.R.A.), 37.37s.
- 3,000 c.c. : 1. N. Lewis (2.3 Bugatti), 42.40s.
- 5,000 c.c. : 1. A. Baron (3.3 Bugatti), 41.14s.

Unsupercharged

- 750 c.c. G. Povey (600 c.c. Special), 58.43s.
- 1,100 c.c. : 1. H. A. Richards (Riley Nine), 48.18s.
- 1,500 c.c. : 1. Roy Cutler (1,500 c.c. Frazer-Nash), 46.89s.
- 2,000 c.c. : 1. W. E. Wilkinson (1,987 c.c. Riley), 42.04s.
- 3,000 c.c. : No runners.
- 5,000 c.c. : 1. S. H. Newsome (3½-litre SS 100), 42.95s.
- Unlimited : 1. Forrest Lycett (8-litre Bentley), 44.08s.
- Veterans : 1. A. S. Heal (10-litre 1910 Fiat), 48.49s.

SPECIAL AWARDS

Fastest Climb of the Day (Shelsley Challenge Trophy and £100): Raymond Mays (1,980 c.c. E.R.A.), 37.37s.

Second Fastest (M.A.C. Challenge Trophy and £50): A. F. P. Fane (1,500 c.c. Frazer-Nash), 38.84s.

Third Fastest (£15): R. E. Ansell (1,500 c.c. E.R.A.), 40.53s.

Fastest Unsupercharged Car (Shelsley Specials barred) (£10): W. E. Wilkinson (1,986 c.c. Riley), 42.04s.

Fastest T.T.-type Sports Car (fully equipped and running on pump fuel) (Henry Edmunds Challenge Trophy and £10, presented by the R.A.C.): Ian Connell (4-litre Darracq), 43.76s.

Ladies' Challenge Trophy and £15: Miss Dorothy Stanley Turner (1½-litre Alta): 43.40s.

Fastest "Shelsley Special" (F. Gordon Rossiter Challenge Trophy and £10): John Bolster (4-litre Bolster Special), 43.30s.

Second Fastest "Shelsley Special" (£5): P. G. Skinner (4.2-litre Skinner Special): 43.60s.

Fastest Veteran Car (prior to 1914) (M.A.C. Challenge Trophy): Anthony Heal (1910 10-litre Fiat), 48.49s.

Team Prize (best aggregates) (Fray Challenge Trophy): Midland A.C., Team A—R. Mays (E.R.A.), R. Ansell (E.R.A.), and A. F. P. Fane (Frazer-Nash), 116.74s.

RESULTS

1. "B. Bira" (E.R.A.), 75.87 m.p.h.
2. R. Mays (E.R.A.), 1m. 38s. behind, 75.00 m.p.h.
3. P. N. Whitehead (E.R.A.), 63 laps, 74.18 m.p.h.
4. R. E. Ansell (E.R.A.), 62 laps, 72.98 m.p.h.
5. C. J. P. Dodson (Maserati), 59 laps.
6. A. C. Pollock (E.R.A.), 59 laps.
7. Hon. P. Aitken (E.R.A.), 59 laps.
8. H. L. Hadley (Austin), 58 laps.
9. F. R. Gerard (Riley), 56 laps.

LEWES SPEED TRIALS

LEWES was a chilly but dry spot on June 17th. Ned Lewis made fastest time of the day, handling Baron's "2.3" Bugatti in most expert and determined manner. Lycett had wretched luck, when, after a noticeably rapid start, even for the 8-litre Bentley, a gear selector jambed, and it proved impossible to move the gear-lever.

McKenzie did well with his blue 4½-litre Bentley and Monkhouse was really rapid with Connell's Darracq. Eason Gibson drove a new, Singer-engined 1½-litre H.R.G. and Miss Wilby had the big Atalanta, with 7-litre V12 Lincoln engine. Symond's R-type M.G. gradually misfired less and less until it went quite fast, and MacLachlan did his usual fast, if snaky runs in the Austin. Appleton lost something vital, which eventually turned out to be the complete head of a valve and was blown out through the exhaust pipe of the Appleton-Special, after one

very fast run, and A. D. Whitworth had a nasty moment when the offset, white Riley hit the bank beyond the finish and, the driver braking, spun completely round in the road amid clouds of rubber smoke. The Meadows-engined Stafford-Special, which is for sale at £120, motored very nicely, and Mortimer was good with the Alta.

RESULTS

H.R.G. Cars : 1, J. Eason Gibson 27s.; 2, Peter Eve, 27.92s.

Standard Sporting Cars up to 1,100 c.c. Unsupercharged : 1, R. M. Andrews (939 c.c. M.G.), 31.66s.; 2, G. V. Coles (746 c.c. M.G.), 36.02s.;

1,500 c.c. Unsupercharged : 1, Peter Eve (1,487 c.c. H.R.G.), 27.95s.; 2, Miss M. Wilby (Frazer-Nash 1,496 c.c.), 28.13s.

2,000 c.c. Unsupercharged : 1, J. Eason Gibson (1,453 c.c. H.R.G.), 27.42s.; 2, Miss J. D. Brothie (1,496 c.c. Frazer-Nash), 28.67s.

Unlimited, Unsupercharged : 1, R. Monkhouse (3,996 c.c. Darracq), 22.09s.; 2, G. A. Wooding (4,453 c.c. Lagonda), 25.59s.

Super-Sporting Cars up to 1,100 c.c. : 1, G. F. Pentony (939 c.c. M.G.), 29.81 s.; 2, J. H. Fish (918 c.c. Morris), 35.6s.;

1,500 c.c. : 1, J. Eason Gibson (1,453 c.c. H.R.G.), 27.79s.; 2, Miss J. D. Brothie (1,496 c.c. Frazer-Nash), 27.91s.

Unlimited : 1, R. P. Monkhouse (3,996 c.c. Darracq) 21.55s.; 2, F. Lycett (7,963 c.c. Bentley), 22.65s.

Bentley Drivers' Club (Handicap) : 1, C. C. Tomkinson (rec. 13s.), 20.17 net s.; 2, L. C. McKenzie (rec. 3.5s.), 21.27 net secs.

Racing Cars up to 1,100 c.c. : 1, R. J. W. Appleton (1,087 c.c. Appleton Special), 20.49s.; 2, W. E. Wilkinson (746 c.c. M.G.), 21.2s.

1,500 c.c. : 1, A. N. L. MacLachlan (747 c.c. Austin); 21.85s.; 2, Sir Clive Edwards (746 c.c. M.G.), 22.45s.

2,000 c.c. : 1, A. D. Whitworth (1,987 c.c. Riley), 20.99s.; 2, A. N. L. MacLachlan (747 c.c. Austin), 21.63s.

Unlimited : 1, N. Lewis (2,300 c.c. Bugatti), 18.88s.; 2, A. Baron (3,300 c.c. Bugatti), 20.03s.

Handicap Class : 1, Miss B. J. M. Streather (3,485 c.c. SS. 100), 18 net secs.; 2, C. Mann (3,485 c.c. SS. 100), 18.33 net secs.

MORE 8-LITRE FIGURES

The B.A.R.C. race for road-equipped cars did not attract Forrest-Lycett's 8-litre Bentley as a runner, and many people still regard this famous car as the most desirable sports-car ever evolved, and probably the mostly potent. Last year **MOTOR SPORT** published the first test figures for this car. Amongst those obtained were the standing quarter-mile in 16.4 secs., and the 0-100 m.p.h. figure in 23.0 secs. The car had 7.00" x 21" rear covers and a 3.0 to 1 top gear ratio. At the time, Mr. Lycett said, remarkable as these figures were, that he would improve on them with a lower axle-ratio.

On June 7th last he met us at Brooklands, and, using 7.00" x 19" racing rear covers and his 3.3 to 1 axle ratio, he did the standing quarter-mile in 15.0 secs. and achieved 0-100 m.p.h. in well under 20 secs. We did not try the standing half-mile, because this gear-ratio, which gives 100 m.p.h. at 3,500 r.p.m. only permits of about 112 m.p.h., which would not suffice to better the previous time for this test, of 26.2 secs. Incidentally, although a comparatively low ratio was in use, on this occasion it must not be thought that Lycett employs his special axle to attain sprint honours. His usual

road ratio is 2.8 to 1 and he used this axle at Shelsley-Walsh, when the Bentley climbed in 44.08 secs., winning the unlimited class and making seventh fastest unblown time. It is worth emphasising that the 8-litre runs on pump fuel and is a 1931 car, of standard wheelbase—and nothing was done to it before it went out to record the figures given above. It will probably make an attack on the British Class B standing mile record later this year. Although we timed the car on a baking hot day the water temperature remained steady at 85°C. *Still the world's Finest Sporting Car?*

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MASERATI WINS AT INDIANAPOLIS

WHEN Wilbur Shaw brought his 3-litre Maserati over the finishing line in first place at Indianapolis last month, it was the first time a European car had won the race since Howdy Wilcox won with a Peugeot in 1919. Shaw took the lead during the last 50 of the 500 miles, and won by one and a half mins. at an average speed of 115.035 m.p.h. Jimmy Snyder (Thorne Engineering Special) was second, and Cliff Bergere (Offenhauser) third. An Alfa-Romeo driven by Babe Stapp finished fifth, this car being a modified 3.8-litre model.

A crowd of 145,000 fans saw a thrilling race. At the start Snyder went into the lead and proceeded to bat round at well over 120 m.p.h. After 50 miles he had averaged 123.553 m.p.h. Thereafter it was a scrap all the way between Snyder Lou Meyer and Shaw. With only 40 miles to go Meyer was in the lead when he misjudged his speed on the curve after the main stands and spun round in circles. In doing so he tore off a tyre, and was lucky to finish up still on the track, although he nearly hit the retaining wall. He drove back to the pits, changed the wheel and set off again, having lost the lead to Shaw, who had been a lap behind when Meyer's skid occurred. Meyer drove like a demon to get back the lead, but he only spun again and this time was called in by the officials.

Half way through the race there was a terrible accident in which last year's winner Floyd "Parson" Roberts, lost his life. Bob Swanson, driving the Samson Comet which was powered by the 3-litre engine used by the late Frank Lockhart in his 200 mile Stutz, got into a spin just in front of Roberts, who was closely followed by Chet Miller. Roberts did

PREVIOUS INDIANAPOLIS WINNERS

1911	Ray Harroun (Marmon), 74.59 m.p.h.
1912	Joe Dawson (National), 78.7 m.p.h.
1913	Jules Goux (Peugeot), 76.92 m.p.h.
1914	Rene Thomas (Delage), 82.47 m.p.h.
1915	R. de Palma (Mercedes), 89.84 m.p.h.
1916	D. Resta (Peugeot), 83.26 m.p.h.
1919	Howard Wilcox (Peugeot), 88.06 m.p.h.
1920	G. Chevrolet (Monroe), 86.90 m.p.h.
1921	Tommy Milton (Frontenac), 89.62 m.p.h.
1922	Jimmy Murphy (Murphy), 94.48 m.p.h.
1923	Tommy Milton (H.C.S.), 90.95 m.p.h.
1924	L. Corum and Boyer (Duesenberg), 98.23 m.p.h.
1925	Pete de Paolo (Duesenberg), 101.13 m.p.h.
1926	Frank Lockhart (Miller), 95.885 m.p.h.
1927	George Souders (Duesenberg), 97.54 m.p.h.
1928	Louis Meyer (Miller), 99.482 m.p.h.
1929	Ray Keech (Simp. Piston Ring), 97.585 m.p.h.
1930	Billy Arnold (Miller-Hartz), 100.448 m.p.h.
1931	Louis Schneider (Bowes Seal Fast), 96.629 m.p.h.
1932	Fred Frame (Miller-Hartz), 104.144 m.p.h.
1933	Louis Meyer (Tydol), 104.162 m.p.h.
1934	Bill Cummings (Boyle Products), 104.863 m.p.h.
1935	Kelly Petillo (Gilmore Special), 106.24 m.p.h.
1936	Louis Meyer (Ring Free Special), 109.069 m.p.h.
1937	Wilbur Shaw (Gilmore Special), 113.580 m.p.h.
1938	Floyd Roberts (Burd Special), 117.20 m.p.h.

his best to avoid the Samson, but it gave him no chance and his car was pushed into the retaining fence. It cut right through this and ended up on an adjoining golf course. Poor Roberts was badly hurt and unconscious when the ambulance arrived and he died of severe head injuries in hospital an hour later. He was thirty-nine years old, and leaves three children. Swanson's car took fire after the impact and the driver was thrown out onto the track without serious

injury. Miller nearly avoided the obstruction in his path, but he, too, was side-swiped, but he was not badly hurt. Two women spectators were slightly injured. Swanson's skid took place on the first lap after he had refuelled, and no doubt the heavy tank of the Samson took him unawares.

This appalling accident caused the yellow flag to be displayed for some time while the wreckage was cleared away, and this resulted in a big reduction in speed. Otherwise it is certain that Shaw would have beaten the record of 117.2 m.p.h. set up by Roberts last year.

RESULTS

1. Wilbur Shaw (Maserati supercharged eight-cylinder), 4h. 20m. 47.41s., 115.035 m.p.h.
2. Jimmy Snyder (Thorne Engineering Special, supercharged six-cylinder), 4h. 22m. 36.60s. 114.245 m.p.h.
3. Cliff Bergere (Offenhauser Special, supercharged four-cylinder), 4h. 23m. 51.41s., 113.698 m.p.h.
4. Ted Horn (Boyle Special), 4h. 28m. 8.82s., 111.897 m.p.h.
5. Babe Stapp (Alfa-Romeo), 4h. 29m. 46.62s., 111.230 m.p.h.; 6. George Barringer (Bill White Special), 4h. 31m. 30.53s., 110.472 m.p.h.; 7. Joel Thorne (Joel Thorne Special, 4h. 31m. 42.02s., 110.416 m.p.h.; 8. Mauri Rose (Wheeler's Special), 4h. 33m. 51.80s., 109.544 m.p.h.; 9. Frank Wearne (Burd Piston Ring Special), 4h. 38m. 16.65s., 107.806 m.p.h.; 10. Billy De Vore (Barbasol Special), 4h. 47m. 43.37s., 104.267 m.p.h.

Still Running: Tony Gulotta, Louis Tomei.

Retired: Shorty Cantlon, 37 miles, oil pipe; Deacon Litz, 17 miles, engine; Floyd Davis, 10 miles, engine; George Bailey, 110 miles, valve; Russell Snowberger, 148 miles, overheating; Al Miller, 102 miles, engine; Ira Hall, 227 miles, engine; Ralph Hepburn, 269 miles, crash; Floyd Roberts, 245 miles, crash; Chet Miller, 274 miles, crash; Bob Swanson (car he started on), 47 miles, engine; Emil Andres, 50 miles, oil pipe; Frank Brisko, 95 miles, engine; Rex Mays, 362 miles, piston; Herb Ardinger, 351 miles, engine; Kelly Petillo, 350 miles, clutch; Louis Meyer, 199 laps, flagged off; Mel Hansen, 316 miles, crash; Tony Willman, 470 miles, engine; George Connor, 488 miles, engine; Harry MacQuinn, 275 miles, clutch.

BRITISH VICTORY IN THE BOL d'OR

AN Aston-Martin, driven by Contet, won the 24-Hours Bol d'Or race at Montlhéry last month at an average speed of 59.6 m.p.h., having covered 1,433 miles. The circuit used was the short one, the cars leaving the *piste de vitesse* for a short loop of the road circuit, and so back to the track once more. It measured just over three miles in length, and consequently did not give much rest to the cars or drivers.

A last-minute change in the date from Whitsun week-end to June 3rd and 4th caused nearly a 50 per cent. reduction in the number of starters. Among the twenty-five entries was Raymond Sommer with a blown M.G.

The race is unique in that only one driver is allowed per car, and it is therefore a real test of stamina. In the old days it used to be run at St. Germain, near Paris, on the ordinary road, and most of the competing machines used to be queer little cycle-cars built by the drivers themselves. With the change over to Montlhéry most of the "specials" have died out, and their place has been taken by normal production sports-cars.

Unlike many previous years, the race in June was held in magnificent weather. Burnay, on an M.G., led at the start,

but he was soon passed by Joseph Paul, driving a Riley. This British *marque* suffered a reverse, however, when Horvilleur's car went out with a run bearing.

Paul's effort lasted for several hours, but then he retired and his place was taken by Contet's Aston-Martin, which had been running with great regularity. At half time Contet had an enormous lead of twenty-four laps (72 miles) over the next man. Bonnet, on a Citroen, who in turn led Burnay by a wide margin. One by one the remaining cars dropped out, until by the 18th hour there were only five still running.

Contet continued to lap the 3 mile circuit with complete reliability and regularity, and he finally pulled up, a weary but satisfied man, winner of a very tired-making race. He was followed at a respectful distance by a Simca-Fiat driven by Debille. Guerin's old Bugatti, the Citroen (a good show this), and Molinari's Simca.

RESULTS

1. Contet (Aston-Martin), 461 laps (1,433 miles) at 59.6 m.p.h.
2. Debille (Simca-Fiat), 433 laps.
3. Guerin (Bugatti), 406 laps.
4. Bonnet (Citroen) 395 laps.
5. Molinari (Simca-Fiat) 347 laps.

THE CLOSED-CAR HOUR AGAIN

Driving a supercharged Type 57C Bugatti with Galibier four-door saloon body at Montlhéry, Robert Benoist has covered 112 miles in the hour. Although there is no official record set up, this run compares with Lord Howe's run with a V12 Lagonda saloon at Brooklands, when 101.5 miles were put into the hour, and with the run at Montlhéry by A. W. Sleator with a 4½-litre "Continental" Bentley saloon, when the distance covered in the hour was 107.4 miles.

Benoist is said to have chain-smoked throughout. The run is a nice way of emphasising the fact that modern racing-type twin o.h. camshaft engines need not be troublesome, and of demonstrating the reliability and speed of the 3.3-litre Bugatti, in particular. We are glad to announce this performance, because although most designers of high performance cars now think in terms of sober, push-rod engines, we have always maintained that the *racing-type* of production engine will give greater performance and need be no more unreliable, if development is given equivalent attention. This 112 m.p.h. cruise round Montlhéry by Bugatti drives this view further home. It also recalls the threat of a French Invasion and we hope that recent Lagonda activity at Brooklands may lead to a further British attack on Bugatti's unofficial "record."

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Alfa-Romeo, 1½-litre supercharged 6-cyl. Charles 2-seater (1929).....	March 1934	
Alfa-Romeo 1½-litre supercharged 8-cyl. "Zagato" 2-seater (1932).....	July 1934	
Alfa-Romeo 2.3-litre supercharged 8-cyl. "Zagato" 2-seater (1933).....	Aug. 1936	
Alfa-Romeo 2.3-litre supercharged 8-cyl. 4-seater (1931).....	Aug. 1932	
Alvis 11.9 h.p., 4-cyl., "Firefly" saloon	Feb. 1933	
Alvis 4-cyl., 12.60 h.p., 2-seater.....	July 1931	
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Austin Seven "65" 2-seater.....	Jan. 1934	
BENTLEY 3½-litre, 6-cyl., Vanden Plas, 4-seater.....	Nov. 1933	
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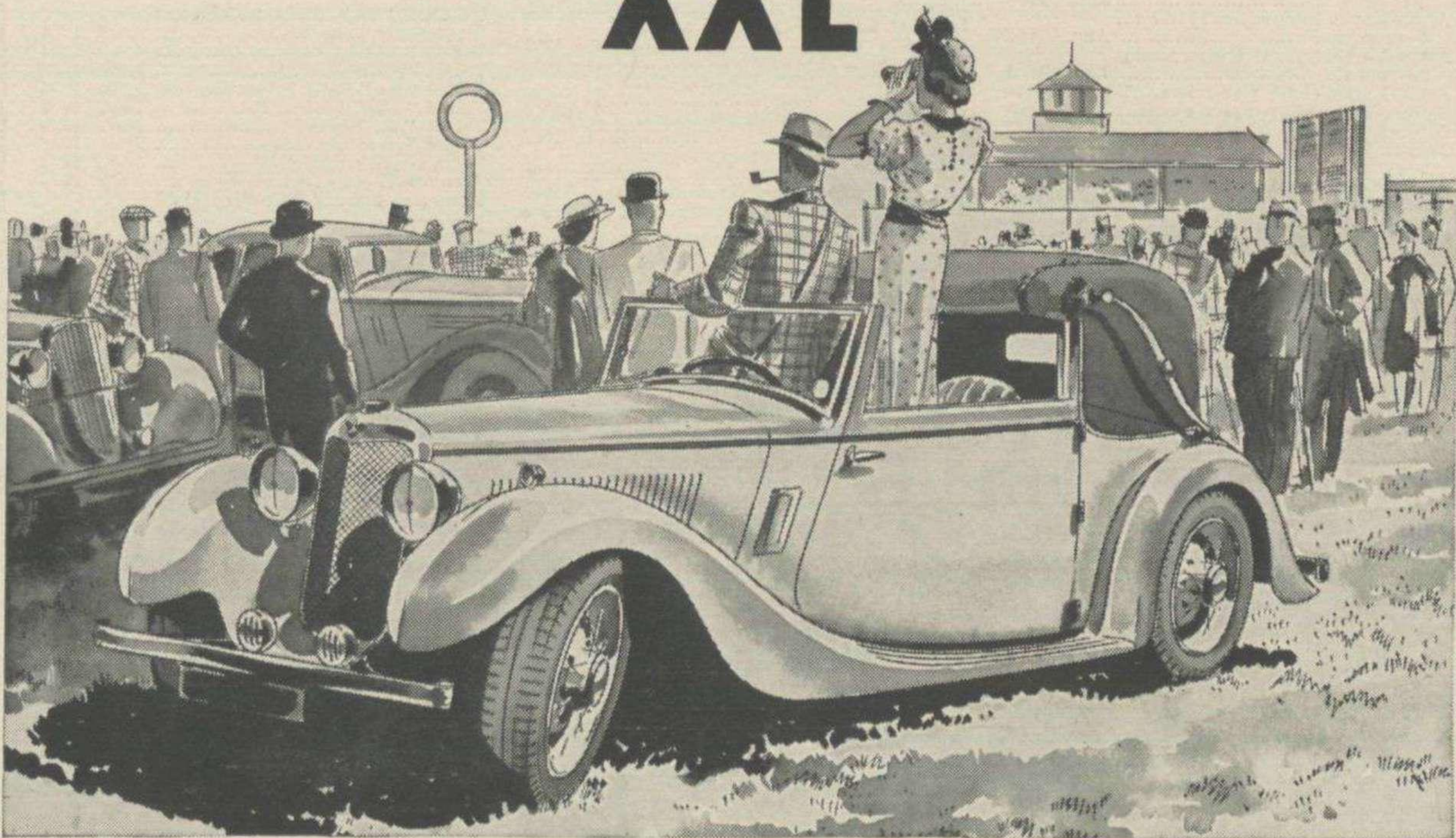
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