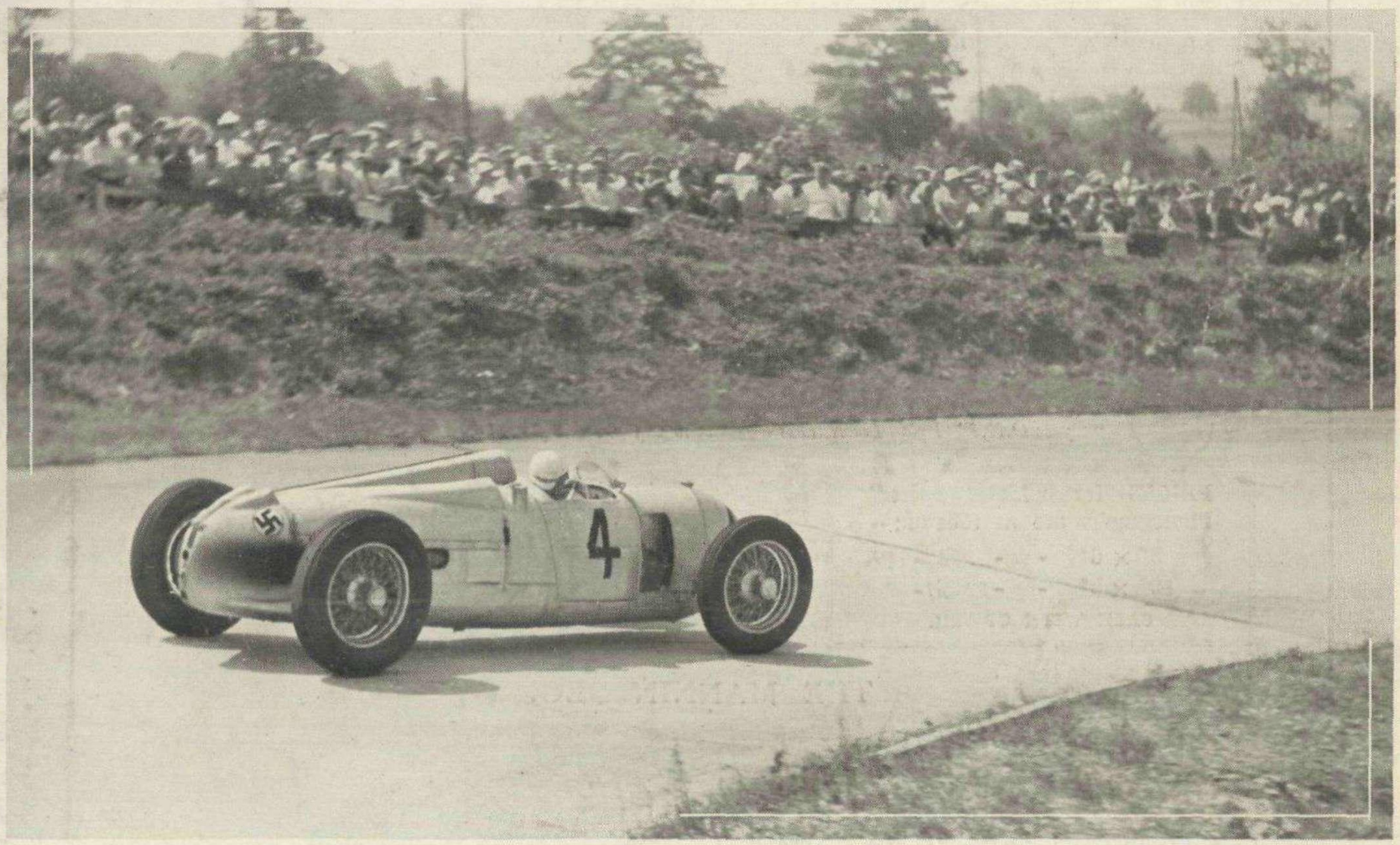
Vol. X. No. 10 **Fully illustrated accounts of The French G.P., Donington Park and Dieppe.** *August, 1934*

MOTOR SPORT

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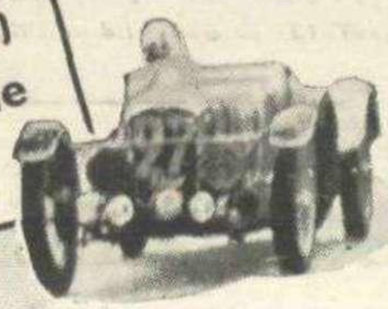
SIXPENCE MONTHLY



Hans Stuck on his Auto Union in the lead during the early stages of the French G.P. A fortnight later he won the German G.P. on the same car. [*Motor Sport Photograph*

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2ND RILEY - J. Sebilleau ; G. Delaroche
3RD RILEY - F. W. Dixon ; Cyril Paul
4TH M.G. - R. H. Eccles ; C. E. C. Martin
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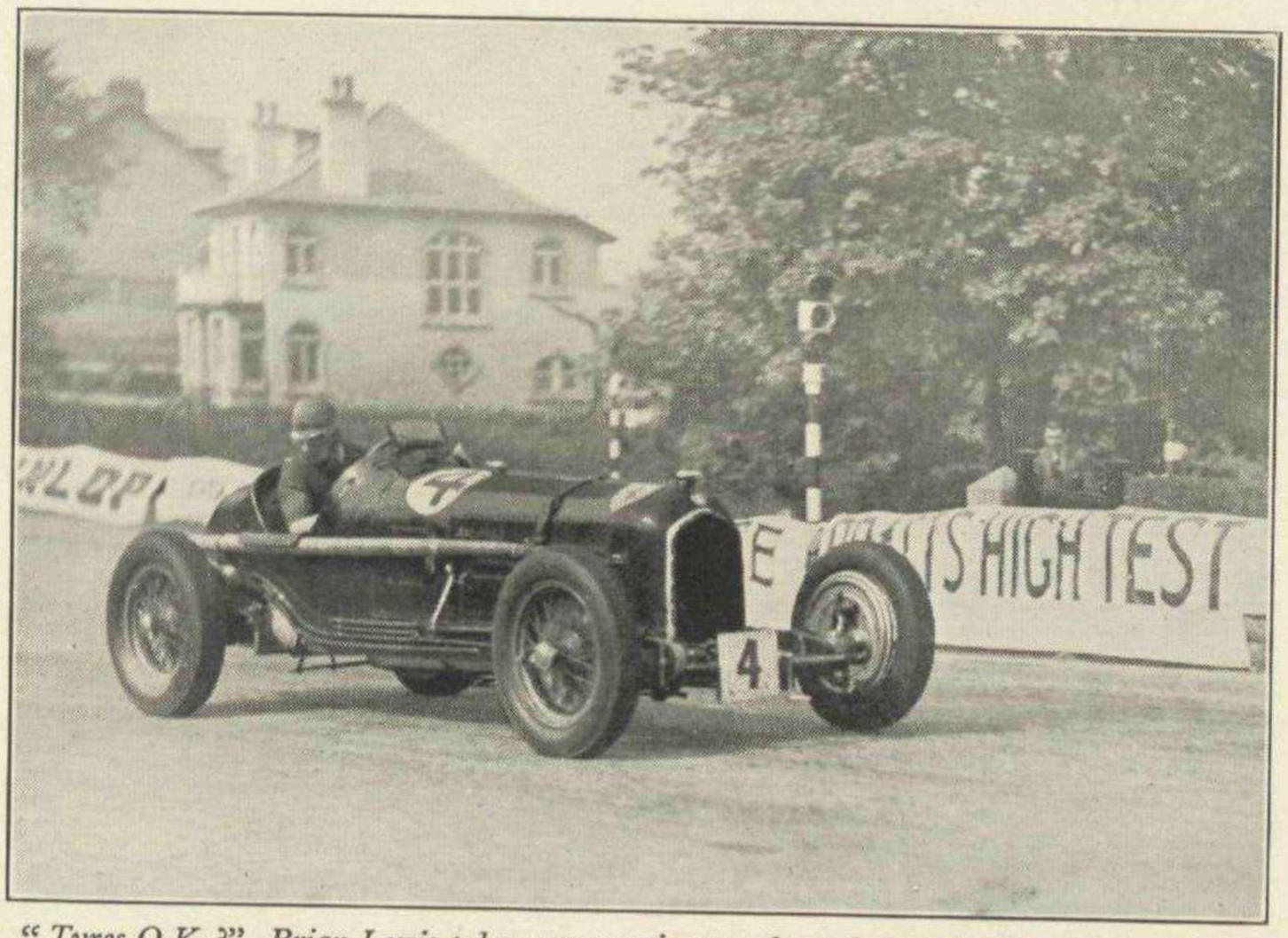


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" Tyres O.K.?" Brian Lewis takes a precautionary glance before shooting up Bray Hill.

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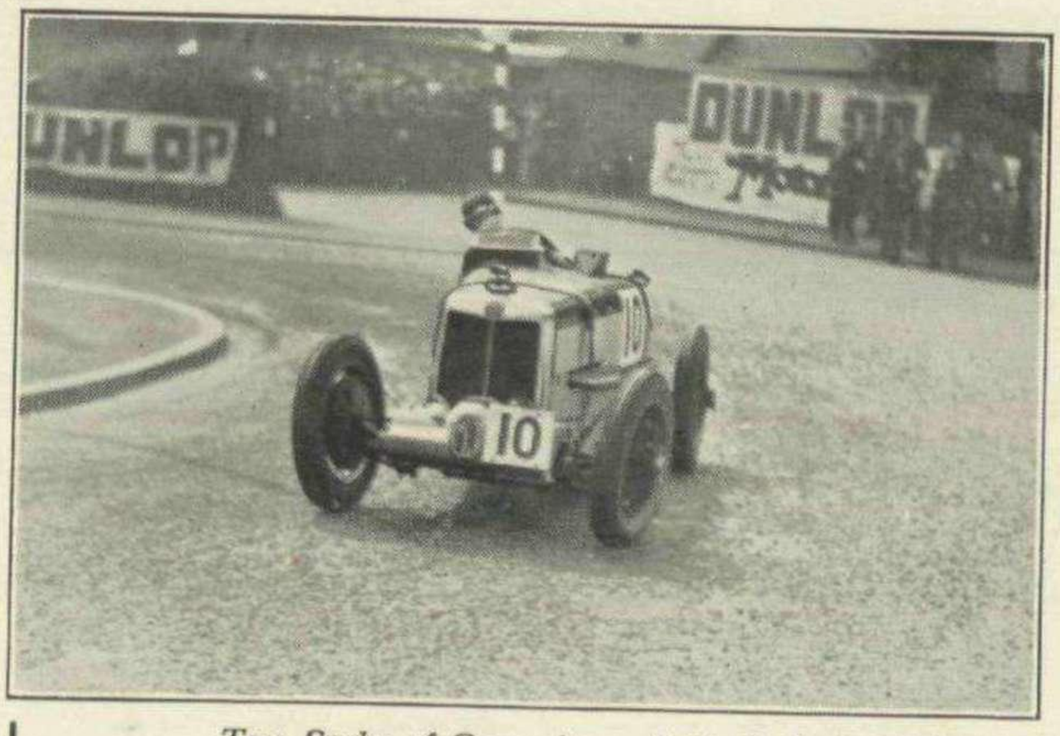
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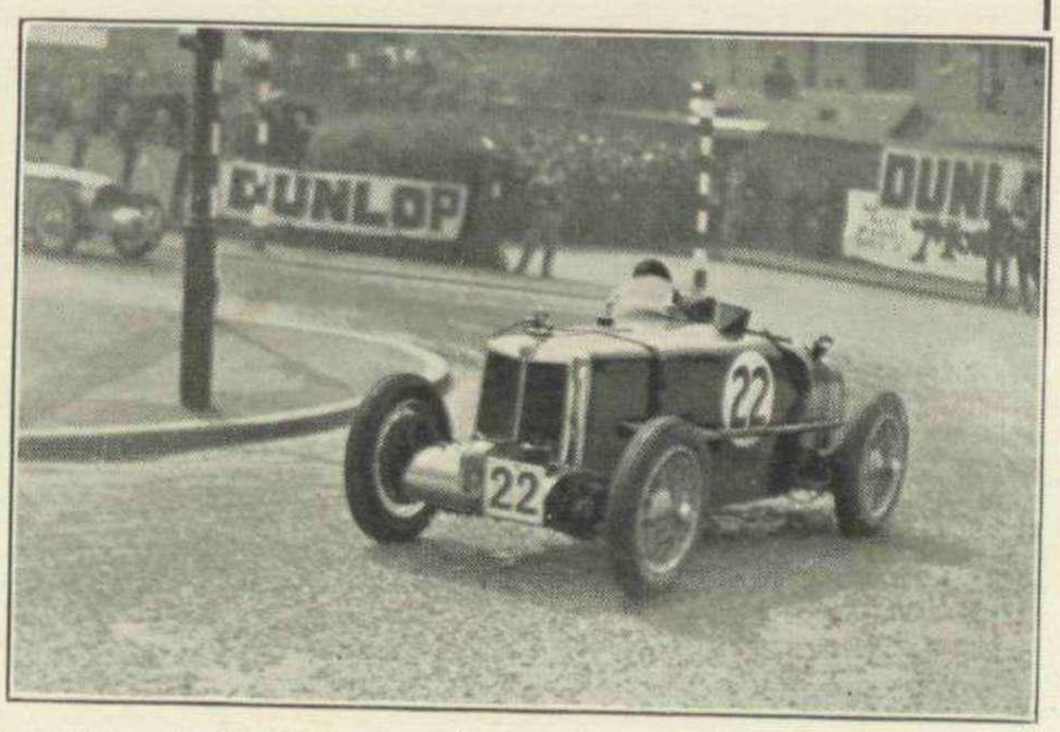
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Two Styles of Cornering. Left, C. J. P. Dodson (M.G. Magnette), who finished second in the Mannin Beg, and Right, Norman Black, the ultimate winner of the Race.

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EDITORIAL VIEWS

FOOD for thought can be found in the announcement that in spite of an attendance of 30,000 paying spectators, the Grand Prix de la Marne was a financial failure. The reason is not far to seek, for prize and appearance money to the value of 500,000 francs was offered to the drivers. A little co-operation is obviously required.

That drivers and entrants should be adequately recompensed goes without saying. In a sense they are performers hired by the organisers to give a show of sufficient interest to attract a large number of spectators. Without the drivers there would be no race, no organisers and no show. Granted this fact, it is only natural that drivers should be attracted by races offering the greatest reward foı their energies ; and it is in this respect that Grand Prix racing is reaching a stage requiring discussion and revision. The " bidding " for entries by rival organisers, whose dates are in close proximity will inevitably reach a pitch when, as has already happened at Rheims, the financial position becomes unsound.

It is easy to say that there are too many races, hence the scramble to ensure sufficient entries. But the remedy does not lie in this direction, for the unalterable fact remains that all the races held this year have been well supported. What is needed is a sensible degree of co-operation between the organisers themselves which will put the whole business on a sound footing. There can be no danger of the drivers refusing to fall in with any reasonable arrangement, for it is in their interests that there should be as many races as possible.

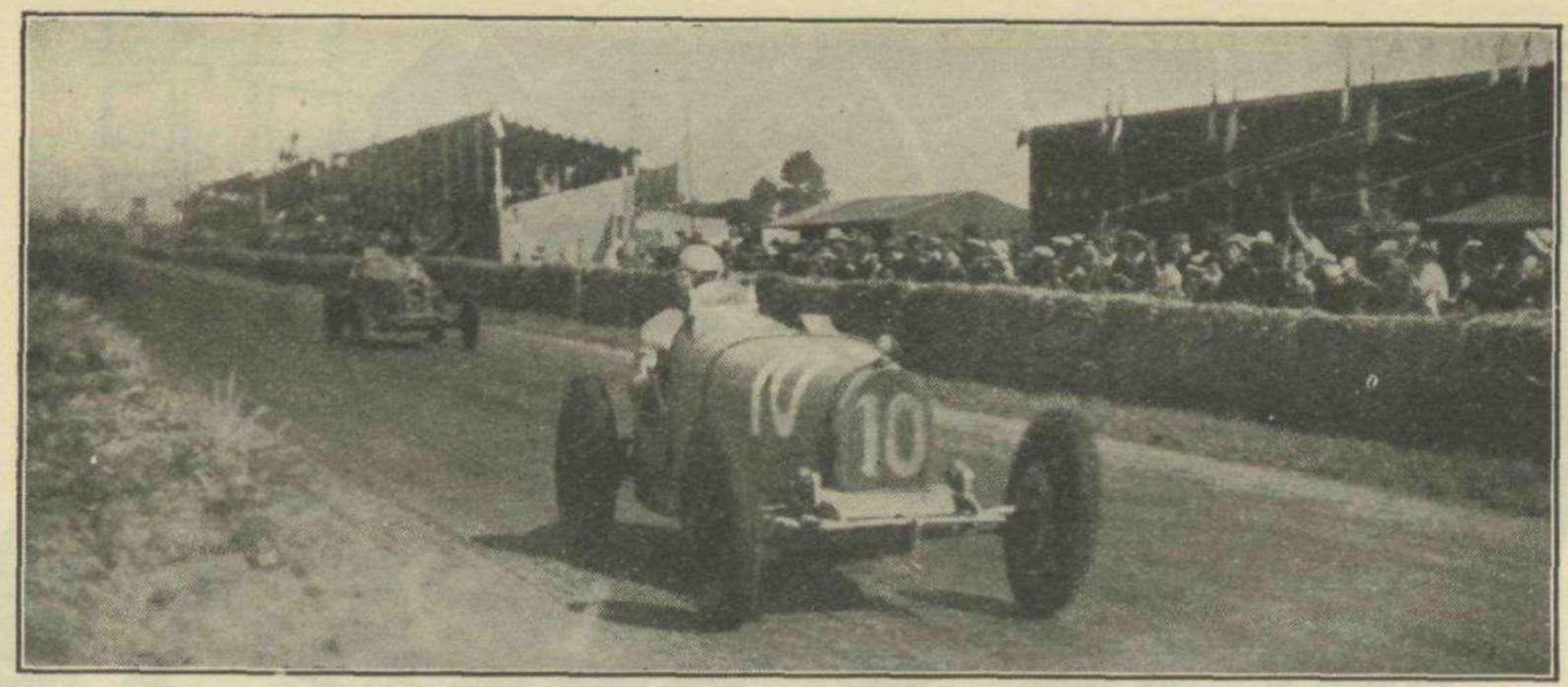
The victory of R. E. L. Featherstonhaugh in the Grand Prix d'Albigeois marks an important point in the advance of British motor racing prestige on the Continent. Following on the splendid performances of H. C. Hamilton, also a member of the Whitney Straight Syndicate, this first British victory in a Continental road race gives reality to the statement that, given the opportunity, our drivers would be able to hold their own with the famous Continental " aces." At Dieppe, too, the British contingent composed of Earl Howe, C. Penn Hughes, T. E. Rose Richards and C. S. Staniland all drove with an admirable blend of skill and dash. In some cases their cars were by no means as fast as the Continental representatives, and yet they were always a danger to the leaders should the latter have experienced the slightest delay.

The Dieppe meeting was particularly well attended by British followers of motor-racing, and left one with a profound regret that some means cannot be found of building a team of British cars to compete in the Continental Grand Prix races. To judge by the experience of other countries, Governmental support seems to be the only way that allows the cars to be developed without the handicap of restricted finance.

There remains the problem of a home circuit, or circuits, where the cars and drivers can acquire the tremendous amount of practice necessary for their perfection. If the enthusiasm evinced by British spectators at Dieppe is anything to go by, motor racing could become just as popular in England as it is on the Continent.

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F. E. Clifford (Bugatti) watching Scaron's Alfa Romeo grow bigger in the mirror. He was not fast enough to qualify for the final.

FINE RACING AT DIEPPE

PHILIPPE ETANCELIN (MASERATI) GAINS HIS LONG-AWAITED VICTORY OVER THE SCUDERIA FERRARI—BRITISH DRIVERS DO WELL TO GAIN 3RD, 4TH AND 5TH PLACES.

A YEAR ago we prophesied that the Circuit of Dieppe would become as popular with British competitors as the races held at Boulogne, where many of our best drivers picked up their road racing experience. That the drivers themselves were attracted by the idea is proved by the fact that there were nine British entries for the racing on July 22nd, these being Earl Howe (Maserati), a regular performer at Dieppe, C. Penn Hughes (Alfa Romeo), who entered last year, but did not start, F. E. Clifford (Alfa Romeo), J. L. Ford (M.G. Magnette), C. S. Staniland (Mathieson's Bugatti), A. H. L. Eccles (Bugatti), T. E. Rose Richards (Bugatti), Raymond Mays (E.R.A.), and H. C. Hamilton (Maserati), who has built up a magnificent reputation for himself this year on the Continent as a member of Whitney Straight's stable.

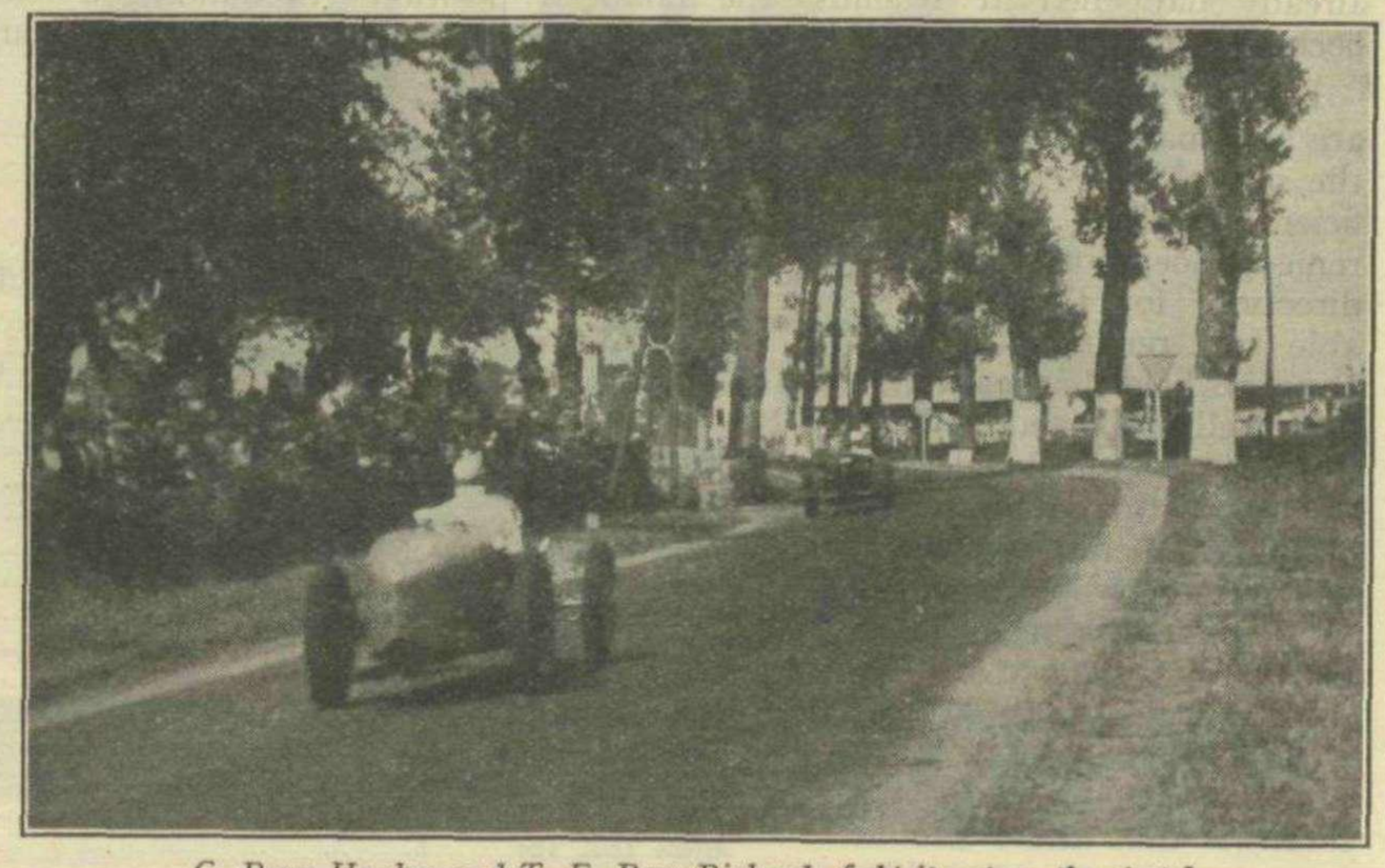
From the driver's point of view, participation in the Circuit of Dieppe is worth more than innumerable sports car races on the road. The opposition is the best in the world, with Chiron, Lehoux and Etancelin on the same starting line, and a careful study of such masters' methods in action, even if they soon disappear ahead, is worth a tremendous lot. The circuit itself is an interesting one, exactly the right length, and the atmosphere is "Grand Prix" to an extent never found at sports-car events. The organisers do everything in their power to make the race a success and the drivers comfortable, a point which is for some perverse reason often overlooked in this country. As to the spectators, they, too, are well provided for, and can see as much of the race as they can desire.

Contrary to previous years, the programme this time took the form of two preliminary heats and a final. In theory, the system is a good one, for there are, in effect, three separate races, with massed starts, but care has to be taken that drivers do not content themselves with merely qualifying for the final without trying to win a heat, thereby saving their cars for the final. The only way to avoid this is by levelling up the prize money so that a heat is really worth winning.

Some idea of the interest aroused by racing at Dieppe can be judged by the fact that three of the four grandstands by the Maison Blanche corner were full for the first practice period. The existing lap record was 3 mins. 41 secs., and this was beaten by the holder, Marcel Lehoux, in 3 mins. 36 secs. His old rival, Philippe Etancelin, was only a shade slower, with 3 mins. 38 secs. However, the fact that the order on the starting line was to be determined by drawing lots, and not by practice times, did not encourage the drivers to try very hard. Before the second period a violent storm broke out, so that the roads were dangerously wet when the cars set off. No one tried to lap very quickly, the fastest being Louis Chiron (Alfa Romeo) in 3 mins. 43.2 secs.

The morning of the race was bright and sunny, and from an early hour a steady stream of traffic left Dieppe for the circuit, just outside the town. Intermingled with the cars, taxis and buses were the racing cars of some of the competitors, roaring up the hill to the Maison Blanche. The sun betokened a scorching day, and a lucrative trade was being done by sellers of smoked-glass spectacles. On arrival at the tribunes all the English spectators were very disappointed to hear that neither Whitney Straight nor H. C. Hamilton would be starters. The former's car could not be prepared in time, and Hamilton was representing the stable at Albi.

The start of the first heat took place at 9.30 a.m., and the following drivers ranged themselves in rows of three before the gaily decorated stands: Etancelin (Maserati), Lehoux (Alfa Romeo), Scaron (Alfa Romeo), Penn Hughes (Alfa Romeo), Clifford (Alfa Romeo), Eonnet (Bugatti), Ford (M.G.), Villapadierna (Maserati), Staniland (Bugatti) and Eccles (Bugatti). When M. Charles Faroux dropped his flag the lead was instantly taken by Marcel Lehoux, on a Ferrari-owned Alfa Romeo. The acceleration of this car was simply astonishing, and the tyres



C. Penn-Hughes and T. E. Rose-Richards fight it out on the stretch before the grand-stand hairpin.

TREMENDOUS SPEED

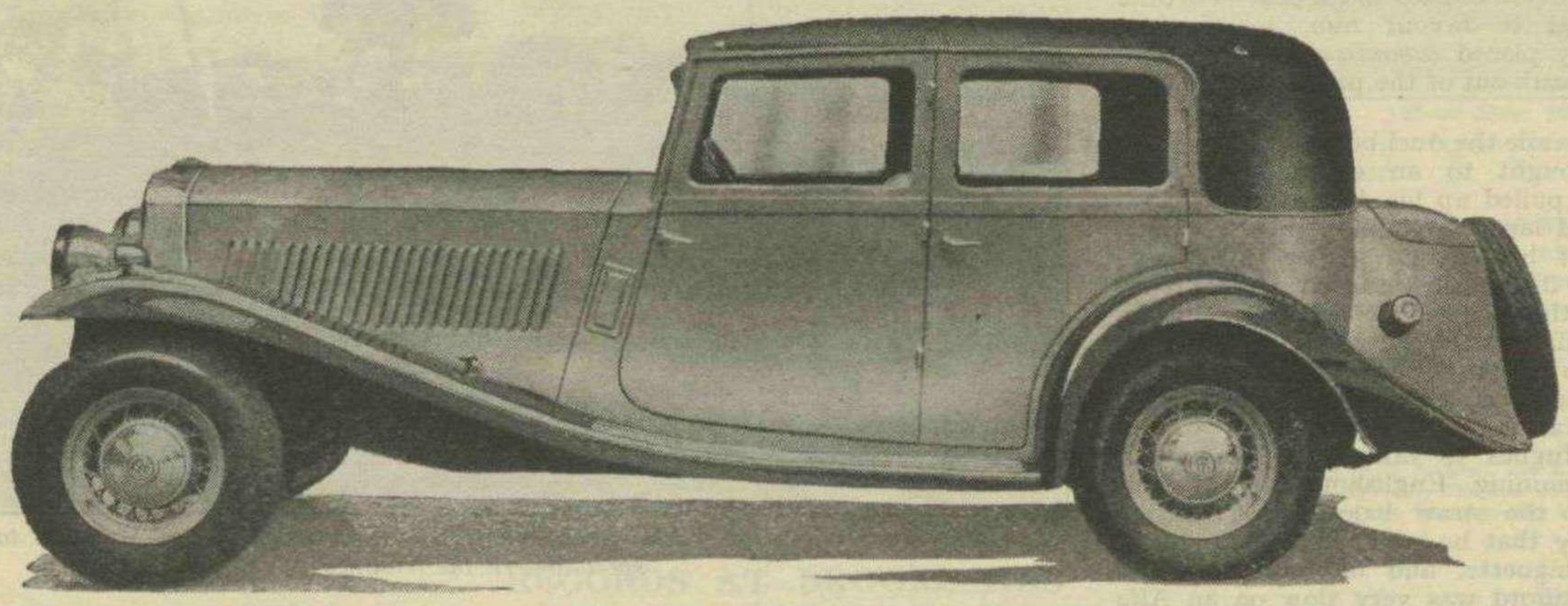
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FINE RACING AT DIEPPE—continued.

were still spinning furiously as he passed the point where we were standing, near the footbridge across the road. The rest of the cars got away in orderly fashion, and disappeared up the straight to the Val Gosset corner. In a moment the leaders were round again, Lehoux lying about 5 seconds ahead of Etancelin, and these two being well ahead of the rest. The British spectators were delighted to see Penn Hughes appear next, followed by Staniland, Scaron, Villapadierna, Eonnet, Clifford and Ford. But where was Eccles? At last the news came through that while trying to pass Villapadierna on the winding stretch of road from Val Gosset to St. Aubyn he had lightly chipped the bank at the side of the road. This was sufficient to turn the car sideways, after which it became uncontrollable. Rolling over and over, the front axle and the radiator being wrenched off in the process, the car eventually came to rest as a piece of tangled wreckage. Eccles had the good fortune to be thrown out on to the road, the impact with which was reduced by the fact of his wearing a crash-helmet, and his injuries were confined to a badly cut lip, severe bruises and shock. Fortune continued to favour him, for a conveniently placed *commissaire* hauled him up the bank out of the path of the following cars.

Meanwhile the duel between the leaders was brought to an early close when Lehoux pulled up his Alfa at the pits on the third lap, complaining that the third speed of his car no longer functioned. Heated discussion resulted in his continuing the race with a view to qualifying for the final, although all chance of being able to catch Etancelin had gone. Staniland was getting into his stride with Mathieson's Bugatti, and passed Penn Hughes to take third place. Of the remaining Englishmen, Ford had rammed the straw bales at St. Aubyn so firmly that he could not extricate his M.G. Magnette, and he had to retire, while Clifford was very slow on an Alfa Romeo, and was lapped by Etancelin in half-a-dozen circuits. Another slow driver was Eonnet, who made a pretty *tête-à-queue* at the Maison Blanche hairpin hard by the stands.

Etancelin put in a lap of 3 mins. 44.2 secs., the fastest so far, and was steadily drawing ahead of Lehoux, who in turn was comfortably ahead of Staniland. A great fight for 4th place was being waged by Penn Hughes and José Scaron, both driving Alfa Romeos, the English driver leading the whole time. No other alterations took place in the order, and Philippe Etancelin was flagged home the winner after one hour, having covered 127 kilometres 826. Clifford and Eonnet were still running, but did not qualify for the final.

Result of First Heat.

1. P. Etancelin (Maserati), 127 km. 826.
2. M. Lehoux (Alfa Romeo), 127 km. 026.
3. C. S. Staniland (Bugatti), 123 km. 859.
4. C. Penn Hughes (Alfa Romeo), 122 km. 463.
5. J. Scaron (Alfa Romeo), 122 km. 442.
6. De Villapadierna (Maserati), 114 km. 790.

Everybody were thoroughly enjoying themselves, the *tribunes* were full and the crowds at the St. Aubyn "Esses" extended right up to the top of the sloping fields. After an interval of half-an-hour the cars in the second heat were dispatched, their names being as follows: Chiron (Alfa Romeo), Zehender (Maserati), Earl Howe (Maserati), Rose Richards (Bugatti), Biondetti (Maserati), Mlle. Hellé-Nice (Alfa Romeo), Delorme (Bugatti), Cazaux (Bugatti), Gaupillat (Bugatti) and Mays (E.R.A.). Chiron, of course, jumped ahead at the start, and a feature of the first lap was the meteoric progress of Gaupillat on a very fast 2-litre Bugatti. Lying fifth at the start, he managed to pick up to second place behind Chiron before the end of the first lap—a fine piece of driving. Then came Zehender, Rose-Richards, Earl Howe, Raymond Mays, Biondetti, Delorme, and Mlle. Hellé-Nice. Cazaux had soon got himself into trouble, leaving the road at the "Esses" at speed, without injury to himself. Delorme was another retirement, due to a skid at Val Gosset.

Gaupillat did not hold second place for long, and was soon passed by Zehender and Earl Howe. It was while following the latter's Maserati down the incline at the end of the "straight leg," past the tribunes that Gaupillat had the crash which was to cause his death. His Bugatti seemed to strike a gully at the side of the road, probably owing to fierce braking, and in an instant it had shot in the air and began to hurtle along the road, eventually striking a tree. Gaupillat was terribly injured and died in hospital at 8 o'clock that evening without recovering consciousness. Consternation was caused when the ambulance was seen returning to Dieppe "against the traffic," but it got through without mishap.

The race was obviously going to be an easy thing for Chiron, and he steadily built up a lead over Zehender, who was well ahead of Biondetti. The latter had been driving very well, and had improved his position from 5th to 3rd place. The unfortunate Cazaux was called in by the officials and disqualified for having received assistance in getting his car back on the road after his accident. Raymond Mays had constant trouble with the E.R.A. and retired after many pit stops.

With Chiron and Zehender safely established in the leading positions, interest now centred on the duel between Earl Howe and Biondetti for 3rd place. After a stern duel the latter's Alfa Romeo caught fire at Val Gosset, without harming its pilot. Rose-Richards thereupon came fourth, with Mlle. Hellé-Nice a slower, but nevertheless steady, fifth.

Result of Second Heat.

1. L. Chiron (Alfa Romeo), 122 km. 819.
2. F. Zehender (Maserati), 118 km. 731.
3. Earl Howe (Maserati), 117 km. 147.
4. T. E. Rose Richards (Bugatti), 115 km. 401.
5. Mlle. Helle-Nice (Alfa Romeo), 104 km. 309.

There was now an interval in the proceedings, so far as car-racing was concerned, until three o'clock, but meanwhile motor-cyclists made merry for an hour and a half. The British riders showed their marked superiority as a whole in this event, and one hardly knew whether to be terrified or amused by the innumerable falls made by the rest of the entrants. We saw one "beauty" at the "Esses" which would have been comic but for the risk of the performer injuring himself seriously.



A Study in acceleration. Philippe Etancelin "demonstrates" his Maserati to the spectators in the tribunes.

Then came the real business of the day in the two-hour final for cars, in which the following took part: Chiron (Alfa-Romeo), Lehoux (Alfa-Romeo), Etancelin (Maserati), Staniland (Bugatti), Penn-Hughes (Alfa-Romeo), Scaron (Alfa-Romeo), Zehender (Maserati), Earl Howe (Maserati), Rose-Richards (Bugatti) and Mlle. Hellé-Nice (Alfa-Romeo).

So determined were the dirvers to make the most use of their getaway that the whole pack moved forward slowly before the starter dropped his flag. This was not good enough, so they tried it all over again. This time he got them away together, all except Zehender, who stayed on the line. Lehoux's gearbox, incidentally, had been changed in the interval between heats and final. Lehoux and Etancelin were in the front row, and the former shot ahead to give his team mate Chiron room to come up and take the lead. At the treacherous Esses of St. Aubyn, however, Chiron committed a rare error of judgment in skidding round completely, coming up against the bank rather heavily. The result was that Lehoux appeared first at the end of the lap, followed by Etancelin, Staniland, Penn-

FINE RACING AT DIEPPE—continued.

Hughes, Scaron, Earl Howe, Rose-Richards, Chiron and Mlle. Hellé-Nice. Poor Zehender was just getting away from the line as the other competitors completed their first lap.

Etancelin was not long in getting to grips with his old rival Lehoux. Twice this season has the Rouennais driver been within an ace of scoring a victory over the invincible Ferrari Alfa-Romeos and he saw at Dieppe yet another chance to bring this about. After four laps there were only a few feet between the cars, and Etancelin succeeded in passing the Alfa on the straight after the *tribunes*, only to be repassed at Val Gosset. Almost immediately he got past once more, and finished the fifth lap about 5 seconds ahead of his rival. Both men were putting every ounce of energy and skill into their driving, and this reshuffling of positions was carried on for lap after lap, keeping the spectators on their toes with excitement. This duel was apt to overshadow the really magnificent driving of C. S. Staniland with his 2.3-litre Bugatti in 3rd place, and for six laps the Bugatti was never a great way behind. Then the engine packed up and the fastest British driver in the race was forced to retire.

Chiron was out of luck, and retired with broken shock absorber brackets as a result of his momentary lapse early in the race. Zehender, too, fell out with brake trouble. After this the race took on a two-fold aspect, Etancelin versus Lehoux in the van, with Earl Howe, Penn-Hughes and Rose-Richards fighting a separate battle on their own, some 2½ minutes astern. From being last of the trio, Rose-Richards gradually passed both the others, and took 3rd place on the 16th lap, only to fall right back again to 5th place.

The strain of battle with Etancelin's Maserati proved too much for Lehoux's Alfa Romeo, and he had to stop on the 23rd lap for a fresh supply of plugs, allowing Etancelin to gain a clear 2 minutes lead. Now Etancelin could afford to ease up a little, and this he did, always conserving a useful lead until the end of the race. The Englishmen's "triangular match" resulted in a well-judged victory for Earl Howe, with Rose-Richards hard on his heels and Penn-Hughes bringing up the rear. Scaron and Mlle. Hellé-Nice were still going, but some way back.

The usual scenes of enthusiasm followed, and the "Marseillaise" added the final touch to the picture. It had been a wonderful day's sport, three good races and plenty of first-class scraps. The only cloud was the critical condition of Gaupillat, but consolation could be found in the thought that Eccles, too, might well have been gravely injured.

The organization of the Dieppe Meeting calls for special comment. For complete thoroughness and efficiency the Committee headed by Monsieur Jullien can serve as a model to all race organisers, and their treatment of foreign drivers and pressmen is the acme of courtesy.



[*Motor Sport Photographs*

The scrap between Etancelin and Lehoux, who are seen just before the cut-out point for the Maison-Blanche corner.

Result of Final.

1. P. Etancelin (Maserati), 241 km. 928. 120.964 k.p.h.
2. M. Lehoux (Alfa Romeo), 238 km. 751.
3. Earl Howe (Maserati), 236 km. 466.
4. T. E. Rose Richards (Bugatti), 236 km. 273.
5. C. Penn Hughes (Alfa Romeo), 236 k.m. 062.
6. J. Scaron (Alfa Romeo), 233 km. 710.
7. Mlle. Hellé-Nice (Alfa Romeo), 208 km. 156.

RECORDS AT BROOKLANDS

A WEEK after the British Empire Trophy race, Whitney Straight figured in his first record.-breaking performance at Brooklands Track. Driving his white 3-litre Maserati, he first of all attacked the Class D records for the flying kilometre and flying mile. In spite of the lightness of the car, Straight drove with his usual exceptional skill, and established the following new records :

Flying kilometre ... 136.98 m.p.h.
Flying mile ... 135.49 m.p.h.

These records were previously held by Albert Divo on a 2.3-litre Bugatti, and stood at 131.22 m.p.h. in each case. Divo's run was accomplished at Montlhéry in March, 1932. Straight then proceeded to attack the standing start records for the same distances, but a connecting rod broke under the strain and the attempt was perforce abandoned.

Another record-breaker seen recently at the Track is the Gurh special, a rather different vehicle from the Maserati. It has an engine of 348 c.c. capacity, and in the hands of Messrs. Gush and Greenhough set up several new British and International Class J records, as follows :

British and International Class J.

200 miles ... 51.37 m.p.h. (new record)
3 hours ... 51.03 m.p.h.
(Antony 34.65 m.p.h.)

British Class J.

50 kilometres... 51.35 m.p.h. (new record)
50 miles ... 52.27 m.p.h. ,, ,,
100 kilometres... 52.90 m.p.h. ,, ,,
100 miles ... 51.51 m.p.h. ,, ,,
200 kilometres... 51.69 m.p.h. ,, ,,
1 hour ... 52.37 m.p.h. ,, ,,

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ENGLISH DRIVER WINS A CONTINENTAL GRAND PRIX

R. E. L. FEATHERSTONHAUGH PILOTS THE 2½-LITRE MASERATI TO VICTORY IN THE GRAND PRIX D'ALBIGEOIS—H. C. HAMILTON FINISHES SECOND AFTER LEADING SOME DISTANCE.

A FEW years ago the prestige of British racing drivers had fallen very low in Continental racing circles, but recently there have been signs of a definite upward trend in our reputation. Led by Earl Howe, such drivers as Hamilton, Penn Hughes, Brian Lewis and Rose -Richards have all done good work, and the final touch has been given by the splendid victory of R. E. L. Featherstonhaugh in the Grand Prix d'Albigeois.

This race is held on a 5½ mile circuit near Toulouse, the road being fairly narrow throughout. The pits and tribunes are situated on a straight which ends in a series of fast curves and a final right-angle bend. Then follows a straight that allows speeds of 140 m.p.h. to be attained, another right-angle corner bringing the cars back to the pits.

Two races were held on July 22nd, one for 1,500 c.c. cars and another open to all comers. The smaller car race was held first, but the machines were delayed on the line for a considerable time before the flag fell, with the result that R. J. B. Seaman had the bad luck to stall his engine on the line, the engine of his M. G. Magnette (entered by Whitney Straight) boiling furiously and overheating. Seaman's misfortune was increased by the fact that bystanders immediately gave him a push-start, for which he was fined 100 francs !

Barring trouble the race was an easy thing for Pierre Veyron on an 8-cylinder Bugatti. With the retirement of Seaman, Vagniez (Maserati) and Saint-Jean (Amilcar) the field was thinned, but Veyron was being closely pressed by Leoz Abad, also on a Bugatti. A pit-stop for plugs allowed Abad to get the lead, and it was not until right the end that Veyron managed to pull ahead of his rival, winning by 27 seconds.

Result of 1,500 c.c. Class (160 km. 398).

1. P. Veyron (Bugatti), 1h. 14m. 48.6s. 128.644 k.p.h.
2. L. Abad (Bugatti), 1h. 15m. 5s.
3. Durand (Bugatti), 1h. 17m. 4s.

The " unlimited " race attracted a good field of fast cars and good drivers, as follows : Braillard (Maserati), Sommer (Maserati), Hamilton (Maserati), Falchetto (Maserati), Featherstonhaugh (Maserati), Zanelli (Alfa-Romeo), and Bugatti's driven by Veyron, Delmo, Abad, Rolland, Brunet, Cattaneo, Blondiaux, Roumaini and Martin. The distance they had to cover was 30 laps, or 267 kilometres 330.

Hamilton shot right away at the start, and covered his standing lap in 3 mins. 42 secs. Behind the Whitney Straight representative came Sommer, on a similar Maserati, followed by Falchetto, Braillard and Featherstonhaugh. On the next lap Braillard pulled in for plugs, as did Brunet with his Bugatti.

Falchetto put on speed and passed Sommer, but he could make no impression on Hamilton, whose driving was faultless. Sommer's Maserati developed brake trouble, and after a consultation with his pit-staff he decided to carry on using his hand brake only. Featherstonhaugh was never very far off Falchetto, for the latter was rather wild in his driving. On the 11th lap he retired, leaving the two " Straight " Maseratis in the lead.

Hamilton was the next to suffer, and his engine sounded distinctly " sevenish " when he pulled into the pits. Rather than risk a long and possibly fruitless diagnosis, it was decided to finish the race with the car in this condition. Featherstonhaugh was now in the lead, which he held till the end, driving beautifully and keeping in close touch with his pit-control. Some idea of the regularity of his driving can be judged by the fact that although Sommer's lap record was 3 mins. 35 secs. Featherstonhaugh covered five consecutive laps varying from 3 mins. 36 secs. to 3 mins. 37 secs. !

The rest of the race passed off without change in the order, but Abad lost a wheel at St. Juéry without injury and Roumani crashed into the fence.

Result of Unlimited Class.

1. R. E. L. Featherstonhaugh (Maserati), 1h. 52m. 3.2s. 143.144 k.p.h.
2. H. C. Hamilton (Maserati), 1h. 54m. 30s.
3. Veyron (Bugatti), 1 lap behind.
4. Sommer (Maserati).
5. Zanelli (Alfa Romeo).
6. Brunet (Bugatti).
7. Cattaneo (Bugatti).
8. Blondiaux (Bugatti).

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NEWS FROM THE U.S.A.

CUMMINGS, FOWLER, WINN, SALL WINNERS OF DIRT TRACK CONTESTS DURING EARLY PART OF SUMMER—GORDON'S NARROW ESCAPE—JENKINS TO TRY FOR NEW 24-HOUR RECORD.

BY

Our American Correspondent

T. MERIWETHER-SMITH

A.A.A. Championship races, in years past held directly after the Indianapolis "500," were not scheduled for 1934, but a large number of first-class dirt track contests attracted the eyes of the nation's motor-minded during June and July.

Young Rex Mays, driving Fred Frame's fast Miller "4," swept to a thrilling victory over Mauri Rose at Detroit shortly after the Indianapolis event, while Ken Fowler, Dayton, Ohio pilot, was the winner of Rose in a feature race over the Dayton track later in the month. Cummings retired from this race with motor trouble.

Al Gordon Wins at Langhorne.

Late in June, Al Gordon, the Pacific Coast, 1933 Champion, flashed his bright red Miller to victory over the mile Langhorne track, defeating a field of big-time drivers. Cummings, who had shown the fastest qualifying speed, was forced out of the race. Gordon led the 50-mile contest almost from the start, and was never threatened.

Sall, Gordon Escape Disaster.

Bob Sall, Eastern champion, and Al Gordon had very close escapes from death at Albany, N.Y., in a mid-summer racing event. Gordon, rounding a curve on the half-mile dirt track at terrific speed, lost control of his Miller when the car struck a wet spot on the curve. The machine broke through the outer railings, and crashed into a tree. He escaped with a broken nose. A few seconds later, Bob Sall, sliding through the same curve, hit the wet spot, went into a broadside skid, and flipped over twice. Sall miraculously escaped with minor bruises. The races were postponed for three days, and when held, Sall came back to win the feature event after a bitter duel with Malcolm Fox. Gordon also returned despite his wreck, and won the first qualifying 5-mile race, but was forced out of the feature.

Billy Winn is Winner.

The diminutive Kansas City flyer Billy Winn, captured feature honours in the July 4th races at York, Penn., driving into the lead on the 13th lap of the 15-mile event. Cummings, in the lead until that point, lost the race when his front-axle broke.

Cummings Wins at Cincinnati.

Bill Cummings, 1934 Indianapolis winner, dodged his proverbial hard luck at Cincinnati-Hamilton Speedway, winning the feature event from Mauri Rose by a quarter lap. It was Cummings first victory after the Indianapolis triumph.

Jenkins to Try Again.

Ab Jenkins, famed hill climb and test driver, took a shot at his own 24-hour record last month. He drove a Pierce-Arrow 12 again, but this time the machine was specially stream-lined, and designed for record work, and not merely the stripped sports car employed last year. It is also rumoured that Jenkins will make an attempt on the world's one-mile land speed record next spring in a special machine.

Interest in Dixon Announcement.

A tremendous amount of interest in a rumoured try by Freddy Dixon for the world's one-mile record is being shown in this country. The test will probably attract thousands of automotive men if held in this country.

SPORTS CAR TUNING ON THE PORTSMOUTH ROAD

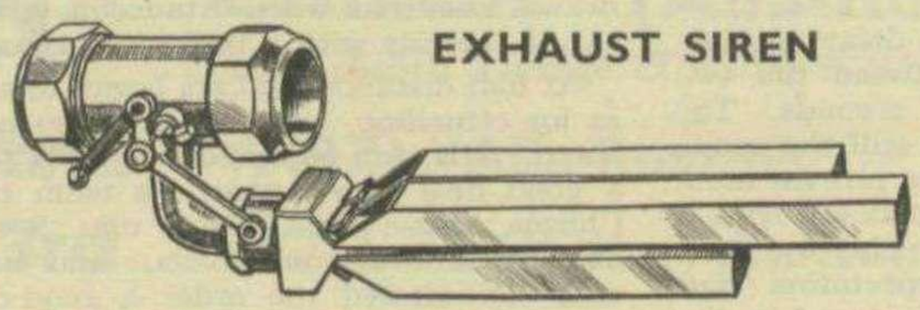
TO the mechanically-minded the famous firms who prepare racing cars in the neighbourhood of Brooklands Track are as well-known and almost as interesting as the famous race-track itself, but during the racing season at least many of them are too busy to be able to devote time to the less spectacular work of the sports-car owner. With a view to catering for these enthusiasts, Carling Motors, Ltd., of Portsmouth Road, Ripley, have enlarged their premises and are concentrating on tuning sports cars for the road and competitors.

Personal experience in these matters is of the greatest importance, and the foreman of the tuning shop after two years training with the makers of Fraser-Nash cars, was promoted to the racing staff and helped to prepare many of the cars for racing and competition. He then went to Super-tuning, Ltd., of Tottenham Court Road and had much practical experience of Maseratis, including Major Oats' car and the one raced at Brooklands by Cummings, also the record breaking Amilcars of Widengren and Humphreys, and when we visited the workshop was overhauling an Amilcar of the same vintage with a view to track events next year. Ripley is only four miles from Brooklands, and cars prepared there can therefore receive their final tuning on the track. Messrs. Carling Motors are agents for M.G. and Austin cars, and the manager had some interesting schemes for tuning up an 18-80 M.G. which had been sent in for attention, fitting it with three carburetters and a streamlined body.

Even without such alterations it is surprising what a difference a little skilled attention to carburetion, ignition, and cleaning up the induction system can do to a standard sports car, and there should be plenty of scope for the Firm's activities in the Guildford districts, and in the southern Home Counties.

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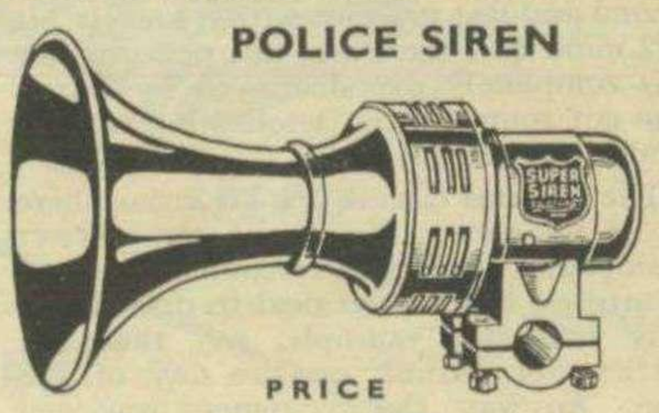
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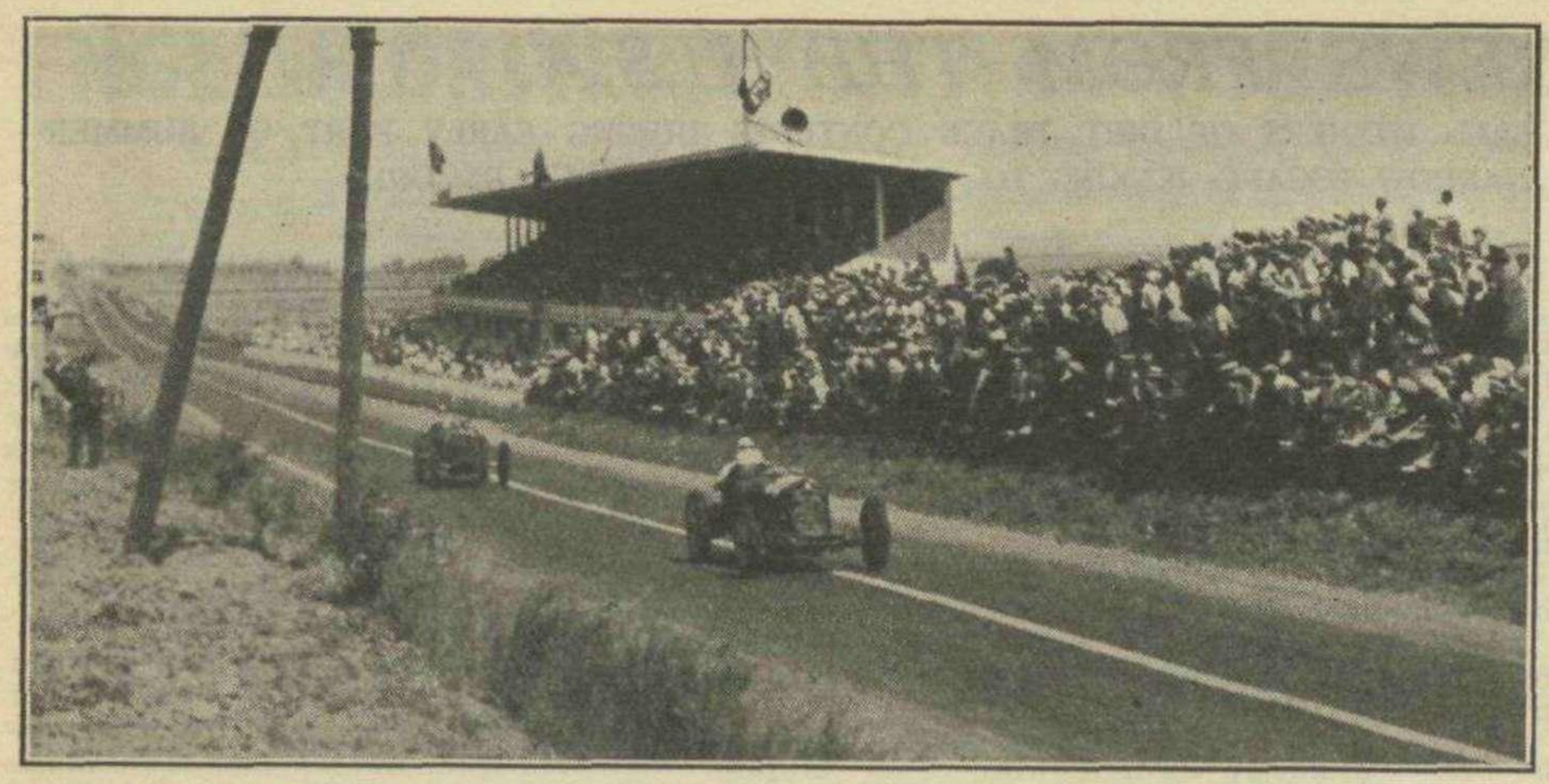
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THE INEVITABLE FERRARI VICTORY FALLS TO LOUIS CHIRON— FINE PERFORMANCES BY H. C. HAMILTON AND EARL HOWE.

THE GRAND PRIX DE LA MARNE

A CERTAIN amount of consternation was caused a short time before the Marne Grand Prix owing to an announcement in a French contemporary that there was some doubt as to the race being held. It turned out, however, that this was only a pardonable ruse on the part of the organisers to force a decision from well-known drivers as to whether they were entering for the race or not. The result was an immediate influx of entry forms, from which the following starters were finally obtained: Moll (Alfa Romeo), Varzi (Alfa Romeo), and Etancelin (Maserati), in the front row, then Chiron (Alfa Romeo) and Nuvolari (Maserati), Hamilton, Sommer and Whitney Straight (all on Maseratis), Brunet (Bugatti) and Soffietti (Alfa Romeo), Balestrero (Alfa Romeo), Zehender (Maserati) and Earl Howe (Bugatti), with Biondetti (Alfa Romeo), all by himself, at the rear. It was hoped that at least one Auto Union would be entered, but the cars could not be prepared in time for the race.

The Rheims circuit is one of the finest in France, being extremely fast and maintained in good condition by the Automobile Club de Champagne. A permanent concrete grandstand and well-equipped pits are also praiseworthy features, and great pains are taken to ensure the success of the race. In practice Guy Moll (Alfa Romeo) beat Nuvolari's last year's record of 2 mins. 58.6 secs., with a time of 2 mins. 57 secs. on the first day. He followed this up during the second and last practice with a fine circuit in 2 mins. 51.7 secs., but this performance was completely overshadowed by Varzi, who got round in the astonishing time of 2 mins. 48.4 secs.!

The Rheims circuit has an atmosphere all of its own. No doubt the perfect champagne, which is consumed in vast quantities, has a good deal to do with it. This year, for example, ten thousand bottles were drunk on the day of the race. Anyway, the excitement was well up to standard on July 8th, and a huge crowd thronged the tribunes and enclosures round the course. Some time before the race started, Armand Girod made several fast laps on the Delahaye that holds the 48-hour record, while aerobatics were carried out by two famous pilots in Michel Détroyat and Dieudonné Costes. Then the drivers were announced individually to the crowd, and their cars were lined up in the order given above.

Promptly at 2 o'clock, the flag was given by Charles Faroux, and the 14 multi-coloured cars leapt forward in a perfect start—all but Sommer's Alfa Romeo, which hung about on the line for an appreciable time. Then came the excited period of waiting for the cars to complete their first lap, and everybody craned forward in an attempt to catch sight of them as they roared down the "straight leg" to the Virage de Thillois, where a sharp turn brings them back past the stands.

The cars were not long in coming, and it was not surprising to see Varzi a clear leader, for his red Alfa Romeo had streaked ahead at the start. Behind him came Moll, then Nuvolari, Chiron, Etancelin, Straight, and Hamilton. Three Alfas and three Maseratis handled by six of the leading drivers in Europe to-day! A great roar went up as the cars came round for the second time, for it was seen that Nuvolari had got past Moll and was only 4 seconds behind his old rival, Varzi. Rumours of a possible win for Nuvolari had been running round Rheims on the previous day, and here was proof that he would at any rate be a serious challenger for the Ferrari drivers to contend with.

The third lap was disappointing, however, for the gap between the two leaders had increased to 7 seconds. The order of the followers was still the same, but Straight pulled into the pits for more plugs and retired on the next lap with a couple of pistons gone. This was bad luck, for the English spectators had hoped to see Straight well placed in the race which, last year, marked his *début* in Continental Grand Prix racing.

The duel between Varzi and Nuvolari continued without a pause until the 8th lap, when the latter had to pull into the pits for a wheel-change. Up to this point his Maserati had shown itself every bit as fast as Varzi's Alfa Romeo on the straights, but inferior in braking power. This stop allowed Moll to regain second place, but he did not hold it for long, and on the next lap it was Chiron who appeared in this position. Two laps later the unlucky Nuvolari had to stop again, and in spite of a 41-seconds delay he set off with great determination in an endeavour to get back among the leaders —for by this time he had dropped to 8th place.

Varzi and Chiron were now engaged in a friendly "scrap" for the leadership, and on the 15th lap the two cars were level. One lap later Chiron came past the stands in the lead, to lose it again on the next, and regain it on the 19th. These two were well ahead of the rest of the field, Moll having stopped at his pit for a tyre change. Etancelin was quick to seize this opportunity to take third place, but the higher maximum speed of Moll's Alfa Romeo enabled the young Ferrari "as du volant" to regain his position after a brief tussle. As for Nuvolari, he had the exasperating experience of puncturing a tyre just beyond the pits, and having to complete a whole lap on the rim. When he came in he took the precaution of changing the tyre on the other side as well, but the stop caused him to fall to 8th place once more. A couple of laps later the back axle of his Maserati gave out, and Nuvolari had everyone's sympathy as his car was pushed away. At the same time, another Maserati withdrawal occurred when Etancelin left his car at the pits with a broken gearbox.

At half distance the cars began to come in for refuelling, the first to do so being Varzi. His stop occupied 1 min. 34 secs., a good deal slower than his team mate Chiron, whose time was 1 min. 9 secs. The withdrawals of Nuvolari and Etancelin had altered the order a good deal, and at this point the positions of the cars were as follows:—

1. Chiron (Alfa Romeo).
2. Varzi (Alfa Romeo).
3. Moll (Alfa Romeo).
4. Hamilton (Maserati).
5. Howe (Bugatti).
6. Soffietti (Alfa Romeo).

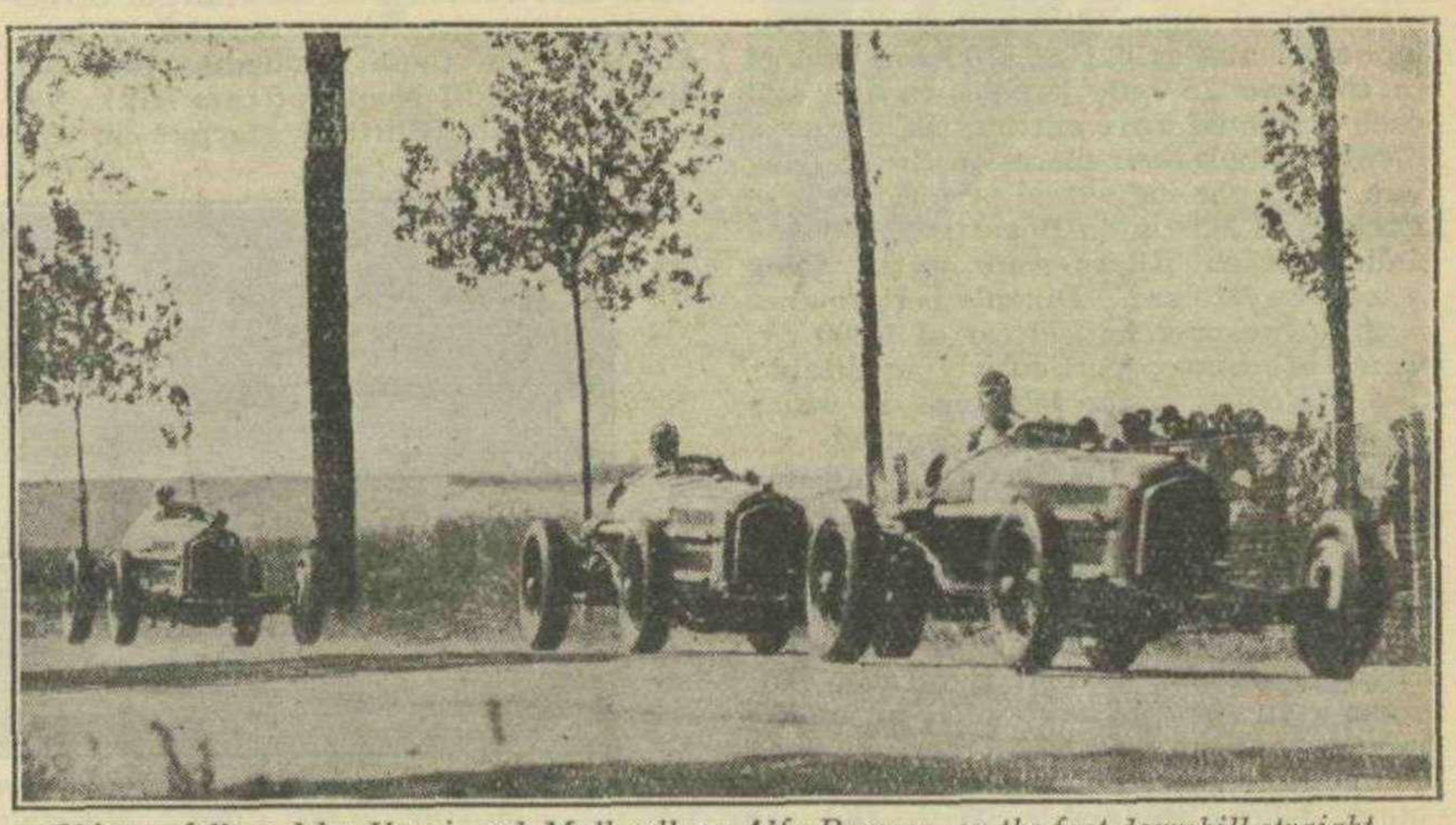
THE GRAND PRIX DE LA MARNE—continued.

Sommer was experiencing an endless series of troubles with his Maserati, but in spite of a pit stop on nearly every lap he continued to battle on, and it was not until nearly the end of the race that his gallant effort was brought to an end. Zehender's Maserati gave out, too, thus reducing the Maserati contingent to Hamilton's solitary machine, which, however, was favourably placed, and stood a sporting chance of catching Moll's Alfa Romeo. Hamilton's driving, by the way, was extremely brilliant, and he is now definitely a force to be reckoned with in the great Continental races.

Chiron and Varzi continued their little game of taking it in turn to lead the field until the 41st lap, when Varzi drove into the pits for a new supply of plugs. The rest of the refuelling stops had gone on without incident until Soffietti arrived. For some time this Italian driver had been engaged in a neck-and-neck struggle with Earl Howe, who always managed to keep ahead. In his excitement and haste Soffietti braked too late at the pits, skidded right round and crashed into Etancelin's stationary Maserati, fortunately without serious damage being sustained by either car.

Varzi's car continued to give trouble, and after setting up a new lap record in 2 min. 58.2 secs., he informed his pit staff that some of his gears were "missing." After quite a lengthy delay at the pits the car was taken over by Marinoni, the head of the Ferrari testing shop.

Then came the finish, Chiron being flagged home a popular winner, whereupon the crowd cheered themselves hoarse, and promptly invaded the road. Chiron was presented to the Deputy Mayor of Rheims, M. Paul Marchendeau, while the loud-speakers brayed out the Italian national anthem and "La Marseillaise."



Chiron, followed by Varzi and Moll, all on Alfa Romeos, on the fast downhill straight leading to the Virage de Thillois.

Once again the Ferrari-owned Alfa Romeos had finished in the first three positions, although their triumph was a qualified one in that Varzi's car was not in good shape towards the end of the race. One would have liked to have seen Nuvolari free from tyre trouble; Whitney Straight being able to carry out a proper plan of campaign in company with Hamilton; and Etancelin being able to carry on with his dashing run until the end. It might have been a different story then, and at any rate more exciting—but "ifs" don't count in motor racing!

FULL RESULT (500 km. 864).

1. L. Chiron (Alfa Romeo), 3h. 25m. 51.8s. 145.984 k.p.h.
2. G. Moll (Alfa Romeo), 3h. 30m. 27.8 s.
3. A. Varzi (relieved by Marinoni) (Alfa Romeo), 2 laps behind.
4. H. C. Hamilton (Maserati), 3 laps later.
5. Earl Howe (Bugatti), 5 laps later.
6. Soffietti (Alfa Romeo), 5 laps later.

Englebert

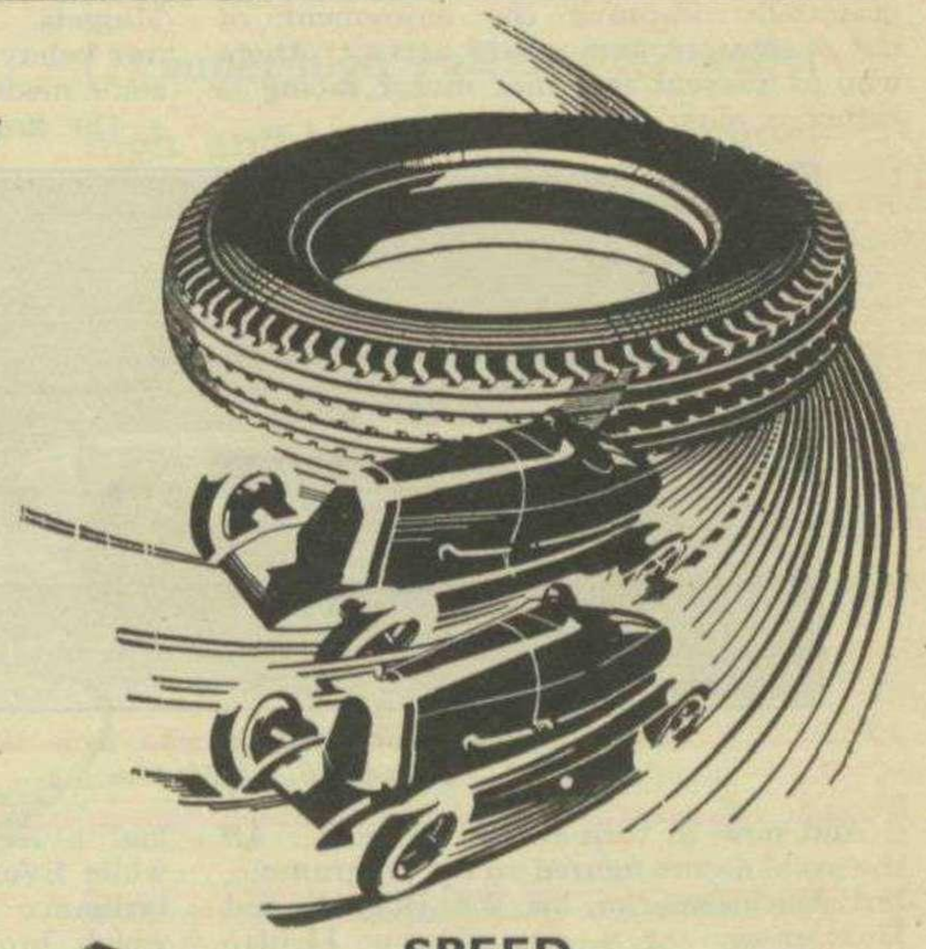
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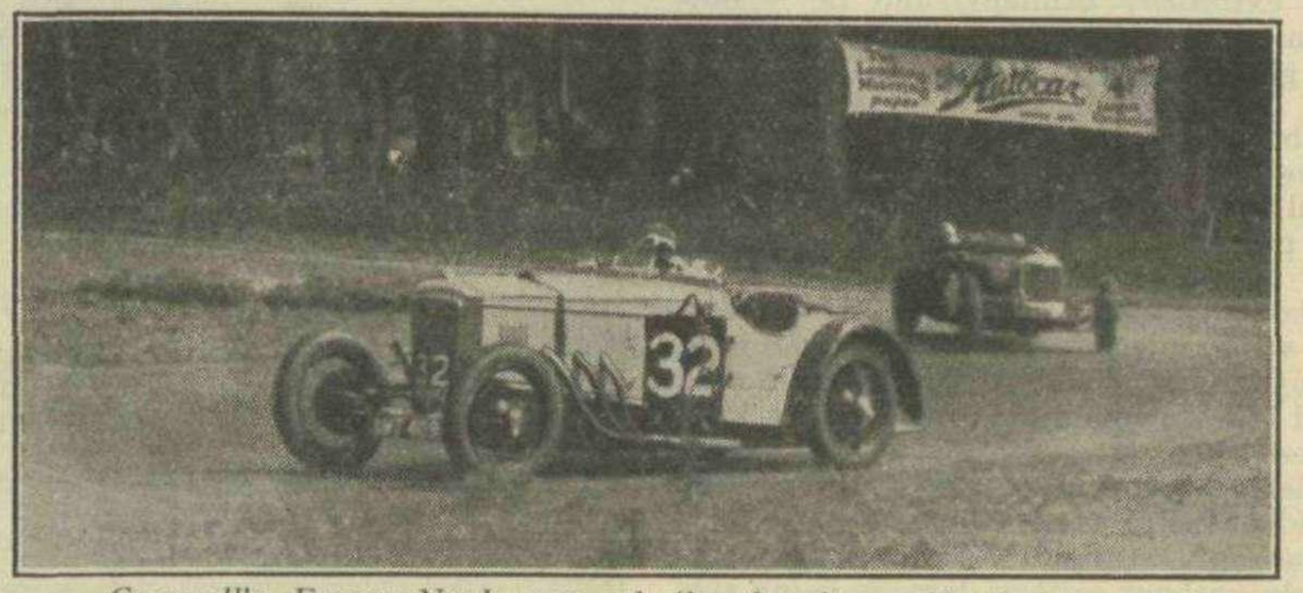
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FAST MOTORING AT DONINGTON PARK

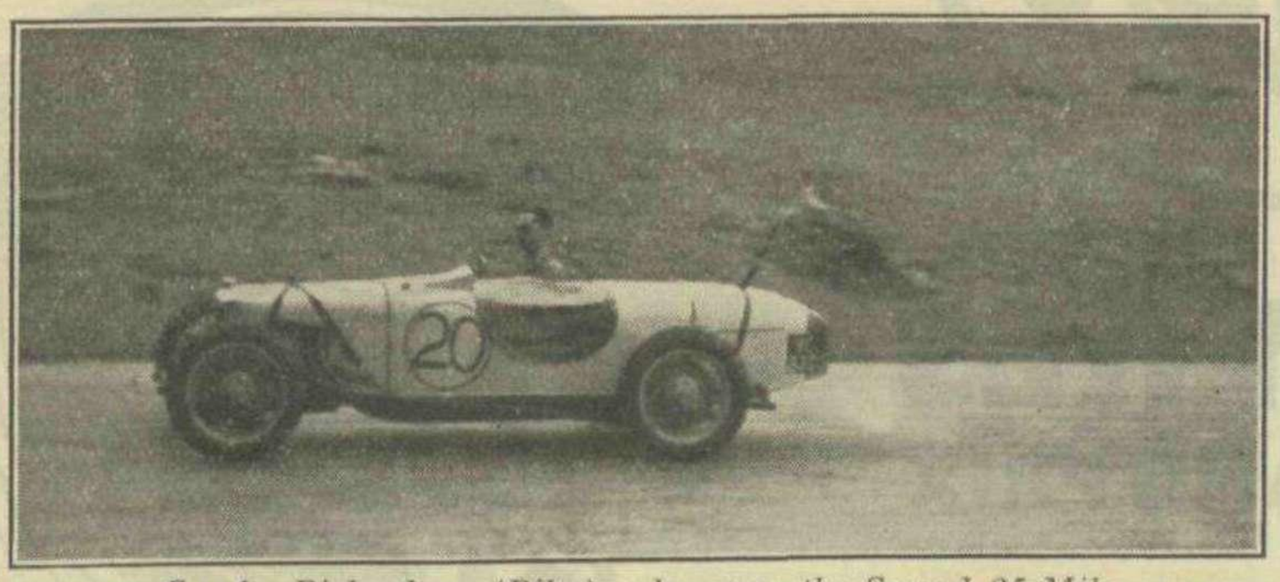
ECCLES (BUGATTI) LAPS AT 69 M.P.H. DIXON WINS FIRST 25 MILE RACE AND CRASHES WHEN IN THE LEAD OF THE SECOND.

THE Derby and District Motor Club is to be congratulated for its efforts to improve further the standard of racing at Donington. Prize money to the extent of £100 was offered in the two 25 mile handicap races and each attracted forty entries, the majority of which took their places on the starting line, while the individual performances of Eccles and Martin on Bugattis and Dixon and Paul on Rileys were worth going a long way to see. Dixon's performance with an unsupercharged car of 1,800 c.c. were, of course, particularly creditable, and his crash in the last race, in which he was leading, was much regretted.

Unfortunately the good impression produced by the racing was to some extent counteracted by the slowness with which the programme was run off. The meeting started at two o'clock and continued, with irritating delays, until nearly 8 o'clock, so that those who had come a hundred or more miles to see the racing, not to mention the wretched competitors, were not likely to get home much before midnight. With the car paddock not 10 yards from the starting line, a delay of half-an-hour between the sixth and seventh races should surely not have been necessary, and though one appreciates that the actual events take longer to run off than those held, for instance, at Brooklands, they might easily be speeded up by flagging off the straggling field perhaps three minutes after the third man finishes. Such speeding-up would without doubt materially improve the enjoyment of the spectators and would attract others who at present feel that motor racing is rather a slow game.



Casswell's Fraser Nash now rebuilt after its accident at the last meeting, leads Boyd's Maserati on the first corner of Starkeys.



C. A. Richardson (Riley) who won the Second 25-Mile Handicap, at 58.4 m.p.h.

And now to turn to the meeting. All the usual names figured on the programme, but Mathieson on his 2.3 Bugatti and Hutchinson on a new blown 1½-litre were unable to run. Dixon had trouble with a seized differential pinion in practise, but rectified this after taking down the back axle. Raymond Mays had his supercharged Riley going well, but then it chewed up the bevel pinion, and he could not get a replacement of the right ratio. Moor had intended running "Wasp V," a ferocious machine with a 1,500 c.c. twin engine, but the crank-case cracked in half, while Stephenson's Austin looked rather disconsolate without its gearbox. Johnson on an M.G. had turned over at Hairpin corner during practise, but escaped injury. In spite of these incidents, however. there were still plenty of cars left!

There were thirteen starters in the first event, which was for cars up to 850 c.c., and the six unsupercharged cars received 50 seconds start. In the first bunch Harrison (Ford) made a fine start and was first at the Hairpin, followed by Grice and Gibson (M.G.s). In the second group Skinner driving the Morris Minor which he ran this year at Shelsley took the lead, hotly pursued by Everitt and K. D. Evans on the new Q Type Midgets. Turner's Austin was for once not behaving properly and went off with some misfiring.

The first time round, Harrison's Ford had a lead of 150 yards from Gibson, while Everitt was driving with his usual brilliance and had overtaken Skinner which brought him into seventh place. Next time Harrison had increased his lead to over quarter of a mile, while Everitt was just behind Grice and Gibson. Evans had overtaken Skinner and was fifth on Levy's tail.

The little yellow Ford was still going great guns, much faster and steadier than on its last appearance at Donington, but Everitt was relentless. On his third lap he was 7 seconds behind, on his fourth he was reported level at Starkeys, and passed him leaving this point, gaining a thirty-yard lead by the time he reached the Paddock. Kenneth Evans was performing well for his first run on his new car and was gaining steadily on the Ford, failing to catch him by yards only as they shot down the hill to the finishing line, while Skinner's Morris Minor, which handled surprisingly well, came in only 20 seconds to the rear. Everitt's time was actually over 40 seconds better than the 5-lap record put up in March by Eccles on the Bugatti, which gives some idea of his performance.

Fifth Lap Race. 850 c.c. Supercharged or Unsupercharged.

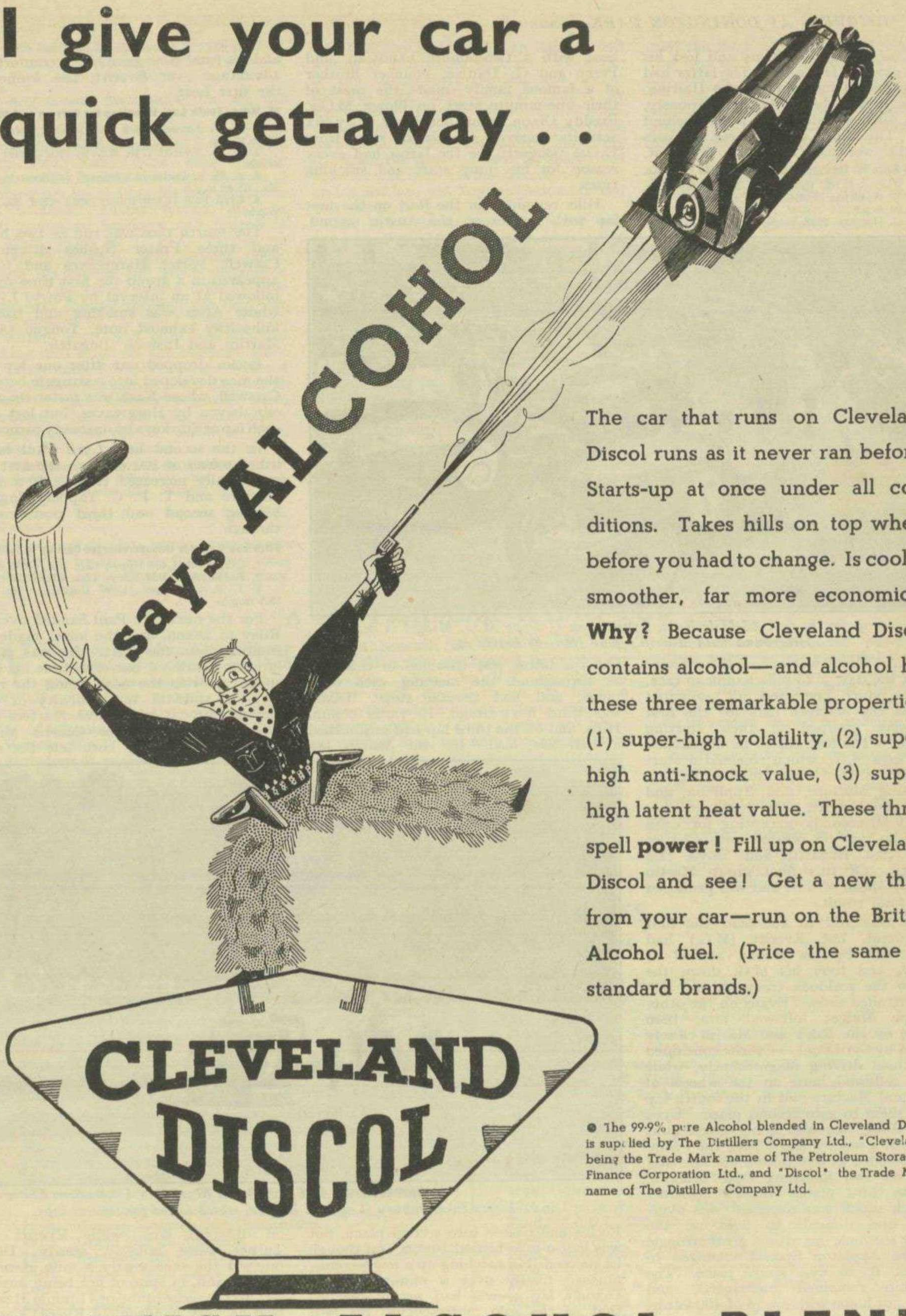
1. W. G. Everitt (746 M.G. S), 12m. 20s., 62.47 m.p.h.
2. T. C. Harrison (848 Ford) (50s.), 13m. 25s. 57.43 m.p.h.
3. K. D. Evans (746 M.G. S), 12m. 37s., 61.05 m.p.h.

There were 11 starters in the unsupercharged 1,100 c.c. race, with the Ford, Mclure's Riley, the Appleton Special and the Le Mans Rapier Lagonda in the front row. The Ford was first away, but was overtaken by Appleton before it reached the hairpin bend, with McLure and Holbrow on Rileys close behind. The Lagonda stuck on the line for some seconds and was last away. Meanwhile Maclure was reported in the lead at Starkeys, but in the run down to the start Appleton was seen to have regained his position with Maclure and Harrison close behind. The second lap seemed a destructive one, for there were only five cars still running, and Holbrow retired at the start. Mclure had wrested the lead from Appleton again, both cars sounding particularly healthy.

Appleton was, however, obviously not fast enough to catch the Riley, which increased its lead steadily to win by 250 yards, with the Ford hanging on gamely to third place.

In the second heat Grice took the lead at the start, but was caught by Hodgson on his special underslung Riley before the Hairpin. However, Grice would not be denied and got past again on the long straight after the Farm. The announcer at Starkey got quite lyrical about his cornering there, while Gibson (M.G.) apparently came round on two

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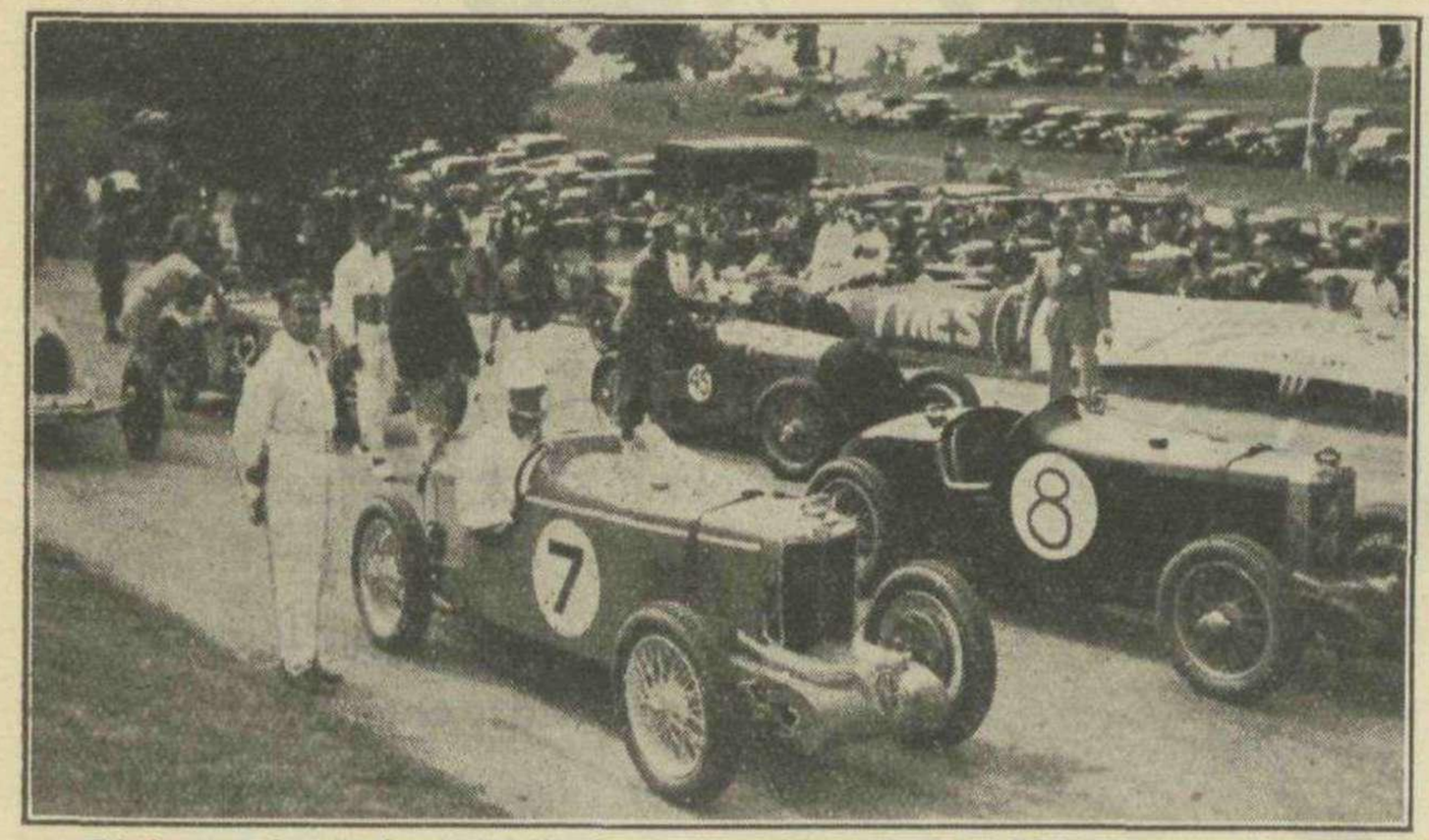
BRITISH ALCOHOL BLEND

FAST MOTORING AT DONINGTON PARK—continued.

wheels on several occasions and lost his second place to Hodgson. The latter had some awkward moments at the Hairpin, for his front wheels flapped furiously, but he finished safely half-a-mile behind Grice. The times of the three finishers were all slower than those of the first heat.

Fifth Lap Race for Unsupercharged Cars up to 1,100 c.c.

1. P. Maclure (1,087 Riley), 13m. 5⅕s., 58.89 m.p.h.
2. R. J. Appleton (1,084 Appleton Special), 13m. 18⅕s., 57.94 m.p.h.
3. T. C. Harrison (848 Ford), 13m. 21⅕s.



Lining up for the first 25-Mile Race. Evans' new Q Type M.G. Midget is in the foreground with Everitt's Car (No. 8) beside it.

The next event was one of the premier races of the day, a 25 mile handicap race, and the start presented an animated scene as the fourteen cars for the first heat were grouped in their starting positions. The first car to be dispatched was Grice's M.G., which received a start of 2 minutes, then a minute later a group comprising Maclure, and Appleton, and Evans, and Everitt. The 1,500 c.c. cars received 50 seconds, excepting for Cyril Paul, who was on scratch with Charles Martin (2.3 Bugatti) and Boyd (2.5 Maserati). Of this final group Martin got away ahead of time and was penalised in the final result.

Grice was still in the lead the first time round, but Everitt (M.G.) had caught him by his second arrival at Starkey, and took his M.G. down the slope to the paddock tremendously fast in a controlled slide. Evans on the other Q Type Midget followed him, then Maclure on the Riley and Martin closely followed by Cyril Paul. Everitt continued in the lead driving magnificently, while Martin followed hard on the wheels of Evans and Maclure and in the fourth lap passed them to gain second place. Cyril Paul's Riley was also going great guns in spite of a narrow shave near the Farm, and succeeded in overtaking Maclure and Evans on two following laps, bringing him into third place. Boyd's Maserati of which much was expected was over-geared and difficult to hold on the winding sections, but after a great struggle with the Appleton Special managed to overtake it to the sixth place. The leadership remained unchanged, and Everitt got home with a lead of 400 yards.

Hills on an M.G. led off the second heat with a two-minute handicap, and Perry and G. Dunfee, younger brother of a famous family, made the most of their one-minute start on blown M.G.s. Freddy Dixon on his bored-out Riley Six actually received 45 seconds start from Eccles (Bugatti), so the latter had every reason for his jump start and smoking tyres.

Hills remained in the lead on the first lap with Turner on the Austin second, but the latter was troubled in this race as throughout the meeting with oiled plugs, and had several stops. Dixon was third next round, 10 yards behind Hills, and on the third lap had established a half-mile lead. By the fourth lap Eccles had passed into second place, but was half-a-mile behind Dixon, and though he succeeded in catching up a few seconds, finished finally over a minute behind. Dixon's lap speeds had nearly reached that of the solo motor-cycles, his best time being 2 mins. 15⅘ or 68.5 m.p.h., and his total time gave him a comfortable advantage over Everitt, the winner of the first heat.

25 Miles (Tenth Lap) Handicap for Cars up to 3,000 c.c.

1. F. W. Dixon (1,808 Riley) (45s.), 24m. 20s., 66.75 m.p.h.
2. W. G. Everitt (746 M.G. S) (60s.), 25m., 64.2 m.p.h.
3. A. H. L. Eccles (2.3 Bugatti S) (Scratch), 25m. 37s., 65.42 m.p.h.
4. Cyril Paul (1,486 Riley) (50s.), 25m. 52s., 62.6 m.p.h.

The fourth race was run in two heats, and three Fraser Nashes driven by Caswell, Porter Hargreaves and Eccles appeared in a group the first time round, followed at an interval by Powys Lybbe, whose Alvis was smoking and had an unhealthy exhaust note, Tongue (Aston Martin) and Instone (Bugatti).

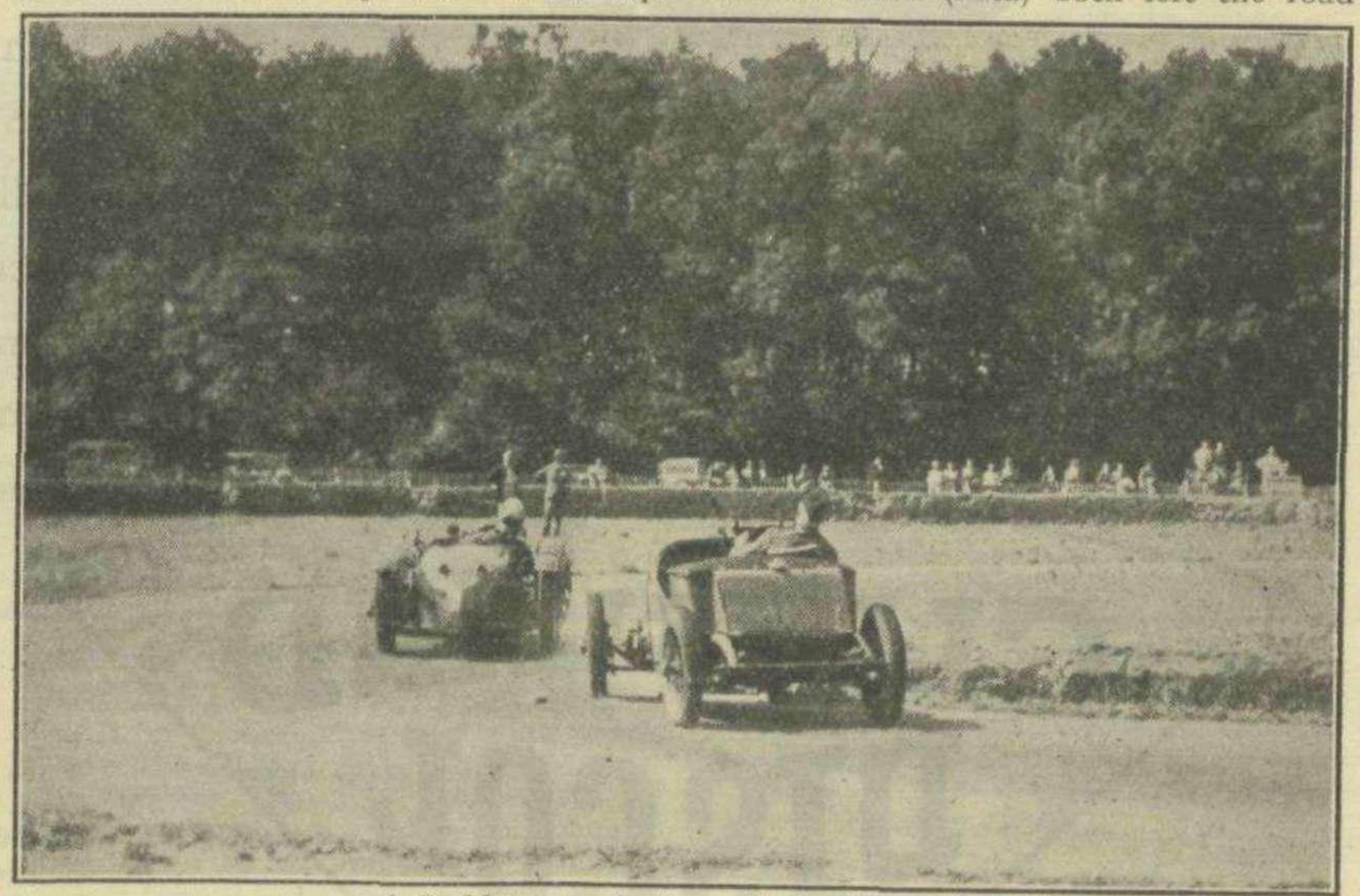
Eccles dropped out after one lap and the race developed into a struggle between Casswell, whose Nash was faster than the one driven by Hargreaves, but lost time each lap at Starkeys by unsteady cornering.

In the second heat Cyril Paul established a lead of 100 yards in the first lap, and finally increased it to half a mile, Maclure and T. P. C. Tapper (Bugatti) holding second and third positions all through.

Fifth Lap Race for Unsupercharged Cars up to 1,500 c.c.

1. Cyril Paul (1,486 Riley), 12m. 10s., 63.33 m.p.h.
2. P. Maclure (1,087 Riley), 12m. 46s., 60.39 m.p.h.
3. T. P. C. Tapper (1,496 Bugatti), 13m. 14s., 58.1 m.p.h.

For the next race Paul handed over his Riley to Dixon, and the latter made the running from the start. He was rather lurid on Starkeys, but each time his slide ended up with the nose facing the right way, in spite of the difficulty of controlling the car with three-quarters of a steering-wheel. Skinner (Morris Minor) and Cormack (Alta) both left the road on different laps, while Everitt and Turner were notably steady. Dixon finished the race nearly a mile ahead of Everitt and, in spite of not being pushed, put up the record time of 11 mins. 31 secs., beating very handsomely Everitt's speed in the first race of the meeting.



A duel between Anthony (Aston Martin) and Charles Brackenbury (Lagonda Rapier) which lasted for several laps. [*Motor Sport Photographs*

FAST MOTORING AT DONINGTON PARK—continued.

Fifth Lap Race for all Cars up to 1,500 c.c.

1. F. W. Dixon (1,486 Riley), 11m. 31s., 66.9 m.p.h.
2. W. G. Everitt (746 M.G. S), 12m. 41s., 60.73 m.p.h.
3. A. J. Cormack (1,074 Alta S), 12m. 52s., 59.8 m.p.h.

In the sixth race for cars up to 3 litres, unsupercharged cars received a 30 seconds start. Paul and Dixon were quickly away, while Eccles lost any chance of catching up by stalling his car when the flag dropped. Dixon turned his car right round at Starkeys and retired at the start. This let T. P. C. Tapper, on the white Bugatti, into second place, though his brakes and front suspension seemed to be giving him a difficult ride. Eccles was coming through the field like one possessed on his black Bugatti with its stirring note, and only just avoided running into Boyd on the Maserati when the latter took Starkey's corner without using his driving mirror. On the fourth round he had another moment when overtaking Tapper at the same point. In spite of his efforts, however, Paul finished half a lap ahead.

Fifth Lap Race for Cars up to 3,000 c.c.

1. Cyril Paul (1,486 Riley), 11m. 50s., 65.11 m.p.h.
2. A. H. L. Eccles (2.3 Bugatti), 12m. 33⅘s., 64.08 m.p.h.
3. T. P. C. Tapper (1,496 Bugatti), 12m. 39⅘s., 60.83 m.p.h.

The second ten-lap handicap race was run in two heats, with the slower cars in the first one. The three limit cars, two Hillman Minxes and an Austin, had a start of nearly four minutes. Goodson, on the Austin, took the lead and held it for five laps until he was caught by Richardson (Riley). The latter had some wild moments at Starkeys, and twice had to do some cross-country motoring to regain the road. Powys Lybbe moved into second place when Goodson retired on his last lap, and Tongue (Aston Martin) was third.

The last heat of the day, which was not run off till 7.30 p.m., looked like being well worth waiting for. Eccles and his twin camshaft Bugatti ("double-wipe" to the initiated) and Martin a single camshaft model. Dixon was driving the larger of his two Rileys, Boyd's Maserati was fast, if hard to hold, while Stephenson had even managed to get his gearbox back in time for the start. He actually had a 10 seconds start from the 1,500 c.c. cars, but Laird caught him in one lap. Hartwell (Magnette) and Boyd (Maserati) followed, then Evans on the blue Midget. Dixon was next behind him, and on the second lap had shot up to second place, due to the retirement of Stephenson and Laird. On the third lap he had passed Hartwell to lead the race with a lead of half a mile, with Martin third and Evans fourth.

Next lap, and no Dixon, with Martin this time the first to roar down the hill past the start. On the fifth Eccles passed the two cars in front of him and took the lead with a tremendous lap made at 69 m.p.h. (2 mins. 14 secs.), while the ambulance, which set off 10 minutes later, made it quite clear that something serious had happened to Dixon.

Eccles continued to lap at high speed, and in the end had gained a lead of 300 yards from Martin, while Evans and Boyd, on the Maserati, were third and fourth. Despite the high speed which had been shown in the second heat, however, Richardson's handicap gave him first place in the final results.

Details of Dixon's crash at Starkeys were later obtained. He had come down to the corner at a great speed, blinded perhaps by the sun, and being unable to stop had kept straight on and crashed into the protecting bank of earth. The car cut half-way through without overturning, but the driver suffered concussion and was badly bruised by being thrown against the steering wheel. It was a sad ending to a day of successes.

Second 25-Mile Handicap for Cars up to 3,000 c.c.

1. C. A. Richardson (1,087 Riley) (2m. 25s.), 26m. 26s., 58.4 m.p.h.
2. A. H. L. Eccles (2.3 Bugatti S) (Scratch), 26m. 56s., 66.99 m.p.h.
3. C. E. C. Martin (2.3 Bugatti) (5 s.), 27m. 20s., 56.17 m.p.h.
4. A. Powys Lybbe (1,496 Alvis) (3m. 15s.), 27m. 51s., 56.4 m.p.h.

A BRITISH CAR RADIO SET

WHEN one considers the efficiency of British radio components and valves, it has always been remarkable that none of our manufacturers had thought fit to enter the market. The series of sets announced by Lissen, Ltd., of Worple Road, Isleworth, Middlesex, are therefore of particular interest.

As is usual in car installations, the moving-coil speaker is carried under the dash, the controls, which have large and easily manipulated knobs, are carried on the steering column, while the set is accommodated in a small steel case carried beneath the floor boards. The valve filaments are heated from the car batteries, while the H.T. is obtained either from dry batteries or from a converter which works from the car lighting circuit. Six valves are used in the first case, but only five are required with the higher voltage derived from the converter.

Both long and short wave ranges may be received, automatic volume control keeps the output constant even in the vicinity of steel buildings, bridges and other deflectors of radio energy.

While the undistorted power-output is two watts, in less technical terms this means that the power is ample to fill a large dining-room, 30 ft. by 30 ft., at a high standard of quality, and comfortable reception should be possible even in an open car driven at high speed.

Suppressors for the sparking plugs are provided, and filters prevent interference from the commutator of the dynamo. Fitting is quite a simple job and can be undertaken by any competent mechanic. The battery models (6 or 12 volts) cost 16 guineas, while those fitted with generators cost 20 guineas.

FORTHCOMING EVENTS

MOTORING FIXTURES FOR 1934.

AUGUST.

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

SEPTEMBER.

1st. *R.A.C. T.T. Race.*
1st. *Southport M.R.C. Sand Race Meeting.*
1st. *Middlesex County A.C. Hill Climb.*
2nd. *Course de Cote de Feleac. Roumania.*
8th. *M.C.C., Ltd. Brooklands Meeting.*
8th. *Bugatti Owners Club. Lewes Speed Trial.*
9th. *Grand Prix d'Italie. Italy.*
9th. *Rally de la Baule-Pornichet- France.*
12th. *Sutton Coldfield and N. Birmingham A.C. Evening Trial.*
15th. *Brighton and Hove M.C. Speed Trials.*
15th. *Riley Motor Club. Cotswold "6" Trial.*
16th. *Circuit de Wien. Austria.*
16th. *Circuit de Cremona. Italy.*
16th. *Course de Cote du Mont—Ventorna. France.*
22nd. *B.R.D.C. 500-Miles Race.*
23rd. *Liverpool M.C. Reliability Trial.*
23rd. *Grand Prix d'Espagne. Spain.*
29th. *Midland A.C. Shelsley Walsh Hill Climb.*
29th. *Southport M.R.C. Sand Race Meeting.*
30th. *Circuit de Masaryk. Czecho-Slavakia.*
30th. *Singer Car Club. Bullock Cup Trial.*

Continental Notes and News

By

HAROLD NOCKOLDS.

The Barcelona Race.

PRESSURE of space in the July issue prevented me from including a description of the Grand Prix Penya Rhin, which took place on the Montjuich circuit, near Barcelona. To many readers, however, MOTOR SPORT is a sort of history of motor racing, and for their benefit a short account of the race is given here.

A first class entry list was obtained, including three Alfa Romeos from the Ferrari stable in the hands of Varzi, Chiron and Lehoux. Spain was represented by Villapadierna (Maserati), Palacios (Maserati), Zanelli (Alfa Romeo), Tort (who drove at Shelsley a few years ago, now on an Alfa Romeo), and Delmo (Bugatti). The rest of the field consisted of Brunet (Bugatti), Falchetto (Maserati), Nuvolari (Maserati), and Hamilton (Maserati).

The practising periods were enlivened by a duel for best time between those old rivals, Varzi and Nuvolari, and a spectacular accident to Peter de Paolo, the American. Nuvolari held the existing record, but was deprived of it by Varzi on the first day. Tazio got it back again, however, on the second day, and made sure of it by recording 2 min. 10⅕ secs. on the final practice. It was on this day that de Paolo came to grief. He had just completed an arrangement with the Braillard-Falchetto group to drive for them during the rest of the season, and was accustoming himself to the handling of a 3-litre Maserati. After putting in a lap in 2 min. 14 secs. he got into difficulties on a corner and piled up in a sensational manner. On being admitted to the Corachan hospital it was found that he had a fractured skull and a damaged arm. After being unconscious for two days he made a sudden turn for the better, and I am glad to say that my latest news is that his convalescence is proceeding normally.

The race itself was marked at first by a fight between Nuvolari and the Ferrari drivers. Nuvolari seemed to have regained all his old dash when he came round in the lead after the first lap had been completed, but next time round showed Chiron at the head with Nuvolari right on his heels. And this was not all, for in subsequent laps both Varzi and Lehoux passed the Maserati. From then until half-distance Nuvolari stayed in fourth place, but at this point he retired with mechanical trouble.

Varzi was now leading from Chiron, and Lehoux, and this order was maintained for the rest of the race. There were no untoward incidents, but Villapadierna executed a hair-raising skid when passing the stands on one occasion, a predicament from which he fortunately extricated his Maserati. Hamilton retired with engine trouble when well placed.

Result (70 laps).

1. A. Varzi (Alfa Romeo), 2h. 33m. 6s.
2. L. Chiron (Alfa Romeo), 2h. 34m. 23s.
3. M. Lehoux (Alfa Romeo), 2h. 35m. 19s.
4. Palacios (Maserati).
5. Zanelli (Alfa Romeo).
6. R. Brunet (Bugatti).
7. de Villapadierna (Maserati).

Von Brauchitsch Injured.

The Nurburg Ring is the one course above all on which accidents can be expected to happen, for it is well-nigh impossible for drivers to remember accurately the innumerable corners round its 13 miles length. Manfred von Brauchitsch found himself in difficulties recently when practising for the German Grand Prix, and lost control of his Mercedes when emerging from a corner. The car left the road and turned over, with the result that von Brauchitsch was removed to hospital with an arm and five ribs broken. He is progressing quite satisfactorily.

Kesselburg Record Broken.

The German hill-climb of Kesselburg was held on June 17th, glorious weather making the event a popular success. Considerable interest was aroused by the appearance of von Stuck on a P-wagen Auto-Union, and von Brauchitsch on a Mercedes Grand Prix car. Fastest time of the day and a new record for the hill, was made by the former with a time of 3 mins. 44 secs., the Mercedes clocking 3 mins. 49 secs. Castelbarco carried off the 1,500 c.c. class with a Maserati, and an English victory was made in the 800 c.c. category by the M.G. Midget driven by Hans Kolrausch. The fastest sports car was a 2.3-litre Bugatti handled by the Swiss driver, Huf.

Rheineck—Valsenhausen.

The young Swiss racing driver, Hans Ruesch, scored a popular victory at the 7 kilometre hill climb of Rheinech-Valsenhausen, near Zurich. This event, by the way, counts towards the championship of Switzerland. Ruesch's time with the Maserati which holds the world's standing kilometre record, was 5 min. 8.8 secs., his nearest rival being Maag on a 1,500 c.c. Maserati, in 5 mins. 14 secs. Kessler was third on a similar car, six-tenths of a second slower. Maag was successful in the sports class on a Bugatti, and the fastest touring car was Zwimpfer's Chrysler.

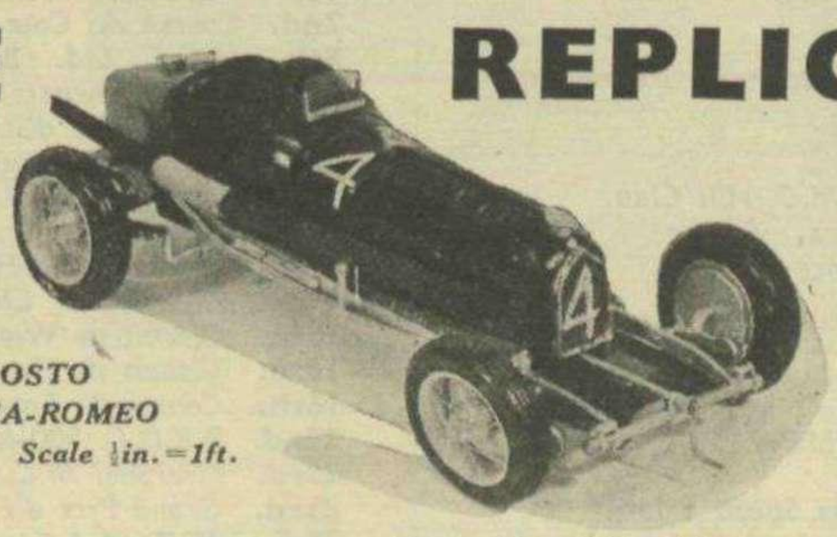
The Italian Grand Prix.

After the disastrous Grand Prix of 1933, when Campari, Borzzacchini and Czaikowski were all killed on the same day, it was decided that the Monza track should not be used for this year's Italian Grand Prix. The Montenevo circuit was mentioned as an alternative, but mature consideration has resulted in a decision that Monza should be used after all. In order to satisfy all who dread a repetition of the fatalities last year, a new circuit consisting of part of the road and part of the track has been devised. Monza is admittedly a dangerous place—many experienced drivers have been killed there on its half-banked corners—but the accidents last year were undoubtedly due to oil on the track and nothing else.

The Alfa people are again experimenting with a 16-cylinder machine. Whether it is a modified version of the car raced a few years ago is not known, but as far as my memory serves me, the only one of the latter type was completely written off when Arcangeli killed himself on a practice run at Monza.

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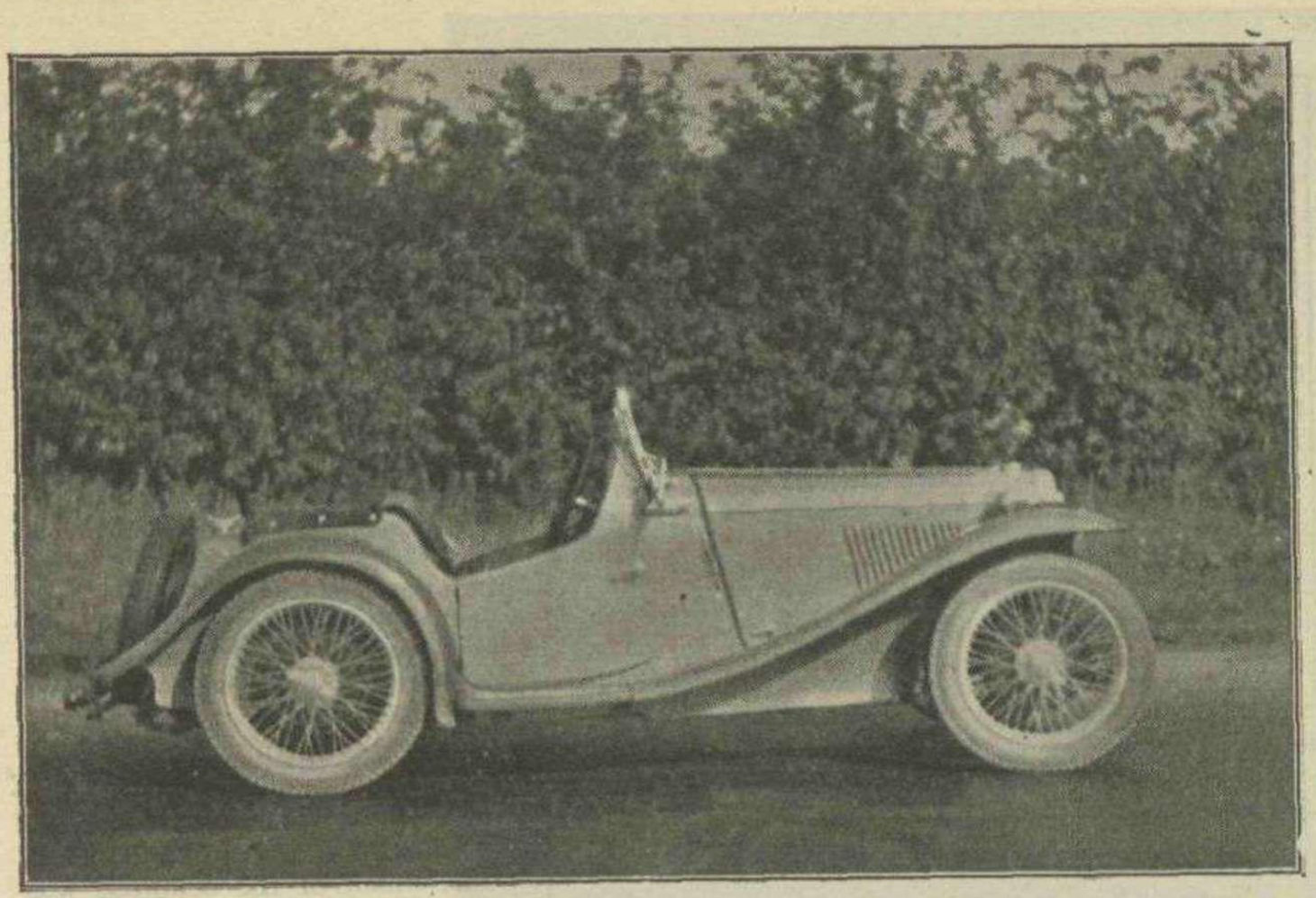
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THE P TYPE M.G. MIDGET

THERE can be no dispute that in the smaller sports car classes the British vehicle reigns supreme, and the M.G. Car Company has played a large part in this achievement. In producing the P Type Midget, the successor to the famous "J," another step forward has been made, not so much in all-out speed, for the limit must nearly be reached in that direction, but in good manners and general pleasantness of handling.

An 850 c.c. engine must needs run fast to produce its power, but by using a three-bearing crankshaft the full speed range is utilised on the car under review without a trace of vibration, and by the use of two silencers the exhaust note has been reduced to nothing more than a quiet hum. Consequently the car under review could be kept at between 55 and 60 m.p.h. hours on end without fuss, a most valuable characteristic for those who use their cars for long journeys in addition to the mere week-end breather, where a certain amount of noise and roughness is of minor importance.

The springing, too, reached a high standard of comfort for a small car. Hydraulic shock-absorbers have replaced the friction-type at the rear, with increased comfort at low speeds, while the car can be taken round bends fast enough to make the tyres scream without tending to roll. One setting sufficed for smooth main roads, rough lanes and for all-out running on the track. On main roads corrugated by bus traffic, the Midget pitches rather more than a big car would do, but such behaviour is inevitable with a short wheel-base vehicle.

Lessons doubtless gained from racing experience have been applied to the steering, the ratio has been raised without making it heavy, and altogether it gave confidence up to the highest speeds of which the car is capable. A useful amount of self-centering is provided.

Brief Specification.

Engine: Four cylinders, 57 mm bore, 83 mm. stroke, capacity 847 c.c. Tax £8. Overhead valves, camshaft operated. Coil ignition. Two S.U. carburetters.

Gearbox: Four speeds and reverse. Constant mesh third gear. Ratios 5.37, 7.31, 12.46 and 22.5 to 1.

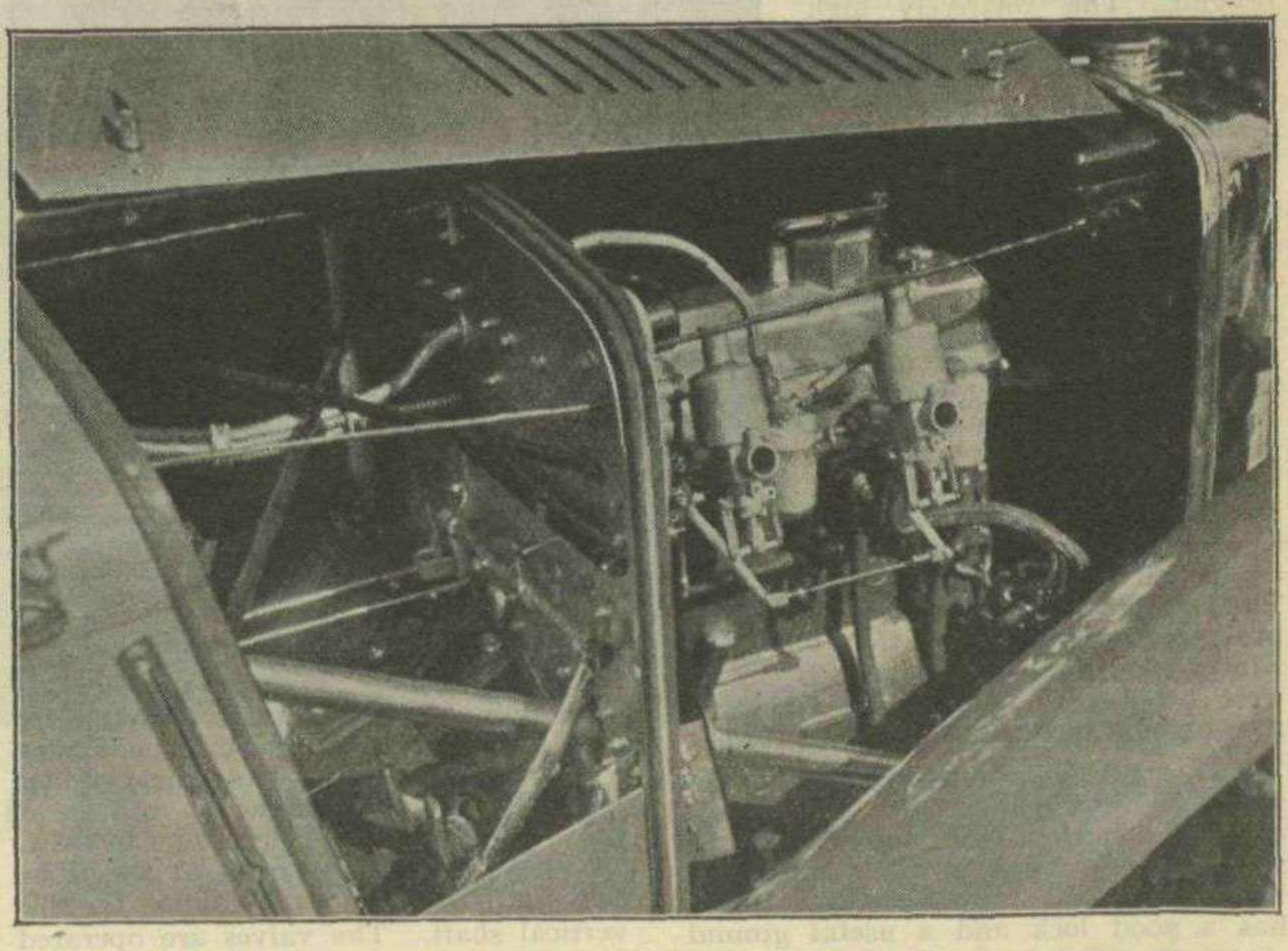
Dimensions: Wheelbase 7ft. 3½in. Track 3ft. 6in. Weight with two-seater body 14 cwt.

Price with two-seater body £220.

The size of the brake drums has been increased to 12 inches, and the brakes are powerful without any vices. The car can be controlled for any ordinary purpose with the foot-pedal, but in case of emergency stops, the hand-brake lever, which also applies the four brakes, is used. On several occasions the remarkable figure of 48 feet was achieved on dry concrete with only the slightest deviation from the straight. The brake lever is fitted with a racing-type ratchet which only engages when a thimble on the top is pressed and flies off again when the lever is pulled, so there is no possibility of its getting jammed on during the hectic moments of a stop-and-restart test.

The driving position has been as well thought out as the other details, and the spring-spoke steering wheel comes into the lap, the short remote-control gear-lever and the hand brake are readily worked by the left hand, while the pedals are light in operation and set at exactly the right angle. The only criticism one can make is that there is no room for the left foot alongside the clutch pedal, so that it must either rest against it, which is not too good for the clutch race, or be planted high up on the dash. In spite of a long and wide bonnet both wings are clearly seen, and the windscreen affords ample protection for the tallest driver.

As is usual with an unsupercharged engine of small capacity, the power output drops rapidly below 2,500 r.p.m., and to get good acceleration from low speeds it is necessary to drop down to third or even second gear. The change-down to third is a quick one, and as this is a silent ratio and permits a speed of 60 m.p.h. at 5,500 r.p.m., it is particularly useful for fast running on winding roads. Bottom gear is very low, intended primarily for trials use, and second is therefore wider from third than would usually be the case. This wide spacing coupled with apparently a rather heavy



The engine and dashboard are very accessible when the bonnet is lifted. Note the oil-filler on the cam-case.

THE P TYPE M.G. MIDGET—continued.

driven clutch-plate made the second-third change slow, but the timing is not critical, and can be speeded up considerably at the expense of a little noise. On the level the car was usually started on second gear, which gives a maximum speed of 35 m.p.h., while it is interesting to note that at 60 m.p.h. on top the engine is running at 4,000 m.p.h.

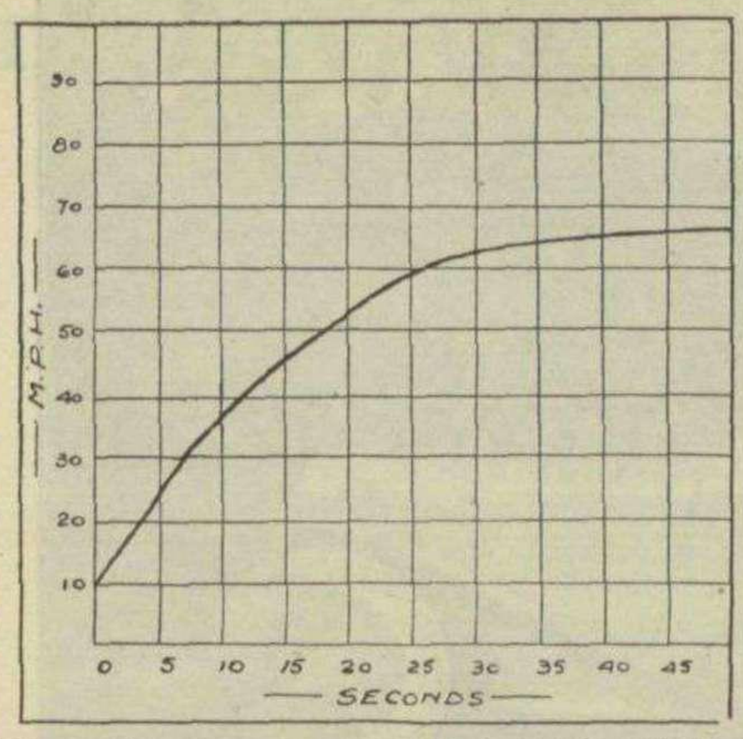
Engine speeds such as these appear rather high to the big car enthusiast, but with the smooth-running and silent engine the needle of the rev-counter is the only thing which draws attention to the fact. The chassis layout and road-holding, as has been pointed out, give the driver every confidence, and in fact the P Type Midget is the first small car of its type that suggests itself equally for fast touring and all-out performance. The car runs smoothly down to 15 m.p.h. on top, though as has been stated, for a quick getaway the gears must then be used.

Economy in operation is an important matter nowadays, and it was found that in spite of long spells of flat-out running tests on the track, the petrol consumption worked out at approximately 40 miles to the gallon, and the car ran on benzol mixture or Pratt's Ethyl without any sign of pinking.

On the road, as has been stated, the car can maintain 55 to 60 m.p.h., aided by its good brakes, easy gear-change, and fast cornering. The maximum speed with the screen raised is about 65 m.p.h. On the track we achieved a timed speed of 72 m.p.h. over the half-mile with lowered screen, and top gear is high enough to allow a speed of some 80 m.p.h. down a long slope without over-revving. This relatively high ratio reduces to some extent the acceleration on top, but saves both fuel and engine wear, while a characteristic of the Midget is that once it has reached, say, 65 miles an hour, it hangs on to it well even on an undulating road.

During the past year, J Type Midgets have had numerous successes in reliability trials, and the new car, with its low bottom gear, seemed particularly suited for this job. The car was taken up High Ruse, Shillingridge, Maiden's Grove, and Crowell, all well-known hills in the Chilterns, and climbed them all on half-throttle or less. The surfaces were of course dry after the prolonged spell of fine weather, but under winter conditions, particularly if the car were fitted with competition tyres, the result would have been equally certain.

The track is comparatively narrow, which allows the best path to be chosen even on a narrow lane, and the steering was definite enough to allow the car to be placed exactly where required, and it has a good lock and a useful ground-clearance. The brakes are powerful, as has already been stated, and by using the hand lever the car can be checked instantly on a downhill grade of 1 in 4 or placed neatly between the lines of a stop-and-restart. The engine and chassis specification were fully described in the March issue of MOTOR SPORT, but a brief summary will be of interest. The four-cylinder engine, which is mounted on rubber at three points, has an overhead camshaft, driven by shaft and bevels at the front end, and the dynamo is carried on this vertical shaft. The valves are operated by fingers, the inlet ports are on one side of the cylinder block and the exhaust ports on the other side. 14 mm. plugs are used, and automatic advance and retard is provided for the coil ignition.



The acceleration chart of the P type M.G. Midget.



[*Motor Sport Photographs*

The front of the latest M.G. Midget has been further improved by concealing the headlamp tie-bar, while the large brake-drums have a more practical appeal.

The two S.U. carburetters are supplied by an electric pump made by the same firm, and the rear tank holds 12 gallons. The cylinder-block and the top half of the crank-case are in one, and the crank-shaft is carried in three plain bearings; the big ends are also plain.

The clutch has been strengthened, the gear box has a silent third ratio, and a four-star differential is used in the bevel-driven back axle. The chassis is upswept in front and passes under the rear axle, with flat semi-elliptic springs all round. The 12-inch brakes are operated by enclosed cables, and grouped nipples are used for the chassis lubrication.

M.G.s have always been noted for their attractive lines, and the latest bodywork is particularly neat and well appointed. The finish of the cellulose was outstanding and the front view of the car, which has been made more neat by doing away with the outside crossbar, is well set-off by the new chromium-plated lamps.

The engine oil is replenished through a large filler on the cam-case, and the lubricant in circulation is forced through a Tecalemit pressure filter mounted beside the engine.

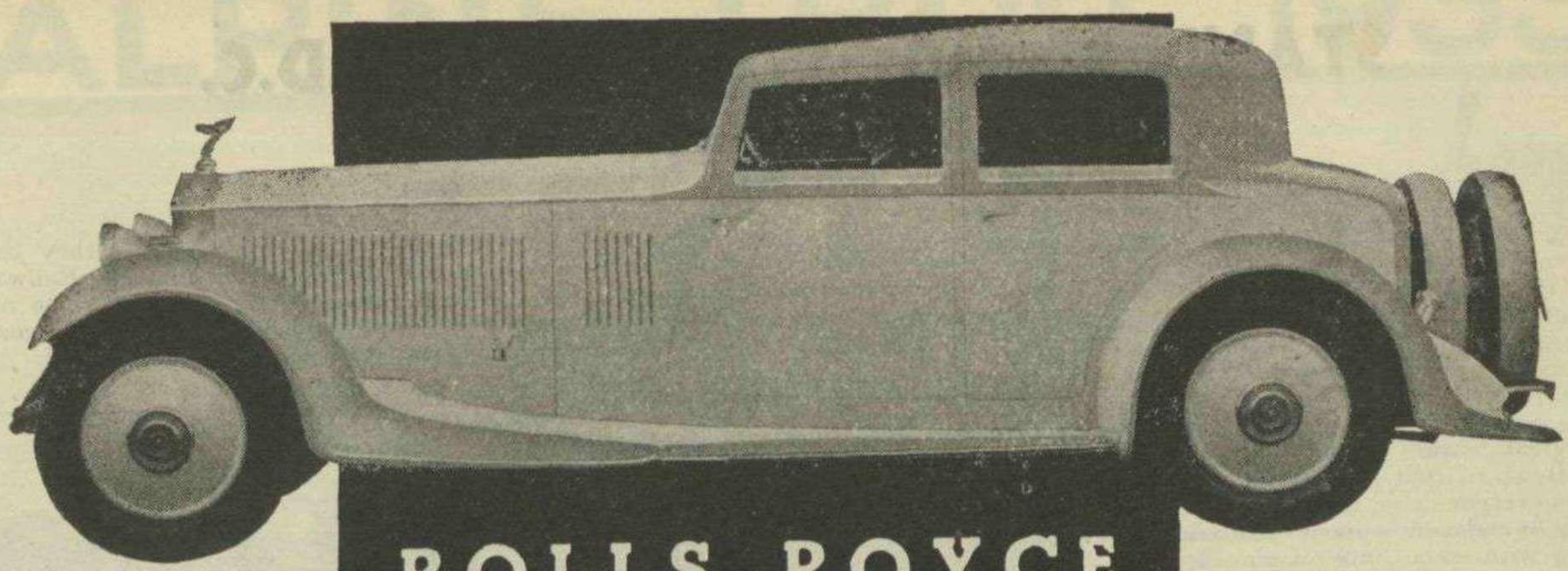
The long swept wings afford good protection, and all wing-stays are mounted on rubber bushes which can never come loose or rattle. The seats are adjustable and well padded, and the cushions are fitted with Float-on-Air interiors, which are yielding and yet provide support against side-sway. The hood folds neatly into the back of the car, which also provides space for a pair of small suit-cases. The rear of the car is set off by a neat spare wheel carrier supported on tubes from the chassis, and capable of taking two wheels if required.

In refinement of running and pleasing lines the P Type Midget reaches a high standard, and will appeal to an even wider section of the motoring public than its predecessors of similar type. The address of the makers is the M.G. Car Company, Abingdon-on-Thames, who issue an attractive coloured catalogue dealing fully with the salient points of the new car.

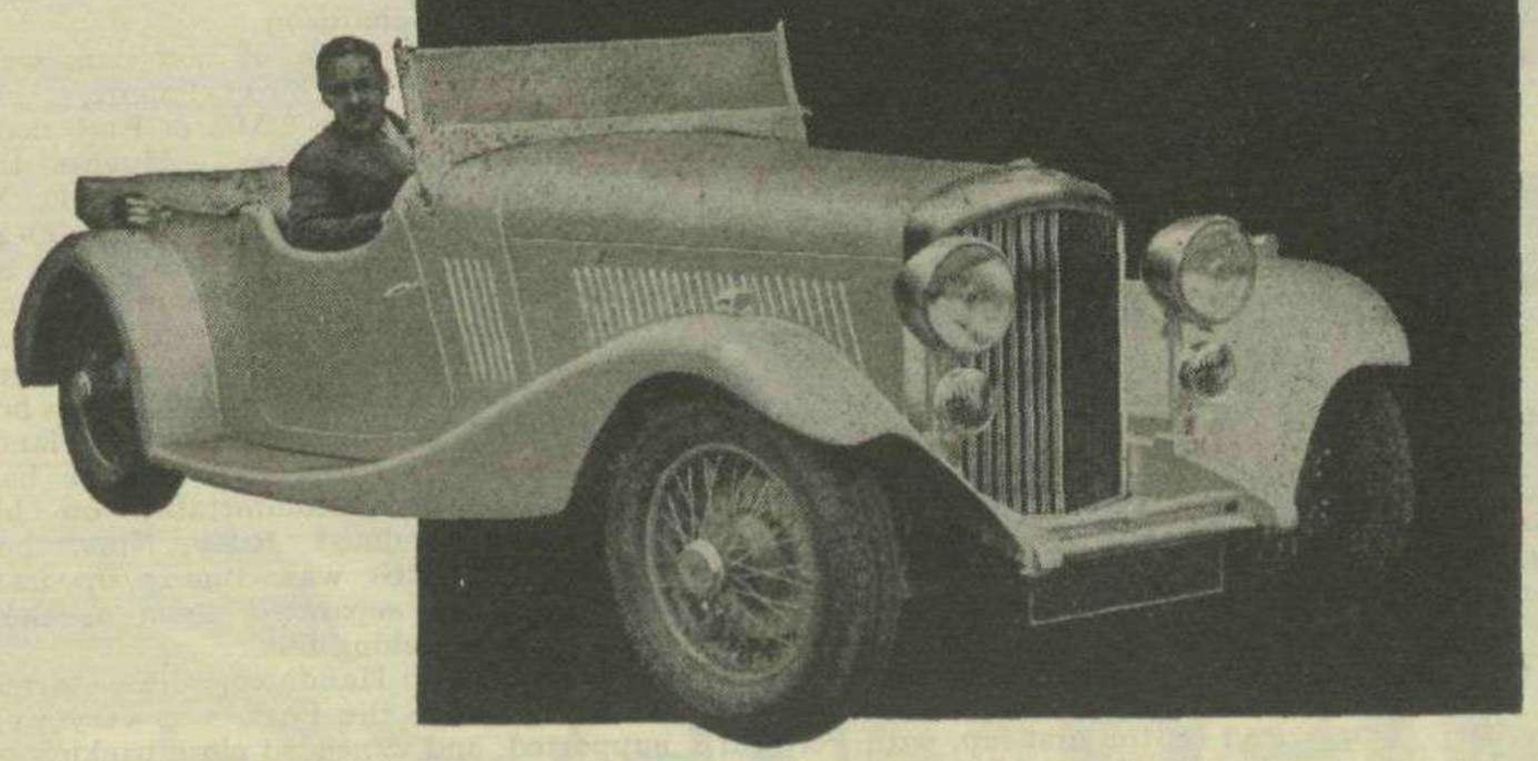
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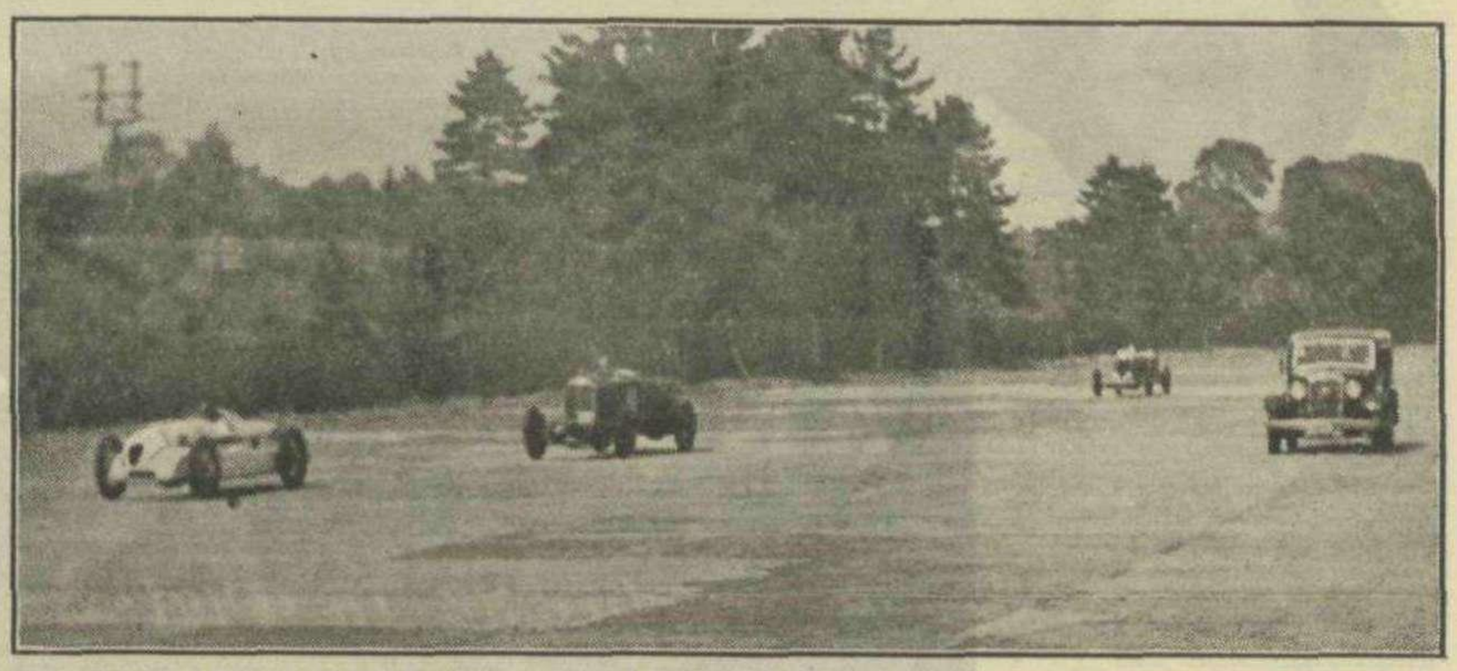
STANLEY CUP WON BY J.R.D.C.

AT THE INTER-CLUB MEETING

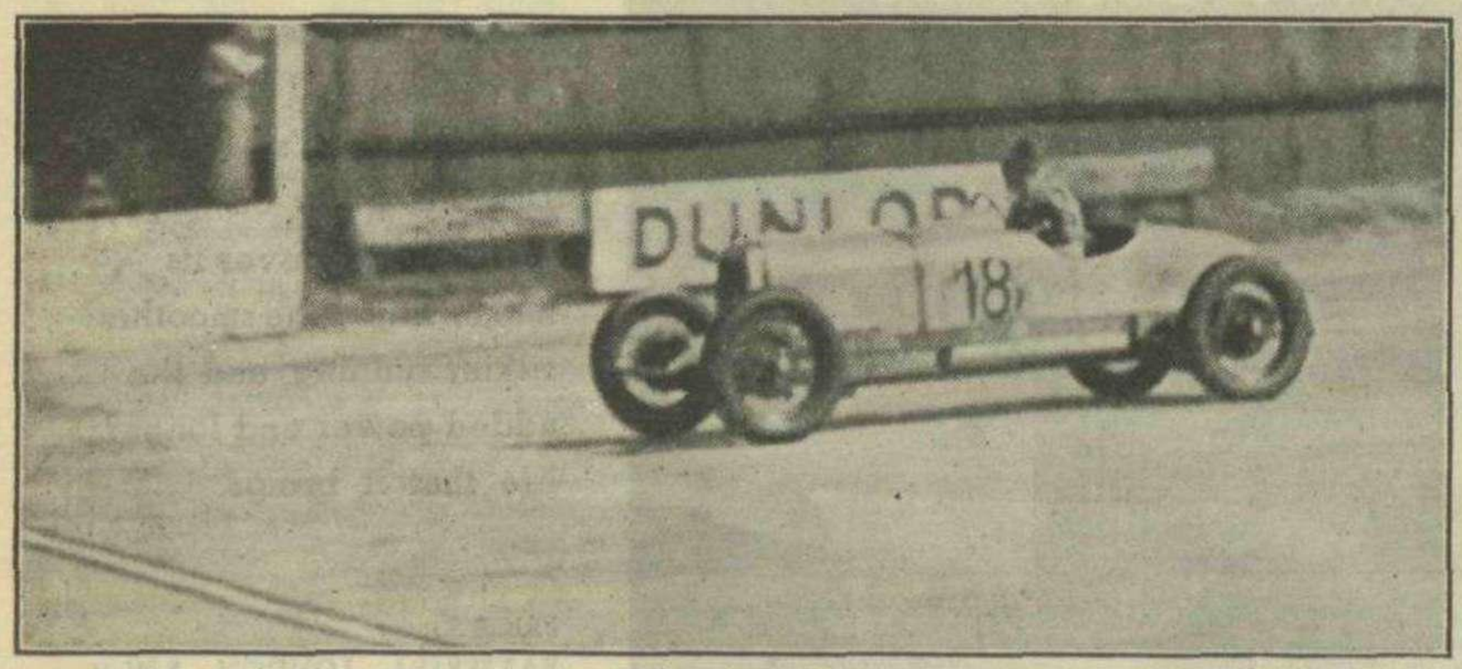
FRASER NASH CLUB—LAST YEAR'S HOLDERS—SECOND

SIX clubs met at Brooklands last month to compete for the Stanley Cup, and the few spectators who attended the meeting were rewarded by some first class racing. The programme comprised a Relay Handicap, Long and Short races round the outer circuit and some sprints along the finishing straight. The great feature of the meeting is the friendly spirit that prevails, for everyone knows everyone else, while it is an opportunity to make one's debut in Brookland's racing with some hope of success on a normal sports car. The meeting was favoured by perfect weather, and for next year more publicity might well be given to it as a spectacle for the general public.

Though none of the really fast motors of the Open Meetings were taking part there were some interesting cars in the Paddock. Munday had acquired the "Bouts Special" otherwise a Leyland Thomas, fitted with a touring body, J. H. Day was driving a Graham Paige with a racing body, which was a sister car to the record-breaker of some years ago, and Miss Joan Richmond had got Jack Dunfee's Ballot once more in racing trim. Powys-Lybbe had put a new body on his surprisingly quick 1926 Alvis, and Rayson had got hold of a 2.3 touring Bugatti which had belonged to the late Gen. Sadleir Jackson. There had been much advance publicity about Austin Dobson's 2.6 Alfa, which had been bought from Ferrari. Far from being a Monoposto, of course, it was merely a short wheelbase touring car bored out, and in any case blew up before the day of the race.



Dobbs (Riley), Dr. Beaver (Vauxhall) and Rayson (Bugatti) have no difficulty in passing the Morris Saloon!



A. Powys-Lybbe on the veteran Alvis with which he won the Five Lap Handicap.

The first event of the day was the team relay handicap, which started from the Fork. Each of the six teams had three cars, which did one lap each, the second car in each case starting as his No. 1 recrossed the line.

Hodge on what must be the first streamlined Singer Nine was the first to start, followed three seconds later by M. W. B. May on a two-litre Alvis. The last two on the line were Casswell (Fraser Nash Club) and Rayson (J.C.C.) on the Bugatti, but the former missed his gears and lost valuable seconds getting away. May had established a 60 yard lead over the Singer when he appeared again, and Jack Robinson on his famous "cut-down" Lancia, who was the second string of the Mid-Surrey Club, got well away. Perry was the second to start, with Miss Allen's Bentley in pursuit, but the Lancia maintained its lead, and Fraser the third Mid-Surrey representative was again first away. However Hutton Potts on an M.G. Midget succeeded in overtaking his larger opponent and finished first with a lead of 300 yards, which gave first blood to the Junior Racing Drivers Club.

There were 13 starters in the First Short Handicap, ranging from H. G. Smith's blown Lea Francis on the scratch mark to Miss Hedges' Singer Nine with a start of 45 seconds. Hodge's streamlined Singer lead on the first lap, with Percival on a Fraser Nash next behind, but both these cars were overhauled by Roy Eccles on the second lap, and D. M. Dent completed the Fraser Nash success by nipping into third place on the run-in.

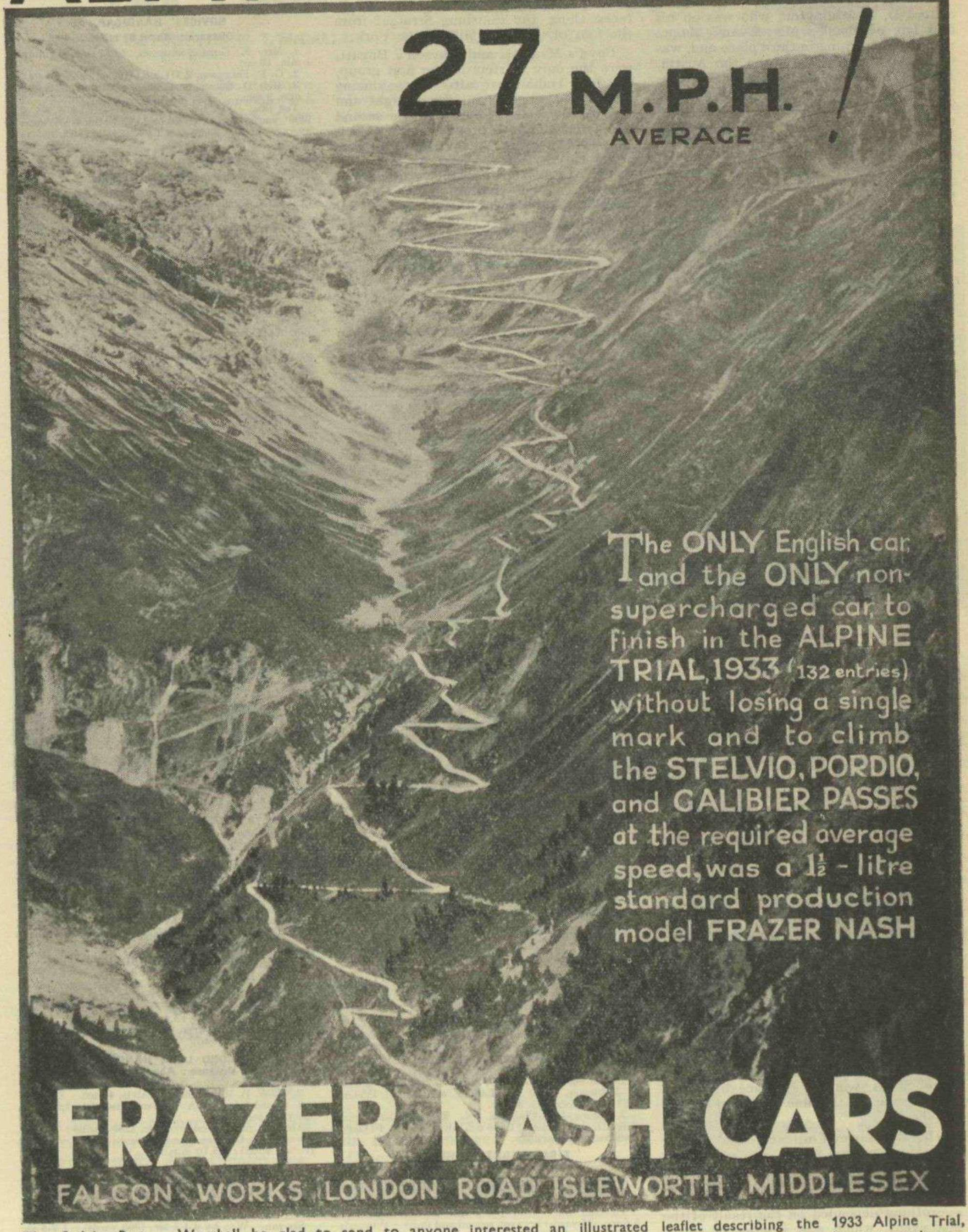
The Novices' Handicap was again a two-lap affair. Mrs. Gordon-Simpson on a Southern Cross Triumph had already passed the limit man in a closed car of the same make by the time they had travelled from the Pond to the Railway Straight, while Ferguson's handsome red Speed-Twenty Alvis was making good progress from the back of the field. A lap later the Triumph had increased its lead to 200 yards with Miss Summer's Marendaz in third place. The Alvis continued to pick up places during its second course along the Byfleet banking, but was unable to catch the Triumph which finished half a mile ahead with a speed of over 70 m.p.h.

In the Second Short Handicap Hodge on the Singer held a comfortable lead on the first lap with Powys-Lybbe (Alvis), C. A. Richardson and Miss Evans (L. Type Magna) next behind. The Singer and the Alvis continued in the lead on the second lap, but were overhauled by Parish on one of the 500 Miles Race single- seater Austins, who won by 200 yards from Richardson.

A useful collection of fast cars were entered for the Third "Short," but neither the "Ferrari" Alfa or Embiricos' Bugatti came to the line. Hughes, the limit man, got away well on the H. V. Special which was a modified 30–98 Vauxhall, followed by Dr. Beaver on an undisguised car of the same marque,and D. A. Aldington (Fraser Nash), while at the back of the field Boyd on a very thoroughbred four-seater Maserati was hot on the tail of the colossal black Leyland. With one lap completed Dobson had gained the lead comfortably on his striking streamlined Riley Nine, but Rayson (Bugatti) was coming up fast, and only feet separated them as they crossed the finishing line.

The Five Lap Handicap, which started and finished at the Fork, was very well supported, and it needed close packing to fit in the fourteen starters between Chronograph Villa and the Vickers Sheds. This caused a good deal of delay and it was surprising that there were no oiled plugs. Hodge was again limit man and was first round, followed by Powys-Lybbe (Alvis) while the limit cars were still on the line. On the second lap the Alvis had a 50 yard lead over Hodge, and 300 yards

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STANLEY CUP WON BY J.R.D.C. AT THE INTER-CLUB MEETING—Continued.

behind D. A. Aldington, who was on his first lap, overhauled Miss Evans' Magna which was running in third place and, was in turn passed by Parish on the Austin. By the fifth lap Powys-Lybbe had increased his lead to 300 yards and the Singer was misfiring. Percival had moved up to third place on his Fraser Nash, while Aldington re tired with a leaking gasket, due to slack cylinder-head nuts. Parish (Austin) had reached sixth place, but the handicapping was too heavy for him.

The Alvis had been running round with virtually no oil pressure following a rapid change-over from dry sump lubrication to wet between two of the races, and coming off the Byfleet Banking for the last time, unpleasant sounds developed. No chequered flag had been shown, so the driver pulled over, meaning to stop in the finishing straight, only to wrench round his wheel just in time to cross the line, when the shouts of the onlookers informed him of his position. Percival was only 100 yards behind, and his car caught fire after doing a sixth lap, but this was quickly put out. Miss Evans, on the Magna finished third, only 2 seconds behind.

Then followed three Long Handicaps of three laps each, starting from the Pond, near the Vickers Sheds. There were eight starters in the first event, with Miss Moodie's five-litre Graham Paige, which carried a heavy-looking two-seater racing body, on the scratch mark. Dent on a Fraser Nash soon secured the lead, but the speed of the Graham Paige had been underestimated, and it passed its smaller rival in the second lap and won by nearly half a mile. Miss Naismith driving a supercharged Salmson was third, a similar distance to the rear.

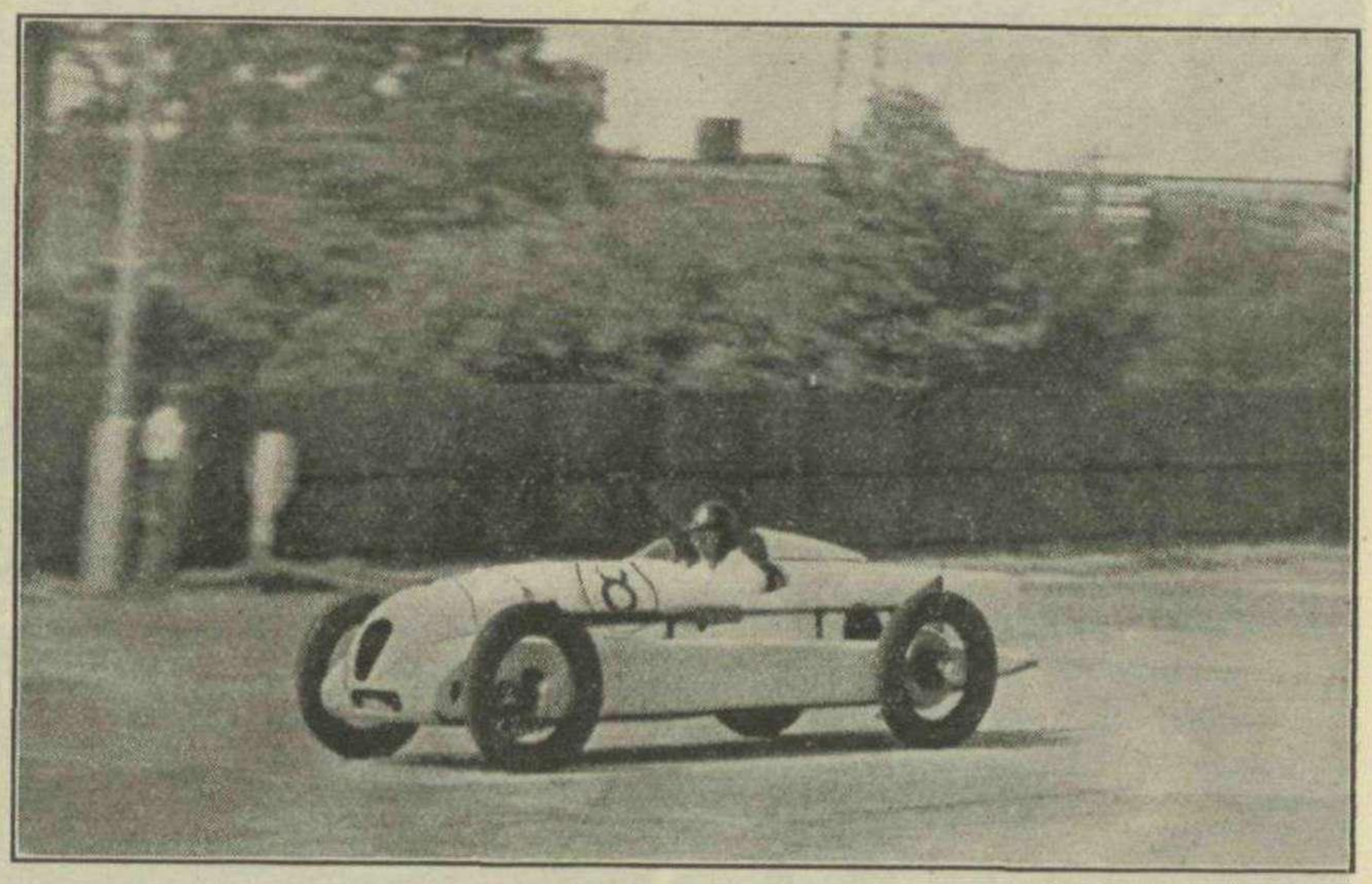
Hodge's Singer had apparently recovered its form by the second race, and first time round it led, followed by Charles Follett (Alvis) and Squadron-Leader Bowen Buscarlet on a red Brooklands Riley. On the second lap the Singer had a clear 200 yards with Richardson's Riley its nearest rival, but on the last round the latter had passed the white car by the Fork, and Michael May's Alvis and the red Riley also overtook it coming off the Home Banking.

There were only six starters in the third Long Handicap, and Dr. Beaver on his Vauxhall who received 1 min. 5 sec. at once established a lead over Briault (Alta S.) the other limit man, and was 300 yards ahead after a complete lap. Dobbs on the white Riley was second, but was closely pressed by Rayson (Bugatti) a lap later, with Boyd on the Maserati just behind them high on the Home Banking. He passed them on the Railway Straight and continued at a fine pace to overtake Beaver behind the Aeroplane Sheds, winning his race by nearly half a mile at the fine speed of 109.12 m.p.h.

The Mid-Surrey Club were now leading by a small margin in the competition for the Stanley Cup, with the Junior Racing Drivers Club second, and the Fraser Nash Club, last year's winner third, so that everything depended on the result of the last event, which was a series of sprint races along the Finishing Straight from the foot of the Test Hill to the Fork.

Boyd's Maserati and Rayson's Bugatti were the only starters in the first group, and the Italian car after a convincing start fairly streaked up the straight and won by 250 yards. Four ran in the second batch and Morgan's bronze Austin, which has made several unsuccessful appearances this season, seemed at last "au point," and won by 150 yards from Mrs. Petre on the Appleton Special. J. L. Burton (blown 1½ litre Bugatti), won by thirty yards from Baron on his special 3-litre car, and C. Dugdale on a well-preserved two-litre O.M. finished comfortably ahead of Way on an Austin and Miss Hedges on a Singer.

Roy Eccles, going very strong from the start, won comfortably from Tullock on Miss Richmond's Ballot, while Morgan was again successful on the old Austin in the final heat.



[*Motor Sport Photographs*

Dobbs' streamlined Riley on the Railway Straight. He won a Long Handicap at nearly 95 m.p.h.

The results of the closing races had completely altered the placings for the Stanley Cup, and thanks largely to the two wins of Morgan's Austin the J.R.D.C. emerged at the head of the list.

STANLEY CUP.

1.	Junior Racing Drivers Club	36 pts.
2.	Fraser Nash Club	27 ,,
3.	Brighton & Hove	11 ,,
4.	Woman's Automobile & Sport Assoc.	10 ,,

TEAM RELAY HANDICAP.
Distance : About 8¼ miles.

1. Junior Racing Drivers' Club (J. Hodge, 972 c.c. Singer, K. H. Perry, 747 c.c. M.G., and J. H. Potts, 847 c.c. M.G.), 42 sec.
2. Mid-Surrey A.C. (J. D. Stewart, 2,570 c.c. Lancia, J. Robinson, 2,570 c.c. Lancia, and R. F. Fraser, 1,271 c.c. Wolseley), 39 sec.
3. Junior Car Club (E. K. Rayson, 2,263 c.c. Bugatti, S. C. Follett, 1,496 c.c. Alvis, and R. F. Oats, 1,093 c.c. Amilcar), scr.

FIRST SHORT HANDICAP.
Distance : About 6½ miles.

1. R. H. Eccles, 1,496 c.c. Frazer-Nash, scr.
2. R. G. Percival, 1,496 c.c. Frazer-Nash, 12 sec.
3. D. M. Dent, 1,496 c.c. Frazer-Nash, 12 sec.

Thirteen ran.—Won by 7 4-5 sec. (400 yards); 3-5 sec. (25 yards) between second and third. Winner's average speed: 86.80 m.p.h.

NOVICES' HANDICAP.
Distance : About 6½ miles.

1. Mrs. E. Gordon-Simpson, 1,087 c.c. Triumph, 1 min. 16 sec.
2. G. E. Ferguson, 2,511 c.c. Alvis, 12 sec.
3. Miss D. Summers, 2,500 c.c. Marendaz Special, 1 min. 9 sec.

Ten ran.—Won by 12 sec. (880 yards); 5 3-5 sec. (300 yards) between second and third. Winner's average speed: 70.06 m.p.h.

SECOND SHORT HANDICAP.
Distance : About 6½ miles.

1. C. D. Parish, 747 c.c. Austin, S., 18 sec.
2. C. A. Richardson, 1,089 c.c. Riley, 33 sec.
3. M. W. B. May, 1,991 c.c. Alvis, 24 sec.

Fifteen ran.—Won by 4 2-5 sec. (200 yards): 2 sec. (75 yards) between second and third. Winner's average speed: 97.97 m.p.h.

THIRD SHORT HANDICAP.
Distance : About 6½ miles.

1. H. G. Dobbs, 1,089 c.c. Riley, 40 sec.
2. E. K. Rayson, 2,263 c.c. Bugatti, S., 32 sec.
3. A. H. Boyd, 2,514 c.c. Maserati, S., 11 sec.

Ten ran.—Won by 1-5 sec. (10 yards); 1 sec. (50 yards) between second and third. Winner's average speed: 94.82 m.p.h.

FIVE-LAP HANDICAP.
Distance : About 14 miles.

1. A. Powys-Lybbe, 1,496 c.c. Alvis, 2 min. 22 sec.
2. K. G. Percival, 1,496 c.c. Frazer-Nash, 1 min. 47 sec.
3. Miss D. Evans, 1,087 c.c. M.G., 1 min. 18 sec.

Fourteen ran.—Won by 2 2-5 sec. (100 yards); 2 sec. (75 yards) between second and third. Winner's average speed: 81.24 m.p.h.

FIRST LONG HANDICAP.
Distance : About 9 miles.

1. J. H. Day, 5,297 c.c. Graham-Paige, scr.
2. D. M. Dent, 1,496 c.c. Frazer-Nash, 38 sec.
3. Miss P. Naismith, 1,096 c.c. Salmson, S., 21 sec.

Eight ran.—Won by 13 4-5 sec. (700 yards); 15 3-5 sec. (800 yards) between second and third. Winner's average speed, 93.77 m.p.h.

SECOND LONG HANDICAP.
Distance : About 9 miles.

1. C. A. Richardson, 1,089 c.c. Riley, 27 sec.
2. M. W. B. May, 1,991 c.c. Alvis, 40 sec.
3. Squad-Ldr. W. A. Bowen Buscarlet, 1,089 c.c. Riley, 27 sec.

Thirteen ran.—Won by 7 sec. (250 yards); 3-5 sec. (30 yards) between second and third. Winner's average speed: 95.10 m.p.h.

THIRD LONG HANDICAP.
Distance : About 9 miles.

1. A. H. Boyd, 2,514 c.c. Maserati, S., 15 sec.
2. Dr. R. A. Beaver, 4,234 c.c. Vauxhall, 1 min. 5 sec.
3. E. K. Rayson, 2,263 c.c. Bugatti, S., 39 sec.

Six ran.—Won by 6 4-5 sec. (300 yards); 1 2-5 sec. (75 yards) between second and third.

THE COUNTY DOWN MOTOR RACE

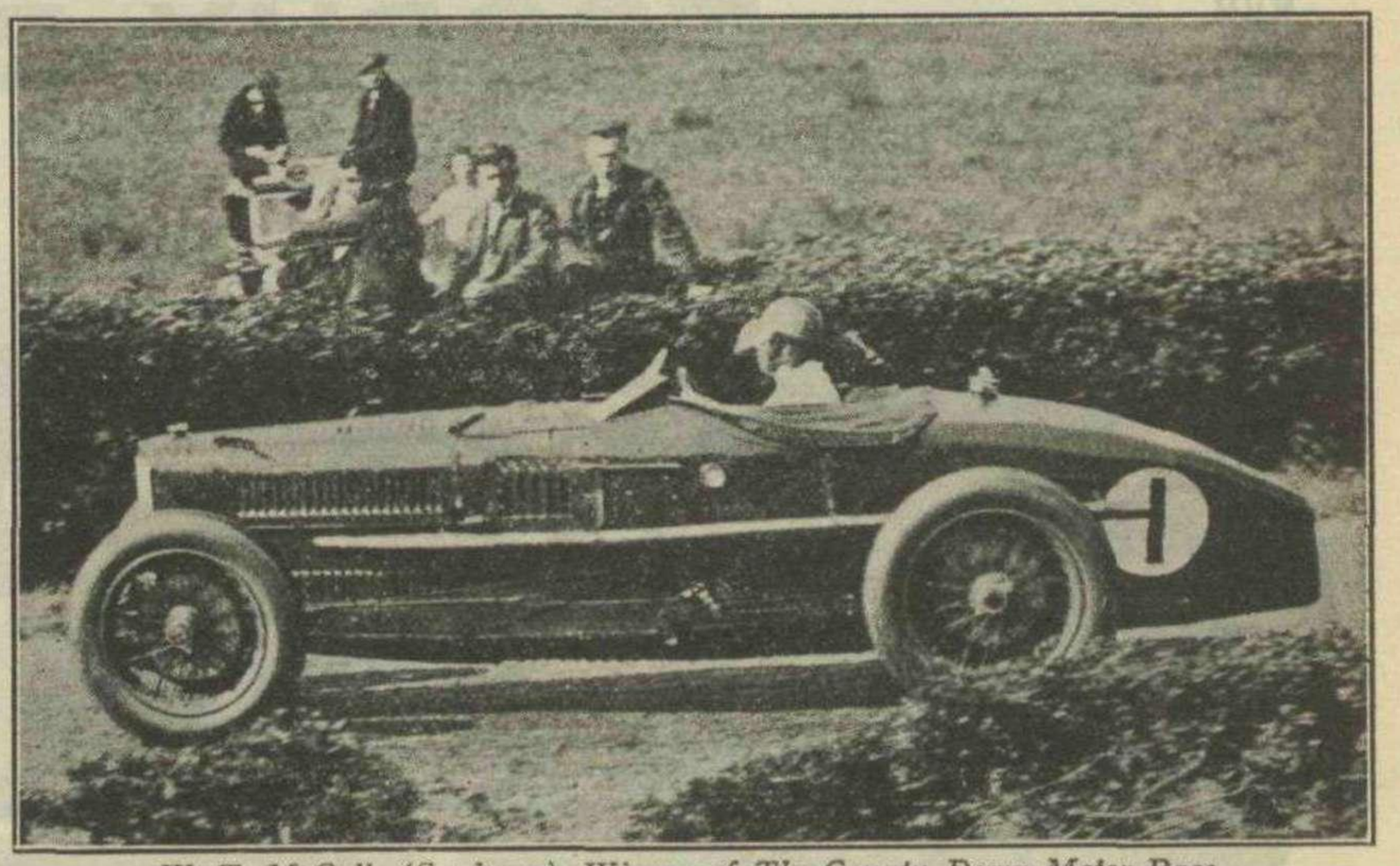
NARROW VICTORY FOR W. T. McCALLA (2-LITRE SUNBEAM) FROM THE SCRATCH MARK—HIGH SPEEDS AND NO ACCIDENTS.

IN running the race for the County Down Trophy, the Ulster Automobile Club accomplished a feat which every motor racing enthusiast would like to see copied in England. An interesting course of a shade under 4 miles in length was chosen near Donaghadee, and a total length of 30 laps or 114 miles was decided upon. A handicap system of credit laps was devised, whereby only the scratch man, W. T. McCalla (G.P. Sunbeam) had to travel the full distance. No attempt was made to encourage "crack" drivers in any way, with the result that the event proved a first-class training ground for new drivers, and one that should do much to raise the standard of competition driving.

The course was roughly triangular in shape, with three sharp corners. There were several interesting bends on the straights, in addition to some awkward undulations. Two of the "legs" were reasonably wide roads, but the third was narrow and demanded a certain amount of caution from the drivers of the large cars. Terrible accidents were predicted for the unfortunate competitors, a prophecy which was partially fulfilled when D. Yule and J. W. Patterson crashed in practice.

The massed start of 17 cars was worth coming a long way to see, and all the drivers handled their cars well as the pack roared away in close formation. As had been expected, the leader at the end of the first lap was W. T. McCalla on one of the famous 7 litre Grand Prix Sunbeams, which competed in a team of three, at Montlhéry, and other continental circuits, several years ago. Behind him thundered H. C. McFerran (*Bugatti* 2-litre), W. R. Baird (Riley), and Kavanagh (Riley). Baird soon got into second place, for McFerran had to stop at the pits to tighten his exhaust pipe.

In actual position, of course, the small cars were still leading comfortably, McCalla having conceded five laps to the slowest of them. After ten laps the order was: 1, J. R. Hodge (Singer); 2, L. R. Briggs (M.G. Midget); 3, A. R. Finlay (M.G. Magna), and 4, W. T. McCalla, Sunbeam). Hodge and Briggs were having a fine scrap, which terminated when the former hit the hedge and buckled a wheel, a mishap which put him right out of the running. Baird was driving his usual fast race, and his Riley was strongly favoured by those "in the know, to win." It was not to be, however, for his engine cracked up shortly before 20 laps had been covered, a similar fate befalling Briggs.



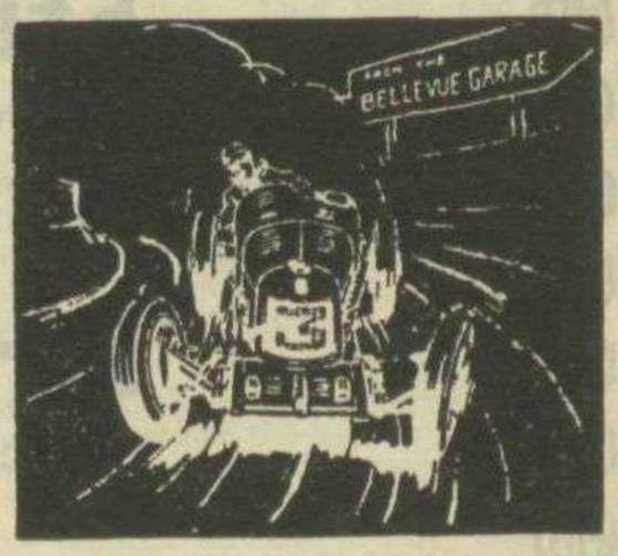
W. T. McCalla (Sunbeam), Winner of The County Down Motor Race, at a speed of 67.14 m.p.h.

In the resultant general-post, McCalla now stepped into the lead, followed by Finlay (M.G. Magna), W. F. Ayrton (M.G. Magna) and E. J. Wilkinson (Singer Nine). McCalla had been signalled to go all-out by his pit, and immediately increased his speed to such purpose that he set up a new lap-record of 3 mins. 15 secs., or 70·35 m.p.h. Once certain of his lead he eased up, and was actually 11 seconds ahead of his handicap when he received the finishing flag. The winner had driven a cool, unhurried race, using good judgment, and the same could be said for Finlay and Ayrton. A different story might possibly have been told had not Hodge been delayed by his accident. This driver atoned for his mistake, however, by picking up several places before the finish.

Altogether the Ulster Automobile Club is to be heartily congratulated on its enterprise in organising a highly successful race, carried out smoothly and with an absence of unnecessary [illegible].

RESULT.

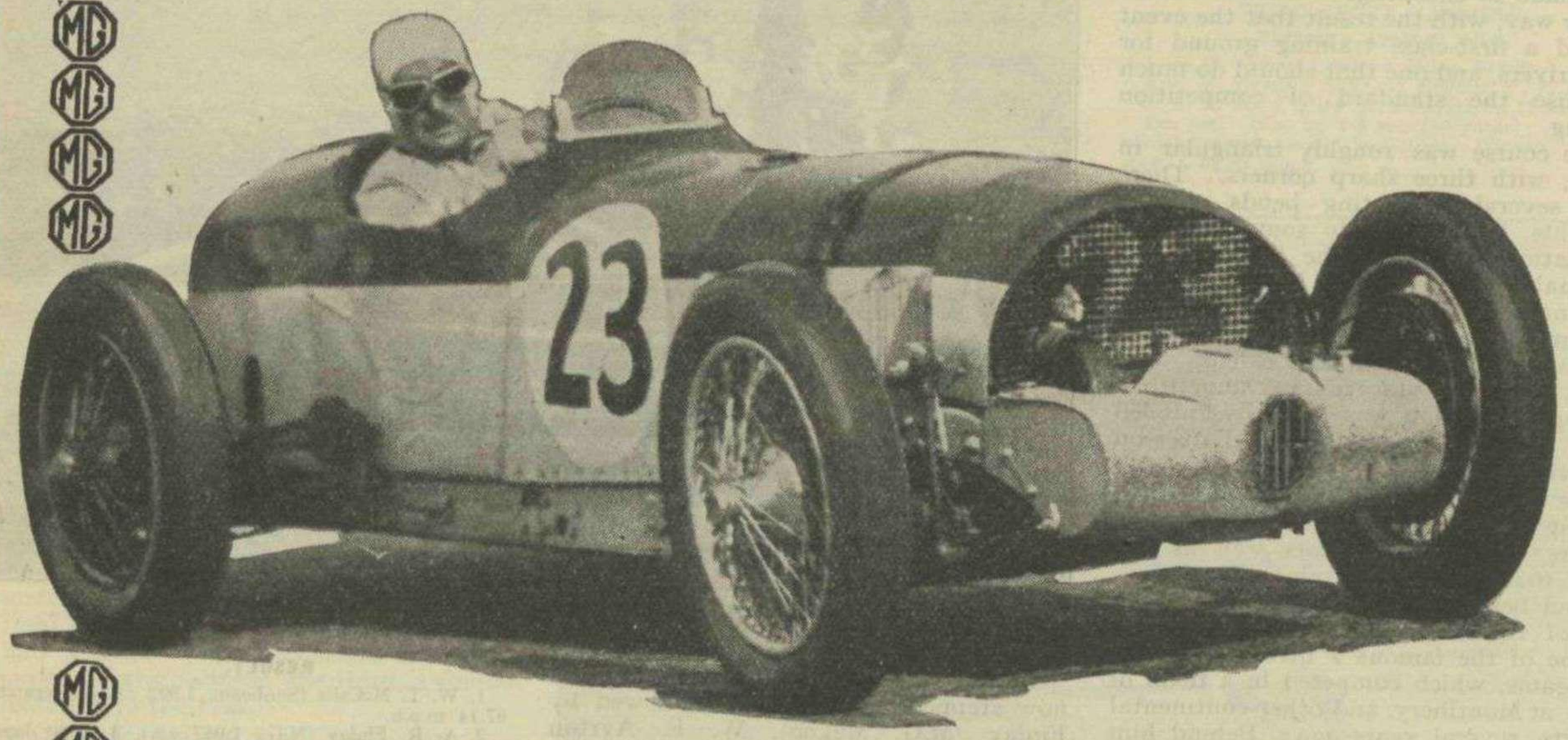
1. W. T. McCalla (Sunbeam, 1,992 c.c. S), scratch, 67.14 m.p.h.
2. A. R. Finlay (M.G., 1,087 c.c.), 3 credit laps, 59.98 m.p.h.
3. W. F. Ayrton (M.G., 1,250 c.c.), 4 credit laps, 57.27 m.p.h.
4. E. J. Wilkinson (Singer, 972 c.c.), 4 credit laps, 55.53 m.p.h.
5. W. Sullivan (Sullivan Special, 732 c.c. S), 2 credit laps, 59.27 m.p.h.
6. J. R. Hodge (Singer, 972 c.c.), 4 credit laps, 54.83 mp..h.
7. J. McGrattan (M.G. 847 c.c.), 5 credit laps, 58.91 m.p.h.
8. D. L. McLachlan (Riley, 1,089 c.c.), 1 credit lap, 58.91 m.p.h.
9. D. M. Mackenzie (Riley, 1,089 c.c.), 2 credit laps, 55.21 mp..h.
10. M. H. Fleming (M.G., 847 c.c.), 5 credit laps, 49.31 m.p.h.

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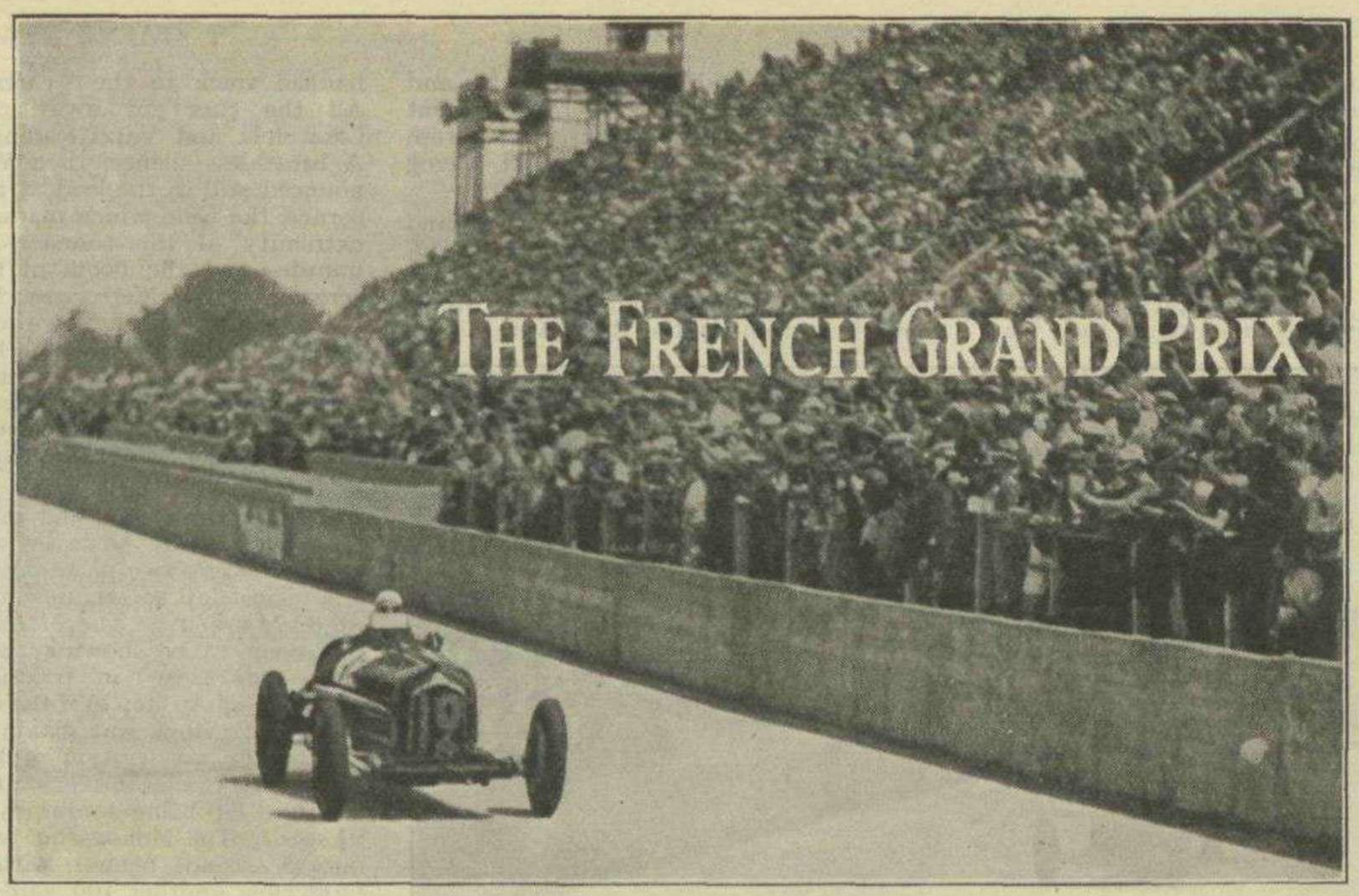
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THE FRENCH GRAND PRIX

BY his success at Montlhéry on July 1st, Louis Chiron further confirmed his reputation as a fearless driver who even in moments of stress keeps his head and spares his car. Displaced from the lead by Stuck on the Auto Union, and strongly challenged by Fagioli on the Mercedes, he made no mistakes, and had the satisfaction of leading the Ferrari team to victory, the only cars which survived the gruelling test of the French Grand Prix.

The single-seater Alfas have been in existence for four years, but not until the present season have cars been built which could hope to stand against them. Mercedes had been first and Auto Union second at the Nurberg Ring a few weeks before, and though the German drivers must have gained heavily over Chiron by being better acquainted with the winding course, the first trials of the German cars at Montlhéry showed that their success on their home ground was no mere flash in the pan.

The Mercedes team visited the course a fortnight before the race, and Fagioli beat Nuvolari's record of 5 min. 17 secs. by no less than 5 seconds. The Auto Unions arrived there on Thursday, the first day of practising, and Stuck managed to equal Nuvolari's record the first time round. Changing over to Momberger's car he quickly improved on this figure and finished off with a lap of 5 mins. 7 secs.

On Friday the Ferrari Alfas had arrived in force, and a number of fast laps were recorded, the best being put up by Chiron, who managed 5 mins. 6⅕ secs., only to be surpassed by Brauchitsch on a Mercedes who carried it to 5 mins. 5⅘ secs., or 92 m.p.h. The wildest kind of rumours were circulating about the size of the Mercedes engines, which were said to have a capacity of 5 litres, which would make the cars too heavy for the 750 kg. weight limit. Whether this were true or not, there was every prospect of a fine race, and in many quarters it was thought that the German cars would have an easy victory.

The Bugattis had been prepared at the last minute, so that France might be represented in her great national car race, but beyond increasing the capacity to 3.3 litres there had been no time to get them going properly. On the first mornings they had suffered with plug trouble, but on Saturday Benoist, who was driving as well as in the old days of the Delages, effected a lap in 5 mins. 13⅘ secs., Etancelin, who was driving the Maserati he used at Monte Carlo, had been troubled both with ignition and carburetion, while Zehender's car, which was an old-type two-seater, did not shine. The third Maserati was to have been driven by Peter de Paolo, but injuries received in Penya Rhin race the previous month had prevented him from driving.

The Auto Unions had had some trouble with their fuel pumps, but this was put right in time for Saturday's practise, while the Mercedes showed an alarming appetite for tyres, and also suffered from steering troubles, owing to the high speeds and the rough surface to be met with on some of the straight stretches. Except for one instance of gear-box failure the Alfa-Romeos ran trouble-free.

Weighing in took place on Saturday afternoon, and a blazing sun had displaced the grey clouds of the morning.

Chiron's car was the lightest of all, weighing only 720.5 kg. (14.15 cwt.) without tyres and water, but with oil and a small quantity of fuel. Trossi's weighed 721.5 kg. and Varzi's 730 kg. The other weights were:—

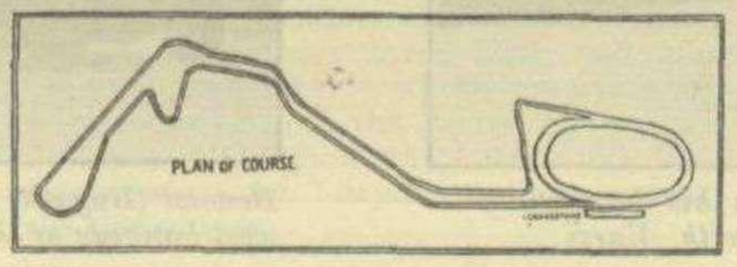
Auto Union: Stuck, 740.5 kg.; Momberger, 738.5 kg.

Mercedes: Caracciola, 739.5 kg.; Brauchitsch, 737 kg.; Fagioli, 739 kg.

Bugatti: Nuvolari, 747 kg.; Benoist, 747 kg.; Dreyfus, 749.5 kg.

Maserati: Etancelin 748.5 kg.; Zehender, 735 kg.

All the other cars were completely drained, and it will be noted that Dreyfus' car got through with only a pound to spare, the maximum being, of course, 750 kg. (14.73 cwt.).



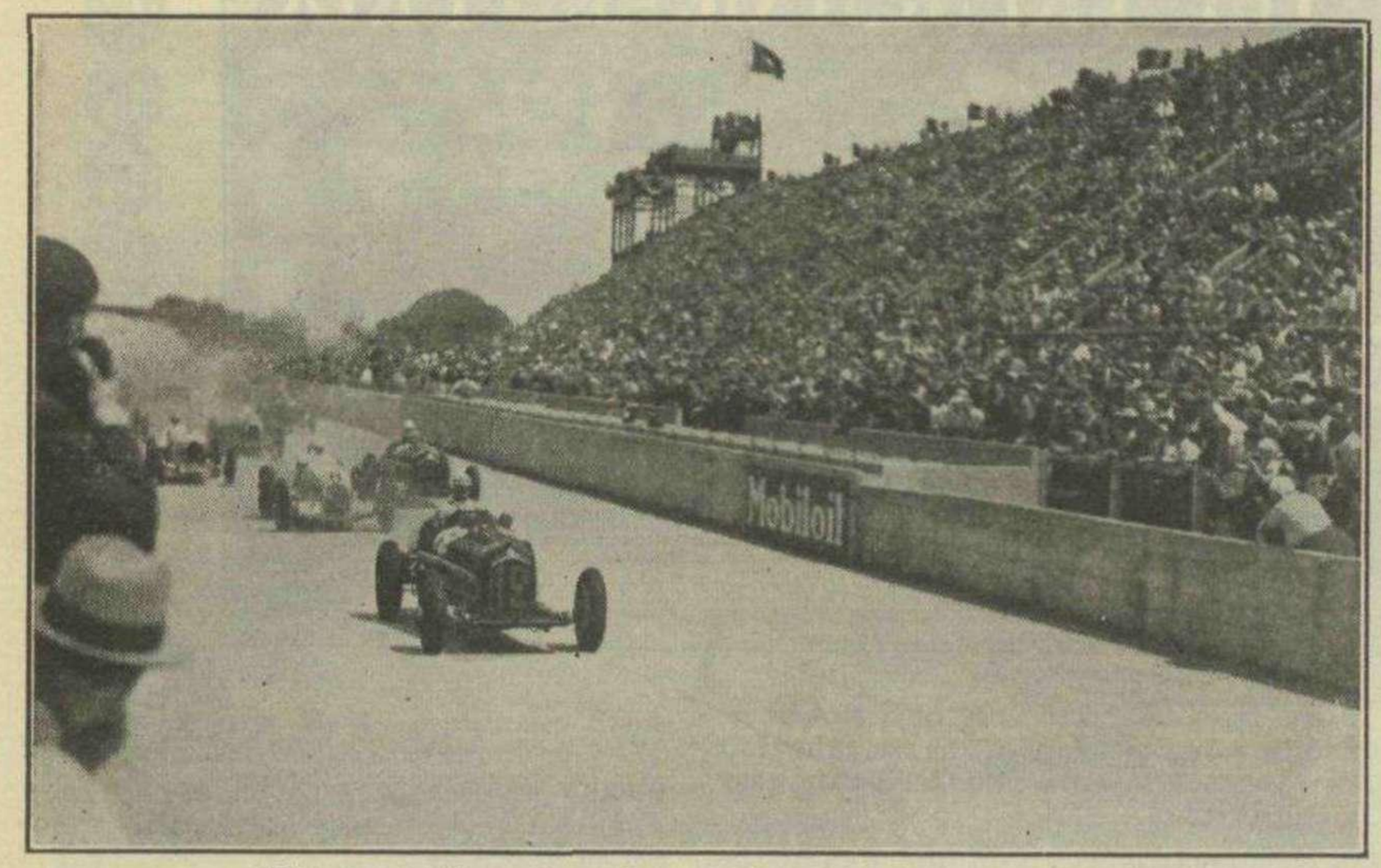
Sunday morning saw half Paris on the road which runs through the village of Linas-Montlhéry, 15 miles south-west of the metropolis, decrepit old cars, fairly sagging under their weight of humanity, motor buses packed to the rear platform, with here and there a lordly Hispano or a Rolls. The crowd was reinforced by pedestrians as the cars toiled slowly up the steep road which leads to the track, and, as usual, they were well provided with yard-long loaves of bread, bottles of wine in Standard bottle racks, and all the other accessories of a French "pique-nique." By 10 o'clock the enormous stand was already filling up, and the crowds which gathered below it and beneath the flag-decked grand stand gave some indication of the number of spectators round the course.

To fill in the interval before the arrival of the racing cars, a number of record breakers made the circuit of the banked speed track. Mrs. Stewart, the holder of the track speed record, looked tiny behind the bonnet of her Derby, and George Eyston's Panhard, holder of the world's hour record, somehow seemed too insignificant for such a feat. The Austin Yacco, the Delahaye, the Renault and the Hotchkiss, all long-distance record breakers,

THE FRENCH GRAND PRIX—Continued.

provided contrasts in streamlined all-enclosed coachwork.

The appearance of Benoist on his Bugatti showed that zero hour was approaching, and the three Alfas lined up behind the gates leading from the road circuit and roaring like lions after their prey. In a short time all the cars had made their way to the pits, plugs were changed, drivers grouped round their team



Chiron gets clear from Caracciola (Mercedes) and Varzi.

chiefs, and all the usual stir of activity before the start of a great race. The crowds put down their wine bottles or left their tables at La Potinière, the restaurant behind the grand stand, and made a critical survey of the representatives of France, Germany and Italy.

The heat was intense, a brisk trade was being done in sun-glasses, while the concrete of the track scorched through the soles of the thickest shoes. With a quarter of an hour to go the loud speakers summoned the cars to their starting positions, and one by one cars and drivers filed past the grand stand, the Mercedes équipe blocking their ears with cotton wool to deaden the unbearable scream made by the superchargers on their cars. The crowd was on its feet, to the considerable danger of the grand stand, and as the name and successes of each driver were given out they applauded vigorously, Chiron, Nuvolari, Varzi and Etancelin being particularly favoured.

The cars were lined up by threes and twos in front of the last end of the stand, the order being decided by ballot. Varzi and Stuck were by themselves in front, since Leiningen on the third Auto Union was a non-starter, Caracciola and Momberger next, Chiron, Nuvolari and Benoist in the third row, Brauchitsch was in the fifth and Fagioli right at the back.

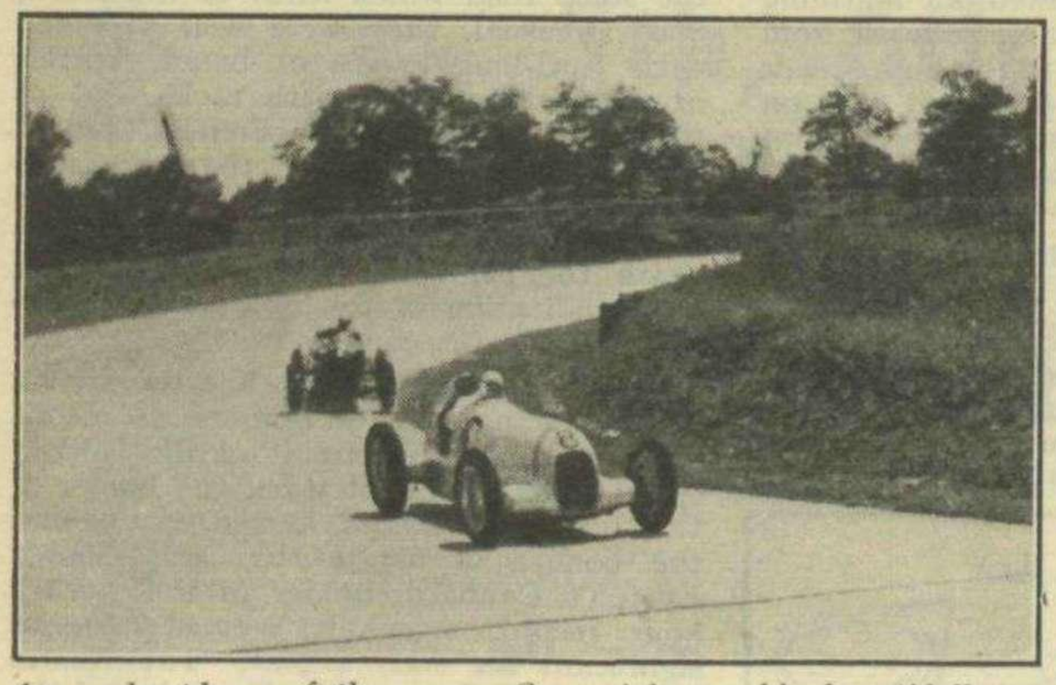
Mechanics leaped to the starting handles, and a full-throated roar filled the air, while above it all came the disquieting banshee-like wail from the Mercedes. The Vicomte de Rohan, President of the Automobile Club de France, raised his flag, the seconds ticked out, then before the tricolour had reached the ground Chiron had threaded his way through the other cars and was abreast of the leaders before another wheel had moved.

Taken by surprise as they were, the field was quickly away, and the brightly-coloured cascade of cars roared down between the narrow walls leading from the banked track to the "Circuit Routier." All the cars got away cleanly, with Caracciola and Varzi leading the crowd. A breathless silence, then Varzi was announced still in the lead at the Biscornes corner, the bend which marks the western extremity of the course. Another two minutes and the boom of the Alfa and screams of the Merc. were heard behind the western banking of the track, then round flashed Chiron with a lead increased to 100 yards. In a bunch behind him came Caracciola, Fagioli, Stuck, Varzi and Von Brauchitsch. So at last there was a real challenge to Ferrari supremacy.

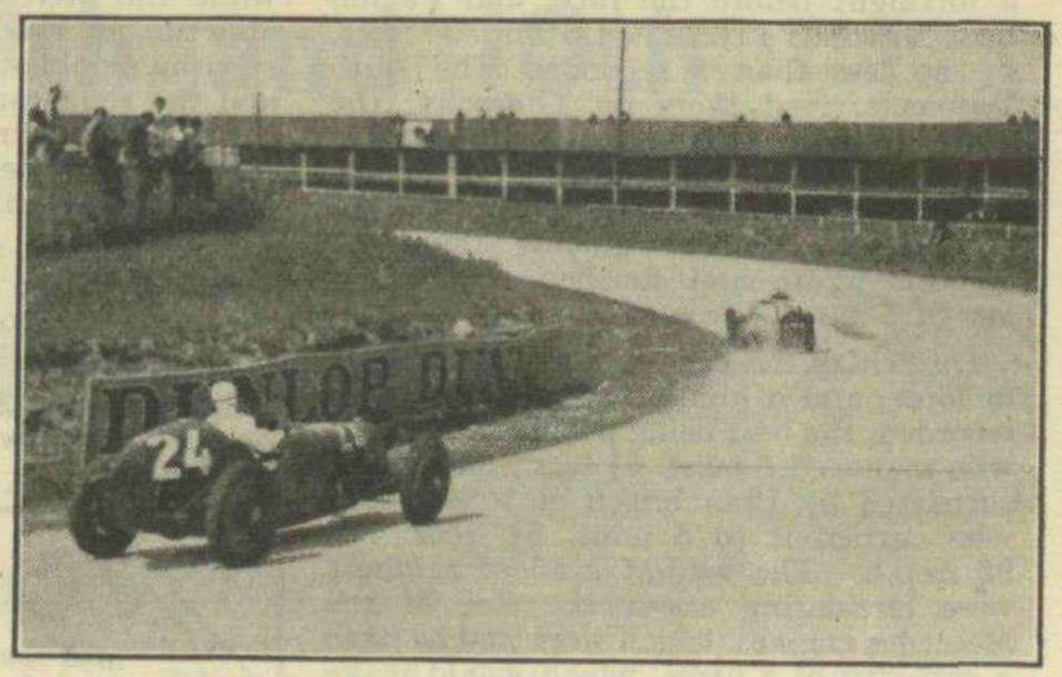
Away they shot again, Chiron still reported in the lead, and remained so at his next passage past the stand. Stuck had picked up two places and had put up the fastest lap so far, in 5 min. 13⅕ secs., or 89.74 m.p.h. The Mercedes cars did not seem to be showing the high speed they had realised in practice, but were close enough to step in if the leaders failed. Meanwhile Stuck was making the best of the terrific acceleration of his rear-drive car and overtook Chiron near the Biscornes, his third lap being accomplished in 5 min. 9⅘ secs. The Monogasque was, however, only 5 seconds behind, with Fagioli and Caracciola another 100 yards to the rear and Varzi and Trossi at a similar distance.

The Bugattis were not distinguishing themselves and the wretched Nuvolari made two calls at his pit for plugs, and finally, after eight laps, handed over his car to Wimille. All the cars seemed to be suffering from their old fault, a choking when getting away from the corners, which did not clear itself for 100 yards. Etancelin, who can usually be relied on to put up a good fight with the Alfas, was having an off day, and the increasing smoke from the exhaust of his Maserati showed that something was seriously wrong with "the works."

Stuck was driving valiantly and actually increased his lap speed, but Chiron was alive to the danger and even managed to cut down the Auto Union's lead by a second. The two Mercedes were still 3rd and 4th, and though no one could know whether the two German teams were acting in unison, probably not in view of the fact that the victor was to have State support from the Reich, the Alfa was matched by three cars which kept it fully extended.



An early phase of the race. Caracciola on his beautifully streamlined Mercedes holds his own with Varzi.



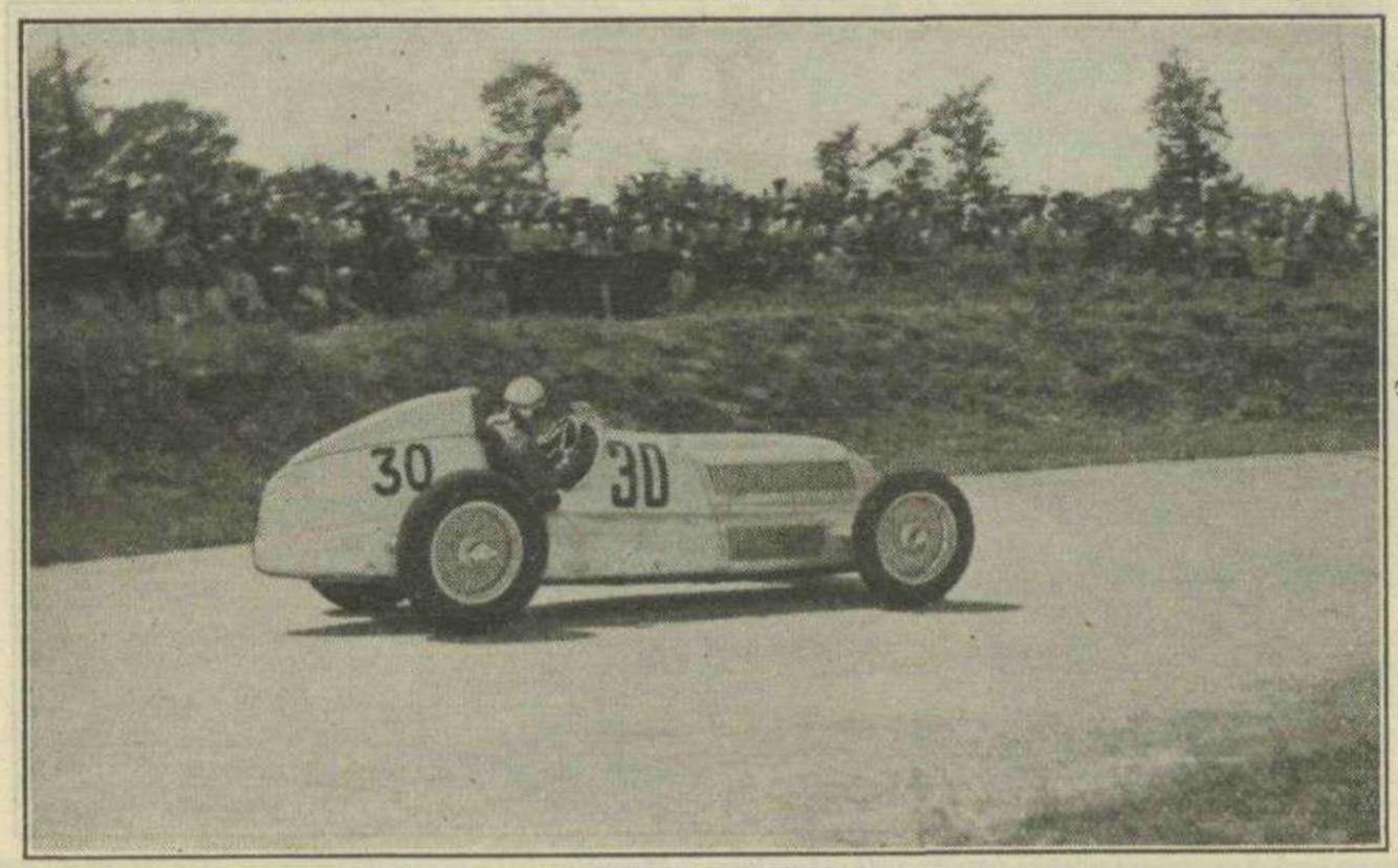
Benoist (Bugatti) and Zehender (Maserati) corner close in. The west banking of the track circuit may be seen in the background.

THE FRENCH GRAND PRIX—Continued

Order at 8th Lap.

1. Stuck (Auto Union), 42m. 11⅕s. Speed 88.9 m.p.h.
2. Chiron (Alfa Romeo), 42m. 15⅘s.
3. Fagioli (Mercedes), 42m. 27⅕s.
4. Caracciola (Mercedes), 42m. 45⅘s.
5. Varzi (Alfa Romeo), 42m. 49⅕s.
6. Brauchitsch (Mercedes), 53m. 5⅘s.
7. Trossi (Alfa Romeo), 43m. 13⅕s.
8. Dreyfus (Bugatti), 44m. 29⅘s.

red car swung off the banking alone. Pits and stand waited for minutes with no news then it was learnt that it had left the road and had damaged his brakes. Caracciola, the second string, was still holding his place though his engine sounded less healthy, and came into the pits for re-fuelling and



Fagioli (Mercedes) accelerates away from the Fay Hairpin.

It was interesting to compare the three rivals on corners. The front wheels of the Alfas always flapped on leaving a first bend, while the German cars, with their independent springing, held a straight path, particularly the Auto Union. Accelerating away from bends there was nothing to choose between the other cars, though the vicious whine of the Mercedes supercharger as the driver charged down was more stirring than the roar of Alfa and Auto Union. The Bugattis showed themselves steady on bends, but the carburetion trouble was all too evident as they accelerated.

After 8 laps Fagioli received his orders and proceeded to chase up the first two cars, with a record lap at 91 m.p.h., while his colleague, Brauchitsch, stopped to examine his supercharger. Chiron, meanwhile, had made a great effort and regained the lead, loudly cheered as he came round. On the 10th lap Fagioli again broke the lap record, and a third time, in 5 min. 6½ secs., or 91.8 m.p.h., which brought him into 2nd place. This monumental three-sided battle seemed to prove too much for the Auto Union, which came into the pits at a reduced speed, leaving Fagioli to carry on the fight. After only twelve laps the rear tyres were worn out, and the tyre change and refuelling cost 2½ minutes, a heavy handicap in such a close race. The other Auto Union car came in shortly afterwards and retired, apparently with steering trouble.

Fagioli meanwhile was pressing Chiron closely, only a second separating them on the twelfth lap, with Caracciola in support a minute behind, then a breath-taking lap in which both champions further raised the lap record to 5 mins. 6 secs. Another five minutes, then the Alfa roar, without the attendant whine of the Mercedes, and the

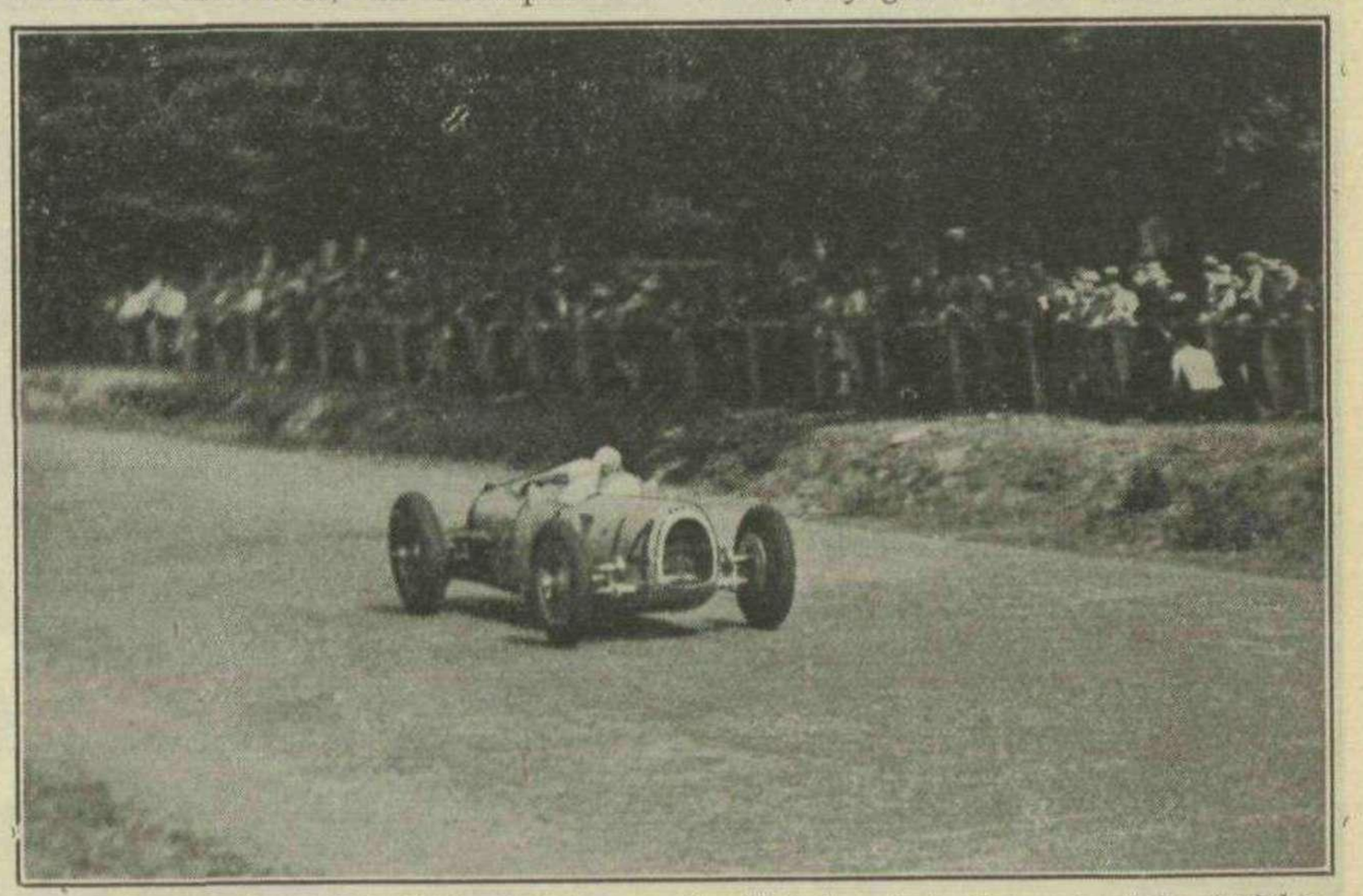
Order After 16 Laps.

1. Chiron (Alfa Romeo), 1h. 23m. 34s. Speed 89.77 m.p.h.
2. Varzi (Alfa Romeo), 1h. 24m. 42s.
3. Stuck (Auto Union), 1h. 28m. 56s.
4. Benoist (Bugatti), 1h. 29m. 47s.
5. Zehender (Maserati), 1h. 29m. 52s.
6. Moll (Alfa Romeo), 1h. 30m. 4s.
7. Wimille (Bugatti), 1h. 35m. 32s.
8. Dreyfus (Bugatti), 1h. 36m. 18s.

The Alfa Romeo and the Bugatti teams were still intact, but Trossi's car had lost first and third gears. However, Moll begged to be allowed to take over, and set off amid cheers just after the conclusion of the Chiron-Fagioli duel. Chiron came in next lap, no doubt glad of a moment's rest after his exciting passage with Fagioli, and Varzi passed into the lead, only to lose it again on making his stop for refuelling.

Of the Bugatti's, Benoist's car was going steadily and well, though unable, of course, to compete with the Alfas. Dreyfus toured round to the pits, and after much plug changing and attempts to restart his machine, it was pushed to the dead car park, and the same thing happened to Wimille shortly afterwards. Stuck settled down to a slower pace, but was able to keep going in third position, while mechanics worked furiously on the rear spring-clips of Zehender's Maserati, which was finally retired owing to the amount of time which had been lost.

Chiron and Varzi were now safe in the first two positions and had eased down slightly, though still putting up a very useful average of over 86 m.p.h. As has been said, these cars were far from easy to handle on bumpy corners, and on the first bend near the finish of the road section, the one on which, incidentally, Ascari was killed, daylight could be seen beneath the



Hans Stuck, whose Auto Union led the race for 32 laps, at speed on one of the straights.

tale of disaster Brauchitsch was also compelled to retire with a renewal of the supercharger trouble. Never was there such a disastrous three laps, and the German commentator, whose remarks were being relayed from the Water Tower and broadcast throughout the Fatherland, had every excuse for "drying-up" on hearing the tale of woe.

wheels. The course is either concrete or tarmac, and particularly on the section at the beginning of the road course is uneven, and even potholed. The Alfas seemed to jump sideways a yard at a time, which must be unpleasant at 140 m.p.h., and the Mercedes also seemed to suffer from this fault, but the independent springing of the latter cars undoubtedly gave the

THE FRENCH GRAND PRIX—continued

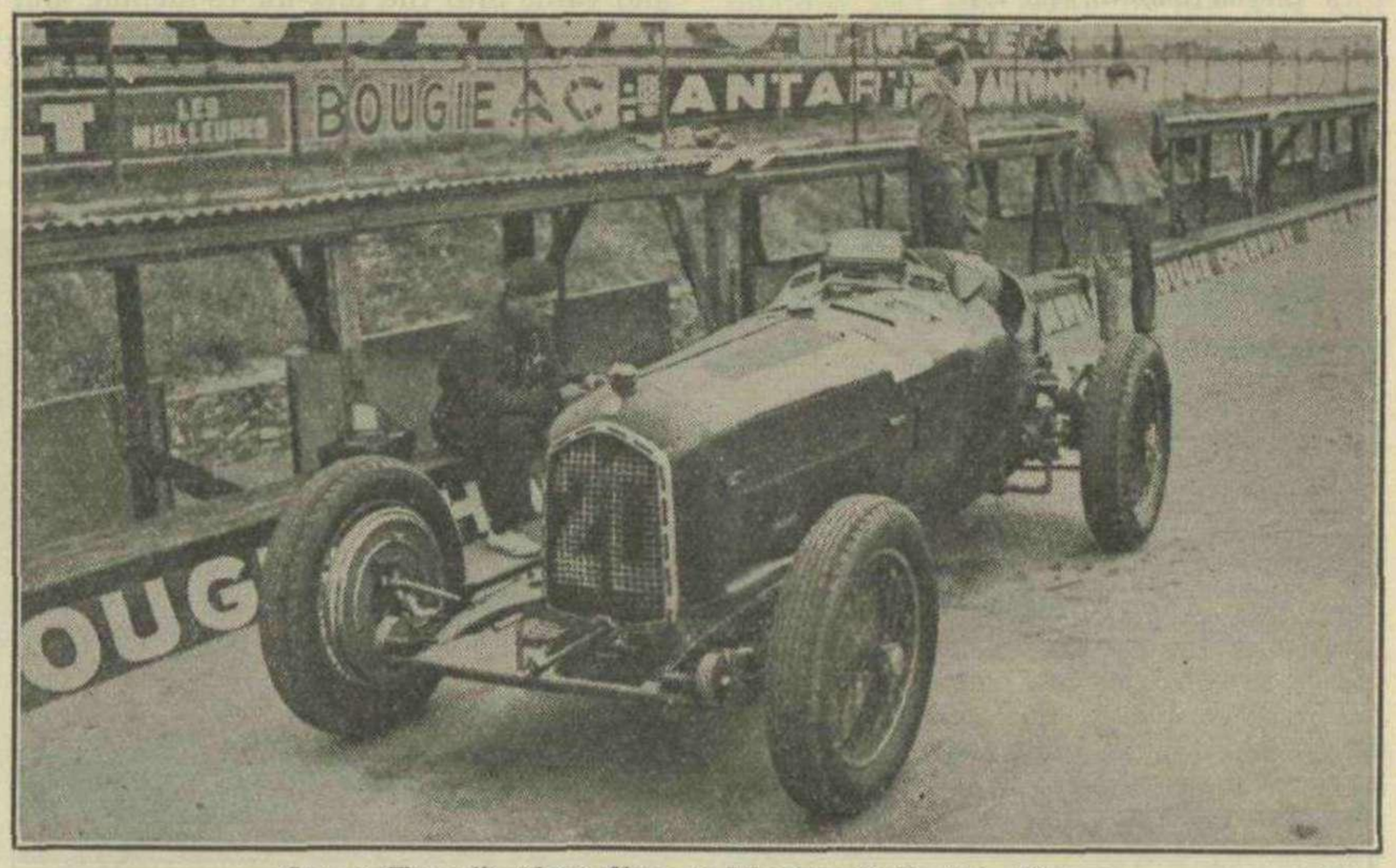
pilots an easier ride. The Auto Union seemed particularly good on uneven roads, but presented rather a comic effect from the rear, for the two half-sections of the axle swung up towards one another as though the car was pushed down by a giant hand.

The German came in to refuel again at the 21st lap and Moll, who had already passed Benoist, stepped into third place. The Auto Union proved very hard to start, though since the starting handle fitted on at the rear two men were able to get hold of it. Stuck had a drink and a gargle, which was loudly cheered, and went on.

Two hours from the start the heat was still intense, but the crowds on the densely packed stand, which was full for the first time since it was built, were content watching the three red cars in the lead, Stuck's silver cigar, and Benoist on the Bugatti. The seats were hard, but anyhow it was fine and a holiday, the Eskimo pie sellers were doing a brisk trade, and one could always hoot at the announcement that the chauffeur of M. Flaudin, the Minister of Public Works, was missing. However, about five o'clock the Bugatti started misfiring, which led to some frantic work with brace-handled plug-spanners, and a two-minute spell on the small starting handle, before the car would fire again. Stuck, on the Auto Union, came in at the same time for a final fill-up, and had even greater difficulty with starting, though three men wound away at the rear. He got going again amid a cloud of steam, completed another lap and came in again, to retire with a defective water pump on his 32nd lap.

This left only four cars, and Benoist again came into the pits with his Bugatti misfiring. Plugs were again changed and he got away with difficulty. Varzi came in for a final fill-up and changed two wheels in 1½ minutes, while Chiron was away in half the time, as he did not change his tyres. All was now set for a team win for Ferrari, which was brought off in the desired order by Moll calling at the pits while Varzi passed.

Chiron received the chequered flag, made another triumphal circuit of the course and pulled up outside the timing box amidst great applause, and after the wreath of victory had been conferred was almost engulfed in a rush of photographers.



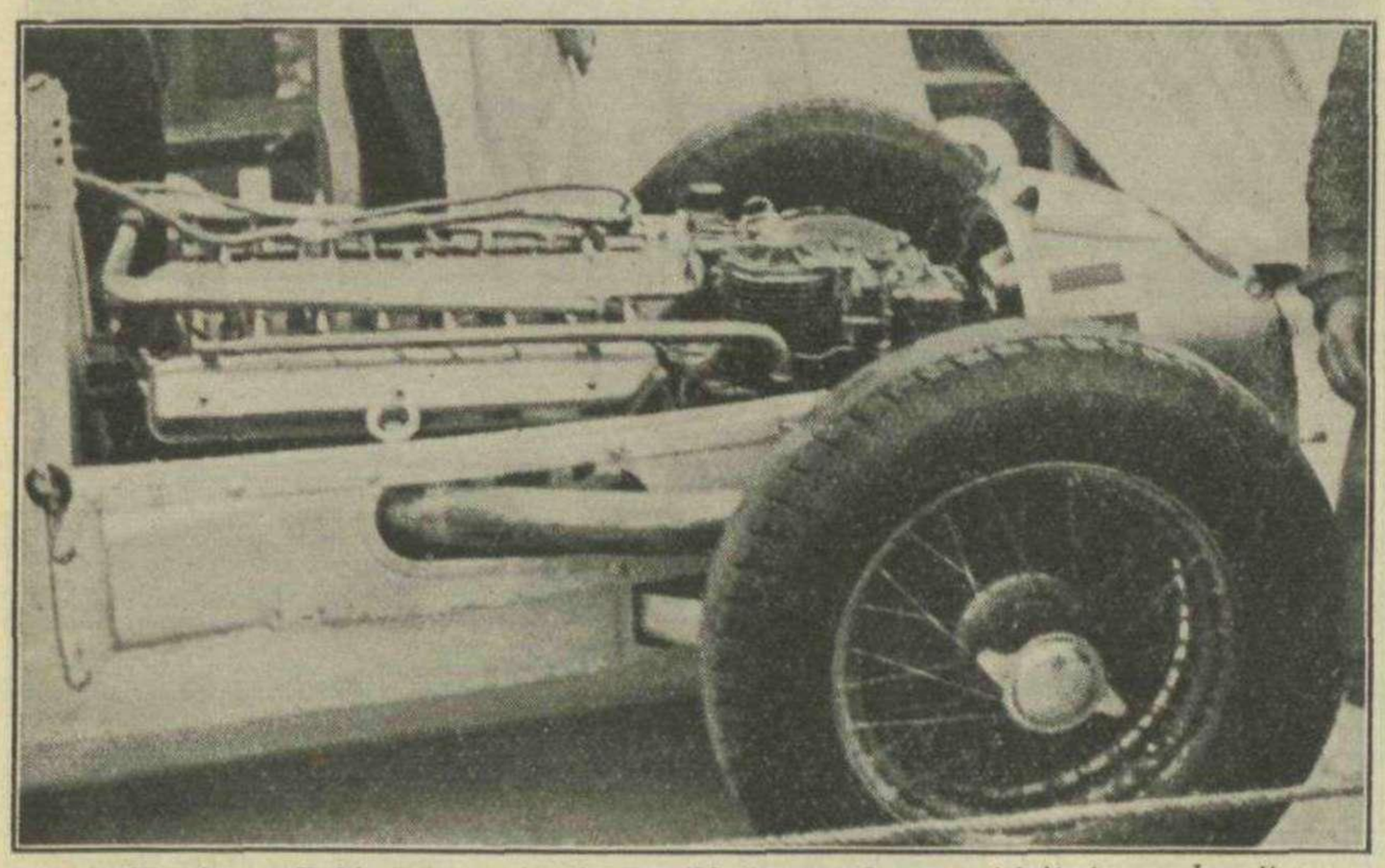
Count Trossi's three litre "Monoposto" Alfa Romeo.

If a French car could not win, at any rate Chiron on an Alfa was the next best thing! Varzi and Moll were half a lap behind, and Benoist had done something to salve French pride by keeping on to the end, though his car was misfiring, and was flagged off at the 36th lap. Experience had triumphed over experiment once again, but the German cars had shown themselves fundamentally sound.

Final Order.

1. Louis Chiron (Alfa Romeo), 3h. 39m. 14s. 85.55 m.p.h.
2. Achillo Varzi (Alfa Romeo), 3h. 42m. 31s. 84.12 m.p.h.
3. Trossi and Moll (Alfa Romeo), 3h. 43m. 23s. 83.98 m.p.h.

Benoist (Bugatti) was flagged off after 36 laps.



A side view. Behind the engine is the ribbed supercharger with its two carburetters. The twin swops in the tail ensure a good supply of air to the intakes.

CARS IN THE RACE

All the Grand Prix cars built to the new formula have been described in previous issues of MOTOR SPORT, but some further details which have since come to hand are given here.

Alfa Romeo.—Three-litre engine fitted in large Type B monoposto chassis, as described in January, 1934, issue. Externally can be distinguished from the 2.6-litre cars by their wider bonnets, larger cockpits and wider axles, especially the rear one. External oil cooler no longer used.

Auto Union.—16-cylinder 3.5-litre engine with camshaft between blocks. Valves operated by push-rods enclosed in tubes. Vertical finned supercharger at rear drawing mixture from two Zenith carburettors. One magneto for each bank of cylinders driven by timing gears at rear end. Sparking plugs on inlet-valve side of each cylinder. Petrol pump driven from off-side of timing gears. Five speed gear-box and rear axle casing, rear axle split with each half pivoting on centre casing and with laminated half elliptic spring passing over top. Radius rods from frame to steady half-axles.

Front wheels carried on links swinging parallel to side members. Lower ones sprung on Porsche torsion-rod system, upper ones fitted with large friction dampers. Front brakes hydraulic, rear cable operated. Elektron brake-drums.

Tubular chassis used for conveying cooling water from engine to radiator in front. Main fuel tank behind driver with change-over tap in fairing behind driver's head. Spare petrol tank and oil tank in front of driver.

Coachwork heavily doped aeroplane fabric stretched over light metal frame.

Bugatti.—Identical with cars described in MOTOR SPORT, except that capacity has been increased to 3.3 litres by boring out the block.

Maserati.—Etancelin's car was a narrow single-seater, as described in the February issue. Zehender had an old two-seater

CARS IN THE RACE—Continued.

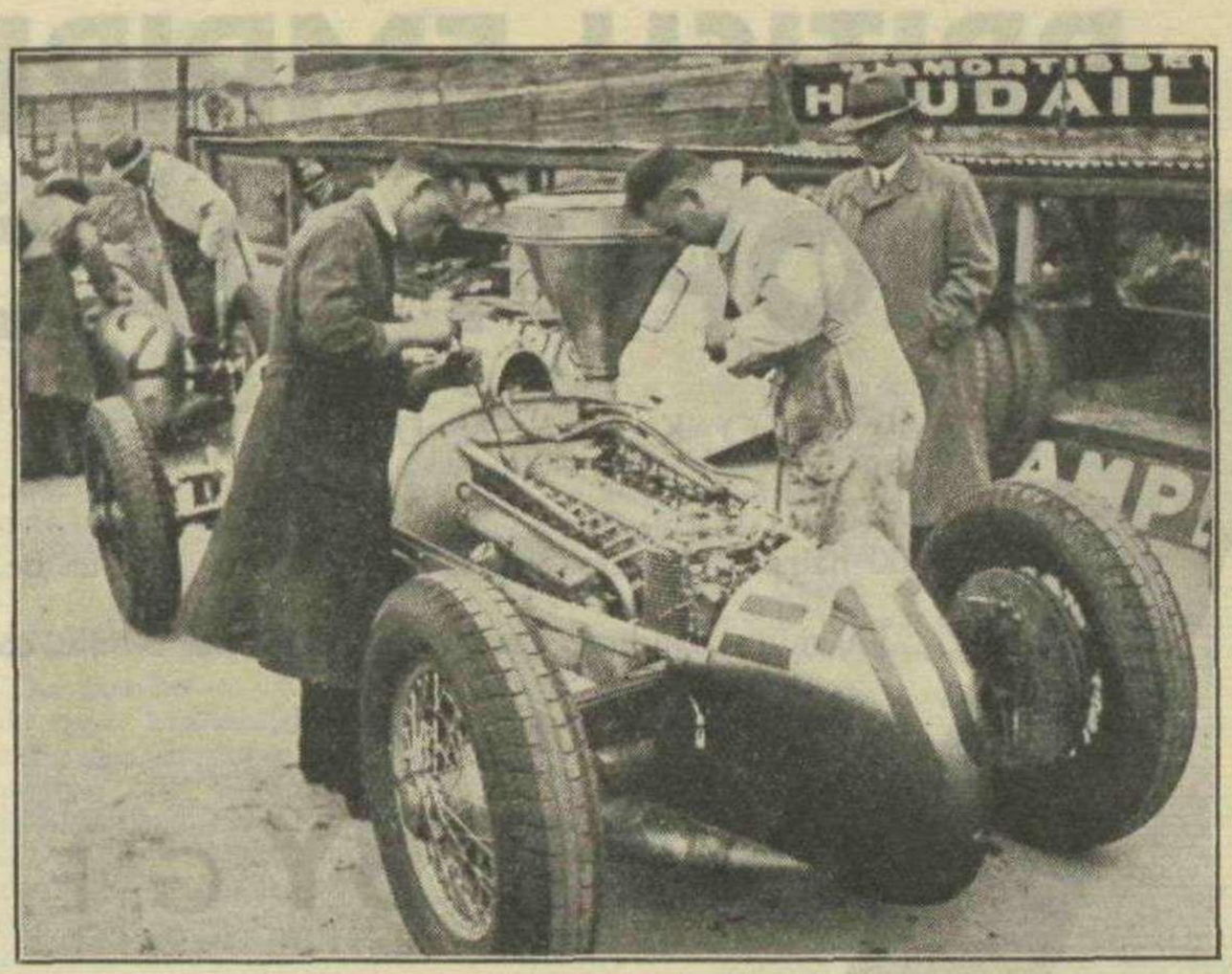
chassis with one of the new 3-litre engines.

Mercedes-Benz.—Double overhead camshaft engine, 3.8-litres capacity. Vertical supercharger in front taking air through scoop in radiator. Complicated induction pipe with four blow-off valves branching into eight pipes feeding each cylinder. Magneto drive from timing gears at rear of engine and projecting into cockpit.

Five-speed gear box and rear axle unit in one, fixed to frame, with swinging half axles controlled by coil springs. Petrol tank at rear with auxiliary on dash. Pressure feed.

Fixed front axle with king-pins suspended on links parallel with axle beam. Lower links made as bell-cranks acting on horizontal coil springs. Divided track-rod. Chassis box section about 3 inches wide by 2 inches, and liberally drilled. Brakes hydraulic. Large finned friction shock-absorbers front and rear.

Aluminium coachwork beautifully curved to fair front axle and radiator. Body now has streamlined head-rest for driver. Increased width of bottom of body solely to comply with international regulations of width. Side members much closer together.



A general view of the Auto Union engine. The central camshaft and the enclosed push rods operating the valves on each block can be plainly seen. Note the starting handle spindle in the tail.



BRITISH EMPIRE TROPHY RACE

BROOKLANDS, JUNE 23rd

200 hairpin corners and as many bends had to be taken in this 300 miles handicap race round a special 3-mile course designed by the British Racing Drivers' Club.

WON BY G. E. T. Eyston

M.G. MAGNETTE

TEAM PRIZE

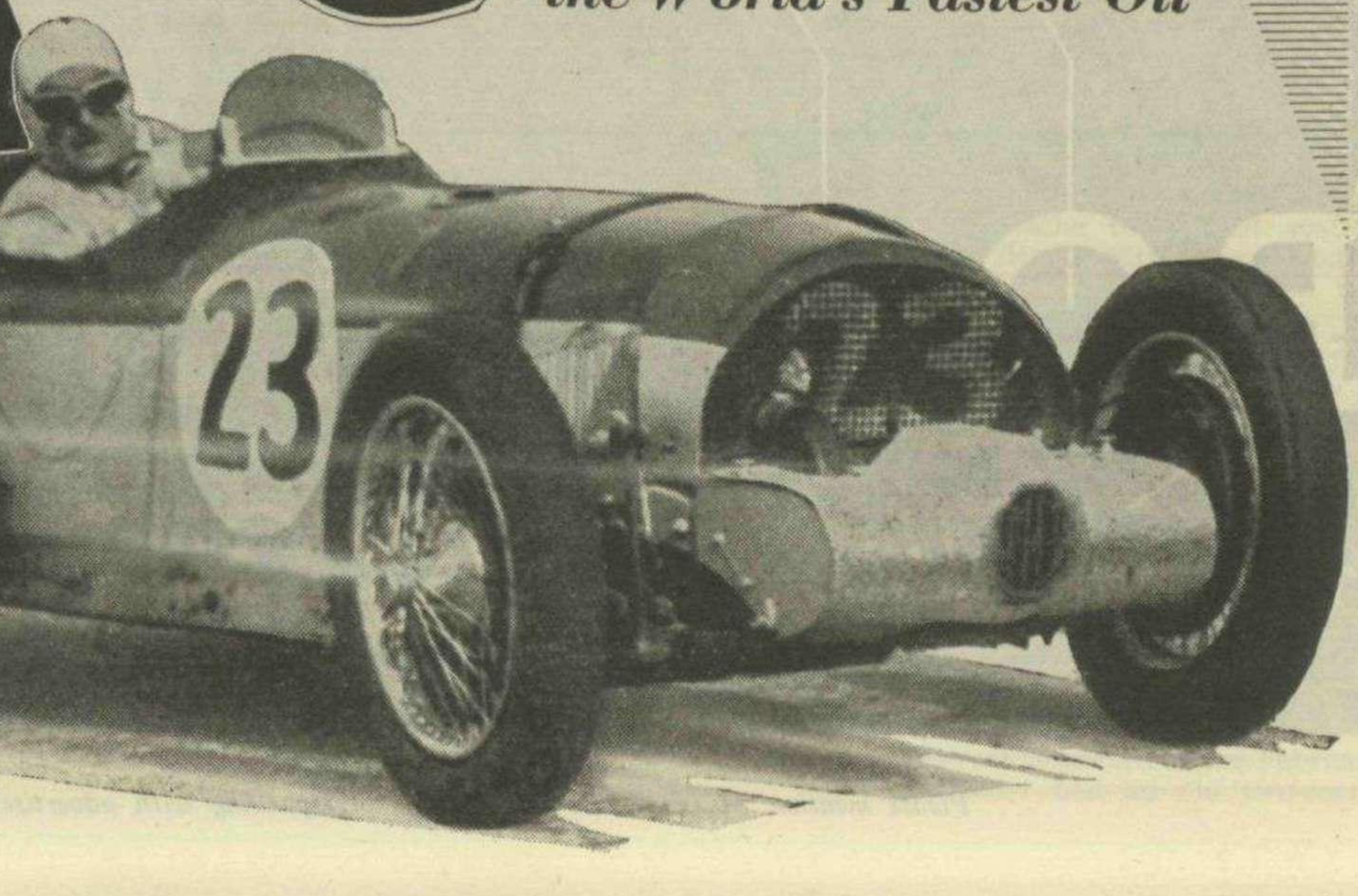
G. E. T. Eyston, C. Penn-Hughes and D. Froy

M.G. MAGNETTES

USING

WAKEFIELD Castrol

the World's Fastest Oil



Club News

TALBOT OWNERS HOLD THEIR FIRST EVENT.

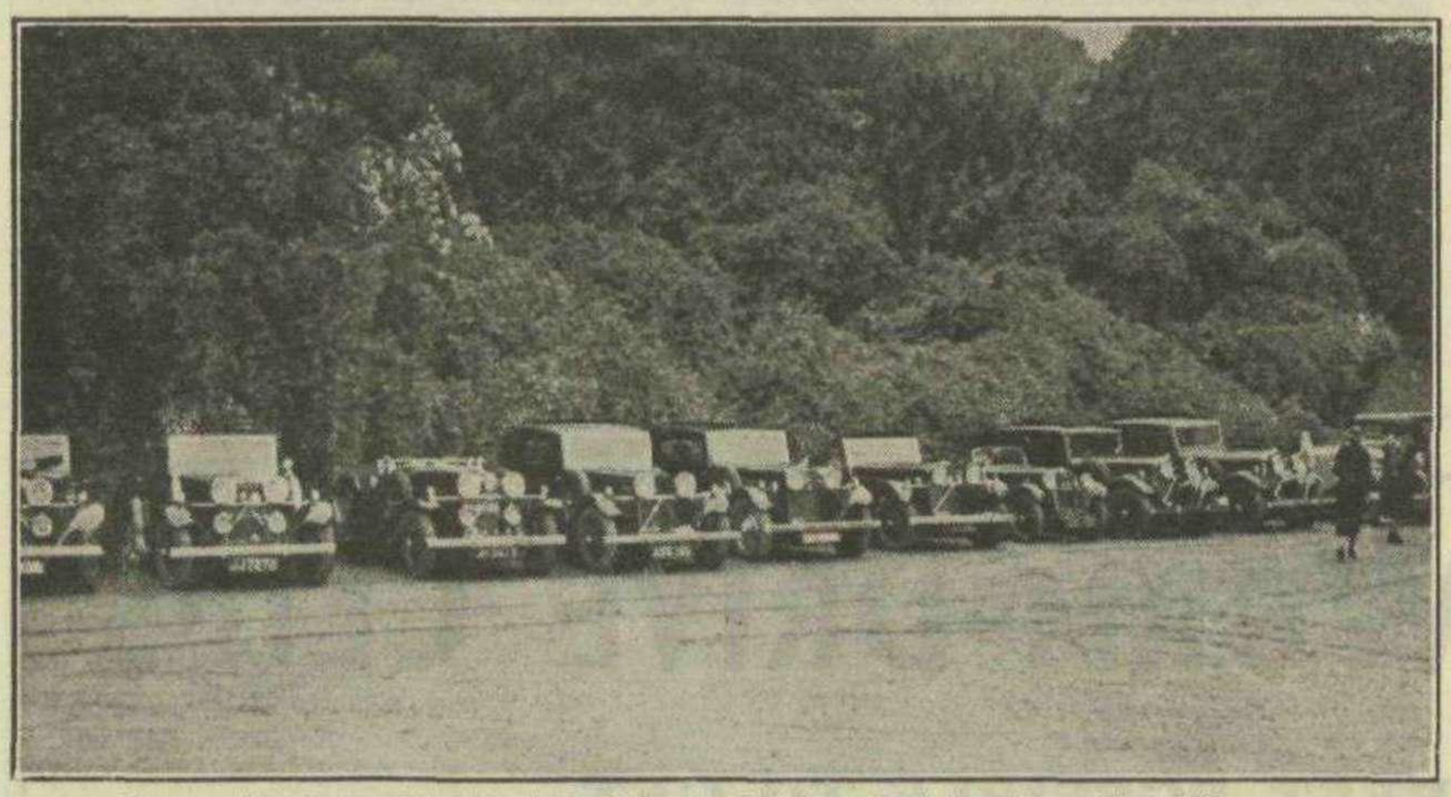
Thirty-one cars took part in a reliability trial and speed test organised by the newly formed Talbot Owners' Club, and this first fixture was voted a great success.

Starting from the Saracen's Head Hotel, Beaconsfield, Shillingridge Wood was the first obstacle. The surface was deeply rutted, and several competitors, including Commander Fowle ("105") grounded momentarily, but carried on without stopping. There were nine failures, mostly saloon cars. All the cars made clean ascents of Maiden's Grove, and the route then led to Lewknor Hill, where a stop and restart test was marked out. The chalk surface was wet and rather sticky, and the first six cars failed to cover the 20 yards in the required 8 seconds, competition tyres being barred; but the rest of the entry were more skilful, and I M. Service ("105") put up the excellent time of 6⅜ seconds.

Crowell was the next objective, and a driving and reversing test was marked out on the three arms of the cross-roads at the foot of it. In spite of over-night rain the surface of the hill itself was in good condition, and there were only four failures.

The trial concluded with a timed test on Kop Hill, and a braking test on Whyteleafe. Competitors then checked in at the Howard Park Hotel, Aston Clinton, and enjoyed a well-earned tea.

After refreshing themselves, competitors and marshals took part in a standing quarter-mile speed test over a course arranged on one of the drives of the hotel. Fastest time was made by Gunnar Poppe in a special "105," which he drove at Whelsley Walsh. His time was 18.4 seconds.



Some of Talbots which took part in the Chiltern Trial last month. They are lined up in the drive at Howards Park.

First Class Award in Trial.—W. M. Couper ("90"), Lieut.-Commander Fowle ("105"), E. L. Tomlinson ("105"), A. R. Bartrop ("95"), B. Cox ("75"), C. J. Joyce ("75"), Gunnar Poppe ("105"), W. M. Ford ("75").

Ladies' Award.—Mrs. Harrison.

Speed Test Winners.—L. H. Naylor ("105"), 19s.; Lord Brecknock ("95"), 21s.; W. M. Couper ("90"), 20s.; B. Cox ("75"), 21.4s.; H. L. Gaussen ("65"), 22s.

SCOTTISH SPORTING CAR CLUB.

The number of Clubs that are able to hold speed hill-climbs is a small one, and among the favoured few is the Scottish Sporting Car Club. On June 23rd a well-organised event was run off on the Kinneil estate, before an attendance estimated at 5,000. Out of the varied entry of 55 competitors, fastest time was made by A. K. B. Clarkson (Ford V8) with a time of 36¼ secs. The hill was fairly straight, but the surface was on the rough side, and called for careful use of the throttle.

RESULTS.

1,100 c.c.—Mrs. T. M. Forrest (Singer), 42.4 secs.
1,500 c.c.—A. N. D. Aitkman Smith (Bugatti), 39½ secs.
3.000 c.c.—W. A. Scott Brown (Alvis), 42½ secs.
Over 3,000 c.c.—A. K. B. Clarkson (Ford V8), 36¼ secs.
Any capacity.—A. K. B. Clarkson (Ford V8), 36¼ secs.

LIVERPOOL M.C.

The £100 Trial held on June 24th attracted an entry of 54, including members of the Singer, M.G., Lancs. and Cheshire, and Junior Car Club. After leaving Birkenhead at midnight a long and rather difficult night-section had to be traversed, with the result that drivers were not quite at their best when they came to tackle such hills as Alt-y-bady, Arthog and Bwlch-y-Groes in the morning. The standard of "endurance" was high, however, and by lunch-time only two cars had fallen by the wayside—in R. H. Gregory's case, into a ditch! The weary competitors finally arrived at Hooton Aerodrome after driving continuously for 18 hours, but here came the most tricky part of the route, the driving skill tests. A zig-zag course was marked out with barrels and hurdles, and the cars were timed from start to finish. The average of each class was taken, and the placings were made accordingly.

RESULTS.

1st Prize.—J. A. Bastock (M.G. J2).
2nd Prize.—K. G. Cotton (Singer Nine).
3rd Prize.—W. J. B. Richardson (Singer Nine).
"The Liverpool Daily Post and Echo" Special Prize.—J. A. Tomlin (M.G. "P").

KENTISH BORDER CAR CLUB.

Follow-my-leader trials are becoming increasingly popular with clubs owing to the simple organization necessary, and the Kentish Border Club held a most successful event of this type on July 1st. Altogether the course included five hills and two special tests, and after a most enjoyable afternoon's sport the competitors arrived at the Larkfield Road House. When tea was finished the results were announced, as follow:—

1. S. L. Cheppel (Singer Nine).
2. W. J. Cope (M.G. Midget).
3. K. F. Roe (M.G. Magnette).

The Hon. Secretary of the Club, by the way, is Mr. K. R. W. Shackel, 61, Eltham Road, Lee, London, S.E. 12.

SINGER M.C.

The annual general meeting was held last month, when the following appointments were made: President, Mr. W. E. Bullock, sen.; Secretary, Mr. Raymond Gough, whose address is The Singer Motor Club, Coventry. The annual subscription has now been increased to 25s.

M.G. CAR CLUB.

On July 8th a timed test trial was held, starting and finishing at Hatfield Aerodrome. When the results were finally worked out it was found that the winner was R. J. Harker (M.G. Magna), who lost 3.75 marks, followed by H. A. Tack (M.G. Magna), 5 marks, H. D. Freeman (M.G. Midget "P" type) and E. C. Crist (M.G. Midget "P" type), 6 marks each. The trial was concluded with an amusing gymkhana.

N.W. LONDON M.C.

It has been suggested that a 2-day Rally and Trial should be held in September, the dates mentioned being the 29th and 30th. Two starting points would be used, London and Cheltenham, converging on Buxton. Here, on the Sunday, the trial would be held in the surrounding district. The whole event is contingent on sufficient support being received, and all those interested should immediately get in touch with the Hon.

CLUB NEWS—continued,

Secretary, Mr. C. H. Lawford, 6 The Crossways, Wembley Park, Middlesex.

STANDARD CAR CLUB.

The First Chiltern Trial was held on Saturday, June 23rd, and attracted 34 entries. Of this total, 28 cars actually came to the starting line at the King's Head Hotel, Little Marlow. The usual series of Chiltern test hills was followed, High Ruse, Shillingridge Wood, Fawley, Maiden's Grove, Lewknor, Crowell and Calloway. Some indication of the effect that dry or wet weather can have on these hills can be judged by the fact that only three involuntary halts were recorded throughout the whole trial. These were Miss G. Readle and F. A. Fuller on Calloway, and Mrs. S. H. Richards on Lewknor. The process of separating the sheep from the goats, however, was carried out by means of frequent special tests, such as a Stop-and-go on High Ruse and Maiden's Grove, where A. G. Jones and A. H. Oxenford made the best times; an artificial "S" bend on Fawley, and a most complicated affair on Lewknor.

The trial finished at the Haward Park Hotel, Aston Clinton, where a pleasantly social evening was spent, looking at the club films, dancing and bathing in the swimming pool.

RESULTS.

Chiltern Committee Cup.—A. G. Jones.
Best Performances in Each Class—Premier Awards.—B. A. Hill, A. F. R. Payne, G. Rogers, A. J. Borkett, W. P. Rhodes.
Second-Class Awards.—E. L. Claridge, A. H. Oxenford, A. S. Pearce, D. M. Hornby, J. Torrome, L. J. McHardy.

SUTTON COLDFIELD AND N. BIRMINGHAM A.C.

The coveted Very Cup was won on Saturday, June 30th, by J. H. Summerfield, driving a supercharged M.G. Magnette. Forty-five cars left the Whittington Inn, Kidderminster, and after a run of 10 minutes arrived at the first observed hill, Baxter's Monument Hill. The next hill, Abberley, was also easy, and it was not until the driving test at Himley was reached that any serious difficulty was experienced by the majority of competitors. A combination of skilful driving and a well-tuned car was necessary for success, and after some fine performances had been seen it was found that A. H. Langley (Singer 1½-litre) was the fastest in 28⅘ secs., followed by J. H. R. Baker (1½-litre Singer), 28⅗ secs., and J. H. Summerfield (M.G. Magnette) and A. B. Langley (Singer Nine) who tied for third place with 29 secs. dead.

The trial finished with three observed hills on private ground near Enville Common. The first one, Racecourse, was quite easy, but the second hill, Hampton, proved well-nigh insuperable. It is a "dirt" hill with a gradient of 1 in 2, and only a car with tremendous acceleration up the approach to it can hope to get up. Actually only one car made the gradient, Summerfield's M.G. Magnette, although R. S. Langford (Frazer Nash), N. Terry (Frazer Nash) and A. H. Langley (Singer) were all gallant failures.

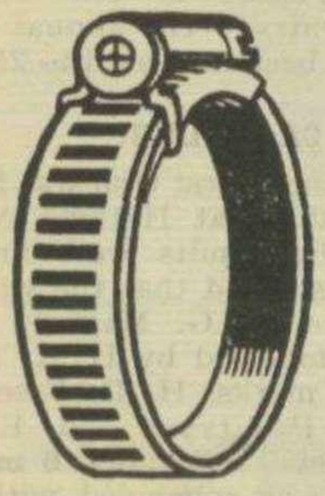
RESULTS.

The Verey Cup (best performance).—J. H. Summerfield (M.G. Magnette).
Watson Gwynne Bowl.—H. M. Avery (Singer Nine).
Carless Cup.—R. S. Langford (Frazer Nash).
Lady's Prize.—Mrs. M. M. Riley (M.G. Midget).
Team Prize.—J. D. Barnes, J. R. H. Baker, and A. H. Langley (Singers 1½-litres).

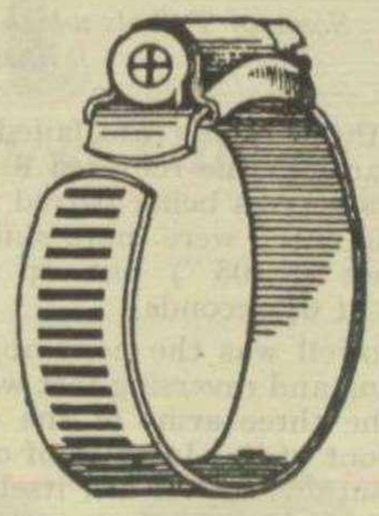
The Editor invites Club Secretaries to send details of their fixtures, sporting and social, for publication in these columns. These items should be sent to reach this office not later than the 16th of the month.

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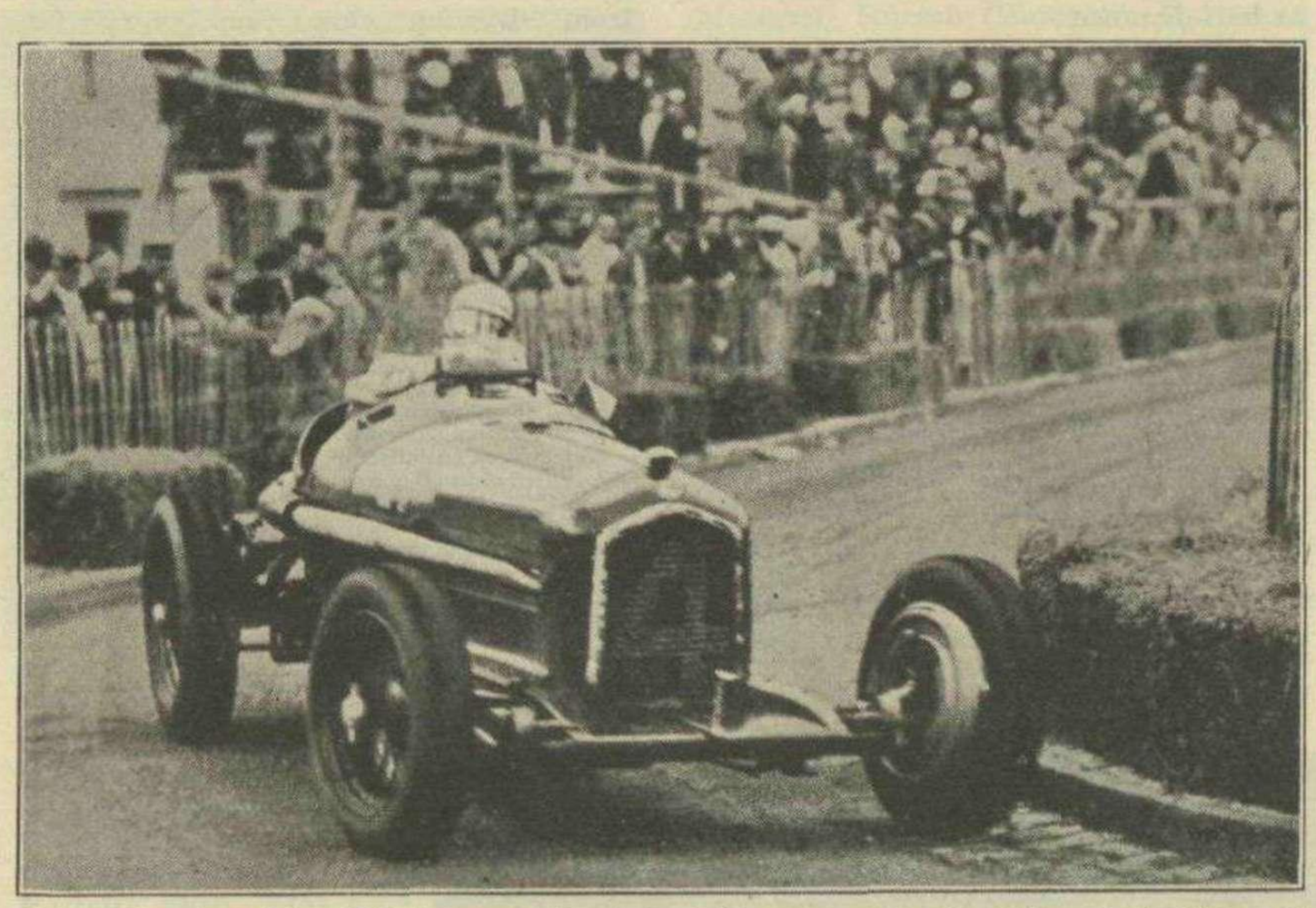
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A WONDERFUL FINISH IN THE VICHY GRAND PRIX

WHITNEY STRAIGHT FAILS TO CATCH COUNT TROSSI BY 5 SECONDS AFTER WINNING HIS HEAT—ETANCELIN HANDICAPPED BY FAULTY BRAKES.

THERE is a growing tendency among Grand Prix organisers to run heats-and-a-final, as opposed to a single long-distance race. The latest event of this description is the Vichy Grand Prix, held on July 15th, and for sheer excitement any spectator would testify to the superiority of this system over the orthodox race.

The circuit itself was an interesting one, having a length of 2 kilometres 357 metres, and running through the streets of the town. The longest straight was 450 metres in length, and the course included no fewer than 7 right-angle corners. The two heats were run over 30 laps (70 km. 710 m.) and the final over



Count Trossi, on his Alfa-Romeo, taking one of the corners in the "Round the Houses" race, at Vichy.

60 laps (141 km. 420 m.). Three massed starts and three finishes! No wonder the whole of Vichy turned out in full force to see the fun, to say nothing of thousands of visitors from the surrounding country.

There were twenty entries, and these were divided into two heats of ten. The final was decided by the first four finishers in each heat, and the faster of the two fifth-place finishers, making nine cars in all. On such a winding circuit a good position at the start is essential, and the practice times were therefore contested with great vigour. On the first day a heavy shower delayed the proceedings and only four drivers turned out. Of these, Marcel Lehoux made the fastest time in 1 min. 48.6 secs., driving a **Monoposto** Alfa Romeo. The second car of the Ferrari stable was driven by Marinoni, although Count Trossi was to drive it during the race. The other two "trainers" were Mlle. Hellé-Nice, with the 2.3-litre Alfa Romeo owned by Lehoux, and Mme. Itier, with her fast 1.500 c.c. Bugatti. The next morning Lehoux reduced his time to 1 min. 40 secs., followed by his old rival Etancelin (Maserati) 1 min. 40.8 secs., Dreyfus (Bugatti 3.3) 1 min. 42.8 secs., Trossi (Alfa Romeo) and Falchetto (Maserati) 1 min. 43 secs., and Straight (Maserati) 1 min. 44 secs. The rest of the drivers took from 1 min. 45 secs. to 2 mins. 7 secs. Rain again interfered with the last practice, when Philippe Etancelin made the fastest time in 1 min. 40.2 secs., one-tenth of a second faster than Lehoux. Trossi clocked 1 min. 41.1 secs., Straight 1 min. 42.3 secs., Dreyfus 1 min. 43.2 secs., and Falchetto 1 min. 43.6 secs. Some excitement was caused when Gaupillat found himself going too fast before a corner, and clapped on his brakes hard. His Bugatti spun sideways and turned right over, coming up on to its wheels again with the driver still in the cockpit. The only damage sustained by the car was connected with the petrol filler-cap and the steering wheel. Gaupillat himself was uninjured, and promptly set about putting his car in good shape for the race!

The weather was threatening rain when the cars lined up for the start of the first heat, on Sunday, July 15th. There were nine cars in all:—Etancelin and Falchetto on Maseratis, Trossi, Scaron, and Zanelli on Alfa Romeos, and Delmo, Veyron, Mme. Itier, and Gaupillat on Bugattis. The starter dropped his flag, there was a terrific roar, and the pack disappeared round the right hand bend soon after the line.

Now Etancelin had been expected by many people to win the first heat, but the Rovennais was wisely saving his car as much as possible. And so at the end of the first lap it was the Ferrari president, Count Trossi, who was in the lead, followed by Falchetto, Etancelin, Scaron, Delmo, Gaupillat, Mme. Itier and Veyron. For some time this order remained unchanged, the cars tearing along the streets in an orderly, albeit extremely rapid procession. Then things began to happen. Etancelin gained second place; Gaupillat retired on the 8th lap; Delmo lost a wheel of his Bugatti, fortunately without hurting either himself or anybody else; and Falchetto ousted Etancelin once more for second position. The only alteration then until the end of the race was that Veyron passed Mme Itier.

RESULT OF FIRST HEAT.

1. Trossi (Alfa Romeo), 52m. 45.9s., 80.405 k.p.h.
2. Falchetto (Maserati), 53m. 17.4s.
3. Etancelin (Maserati), 53m. 44.6s.
4. Scaron (Alfa Romeo), 55m. 27.8s.
5. Veyron (Bugatti), 1 lap behind.
6. Mme. Itier (Bugatti), 2 laps behind.

After a brief interval of a quarter of an hour, the start was given to the eleven competitors in the second heat. They were as follow: Lehoux, Mlle Hellé-Nice and Farina on Alfa Romeos, Straight, Biondetti, Sommer, and de Villapadierna on Maseratis, Dreyfus, Brunet, Lord Howe, and Eonnet on Bugattis.

By now the clouds became more than a threat, and as the cars accelerated away from the line the rain began to fall heavily. The leader at the end of the first lap was Whitney Straight, who was caught unawares by the wet surface and slid round in a complete circle near the starting line. Fortunately he had built up such a useful lead, even in one lap, that he got away again before Lehoux (Alfa Romeo) could pass by. Behind the Ferrari driver came Dreyfus, Earl Howe, Brunet, Biondetti, Sommer, Farina, de Villapadierna and Eonnet.

The rain made a good deal of difference to the lap times. In the first heat Trossi got round in 1 min. 42.2 secs., but in this race Straight's best time was so far 1 min. 55.5 secs. As time went on the surface dried a little, and the speeds got faster and faster until Lehoux got it down to 1 min. 44.5 secs. On the preceding circuit Straight was one-tenth slower.

In spite of the most determined efforts on the part of Lehoux, Whitney Straight staved off his challenge by dint of really first-class driving. On the 20th lap there was a gap of 9 seconds between the two cars, but Lehoux brought it down to "a wheel" on the 25th circuit. For five laps the two cars raced neck and neck, providing a magnificent spectacle of motor racing at its best, and victory finally went to the brilliant American driver by the margin of 1.1 secs. Earl Howe overcame the handicap of a smaller and slower car to the extent of finishing 4th, behind Dreyfus.

RESULT OF SECOND HEAT.

1. Straight (Maserati), 56m. 12.4s., 75.820 k.p.h.
2. Lehoux (Alfa Romeo), 56m. 13.5s.
3. Dreyfus (Bugatti), 57m. 3.9s.
4. Earl Howe (Bugatti), 59m., 35.6s.

A WONDERFUL FINISH IN THE VICHY G.P.—continued.

5. De Villeapadierna (Maserati), 59m. 41.1s.
6. Farina (Alfa Romeo), 1h. 0m. 12.9s.
7. Mlle. Hellé Nice (Alfa Romeo), 1 lap behind.
8. Eonnet (Bugatti), 2 laps behind.

Now came the final, over a distance of 60 laps. The issue seemed to be between four men, Etancelin, Whitney Straight, Lehoux and Trossi. Two Alfas and two Maseratis, with Dreyfus and his Bugatti always ready to snap up a position should the leaders falter. Falchetto (Maserati), Scaron (Alfa Romeo), Earl Howe (Bugatti), and de Villapadierna (Maserati) could not hope to do more than supply useful opposition.

Over a short distance no driver can afford to relax from pushing his speed to the limit, and since the Vichy course demands constant braking and acceleration, the race was likely to prove an interesting test of brakes, engines, transmission—and the stamina of the drivers. The fiery Etancelin immediately shot ahead when the flag fell, hotly pursued by Lehoux. The latter, however, was a little too impetuous in his chase, and collided with the kerb on a corner. His stop at the pits to change the buckled wheel put him definitely out of the running, but did not deter him setting off once more and driving like the wind. The first lap, then, showed Etancelin a leader by twelve seconds, the order of the rest being Trossi, Straight, Dreyfus, Falchetto, Scaron, Veyron, Villapadierna, Howe.

A pleasurable surprise for the French crowd occurred when René Dreyfus put on speed and passed both Straight and Trossi to take second place. Etancelin was fully aware of the danger from this quarter, and by covering a lap in 1 min. 41.9 secs. he placed himself 18 seconds ahead of the blue Bugatti. Meanwhile Whitney Straight gradually closed in on Trossi, finally passing him to take 3rd place on the 13th lap. The race was holding everyone on tip-toe, for the slightest mistake on the part of the leaders would upset the present positions.

Just before half-distance two important changes took place. Trossi was urged by his pit to make a real effort, for his team-mate Lehoux could not hope to climb back into the picture. The result was a tremendous sensation, for Trossi quickly passed Straight and Dreyfus and made an appreciable reduction in Etancelin's lead. This is how they stood at half-distance :

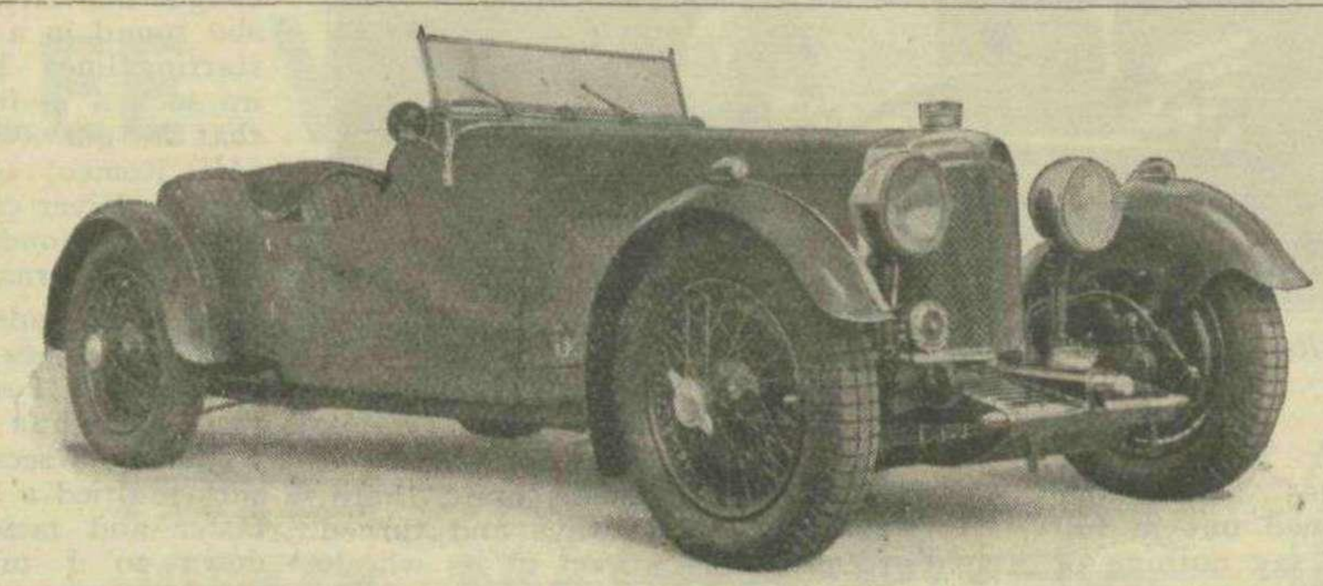
1. Etancelin (Maserati), 52m. 22.9s.
2. Trossi (Alfa Romeo), 52m. 36s.
3. Dreyfus (Bugatti), 52m. 40.7s.
4. Straight (Maserati), 52m. 56.7s.
5. Scaron (Alfa Romeo), 54m. 32.4s.
6. Lehoux (Alfa Romeo), 55 m. 3.7s.
7. Earl Howe (Bugatti), 55m. 50.3s.

Etancelin was feeling far from happy. An inherent fault of the 3-litre Maserati is inadequate brakes, which decline in power on a winding circuit. It will be remembered that this mechanical defect had deprived Etancelin of victory at Montreux, and now the French driver could see the same fate befalling him here. Trossi began to creep nearer and nearer, and on the 33rd lap was only 2 seconds behind. The following lap saw the Ferrari driver in the recognised Ferrari position, and at the same moment Straight passed Dreyfus to return to 3rd place. Some of the cars began to show weaknesses under the strain of constant acceleration and braking, Villapadierna's Maserati, Falchetto's Maserati, and Veyron's Bugatti all retiring.

The wretched Etancelin threw his arms up in despair as he passed his pit, for the Maserati brakes were causing him to drive with a restraint quite foreign to his fiery nature. On the 48th lap he lost another place when Whitney Straight roared past in pursuit of Trossi, and the rest of the race consisted of a stirring duel between the latter drivers. Trossi flung his red Alfa round the corners with tremendous gusto, but he could not prevent Straight from drawing closer on every lap. Eighteen seconds separated them on the 50th circuit—ten laps before the end—but Straight had reduced this to 5 seconds when Trossi shot over the finishing line amid terrific excitement which found an outlet in the crowd invading the road immediately afterwards.

RESULT.

1. Count Trossi (Alfa Romeo), 1h. 45m. 44.6s., 80.250 k.p.h.
2. Whitney Straight (Maserati), 1h. 45m. 49.6s.
3. P. Etancelin (Maserati), 1h. 46m. 52.4s.
4. R. Dreyfus (Bugatti), 1h. 47m. 13.4s.
5. M. Lehoux (Alfa Romeo), 1h. 48m. 18.3s.
6. J. Scaron (Alfa Romeo), 59 laps in 1h. 46m. 54.3s.
7. Earl Howe (Bugatti), 58 laps in 1h. 48m. 13.3s.



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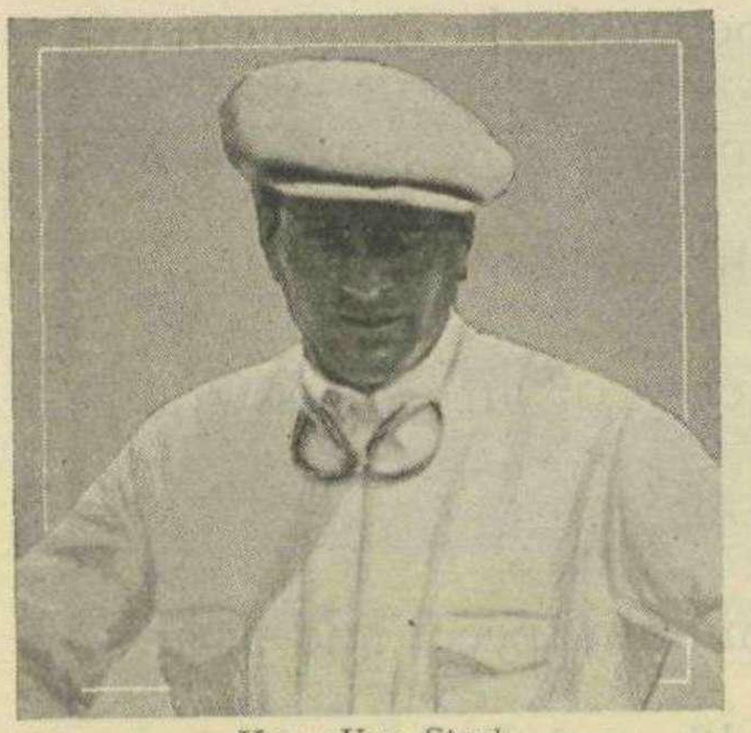
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AUTO UNION WINS ITS FIRST RACE

VON STUCK VANQUISHES THE FERRARI ALFA ROMEOS IN THE GERMAN GRAND PRIX— FAGIOLI (MERCÉDÈS-BENZ) SECOND AND CHIRON (ALFA ROMEO) THIRD.

EVERY year of motor-racing produces its classic battle between different *marques*, and 1934 will long be remembered for the struggle for supremacy between the Italian Alfa Romeos and the new German racing cars, Auto Union and Mercédès-Benz. Before going on to describe what befell at the Nurburg Ring, when the German Grand Prix took place there on Sunday, July 15th, it is as well to refresh our memories on the course of the battle from its beginning.

Although actually in a fit state of preparation early in the season, the German cars were held in reserve for the Avus race near Berlin, but the plans for a national victory went awry, and it was Moll's streamlined Alfa Romeo that gained the day, after Stuck's Auto Union



Hans Von Stuck.
Hans Stuck, who brought victory to Germany, at the wheel of an Auto Union.

had promised great things by leading for half the distance. The next "round" was fought again on German territory, the occasion being the Eifel race on the Nurburg Ring. This time the Mercédès-Benz, driven by Von Brauchitsch, made the score one-all by gaining a clear victory, Chiron's Alfa Romeo failing to do better than third place behind Von Stuck's Auto Union. The French Grand Prix, the blue riband of motor-racing, was a vital issue, and the Mercédès-Benz were heavily favoured to win. The result was in the nature of a *débâcle*, for all the German cars retired with trouble of some sort or other, leaving the three Alfa Romeos to enjoy a processional victory, all the more pleasurable for being so unexpected. Smarting under this overwhelming defeat the Germans determined to have their revenge and to level the score by winning their own German Grand Prix on the circuit that had provided their previous triumph. Now let us see what happened.

To start with, both the German teams were handicapped by illness. Manfred Von Brauchitsch, holder of the Nurburg Ring lap-record, crashed his Mercédès while practising, injuring himself to the extent of five broken ribs. The third member of the team, the motor-cyclist Henne, fell ill a few days before the race, leaving Caracciola and Fagioli the only two regular members in action. The directors of the Untertürkheinn factory promptly placed two of the works staff, Geier and Gaertner, at the wheel of the practice cars, and after a close observation of their form decided to entrust one of the official racing cars to Geier. Of the Auto Union drivers, Prince von Leiningen was still in Paris suffering from the illness which had prevented him from competing in the French Grand Prix, and that splendid Bugatti driver, Hans Burggaller, was included in the team with Von Stuck and Momberger.

The Scudeira Ferrari were represented by their three crack drivers, Chiron, Varzi and Moll, a redoubtable trio at the wheel of the latest type monoposto Alfa Romeos. In addition to this team the Germans had to face the opposition of the following drivers: Nuvolari (Maserati), Zehender (Maserati), Hamilton (Maserati), Ruesch (Maserati), Hartmann (Bugatti), Soffietti (Alfa Romeo), Minozzi (Alfa Romeo), Battilana (Alfa Romeo) and Maag (Alfa Romeo).

As to the practice periods, apart from Von Brauchitsch's accident, there was little to record. Moll made an excellent impression, considering that this was his first visit to the Ring, while it was interesting to observe Chiron putting in some work with one of the new racing Mercédès-Benz. While travelling at full speed a part of the front cowling became detached, locking a brake, but Chiron managed to pull up safely.

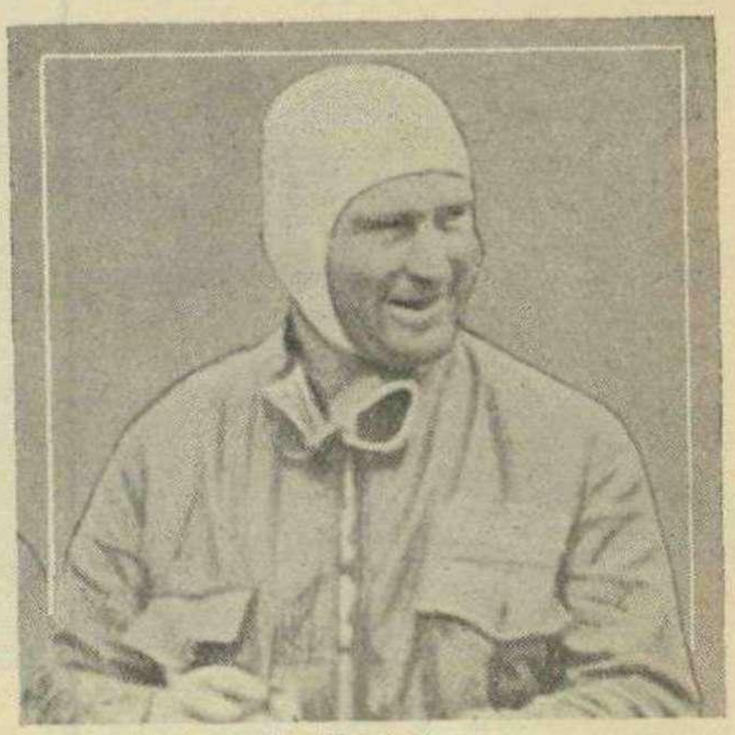
In spite of overcast skies the usual colossal crowd assembled at all the vantage points round the course, being officially estimated at 150,000. The excitement grew tense as zero hour approached, and we noticed that Louis Chiron received quite an ovation when he appeared beside his car on the starting line. At last the start was given, and immediately Chiron leapt forward in his own inimitable style, clearly ahead of Varzi and Von Stuck.

After a wait of just over 11 minutes the cars appeared once more, and German sentiments were amply satisfied at the sight of Von Stuck's Auto Union in the lead, followed by Carraciola (Mercédès-Benz), Varzi (Alfa Romeo) and Chiron (Alfa Romeo) all in a solid pack. On the second lap the Ferrari hopes were somewhat dashed by the retirement of Varzi with gearbox trouble, and on the same lap H. C. Hamilton stopped at his pit with a broken piston. This was particularly to be regretted, for Hamilton is as familiar with the Nurburg Ring as most drivers, and would have probably finished in a good position.

It did not take long for the German cars to make known that on this day, at least, they would be extremely difficult to beat. After Varzi's retirement, Chiron held 3rd place for some time, but he then lost the use of 3rd gear and Fagioli, on a Mercédès-Benz, was gradually closing in on him, with the result that on the 5th lap theo rder was as follows :—

1. Von Stuck (Auto Union), 54m. 43s.
2. Caracciola (Mercédès-Benz), 54m. 47s.
3. Fagioli (Mercédès-Benz), 55m. 21s.
4. Chiron (Alfa Romeo), 55m. 23s.
5. Moll (Alfa Romeo), 56m. 49s.
6. Nuvolari (Maserati), 57m. 12s.

Two laps later another thunderbolt fell on the Ferrari camp, for Guy Moll's Alfa Romeo was announced as having retired with the usual gearbox trouble. Battilana, on a 2.3-litre Alfa Romeo, also fell out at this stage of the race. Chiron was now in the unenviable position of having to do the work of pushing the leaders for all he was worth, in the hope that they would break up, at the same time remembering that he himself was unsupported in the event of experiencing trouble. Meanwhile, Von Stuck was driving magnificently in first place, and a hasty tyre change by Caracciola allowed the Auto Union to gain a lead of 2 minutes by the time the 10th lap was reached. Fagioli was 2 minutes behind Caracciola, and was in turn 20 seconds ahead of



L. Fagioli.
Luigi Fagioli, the Italian crack, is pleased with his second place.

Chiron. Momberger, on an Auto Union, had passed Nuvolari some time ago, so that altogether the chances of a German victory were just about as certain as they could be.

Von Stuck was due in for refuelling, and completed the job in 1 min. 30 secs. By the time he got going again Caracciola had reduced Stuck's lead to a mere 8 seconds. Determined to get the better of his old hill-climbing rival, Caracciola put all he knew into his driving, and eventually scraped past at Le Canourel. In doing so he set up a new lap record of 10 mins. 44 secs. (the previous best was made by Von Brauchitsch in 10 min. 55 secs.). The strain was too much for his car, however, and he had to pull up, subsequently retiring from the battle.

Once more Von Stuck was comfortably in the lead, some two minutes ahead of Fagioli, Chiron was now third, three minutes behind the Mercédès, and four minutes to the good of Momberger's Auto Union. Still another retirement was announced, namely Soffietti's Alfa Romeo. Burggaller did not seem happy with his Auto Union, eventually retiring. The trouble was found to be that he used 2nd, 3rd, 4th and top gears all the time, whereas Von Stuck only uses 4th and top. The gear-box gave in under this treatment.

By now the race was becoming a trifle monotonous for the general public. Stuck was miles ahead, and his car seemed

[*Continued on page 471*]

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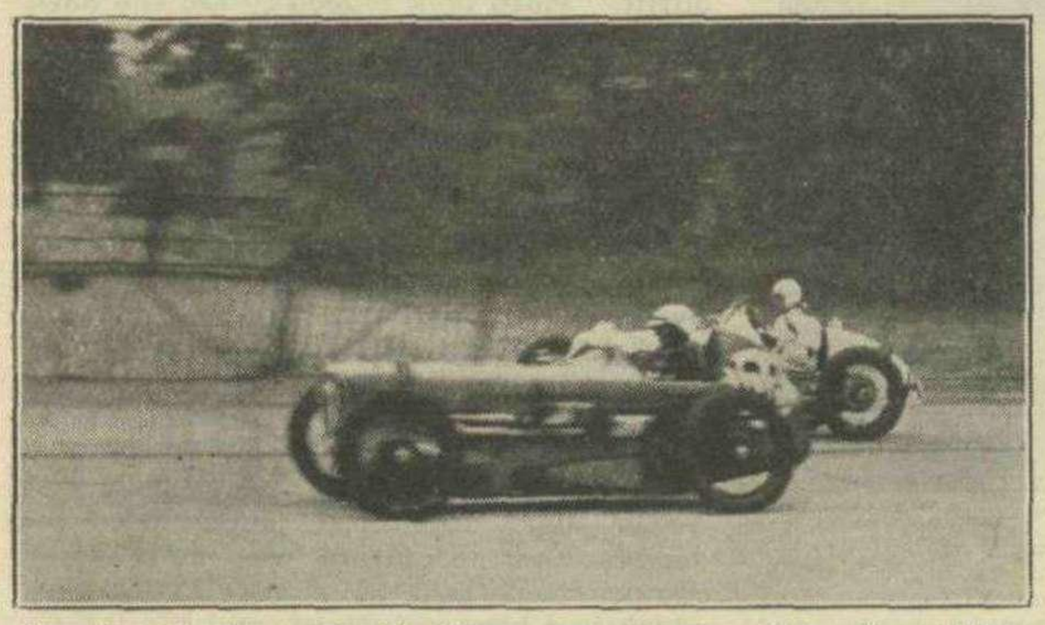
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RELAY RACE WON IN A THUNDERSTORM

W. L. THOMSON'S TEAM OF AUSTINS FIRST—OFFICIAL MORGANS SECOND— LADIES' TEAM OF M.G. MAGNETTES TAKE THIRD PLACE.

THE annual "Big Race for Small Cars," the Light Car Club's Relay Race, was run off on Brooklands on July 21st and resulted in a well-deserved win for W. L. Thomson's Team of Austins driven by the entrant himself, R. F. Turner, and T. V. G. Selby, which averaged 84.65 m.p.h. Advancing steadily through the field, they took the lead on the 80th lap, and finished two laps ahead of the three-wheeler Morgans, who led Miss Schwedler's team of M.G. Magnas by the same amount.

A sudden thunder-shower during the last hour made conditions very unpleasant and A. Ashton Rigby (M.G. Magna) had one of the most spectacular skids ever seen on the track, which happily finished without injury to the driver. Torrents of rain again fell in the last half-hour, and as a result the speed of all the cars still running fell considerably.



Two fast Austins. W. L. Thomson, entrant and member of the winning team, being passed by Driscoll in the fastest of the single-seaters.



F. Read (M.G. Magna), followed by G. H. Robbins, also on a Magna, who led in the early stages, and de Rennick on a Singer Nine.

The entry list was smaller than that of last year, with 23 teams instead of 29, and of these four were non-starters. The official team of M.G. Magnettes entered by G. E. T. Eyston could not be got ready in time, which left the official Austin team, who received 4 minutes, as scratch cars. Miss Schwedler's team of 1,250 c.c. Magnettes, very smart black-painted cars received 4 mins. 30 secs., and the Morgan team had a further minute advantage.

Kenneth Evans' M.G. team was scratched, and he joined the Fraser Nashes of Peaty and Mitchell-Thomson with his Q Type Midget, which cut down their handicap to 12 minutes. Two of the J.R.D.C. teams were scratched, and Hodge on the low single-seater Singer joined the fourth team, which in consequence had its start reduced to 34 mins. 30 secs.

The race was over a distance of 90 laps, and the handicap of the three team cars was imposed on the No. 1 car, which was the fastest of the three. The "token" was a coloured scarf which at the pit was handed over to the No. 2 driver after the first car had completed 30 laps or alternately, when engine trouble compelled it to retire, and the second driver then ran to his car parked further down the track and leapt into the fray, coming in in his turn to hand the scarf to the third man for the final 30 laps.

The "A" cars were assembled at the Fork, and sharp at 2 o'clock D. E. Harris, the first member of Sparrow's team was given the signal to start. His small red Singer Nine had the track to itself for some minutes, and hummed round rather high on the banking, to be joined six minutes later by G. H. Robbins' Magna, which was obviously a good deal faster. Williams, the No. 1 of the Cambridge University team, set off at a great pace on his Hornet a lap afterwards, but his enthusiasm was excessive, and he retired after three laps with a large hole in the crank-case of his engine.

Driscoll's B.N.C. sounded very healthy as it left the line, but Hodge's Singer had sooted its plug waiting for the starting flag and crawled to its pit to have them attended to, only to retire after two laps. Derrington's Salmson only managed two laps and Greene's Magna again after two laps joined the "dead" cars in the Finishing Straight. Meanwhile the leading car, Harris's Singer had completed 10 laps, at 72 m.p.h., Robbins was second at the very respectable speed for an old-type Magna of 84.54 m.p.h., while the Cambridge University team, now represented by H. G. Campbell on an Amilcar, was a long way behind.

Thomson's little single-seater Austin, with a handicap of 23 minutes on the non-existant scratch Magnettes, then got away. K. D. Evans started lapping in fine style with his pale blue Midget, quite a lot faster than Barnes whose dark-green Singer with lowered chassis received a start of only 9 minutes, and finally at 3.49 p.m. Driscoll on the white Mountain-Race single-seater Austin entered the fray.

Driscoll got into his stride at once, and was soon lapping at just under 103 m.p.h., passing Thomson who was not so slow at round about 94 m.p.h. "like a flash." The Morgan was doing about 98 m.p.h., and was steadier than last year's cars but it could not have been pleasant to drive up near the rim of the banking.

Meanwhile on their 16th lap, Robbins had overtaken Sparrow and led the field, while Driscoll's team was third at 20 laps, in spite of the blow-off valve on the B.N.C. blowing out, compelling the driver to tour in with the hole plugged up with his overall belt.

The 14th lap proved fatal for three important cars, for the fuel pump on Driscoll's Austin packed up on the Byfleet Banking, and the driver took a short cut back to the pits across the grass, which caused the team to be disqualified. Miss Schwedler's Magnette fell out at the same time, while Evans on the blown Midget toured into the pits and retired with some minor supercharger trouble.

Hartwell's Magnette had a good deal of plug trouble during the first laps, but was later unofficially timed to be lapping at 108 m.p.h. The plug trouble seemed infectious, and Derrington's team, which occupied the next pit, were constantly in for attention, and all three cars were eliminated after 25 laps. Robbins' Magna showed no signs of flagging and still led at the thirtieth lap.

Order at the 30th Lap.

1. G. H. Robbins' team (47m.), 30 laps, 87.91 m.p.h.
2. R. W. Sparrow's team (53m.), 28 laps, 74.66 m.p.h.
3. J. R. D. C team (34m.), 23 laps, 85.87 m.p.h.
4. Mrs. K. Petre's team (37m.), 22 laps, 76.73 m.p.h.
5. R. J. W. Appleton's team (35m. 30s.), 21 laps, 75.63 m.p.h.
6. J. A. Driscoll's team (41m. 30s.), 20 laps, 75.28 m.p.h.

The early starters were holding their own very comfortably, and it remained to be seen whether the second strings could keep up the running. Halford, on an ancient four-cylinder G.N., took Robbins' place, Way, on an Austin, replaced Harris, while the J.R.D.C. representative was now Hills on a J.2 Midget.

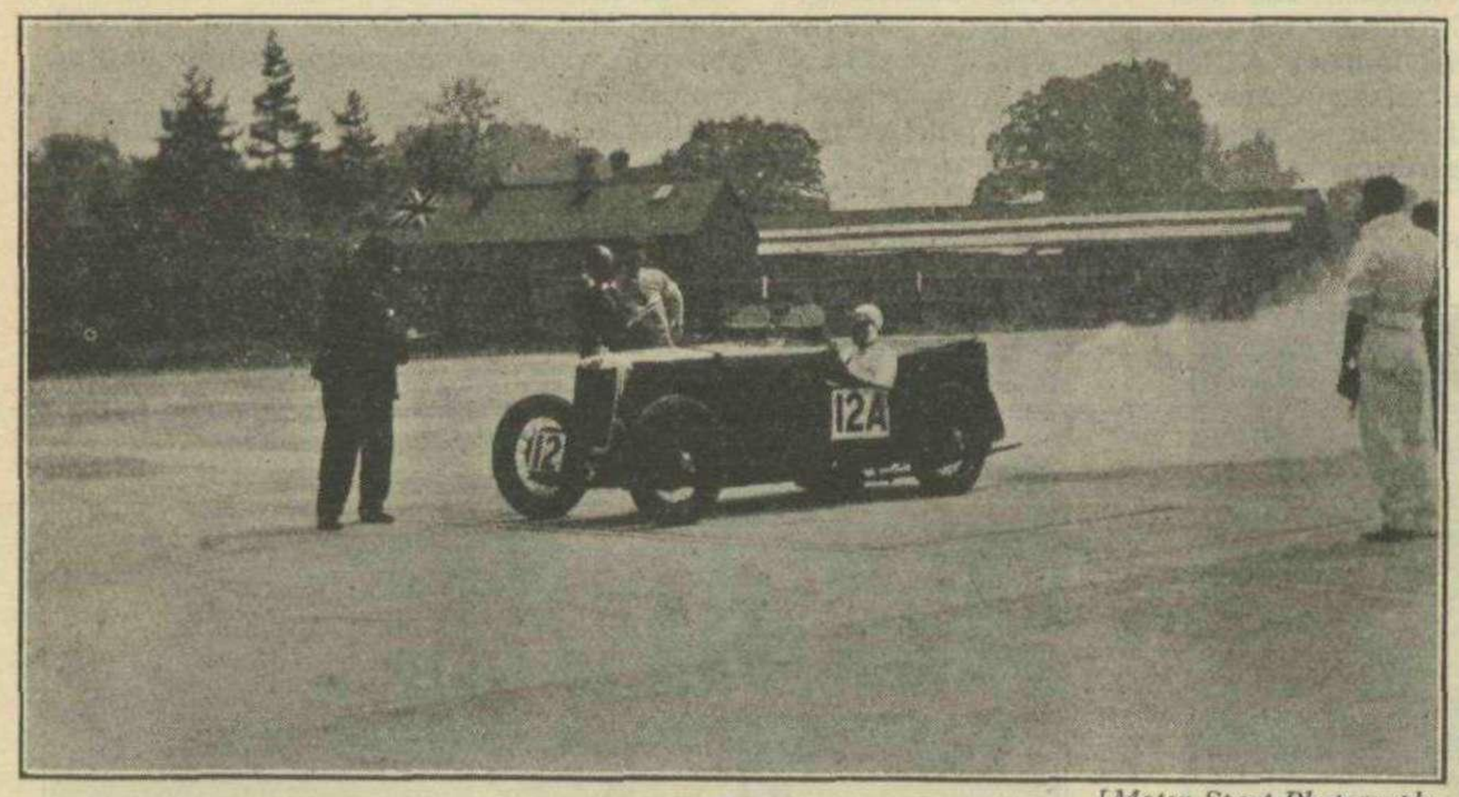
W. L. Thomson had been putting on speed, and his was the fastest car on the track just before the change-over. R. F. Turner, his second string, was not too happy, as a nut had come off one of his crank-shaft weights the day before and had bent two connecting rods, which meant some hectic last-minute work. However, after stop to change a soft plug, he set off in great style, and by the 40th lap had brought his team into 5th place, with an average speed of 91 m.p.h.

Of the other fast cars, Miss Allen's Magnette, now scratch with the with-

RELAY RACE WON IN A THUNDERSTORM—continued.

drawal of the Austins, was going round fast and smoothly, except for a short period of misfiring which was cured by a change of plugs. Barnes, on the special 1½-litre Singer and Rhodes on the No. 1 Morgan seemed very well matched as regards speed,, completing several laps within a few lengths of one another, but Langley, on Singer No. 2, a 1,500 c.c. car with the normal square tail, was considerably slower.

Halford's G.N. and Way's Austin were still holding their own for their respective teams, but Hills dropped out and at the 50th lap and the Thomson combination had moved into second place. Miss Allen



[*Motor Sport Photographs.*

E. J. Gunnell who drove Green's M.G. Magna, receives the starting Flag. He retired after two laps.

was going strongly on her Magnette, catching up 5 seconds a lap on Turner, but Miss Schwedler's team had a great deal to catch up, for they were not yet on the leader board, while a further delay was caused by the tread coming off one of the back tyres as the car passed the pits, throwing fragments of rubber high into the air, but the tyre did not burst. Miss Allen came in on the next lap and Miss Evans took her place. The other lady's team, captained and now represented by Mrs. Petre on a Singer, was going well in fourth place.

Fine weather had prevailed thus far, but about four o'clock a heavy cloud was seen coming up from the south. The prospect at a good many of the pits was also gloomy about this time, with Richardson's Singer in to retire, leaving Appleton to carry on, Lord Avebury's Lea Francis demanding water, which did not prevent its retirement, Driscoll's Ford, the third car of the combination also coming in hot and bothered, Read's Magna with the same symptoms, while the third car of the Cambridge team, a Singer driven by de Rennick, threw a rod. A pleasant lesson in self-restraint was given by a pit-manager after seeing a gaping crank-case. All he said was: "Bring me a camera."

At 4.30 there was a light sprinkling of rain which stopped almost at once, but quarter of an hour later a torrential downpour began, and in a few minutes the track was flooded. Tuson on an old 9 h.p. Fiat, who was the third member of Robbins' team and still in the lead, tried to dodge the stream of water as well as he could, but he and his passenger were obviously both getting soaked, but Hodge and Appleton on Singers seemed more fortunate, as the shape of the cars protected them better from the flying water. Suddenly, almost invisible through the heavy rain, a Magna was sighted coming off the Byfleet Banking, then to everyone's horror just as it neared the end of the Vickers Sheds it skidded completely round, slid broadside on down the track, turned another circle, and shot right across the track, crashing broadside into a barrier at the end of the pits. Marshals and officials rushed round but to their great relief the driver, which proved to be Ashton Rigby, was not in the least hurt. He carried on for a lap and then retired, but only because his exhaust pipe was so flattened that his car refused to function properly. The driver giving an account of the mishap said that there was no rain at the other side of the track, and that when he encountered the swimming concrete over near the Fork coming off the banking at close on 100 m.p.h., there was nothing to do but to ease up the throttle gently and to hope for the best. His was certainly a providential escape.

After all this excitement it was learnt that Thomson's team had picked up another place, and with Selby out on the third of the team cars, which was the supercharged car which Thomson drove last year and nearly as fast as Turner's machine, it looked as though they might just catch Tuson.

Order after 60 Laps.

1. G. H. Robbins' team (47m.), 60 laps, 80.39 m.p.h.
2. W. L. Thomson's team (23m.), 54 laps, 90.3 m.p.h.
3. R. W. Sparrow's team (53m.), 53 laps, 68.28 m.p.h.
4. Mrs. K. Petre's team (37m.), 50 laps, 73.9 m.p.h.
5. Cambridge U.A.C. team (44m. 30s.), 49 laps, 67.9 m.p.h.
6. R. J. W. Appleton's team (35m. 30s.), 48 laps, 72.6 m.p.h.

Two of the fastest cars in the rain were Lones on the Morgan and Miss Evans on the Magnette, while Selby's car was fortunately fitted with road-racing tyres. The rain abated soon after Ashton Rigby's accident, but came on again very heavily during the last half-hour.

Tuson's car started to have an irregular beat, but one could scarcely credit the news soon afterwards given out, that it had broken a connecting rod, which had gone through the side of the crank-case. Fortunately it did so at a high level, and the oil did not escape. Selby was coming up fast and at the 80th lap had gained the lead from the Fiat, and the Morgans were coming up strongly, but the Robbins' team might have held second place to the end, if Tuson had not been stopped because his exhaust system had come adrift. Hard luck indeed! On the 88th lap Selby was two laps ahead of the Morgans, making his position quite secure while Miss Evans on the Magnette gained rapidly to finish in third place. At last the chequered flag was shown, and after another circuit the red car came to rest in front of the pits, its driver wet but happy. All that now remained was to push the winning cars to the Finishing Straight through the rivers of water at Chronograph Villa, with wreaths for the cars and champagne for the pilots. Those who drove in the cloud-burst at the end certainly deserved it.

The slight discomforts experienced by drivers and spectators was more than compensated by the first class racing which had been witnessed, and the L.C.C. are to be congratulated on a fixture which came fully up to the standard of the races held in previous years.

RESULTS.

1. W. L. Thompson, jun.'s team (W. L. Thompson, jun., R. F. Turner, and T. V. G. Selby, supercharged Austin Sevens), 23m. start. Time, 3h. 26m. 21s. Speed, 84.65 m.p.h.
2. H. F. S. Morgan's team (T. A. Rhodes and H. Laird, 996 c.c. Morgans, H. C. Lones, 730 c.c. Morgan), 5m. 30s. start. Time, 3h. 31m. 51s. Speed, 90.91 m.p.h.
3. Miss I. C. Schwedler's Team (Miss I. C. Schwedler, Miss M. Allan, and Miss D. B. Evans, 1,287 c.c. M.G. Magnettes), 4m. 30s. start. Time, 3h. 38m. 35s. Speed, 87.85 m.p.h.
4. Hon. P. Mitchell-Thompson's Team (K. D. Evans, 747 c.c. M.G. (S), H. P. A. Peaty and Hon. P. Mitchell-Thompson, 1,496 c.c. Frazer—Nashs), 12m. start. Time, 3h. 41m. 45s. Speed, 82.66 m.p.h.
5. Mrs. K. Petre's Team (Mrs. S. Tolhurst, Miss E. Ellison, and Mrs. K. Petre, 972 c.c. Singers), 37m start. Time, 3h. 43m. 44s. Speed 71.53 m.p.h.
6. F. S. Barnes' team (J. D. Barnes and A. H. L. Langley, 1,493 c.c. Singers, J. R. H. Baker, 972 c.c. Singer), 9m. start. Time, 3h. 45m. 35s. Speed, 82.30 m.p.h.
7. J.R.D.C. team (K. H. Perry, 747 c.c. M.G. (S), W. G. C. Hills and J. H. Potts, 847 c.c. M.G.'s), 34m. start. Time, 3h. 46m. 15s. Speed, 72.09 m.p.h.
8. R. J. W. Appleton's team (F. R. G. Spikins, W. J. B. Richardson, and R. J. W. Appleton, 972 c.c. Singers), 35m. 30s. start. Time 3h. 54m. 42s. Speed, 69.32 m.p.h.
9. West Hants L.C.C. team (G. R. Hartwell, 1,087 c.c. M.G. (S), J. A. Elliott, 1,098 c.c. Crossley, and E. P. Huxham, 990 c.c. Morgan), 31m. start. Time, 3h. 55m. 18s. Speed, 70.05 m.p.h.
10. R. W. Sparrow's team (D. E. Harris, 972 c.c. Singer, R. Way and R. W. Sparrow, 747 c.c. Austins), 53m. start. Time, 3h. 56m. 58s. Speed, 63.04 m.p.h.

VALE SPECIAL SPORTS CARS

We are informed that the business of the Vale Motor Company has been transferred to the Vale Engineering Company, who have taken over the premises at Portsdown Road, Maida Vale, London, W. 9. The manufacture of Vale Special cars is being continued and a new model with a 1,100 c.c. Coventry Climax engine has been produced. One of these cars has obtained a Certificate from the Clerk of the Course at Brooklands confirming the fact that it has lapped the Outer Circuit at 85 m.p.h.

J.C.C. MEMBERS AT BROOKLANDS

HIGH-SPEED TRIALS, ONE AND TWO-LAP HANDICAPS, AND DRIVING SKILL COMPETITIONS GIVE AN ENJOYABLE DAY AT THE TRACK.

SINCE its inception many years ago—was it in 1925?—the J.C.C. High Speed Trials have always attracted a vast number of entries. In later years a series of one-lap handicaps and other events have been added to the programme, making the J.C.C. Members Day the most popular of the club's fixtures.

On the morning of June 30th the Paddock presented a busy spectacle: cars of all sizes and shapes receiving last minute attentions from their loving owners. Then the various high-speed trials were run off, a course with bends having to be covered for approximately one hour. The usual hairpin was made by the Vickers Sheds, after which the competitors took the Chronograph Villa corner, went up the Furlong Straight and on to the outer circuit. The scrapping was terrific, as usual, the occasion being a suitable one for settling disputes as to the speed and reliability of rival cars. One of the most interesting was that between C. J. Turner, on the supercharged 4½-litre Bentley he used to race at Brooklands last year, and R. D. Tong on a 4½-litre Lagonda. The former got the better of the argument by the narrow margin of one second!

After a lunch interval, interspersed by a great deal of talk, the afternoon programme was begun with four one-lap handicaps. Among these races the first Lancia success for many years at Brooklands was recorded by A. R. Samuel, at a speed of 70.05 m.p.h. The highest winning speed of this series was made by H. P. A. Peaty's Frazer Nash, at 76.97 m.p.h. Then came three two-lap handicaps, the most exciting being that won by E. K. Rayson on a Type 43 Bugatti. His speed from scratch was 95.41 m.p.h. The racing concluded with two one-make one-lap handicaps, for M.G. and Singers respectively. In the first L. Levy, driving a Midget, beat Miss Evans on an L type Magna at a speed of 67.30 m.p.h. J. Rennick, on a Nine sports four-seater, won the Singer race at 59.86 m.p.h.

The driving skill competition consisted of threading one's way through a line of flags, broken at intervals, and served to demonstrate the remarkable manœuvring abilities of the 8 h.p. Ford. In the hands of M. H. Fortlage one of these cars simply streaked along, its time of 17 secs. being way ahead of everybody, although it was only eligible for class 1. The remaining class winners were R. C. Percival (Frazer Nash) 28.8 secs., and Miss S. P. Richardson (Ford V.8) 44 secs.

In accordance with tradition the day closed with the Test Hill Sweepstake, in which acceleration from a standing start is of paramount importance. In the super-sports class a perfectly incredible climb was made by R. M. Strang, on a Railton-Terraplane. Assisted by a beautifully clean getaway, Strang's time was only 9 seconds, an unofficial record for an unblown car. Peaty's Frazer Nash was second in 10.4 secs., the same time being taken by the winner of the sports class, R. D. Tong (4½-litre Lagonda).

Incidentally, Mr. Secretary Dyer dealt with his 350 entries in the calm, workmanlike manner which always ensures the success of J.C.C. events.

J.C.C. MEMBERS' DAY RESULTS

THE HIGH-SPEED TRIAL.

Class A (up to 750 c.c.): Special Awards (maximum time, 61 mins. 29 secs.).—G. H. Goodson (Austin S), 58 mins. 20 secs.; G. H. R. Chaplin (Austin S), 59 mins. 21 secs.; T. Gillett (M.G. S), 53 mins. 38 secs.; L. Levy (M.G.), 56 mins. 37 secs. **Standard Awards** (maximum time, 69 mins. 12 secs.).—N. A. Prince (Austin), 63 mins. 10 secs.

Class B (750 c.c. to 1,100 c.c.): Special Awards (maximum time, 60 mins. 24 secs.).—Mrs. P. Oxenden (Alta), 57 mins. 26 secs.; C. E. Taylor (Alta), 57 mins. 27 secs.; J. A. Driskell (B.N.C. S), 60 mins. 21 secs.; M. W. Sheppard (M.G.), 58 mins. 25 secs.; Miss D. B. Evans (M.G.), 55 mins. 13 secs.; E. N. Ward (Riley), 57 mins.; Miss P. D. Goodban (Singer), 59 mins. 42 secs.; R. J. W. Appleton (Singer), 58 mins. 28 secs.; A. C. Westwood (Singer), 58 mins. 10 secs.; Miss Joan Richmond (Triumph), 59 mins. 23 secs. **Standard Awards** (maximum time, 66 mins. 24 secs.)—A. P. O. Rogers (M.G.), 63 mins. 53 secs.; P. H. Lim (M.G.), 61 mins. 33 secs.; M. H. Sprague (M.G.), 61 mins. 34 secs.; W. B. Bryan (Salmson), 63 mins. 43 secs.; Miss M. A. Jackson (Singer), 66 mins. 17 secs.; A. C. Kelway (Singer), 63 mins. 44 secs.; F. Shepherd (Singer), 62 mins. 26 secs.; J. Rennick (Singer), 60 mins. 56 secs.; Gordon Hendey (Singer), 61 mins. 31 secs.

Class C. (1,100 c.c. to 1,500 c.c.): Special Awards (maximum time, 56 mins. 17 secs.).—C. H. Wood (Aston-Martin), 54 mins. 10 secs.; St. J. Horsfall (Aston-Martin), 54 mins. 12 secs.; J. J. Boyd Harvey (Aston-Martin), 53 mins. 22 secs.; D. A. Aldington (Frazer-Nash), 50 mins. 7 secs.; Hon. P. Mitchell-Thomson (Frazer-Nash), 53 mins. 25 secs.; A. S. H. Glass (Frazer-Nash), 52 mins. 47 secs.; H. F. Wilmot (Frazer-Nash), 55 mins. 44 secs.; H. E. R. Torin (Frazer-Nash), 54 mins. 20 secs.; H. C. Hunter (Frazer-Nash), 52 mins. 25 secs.; H. G. Smith (Lea-Francis S), 55 mins. 53 secs. **Standard Awards** (maximum time, 60 mins. 24 secs.).—P. B. C. King (Aston-Martin), 58 mins. 40 secs.; D. M. Campbell (Aston-Martin), 56 mins. 39 secs.; M. P. Tenbosch (Hillman), 58 mins. 34 secs.; K. C. Jarvis (Hillman), 60 mins. 12 secs.; J. E. Mellor (Hillman), 57 mins. 57 secs.; D. Maclean (M.G.), 59 mins. 19 secs.; C. B. C. Handley (Singer), 58 mins. 35 secs.

Class D (1,500 c.c. to 3,000 c.c.): Special Awards (maximum time, 55 mins. 20 secs.).—W. W. Blackstone (Alfa Romeo S), 53 mins. 41 secs.; C. W. P. Hampton (Bugatti S), 53 mins. 36 secs. **Standard Awards** (maximum time, 58 mins. 15 secs.).—D. Monro (Invicta), 55 mins. 46 secs.; J. F. Parker (Lancia), 55 mins. 32 secs.; C. Dugdale (O.M.), 57 mins. 5 secs.; A. L. Philips (Standard), 57 mins. 34 secs.; G. Murray Symons (S.S.), 57 mins. 35 secs.

Class E (over 3,000 c.c.): Special Awards (maximum time, 53 mins. 32 secs.).—C. J. Turner (Bentley S), 49 mins. 10 secs.; Miss S. Richardson (Ford), 51 mins. 42 secs.; R. D. Tong (Lagonda), 49 mins. 11 secs.

ONE-LAP HANDICAPS.

Race A.—1, W. A. V. Davies (1,271 Wolseley), handicap 29 secs., at 65.52 m.p.h.; 2, A. L. Philips (2,054 Standard), 23 secs.; 3, E. W. H. Dobson (1,089 Riley), 8 secs.

Race B.—1, A. R. Samuel (2,120 Lancia), handicap 24 secs., at 70.05 m.p.h.; 2, C. Dugdale (1,991 O.M.), 27 secs.; 3, P. Fotheringham-Parker (2,120 Lancia), 24 secs.

Race C.—1, H. P. A. Peaty (1,496 Frazer-Nash), handicap 39 secs., at 76.97 m.p.h.; 2, R. G. Percival (1,496 Frazer-Nash), 39 secs.; 3, H. E. R. Torin (1,496 Frazer-Nash), 43 secs.

Race D.—1, C. M. Anthony (1,482 Aston-Martin), handicap 26 secs., at 72.49 m.p.h.; 2, G. Warburton (4,234 Vauxhall), 29 secs.; 3, E. K. Rayson (2,263 Bugatti S), scratch.

TWO-LAP HANDICAPS.

Race A.—1, A. J. G. Bochaton (1,271 Wolseley), handicap 50 secs., at 76.39 m.p.h.; 2, C. W. C. Windsor Richards (4,234 Vauxhall), 50 secs.; 3, Miss D. B. Evans (1,087 M.G.), 17 secs.

Race B.—1, E. K. Rayson (2,263 Bugatti S), scratch, at 95.41 m.p.h.; 2, H. G. Smith (1,496 Lea-Francis S), 39 secs.; 3, A. H. S. Glass (1,496 Frazer-Nash), 52 secs.

Race C.—1, H. E. R. Torin (1,496 Frazer-Nash), handicap 1 min. 22 secs., at 75.8 m.p.h.; 2, G. H. Goodson (747 Austin S), handicap 1 min. 22 secs.; 3, H. C. Hunter (1,498 Frazer-Nash), 1 min. 22 secs.

M.G. One-lap Handicap.—1, L. Levy (747 M.G.), handicap 21 secs., at 67.3 m.p.h.; 2, Miss D. B. Evans (1,087 M.G.), handicap 12 secs.; 3, M. W. Sheppard (847 M.G.), 34 secs.

Singer One-lap Handicap.—1, J. Rennick (972 Singer), handicap 16 secs., at 59.86 m.p.h.; 2, D. B. Biddle (972 Singer), 26 secs.; 3, M. Constanduros (972 Singer), 16 secs.

DRIVING SKILL TEST.

Cars under 11 ft. 6 ins. overall.—1, M. H. Fortlage (Ford Eight), 17 secs.; 2, L. K. Corbett (Ford Eight), 19.6 secs.

Cars between 11 ft. 6 ins. and 13 ft. overall length.—1, R. G. Percival (Frazer-Nash), 28.8 secs.

Cars over 13 ft. overall length.—Miss S. Richardson Ford V-8), 44 secs.

TEST-HILL SWEEPSTAKE.

Super-sports cars.—R. M. Strang (Railton Terraplane), 9 secs.

Sports cars.—R. D. Tong (Lagonda), 10.4 secs.

Touring cars.—Lady Iris Capell (Talbot), 16 secs.

AUTO UNION WINS ITS FIRST RACE—Continued from Page 467.]

quite happy, setting up a new lap record in 10 mins. 43 secs. In any case Fagioli was second, and it was hardly likely that both their cars would give trouble. At all events the end came with the Auto Union an easy winner, a fact which was highly appreciated by the German crowd and the designer and manufacturers of the car. At the last moment Momberger dropped out, so that Nuvolari got fourth place. Geier finished fifth, and his driving was considered good—albeit not of the same class as the "masters." Sixth came Maag, the young Swiss driver, who was afterwards disqualified from the race. It was alleged that Maag had stripped his Alfa Romeo of certain parts before the race in order to reduce its weight to accord with the Grand Prix regulations, and that he had afterwards replaced the said parts for the race. Naughty boy!

The distribution of the prizes took place in an atmosphere of national self-esteem, but a sporting tribute to Chiron's performance in the face of adversity was made by the chief of German motoring. The score was now level, two wins each, while the next "round" was to be contested the following Sunday on the Circuit of Montenero in Italy.

Result (334 miles).

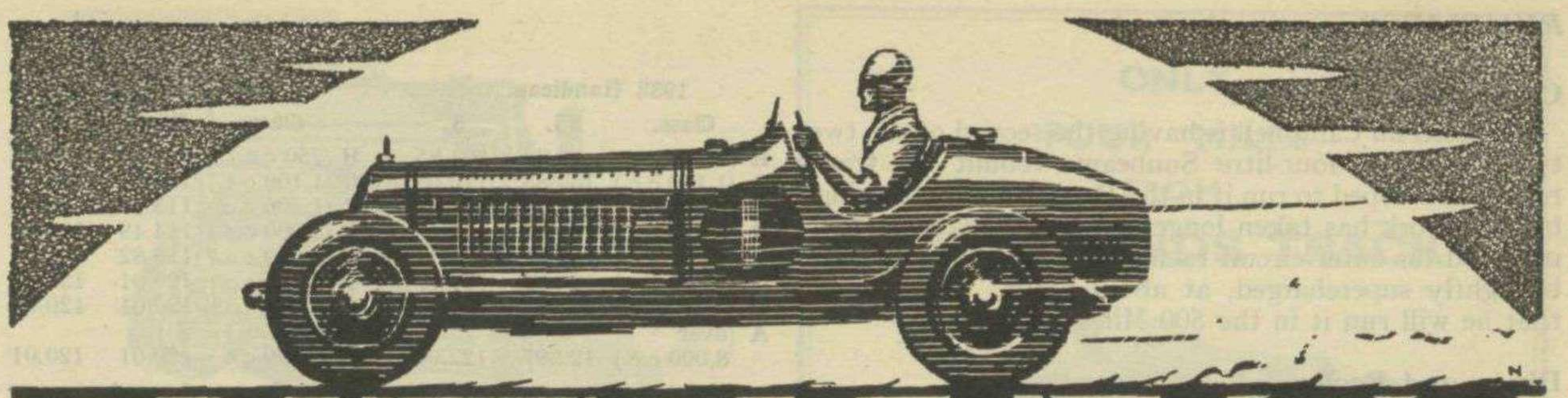
1. Von Stuck (Auto Union), 4h. 38m. 19s. 75.14 m.p.h.
2. Fagioli (Mercédès-Benz), 4h. 40m. 26s.
3. Chiron (Alfa Romeo), 4h. 46m. 22s.
4. Nuvolari (Maserati), 4h. 55m. 10s.
5. Geier (Mercédès-Benz), 4h. 59m. 5s.
6. Zehender (Maserati).



GORDON HARKER'S HOLIDAY SPIRIT

Our photograph (*Daily Tellacram copyright*) shows Gordon Harker and Nellie Wallace on their arrival at Boulogne for their week-end trip to Switzerland. "Rien à déclarer, monsieur?" asked the Customs official. "Oui," replied Gordon, "that is, Nellie and I, declare that there is no 'bus like our old Spitz and no petrol like Pratts High Test. No, we don't need any essence; we've brought two gallons of High Test with us and we are only going as far as the Alps!" As the official looked at the car dubiously, Nellie joined in, "Oh, Spitz doesn't mind climbing an Alp or two—she did Highgate Hill on Pratts in 1901."—*Daily Tellacram*

PRATTS HIGH TEST makes every car a better car



RUMBLINGS

Gear-boxes and other matters.

ONE hundred thousand spectators are said to have witnessed the French Grand Prix this year, and there was a strong contingent of English racing drivers and enthusiasts amongst them. The race was most interesting as a foretaste of things to come, with the German cars challenging the undefeated Italian machines. The new three-litre engines on the Alfa Romeos seem to have proved too much for the gear-boxes. Trossi experienced this trouble at Montlhéry, and the same thing happened to Varzi and Chiron at the Nurburg Ring, and the fact that the latter was able to finish third on one gear is at once a tribute to the driver's skill and the power-weight ratio of his car. In the Dieppe race, Lehoux changed the complete gear-box of his car between the heats and the final, so the situation must be fairly acute. I hear on excellent authority that Signor Jano is already contemplating a new racing car for next year, which will no doubt embody independent springing for all wheels and either a five-speed gear-box with a geared up top, as used on the German cars, or, who knows, a self-changing gear-box.



Comm. Vittorio Jano, who has been responsible for the design of the racing Alfas for the past ten years, seen with Varzi at Alessandria.

Easy Change.

If the Wilson gear-box is generally adapted for racing purposes, the driving methods used by an earlier generation of racing drivers are likely to be abandoned. With the self-changing box the brake can be kept on right up to the corner if necessary, and the ratio changed when the driver is ready to accelerate away. I notice that Chiron does this even with the orthodox Alfa box, while Varzi and the other Ferrari drivers brake, rev-up and change down before the corner just like we ordinary mortals were taught to do.

The Inner Man.

Before leaving the subject of Montlhéry I cannot help remarking on the appetising and well-served lunch one gets at La Potinière, the little restaurant behind the Grand Stands, and could not help comparing it, and unfavourably, with the cold fare which is offered on race days at Brooklands. The public bars and other places of refreshment at our own track also leave much to be desired in the way of service and price, though this could be remedied by more efficient management, as was demonstrated the other day when some new firm undertook the catering for the British Legion gathering. Happily there is nothing in the Club rules to prevent having a picnic meal on the grass, which is after all the best prelude to watching an afternoon's racing.

Bank Holiday Meeting.

August Bank Holiday meeting at the Track is always a good show, though last year I remember, many people were deterred from going by the terrific heat-wave then at its height. The Brooklands Championship race, a five-lap scratch event sounds particularly interesting, and as we go to press, I hear that John Cobb will be entering the Napier Railton, Bertram the big Delage, Dudley Froy Don's 4.9 Bugatti, Fotheringham will have his "2.3" and R. T. Horton will be seen in his Magnette, with a number of other fast drivers who have not yet made their decision. The Oxford and Cambridge Race, for past and present members of the 'Varsities should also be popular. Last year it was included in the programme of the October Meeting, and will again be contested over 5 laps of the Mountain Circuit.

RUMBLINGS—continued.

Campbell's New Car.

Sir Malcolm Campbell is having the second of the two twelve-cylinder four-litre Sunbeams rebuilt for track racing and hoped to run it in the Bank Holiday meeting, but the work has taken longer than anticipated. It is intended for outer circuit racing and will therefore only be lightly supercharged, at about 8 lbs. It is hoped that he will run it in the 500 Miles Race.

Dixon and Eccles.

Road-racing must always be a more dangerous form of sport than driving on the track, always provided you don't go over the top of the latter, but it just adds to the zest of the game. Dixon is making a good recovery from the injuries he received in his crash at Donington, but it is still too early to say whether he will be fit to drive in the T.T. Lindsay Eccles seems to have had an amazing escape in the Dieppe race, and was fortunate to have been flung out, thus escaping being crushed as his car rolled over and over. His crash hat was smashed to pieces but he escaped with bruises and a badly cut lip.

When he recovers he will doubtless be consoled by his new 3.3-litre Bugatti touring car which is just leaving the coachbuilders, the first of its type to be delivered in this country. Incidentally Noel Rees, till now a staunch supporter of Alfa Romeos, is thinking about getting one. He tells me that he is selling the Maserati probably to Rose-Richards, who will race it next year.



An informal group during the practising for the French Grand Prix—Chiron, Trossi and Varzi with a friend.

The "Five Hundred."

This classic event is once again thoughtfully arranged at the end of the season, so that cars may be blown up without any thought for the future. All cars must be capable of lapping at a minimum speed of 100 m.p.h., and will be disqualified if they do not do so within the first hour. As will be seen from the comparison of this year's handicap times and those of last year, the small cars have got to go even faster than before. John Cobb's big car should stand an excellent chance in this race, for he tells me that the Dunlop Company have overcome the tyre difficulty, and no trouble was experienced from this source on his last record attempt at Montlhéry. All the same he will need at least two complete changes, due to the abrading effect of the concrete, and the weight and speed of the huge car.

1933 Handicap.			1934 Handicap.		
Class.	NS.	S.	Class.	NS.	S.
H (750 c.c.)	92.23	104.85	H (750 c.c.)	—	109.46
G (1,100 c.c.)	104.85	110.68	G (1,100 c.c.)	109.46	113.19
F (1,500 c.c.)	110.68	114.49	F (1,500 c.c.)	113.19	114.49
E (2,000 c.c.)	114,49	117.19	E (2,000 c.c.)	114.49	115.82
D (3,000 c.c.)	117.19	120.01	D (3,000 c.c.)	115.82	120.01
C (5,000 c.c.)	120.01	121.47	C (5,000 c.c.)	120.01	120.01
B (8,000 c.c.)	121.47	122.97	B (8,000 c.c.)	120.01	120.01
A (over 8,000 c.c.)	122.97	122.97	A (over 8,000 c.c.)	120.01	120.01

NS denotes non-supercharged. S supercharged.

The snag about scratch races on Brooklands with a field of perhaps forty cars is that even the smallest are nowadays so rapid that they run high on the banking, making it very difficult for the drivers of the "big stuff." The only solution I can think of is that Cobb should have the track to himself for a day, and has a heat on his own, comparing it with the other times next day as is done in multiple heat races at Donington.

Heavy Oil.

I understand that a three-litre Diesel engine is to be installed in one of the chassis of the old Thomas Specials, and will attempt to set up some Twelve Hour and other long distance records. These little cars were never remarkably comfortable on the track, and with the two radius rods required to steady the Sunbeam rear-axle which is to be fitted, the driver stands a very fair chance of being flayed before the end of his spell. Even more surprising is the news that an owner of a Double Six Daimler is to have one fitted into his car, with a yearly saving of over £100 in fuel costs. The surplus space under the bonnet will no doubt be used for luggage accommodation and cleaning materials.

The A.E.C. Diesel driven by George Eyston is at present on exhibition at Shell Mex House, on the Embankment, but Eyston intends taking it over to Montlhéry in the late autumn for some more high-speed work.

Alvis Car Club.

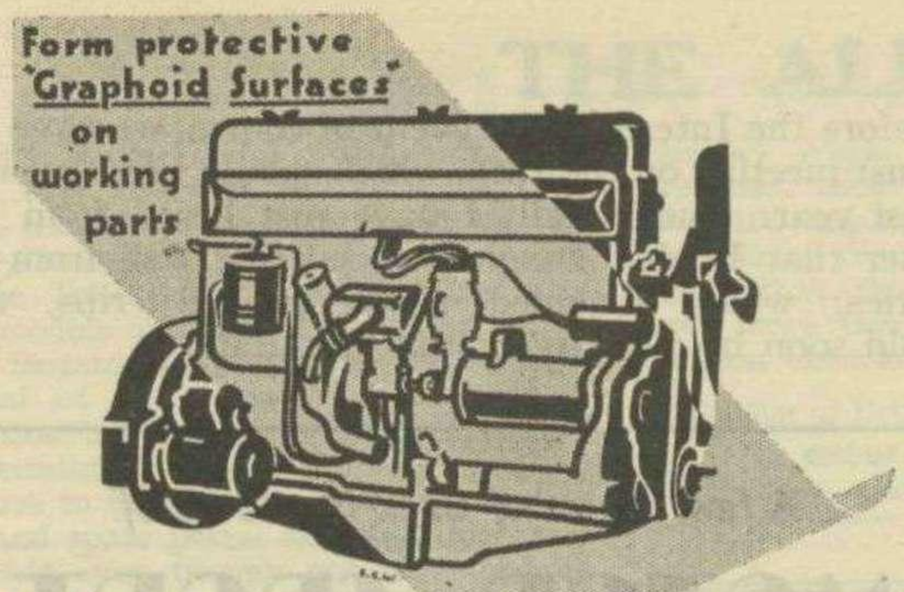
A General Meeting of this newly-formed one-make club will be held at the Alvis London Service Depot, Jubilee Place, King's Road, Chelsea, on August 16th at 6.45 p.m. The subscription will be 10s. per year with no entry fee, and application forms can be obtained from Mr. M. W. B. May, 18, Austin Friars, London, E.C.2.

Back Again.

Tommy Hann, at one time a regular performer at Brooklands on Softy Catch Monkey and other big cars, is driving a 3-litre blown Mercedes which he has rebuilt for track work in the August Meeting. He tells me he has great plans for a big engined front drive car for racing at Brooklands next year.

Gopsall Scheme Abandoned.

I understand that owing to the heavy expense which would be involved in laying out a road-racing course at Gopsall Park and the fact that sufficient financial support could not be obtained, it has been decided not to



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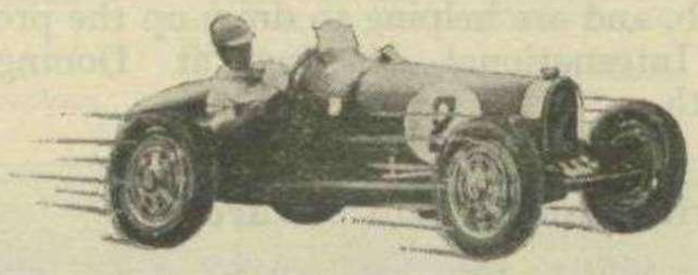
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RUMBLINGS—continued.

continue with the project. However, Gopsall's loss is Donington's gain, for the Racing Committee who had interested themselves in the former scheme, numbering amongst them such prominent men as Earl Howe, George Eyston, Cecil Kimber, Victor Riley, Raymond Mays and Captain Phillips of the R.A.C. have strengthened the racing committee of the Derby and District Motor Club, and are helping to draw up the programme for the International Meeting at Donington on October 6th.

Large Prizes and Team Awards.

The two principal events will be the two 100 Mile Handicaps. The first will be restricted to cars up to 1½-litres, and the principal award will be the Nuffield Trophy and £200, provided, needless to say, by the generosity of Lord Nuffield, with prizes of £100, £75 and £50 for the next three places. The Park Trophy for Unlimited cars has as prizes, £100, £50 and £25 for the first three, which to start proceedings there will be a 10 lap Handicap invitation race for cars up to 1,500 c.c. In addition to the above mentioned awards, there will be team trophies and team awards in each of the 100 mile events, so if the meeting is not a great success, it will be no fault of the organisers. The Fifty Mile events held in July were certainly well supported.

Before the International event of course, we have the August meeting on the 18th, which should be as popular as last year. Incidentally I have just heard from Mr. Craner that Freddy Dixon is recovering well from his injuries, which included seven broken ribs, and should soon be discharged from hospital.

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THE ALPINE TRIAL

THE Alpine Trial which prescribes that 100 cars of the same type shall have been produced by the factory before the model shall be eligible for the Trial, which thus excluded the 1934 models of some of the small firms, Great Britain will be well represented with a total of 43 entries. A last minute alteration in the rules, strictly speaking not permissible under A.I regulations, but welcome to many worried drivers, is that fans and spare petrol and oil tanks may be fitted even though not embodied as standard equipment on the model concerned.

The total distance to be covered is about 1,800 miles which is covered in six days without a break. The Trial begins at Nice on Tuesday, August 7th, and the drivers are taken over the French Alps to Aix les Bains, climbing six passes over 6,000 feet high. The summit of the famous Galibier Pass is actually 8,380 feet above sea level. The second stage leads to Interlaken over the small and great St. Bernard Passes, St. Moritz is reached by a route which takes in a further six over 6,000 feet, while the highest point on the St. Moritz Venice run is the summit of the Stelvio, which is given as 9,042 feet. 30 miles outside Venice on the Padua-Mestic autostrada, a speed test is to be held in which cars over 2 litres will be required to average 68.75 m.p.h. over 10 kilometres, no easy task after scrambling about the Alps for four days. On the third stage of the trial incidentally the large cars must average 26 m.p.h., and 32.5 m.p.h. on the other five days.

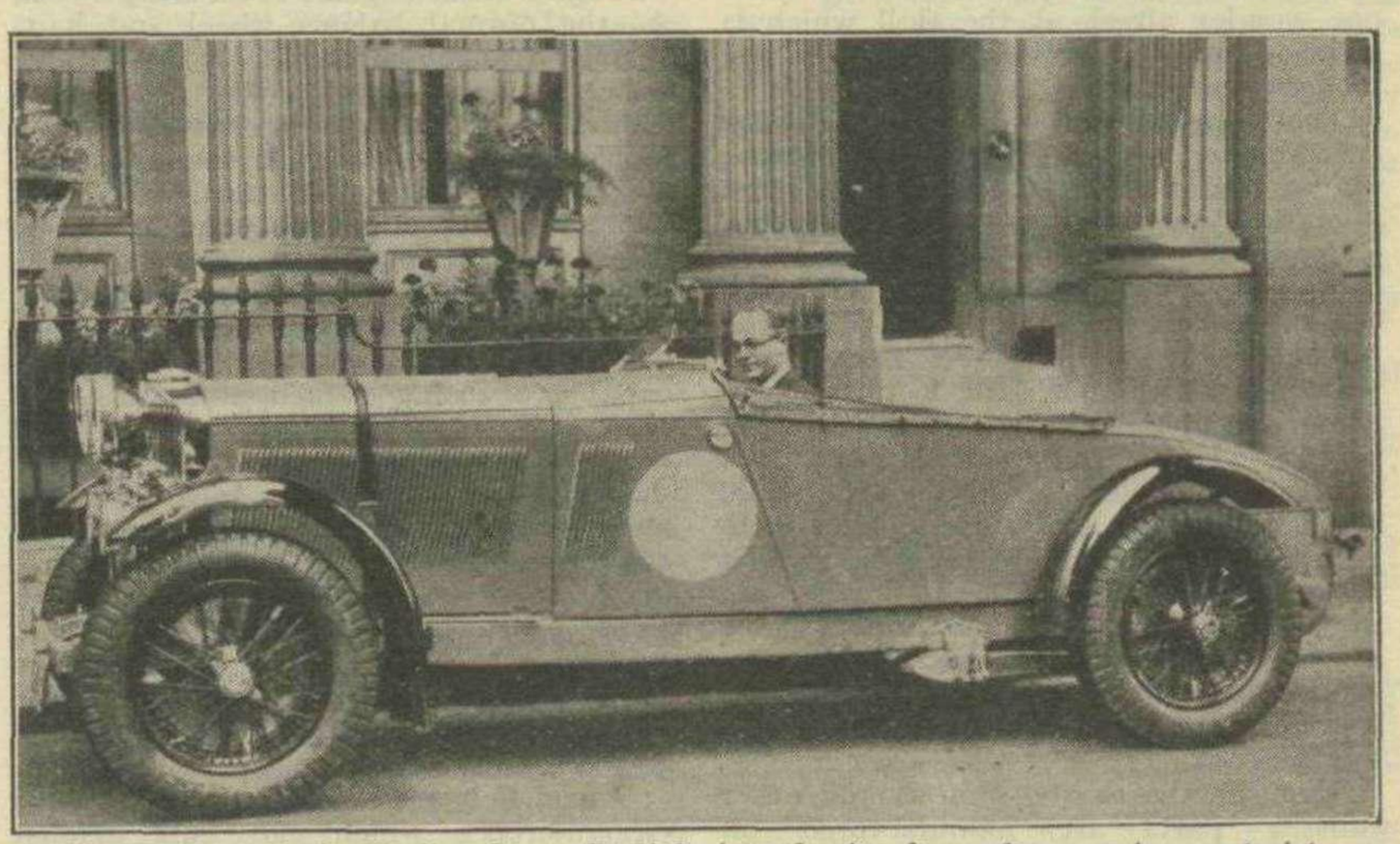
The fifth day takes the competitors over ground not hitherto included in an Alpine Trial, through Fiume to Zagreb, the capital of the western part of Jugo Slavia, with a final stage across Austria to the finish at Munich.

Talbot "105" cars which are to be driven by Couper, Eaton and Wisdom have neat four-seater bodies with tapering tails, similar to the one which was entered in the R.A.C. Rally this, year, and which Gunnar Poppe drove at Shelsley Walsh. With fairly high compressions, these cars are capable of well over 100 m.p.h., and the fact that they are official Works entries encourages the belief that the Talbot Company may once more take part in motoring competition elsewhere.

The list of British entries is as follows:—

GROUP 1.—Individuals.

A. E. Dobell, 4½-litre Lagonda.
R. L. Richardson, 4,168 c.c. Railton Terraplane.



Dr. E. J. Roth, the Harley Street Radiologist who is also a keen racing motorist, in his new Talbot "105" supplied by Pass & Joyce, Ltd. Three similar cars have been entered in the Alpine Trial by the makers.

GROUP 2.

F. W. Morgan, 2,663 c.c. S.S.
N. Black, 2,663 c.c. S.S.
Miss M. D. Patten, 2,511 c.c. Alvis.
F. H. Lye, 2,969 c.c. Talbot.

Teams.

Clement Talbot, Ltd.: W. M. Couper, H. Eaton, and T. H. Wisdom, 2,969 c.c. Talbots.
S.S. Cars, Ltd.: C. Needham, A. G. Douglas Clease, and S. H. Light, 2,663 c.c. S.S.

GROUP 3.
Individuals.

J. Tweedale, 1,660 c.c. Frazer Nash.
Miss D. C. N. Champney, 1,633 c.c. Riley.
Mrs. K. Petre, 972 c.c. Singer.
F. S. Barnes, 972 c.c. Singer
A. G. R. Alexander, 1,089 c.c. Riley.
J. Carr, 746 c.c. Austin.
V. L. Seyd, 746 c.c. M.G.
I. Connell, 972 c.c. Singer.
M. A. Newnham, 1,087 c.c. Triumph.
D. M. Healey, 1,087 c.c. Triumph.
Miss J. Richmond, 1,087 c.c. Triumph.
"A. Vincent," 972 c.c. Singer.

Teams.

Singer & Co., Ltd.: W. J. B. Richardson, A. B. Langley, and H. M. Avery, 972 c.c. Singers.
Triumph Co., Ltd.: Lt.-Col. C. V. Holbrook, J. C. Ridley, and V. E. Leverett, 1,087 c.c. Triumph.
Riley (Coventry), Ltd.; Cecil Riley, A. Farrar, and T. C. Griffiths, 1,633 c.c. Rileys.

GROUP 4.—Individuals.

Mrs. Arline Needham, 1,496 c.c. Frazer Nash.
T. L. Thomson, 1,496 c.c. Frazer Nash.
H. J. Aldington, 1,496 c.c. Frazer Nash.
H. E. Symons, 1,287 c.c. M.G. Magnette.
Capt. O. H. Frost, 1,184 c.c. Lancia.

Teams.

Frazer Nash Cars: A. Marshall, L. Butler-Henderson, and Hon. P. Mitchell-Thomson, 1,496 c.c. Frazer Nashes.

GROUP 5.—Individuals.

R. P. Gardner, 972 c.c. Singer.

ENTRIES FOR R.A.C. TOURIST TROPHY RACE

ENTRIES in the R.A.C. Tourist Trophy Race have closed with a total of forty-one. The race will take place over the Ards Circuit near Belfast, on Saturday, 1st September next.

There are ten more entries than were received last year; the entry this year being fully representative of British sports cars. It comprises eleven different makes, and ten manufacturers' teams, and the competition for the Manufacturers' Team Prize presented by the S.M.M. & T., Ltd., should, in consequence, prove remarkably keen.

For the first time since the Tourist Trophy Race was held in Belfast in 1928, there are no 750 c.c. cars entered. Whilst this is to be regretted, it will probably not detract from the interest in the race.

The following is the complete list of entries:—

Class C (Over 3,000 c.c. and up to 5,000 c.c.).

E. R. Hall (3½-litre Bentley).
A. W. Fox (Messrs. Fox & Nicholl) (3 4½-litre Lagonda).
J. E. Coulter (V.8 Ford).
A. Stanley Wright (V.8 Ford).
R. E. Hamilton (V.8 Ford).
L. Fontes (4½-litre Invicta).
E. K. Rayson & A. C. Lace (4½-litre Invicta).

Class D (Over 2,000 c.c. and up to 3,000 c.c.).

J. S. Blow (Talbot).
A. Powys-Lybbe (Alvis).
D. C. Sidebottom (Talbot).

Class E (Over 1,500 c.c. and up to 2,000 c.c.)

T. A. W. Thorpe (Frazer Nash).

Class F (Over 1,100 c.c. and up to 1,500 c.c.)

W. E. Bullock (Messrs. Singer & Co., Ltd.) (3 Singer).
H. J. Aldington (3 Frazer Nash).
R. Gordon Sutherland (Messrs. Aston Martin, Ltd.) (3 Aston Martin).
T. Nuvolari (M.G. Magnette).
G. E. T. Eyston (3 M.G. Magnette).
Norman Black (2 M.G. Magnette).
V. Riley (Messrs. Riley (Coventry), Ltd.) (Riley).
F. W. Dixon (2 Riley).

Class G (Over 750 c.c. and up to 1,100 c.c.).

V. Riley (Messrs. Riley (Coventry) Ltd.) (3 Riley).
F. W. Dixon (Riley).
F. E. Clifford (Riley).
W. R. Baird (Riley).
A. Freeman (Riley).
A. Ashton Rigby (M.G. Magna).
L. Klemantaski (Junior Racing Drivers' Club) (2 Singer).

The Lagondas entered by A. W. Fox will have special light bodies and a high axle ratio. They will be driven by the Hon. Brian Lewis, J. S. Hindmarsh and John Cobb. The three Fords will be special lowered cars prepared and fitted with bodies by Jensen, of Birmingham. The Talbots will be two of the team "105"s formerly entered at Ulster and elsewhere, and one of them will be driven by T. E. Rose Richards. Powys-Lybbe's Alvis is one of the old Silver Eagles.

Thorpe's Fraser Nash is fitted with one of the 1,600 c.c. 6-cylinder engines, while the other Nash cars will have either the new 4-cylinder engines or the 1½-litre sixes. The Magnettes in the 1½-litre class are the new "N" type 1,250 c.c. cars, while Aston Rigby is driving an "L" type 1,100 c.c. machine. It is notable that the principal strength of the official Riley entry is concentrated in the 1,100 c.c. class.

The limit cars in this year's race have to cover 35 laps, or a distance of 480 miles, making it the longest and most strenuous test yet staged on the Ards circuit.

"CHRONOS WORKS" AND ITS PRODUCTS

A VISIT TO THE HOME OF THE JAEGER SPEEDOMETER.

EVERYONE driving along the North Circular Road from the Edgware Road to Harrow must have noticed the handsome modern building occupied by British Jaegar Instruments, Ltd., and then looked back with increased interest at the ingenious instrument which is such an important feature of their dashboard. The delicate operations which go on inside this home of speed-recording make one wonder afresh at the skill which is lavished on the individual parts of the modern motor car.

The mechanism of the Jaegar speedometer is carried between two brass plates, and making these was the first operation we saw. In one operation a power-operated punch cuts out a complicated outline in a strip of thick brass, makes holes, and replaces the punched-out piece in the strip, from which it comes out still a push-fit in its strip and undistorted by the pressing process. Holes of assorted sizes and depths are drilled simultaneously while the brass blanks are gripped in intricate jigs, while the multi-tappers, which reverse after cutting their threads, are no less ingenious. The instrument cases are formed out of flat discs, and slots, screw-holes and other detail work scarcely less accurate is performed on them in a few seconds.

Upstairs the shafts, pinions and other moving parts are manufactured on beautiful miniature lathes, holes down to ½-millimetre are placed in hard steel shafts with complete certainty, while we watched with interest a particularly ticklish operation in which a slot 5 mm. wide was being polished by a disc coated with diamond powder and oil. Jigs again control every operation, while inspectors check the finished products.

Dial-printing, though of course not such a delicate operation as those already described, is a fascinating process to watch. The figures and graduation required are deeply engraved in a steel plate, which is inked, and then the surplus ink is very carefully removed with a palette knife. An elastic gelatine ball is then pressed into contact with the plate, and picks up the impression. The plate is then slid along and the dial takes its place, and a few pressures of the gelatine leaves a perfect impression.

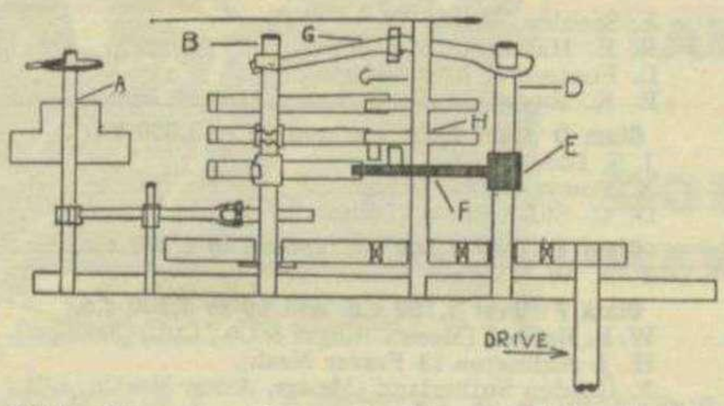
Now to describe the operating principle of the Jaegar speedometer, which differs from all other types on the market in that it is controlled by an escapement similar to that of a clock. Apart from the accurate readings which these instruments give, the needle is locked positively for short periods of time, making them easy to read—even when negotiating rough road at speed. A long article would be required fully to describe the mechanism, but the principle can be explained quite briefly.

The speedometer is cable-driven in the usual way from the gearbox, or from the engine when it is being used as a rev. counter, as the instruments differ simply in calibration. The drive is then taken through a chain of gears to an escapement, A—the normal balance-wheel and hair-spring arrangement which regulates our watches and table-clocks. The final pinion of the train is not positively locked to its shaft, but drives it through a friction washer, so that the shaft which carries the escapement wheel rotates at a constant speed irrespective of the speed of the driving pinion.

As the diagram shows, there are two spindles C and D parallel to B. D is capable of being rocked and the small pinion E is alternately meshed and unmeshed with the large pinion loosely mounted on spindle C, by a rocking lever G actuated by a cam near the top of spindle B. As the latter rotates at a steady rate E is meshed with F for a definite time, actually ½-second, so that the wheel F will be turned by E through an angle proportional to the speed of the driving cable and therefore to the road speed of the car.

Wheel F has a small peg on its upper circumference which can butt against a corresponding peg on wheel H (the "correcter"), and the correcter is rigidly connected to the shaft carrying the dial pointer I. Consequently, when E, starting from rest, gives its first impulse to F, the peg on the latter wheel drags round H, and causes the pointer to show a reading. The moment E is unmeshed, however, a spring operated by a cam on spindle B engages with teeth cut in the rim of H, locking it and the pointed, while a hair-spring returns pinion F to zero position.

The next impulse from the pinion E again rotates F a definite amount, proportional to the road-speed, where it is locked by a further ratchet spring operated by another cam on shaft B, while H has been released and is either driven forward by the peg if there has been an increase since the last meshing of E and F, or flies back to it under the pressure of a hair-spring if the road-speed has become less.



This diagram shows the layout of the A.T Speedometer—For information see text.

In this way the needle clicks up or down each half-second according to the variations in speed and is locked in position meanwhile to give an easily-read indicator. The upper disc on shaft C serves further to steady the motion of the spindle and is subject to a continuous pressure from a leaf spring.

The mileage-recording mechanism is much simpler but equally ingenious. Four or five discs, according to whether trip or seasonal mileage is being recorded, are assembled on a shaft, and the one giving the lowest figure of the set is driven by worm-gear and then through a pawl and pinion mechanism to give the final reduction, from the cable-shaft of the speedometer. At one point on its inner rim a cam is formed and once per revolution this lifts up a leaf spring which has been holding its neighbour, and when this is released the friction between the two discs is sufficient to turn the second one. The second one, however, has ten cams on its circumference and therefore only moves a tenth of a turn before being caught up and brought to rest. It can be appreciated that with one cam on the inner rim of the "units" disc and ten on the "tens," and one on the inner rim of the "tens" and ten on the "hundreds," each disc in succession turns round at a tenth of the speed of its neighbour, which is what we want. The friction of one disc against its neighbour is maintained by a coil spring at one end, while they are returned to zero by a bevel-drive rod which first of all disengages the drive from the main shaft.

After assembly the speedometers are run in on special machines for 48 hours or more and then tested for accuracy against a master instrument all the way up through the scale. If required these instruments can be made dead accurate at 60 m.p.h., and not more than 2 per cent. fast at 100 m.p.h., but many car manufacturers demand fast readings, and the instrument-maker must supply what is wanted. One meter intended for some small car was showing a steady 80 m.p.h. while the most truthful dials indicated a mere 65! Happily this childish custom is now disowned by most reputable sports car firms and the handsome dials of the Jaegar speedometers and revolution-counters give readings as accurate as they are definite and easy to read.

COPPA CIANO WON BY VARSI (ALFA ROMEO).

The circuit of Montenero, near Livorno, was the scene on July 22nd of the Coppa Ciano race. Particular interest was aroused by the promise of an entry from Fagioli on one of the new Mércèdes racing cars, but he did not start after all. However stiff opposition was likely to be given to the Ferrari Alfa-Romeo by Nuvolari's Maserati, and this proved to be the case. The "high spot" of the race proved to be a terrific duel between Varzi and Moll, the former gaining the issue by 9 seconds after 12 laps of the 20 kilometre circuit. Here is the full list of finishes :—

1. Varzi (Alfa Romeo), 2h. 49m. 52.2s. 84.770 k.p.h.
2. Moll (Alfa Romeo), 2h. 50m. 1.2s.
3. Nuvolari (Maserati), 2h. 53m. 35.4s.
4. Trossi (Alfa Romeo), 2h. 58m. 48s.
5. Barbieri (Alfa Romeo), 2h. 59m. 7.8s.
6. Farnia (Alfa Romeo), 3h. 0m. 54.4s.
7. Magistri (Alfa Romeo), 3h. 13m. 43s.
8. Comaggia-Medici (Alfa Romeo).
9. Pages (Alfa Romeo).

THE M.C.C. GO TO LLANDUDNO

NEW EVENT TO REPLACE THE "SCARBOROUGH" A GREAT SUCCESS— ONLY 11 RETIREMENTS OUT OF 126 STARTERS.

FOR some reason or other the M.C.C. Scarborough Trial never became really popular, and its brief life was ended when the organisers decided to substitute a different trial in the Welsh hills this year. There were three starting points, London, Exeter and Buxton, and the cars left these places for the night section to Shrewsbury. Plenty of latitude was allowed as to route, and only two controls were held on each run, and as the average speed was scheduled at 30 m.p.h. this part of the trial passed off a good deal less tediously than is sometimes the case.

After ravenously eating a hearty breakfast at the Raven Hotel (sorry!) the competitors set off on a sunny morning for the real work of the trial. After following main roads through Oswestry the first hill was encountered, to wit, Dolywern. It turned out that this was to be the most difficult climb of the whole trial, not because the gradient is excessive, but owing to the fact that its acute hairpin bends call for calm, unhurried driving. The small cars scored here, for a large proportion of the bigger machines failed to get round the second bend and had to reverse.

Allt-y-Bady came next, short, very steep, and claiming thirty-three victims. Here the trouble lies in the gradient starting immediately round a sharp corner, but if the throttle is kept open wide there is no reason why a good modern sports car should not register a clean climb. It is always a little onerous to pick out individual climbs for special mention, especially among M.C.C. members, but we did notice good performances by Singer and M.G. owners, such as M. H. Lawson, W. J. B. Richardson (atoning for his failure on Dolywern) and J. A. M. Patrick for Coventry, and E. H. Banfield, L. K. Brownson and J. N. Hibbitt for Abingdon. Failures were removed from the fairway by means of the traction engine which now supplants the usual team of horses. While doing its job quickly and efficiently the only fault of this machine is that it is apt to instill an inferiority complex into competitors who have already been assisted in this manner on such hills as Simms!

The hot sun certainly took the sting out of hills in this trial, but it had its handicap in scorching the weary competitors and choking them in thick dust. By the time the next hill was reached, Old Bwlch, people were beginning to look pretty travel-stained, and their troubles were not relieved by overheating engines and their attendant discomforts. This hill was long and not too steep, and stopped only one car in the whole entry, A. E. Teesdale's Wolseley Hornet.

Maes-y-Safn is a hill that would be a wonderful "gold-saver" in the winter, for rain would make its bumpy, rocky surface the most difficult of all types known to trials drivers. On a torrid summer day it did no more than exercise the suspension of the cars to their fullest capacity and dealt hearty blows to the nethermost details, such as battery boxes, undertrays and exhaust pipes. The noises given off by many cars in this way were positively sickening. There were only a few stoppages, and of these D. E. Harris (Le Mans Singer) failed through losing his sense of direction and charging up a bank.

Dust, and still more dust, at the end of which came Bodfari, the last hill of the trial. Fine weather and a dry surface again helped the competitors here, and only three were brought to a standstill by the 1 in 3½ gradient. The unlucky (and unwise) ones were W. J. Milton (Austin Ten), A. H. Garland (Triumph Nine) and F. How (B.S.A.).

After this the by-now thoroughly uncomfortable competitors made their way to the finish at Llandudno. The final tests brought out weaknesses in the condition of both cars and drivers. Acceleration for a hundred yards was followed by violent braking, reversing into a bay, more acceleration and a brake test in which any deviation from the straight was penalised. Performances were good, bad and indifferent, some people being obviously a bit clumsy through fatigue. It was easier, here, to pick out specially good shows, for example, J. Horsfall (Wolseley Hornet), H. C. Hobron (Lagonda Rapier), M. H. Lawson (Singer), E. Long (Vauxhall 30/98), and N. E. Bracey (Wolseley Hornet).

Altogether, the new Llandudno Trial can be rated a great success. It is interesting enough to attract regular trials competitors and, at the same time, not too difficult for newcomers to the game. That seemed to be the general impression at the dance in the evening at the Grand Hotel.

SPECIAL AWARDS.

Cars up to £10 tax: 1. Winner of **"The Autocar" Trophy:** M. H. Lawson (Singer Le Mans); 2. W. J. B. Richardson; (3) A. B. Langley (both Singers); 4, W. P. Uglow; 5, J. E. Mellor; 6, K. R. Biscombe (all Hillman Aero Minxes).

Cars over £10 and up to £16 tax: 1. Winner of **"The Motor" Trophy,** J. Horsfall (Wolseley Hornet); 2. E. H. Banfield (M.G. Magnette); 3. J. Tweedale (Frazer-Nash); 4, J. A. M. Patrick (Singer Le Mans 1½-litre); 5, N. E. Bracey (Wolseley Hornet Special); 6, L. Mills (Lea-Francis).

Cars over £10 tax: 1. Winner of **Llandudno Motor Traders Trophy:** H. Hillcoat (Ford V 8); 2, E. Long (Vauxhall); 3, G. Dracup (Alvis); 4, F. H. Lye (Talbot); 5, E. E. Rednall (Ford V 8); 6, G. M. Denton (Ford V 8).

Team Awards: 1. Winners of **The Red Garages Trophy,** No. 11 team (Hillman Aero Minxes), W. P. Uglow, M. Biscombe and K. R. Biscombe. 2. No. 8 team (Ford V 8s), G. M. Denton, M. L. Curtis and H. Hillcoat. 3. No. 4 team (Singer Nine Le Mans), W. J. B. Richardson, A. B. Langley and H. M. Avery.

THE BELGIAN 10 HOURS RACE.

In place of the usual 24 hours race for sports cars the Belgian Automobile Club this year decided to hold a 10 hour event, starting and finishing on the same day, and eliminating the night section. A feature of the race was the elaborate precautions taken by the organisers that the entries should be strictly production models, anything in the nature of a super-sports model being ruled out. Even cars with twin overhead camshafts were not allowed to compete.

The Spa-Francorchamps Circuit is notorious for its never-ending corners, but this year some alterations had been made in this respect which made the course faster and a good deal safer. The Malmédy corner was reduced to a fast bend, and a similar operation had been carried out at Masta. Again, the road near Stavelot, which used to be uncomfortably narrow, has now been widened.

Altogether there were four British cars among the entries: two Aston Martins, entered by "A. Vincent," with J. C. Elwes as co-driver, and T. S. Fothringham, an M.G. Midget entered by F. Humblet and Hilgers, and an old 4½-litre Bentley driven by E. Hertzberger and Kuppens.

The Belgian 10 hour race was run entirely by classes, there being no handicap placings at all. The following is a list of results, from which it will be seen that the British cars, considering their engine capacity, did extremely well:—

1,100 c.c. Class.

1. Breyer and Pezzimenti (Fiat), 972.66 kms.
2. Humblet and Hilgers (M.G.), 927 kms.

2,000 c.c. Class.

1. S. du Roy de Blicquey and de Bere (Bugatti), 1,042.7 kms.
2. "A. Vincent" and J. C. Elwes (Aston Martin), 1,033.48 kms.

3,000 c.c. Class.

1. J. Desvignes and N. Mahé (Bugatti), 1,166 kms.
2. Pintacuda and Stoffel (Lancia), 1,107 kms.

4,000 c.c. Class.

1. J. Trevoux and M. Vasselle (Hotchkiss), 1,160.94 kms.
2. James and Paolino (Buick), 1,060 kms.

Over 4,000 c.c. Class.

1. A. Colas (Hudson), 1,037.49 kms.
2. E. Hertzberger and Kuppens (Bentley), 832.32 kms.

FORTHCOMING FRENCH RACES.

English motorists on holiday in France during August should bear in mind two important motor races within reach of well-known pleasure resorts. These are the Grand Prix of Nice, to be held on the 19th, and the Grand Prix du Comminges, which will take place on the 26th.

The Nice race is a "round-the-houses" affair, and last year was a magnificent spectacle. Earl Howe and the Hon. Brian Lewis were among the competitors then, and an English contingent is anticipated next month. The Grand Prix du Comminges is held in the shadow of the Pyrenees, over a picturesque and difficult course. The circuit is a permanent one, and all the grandstands and pits are made of brick and concrete.

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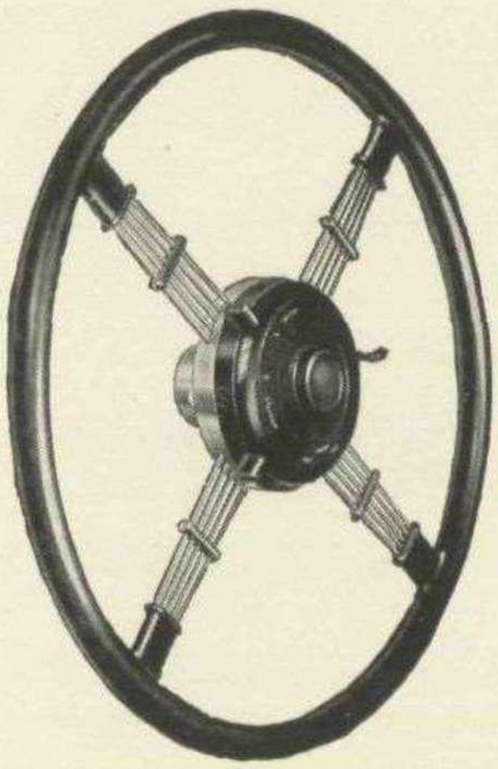
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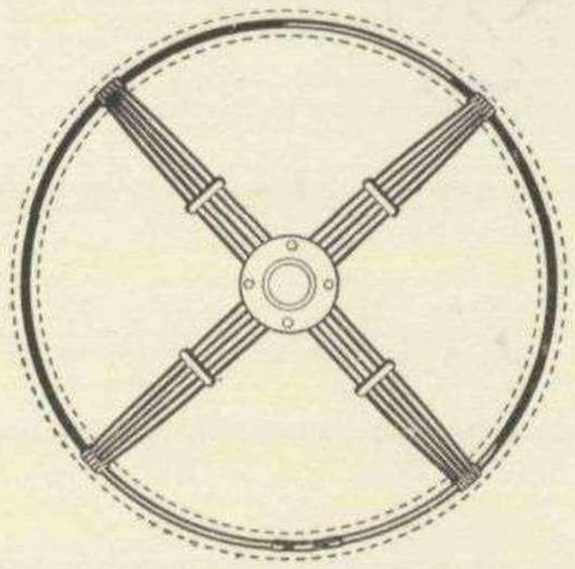
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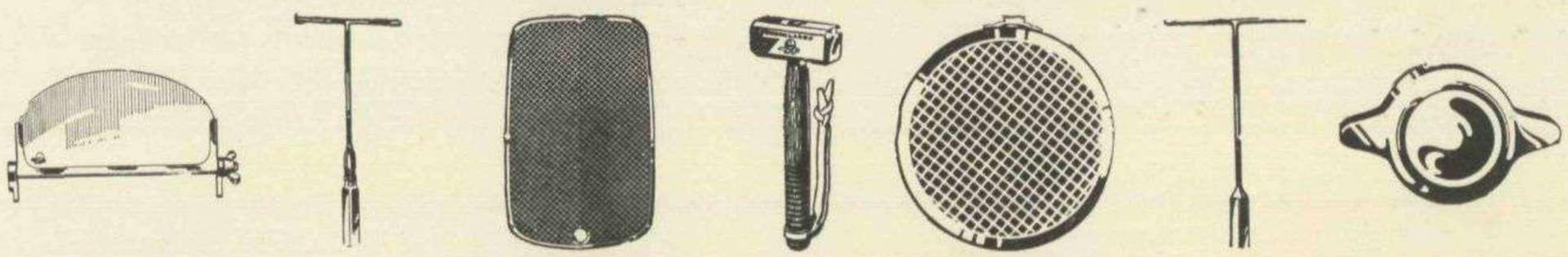
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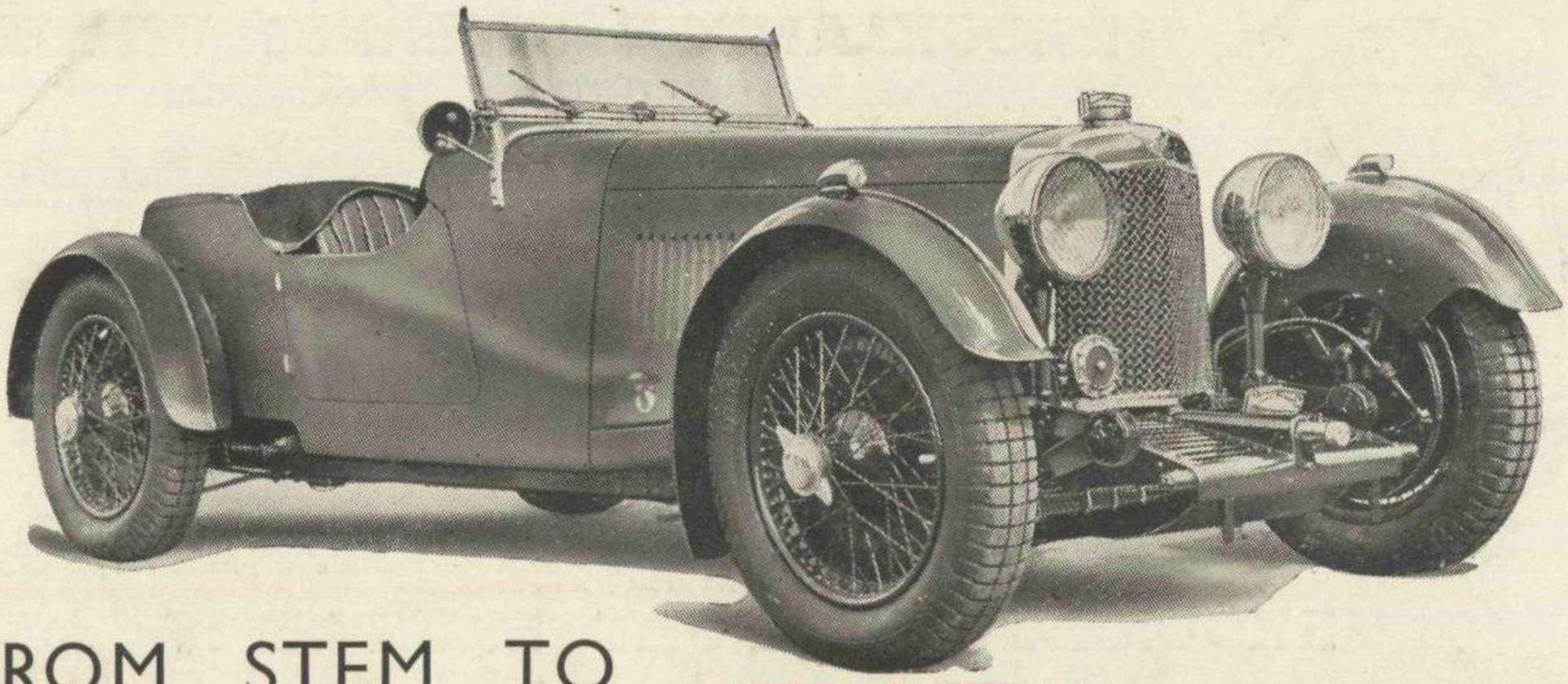
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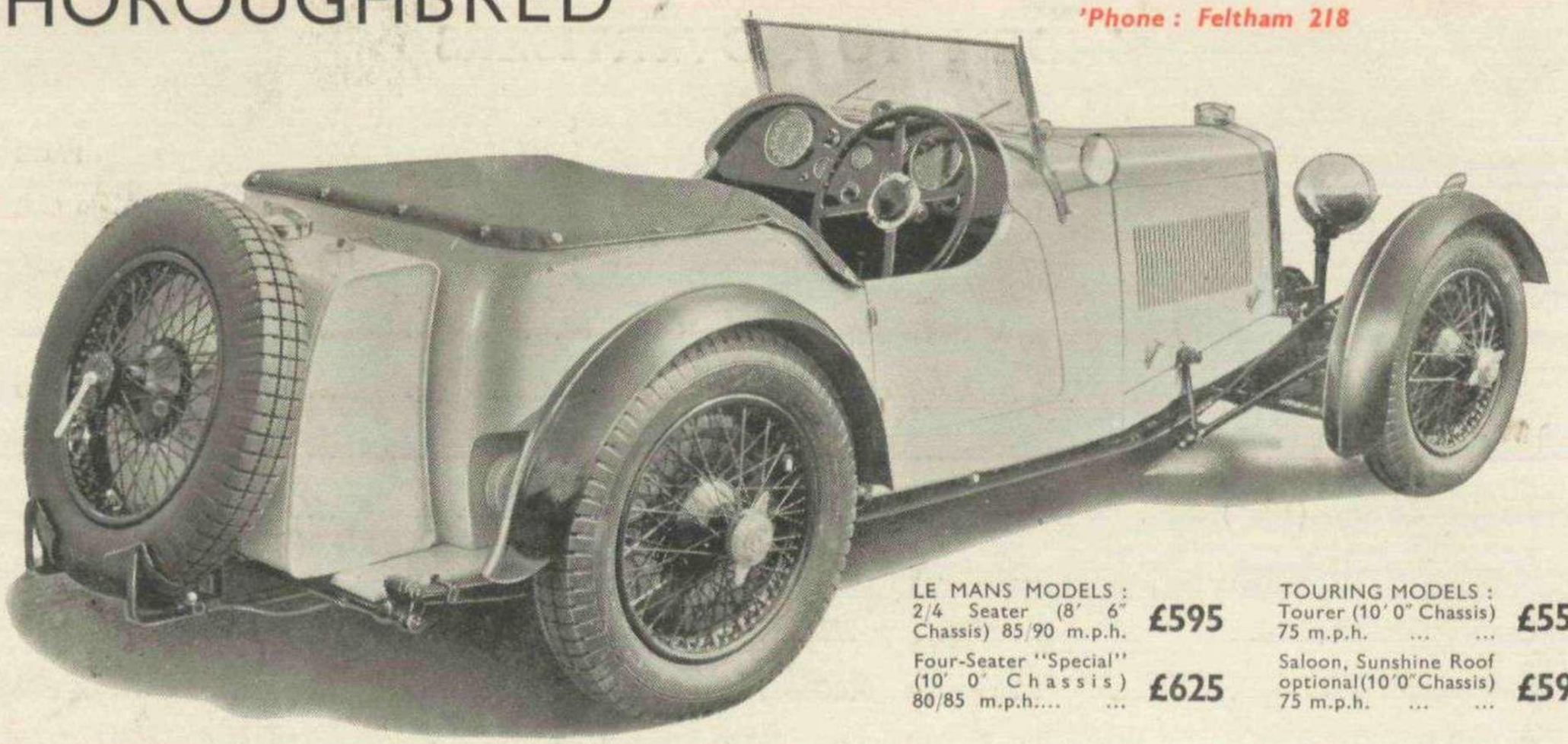
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