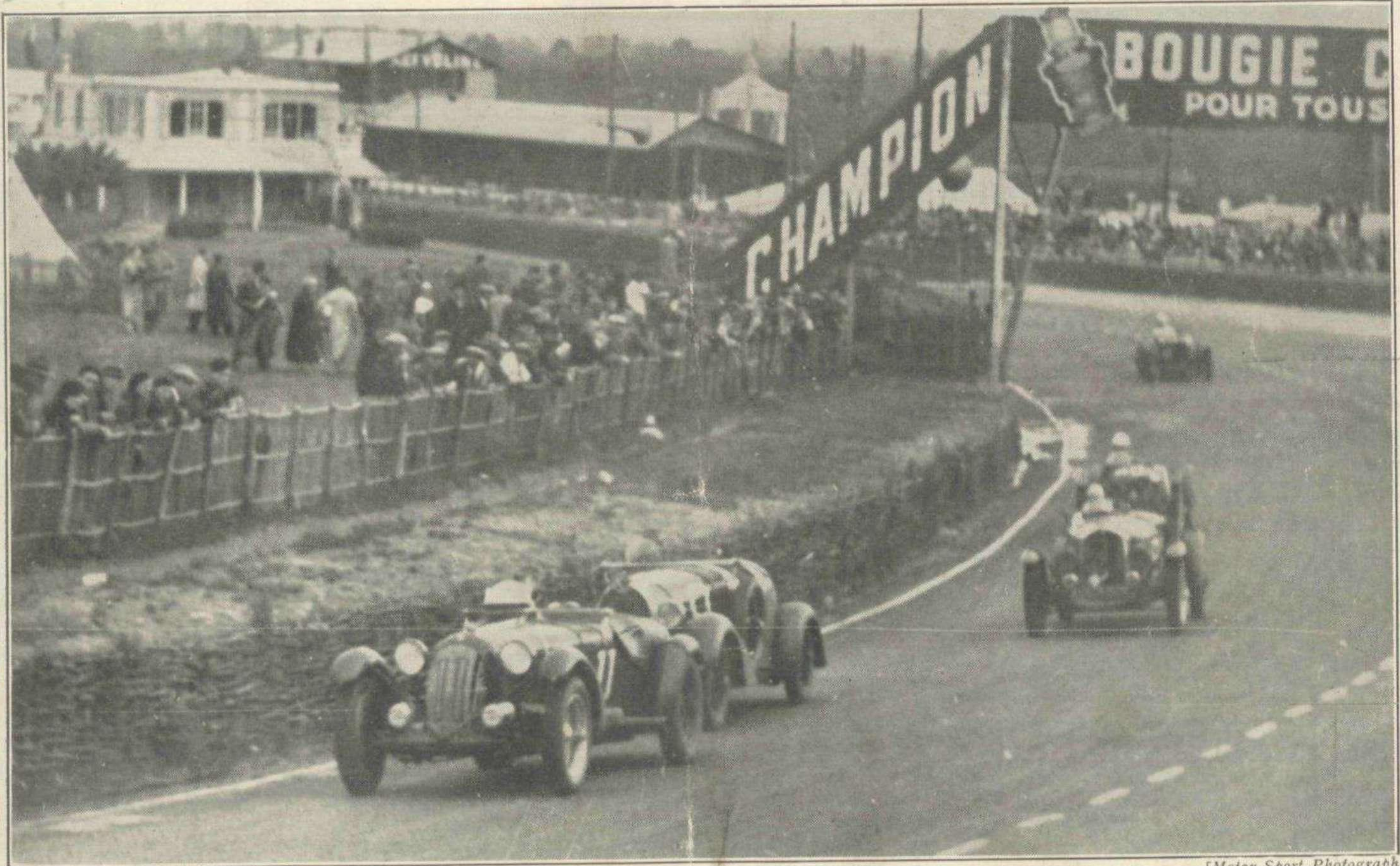


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LE MANS—A group of competitors with Chinetti's Alfa Romeo in the lead. The race was a triumph for British cars. (Motor Sport Photograph)

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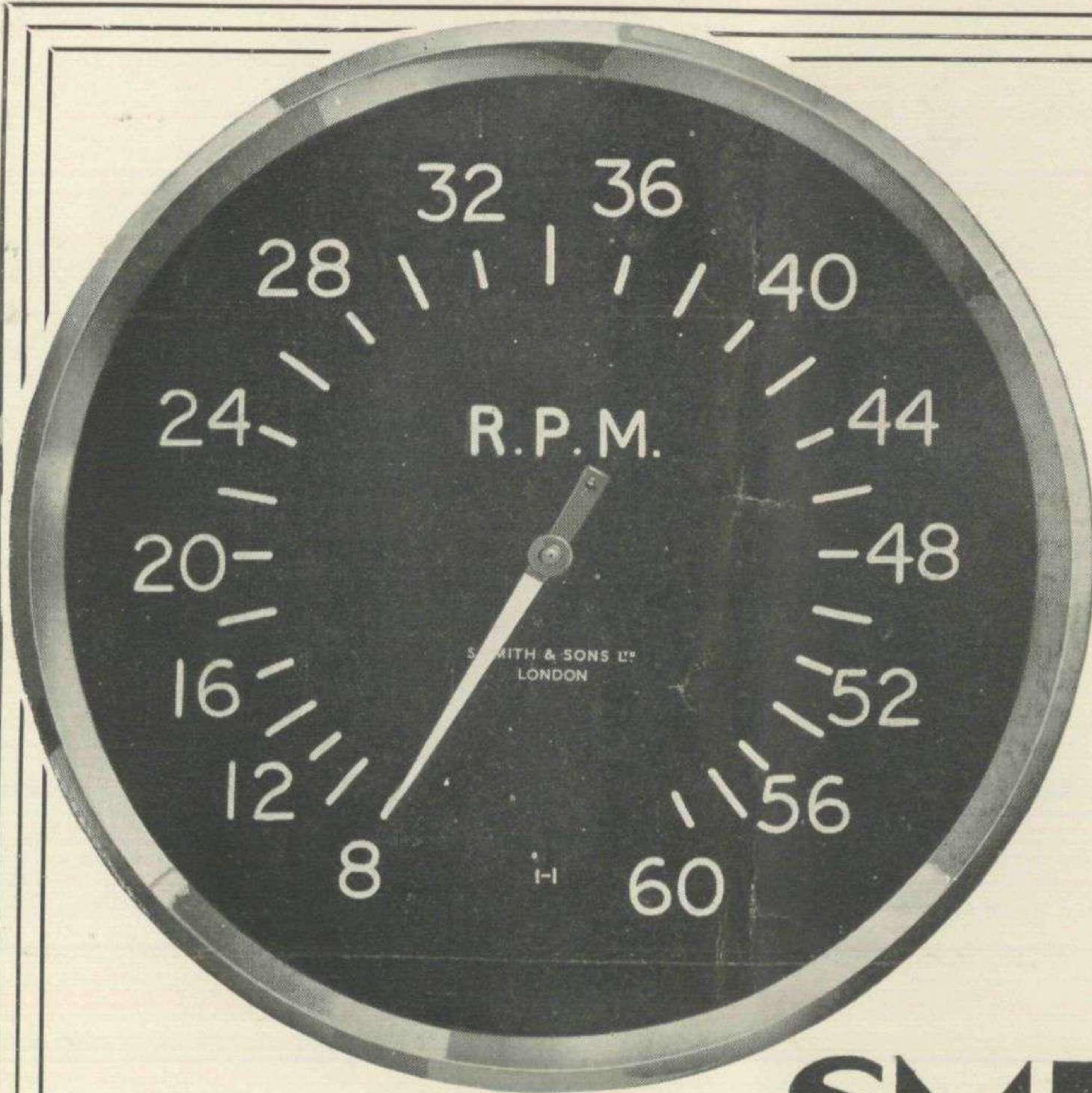
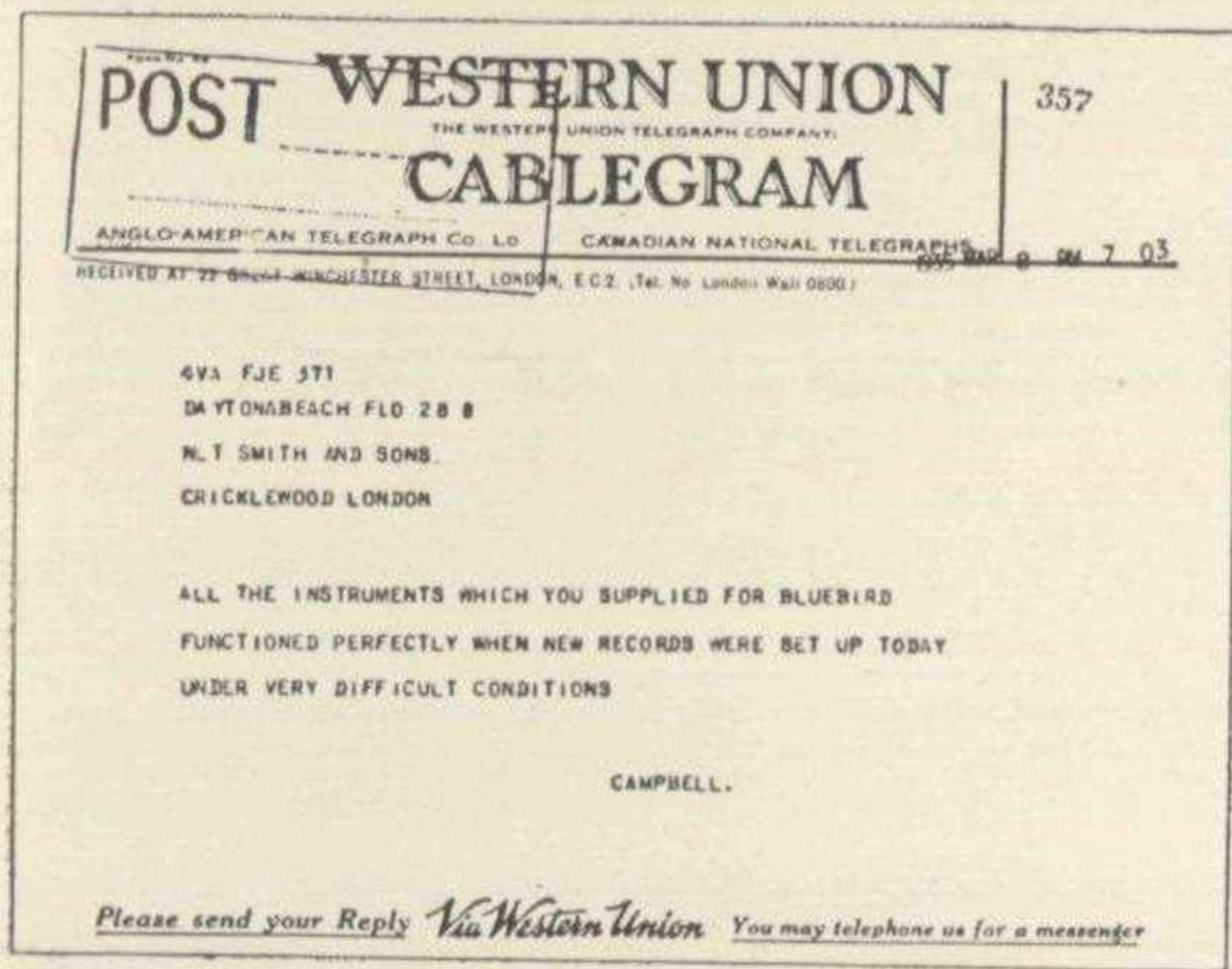
1. Brian Lewis  
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2. C.E.C. Martin  
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## BROOKLANDS, OH BROOKLANDS!

ONCE again Brooklands Motor Course is in the news, and for the same old cause. In the report of the Whitsun Meeting in this issue we describe the incident which led to the reprimanding of Freddie Dixon, as well as the minor but none the less significant occasions on which the drivers of fast cars had difficulty in passing slower rivals.

Without entering into pros and cons of the "Gold Star" incident, we would like to draw attention to the underlying reasons for the present state of affairs. First and foremost is the fact that the Brooklands' bankings cannot deal satisfactorily with a dozen or more 115 m.p.h. motor-cars. The back markers in such an event are *bound* to be baulked, because the 125 m.p.h. and 130 m.p.h. cars, in order to pass the 115 m.p.h. and 120 m.p.h. machines, are forced to occupy the outermost limits of the track—thus baulking the 135 m.p.h. and 140 m.p.h. cars.

In turn, the reason for this is that approximately one half of the 100 feet banking is never used by modern fast cars. Thus far, at any rate, it can be said that Brooklands was never intended for the speeds now attained there. A practical argument in support of this debated opinion can be found by comparing the Weybridge track with its present-day counterpart at Linas-Monthéry, where the banking rises steeply from the infield with a total absence of wasted space. The same thing applies to the Vickers Curve, which, apart from being fundamentally incompatible with one's normal conception of a motor-track, forces all cars with a fastish maximum to bunch together on a narrow section of the 100 feet track.

The remedy? Putting aside the ideal, but financially impossible, total reconstruction of the track, the only suggestion we have to make for dealing with the problem is that the cars should be "seeded" more

thoroughly. A definite limit should be placed on the number of really fast cars in a race, while as for the "over 130" brigade, officials should work out carefully the prospect of their being baulked, not by a car occupying its strictly normal position on the banking, but by the same car going just a little higher in order to pass, quite legitimately, a slightly slower car ahead. If this is found impossible in practice, then it must be admitted that the "over 130" brigade is too fast for the track and must either be turned away, or preferably subsidised so that its value as a gate-attraction is not jeopardised.

So much for the racing. Now let us turn our attention to the spectator's lot at Brooklands. A contributor to one of our contemporaries has described in detail the manifold discomforts of the Brookland's spectator. We will take but one point (although there are thousands on the railings we refer to). The spiked iron railings and barbed-wire at Brooklands are, in our opinion, dangerous, unnecessary, and a reflection on the sportsmanship of the track's habitues. The spikes have already killed a mechanic and seriously injured a spectator. They are unnecessary because they would not seriously deter an unruly spectator from climbing the railings.

The French crowd is notoriously more excitable and prone to invading the course than an English one, and yet at Monthéry a simple concrete railing, a yard high, is found sufficient along the miles of road circuit. Among civilised people a fence is erected, not to *prevent* spectators from encroaching nearer, but to *indicate* the limit of safety and convenience. The Donington authorities have credited their spectators with the possession of normal common-sense, and their simple wooden fence serves its purpose just as efficiently as spikes and barbed-wire.

## CONTENTS

	PAGE
French Grand Prix ... ..	376
The Hudson Terraplane ... ..	381
Rumblings ... ..	383
Bugatti Victory at Picardie ... ..	388
Circuit of Orleans, The ... ..	389
Nuvolari in form in Biella ... ..	390
Continental Notes ... ..	391
Readers' Opinions ... ..	394
E.R.A. wins Mannin Beg Race... ..	395
Mannin Moar Race ... ..	397
Achievement ... ..	401
The Fastest Race in the World ... ..	402
Club News ... ..	405
Bad Feeling at Brooklands ... ..	407
E.R.A. Victory in the Eifelrennen ... ..	411
Le Mans 24 Hour Race ... ..	413



# AN EASY VICTORY FOR MERCÉDÈS-BENZ IN THE FRENCH GRAND PRIX

**AFTER A SPIRITED DUEL AT THE BEGINNING WITH NUVOLARI ON THE ALFA-ROMEO, CARACCIOLA WINS AT 77.39 M.P.H. WITH VON BRAUCHITSCH HALF - A - SECOND BEHIND. ZEHENDER (MASERATI) AN UNEXPECTED THIRD**

THE story of this year's French Grand Prix is almost a repetition of that of last year's race, only that this time the parties were reversed and the silver-grey Mercédès-Benzes took ample revenge over their Italian rivals. For a third of the race indeed the genius of Nuvolari enabled him to hold his own on a car designed six years ago, with the best that Germany produces, only to fall out with mechanical trouble. The Auto-Unions were definitely not "au point," while the sole representative of France was a Bugatti, only finished the day before the race and consequently not a serious rival of the splendidly prepared machines which represented the Fatherland.

The Mercédès victory was not altogether expected, in fact many people thought that the Auto-Unions, two of which were fitted with 5.6-litre engines, would win. During the period of practise, Varzi recorded some excellent times, the fastest being 5m. 23.3 seconds, while both Nuvolari and Chiron on the final day of practice came within eight seconds of this time. Under the circumstances there was every hope of a closely contested fight, and with a weather forecast of "set-fair," Paris responded freely to the call of the "bolides" at Montlhéry.

In view of the importance and prestige of the Grand Prix, it seemed unworthy of the occasion to start off the day's programme with a series of rather unimportant motorcycle races, which were called collectively, the Grand Prix of the U.M.F. This part of the programme was however concluded by about eleven o'clock, and afterwards the waiting crowds were entertained by a procession of veteran cars, which chuffed bravely round the banked track at a full twenty miles an hour. Meanwhile the Circuit Routier was being cleaned up in preparation for the race of the day, and gangs of white clothed workmen was lined up like troupes of acrobats ready to move into position the straw bales which formed the first chicane. This consisted of only two barriers and was placed on the road-circuit some 300 yards after the Grand Stand, with another of similar construction half-a-mile further on, on the return track, while the third, which had three obstacles, was placed at the end of the road section, at its junction with the banked track which brings the cars sweeping back in front of the Grand Stands.

By eleven o'clock hordes of private cars, motor-cycles and motor-buses, not to speak of those on foot and bicycles, were fighting their way up the steep ascent to the track. Family parties complete with the day's rations in bottles and string bags made their way into the "pelouse," or space in the centre of the banked track, where they built themselves little shelters with blankets and branches of trees, or lined the rails guarding the tarmac stretches of the road circuit. La Potinière, the white-painted restaurant at the end of

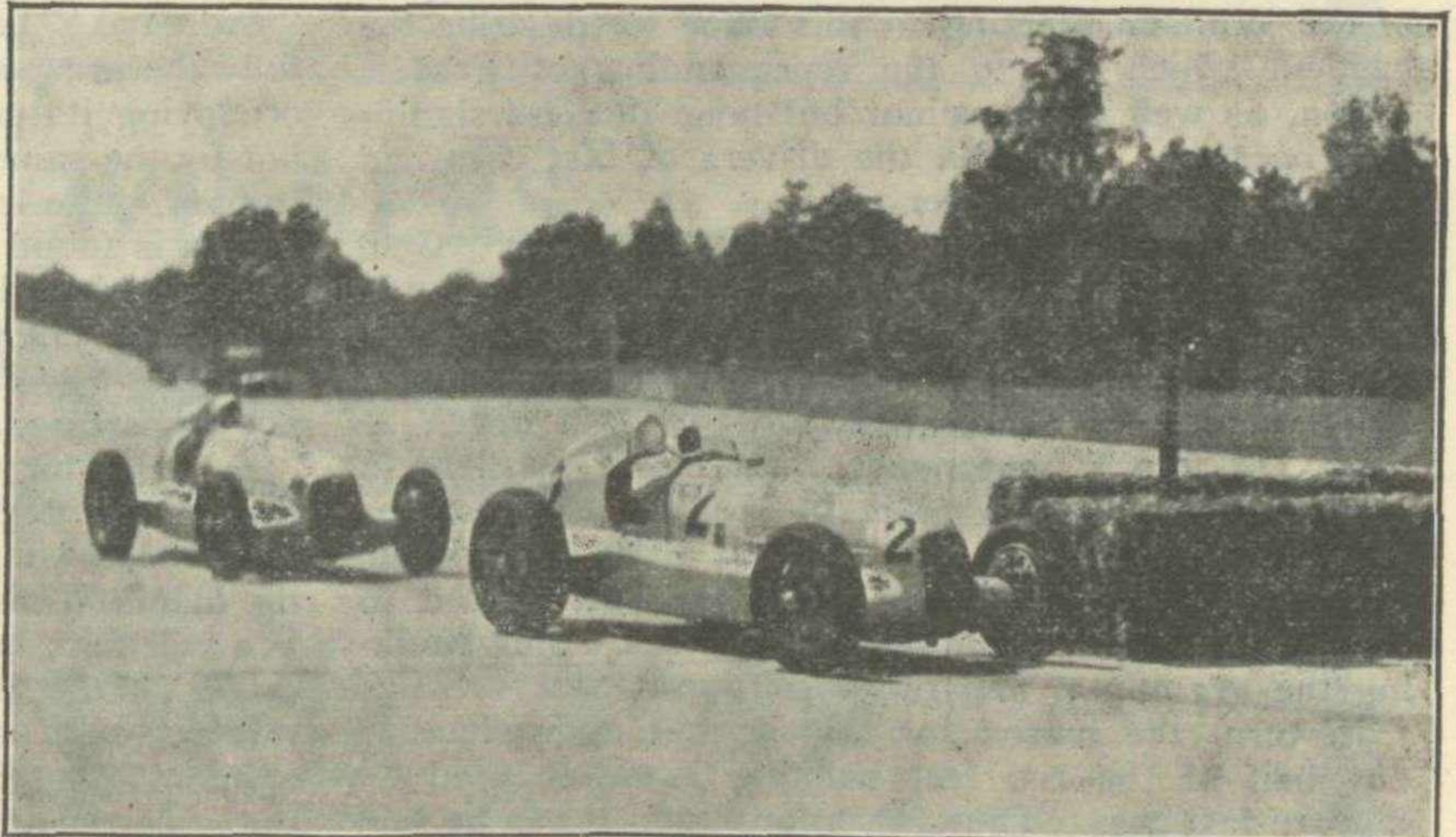
## THE STARTERS.

R. Caracciola	...	3.9 litre Mercedes-Benz
L. Fagioli	...	3.9 " " "
M. Von Brauchitsch	3.9	" " "
A. Varzi	...	5.6 " Auto-Union
H. Stuck	...	5.6 " " "
B. Rosemeyer	...	5 " " "
T. Nuvolari	...	3.5 " Alfa-Romeo
L. Chiron	...	3.5 " " "
F. Zehender	...	3.8 " Maserati
R. Sommer	...	3.8 " "

The race consists of 40 laps of the 12.5 kilometre circuit. Winner's speed last year (Course without chicanes) 85.55 m.p.h.

the sun in the pits, Caracciola rubbing chalk on his hands as he felt the supple leather of his new driving gloves. All was peace in that camp; the driving tactics had been settled beforehand.

Robert Benoist then made his entry and was loudly cheered as he drove round the banked circuit warming up his new Bugatti. Mechanics had been busy filing brake linings and getting it ready only an hour before, so too much was not expected on its first public appearance. The other hope of France, the Sefac, had made a brief appearance the day before, but Lehoux evidently did not consider his car fit to face the powerful opposition, and left it in its shed on the day of the race.



*This is how Caracciola and Von Brauchitsch ran for the second half of the race, far ahead of the stragglers. The chicane in the illustration was No. 3, on the Histe de Vitesse.*

the stands was doing a roaring trade, with groups of race-fans in animated conversation round their little tables. The service was haphazard, but most people preferred to buy cold lunches put up in cardboard boxes, an excellent idea which might well be copied at Brooklands. After that one had to run the gauntlet of the ladies who were selling badges for the French Racing car fund, which seemed to be doing well, and so to a hard seat on the stand, which was not much more than half-full. The view from the upper tiers is magnificent, and cars can be seen intermittently for close on two miles. The sun was blazing down from a blue sky, but there was a little wind which prevented conditions from becoming too oppressive.

First to arrive on the track was the Mercédès team, all spotless in the bright sunlight. Quantities of tyres, racing jacks, drums of fuel and air-bottles were unloaded from the huge lorries and piled into the pits, and squads of mechanics took off the one-piece bonnets, changed plugs, and fussed round generally, under the watchful eye of Neubauer, the team manager. The drivers took shelter from

Halfway down the pits are the Alfas driven with Nuvolari and Chiron standing by, the wizard Tazio, lean as a greyhound and looking tremendously fit in his yellow jumper and brightly coloured neckcloth can always be relied upon to do his stuff. The four-litre Maserati had not turned up so Etancelin decided not to drive, the two six-cylinder Maseratis being therefore handled by Zehender and Sommer.

The race was due to start at one o'clock, and shortly before zero hour the eleven cars are wheeled to their places on the dazzling concrete, and are lined up in the customary three-two-three formation. The positions were as follows:

Varzi, Nuvolari, and Stuck, Chiron and Caracciola, Rosemeyer, Fagioli and Von Brauchitsch, Benoist and Zehender, and Sommer by himself in the back rank.

With half-a-minute to go the cars were started up, all other noises being drowned by the syren wail from the Mercédès blowers. It looked as if the mechanics were having great difficulties starting the Auto-Unions of Varzi and Stuck, and Varzi's engine fired only as the starting flag was raised.



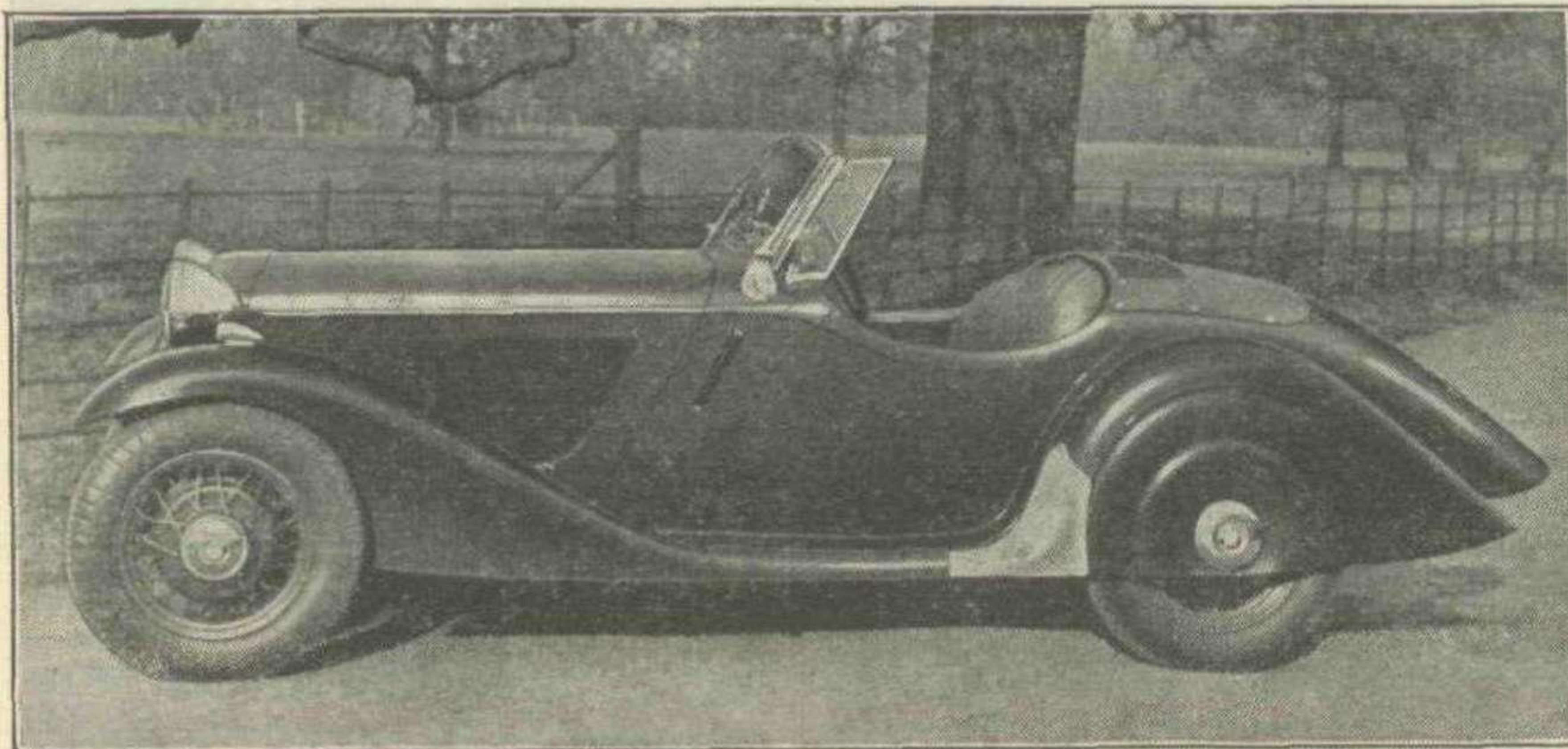
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## NEW TWO-LITRE SPORTS MODEL SCORES BRILLIANT SUCCESS AT NURBURG RING

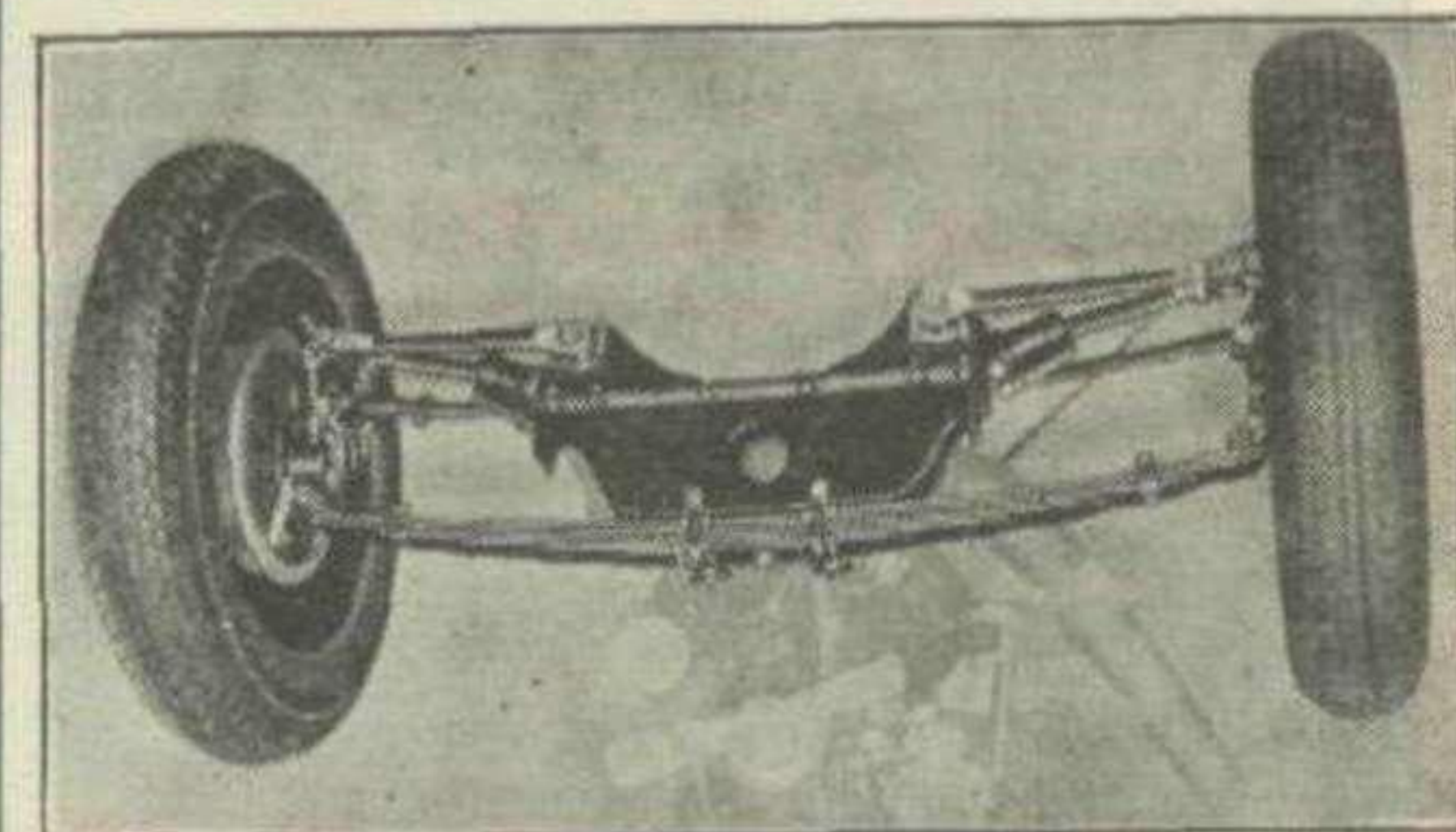
(See Stop Press)



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dous reserve of power, while its amazing acceleration and road-holding capabilities enable the driver to maintain exceptionally high average speeds. These qualities, combined with its superlative suspension and efficient cooling make it the ideal car for Continental touring—in fact, for this purpose it has no equal in this country.

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### STOP PRESS

NURBURG RING,

Sunday, June 16th, 1935.

The first appearance of the 2-litre model in competition was attended with marked success, the car winning the 2-litre sports class at the Eifel meeting at an average speed of 63 m.p.h. over this severe road-circuit. This was also the fastest sports car time of the day (all classes, 750 c.c. up to 7,000 c.c.).



THE FRENCH GRAND PRIX—continued.

Nuvolari moved as though to beat the starter but is motioned back, and the flag drops. Stuck starts off with a tremendous burst, and beats the Italian to the narrow entry of the road-circuit, with Caracciola and Varzi close behind. The four rivals do not mean to lose much time.

In a few seconds the field is away, with Benoist on the Bugatti bringing up the rear. The workmen hurriedly push the straw bales of the chicane into position, and the loud-speaker is already announcing the arrival of the leaders at the Biscornes, seven kilometres away. Stuck was in front at that point, a few yards ahead of Nuvolari, and eyes were strained for a first glimpse of the cars as they swung round behind the banking. To most people's surprise a red car was in the lead!

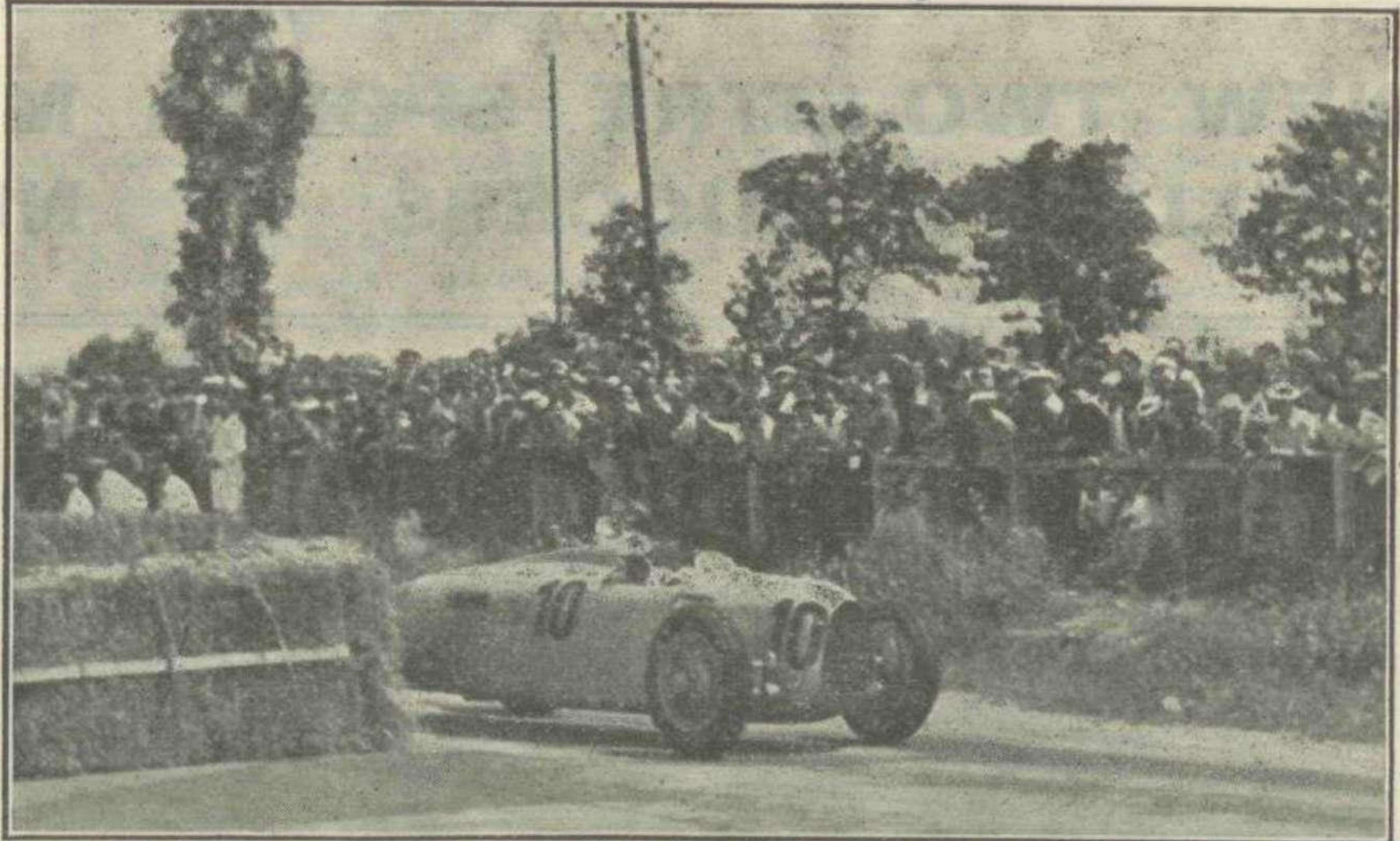
It was Nuvolari, who passed the stand two seconds ahead of Stuck on the Auto-Union, then Varzi on the other big-engined car, Caracciola and Fagioli on their Mercedes-Benzes and Chiron on the second Alfa, followed by von Brauchitsch and Rosemeyer. Further news then from the far end of the course, Caracciola had moved up to third place, all ready to challenge Stuck, who still retained his second place after two laps, ten seconds behind Nuvolari.

Then the first pit stop. Varzi's car had a smoky exhaust almost from the start. Now he pulled in to have the plugs inspected, but leaves again almost immediately with the car still misfiring. Caracciola had meanwhile hounded down Stuck and was pursuing Nuvolari with tremendous speed. The Alfa-Romeo remained in front largely as a result of the skill of the driver, who took the chicanes every time quite 10 m.p.h. faster than anyone else with a half-turn right and left of the steering wheel, while the German machines slowed considerably, and relied on their acceleration afterwards. Chiron

ioli now in fourth place to support him. Varzi was again in the pits, with three mechanics working at once changing the sixteen plugs. This second stop cost him over three minutes.

but were unable to do so, and Benoist went on without it.

On the fifth lap Caracciola was in the lead, with Nuvolari straining every effort three lengths behind, Chiron still lying



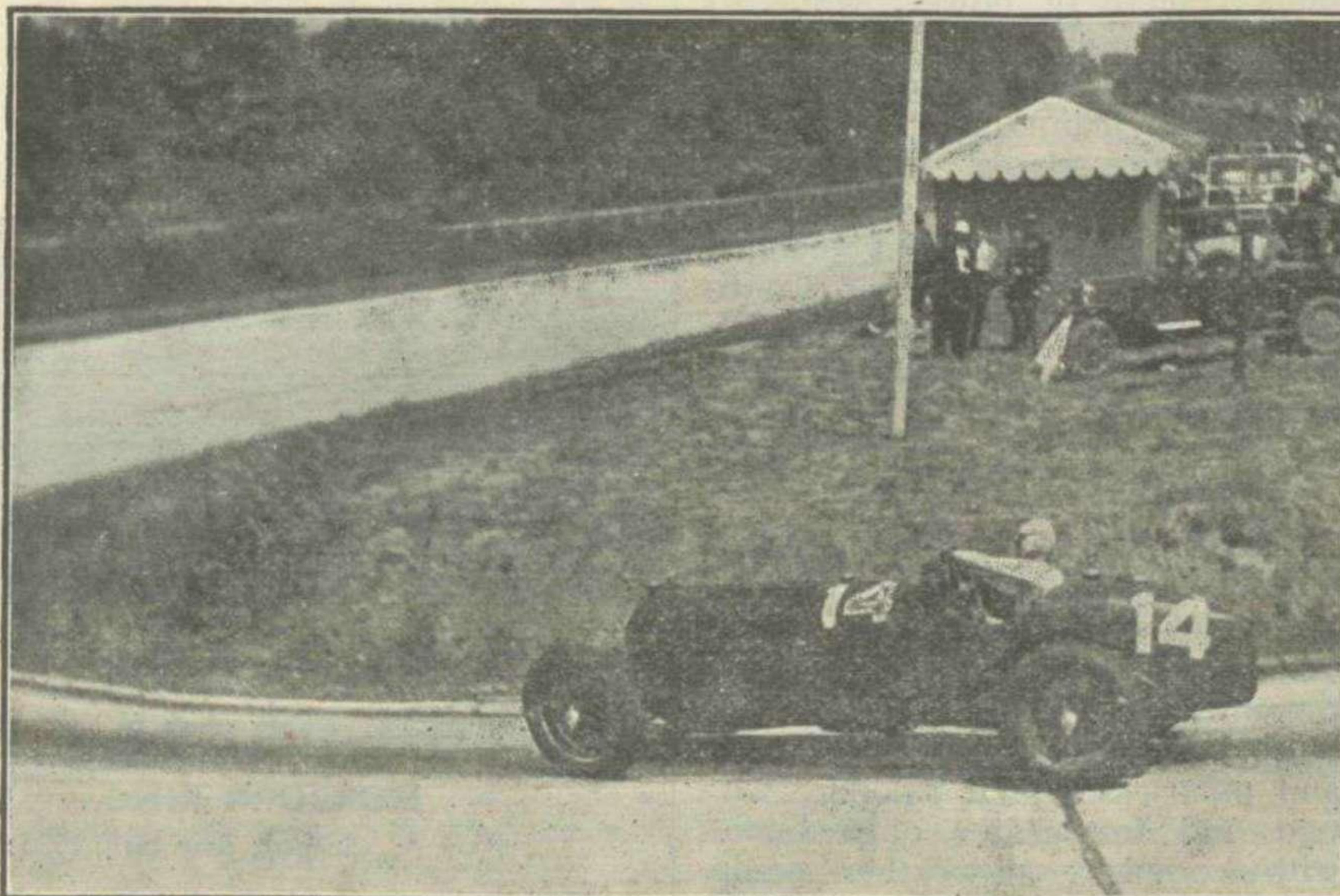
Looking less like a motor car than ever, Stuck's Auto-Union noses its way through the chicane at Deux Ponts. Later on the crowd was kept away from the fence at this point.

Meanwhile there was a great stir at the far end of the stands, and no wonder. Just as the Bugatti passed that point the bonnet, which was a single piece of aluminium, flew right off and fell like a blanket on the head of the unfortunate driver. He applied his brakes with considerable zest, and got into a four-wheel skid, but driving as he had been doing at the tail of the procession was in no danger of being rammed from behind. The

third. On the next lap the taps of the Mercedes were still further opened, and Caracciola put a record lap of 5m. 30.6 secs. or 84.59 m.p.h. The Alfa was not beaten yet, however, and Nuvolari was within a length the next time round, leaving the first "chicane" almost abreast of the German car. On full throttle they raced together down the road, and at the Biscornes' corner Nuvolari's amazing skill once more brought him into the lead. His record lap of 5m. 29.1secs. (85 m.p.h.) was therefore no surprise, but as this was happening Chiron was seen to draw into the pits.

Nuvolari's car and the three Mercedes-Benzes seemed the only cars capable of maintaining the speeds at which the race was being run, and there was continual activity in front of the pits. Benoist was in soon again, then Stuck and finally Chiron, who up to then had been going splendidly in third place. He came in slowly, and lost a whole lap, and started off again with such difficulty that there was evidently something seriously wrong. His car accomplished just one more lap with unpleasant grinding noises, and retired with back-axle trouble.

Sommer made a pit stop to secure his bonnet, then Varzi made another halt to change a few plugs. Hardly had he gone when his comrade Stuck swung in, overshoot his pit, and was dragged back to it. A brief inspection and the car was withdrawn with brake trouble. To complete the discomfort of the Auto-Union camp, the third car, the one driven by Rosemeyer, toured in to its depot, and in a few minutes joined the other one in the "graveyard" at the end of the pits. The near-side set of sparking plugs were fouling while those on the other side persisted in overheating, so it was thought better not to continue. Benoist was constantly in with the Bugatti, but succeeded



A perfect study of Nuvolari cornering on the amazingly fast Alfa-Romeo. Just look at those front wheels pointing straight at the grass!

showed up well, too, overtaking Stuck on the third lap. The race was evidently going to be a Mercedes-Alfa duel.

On the fourth lap "Caratsch" was only four seconds behind the red car, with Fag-

offending sheet of metal was put back amidst the cheers and jeers of the crowd, and the car carried on for another circuit. Mechanics attempted to hammer the bonnet back into shape,



THE FRENCH GRAND PRIX—continued.

in covering 34 laps before retiring. The new engine is undoubtedly fast and it was a pity that the car was so hastily prepared.

**POSITIONS AT THE 12th LAP.**

1. Nuvolari (Alfa-Romeo), 1h. 7m. 0.3secs., Speed: 83.49 m.p.h.
2. Caracciola (Mercedès-Benz), 1h. 7m. 8.7secs.
3. Fagioli (Mercedès-Benz), 1h. 7m. 55.1secs.
4. Von Brauchitsch (Mercedès-Benz), 1h. 8m. 23.7secs.
5. Zehender (Maserati), 1h. 12m. 25.4secs.
6. Varzi (Auto-Union), 1h. 17m. 41.2secs.
7. Sommer (Maserati), 1h. 32m. 42.2secs.

Nuvolari and Caracciola showed no signs of being affected by the general blight, and in fact Nuvolari actually increased his lead from 5 seconds at the eighth lap to over nine at the thirteenth. The Alfa with its increased engine capacity and reduced weight seemed almost a match for the Mercedès as regards speed and acceleration and Nuvolari's inspired cornering allowed him to hold his own. The revised front springing on the Alfa was functioning excellently, and the brakes too.

Brakes would no doubt have been the crux of the matter, for Nuvolari was using them fiercely. Possibly he was relying on fitting a new set, a matter of a few seconds with the detachable drums, but alas! the struggle did not continue long enough to settle the matter. A message from the Biscornes on the fourteenth lap said that Caracciola had just passed Nuvolari, who was going slowly. Three minutes later the German car came into view alone, howling its way round the banking, and Caracciola signed to his pit that the Alfa was quite definitely "kaput." Nuvolari appeared a few minutes later, and stopped at the pits, and the back wheels were jacked up. There was a moment of agitated talk between Jano and Nuvolari, and then the car was regretfully pushed to the pits. So ended this thrilling duel, and with it most of the interest of the race.

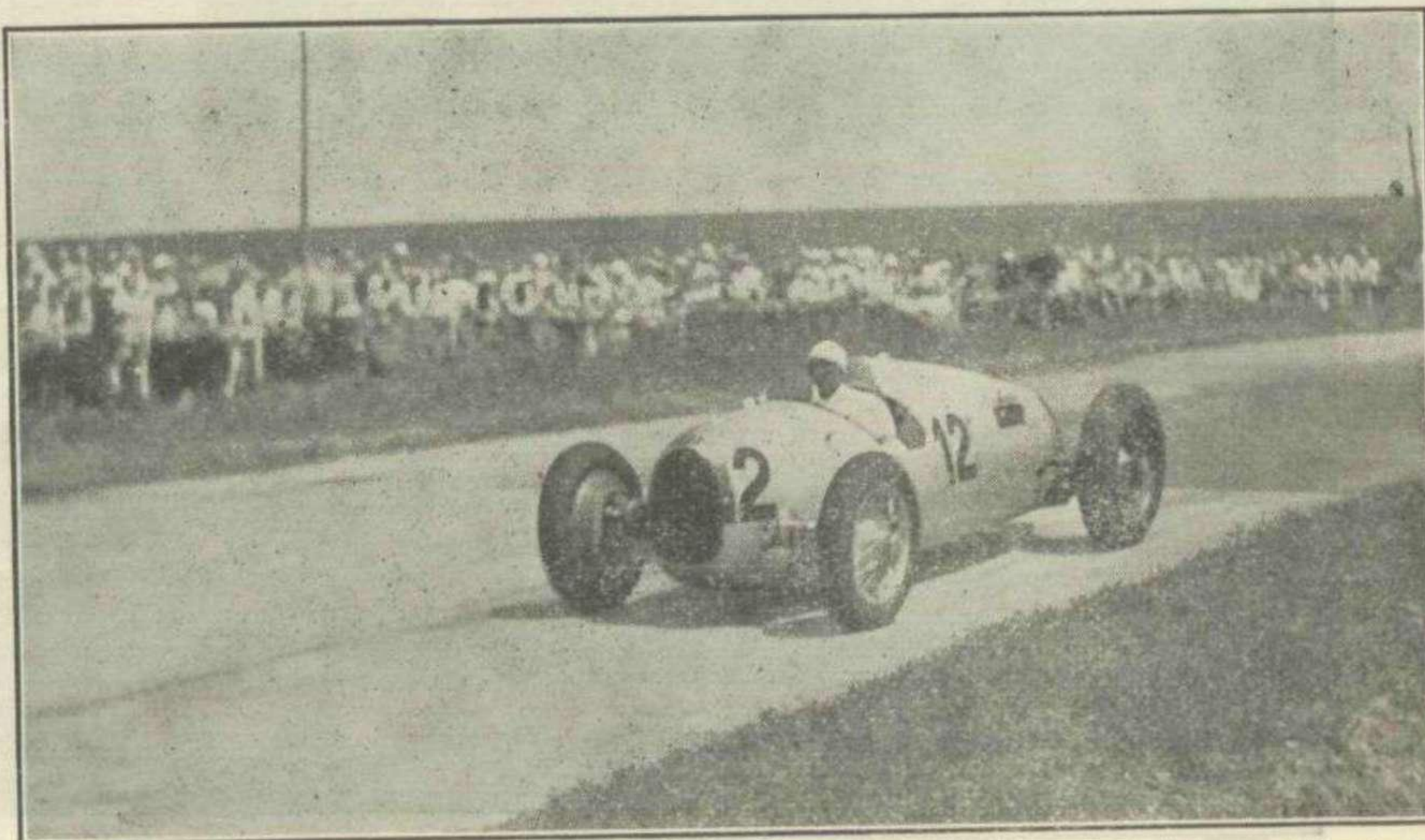
The team of Mercs. was intact and in good order, and Caracciola eased his speed slightly and allowed Fagioli to come up to within a dozen lengths of him. There seemed at one time to be signs of a duel between that, but Neubauer at the pits waved the cars down till he got them as he wanted. Varzi got tired of dodging in and out of the pits, and handed over

to Rosemeyer at the 14th lap. The trouble seemed to be nothing more than overheating due to a damaged radiator, as the car got away quite easily from the pits each time, jets of smoke shooting from the short exhaust pipe. The Auto-Unions are started nowadays by means of an electric starter-motor with two hand-grips which is slid on to the splined engine-shaft at the rear of the car.

There was a slight return of interest at half-distance, when Caracciola and Fagioli came in to refuel, which was carried out in 1½ minutes in each case, the drivers with blankets over their heads to protect

one had not expected to happen a couple of hours earlier.

The last lap was announced, and a crowd of officials with numbers and flags gathered in front of the timing box. There was not long to wait until the low silver cars were in sight again, Von Brauchitsch thirty yards behind his leaders. Over the line they flashed with a final howl, the crowds in the stands applauding generously this convincing but unspectacular finish. Hardly had Zehender crossed the line to take third place when the crowds mounted the barriers and rushed on to the track, showing Sommer, the last of the



Rosemeyer, the new Auto-Union driver in action on the 5-litre car. The wallwork is now beautifully streamlined and not even the exhaust pipes protrude.

them from the corrosive fuel. Caracciola was able to complete the race without a tyre change and Fagioli only had to change once.

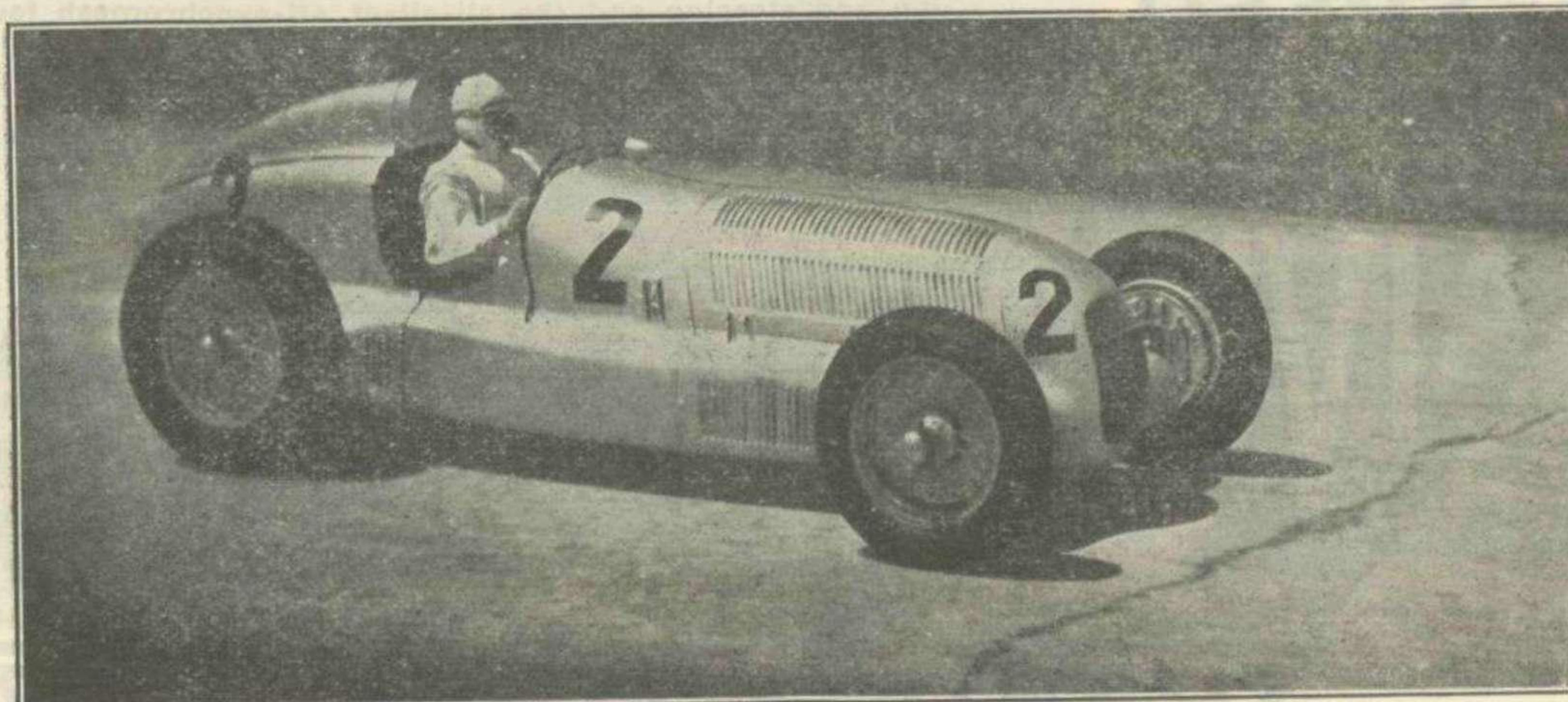
The sun by this time had moved round until it was shining on the stands, while what little breeze there had been had died down.

Zehender's car had a damaged gear-box, while Sommer had a broken valve, but in spite of that the former overtook Fagioli five laps from the end, a state of affairs

six finishers, that the race was very definitely over.

**RESULTS.**

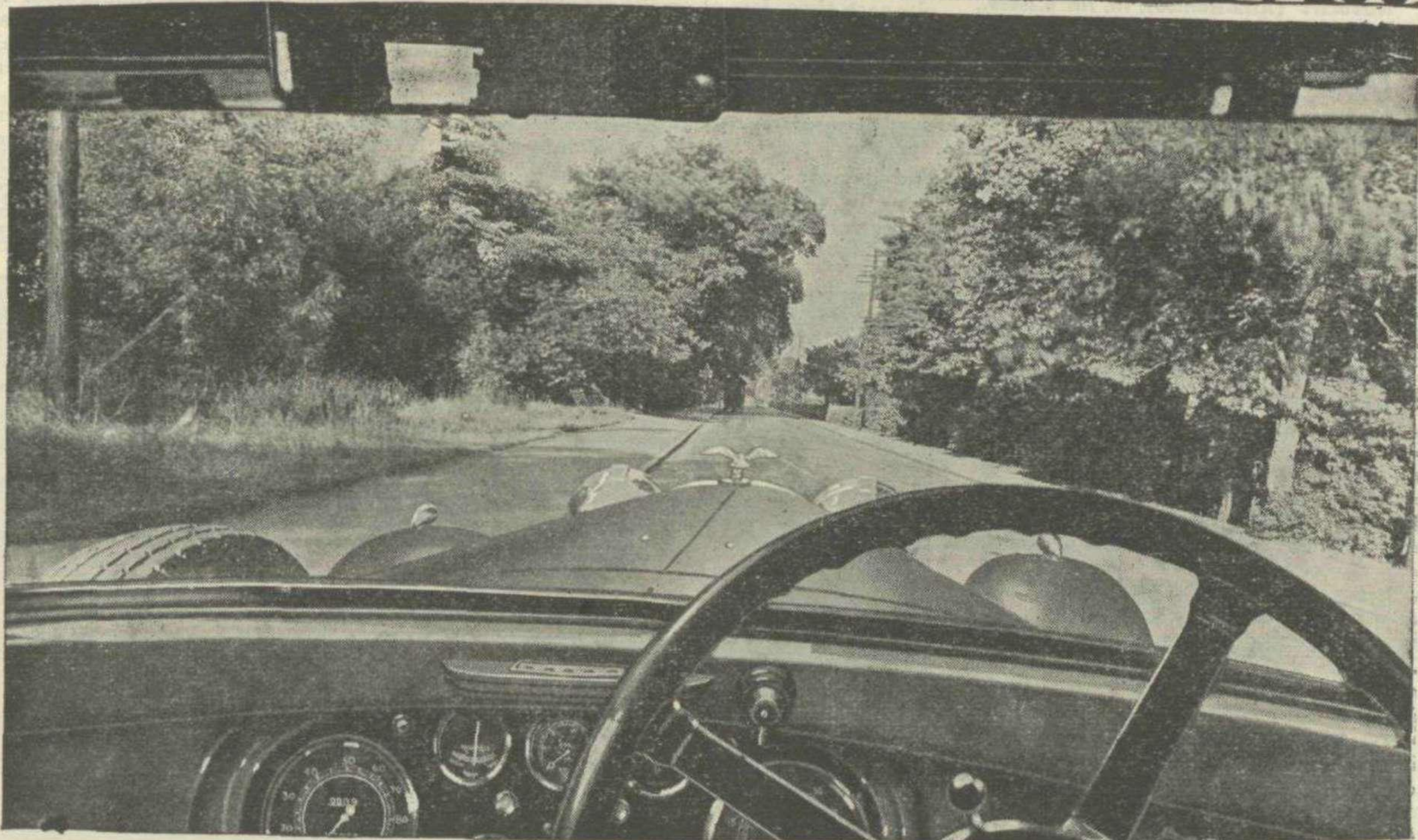
1. R. Caracciola (3.9-litre Mercedès-Benz), 4h. 0m. 54.6secs. Speed: 77.39 m.p.h.
2. Von Brauchitsch (3.9-litre Mercedès-Benz), 4h. 0m. 55.1secs. Speed: (124.566) 77.38 m.p.h.
3. F. Zehender (3.8-litre Maserati), 2 laps behind.
4. L. Fagioli (3.9-litre Mercedès-Benz), 3 lap behind.
5. A. Varzi-Geier (5.6-litre Auto-Union), 5 laps behind.
6. R. Sommer (3.8-litre Maserati), 5 laps behind. Notes on the French G.P.—Page 418



The winner in action. He is preparing to take the Virage de la Ferme which leads behind the banked track.



# ALVIS CITY PLUS



# VISIBILITY

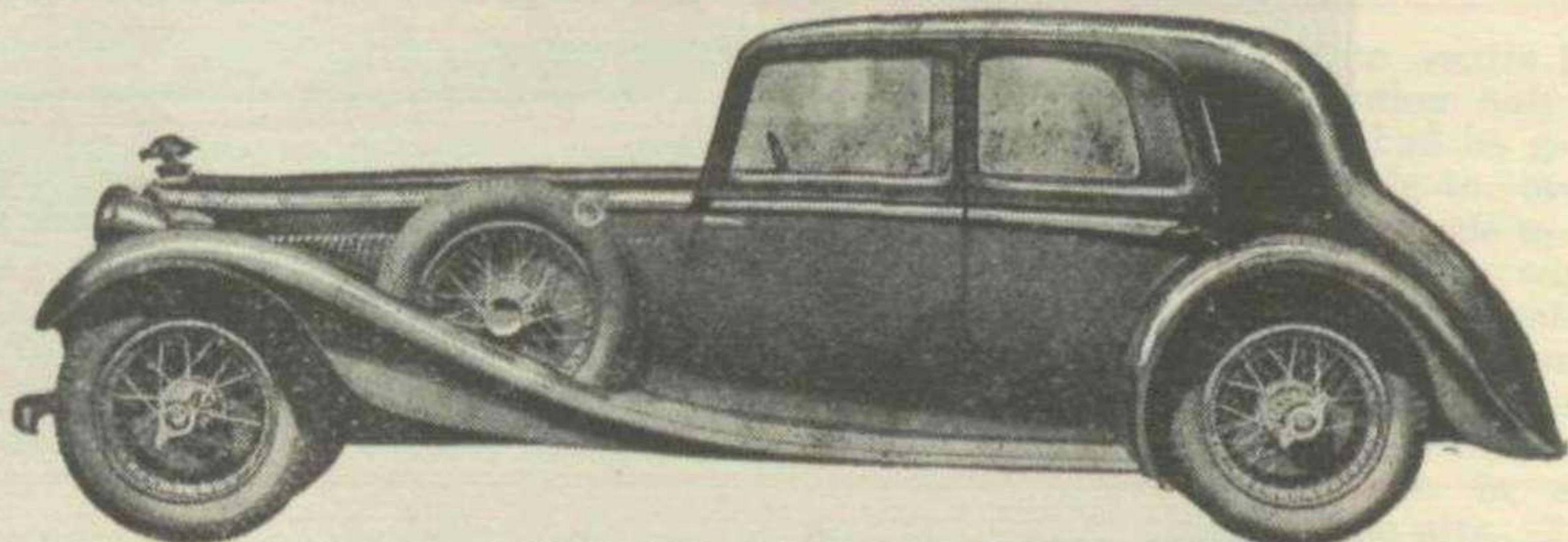
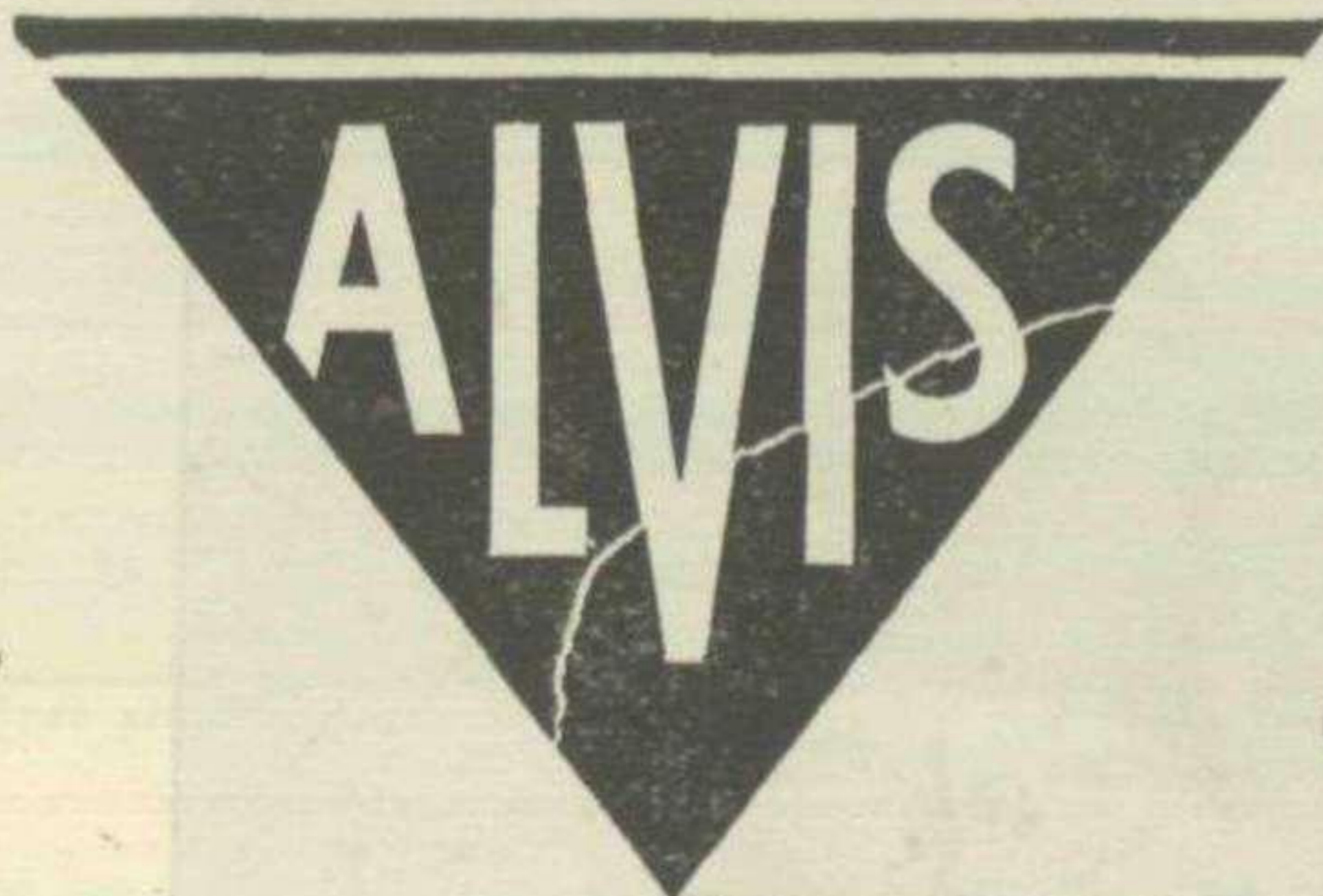
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TWENTY"**

Every ALVIS car is designed to give speed with SAFETY as well as speed in SILENCE. Wide range visibility is an important necessity in a fast car . . . with no blind spots and the wings in full view. The above illustration is an actual photograph taken from the normal driving position in the ALVIS "Speed Twenty" and clearly shows the excellent visibility afforded. This attribute, combined with the incorporation of independent front wheel springing and steering and the all-silent all-synchromesh four speed gearbox, definitely establishes new ideals in ease of control. "Speed 20" Models at prices from £700. Other Models from £490.

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## SPEED WITH SAFETY



# THE HUDSON TERRAPLANE SPORTS FOUR-SEATER

AMAZING ACCELERATION AND POWERFUL BRAKES. A SPEED OF OVER 100 MILES AN HOUR.

THE days when one considered all cars of transatlantic design as sluggish, unstable and lacking in character are past, and fast motorists in this country are willing if not forced to treat them with respect. The light and lively Terraplane models evolved by the engineers of the Hudson-Essex Company have played a large part in bringing about this change of outlook. The results are obtained in the good old way, a powerful engine in a light chassis, but there is naturally more in it than that.

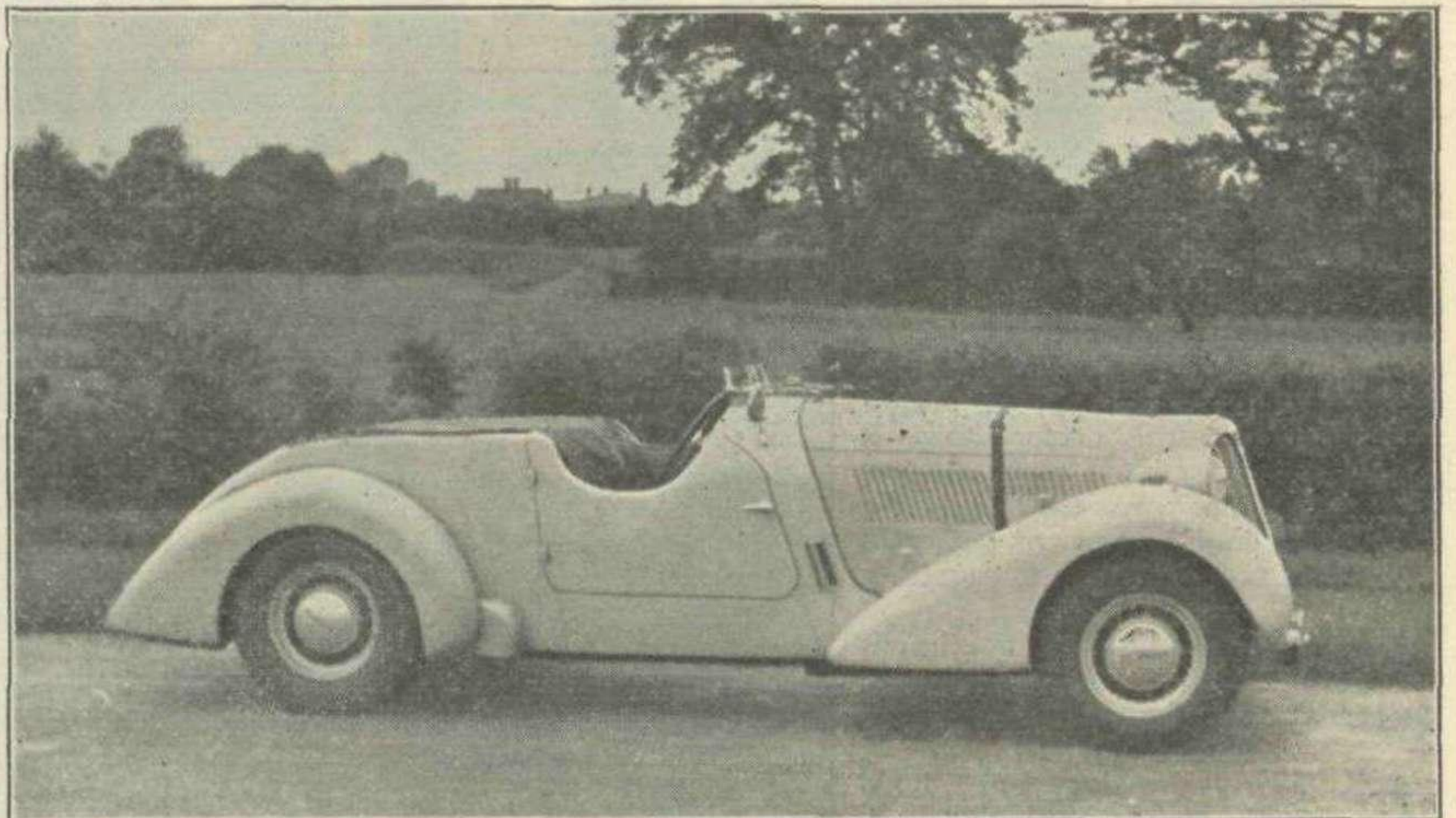
In the first place the engine, though fitted with side valves, is extremely efficient, and with a high-compression aluminium head is claimed to produce 120 horse-power. Skilful casting in the cylinder block and the extensive use of high-duty steels in the other parts makes it possible to produce a power unit of very moderate weight. In the same way, by reason of the fine material used in the chassis and the rigid bracing of the all-steel floor, unnecessary weight is here again avoided and the car complete with a light but strongly constructed four-seater body turns the scales at 23 cwt. The springs on the open car have been stiffened up slightly to give the firmness of cornering which the sports car owner expects to find, and thanks to the clean sweeping lines of the body a speed of over 100 m.p.h. can be obtained when the engine is in good fettle.

The day appointed for the road-test was anything but favourable. A strong wind

his foot firmly down and we sizzled along at 75. After various experiments it has been found possible to set the windscreen so as to throw the rain right over the heads of the occupants, and not a drop came in until we got held up in a traffic block at Esher.

tyres, which were nevertheless inflated to 30lbs, had something to do with this.

Unfortunately the wind was blowing directly up the Railway Straight, and actually the highest speed recorded was past the Vickers sheds. An even 90 m.p.h. over a flying half-mile was the highest we



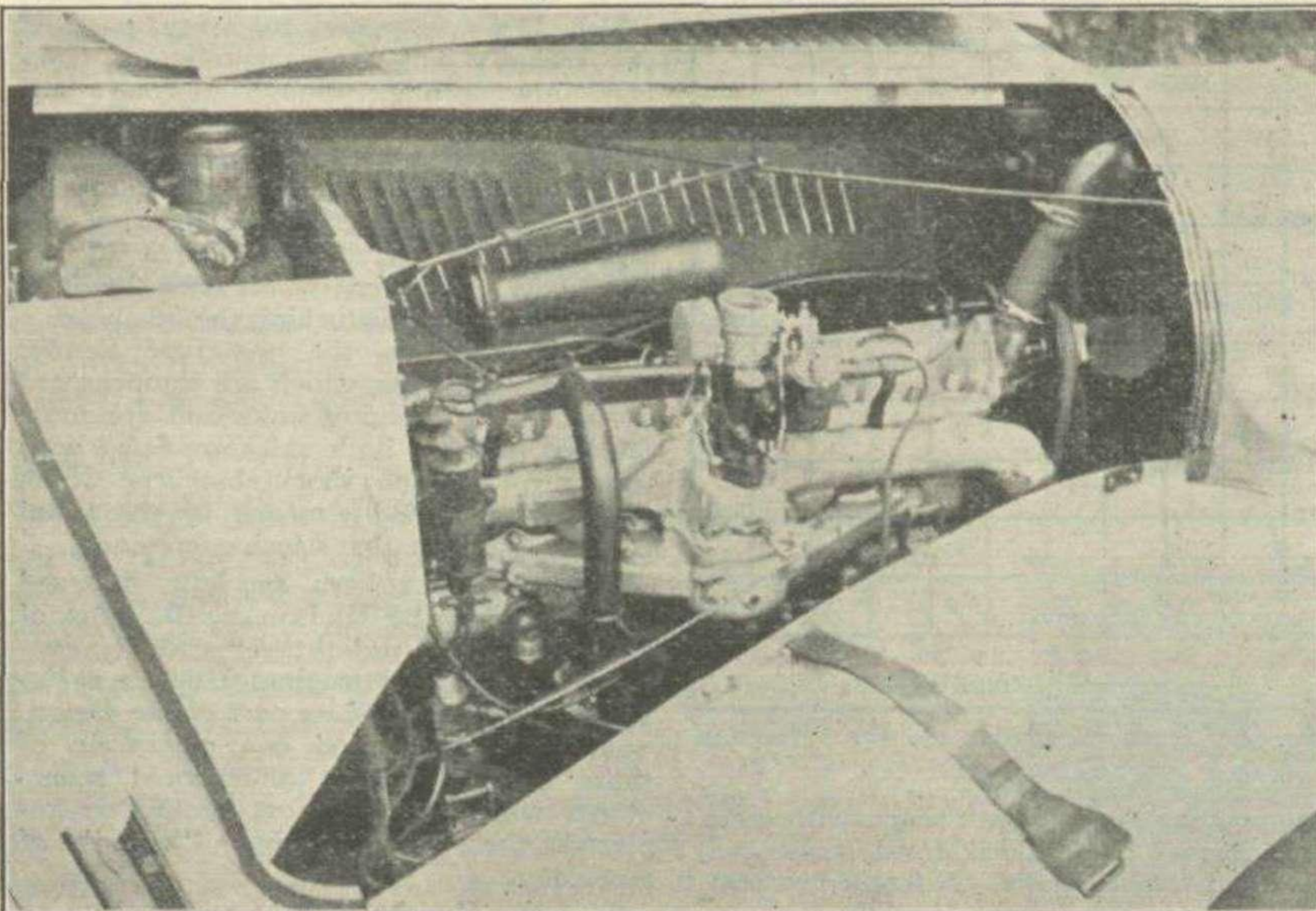
Smooth contours distinguish the Hudson Special Sports. The car illustrated was finished in pale blue.

After waiting at the track until rain was not actually falling we started in to get some acceleration figures. As will be seen

achieved on this occasion, much to Mr. Strang's disappointment and this sluggishness, if a 90 m.p.h. can be so called, was traced afterwards to a defective coil. Trying the car at a later date 102 m.p.h. was repeatedly obtained over the half-mile and the acceleration figures would naturally be further improved over those shown on the chart.

The new type of compensated Bendix brakes fitted to the Hudson were powerful without any tendency to snatch, and applied with full force on the wet concrete brought the car to rest in 63 feet from 40 m.p.h. On a dry road we should imagine the stopping distance would be reduced by some 10 feet.

After completing the tests at the Track, we made our way by devious roads to the open country, finding it difficult to keep below the statutory 30 m.p.h. with this lively car, though actually it runs down to



The engine is the nominal Hudson Eight, with the compression ratio raised to 7 to 1. It is remarkably efficient for a side-valve, single carburetter unit.

was blowing, and rain was evidently not far away. Determined to try the car at Brooklands before the weather broke, we swept silently out of Town, much impressed by the smoothness and easy riding of the car. Just as we reached the Kingston by-pass rain started to fall, but our companion put

from the chart they were very striking indeed, especially those of 1 1/5 seconds for 10 to 20 m.p.h., and 2 4/5 up to 30 m.p.h. It was interesting to find that there was no sign of wheel-spin, though the track was wet. No doubt the large area of contact of the 16 by 6.75-inch Goodyear

### BRIEF SPECIFICATION

**Engine:** 8-cyl. Bore 76 mm., stroke 114 mm. Capacity 4168 cc., R.A.C. rating 28.8 Side valves. Single Carter down-draft carburetter, coil ignition, 14 mm. plugs.

**Gearbox:** Three speeds and reverse. Constant-mesh second gear. Ratios 3'95, 6'37 and 9'56 to 1.

**Suspension:** Half-elliptic springs front and rear. Axle-flex independent springing to front wheels.

**Brakes:** Bendix compensated two-shoe self servo.

**Dimensions:** Wheelbase 9 ft. 9 ins. Track ... 4 ft. 8 ins.

Weight with four-seater open body 23 cwts. Price: £525



## THE HUDSON TERRAPLANE—continued.

walking pace on the high top gear without snatch. Once out of the "devastated area" however, we trod firmly on the accelerator pedal and can truthfully say that we can never recall feeling such a surge of power on anything but a highly-tuned semi-racing car. On top gear the effect was like that of second or third on an ordinary sports car, only of course without the noise, and to be able to go up to eighty or so without a pause on any straight stretch of road was quite a new sensation. A cruising speed of 75 m.p.h. was therefore easily maintained, and the average speeds which can be put up on this Hudson are only limited by traffic conditions.

The technique of driving a large-engined car, particularly one as light as the Hudson takes a little time to acquire, but soon one learns that the gears need not be used nearly as much as on the smaller types of sports car. Apart from saving petrol by making a sparing use of the gear-lever, the performance is good enough for most purposes for, without doing so, the four-litre side-valve engine has a powerful torque almost down to stalling point.

At the same time, if maximum performance is desired, there is no reason why the gears should not be used, speeds of 37 and 57 m.p.h. being obtained at 4,000 r.p.m. The engine will however, turn at a much higher rate than this, and the owner of the car, Mr. Robert Strang, who was accompanying us, quite cheerfully changed down at 70 m.p.h., which is about 5,000 r.p.m., and had also used these revs most of the way up Shelsley. Not bad for a production four-litre engine! He also informed us that the Hudson Company hold the five-hour second gear record which is recognised in America for stock cars, at a speed of 72 m.p.h., which seems to us almost cruelty to dumb animals.

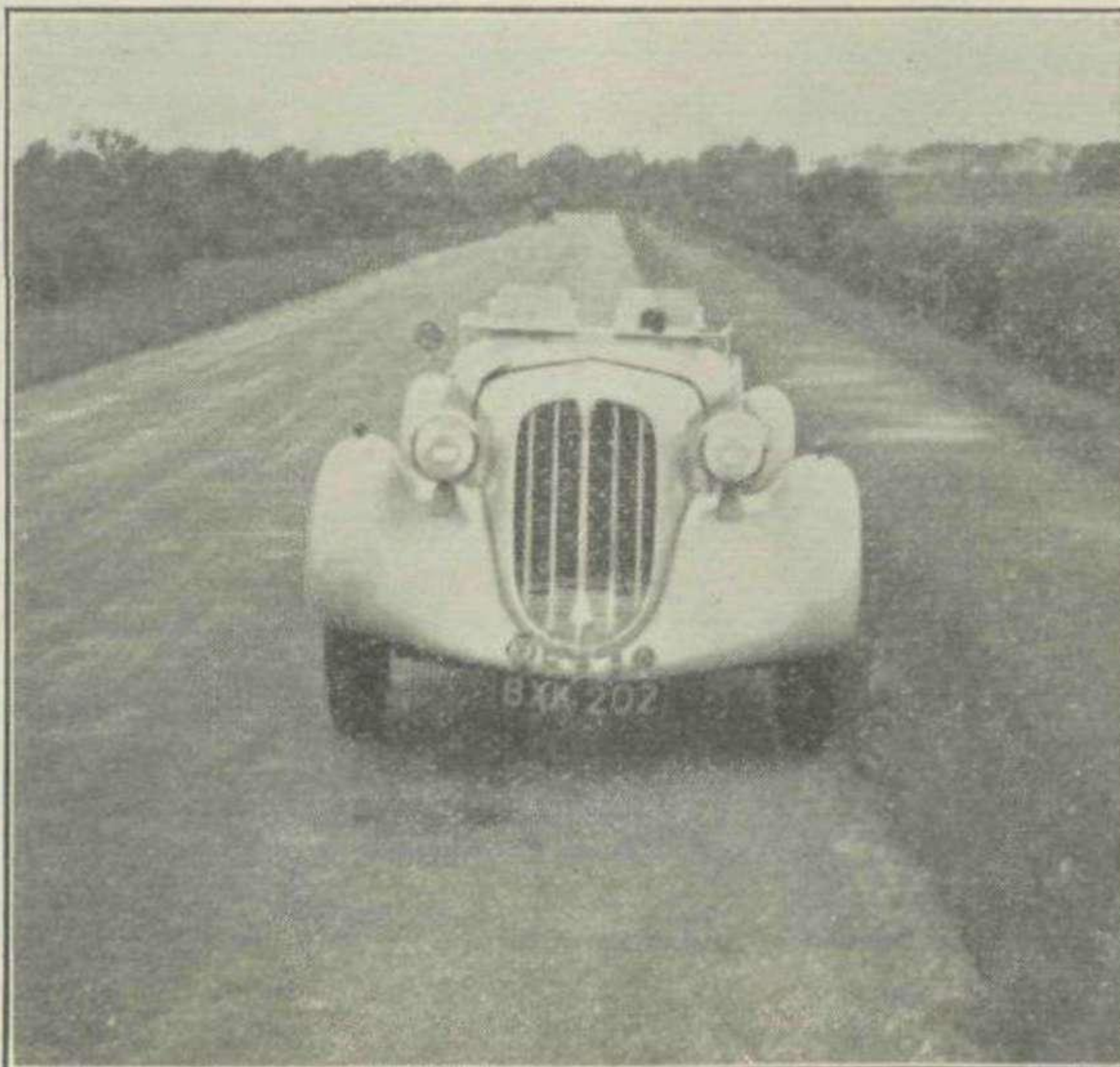
The gear-change is quick, with some use of force, instantaneous, at full revs., and the gear-lever is conveniently situated and does not whip. The clutch is smooth but rather heavy, and needs to be fully depressed to give a clean change. The two indirect gears run silently, but are not fitted with any form of synchronising device.

The road-holding was satisfactory, and the car could be cornered at high speed with confidence. The springing is firm and free from roll, and the car can be driven round Brooklands almost hands off even when the track is wet. The steering is geared a little low but has a useful self-centring action, and the Axle-flex independent springing for the front wheels definitely cuts out all trace of steering-wheel kick on uneven roads.

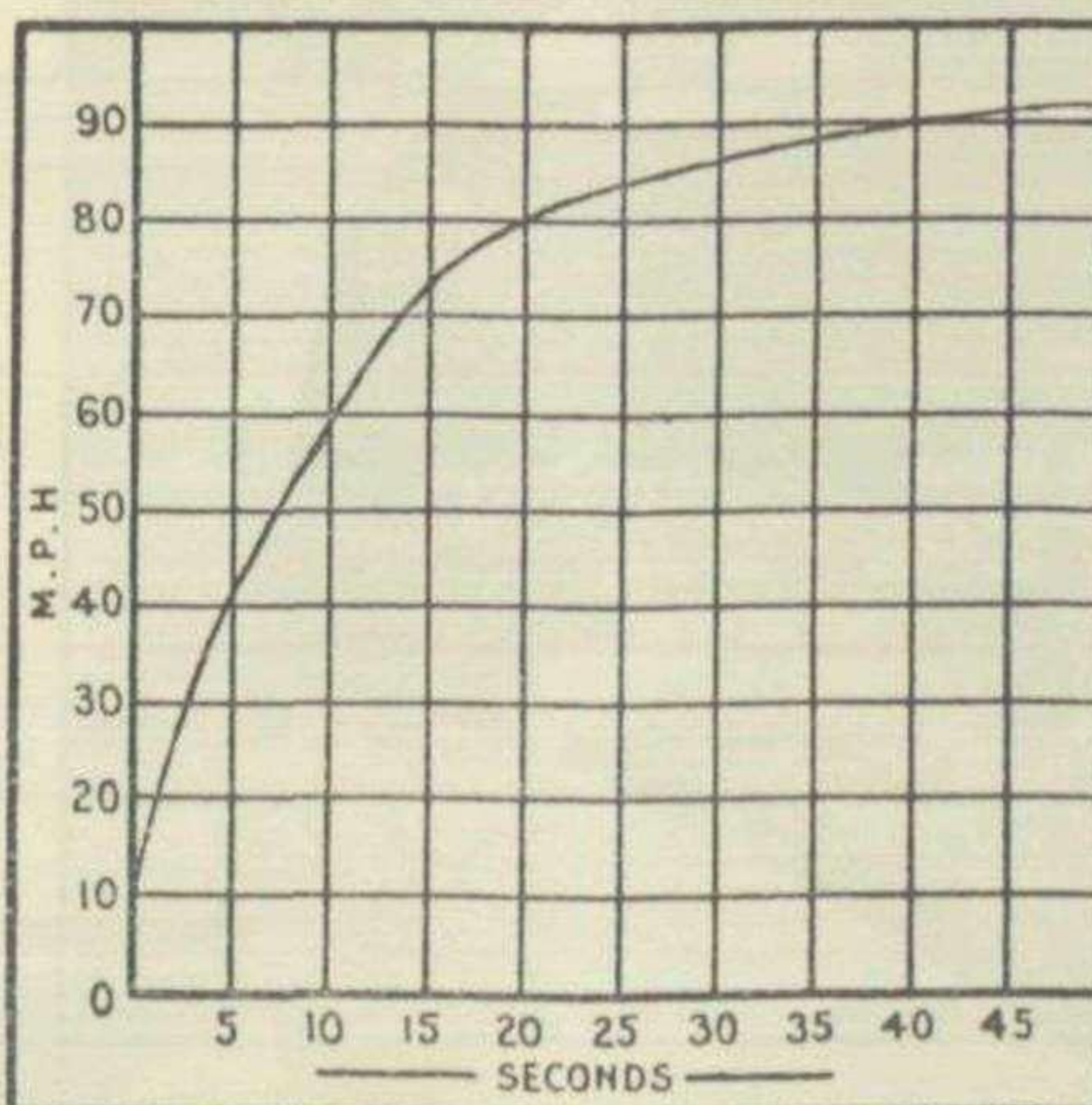
The driving position did not suit us too well. With the seat correctly placed in relation to the pedals, the steering wheel came too far into the lap, making it difficult to "throw the car about" when cornering fast, and the cut-away at the side of the body might with advantage have been deeper. The brake-lever was short and out of reach, but this will be altered on later

cars, while the position of the steering wheel and the pedals had been specially altered from standard and on the production models will be restored to their original position. The angle of the seat and the position of the windscreen are well-planned. The bonnet on the car we were trying, which was the first of the 1935 open four-seaters, was rather high, and made it difficult to see the near side wing. On later cars the scuttle will be flat and two inches lower.

With the front seats in their normal position, two full-sized passengers can be



100 m.p.h. for £525. The Hudson clocked 102 m.p.h. at Brooklands and covered a flying lap at 94 m.p.h.



The acceleration chart of the Hudson Terraplane.

accommodated in the back seats, with their legs against the padded front seats and their feet in deep wells. A further inch of leg room and two inches of width is given on the revised bodies. The sides of the body offer adequate protection, and in fact the car may reasonably be termed a full four-seater. The hood drops out of sight in a well at the rear of the body. It is easily erected and can be stowed again with little more trouble.

Reverting to the mechanical side of the car, the engine is a side-valve straight-

eight unit with a five-bearing crank-shaft. A single downdraught carburetter is used, and is fitted as standard with an air-cleaner and silencer. This had been removed on the car we drove, and at high speeds the air rushing in made quite an exhilarating roar. The exhaust note is subdued, and by replacing the air-silencer the car regains a gliding silence which makes its speed all the more deceptive.

The carburetter is supplied by means of an engine-driven pump from the 13 gallon rear tank. The petrol consumption we were unable to check exactly, as the guage was only marked rather vaguely with "quarter," "half," and "three-quarters" full, but we understand that it works out at 15 m.p.g. at fast touring speeds. The car is fitted with a high-compression head giving a compression ratio of 7 to 1, so Esso Ethyl is indicated, but for ordinary touring any No. 1 spirit may be used. The head itself is interesting, being cast in two sections in order to make sure the water passages are correctly formed. 14 mm. plugs are used, with coil ignition, and a steel cylinder-head gasket has been found necessary.

The gear-box is built in unit with the engine and a single dry-plate clutch is used. The gear-box has three forward gears, second being a silent running constant-mesh ratio. The transmission is then through an open propellor shaft with two universal joints to the spiral-bevel back axle.

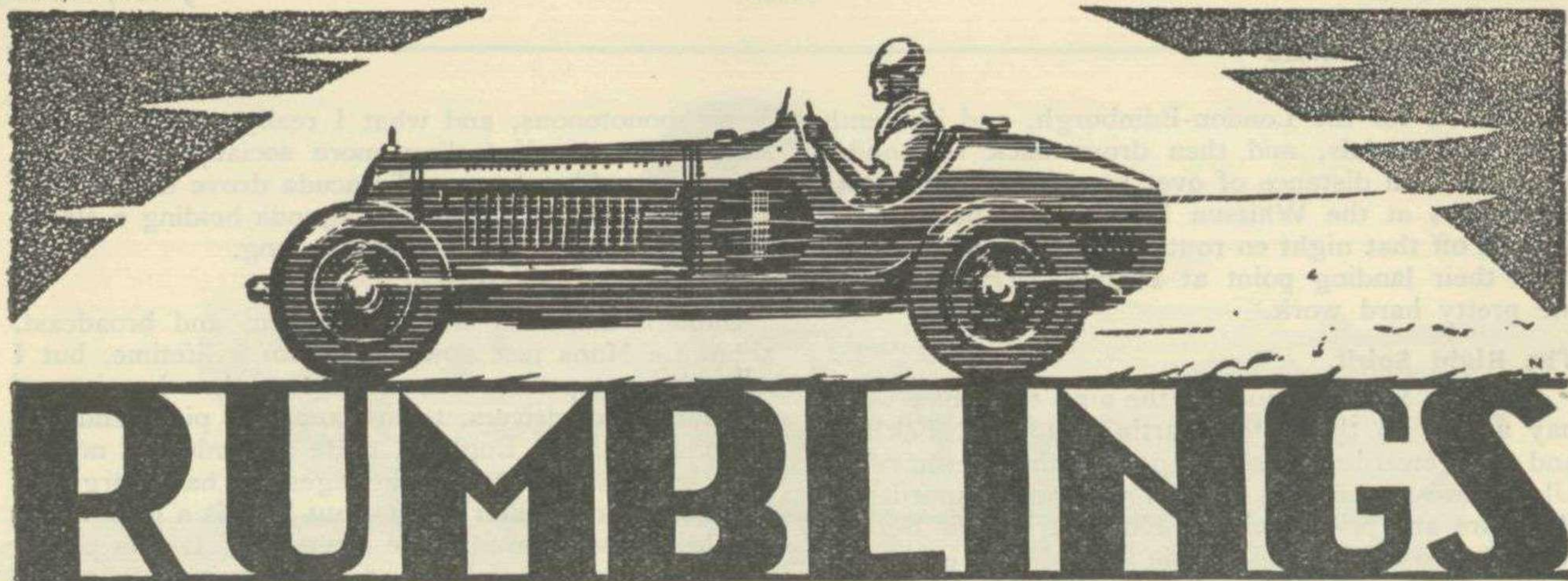
The chassis is strengthened amidship with the usual pressed steel X-member, and is further tied together by the steel floor, which locks together the rear part of the frame. The front wheels are independently sprung, though normal half elliptic springs are used. The axle is in three sections, with two central links which are hinged in the form of a parallelogram to the axle ends which carry the wheels. The springs are bolted to the axle ends. When one wheel rises the links hinge up without disturbing the other side.

The brakes are the new type Bendix cable operated type, which are compensated by means of swinging links and are most efficient in use. Both axles are fitted with telecontrol friction shock-absorbers which can be adjusted by means of the usual control knob on the steering column.

The body has been specially designed and built for the Hudson by Bertellis of Feltham and is a light yet strongly constructed job. The original Hudson radiator has been retained as part of the design, and the lines remind one pleasantly of those efficient-looking all-enclosed monoplanes which have almost completely replaced the untidy-looking "kites" of yesterday.

The new Hudson may be summed up as an attractive car of exceptional performance selling at a reasonable price, a combination of virtues not so easy to find even with the wealth of motor cars now on the market to-day. The car was lent to us through the courtesy of Messrs. Shaw & Kilburn of Great Portland Street, who are the London Agents, and road-tests can be arranged by applying to this address.





### Does the Public want Motor Racing

THE round-the-houses races in the Isle of Man seem to be held under an evil star. However good the organisation, and there was nothing but praise for it this year, the R.A.C. never seem to be rewarded by two good races in succession. Partly for this reason no doubt, very few people trouble to cross over to the Island, and this year the Manx authorities made little attempt even to advertise the fact that there was a race. It makes one feel almost that they were ashamed of the fact that they were allowing such an ungentlemanly sport to be carried out in their boundaries, and if this is so it is not surprising that the general public do not feel the urge to make the journey.

### Those Bugattis.

Talking of evil stars, those 3.3-litre G.P. Bugattis also seem to have brought their little constellation with them. Brian Lewis has been the most fortunate, his trouble in the International Trophy was nothing more than the supercharger drive, though it was feared at first that most of the internals had perished. Eccles' car has passed out in two races, even after importing one of Le Patron's mechanics to look after it, and Martin was seen at Brooklands on Whit Monday muttering darkly and wondering about the price of a new petrol tank.

### Class H.

I always think it courageous of the M.G. people to submit their cars to the acid test of racing as soon as they appear. Two years ago in the Isle of Man the new Magnettes were decimated by back-axle trouble, only to return and conquer in the British Empire Trophy, and I should not be surprised to see the new R Midgets do something startling in the Trophy this year. They certainly have terrific acceleration, and if the springing is stiffened up somewhat so as not to throw so much work on the universal joints in the back-axles, they ought to be able to do their stuff in the approved manner.

### Peak Revs Ten Thousand!

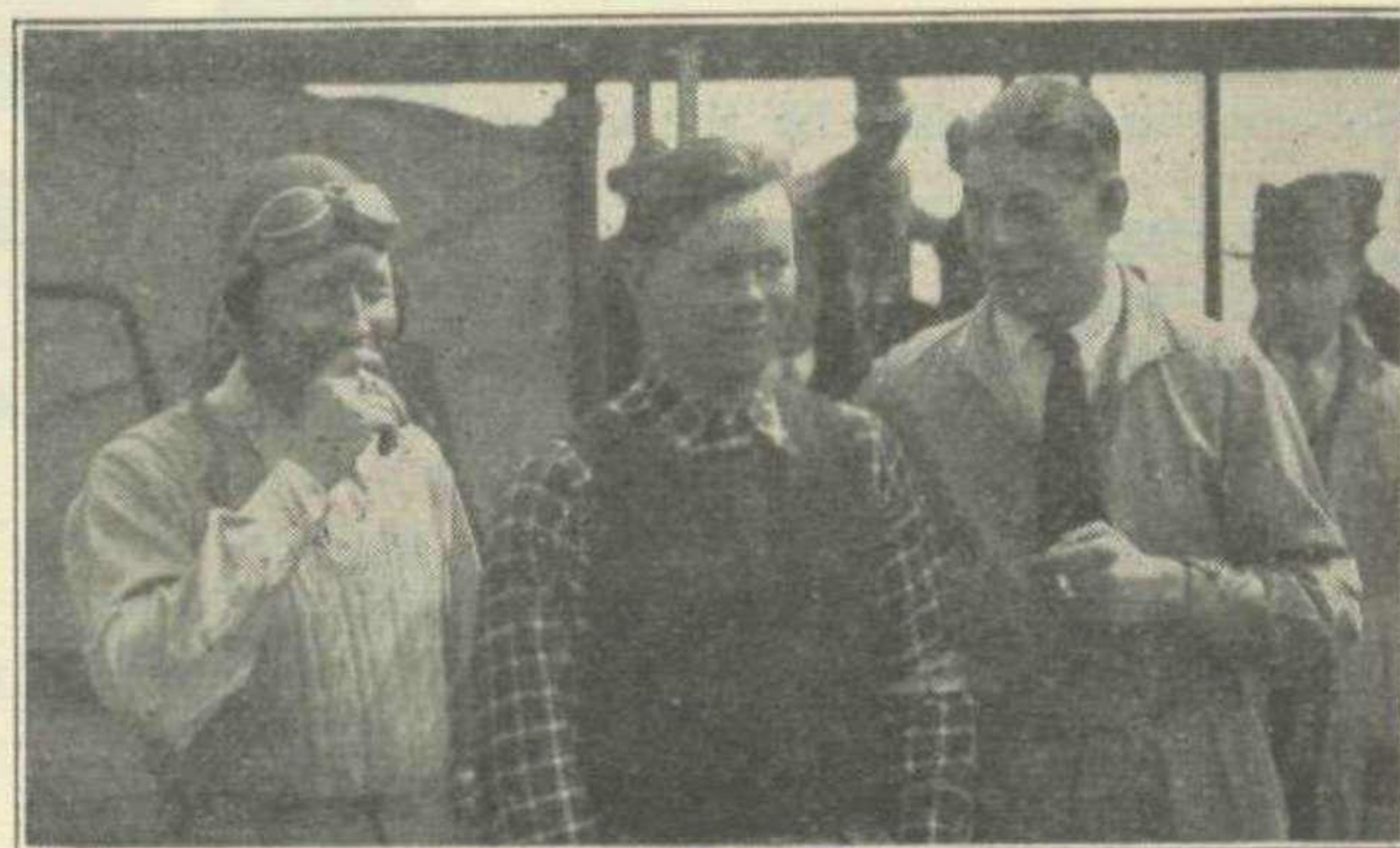
After seeing Driscoll performing on his single-seater Austin at Brooklands, I was looking forward to seeing the overhead camshaft ones make their debut in the Isle of Man. However, they are not nearly

ready yet, but might possibly be seen at the August Bank Holiday meeting.

I had a few words with Driscoll down at Brooklands and learn that the side-valve unit fitted to his present car runs up to the amazing figure of 10,000 r.p.m. and likes it, and that the o.h.c. ones will do the same. They will be fitted into chassis identical with the present cars, which have proved most successful on the Mountain and at Shelsley. The front-axle on these cars is well worth examining. It is made in two pieces, one fitting into the other with a roller bearing interposed so that each of the two axle ends can twist without affecting the other. The two ends of the axle are each positioned by two radius rods. This lay-out gives the effect of independent suspension, and Driscoll found his car 15 m.p.h. faster on the top corner of the Mountain circuit after changing over to the split axle.

### A Strenuous Sport.

What is your longest journey in 24 hours, and why did you undertake it? Most of us would answer I suppose, taking part in some big trial and driving back, for though the maximum speed may not be very high you keep going for a night and a day, and then another night or so, back to your starting point. Over at Le Mans I met K. D. Evans who furnished me with a fine example of long-distance runs in trial. He and his brother and sister, D. G. and Miss Doreen,



First, second and third in the Mannin Moar Race. The Hon. Brian Lewis, Charles Martin and Luis Fontes.



*RUMBLINGS—continued*

all went in for the London-Edinburgh, and incidently won gold medals, and then drove back to London again, a total distance of over 600 miles. They then drove cars at the Whitsun Meeting on the Monday, and set off that night en route for Le Mans, 160 miles from their landing point at Dieppe. That seems to me pretty hard work.

**The Right Spirit.**

With Le Mans so much in the air I thought I would pay a visit to the Aston-Martin factory at Feltham, and was rewarded by seeing no less than seven of the Ulster two-seaters, all painted up and equipped with that care and pride which is characteristic of Bertelli, ready to go off for their battle abroad. An even more striking sight was to see six of these seven cars lined across the road after the race, not quite so clean but just as fit. Bad luck that the seventh was put out by an accident.

The two-seater full-sports car is a type which always attracts me, but knowing that these particular Ulster-type cars have a compression of about 8 to 1, which calls for the use of benzol, I had always thought of them as being suitable simply for the out-and-out enthusiast, who does not mind scouring the country in search of that expensive and peculiar smelling fuel. I learnt however, from "Bert" that the cars in question run quite happily on the new Esso Ethyl fuel, a fact which will be appreciated by users of other makes of cars fitted with high-compression engines.

**A New Toy.**

Maps and guides are one of my weaknesses, almost more so than touring itself, but it was not until I bought one of the new Michelin Guides to France some time ago that I realised how much useful information can be gathered between two covers. Our own A.A. and R.A.C. guides give a certain amount of information about hotels, but who would expect to find there the special dishes served, for instance, at the Royal Tartan Hotel, Inverness? I rather expect that in any case it would be just the same as that provided at the three star hotels at York, Aberystwyth, and Tunbridge Wells. The only place you can get Morecambe Bay shrimps is in the more expensive London hotels, and Dover receives its soles via Canterbury, Billingsgate, and Ashford. In a word there is no pride in the local product such as one finds in France.

**An Auto-Union Wanted.**

So enraptured was I by the visions of the touring, eating and drinking grounds conjured up from the pages of "Michelin" that I decided to take over the car to Le Mans, rather than take the more prosaic route through Paris by air and train. I'm glad that I did so, for it settled for me the question of why the French motorist does not visit England in spite of the favourable rate of exchange—his own country is just as charming. Except for the roads being rather rougher than ours, the journey from Calais to Le Mans was perfect, and with little or no traffic on the roads, one could drive really fast without annoying anyone.

Parts of N. the road which runs from Calais to Rouen were straight for as much as 15 miles, the rolling nature of the country preventing them from

being monotonous, and what I really wanted was an Auto-Union, or if feeling more socially inclined an Alfa-Romeo like the one Pintacuda drove in the Mille Miglia. However, with my Lagonda holding a steady 75, the journey did not take too long.

**English as She is Written.**

Enough has been written, spoken, and broadcast, about Le Mans just now to last for a lifetime, but I must just perpetrate one more remark. In view of the number of drivers, team-managers, pit-attendants, and visitors from England, quite a number of notices were written in the two languages. I have forgotten some of their brighter efforts, but here is a gem which should not be allowed to be forgotten. It was posted at one of the turn-stiles under the notice "Priere de montrer votre carte d'admission," which was rendered very beautifully as "Prayer to show your admission money."

**"Chitty" Again.**

The sight of an old racing warrior tucked away in a saleroom always "gets me," as the Americans say. The other day I ran across an old Brooklands favourite in "Chitty Chitty Bang Bang," at the premises of Sports Spares, in Chiswick Street. I am not going to say which "Chitty" this particular one is. We've had all that out before, haven't we?

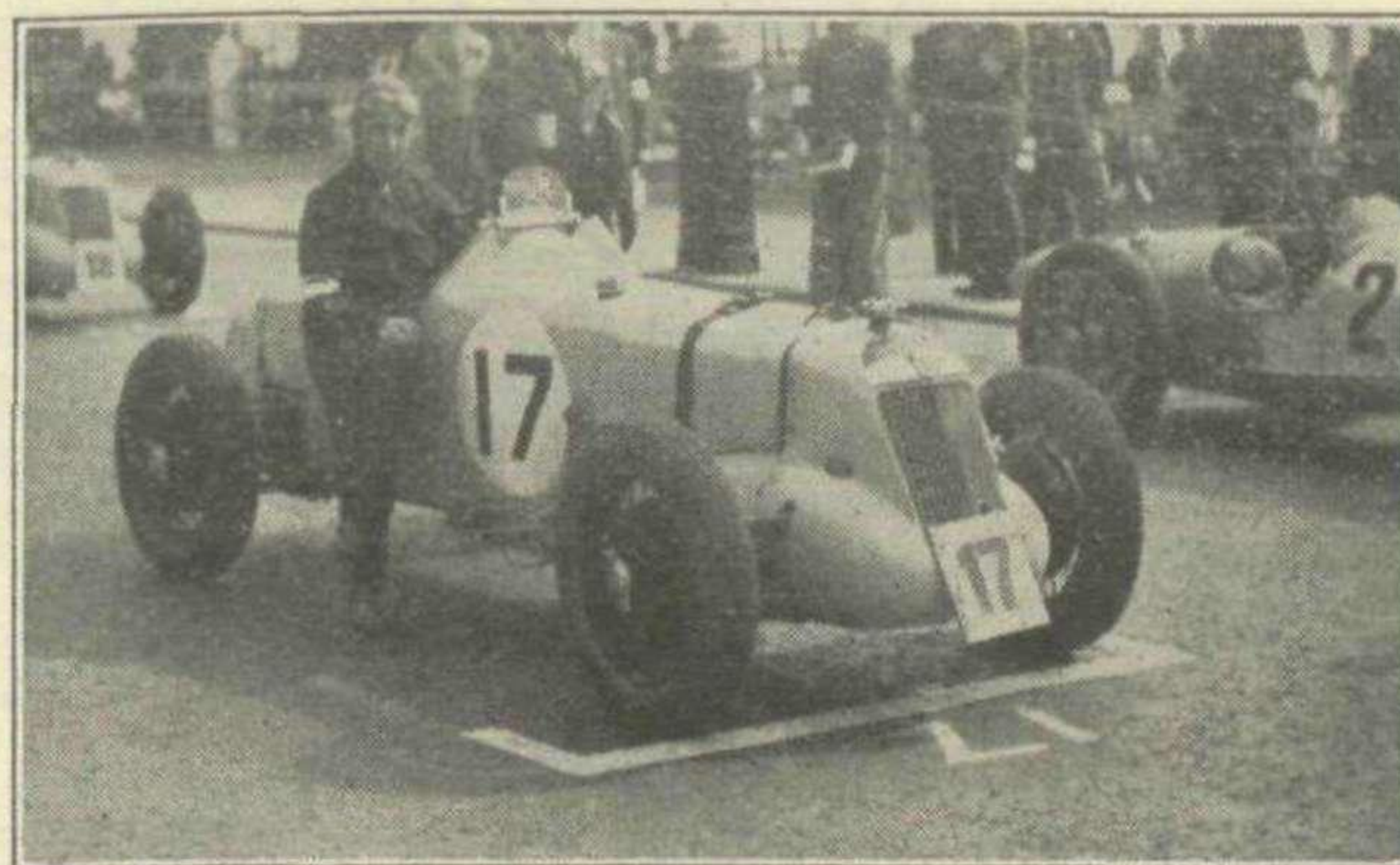
After seeing Count Zborowski's old car, I was taken over to the new premises at South Wharf, Paddington, where some interesting stuff was to be seen.

**Not the Usual Trophy.**

It has always been something of a mystery to the logical mind (yours and mine) that the massive and not always beautiful silver cup has continued to be the universally accepted form of annual trophy. The first stroke of originality in this direction has been made by the Oxford University M.D.C. Last month Roy Nockolds, the motoring artist, was the guest of honour at their dinner, and presented the club with the original "Grand Prix" drawing of the print which most of us have hanging on the drawing-room wall. The Club has decided to put up this picture as a trophy, to be held for one year by the most successful member. Small silver name-plates will be fixed to the frame.

**Empire Trophy Suggestions.**

The B.R.D.C. has every reason to be satisfied with



The new M.G. monoposto Midget. Here is W. L. Handley on the starting line before the Mannin Beg Race.





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THE NEW ESSO PETROLS give you a new thrill in acceleration, more miles per gallon, and better climbing than ever. They are a revelation in anti-knock. Esso Ethyl, for example, gives knockless running in engines of the highest compression, and astonishing top-gear performance in all cars. Sold in three grades: ESSO ETHYL, ESSO BENZOL MIXTURE, ESSO HIGH TEST

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## RUMBLINGS—continued.

an entry of 43 cars at single fees. The 750 c.c. class is entirely composed of M.G. Midgets, eight in number; the 1,100 c.c. cars are four Magnettes, two Amilcars, an E.R.A., a Riley and the Eccles Supercharge; of the 1,500s, four are E.R.A.s, the rest being two Bugattis, two Frazer-Nashs, an Aston-Martin, a Vale, an Alta, a Squire, and the "Cotton-Field" Special, entered by Billy Cotton. The 2-litre class is another one-make affair, Rileys this time. The big stuff consists of four two-three Alfas, two two-three Bugattis, a monoposto Alfa and a 3.3 Bugatti. Double-fee entries can be expected.

The "Q" and "R" Midgets are just as fast as the average Magnette, so why not run a scratch race for cars up to 1,100 c.c. with a special prize for the first 750 c.c. finisher? Thirteen 1,500 c.c. cars would make a good scratch race, with a special prize for the first unblown car to encourage Astons, Nashs, etc.

**The Big Meeting.**

The French Grand Prix brings together, I should think, a more distinguished gathering of drivers, designers and directors than any other event in Europe, except perhaps the big Motor Shows of London, Paris, and Berlin. At the pits I was lucky enough to find Dr. Porsche, who, of course, was the famous designer and suspension expert of the Auto-Union Company. He confirmed the rumour that some of the "P" Wagons would be on sale to private individuals in the autumn. The price is not yet fixed. There is no immediate intention of building any 1½-litre models, but like most people who witnessed the Eifel races, he was most impressed by the performance of the E.R.A.s. Apparently the crowds kept on shouting "We want E.R.A.s."

**German Racing Cars in England.**

"Rudi" Caracciola paid a short visit to London at Whitsun between periods of practising at Montlhéry, and has been going into the question of driving a Mercedes-Benz at Donington in October. Unfortunately he did not have time to go north to inspect the course, but was a little worried about its being so narrow. However, he told me that the organisers would probably keep the entries down to twelve, which in any case should cover quite comfortably all the under 750 kg. racing cars in England. If this can be done he has every hope of taking part.

**Closed Harmony.**

I doubt if we shall see the Auto-Unions in England this year, for in October Stuck and his fellow-drivers will probably be tackling the records captured recently by Nuvolari on the twin-engined Alfa-Romeo. The problem of ventilation on the all-enclosed Auto-Union has been overcome, but there still remains the danger of side-winds, which affect the Rennlimousin much more than the open cars, and on the Avus road, where there are gaps between the lines of trees which fringe it, the cars hop two or three feet across the road. Another matter more mental than mechanical is that with the enclosed cars the sound of the wind is greatly reduced and the drivers have a chance of worrying what is going to happen to them if they make an error of judgment.

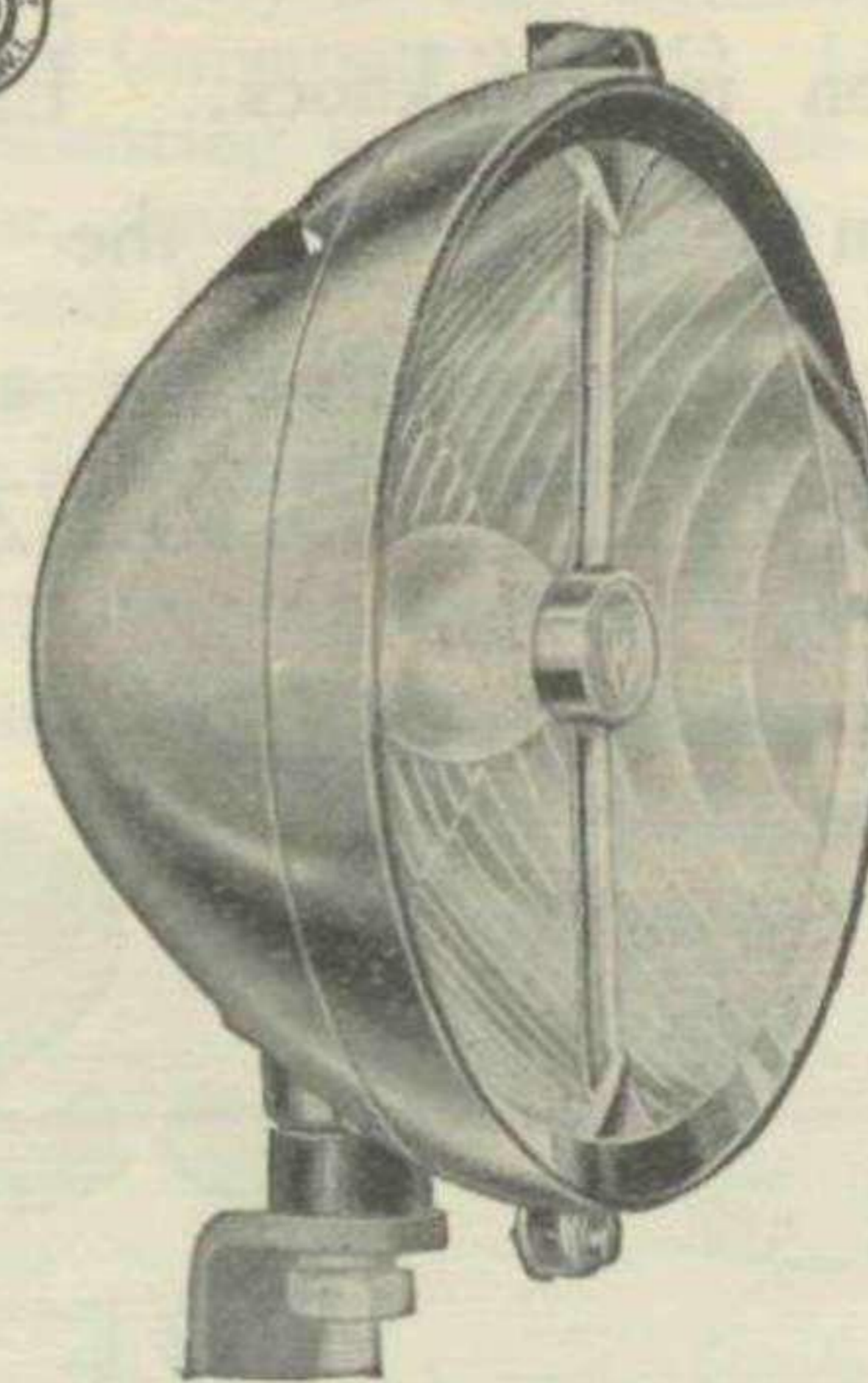
**Challenge From Italy.**

The new 4.4-litre Maserati has been completed, but was not sent to France, and Philippe Etancelin was walking about at Montlhéry (with his chin thrust out) looking thoroughly disgusted at not having a car to drive. The Maserati Company are reserving it for the Penya Rhin race at Barcelona, where it should stand a better chance of success.

The Ferrari people were quite hopeful about the Monoposto cars, which had been still further enlarged and had the increased power not proved too much for the transmission they certainly ought to have been placed in the Grand Prix. The twelve-cylinder engine is almost completed, but is too powerful to fit into the present chassis, but it is hoped that the car will be on the road in two months' time. This will give reasonable time to tune it up for the Italian Grand Prix.

**Supporting the French Racing Car.**

The sweeping victory of the German racing cars and the obviously unprepared state of the Bugatti, not to mention the previous week's British gain at Le Mans, has stirred the French lay and motoring press into a state of rare excitement about the damage to the prestige of their motor industry. It is too early yet to say if anything will come of it, but the public subscription fund is mounting slowly. It is estimated that about one million francs is needed, while I believe 40,000 has so far been subscribed. The cheaper badges are seen on an increasing number of cars, but as each denotes only 5 francs, the fund still has some distance to go.

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Entirely Chromium Plated      Black with Chromium Rim

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### LE MANS GRAND PRIX D'ENDURANCE

- 1st.** LAGONDA - - - (Hindmarsh and Fontes)
- 2nd.** ALFA-ROMEO - - - (Helde and Stoffel)
- 3rd.** ASTON MARTIN - - (Martin and Brackenbury)
- 4th.** RILEY - - - (von der Becke and Richardson)

### RUDGE WHITWORTH CUP

- 1st.** ASTON MARTIN - - (Martin and Brackenbury)
- 2nd.** SINGER - - - (Barnes and Langley)
- 3rd.** RILEY - - - (von der Becke and Richardson)

### INTERNATIONAL 'Class C' RECORDS (Italy)

- Flying Kilometre - - - at 199.73 m.p.h.
- Flying Mile - - - at 200.80 m.p.h.

(NUVOLARI ON ALFA-ROMEO).

*(Subject to Official Confirmation.)*

### NURBURG RING RACES (Germany)

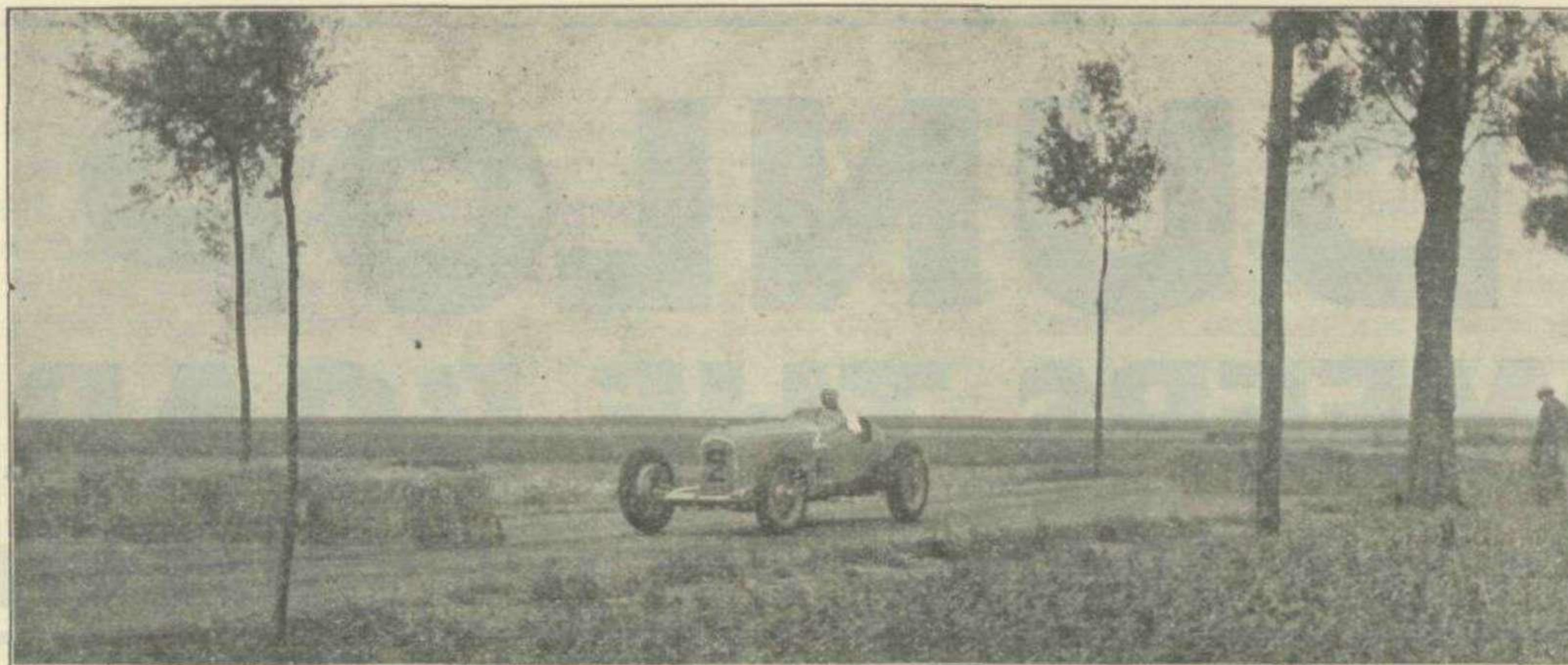
800—1,500 C.C. Class.

- 1st.** RAYMOND MAYS - - - on E.R.A.
- 3rd.** T. E. ROSE-RICHARDS - - - on E.R.A.

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Raymond Sommer (Alfa-Monoposto) negotiates one of the chicanes set up on the straight.

## BUGATTI VICTORY AT PICARDIE

ROBERT BENOIST A POPULAR WINNER ON A 3.3-LITRE BUGATTI. EARL HOWE SECOND. ONLY SIX FINISHERS.

**T**HERE is a pleasant air of informality about the G.P. of Picardie. Enthusiasm is the reigning factor, and the organisation and general arrangements, while being perfectly adequate, are not intended to be elaborate.

The circuit of Péronne is 9.765 kilometres in length, and has some fast stretches. This year two *chicanes*, or S bends, were introduced, consisting of three barriers of straw trusses. In spite of this attempt to reduce speed the existing lap record and the records for the race were all beaten. The lap record was surpassed on the first day of practice, Benoist and Lord Howe (3.3 Bugatti) and Sommer (3-litre Alfa-Romeo) all clocking 4m. 24 secs., 133k.p.h. The previous record was 131.600 k.p.h., made by Falchetto (Maserati). The latter, incidentally, provided some amusement this year in the form of a very juvenile mechanic about nine years old, who solemnly "chocked" the wheels every time the car came to rest.

The next day Benoist got down to 4m. 17secs., while Lord Howe was only 1 second slower. The day was marked by an accident to Mme. Itier's 2.3-litre Bugatti. Her spare driver and mechanic was at the wheel, but luckily he was not seriously hurt. Not so the car, which was damaged beyond immediate repair. Mme. Itier promptly arranged for her 8 cyl. 1,500 c.c. Bugatti to be sent to Péronne, and spent the hours before the race anxiously waiting its arrival.

The start was scheduled for 1.30 p.m., under depressing grey skies and a threat of rain. Actually the cars were not away until 2.45 p.m. There were three non-starters; J. P. Wimille, whose 3.3 Bugatti was not ready, Lehoux (S.E.F.A.C.) for a similar reason, and de Villapadierna (Maserati). The rest of the competitors were drawn up in the following order:— Front row: Benoist (Bugatti), Howe (Bugatti), Sommer (Alfa-Romeo). 2nd row: Brunet (Maserati), Delorme (Bugatti), Mme Itier (Bugatti). 3rd row: Mlle Hellé-Nice (Alfa-Romeo), Soffietti (Maserati), and Longueville (Bugatti).

When M. Rémy, president of the A.C. de rati), Girod (Maserati). 4th row: Falchetto

Picardie, dropped his flag, Benoist drew away from Earl Howe and the rest of the field. These two were still leading at the end of the first lap, followed by Sommer's *monoposto* Alfa-Romeo.

After 10 laps, or a quarter of the race, Benoist was leading by 14 seconds from Howe, who was a lap ahead of Delorme's 2.3-litre twin camshaft Bugatti. Then came the two ladies, Mme. Itier and Mlle. Hellé-Nice, and last of all Raymond Sommer who was at the pits with plug trouble. The pits, incidentally, were uncovered, and simply consisted of a counter.

On the 18th lap Benoist pulled into his pit to change his brakes, and immediately the race became a little more exciting. Earl Howe slipped into the lead, and was 1m. 40secs. ahead of Benoist when the latter got away. The factory driver then gave a pretty exhibition of driving, clipping a few seconds per lap off Howe's lead. On the 22nd lap the Englishman pulled in to refuel and change his brakes. All went

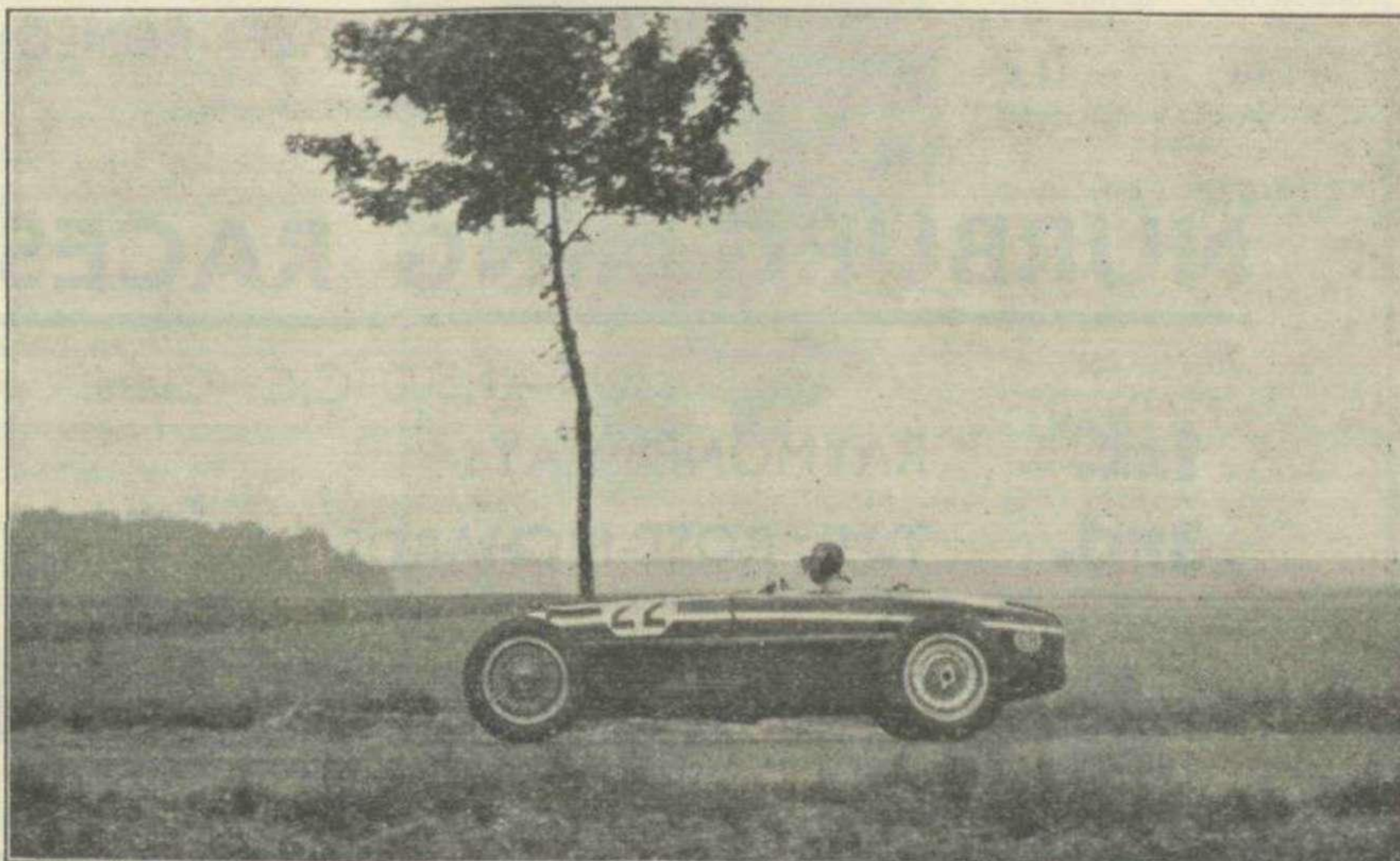
well until it was attempted to restart the engine. There was not a sign of life in it, and some anxious moments were spent in tracing the trouble to the down-draught carburettors, which were affected by the fact that the pits were situated on a slight slope.

By the time the trouble was rectified, Benoist was three minutes ahead, with fifteen laps to go. At this point Sommer had got his Alfa going once more and was only 8 seconds behind Howe.

Then Lord Howe had to pull in to change his brakes once more, which seem to be a weak point of the Bugatti. This stoppage put Benoist in a safer position still, and he ran out a comfortable winner by a whole lap. Sommer had been in trouble with plugs and was a lap behind Howe,

### RESULT.

- 390.600 kilometres.
1. Benoist (Bugatti 3.3), 2h. 59m. 48.2secs., 130.342 k.p.h.
  2. Earl Howe (Bugatti 3.3), 1 lap behind.
  3. Sommer (Alfa-Romeo 3-litre), 2 laps behind.
  4. Mlle. Hellé-Nice (Alfa-Romeo 3-litre), 4 laps behind.



Earl Howe's Bugatti in a typical French setting. He finished second to Benoist on a similar car.



# THE CIRCUIT OF ORLEANS

A SERIES OF EVENTS FOR SPORTS AND RACING CARS. SPECTATOR KILLED WHEN CAR CRASHES INTO CROWD.

AN interesting programme of motor-racing was staged by the A.C. du Centre at Orléans on May 26th. Instead of having long distance races, it was decided to hold a number of short races for sports and racing cars. The circuit lies in the heart of the city, has two good straights along the faubourg de la Madeleine and the bank of the Loire, and several tricky corners. It is 3.611 kilometres in length. This year great improvements were made in the matter of grandstands, while the corners were properly protected by bales of straw and sandbags.

In the sports classes the fastest time was made by Albert Perrot, on a 3,547 c.c. Delahaye. Perrot drove magnificently, and his car was a model of speed, silence and efficiency. In the same class Mme. Schell was second, also winning the Ladies' Cup.

The new Pegasus model Amilcar, a 4 cyl. car of 2,350 c.c. with independent front springing, made an impressive racing début by winning the 2.5-litre class in the hands of Maurice Mestivier. Another Pegasus would have been second had not the throttle control worked loose. The 1,500 c.c. winner was Lecoq (Bugatti), while Gordini's French-built Balilla Fiat, fresh from its triumph in the Bol d'Or, carried off the 1,100 c.c. category.

The 750, 1,100 and 1,500 c.c. racing cars all started together. E. Léoz, younger brother of the better-known "G," led for some time with his Bugatti. On the fifth lap he came up to a corner where another competitor was in the throes of a hectic skid. The flag marshal waved his warning, and Léoz thought he was being ordered to pull up. He did so, and at that moment

Mestivier (Amilcar Six) slipped by to take the lead. This seemed to upset Léoz, and he steadily fell back, finally finishing 32 seconds behind the Amilcar. However, he had the consolation of winning the 1,500 c.c. class.

M.G.s filled second and third places in the 1,100 c.c. class, driven respectively by Maillard-Brune and Hertzberger. Both were Magnettes, and only 3 seconds separated them after 25 laps.

The lowering skies now carried out their threat of rain, and in view of the slippery state of the road it was decided to reduce the length of the last race from 30 to 20 laps. Six cars started and Cazaux (2.3 Bugatti) was soon building up a comfortable lead from Ralph (Alfa-Romeo). After a quarter of an hour, however, there befell another of those catastrophes which are an unfortunate accompaniment of many French races. Buffy, driving a 2.3-litre Bugatti, skidded on the wet tarmacadam surface and crashed into a tree. The impact sent the car with great force into the barrier, which collapsed and allowed the hurtling machine to charge the crowd. Luckily there was only a few people standing at this point, but the sight of twelve prone figures was unpleasantly reminiscent of Château Thierry. Eight of them were removed to hospital, the remaining four suffering mostly from shock. Buffy himself was slightly bruised and shaken. The next day one of the injured, Eugène Regrain, a 35 year old resident of Orléans, died at the hospital.

With typical French excitement, the crowd had immediately swarmed on to the road, doing their level best to increase

the death-roll. The cars were promptly flagged down and the race was decided on the laps already run.

Here are the full results:—

### SPORTS.

**1,100 c.c.**—1, Gordini (Fiat 995), 11 laps in 28m. 39secs.; 2, Pelé (Fiat 995), 2 laps behind; 3, Savoye (Singer 950), 2 laps behind; 4, Delpech (Amilcar 1,100), 3 laps behind; 5, Ciron (Amilcar 1,100), 3 laps behind. Also ran: Léovits (Amilcar 1,100) and Mm. Roux (Fiat 1,054).

**1,500 c.c.**—1, Lecoq (Bugatti 1,496), 10 laps in 27m. 22secs.; 2, Machat (Citroen 1,490), 2 laps behind; 3, Andreaty (Peugeot 1,460), 2 laps behind. Also ran: Scordel (Rally 1,298), and Mm. Conche (Salmson 1,496).

**2,500 c.c.**—1, Mestivier (Amilcar 2,350), 11 laps in 26m. 20secs., 90.503k.p.h.; 2, Chabrier (Bugatti 1,994), 26m. 28secs.; 3, Rucheton (Citroen 1,911), 28m. 20secs.; 4, Pousse (Amilcar 2,350), 1 lap behind; 5, Barre (Citroen 1,900), 1 lap behind; 6, Dory (Citroen), 2 laps behind. Also ran: Pousset (Citroen 1,900).

**Unlimited.**—1, Perrot (Delahaye 3,547), 12 laps in 25m. 31secs., 101.890k.p.h.; 2, Mme. Schell (Delahaye 3,547), 1 lap behind; 3, Mme. Savoye (Renault 4,000), 2 laps behind.

### RACING.

**750 c.c.**—1, Jahan (Salmson 750), 21 laps in 56m. 4secs.

**1,100 c.c.**—1, Mestivier (Amilcar 1,096), 25 laps in 54m. 10secs., 99.999k.p.h.; 2, Maillard-Brune (M.G. 1,087), 54m. 56secs.; 3, Hertzberger (M.G. 1,087), 54m. 59secs.; 4, Gilbert (B.N.C. 1,100), 4 laps behind.

**1,500 c.c.**—1, E. Léoz (Bugatti 1,500), 25 laps in 54m. 42secs.; 2, Césure (Bugatti 1,500), 1 lap behind; 3, Saugé (Bugatti 1,500), 3 laps behind.

**Unlimited.**—1, Cazaux (Bugatti 2,300), 7 laps in 16m. 34secs.; 2, Raff (Alfa-Romeo 2,300), 6 laps in 16m. 37secs.; 3, Montier (Ford 3,640), 6 laps in 16 m. 40secs.; 4, G. Léoz (Bugatti 2,300), laps in 17m. 6secs.; 5, Roumani (Bugatti 2,300), 5 laps in 13m. 55secs. Also ran: Buffy (Bugatti 2,300).

## M.G. SUCCESS IN G.P. DE FRANCE

Maillard-Brune (M.G.), Mestivier (Amilcar) and Sommer (Alfa-Romeo) win the three car races.

THE meeting at Montlhéry, known as the Grand Prix de France, consists of a series of scratch races for cars of various capacities, none of them exceeding 90 kilometres in length. Normally it is held at the end of the season, but owing to the bad weather experienced in previous years it was decided to put forward the date to June 2nd.

The car programme opened at noon with a race for cars and cyclecars up to 1,100 c.c. Twelve laps of a 6km. 283 circuit had to be covered partly over the road-circuit and including the speed-track. The sky was as stormy as it could possibly be, but the rain actually held off until about 4 o'clock, when a short downpour set in.

The first race was an absolute walk-over for Maurice Mestivier on his "works" Amilcar. He gained a 26 seconds lead from Sandford's three-wheeler on the very first lap, and was never challenged. His average speed was 77 m.p.h., and his fastest lap was covered at 79.5 m.p.h.

### Cars and Cycle Cars, 1,100 c.c.

- 12 laps: 75 km. 396.  
 1. M. Mestivier (Amilcar), 36 m. 18.6 secs., 124.587 k.p.h.  
 2. S. Sandford (Sandford), 1 lap behind.  
 3. F. Venot (La Pintade), 2 laps behind.  
 4. G. Malivoir (B.N.C.), 2 laps behind.

The French spectators found a great deal to interest them in the next race, even though it resulted in as easy a victory as the previous event. Maillard-Brune appeared with a new R type monoposto M.G. Midget, and fairly streaked away from the rest of the field. Behind him Pacheco, on an unsupercharged 1,100 c.c. Robail, looked as though he would be a comfortable second until he blew up on the last lap. His place was promptly filled by Gaudichet, on a Sandford, Pacheco managing to crawl into third position. Maillard-Brune's fastest lap was accomplished at 76.6 m.p.h.

### Supercharged 750 c.c. and Unsupercharged 1,100 c.c.

- 11 laps: 69 km. 113.  
 1. P. Maillard-Brune (M.G. 750), 34 m. 40 secs., 119.578 k.p.h.  
 2. C. Gaudichet (Sandford 750), 1 lap behind.  
 3. A. Pacheco (Robail 1,100), 1 lap behind.  
 4. R. Hup (B.N.C. 1,100), 2 laps behind.  
 5. J. Lemaître (E.H.P. 1,100), 3 laps behind.  
 6. P. Demarchi (Caban 1,100), 3 laps behind.  
 7. R. Danvignes (Danvignes Spe. 750), 3 laps behind.

Of the seven cars which lined up for the final event on the programme, the

most favoured machines were the two monoposto Alfa-Romeos of Sommer and Ralph, and the 3-litre Maserati of Robert Brunet.

The latter was leading at the end of the first lap, followed by Sommer, G. Léoz (2.3 Bugatti), Ralph, who had made a slow getaway, E. Léoz (1.5 Bugatti), Renaldi (2-litre Bugatti) and Roumani (2.3 Bugatti).

On the third lap Sommer put on speed and passed Brunet, who was also passed by Ralph two laps later. Brunet's Maserati was not running well, and he retired on the 8th circuit. Roumani and E. Léoz had already fallen out. Sommer carried on to the finish, thus repeating his victory of 1933, when he won the race on the 2.3-litre Alfa-Romeo now raced in this country by A. P. Hamilton.

### Supercharged 1,500 c.c. Cars and Unlimited.

- 14 laps: 87 km. 982.  
 1. R. Sommer (Alfa-Romeo 3 litres), 36 m. 18.5 secs., 145.358 k.p.h.  
 2. R. Ralph (Alfa-Romeo 3 litres), 37 m. 41.5 secs.  
 3. G. Léoz (Bugatti 2,300), 1 lap behind.  
 4. A. Renaldi (Bugatti 2,000), 1 lap behind.  
 5. R. Brunet (Maserati 3 litres), 4 laps behind.  
 Fastest lap by Sommer: 94.37 m.p.h.



## NUVOLARI IN FORM AT BIELLA

THE FERRARI CHIEF WINS, BUT GUISEPPE FARINA STEALS HIS THUNDER. VARZI FAILS TO START.

THE second Circuit of Biella was scheduled to take place on June 16th, thereby clashing with the Eifelrennen on the Nurburg Ring. By a stroke of good fortune, in the form of the cancellation of the Prix Reale di Roma, the organisers were able to change the date to June 9th. This enabled them to secure the entries of such drivers as Nuvolari, Chiron, Trossi, Varzi, and gave the event quite a different aspect. Negotiations were started to persuade Fagioli to take part on a Mercedes-Benz, but the proximity of the French G.P. was put forward by the German concern as a reason for refusing the invitation.

A driver who was missed by the worthy inhabitants of Biella was Antonio Brivio, a native of the town. Brivio was not fully recovered from his serious accident in the Tripoli G.P. In fact, at that time he had just arrived at the Putti Clinic, Bologna, for treatment which would take some time to complete.

The Biella circuit is of the round-the-houses type, and measures a bare 2 km. 200. The two heats were run over 25 laps, and the final over 50.

Of the 16 drivers selected to take part in the race, the following eight were lined up for the first heat: Nuvolari, Trossi, and Mlle. Hellé-Nice (Alfa-Romeos), Farina, Dusio, Gherzi, Soffietti and Castelbarco (Maseratis). The result was an easy victory for Nuvolari, who led Trossi, both of them on 3.2-litre Alfa-Romeos, from start to finish. Trossi, who won the race last year, did his best to catch Nuvolari, and actually broke the lap record with a time of 1m. 27.8secs., as against the previous best of 1m. 29.8secs. Young Farina performed minor miracles by keeping his old 2.5 Maserati within reach of the leaders. The only others to give the crowd a thrill were Gherzi and Dusio. In the end Gherzi's brakes passed out, and he lost his place in the final by finishing fifth. Soffietti retired on the 9th lap.

### RESULT OF HEAT 1.

- 25 laps: 55 kilometers.
1. Nuvolari (Alfa-Romeo), 37 m. 20 secs. 88.392 k.p.h.
  2. Trossi (Alfa-Romeo), 37 m. 41.4 secs.
  3. Farina (Maserati), 38 m. 17 secs.
  4. Dusio (Maserati), 38 m. 58.8 secs.
  5. Gherzi (Maserati), 39 m. 12.4 secs.
  6. Mlle. Hellé-Nice (Alfa-Romeo), 38 m. 16.4 secs. (23 laps).

Also Ran: Soffietti (Maserati), 9 laps.  
Fastest lap: Trossi (Alfa-Romeo), 1 m. 29.8 secs.

The second heat was rather a flop, for the crowd expected to see a thrilling duel between Chiron (Alfa-Romeo) and Varzi (Maserati) and were disappointed to see the Maserati in bad form. Chiron got off the mark like a stag, expecting Varzi to chase him round the circuit, but it was Tadini on another Ferrari Alfa who was second throughout the race. Varzi finished third, but elected not to run in the final, even though he had qualified. His fastest lap was 1m. 32secs., as against Trossi's record of 1m. 27.8secs., while Nuvolari had averaged 1m. 29secs. for every lap of the first heat.

### RESULT OF HEAT 2.

- 25 laps: 55 kilometres.
1. Chiron (Alfa-Romeo), 38 m. 1.4 secs. 86.788 k.p.h.
  2. Tadini (Alfa-Romeo), 38 m. 19.4 secs.
  3. Varzi (Maserati), 39 m. 23 secs.
  4. Minozzi (Alfa-Romeo), 38 m. 32.6 secs. (24 laps).
- Also Ran: Pages (Alfa-Romeo), 18 laps.  
Fastest lap: Chiron (Alfa-Romeo), 1 m. 29.2 secs.

In between the heats and the final a special *voiturette* race was staged, and proved to be the most luridly exciting event of the day. All the cars, by the way, were small Maseratis. Siena led at the start, from Minozzi and Rovere, on the car with which he raced at Brooklands in the International Trophy.

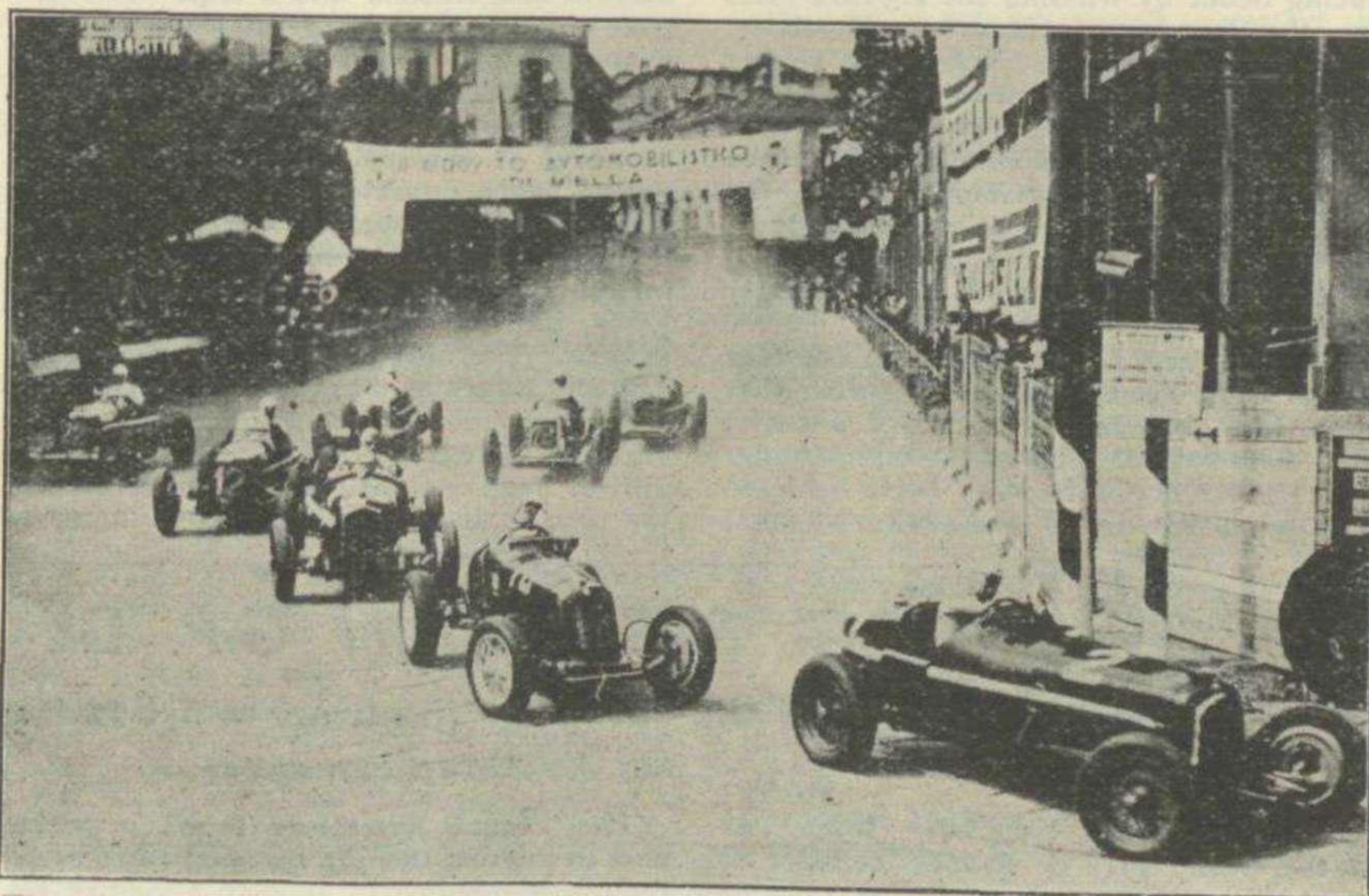
On the 15th lap Rovere passed Minozzi, and then became involved in a terrific scrap with Siena. Egged on by the frantic encouragements of the excitable spectators, each tried to outdo the other in the delicate matter of cut-out points. The

crowd by shooting ahead and leading the whole way round the first lap. But Nuvolari got him as they roared past the grand stands.

Farina was handling his 4-cyl. 2.5-litre Maserati with consummate skill, and stuck to his second place for four laps. Then Chiron passed him, and on the next lap Trossi.

Trossi overhauled Chiron, and went after Nuvolari, who was lapping at a perfectly steady 1m. 29secs., or 90 k.p.h. On the 10th lap the two Alfas were together. Then Trossi put in a meteoric lap in 1m. 26.8secs., and another in 1m. 25.6secs., succeeding in passing Nuvolari on the 13th lap.

On the 21st lap Dusio was lapped by Nuvolari, who was now in complete mastery of the race. Lapping with remarkable consistency, which finally removes any doubt as to the form of the Mantuan ace,



The start of the Biella race final, with Nuvolari (Alfa Romeo) leading Farina (Maserati) and Chiron (Alfa Romeo) into the first bend.

inevitable happened, and at the corner before the grand stands they both crashed into the sandbags with great spirit. Both of them restarted, but Siena dropped out soon after, owing to his car being damaged. Rovere continued his hair-raising ride, and on the 22nd lap crashed once more on the very same corner, this time for good. He was consoled by having made the fastest lap.

The more sedate Lurani now led the field, and finally got home 14.6secs. ahead of Castelbarco.

### Result of 1,500 c.c. Race.

- 23 laps: 50 km. 600.
1. Lurani (Maserati), 39 m. 11.6 secs.
  2. Castelbarco (Maserati), 39 m. 26.2 secs.
- Also Ran: Siena (Maserati), 13 laps; Rovere (Maserati), 20 laps.  
Fastest lap: Rovere (Maserati), 1 m. 33.2 secs.

The Duc di Spoleto, president of the R.A.C.I., gave the starting signal in the final. The six drivers were Nuvolari, Trossi, Farina, Chiron, Tadini and Dusio. Giuseppe Farina delighted the

Tazio came home first to the accompaniment of terrific applause.

Chiron was lying second, ahead of Tadini and Farina. Tadini saw the flag and thought the race was over. He pulled up, and lost a whole lap before he realised his mistake. The result was that Farina finished third, 14 seconds behind Chiron, with Dusio fourth and the unfortunate Tadini last. Farina, incidentally, finished in the same position in the Biella race last year.

### RESULT OF FINAL.

- 50 laps: 110 kilometres.
1. T. Nuvolari (Alfa-Romeo 3,200), 1 h. 14 m. 50.4 secs. 88.188 k.p.h.
  2. L. Chiron (Alfa-Romeo 3,200), 1 h. 15 m. 23.6 secs.
  3. G. Farina (Maserati 2,500), 1 h. 15 m. 37 secs.
  4. P. Dusio (Maserati 3,000), 1 h. 15 m. 35 secs (48 laps).
  5. M. Tadini (Alfa-Romeo 3,200), 1 h. 15 m. 29 secs. (47 laps).
- Also ran: Trossi (Alfa-Romeo), 24 laps.  
Fastest Lap: Trossi (Alfa-Romeo 3,200), 1 m. 25.6 secs. 98.523 k.p.h. New record.



# Continental Notes and News

By

HAROLD NOCKOLDS

## New Italian Cars.

I AM writing this before the G.P. de l'A.C.F., when it is still a matter of doubt as to whether the new Alfas and Maseratis will be ready in time for the race.

Only a few weeks ago I was told that it was quite possible that the promised Alfa-Romeos would never appear at all, but the latest information to hand dispels this rumour. It seems certain that two 8 cyl. 4-litre cars will compete at Montlhéry, but you must turn to the race report in this issue for confirmation. Bench tests have at any rate been completed. The 12 cylinder "Grand Prix" type is nearly finished, and everyone who has been fortunate enough to see the car (and you can guess how many that is) is enraptured with its magnificent design.

Its first race will be the Circuit di Torino on July 7th. As Signor Jano, the Alfa-Romeo designer-in-chief was himself born in Turin it looks as though he wants to celebrate the completion of a masterpiece in his native city.

As for the V-8 Maserati, with torsion independent springing, the car is built at the time of writing, but has not yet been tested on the road. Signor Bindo Maserati says that the engine will certainly be seen at Montlhéry, but possibly in a 3.7-litre chassis.

## Jumping the Flag.

I see that my esteemed *confrère*, Charles Faroux, has been holding forth on that vexed question of starting, or more precisely, early-starting. He cites the G.P. de France at Montlhéry and the Avus race as examples of how all but one or two conscientious drivers move off before the flag falls.

This sort of thing is most unsatisfactory, for in a crowded field a good deal depends upon making a quick getaway. To a certain extent the fault is excusable on the grounds of excitement, but should not be condoned on that account.

Chiron used to be one of the worst offenders, his complete disregard of the starter at last year's Montlhéry race living in the memories of all who witnessed it. I remember seeing him at Rheims, in the second or third row, move forward and lock over his wheels so that he could nip in front of the man ahead as the flag was actually falling. A subtle manoeuvre. And he was by no means the only one.

Last winter the C.S.I. of the A.I.A.C.R. introduced a rule that flag-jumpers should be penalised by adding a minute to their time at the end of the race. At Avus last month Chiron bore this rule in mind and scrupulously waited for the flag to fall. While he did so, Caracciola, Stuck, Fagiola and Varzi all roared away and gained a clear lead.

So far the new rule has not been applied in any race. The remedy is at hand, but no one cares to use it. A firm hand is required unless a farcical state of affairs is to ensue. A massed start is one of the finest spectacles in motor-racing. It would be a pity if G.P. races had to be started on the Le Mans' principle.

## Baulking.

M. Faroux goes on to point that rules can be applied without fear or favour in order to keep a race within logical limits. A case occurred in the Monaco G.P., when Caracciola was accused of baulking Etancelin intentionally or accidentally. The successive warnings were displayed, and Caracciola pulled in to let the Maserati past.

M. Faroux uses this illustration very effectively to silence those people who object to the sight of three cars of the same make in the front at the start, on the grounds that two of the cars can easily baulk the rest of the field while their leader builds up a colossal lead. After Monaco, when the Mercs filled the first three positions, the C.S.I. introduced a rule that even though the three cars of a team may earn the premier positions by making fastest lap-times in practice, only two will be allowed in the first three.

## The Elusive S.E.F.A.C.

Since the beginning of the season the S.E.F.A.C. has been entered in practically every race, but always it has been withdrawn owing to lack of preparation. The car was completed in the middle of May, and made its first trials at Montlhéry. First Rousseau, the tester and then Marcel Lehoux, the owner-driver, put it through its paces, and both declared themselves satisfied with the result.

It is due to start in the French G.P. at Montlhéry. Turn to the race report to see if it actually started!

## Empty Promises.

Talking of the S.E.F.A.C., reminds me that the F.N.C.A.F. fund for assisting French manufacturers in the construction of a French G.P. car has been disappointing in the extreme. The motoring public has responded fairly well by purchasing badges, but many well known personalities in the motoring world, and motor clubs, have failed to carry out their promises of support.

We have had the same sort of experience in Britain. Those dignified people one sees as officials at race-meetings, and mouthing sugary sentiments of patriotism at club dinners, are terrified out of their lives if you ask them to translate their words into actions by assisting (not financially) in the foundation of a fast road-circuit.

Bah!

## Money, Money, Money!

An Italian journalist has compiled a list of the money won by the leading drivers of the 1934 season. The placings give quite a good idea of the relative merit of the various drivers.

	Lires	francs
Varzi	601.000	751.000
Chiron	405.000	506.250
Moll	360.000	450.000
Stuck	280.000	350.000
Trossi	185.000	231.250
Fagioli	178.000	222.500
Nuvolari	152.000	190.000
Etancelin	150.000	187.500
Dreyfus	98.000	122.500
Straight	85.000	106.250

Comotti	73.000	91.250
Moore	63.000	78.750
Brivio	58.000	72.500
Momberger	57.000	71.250
Tadini	57.000	71.250
Hamilton	52.000	65.000
Brautschich	48.000	60.000
Barbieri	47.000	58.570
Balestrero	45.000	56.250
Lewis	45.000	56.250
Caracciola	45.000	56.250
Farina	42.000	52.500
Dodson	40.000	50.000
Pietsch	40.000	50.000
Widengren	40.000	50.000
Lehoux	38.000	47.500
Wimille	37.000	46.000
Sommer	35.000	43.750

## Rather Too Hasty.

French organising clubs are getting very nervy over the matter of accidents. The accident at Fontainebleau last year, and those at Château Thierry and Orleans this season have filled them with a not unfounded dread that hill-climbs on public roads will be prohibited altogether.

This fear was responsible for the abandoning of the Ars hill-climb after an accident for which the organisers could not possibly have been blamed. The sports cars had finished their first runs and two racing cars had ascended when Mlle. Poilfoulot tried to get round a corner at a hopeless speed. The car skidded into a tree, and the two occupants were hurled out. Mlle. Poilfoulot escaped with a cracked rib and bruises, but her mechanic sustained severe spinal injuries.

Panic thereupon ensued, and the organisers immediately cancelled the rest of the programme. Their decision was rather too hasty, for the Ars hill-climb is particularly well served with grand stands, and the spectators are beyond the reach of any danger from cars out of control.

The fastest times made up to the point of cancellation were those of Rey (Bugatti), 42secs. in the sports class, and Jahan (Salmson), 49secs., in the racing category. The record for the hill, incidentally, is jointly held by Rey and Cazoux, both on Bugattis, with a time of 37.6secs.

## Record Unbeaten.

A crowd of 10,000 people gathered to see the Alpilles hill-climb, organised by the A.C. de Saint Rémy de Provence. The hill is 4 kilometres in length, and the record is held by Marcel Lehoux (Bugatti) in 2m. 13.8secs. No one beat this figure last month, the fastest being Chambost (Maserati) with a time of 2m. 15.2secs. Second fastest was Zanelli on a Nacional Pescara. The fastest sports car was Mablots Bugatti, 2m. 32.8secs.

Here are the full results:—

## SPORTS.

750 c.c.—1, Aubert (Aubert), 3 m. 27.6 secs.  
 1,100 c.c.—1, Miquet (Salmson), 3 m. 34 secs; 2, Desvignes (Fiat), 3 m. 41 secs.  
 1,500 c.c.—1, Challe (Bugatti), 3 m. 7.2 secs; 2, Fanfan (Bugatti), 3 m. 24.2 secs.  
 2,000 c.c.—1, Rey (Bugatti), 2 m. 34.8 secs.  
 3,000 c.c.—1, Mablots (Bugatti), 2 m. 32.8 secs.  
 5,000 c.c.—1, Balester (Hudson), 3 m. 32.6 secs.  
 8,000 c.c.—1, Leurquin (Graham), 3 m. 32.6 secs.

## RACING.

750 c.c.—1, Viossat (Mathis-Ratier), 3 m. 2.8 secs.  
 1,100 c.c.—1, Chambost (Salmson), 2 m. 30.8 secs.



CONTINENTAL NOTES AND NEWS—continued.

**1,500 c.c.**—1, Durand (Bugatti), 2 m. 40.4 secs; 2, de Onffroy (Miller), 2 m. 39.2 secs.

**2,000 c.c.**—1, Plat (Bugatti), 2 m. 40.4 secs; 2, Combe (Bugatti), 2 m. 49.8 secs.

**3,000 c.c.**—1, Chambost (Maserati), 2 m. 15.2 secs; 2, Zanelli (Nacional Pescara), 2 m. 19.8 secs; 3, Rolland (Maserati), 2 m. 22.2 secs.

**Records at Val-de-Guech.**

The Val-de-Guech hill-climb was contested by very much the same field as in the Alpilles event. In this case, however, Zanelli turned the tables on Chambost, while both of them beat the record for the hill.

There was one accident, fortunately without serious results, when a motor-cycle combination crashed on a corner.

A good day's sport resulted in the following placings:—

**SPORTS.**

**1,100 c.c.**—1, Desvignes (Fiat), 3 m. 53.6 secs; 2, Clavan (J.A.R.), 4 m. 5.8 secs; 3, Pichon (Amilcar), 4 m. 32.4 secs.

**1,500 c.c.**—1, Sansan, 3 m. 8 secs; 2, Challe (Bugatti), 3 m. 17.8 secs; 3, Jourdan (Bugatti), 4 m. 8.2 secs.

**3,000 c.c.**—1, Mablot (Bugatti), 3 m. 7.6 secs.

**5,000 c.c.**—1, Balester (Hudson), 3 m. 30.8 secs.

**5,000 c.c.**—1, Leurquin (Graham), 3 m. 55.8 secs.

**RACING.**

**750 c.c.**—1, Viossat (Mathis-Ratier), 3 m. 16 secs.

**1,100 c.c.**—1, Chambost (Salmson), 3 m. 1.4 secs; 2, Grisson (Amilcar), 3 m. 2.8 secs.

**1,500 c.c.**—1, Durand (Bugatti), 2m. 59.8 secs; 2, Chambard (Bugatti), 3 m. 4.6 secs; 3, Jouve (Miller), 3 m. 28 secs.

**2,000 c.c.**—1, Condé (Bugatti), 3 m. 17.6 secs; Bouchet (Chénard), 3 m. 30.4 secs.

**3,000 c.c.**—1, Zanelli (Nacional Pescara), 2 m. 45 secs; 2, Chambost (Maserati), 2 m. 48.8 secs.

**Another Victory for Kohlrausch.**

Following on his record-breaking feats at Gyon, Bobbie Kohlrausch made fastest time of the day at the Rakosfalva kilometre speed trials organised by the T.T. Club de Budapest. His car was the modified "Magic Midget" which holds the mile and kilometre class records at 131 m.p.h.

**RESULTS.**

**Touring 1,500 c.c.**—1, Strauss (Fiat), 66.286 k.p.h.; 2, Lenz (Fiat).

**Touring Unlimited.**—1, Blum (Lancia), 76.158 k.p.h.

**Racing 1,100 c.c.**—1, Kohlrausch (M.G.) 123.456 k.p.h.

**Racing 1,500 c.c.**—1, Wilhelm (Bugatti), 105.201 k.p.h.

**A Miniature Alpine Trial.**

The Circuit des Vosges, organised by the A.C. d'Alsace, is not unlike a miniature Alpine Trial. Several passes and bends had to be negotiated, and there was a timed section of 5 kilometres between Entzheim and Innenheim, on the road used for the French G.P. of 1922. The trial started and finished at Strasbourg, the length of the route being 453.5 kilometres.

The event was an international one, but no foreign drivers were attracted. There were several British cars, however, and a Singer and a Wolseley Hornet were placed second and third in their respective classes. The winner of the general classification was J. P. Wimille, with a sports 3.3-litre Bugatti, beating Perrot's Delahaye by three points.

**RESULTS.**

**1,100 c.c.**—1, Pilloud (Fiat), 222; 2, Lapchin (Singer), 221.

**1,500 c.c.**—1, Lecocq (Bugatti), 215; 2, Daligand (—), 212; 3, Royaurds (Wolseley), 212.

**2,000 c.c.**—1, Merkel (Citroen), 218; 2, Huart (Alfa-Romeo), 211; 3, Taesch (Bugatti), 196.

**3,000 c.c.**—1, André (Hotchkiss), 211; 2, Larue (Peugeot), 199.

**Over 3,000 c.c.**—1, Wimille (Bugatti), 259; 2, Perrot (Delahaye), 256; 3, Benoist (Bugatti), 250.

**Ladies Prize.**—1, Mme. Mareuse (Peycot), 202; 2, Mme. Conche (Salmson), 201; 3, Mlle. Lamberjack (Fiat), 191.

**Round the Circuits.**

The Penya Rhin G.P. was due to take place on June 2nd, but at the last minute the city authorities of Barcelona refused to co-operate with the organisers. This produced such an outcry in the local press that the decision was reversed. By then it was too late to hold the race, so they announced that it would take place on June 30th.

At the time of writing, however, no application has been filed with the C.S.I. at Paris. Nuvolari, Brivio, Wimille, Etancelin and de Villapadierna had promised to enter for the race in the first place.

\* \* \*

The hill-climb of Eymontiers will take place on August 11th. Length of hill, 3 km. 600; average gradient 1 in 20. Present record: Cazaux (Bugatti) 2 m. 29.4 secs.

\* \* \*

The completion of the new Grossglockner pass, connecting Austria and Italy, will be celebrated by a hill-climb on August 4th. There will be three classes for racing cars and three for sports. The length of the hill is 19 kilometres 500, and the road rises 1,593 metres. The average gradient is 1 in 12, and the maximum 1 in 9. Entries close on July 22nd, and practising will begin on July 31st. I know several English drivers who are thinking of entering.

\* \* \*

There is a possibility of several English drivers taking part in the Lorraine Meeting on the circuit of Seichamps, June 30th. There will be two races, one for production cars and one for racing cars. The touring cars will run for 1½ hours, and must be types exhibited at the Paris Salon of 1932, 1933 and 1934. Standard fuels must be used.

The English competitors are expected in the 3-hour event for cars complying with the International Formula. *Chicanes* have been introduced on the straights.

\* \* \*

The Italian town of Varese will see two big motoring events in July. On the 14th the hill climb of Varese-Campo dei Fiori, open to amateur drivers only, will celebrate its fifth anniversary. On the 21st an entirely new event takes place, the First Circuit of Varese, open to amateurs and professionals. The circuit will be 3 km. 200 in length, situated just outside the town. The 1,100 c.c. cars will do 20 laps, the 2,000 c.c. cars 25, and the unlimited cars 30. The prize money amounts to 30,000 liras.

\* \* \*

Auto Union is to make a determined onslaught on the Coppa Acesbo (August 15th). Present arrangements are that four cars should be sent down to Italy for the event.

\* \* \*

The circuit of Turin, scheduled to take place on July 7th, will consist of three heats of 20 laps (81km. 760) and a final of 40 laps (163km. 520). The circuit lies in the beautiful Valentino Park, and measures 4.088km. per lap. The prize money is 80,000 liras, and the race will probably mark the first appearance of the 12-cyl. Alfa-Romeo.

The Swiss A.C. hopes to hold the Geneva G.P. on October 5th. Sanction has yet to be given by the A.I.A.C.R., but this is likely to be forthcoming. The Donington meeting is down for the same day, but a mutual understanding has been arrived at between the two organising clubs.

The Geneva circuit will be a slow one, comprising two straights of 750 yards and some right-angle bends. Not content with that, they have added a *chicane*.

\* \* \*

The Swiss authorities are making a great effort to repeat the success of last year's Swiss G.P. at Berne, on August 25th. A fête is to be held in the city on the night before the race, which ought to be pretty good. Several E.R.A.s will appear in the 1,500 c.c. race, as well as Cholmondeley-Taper's Bugatti and possibly K. D. Evans's Q-type Midget. On the 24th a new race is to be held, for Swiss national drivers only. There will be two main categories, racing and sports, each divided into two classes, under and over 1,500 c.c. 14 laps will be covered, or a total distance of 101km. 9.

\* \* \*

The G.P. of Nice will be held on August 18th. The usual circuit on the Promenade des Anglais will be used, 3km. 214 in length. It will be covered 100 times. British entries are probable.

\* \* \*

The municipality of Biarritz hopes to run a big motor-race in the forest of Chiberta on September 1st. By means of 200,000 francs prize money they hope to attract the elite of German, Italian and French racing drivers.

\* \* \*

The Dieppe meeting bid fair to be the biggest Continental road racing affair of the year from the British point of view—sports car Le Mans apart. The 1,500 c.c. event in particular, is attracting a lot of attention, and a preponderance of British entries will not be surprising. As for spectators, every follower of the sport one meets declares his intention of making the trip, and the steamer service will be tested to its limit.

\* \* \*

**The G.P. of Rio de Janeiro.**

There was a big entry and a big crowd at the Grand Prix of Rio de Janeiro, which was held last month. The Gavès circuit is extremely difficult, travelling through mountainous country and including countless corners. The race was 600 kilometres in length, and the winner turned out to be the Argentine driver, Ricardo Caru, on a Fiat. His time was 4 hours 3 minutes. Almeida was second and Araujo third.

The race was marred by a fatal accident. The car driven by Ireneo Correa turned over while travelling at full speed, killing the driver on the spot.

\* \* \*

**AN ALVIS QUERY.**

We have been asked by a reader to broadcast an appeal for an instruction book of the front-wheel-drive supercharged Alvis. If anyone has a copy for disposal, will he kindly get in touch with the Editor, who will pass on his offer to the reader in question.



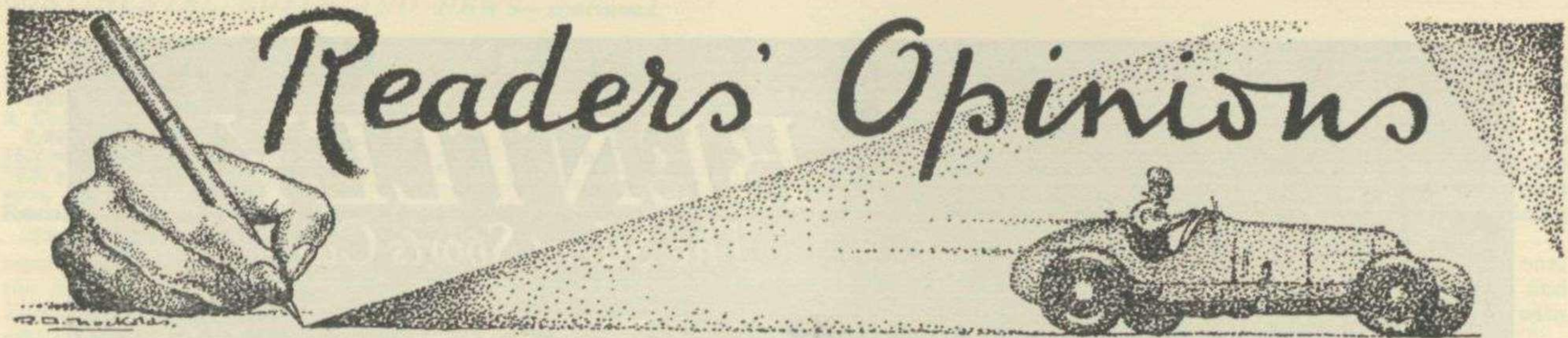
# BENTLEY

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### American "Speed-Cops."

Sir,—May I disagree strongly with part of your editorial in the April issue.

We have a high opinion of our "intelligent, skilful riders of high speed machines." A great many of them are such.

We also believe that they, by preference, hide in bushes, garages and side roads along the straightest, widest, moderately travelled roads to serve summons on motorists who exceed whatever speed limit applies at that point, entirely ignoring dangerous driving at dangerous points.

We also have a high opinion of their readiness to accept bribes when they think it safe. We even have had them dismissed for getting caught. A typically American, although we over here believe un-English, solution in the State of New York has been to limit the local retention of fines to \$4 per inhabitant of the town per annum. Greater sums revert to the State. This has been successful in reducing law enforcement for revenue except where it is neatly avoided by permitting motorists to "jump" bail, which not being fines, is not returned to the State.

Laws, if subject to interpretation, should not be left for interpretation to those whose record of achievement is the number of convictions obtained.

Permit me, for obvious reasons, to sign myself

AN AMERICAN MOTORIST.  
New York City, U.S.A.

### Brooklands Racing.

Sir,—Criticisms of Brooklands track are ever with us; but, when all is said and done, the pioneer motor course still provides very good fare for the real enthusiast. I would define a "real enthusiast" as one to whom the results and lessons of a race are as interesting as the contest itself, as distinct from the "average visitor," whose interest ends with the chequered flag.

To the former a whole host of interesting happenings are evident in the set of events comprising the International Trophy, Empire Trophy, Relay race and 500 mile Race; and the Mountain Handicaps constitute a sound test of all-round performance.

It is the outer circuit, long and short handicaps, which appear to have lost a good deal of their former interest for the regular habitués, although as a spectacle they provide an unequalled impression of sheer speed. The entries for these races now largely comprise cars of "road-racing" and "mountain" type. Special track jobs are few and far between, and the "Heavy Metal," in particular, has sadly diminished. Apparently the majority of present-day competitors are placing the driving and sporting aspects of motor

racing foremost, and in consequence they naturally make use of cars most suited for their purpose. However, let us remember that motor racing also has a scientific aspect. Did not Parry Thomas live first and foremost for this aspect of high speed motoring, regarding races merely as a proving-ground for his theories and craftsmanship? And do not many people still speak with reverence of the "Parry Thomas days," and wish for their return?

At the B.A.R.C. Opening Meeting Mr. A. G. Bainton gave a highly commendable lead to the "Heavy Metal brigade" by winning both his races with the 4.3-litre Bainton-Special. It was pleasing to see a 6½-litre engine in Marker's Bentley, and interesting additions under the bonnet of Dr. Beaver's lone "30/98."

May the good work continue, and the specially-built racing job, especially in the higher capacity classes, become increasingly popular for outer-circuit racing. In this connection it is interesting that out of 42 cars entered for the outer circuit races at the Closing Meeting last year, 20 were of over 1½-litres capacity, whereas corresponding figures for the August meeting were 43 and 16 respectively. For this year's Opening Meeting the figures were 26 and 12 respectively. It is, perhaps, significant that the average winning speed of the short outer-circuit races has only risen 5.8 m.p.h. between 1925 and 1934. (Average for 1925 races 94.41 m.p.h.; for 1934, 100.24 m.p.h.).

The small car is deservedly successful on the "artificial road" and mountain circuits, and Brooklands moves with the times in the matter of entries. Nevertheless, it is the "Heavy Metal" that "makes" the outer-circuit races; and personally, I should be extremely sorry to see the short and long handicaps replaced entirely by mountain races. Introduced long before the war, and for many year the only races in the Bank Holiday programmes, they somehow convey the very atmosphere and tradition of Brooklands as many enthusiasts like to picture it.

I am, yours, etc.,

W. BODDY.

### Long Live the Sport!

Sir,—I have taken your most interesting periodical for several years, and have only the praise of a motor racing enthusiast for it.

There are many thousands of people who are not even fortunate enough to drive a "real motor" but who only exist until the days on which the various motor weeklies, etc., come out, and only cast them aside when they have read and re-read the racing news. We feel fortunate in having the knowledge to follow the greatest of all sports. In fact, I

believe we are even keener through not being able to participate.

For myself, every week-end throughout the season I feel almost responsible for the outcome of each event, and am impatient for the result and to hear that none of the intrepid drivers are hurt, many of whom I know personally.

Your own journal is a God-send, in these days of motoring ministers whose main ambition in life seems to be to revert to horse traffic. I should like to take this opportunity of congratulating all concerned with MOTOR SPORT on a real enthusiast's joy.

I should also like to plead most fervently for a greater account of the Tripoli race. For months our interest is held by speculation of this terrific event, a circuit with few straights yet lapped by Louis Chiron at 124 m.p.h. odd, and the whole race won at 115 m.p.h. Surely here is the greatest road-race on the Calendar! I know that many of my friends who take MOTOR SPORT feel the same. I should like to assure you of my personal gratitude if this could be done.

Perhaps with the new Formula, Britain will get her chance. I know we have the men; all we need is the chance. Good luck to Donington and the Brighton Circuit! May we one day see a "British Grand Prix!"

I am, yours, etc.,

R. T. WARNER.

Thornton Heath, Surrey.

### A Special Offer to our Readers

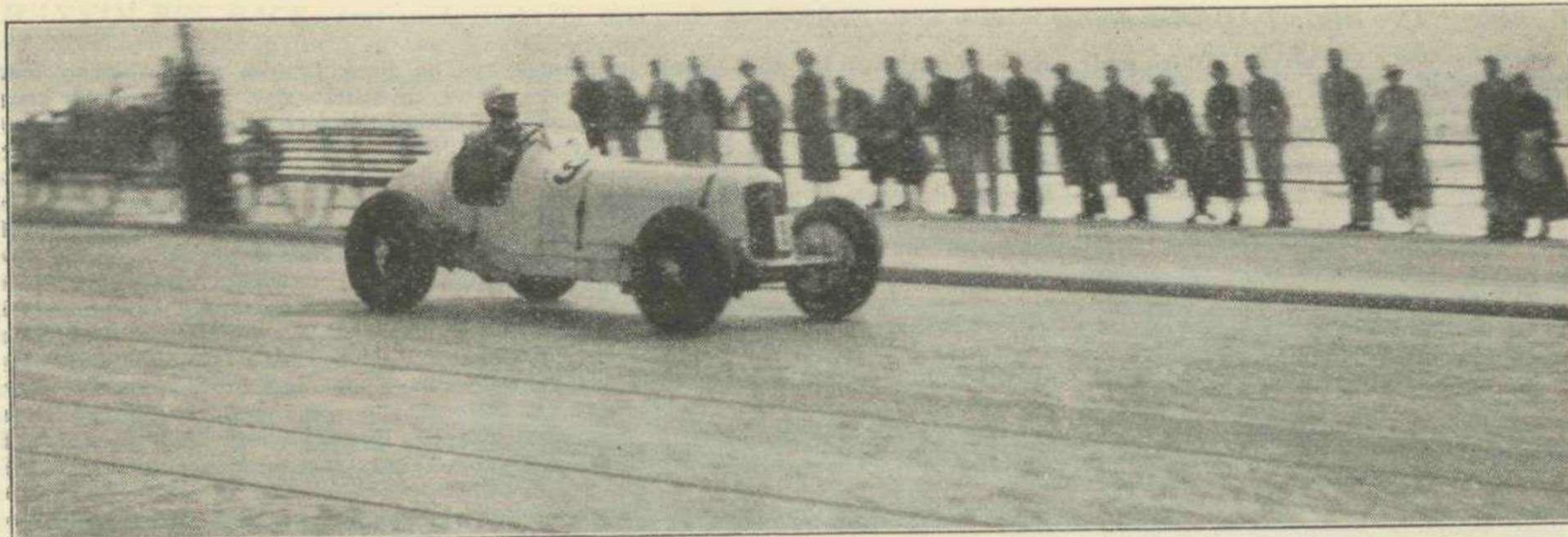
Every motor-racing enthusiast is a collector of pictures, and Roy Nockolds, the motoring artist, needs no introduction to our readers. His four prints, "Shelsley," "Grand Prix," "Old Number Seven," and "The Practice Lap" are generally considered to be some of his finest work, and it is in connection with these prints that we make the following remarkable offer to our readers.

By filling in the coupon on the inside back cover of this issue, you can obtain the set of four prints, which otherwise cost 9s., for the specially reduced rate of 5s. (plus 3d. for postage and packing). Thus the ability to secure these prints on these beneficial terms is exclusively confined to MOTOR SPORT readers.

It will be remembered that these prints are of exceptionally large size, measuring 17in. by 12in. on mounts 20in. by 15in. They are beautifully printed in black-and-white photogravure, and are perfect reproductions of the original charcoal drawings.

If you already have these prints yourself, pass on the information to your friends. They will thank you for it.





*In full flight along the Promenade. P. G. Fairfield's 1,100 c.c. E. R. A. was an easy winner of the Beg race.*

## E. R. A. WINS MANNIN BEG RACE

WELL DESERVED VICTORY FOR P. FAIRFIELD AT 67.29 M.P.H. WITH FREDDY DIXON (RILEY) THE ONLY OTHER SURVIVOR OF A FIELD OF THIRTEEN.

**H**ISTORY repeated itself with a vengeance in the Mannin Beg race, held last month at Douglas, Isle of Man. In the first of the series, which took place two years ago, the tortuous course then in use weeded out all but two of the cars which took part, and this year the same thing happened on a faster circuit, largely owing to the rough state of the roads.

From the spectators' point of view, therefore, the race was sadly lacking in interest, but deserves to be remembered as the scene of the first success achieved by the new E.R.A. cars in a long-distance race. To finance and foster the production of a car built solely for racing in a country where racing on the public roads is forbidden argues foresight and confidence in no small degree, and Mr. Humphrey Cook, who supplied the backing for the little company, must have felt well pleased when he saw Fairfield's white car flash over the finishing line.

The new overhead-camshaft Austins were to have made their first public appearance in the Beg race, but were not far enough advanced to allow them to take part, and other cars which failed to arrive were Donkin's 1,100 c.c. Maserati and Horton's R-type Midget. Interest was therefore focussed on the official team of R-Type Midgets, with their torsion-bar springing, driven by Eyston, Handley and Black, and the E.R.A.s with Mays and Fairfield up.

The engine of Mays' car was fitted as an experiment with a large Zoller supercharger, gear-driven from the rear end of the crankshaft, and two down-draught carburettors under the scuttle. Fairfield's engine followed the original pattern, with a Rootes-type blower.

The course this year was almost identical with the one used in 1934, but continued a further 200 yards along the Promenade, doubling back round a lamp-post in an acute hair-pin corner which led the cars back to the bottom of Broadway. From the Grand Stand, which was set up between the hair-pin and Broadway, Summer Hill, most of the Promenade, the pits, and the hair-pin itself could be seen, so that spectators really had "value for money" this year. The new circuit

### MANNIN BEG STARTERS.

A. C. Lacey, 1,074 c.c. (Alta S.).  
 Roy Eccles, 1,074 c.c. (Alta S.).  
 T. K. Humber, 1,496 c.c. (Bugatti).  
 R. Mays, 1,090 c.c. (E.R.A. S.).  
 P. G. Fairfield, 1,090 c.c. (E.R.A. S.).  
 E. R. Hall, 1,087 c.c. (M.G. Magnette S.).  
 J. L. Ford, 1,087 c.c. (M.G. Magnette S.).  
 G. F. Manby-Colegrave, 1,087 c.c. (M.G. Magnette S.).  
 G. E. T. Eyston, 746 c.c. (M.G. R. S.).  
 W. L. Handley, 746 c.c. (M.G. R. S.).  
 N. Black, 746 c.c. (M.G. R. S.).  
 W. R. Baird, 746 c.c. (M.G. R. S.).  
 F. W. Dixon, 1,486 c.c. (Riley).

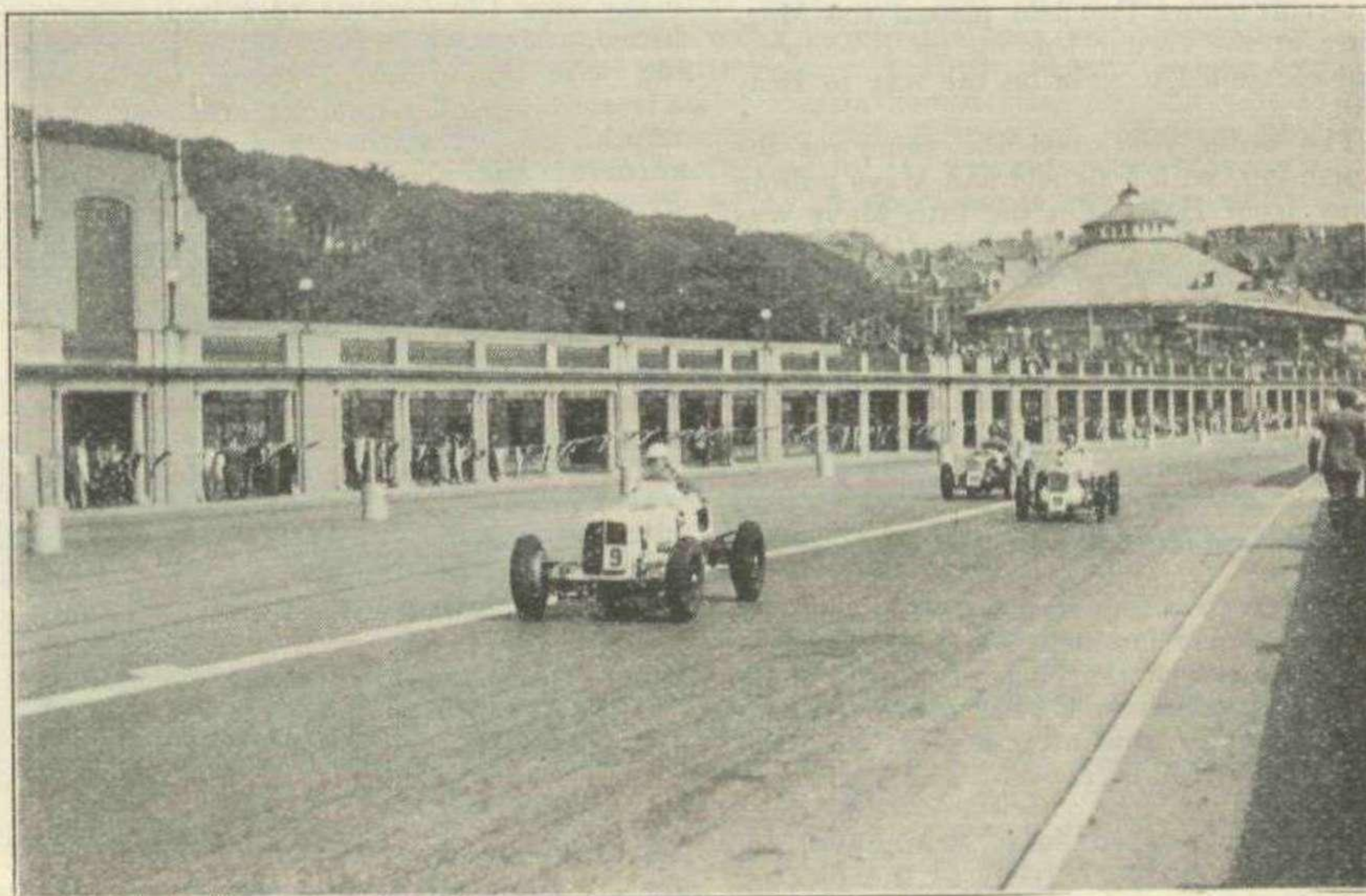
measured just over 4 miles round, and had to be covered 50 times.

The surface of the course was distinctly rough, especially at Broadway, Summer Hill, and Bray Hill, and on the first day of practice Black's M.G. broke one of the universal joints in the back axle at this latter point, and Eyston and Baird suffered similarly on the second day. Handley fared better and equalled Fairfield's best

lap of 68.8 m.p.h., while Dixon was also well to the fore.

Wednesday morning was fine but cloudy, with a cold East wind blowing directly into the Grand Stand. Down in the pits, which had been built at the edge of the Promenade so as to leave the whole width of the roadway clear, conditions were even less pleasant, for it was high tide, and the sea was nearly level with the pavement. The inshore wind drove clouds of spray over the railings, and there seemed a fair chance of tools and mechanics being washed out to sea before the floods subsided.

After a tour of inspection by Sir Humphrey Butler, Lieut.-Governor of the Isle of Man, the cars were wheeled to the places marked out for them on the outside track of the Promenade, facing the hair-pin. The starting positions were determined by the lap speeds set up in practice, and the cars were drawn up in alternate rows of three and two, in the following order:—



*The winner, Fairfield's E. R. A. leading Black and Baird on R type monoposto Midgets along the promenade.*



## THE MANNIN BEG RACE—continued.

Dixon, Handley and Fairfield, Black and Hall, Eyston, Baird and Eccles, Humber and Manby-Colegrave, Lace, Mays and Ford. Roy Eccles took the place of Lord Avebury at the wheel of one of the Altas.

With three minutes to go, engines were started and drivers took their seats, mechanics and managers striving to shout last-minute advice through the clamour of exhaust noises, those of the E.R.A.s and the M.G.s being particularly pungent. At last the starter raised his flag, red with the golden "Three Legs of Man" emblazoned on it, the engines sounded a rising note, and with a fine roar eleven out of the fourteen cars rushed forward towards the hair-pin. Manby-Colegrave's M.G. Magnette and Humber's Bugatti were delayed for a short time on the starting line, and Lace's Alta refused to start at all and was pushed back to the pits for further investigation.

Reports received from stations round the course gave some idea of the struggle which took place during the first lap. Fairfield was the first to double the hair-pin, followed by Dixon and Hall, and this order was unaltered as far as Bray Hill. Hall gained second place by the T.T. Grand Stand, dropped back again at Governor's Bridge and finally snatched the lead from Fairfield opposite the Grand Stand after a furious chase along the Promenade. Mays, on the second E.R.A., had made up for his unfavourable position at the start and was in third place close behind Fairfield, while Dixon and Handley were fourth and fifth.

The acceleration of the "official" E.R.A. was terrific, and Mays was almost abreast of Fairfield at the bottom of Broadway, passing him before he reached the sharp turn up Bray Hill, and not content with this, mounted the hill with such effect that he caught Hall as well in the short stretch before the T.T. stand.

By the time the cars reached the pits again on the third round, Mays had obtained a fifty-yard lead from Hall, and the latter driver was straining every effort to keep ahead of Fairfield. The E.R.A. would not be denied, however, and with a terrific spurt Fairfield passed the Magnette at the corner leading up Broadway, and continued to gain on the way to Bray Hill.

The order continued the same on the fourth lap, with Fairfield and Mays pulling away from Hall. On the fifth Mays was still in the lead, coming down the Promenade, but instead of roaring down to the hair-pin, he turned off into the pit channel, a move which at once stirred the E.R.A. pits into activity. The green car pulled up with Mays pointing to his visor, which was covered with oil, and while mechanics peered under the bonnet, he made a quick change of visor, setting out again just as Fairfield came round in the lead on his fifth lap.

Mays was not the only one in trouble. On the second lap petrol was observed to be pouring from the back of Ford's M.G. Magnette, which had been converted into a single-seater, and after a short time the car was forced to retire. The tank was punctured by the back-axle dip-stick, which had worked loose. Manby-Colegrave made an early visit to the pits to change plugs, and retired shortly afterwards with a broken back-axle, while

Eccles brought in his Alta to join its teammate at the pits.

The rot soon began to attack the survivors. Handley, who had been lying fifth on his R Type Midget, retired on Bray Hill, while Black and Eyston, also on the new M.G.s, now moved up a step into fifth and sixth places.

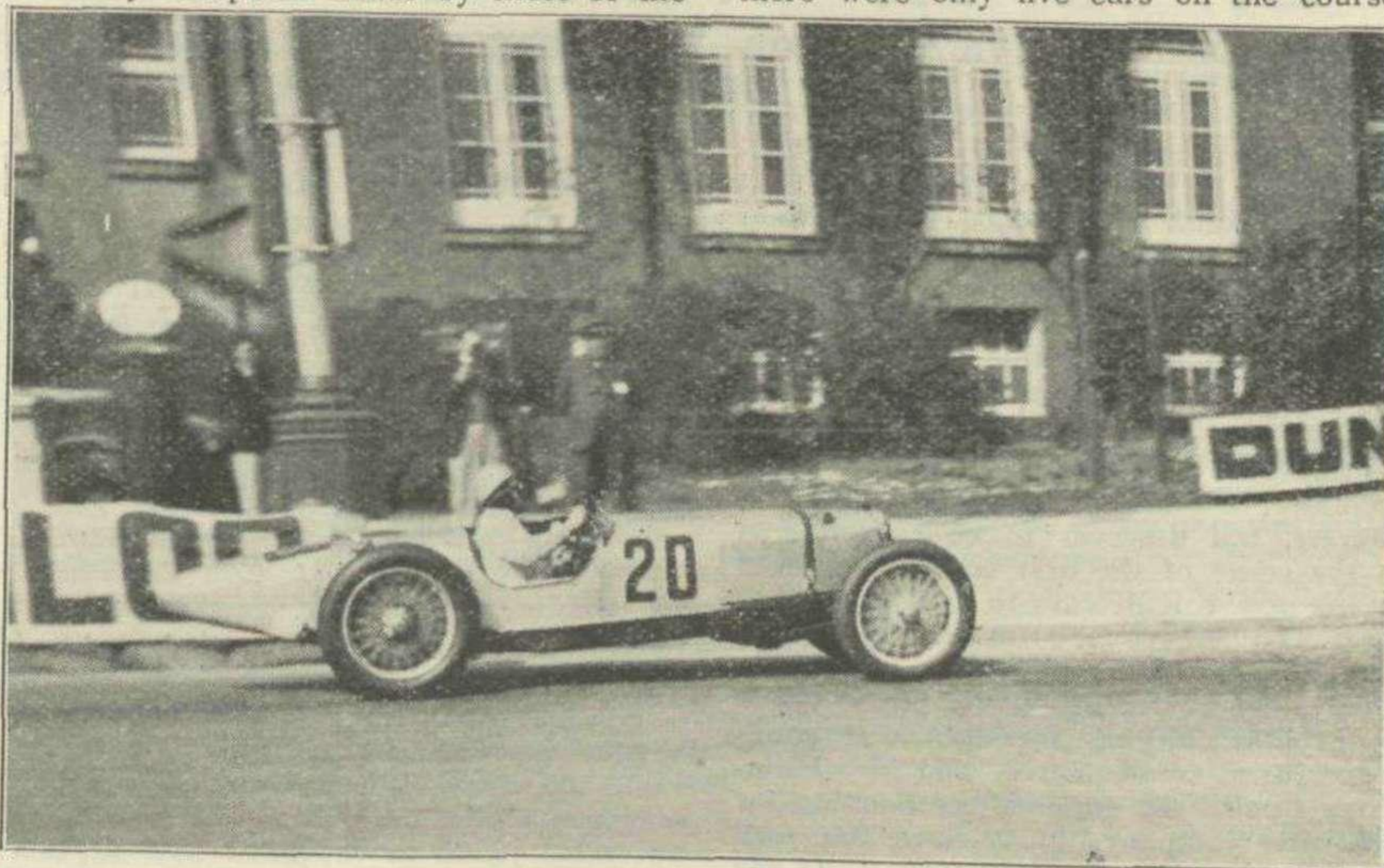
Hall was the next driver to encounter misfortune, and after five laps of fierce pursuit behind Fairfield, pulled into his depot and pumped furiously on the pedal of his self-changing gear-box to try to cure the slip on top gear. He was out again in a short time, but only for a couple of laps, then back again for a change of plugs. Black was in at the same time, and changed plugs and examined contact-breaker and brakes.

Considering the number of pit-stops and retirements already recorded, it might be supposed that the circuit was by now deserted, but this was by no means the case, the only complaint made by most of the

The bare figures above by no means give all the story. Mays paid several visits to the pits to change visors, and as could be seen his clothes were completely smothered with oil. A crack had developed in one of the main oil pipes, and all attempts to patch it were unsuccessful. After being almost blinded coming down Summer Hill and nearly running into the sea, the driver had no choice but to retire.

Eyston's M.G., which had run trouble-free for the first few laps, suddenly lost all its power and was brought to rest on the Promenade opposite the pits. Eyston rocked it backwards and forwards for some time, peering into the bonnet. The fault was diagnosed as a sheared magneto drive, and the car was thereupon retired, and Black, the only survivor of the official team, was eliminated soon afterwards by the breaking of a universal joint in the back axle.

With only a third of the race completed, there were only five cars on the course,



Freddie Dixon is a firm favourite in the Island. Here is a "panning" shot of his Riley in the Beg race, in which he finished second to Fairfield.

spectators being that they had no idea how many laps the various cars had accomplished. Meanwhile Fairfield was continuing with undiminished speed, setting up a record lap of 3 min. 24 secs., or 71.21 m.p.h., on his sixth round. He braked, cornered and accelerated away from the Promenade hair-pin each time with almost mathematical accuracy, and though his method of cornering at Onchan Hairpin, where he usually took his front wheel over the kerb, caused some anxiety to the marshals stationed at that point, there seemed no reason why he should not maintain his lead to the end of the race.

Freddy Dixon, who was running second, was cornering and driving with his accustomed accuracy, but his car was not equal to catching the E.R.A., which came round each time nearly a quarter of a mile in the lead.

## Order at 10th Lap.

1. P. Fairfield (E.R.A.), 68.78 m.p.h.
2. F. W. Dixon (Riley), 67.25 m.p.h., 48s. behind leader.
3. R. Mays (E.R.A.), 58.89 m.p.h., 5m. 54s. behind leader.
4. T. K. Humber (Bugatti), 57.23 m.p.h., 7m. 6s. behind leader.
5. N. Black (M.G.(R).), 56.91 m.p.h., 7m. 19s. behind leader.
6. E. R. Hall (M.G. Magnette), 12m. 50s. behind leader.

namely Fairfield, Dixon, Hall, Humber, and Baird. After a slow start Humber had been making good progress on his old four-cylinder Bugatti, and as a result of a non-stop run was lying third with an average speed of 59.55 m.p.h. Hall who had lost nearly twenty minutes in pit stops was fourth, while Baird had been detained at the pits for some time replacing a broken shock-absorber. He was 15 minutes behind Hall, however, and it was doubtful if he would complete the circuit.

Dixon had been making great efforts to pull up on Fairfield, and as he intended to complete the race without a pit-stop, there was quite a chance that he would snatch the lead when Fairfield pulled in to refuel. Fairfield had a lead of 1½ minutes when he came in on the 24th lap, and filled up with 22 gallons of petrol in 1m. 15secs. The tyres showed little sign of wear which rather upset calculations, and the E.R.A pulled out again all ready for the remaining distance with still a few seconds in hand. Fairfield put on speed again, and was 55 seconds ahead at the 30th lap.

All quiet then except for the announcement that Lace on the Alta had officially retired. As he had spent the morning push-



**THE MANNIN BEG RACE—continued.** ing his car up and down in front of the pits in the intervals of rebuilding it, it was high time that something of the sort happened. Then came the end of a gallant effort. Humber's Bugatti which had been running consistently in third place suddenly belched forth clouds of smoke when passing the pits, and came to rest in Broadway with a split petrol tank and a broken connecting rod. Hard luck after a fine performance. Then there were four!

With ten more laps to go Dixon was 1m. 29secs. behind Fairfield and was certain of being second if all went well, but Hall was 21 minutes behind the leader, and unlikely that he would be able to make up the four minutes which would enable him to qualify for third position. However, at the 45th lap there was a fresh development, Dixon was in at the pits!

As the car came to rest Freddy sprang out to the front of the car, covered the radiator cap with a cloth, and opened it, to be greeted with a cloud of steam six feet high. Quantities of water went in, a moment of consultation as the bonnet of the car was lifted off, and some shaking of heads. However, back the bonnet went, and the mechanics started to heave the car with a will. It spluttered and then stopped. Had those last strenuous laps been too much for the gasket? It seemed so, but after another effort the Riley fired once more, and Dixon was on the fairway again, starting off with such violence that he turned broadside at the hair-pin

right in the path of Fairfield, who was close behind.

A tame finish after a hopeful beginning, and what a massacre of good motor-cars!



*E. R. Hall (M.G. Magnette) leads Fairfield and Mays on their E.R.A.'s Hall was still running at the end.*

The pit-stop cost Dixon six minutes, so Fairfield took it easy over the last laps, completing the 201.75 miles in just under three hours. Dixon eased up too, while Hall was flagged off at 48 laps and Baird after 41, both of them deserving credit for a struggle against considerable mechanical handicaps.

**RESULT.**

1. Fairfield (1,090 c.c. E.R.A. S.), 2h. 59m. 54s., 67.29 m.p.h.
2. F. W. Dixon (1,486 c.c. Riley), 3h. 8m. 46s., 64.13 m.p.h.
- E. R. Hall (1,087 c.c. M.G. Magnette S.), completed 48 laps, 3h. 18m. 20s., 58.60 m.p.h.
- W. R. Baird (746 c.c. M.G. (R) S.), completed 41 laps, 3h. 12m. 25s., 51.60 m.p.h.

## HON. BRIAN LEWIS (BUGATTI) GAINS THIRD SUCCESSIVE VICTORY in MANNIN MOAR RACE

**FEW RETIREMENTS AND FEWER SPECTATORS. MARTIN (BUGATTI) AND FONTES (ALFA-ROMEO) SECOND AND THIRD.**

**A**FTER the debacle of Wednesday's race one could not help wondering whether the second race on the Douglas circuit would show any improvement, especially after the destruction amongst the Bugattis wrought in the International Trophy. However, these fears were groundless, for Brian Lewis piloted the new 3.3 Bugatti entered by Earl Howe and

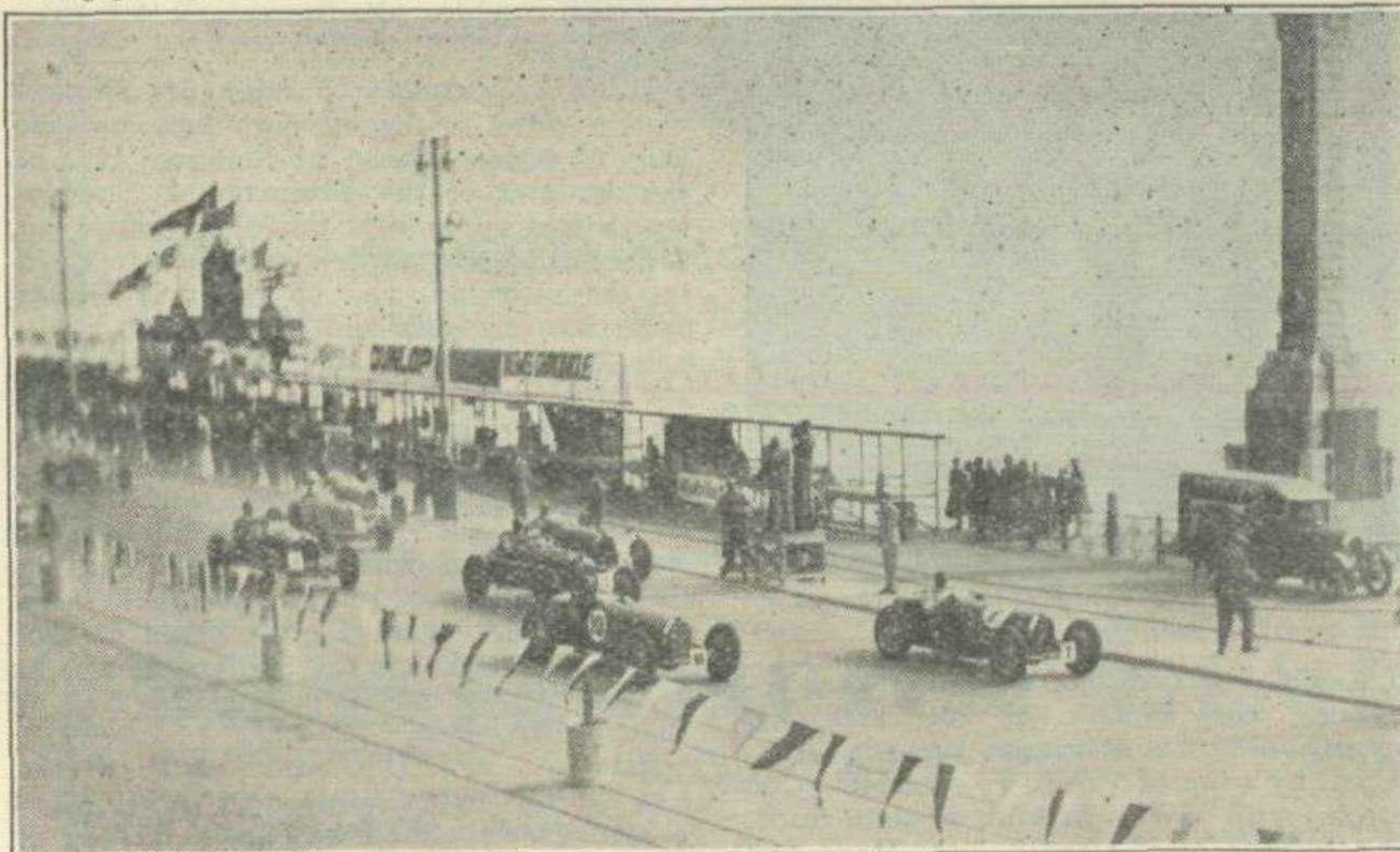
Mr. Noel Rees to victory at a speed fractionally higher than that put up by the same driver on the Monoposto Alfa-Romeo last year, while C. E. C. Martin drove consistently and fast to bring another of the 3.3 Bugattis into second place. Luis Fontes confirmed the good impression created by his win in the International Trophy and finished third on the

car with which Brian Lewis won the Mannin Moar race two years ago.

Less fortunate was Raymond Mays on his E.R.A. He was lying a comfortable third during the last stages of the race, and then with only half a lap to go the transmission passed out on Bray Hill, a heart-breaking conclusion to a fine run.

The entry list was short but snappy, the most formidable cars being obviously the three new 3.3-litre Bugattis driven by Lewis, Martin and Eccles, and the 3-litre Monoposto Alfa-Romeo of Shuttleworth. Another useful car was the 3-litre Maserati driven by Rose-Richards, the car which won last year's International Trophy. Then there were the 2.6 and 2.3-litre Alfas and Bugattis ready to snap in if the faster cars dropped out, while the 2-litre E.R.A. of Mays was something of a dark horse, but had gone quite well in practise. Last, but not least, Rayson's 2-litre Bugatti, newly fitted with a self-changing gearbox, entered by the owner for the fun of the thing, but destined to occupy an honourable place at the finish.

As the cars lined up in front of the pits the talk suggested a reliability trial rather than an exciting road-race. Would the back-axles stand it, how about tyres, and whether to use second or third gear for the Bray Hair-pin (bottom would probably have been needed a couple of years ago), all these were questions of the day. Fortunately, the weather conditions were again dull and cool, which favoured both the treads and the road-surface, and as it happened, only one tyre was changed in



*The Start of the Mannin Moar Race. The ultimate winner, the Hon. Brian Lewis (3.3 Bugatti), is in the lead followed by C. E. C. Martin (3.3 Bugatti No. 10), R. O. Shuttleworth (Alfa-Romeo No. 3) and A. H. L. Eccles (3.3 Bugatti No. 9).*



*THE MANNIN MOAR RACE—continued.*

the course of the entire race, which is a fine tribute to the wearing qualities of Dunlop products.

The starting arrangements were the same as those of Wednesday's race, with the cars drawn up in an order determined by the fastest laps put up in practise, the best being one by Martin in 3 min. 8 secs., or 77.27 m.p.h. The cars were lined up in the following order:—

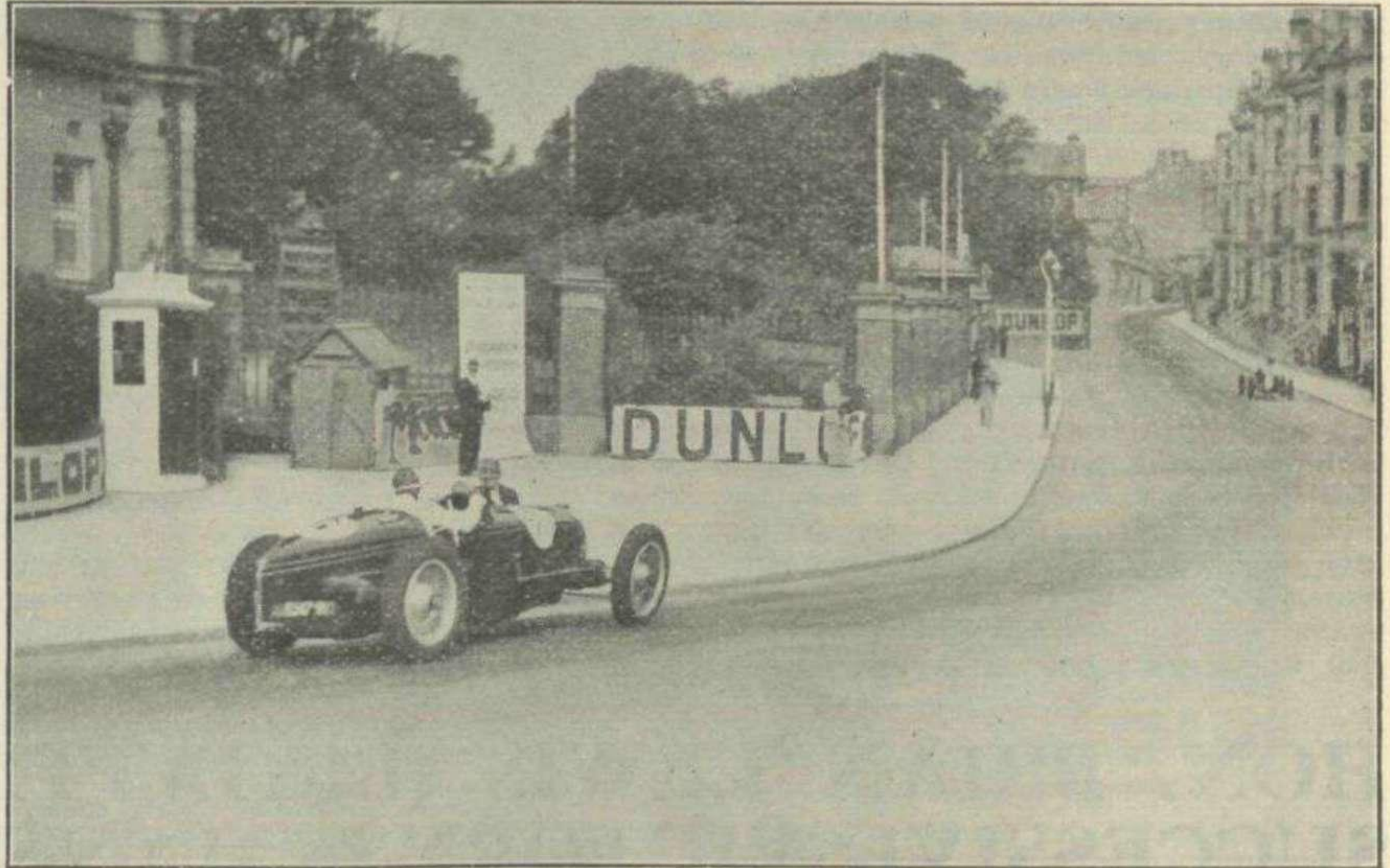
First row: Martin, Shuttleworth and Lewis; second row: Fontes and Eccles; third: Rose-Richards, Mays and Brackenbury; fourth: Rayson and Cook; fifth: Leith, Hamilton and Wilkins, and finally Dobson.

This array of cars and drivers was enough to gladden the eyes of any enthusiast, but there were few if any more spectators round the course than had been present for the Beg race. However, there were the cars, straining at their leashes, with Martin's Bugatti moving slightly as he felt in the clutch. "Ebby," with his large starting flag, was probably the only unmoved being within sight, and as it touched the ground the pack got away in splendid style, roaring off with smoke and black tyre streaks to the Greenhill hair-pin. Brian Lewis was the first to get round, but Shuttleworth, on the Alfa, was close on his heels, and giving the Monoposto all it knew past the Grand Stand was abreast and past Lewis by the time they reached the bottom of Broadway. Close behind were Martin and Eccles, and Raymond Mays on the E.R.A., and not far behind them Fontes on his faithful Alfa. Behind them came the slower cars in a close bunch, and just as he reached Broadway Wilkins on an Alfa turned a complete circle right in front of the Hon. Jock Leith. Leith acted in a split second,

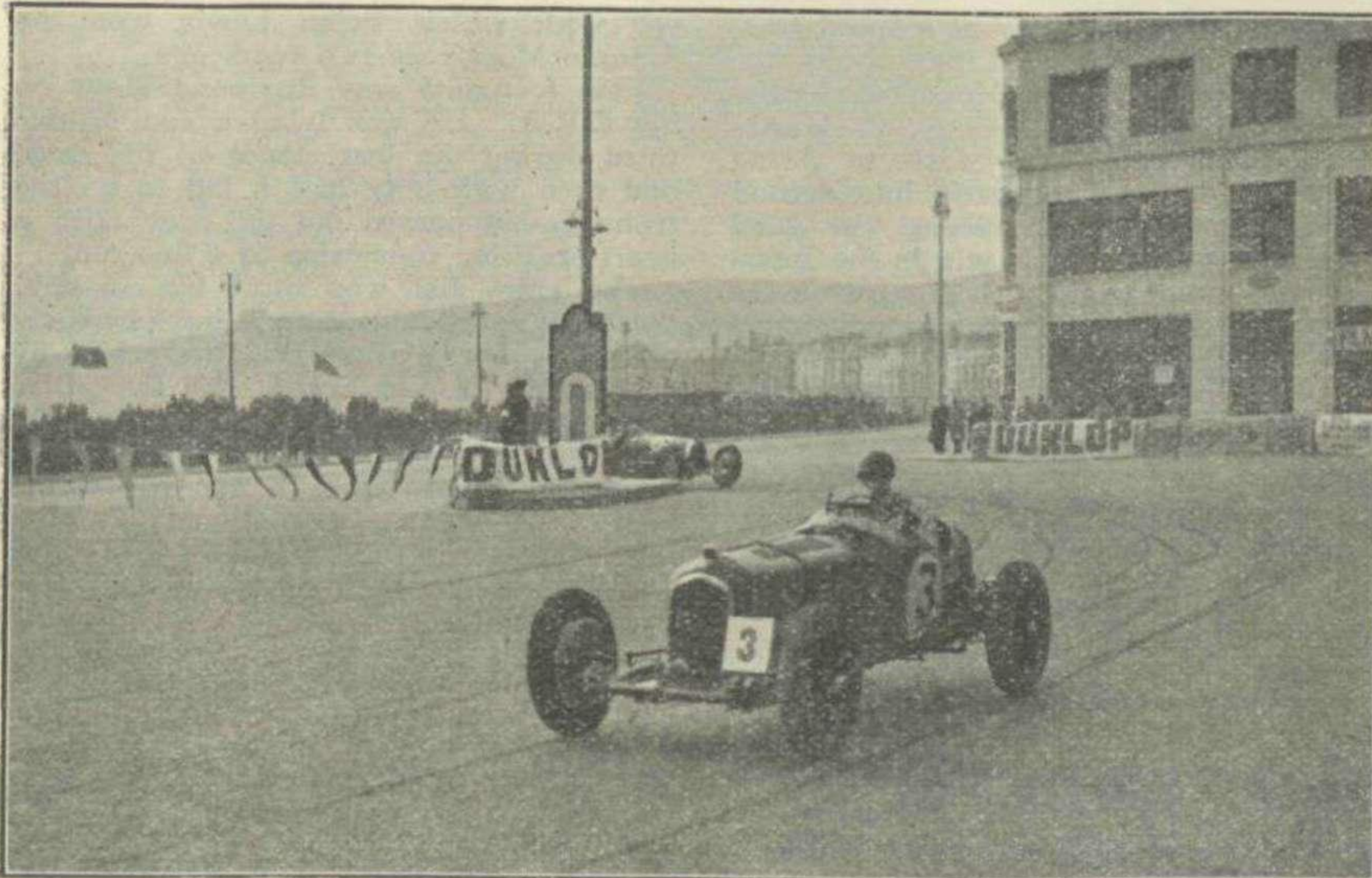
**STARTERS  
IN MANNIN MOAR RACE.**

A. P. Hamilton, 2,336 c.c. Alfa-Romeo.  
R. S. Wilkins, 2,600 c.c. Alfa-Romeo.  
R. O. Shuttleworth, 2,904 c.c. Alfa-Romeo.  
A. Dobson, 2,600 c.c. Alfa-Romeo.  
L. Fontes, 2,336 c.c. Alfa-Romeo.  
T. E. Rose-Richards, 2,992 c.c. Maserati.  
Hon. Brian Lewis, 3,255 c.c. Bugatti.  
Hon. J. Leith, 2,263 c.c. Bugatti.  
A. H. L. Eccles, 3,255 c.c. Bugatti.  
C. E. C. Martin, 3,255 c.c. Bugatti.  
C. Brackenbury, 2,263 c.c. Bugatti.  
H. W. Cook, 1,488 c.c. E.R.A.  
R. Mays, 1,980 c.c. E.R.A.  
E. K. Rayson, 1,990 c.c. Bugatti.

effort on all the corners, especially at the Greenhill hair-pin where the Alfa-Romeo fairly shook as the brakes went on, in contrast to Lewis and Martin, who cornered smoothly and reserved themselves for the acceleration afterwards. Just about this time Lewis was struck between the eyes with a flying stone, half stunning him, but carried on as though nothing had happened. Mays was engaged in a great duel with Eccles and succeeded in passing him on the eighth lap after a stirring chase on the straight in front of the Grand Stand.



*Winner for the third time in succession. The Hon. Brian Lewis this year drove a 3.3 litre Bugatti entered by the Lord Howe-Noel Rees Scuderia.*



*Shuttleworth's Alfa-Romeo led Brian Lewis's Bugatti in the early stages of the run, but later retired with gearbox trouble*

swerving and braking furiously, but was unable to avoid striking the Alfa with the back of his car. The impact was only slight, but the chassis was damaged, and the driver had to retire to the pits after another lap.

By this time the leading cars were again speeding down the Promenade, and it was seen that Shuttleworth was still ahead

of Lewis, the order of the other cars remaining the same. At the fifth lap Shuttleworth was about 200 yards in front, helped by a lap of 3 min. 13 secs., or 75.26 m.p.h., with Martin making a useful third, then further back were Eccles, Mays and Fontes.

The struggle continued in this vein for some time, Shuttleworth straining every

After ten laps the order was the following:—

Shuttleworth (3-litre Alfa-Romeo), 74.84 m.p.h.  
Lewis (3.3-litre Bugatti), 74.72 m.p.h., 3 secs. behind leader.  
Martin (3.3-litre Bugatti), 74.41 m.p.h., 11 secs. behind leader.  
Mays (2-litre E.R.A.), 73.07 m.p.h., 37 secs. behind leader.  
Eccles (3.3-litre Bugatti), 72.99 m.p.h., 39 secs. behind leader.  
Fontes (2.3-litre Alfa-Romeo), 72.15 m.p.h., 62 secs. behind leader.

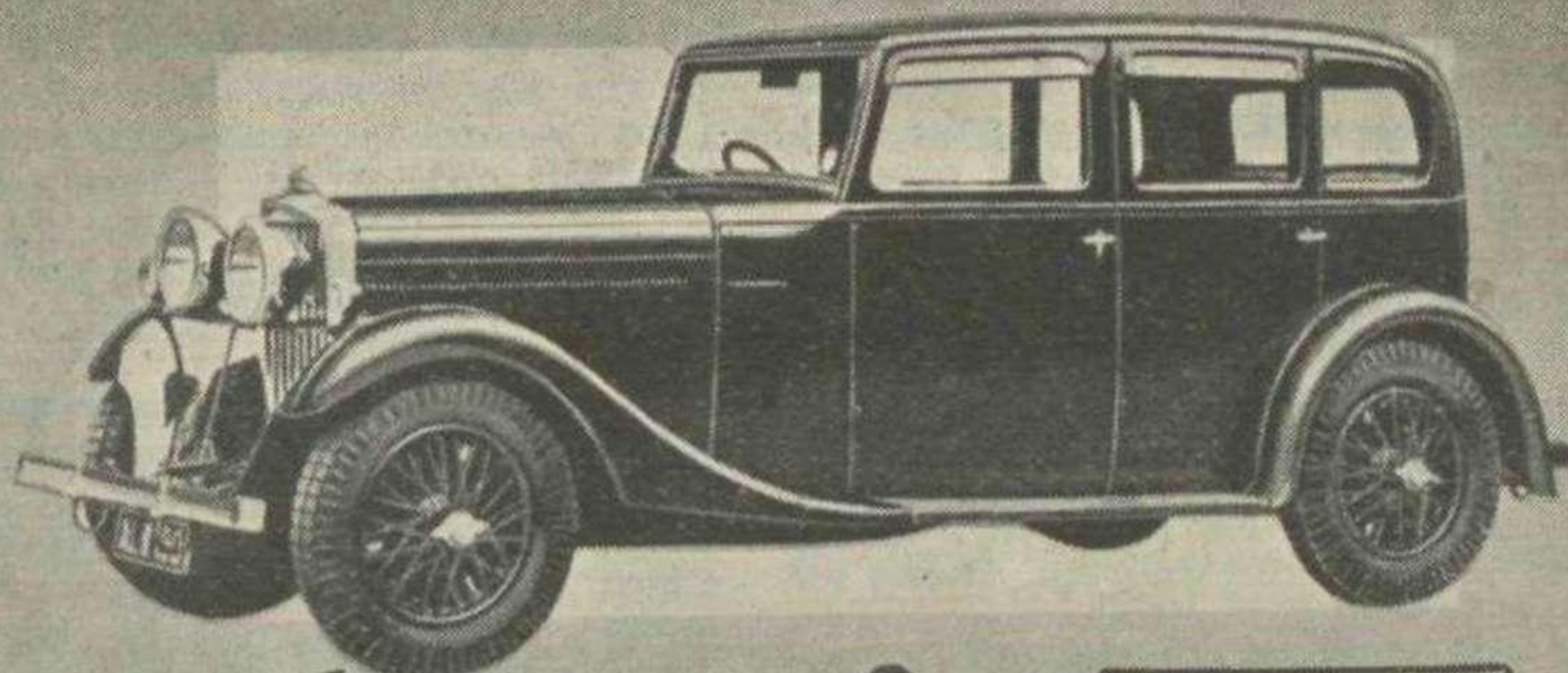
Lewis's relentless pursuit of Shuttleworth ended in the eleventh lap, and the Bugatti passed ahead at Summer Hill at the far end of the Promenade. Shuttleworth had apparently taken too much out of his car, and had dropped back to third on the next lap, and on the 14th circuit came into the pits and retired with back-axle and gear-box trouble. Lewis then set to work to build up a useful lead, and on the 15th lap recorded 3 min. 6 secs., or 78.1 m.p.h., the best time recorded in the race. Charlie Martin was only slightly less rapid, nineteen seconds behind, while Raymond Mays was going great guns in third place 1-15 in rear. The acceleration of the E.R.A. seemed quite equal to that of the Bugattis, but the lighter car was at a disadvantage on bumpy surfaces such as that of Bray Hill.

Scarcely had the excitement of the Lewis-Shuttleworth duel died down when blue flags were seen waving at the top of Broadway, signifying an accident on the narrow road up through the town. The victim was Hamilton on an Alfa-Romeo, who had previously been reported as



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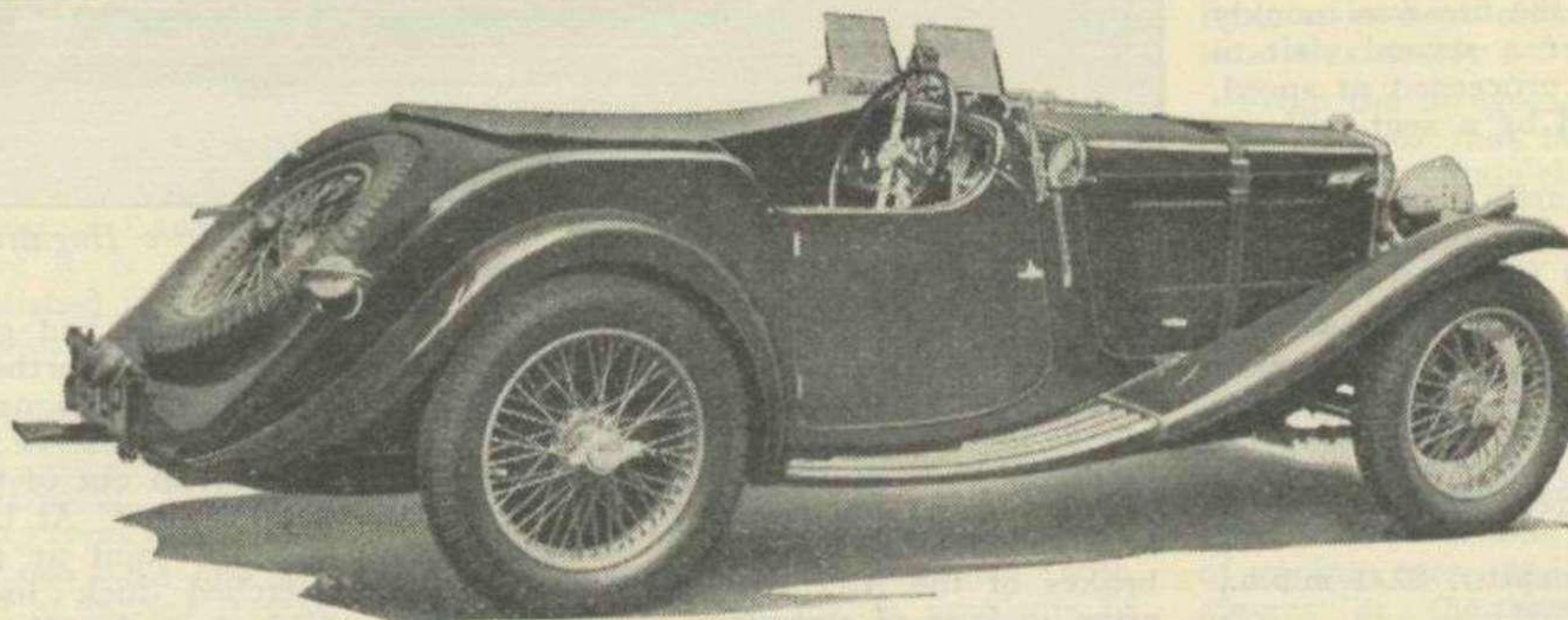
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*THE MANNIN MOAR RACE—continued.*

rather dangerous on several corners, particularly at the Promenade hair-pin, where he skidded broadside right across the road. His final exploit took place as a result of a skid on the fast bend. The car slewed across the road, crashed into a wall and turned over twice, coming to rest across the road. The driver was lucky to escape with nothing worse than abrasions, while Humphrey Cook, who was not far behind, was just able to squeeze past. As a set-off for his scare he found his 1½-litre mount in sixth place on the 20th lap. Good for E.R.A.s!

The leading cars were nearly at half-distance; and soon came the first re-fuelling stop, Charles Brackenbury, who was driving Martin's second entry and had come back into sixth place. He took four minutes over the job, while Raymond Mays, who was in at 11-14 needed only 57 seconds to take on board 20 gallons of fuel and a certain amount of water. This snappy performance went for nought, however, as he called into the pits a lap later with the radiator cap stuck open and lost 2½ minutes having it secured. Cook also made two calls, one for re-fuelling and a second to cure misfiring. A new set of plugs was fitted, but the car still was not right, and a few laps later it was withdrawn, the trouble being, apparently, an excessive supply of oil.

Eleven out of the fourteen cars were still on the course, but then Brackenbury's car was seen to be missing. News then came through that the seat had collapsed as the car was approaching the bottom of Bray Hill, dropping the burly Charles on the prop-shaft, and setting fire to the lagging of the spare petrol tank. The car shot off the road, but the fire was quickly extinguished, and after a second visit to the pits Brackenbury proceeded at speed, somewhat handicapped by a seat still unsecurely fixed.

Brian Lewis and Martin were still setting a cracking pace. The placings at the thirteenth lap were as follows:—

1. Lewis (3.3-litre Bugatti), 76.41 m.p.h.,
2. Martin (3.3-litre Bugatti), 75.38 m.p.h., 1 m. 18 secs. behind leader.
3. Eccles (3.3-litre Bugatti), 73.92 m.p.h., 3 m. 12 secs. behind leader.
4. Fontes (2.3-litre Alfa-Romeo), 73.11 m.p.h., 4 m. 17 secs. behind leader.
5. Mays (2-litre E.R.A.), 71.52 m.p.h., 6 m. 30 secs. behind leader.
6. Rayson (2-litre Bugatti), 67.41 m.p.h., 12 m. 42 secs. behind leader.

None of the three leading cars had been in to the pits yet, though "churns" of fuel were poised on the pit counters all ready for the fill-up. Eccles never needed his, as he overshot the corner at Broadway, running up the escape road. He avoided hitting anything, but the extra strain of the sudden stop was too much for the transmission, and the car remained where it was, out of the race with a broken universal joint.

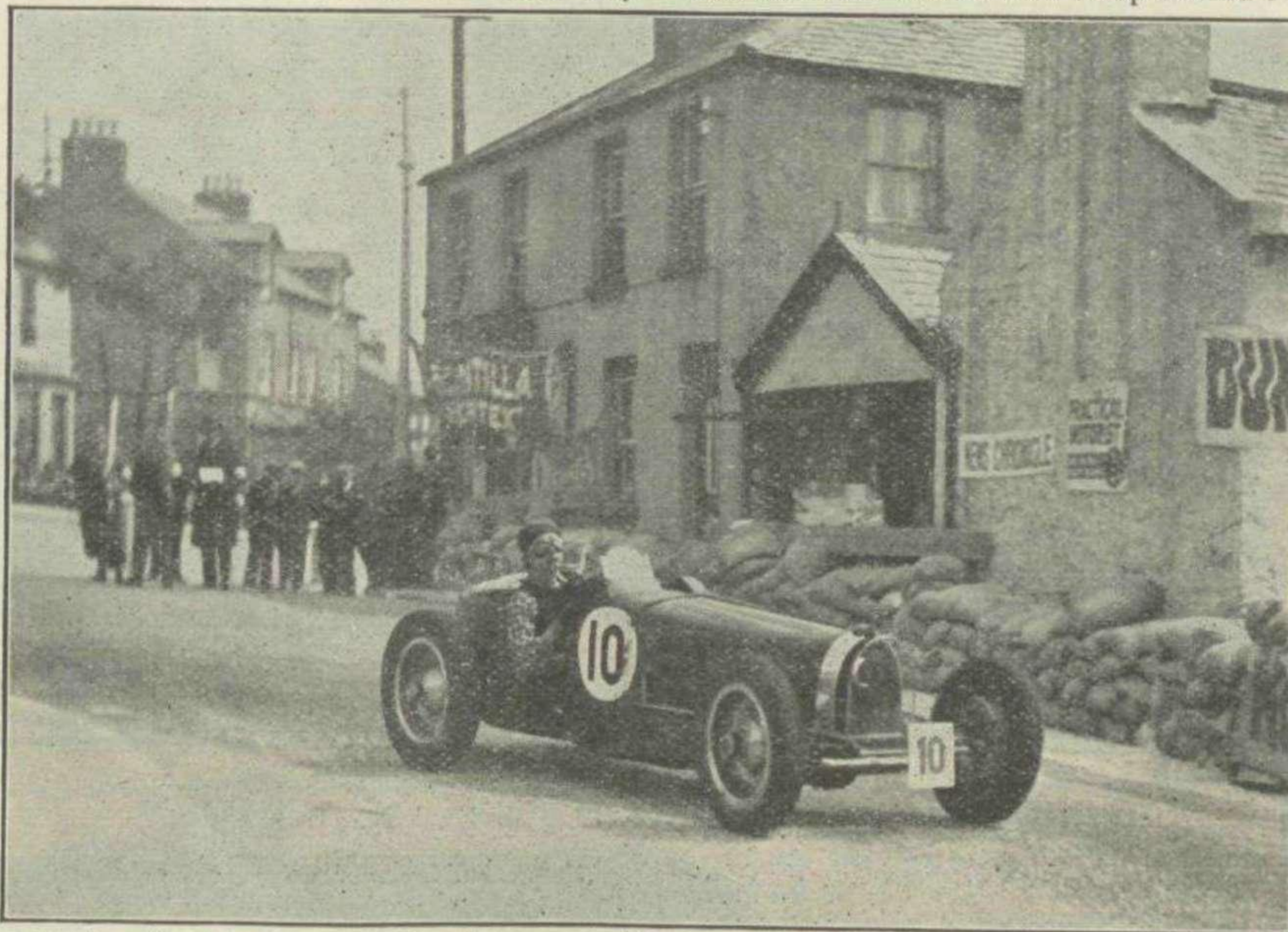
Just before midday there were signs of activity in Martin's pit, and in shot the Bugatti. 16 gallons of petrol were tipped in while the driver had a drink and

changed his goggles. Pretty smart work! Fontes was in soon afterwards, so that Lewis was the only one of the leaders who had not made a stop. Surely he could not complete the race on one fill? However, on the 38th lap he decided to come in, took on four gallons of petrol, and was away again in 37 seconds.

Barring accidents Lewis was now a certain winner, for his car was running perfectly, and he was taking it round corners with a minimum of braking and effort. Martin's car was doing well too, though he found his brakes rather feeble towards the latter part of the race. The Bugattis looked particularly comfortable, though the drivers sit so low that only

Brian Lewis was passing the stand on his final lap. Broadcast announcements followed him round the course and soon the car could be heard roaring along the Promenade to receive the chequered flag. Cheers greeted him as he crossed the line and set out on his "lap of honour," and well they might, for to win an International race three years running is a performance which, as far as we know, has not been accomplished by any other driver since motor-racing began.

Charlie Martin, who finished less than a minute behind Brian Lewis also received his round of applause, and then everyone waited for the arrival of Raymond Mays, who had been a little over a lap behind the



*Charles Martin drove a splendid race with his 3.3 litre Bugatti, finishing second to Lewis's similar car.*

their heads appear above the top line of the body.

A lap behind the two Bugattis came Mays on the E.R.A. He had lost a further minute at the pits through having to wire down the radiator cap, but was keeping 40 seconds ahead of Fontes. The brakes of the Alfa were tending to lock after 40 laps of strenuous cornering, and Fontes had several hectic moments at Onchan hair-pin. The same thing happened to Wilkins, who was being speeded up in an effort to finish within the time limit of 15 minutes. Rayson through consistent driving was only 14½ minutes behind the leader, and Dobson on a 2.6 Alfa, bought from the Ferrari stable, was a further 4 minutes in rear. He had trouble with the engine overheating, and was forced to run without the radiator guard and to make several stops for water.

The leading cars were still lapping at about 75 m.p.h., so on this 4 mile circuit they were never long out of sight, and

winner. He had got to Bray Hill quite safely, but no further news was forthcoming. He had signalled that he was running on his reserve tank two laps before—had he run out of petrol or was it something worse? At last news came—seized universal joint at the top of Bray Hill. Wretched luck indeed with a certain third place dangling in front of him. So dumfounded were the officials, in fact, that they let Fontes do an extra lap before they remembered to flag him. Rayson on the two-litre Bugatti was the only other driver to finish in time, with only 1 second to spare. Wilkins, Dobson and Brackenbury all being flagged off after completing 48 laps.

**RESULT.**

1. Hon. Brian Lewis (3.3-litre Bugatti), 2 h. 40 m. 11 secs., 75.57 m.p.h.
2. C. E. C. Martin (3.3-litre Bugatti), 2 h. 41 m. 2 secs., 75.16 m.p.h.
3. L. Fontes (2.3-litre Alfa-Romeo), 2 h. 43 m. 14 secs., 71.94 m.p.h.
4. E. K. Rayson (2-litre Bugatti), 2 h. 55 m. 11 secs., 69.1 m.p.h.

**A NEW M.G. PUBLICATION.**

We have just received from the M.G. Company a booklet entitled "Supremacy" which records in photography some of the principal achievements of M.G. cars during the 1934 racing season. Chief amongst these are the Tourist Trophy

race, the Mannin Beg and the British Empire Trophy at home, and abroad the Italian 1,100 c.c. Championship, which was borne off by Rafaele Cecchini on a Magnette. Other successes were those of Kohlrausch in several German hill-climbs,

and Seaman's win in the 1,100 c.c. class of the Swiss Grand Prix.

Copies may be obtained by readers of *MOTOR SPORT*, post free, from the Publicity Department, M.G. Car Company, Ltd., Abingdon-on-Thames.



# ACHIEVEMENT

By

**N. W. H. FREEMAN, A.I.A.E.**

No aspect of motor-car racing has been the subject of so much comment as the evolution of that necessary component—the tyre.

It is a truism that the strength of a chain is governed by its weakest link. That is equally true of a racing car. Only a comparatively few years ago, tyres were practically the limiting features of car racing, being uncertain as to performance under any given set of conditions and no driver could depend upon their distance and speed capabilities.

The year 1923 set a new mark in the history of speed. It was in that year that the Dunlop Company organised a Racing Department and started really to consider that phase of the tyre business.

Automobile racing occupies a more important position to-day than ever before.

It serves a very practical purpose in that, as has so often been said, the racing car of to-day is the touring car of to-morrow. This was foreseen by the Dunlop Company when they laid down their special plant and laboratories for the manufacture and testing of racing tyres, and by very exhaustive research work and tests on machine, road and track, the Dunlop racing tyre has been evolved, that so far has stood up to everything that has been asked of it.

Racing experience has definitely benefited the ordinary motorist. The whole of years of racing experience has been utilised, and built into the latest Dunlop product—the "90" tyre. From racing practice, this tyre has been designed to be cool running on the fastest of touring cars, and it retains an almost constant non-skid value throughout its life, and is singularly free from irregular wear.

Racing speeds have greatly increased these last ten or twelve years. At the end of 1923, the World's Fastest Land Speed was 156 m.p.h., to-day it is over 281 m.p.h., recently accomplished by Sir Malcolm Campbell on his Northward run on Daytona Beach.

At the beginning of 1927 when Se-grave's car was being designed in the Sunbeam works, the Dunlop Company was approached regarding tyres that would stand up to the car's 1,000 h.p., and the speed that was expected of it—for it was obviously useless to build a car unless

tyres could be made for its equipment.

Nothing approaching a 200 m.p.h. had ever been made, and it was not really known whether it was a possibility to make one, for it seemed incredible that articles made of a comparatively few pounds of cotton and rubber could withstand such enormous strains as would be imposed upon them.

The Dunlop Company, by research work on all materials and processes and a long series of experiments, eventually produced a tyre that emerged from its arduous test on Daytona Beach, having accomplished the two-way run at an average speed of 203.79 m.p.h. Since then tyres have been produced successfully year by year for the land speed record, which to-day stands at an average speed of 276.82 m.p.h.

It is not within the scope of this article to delve deeply into technicalities, but there are certain technical aspects which are interesting to the users of racing tyres. For example, heat is generated in all tyres to a certain extent, but the racing tyre, due to the enormous number of revolutions it makes, naturally becomes considerably hotter than a tyre used at touring speeds on the road.

To illustrate this, take a car travelling at 200 m.p.h. At this speed, the tyre—a large size—makes approximately 2,047 revolutions per minute, or 34 per second—a small diameter tyre would naturally be more. Every portion of the tyre is, therefore, hammered between the rim and the road—that is compressed and released—34 times per second, and just as a slab of iron may be made hot by continual hammering, so a racing tyre tends to get hot. The art of making a racing tyre is largely in so treating the rubber that it can withstand this repeated hammering on the ground without generating excessive heat, and so arranging its other component parts with the same object.

It is this important question of heat engendered in the tyre combined with centrifugal force that makes problems of tyre construction acute with the develop-

ment in speed and power of the modern supercharged racing car.

The source of heat is the power consumed by the tyre. This depends upon a number of factors, among which are speed, deflection of the tyre, and size of tyre (diameter and section).

The rate of increase in power consumed becomes greater and greater with increasing speed. For example, the effect of increasing the speed from 190 to 200 m.p.h. is approximately twelve times that of increasing the speed from 170 to 180 m.p.h., and sixteen times that of increasing the speed from 130 to 140 m.p.h.

The deflection of a tyre depends upon the load carried and the inflation pressure. An under-inflated tyre with the load constant means an increase in power consumed or, in other words, abnormal heat is generated in the tyre with naturally deleterious effects.

The size of the tyre affects its performance in two ways. The larger the diameter, the fewer the revolutions per minute, and the fewer the impacts any section of the tyre has to sustain for a given speed, consequently the lower the temperature attained. Also the greater the diameter and cross section, the smaller the deflection and the larger mass of material to be heated up. Therefore, for a given load, the lower the temperature developed.

An example may be cited. A small tyre running at the same speed as a large one, the smaller tyre revving at 1,330 r.p.m., and the larger at 1,180 r.p.m., the difference in heat after the same period of time was nearly 20° centigrade.

From the foregoing few technical points it is obvious that the racing motorist, if he expects to obtain the maximum efficiency and service from his tyres, must make certain that his car is equipped with the most suitable tyres for the particular event, and that they are inflated to the correct pressure.

The Racing Department of the Dunlop Company exists solely to give from its wide experience of racing the best advice on all matters appertaining to the tyre equipment of racing cars, and the expert staff are always at the service of the racing motorist.



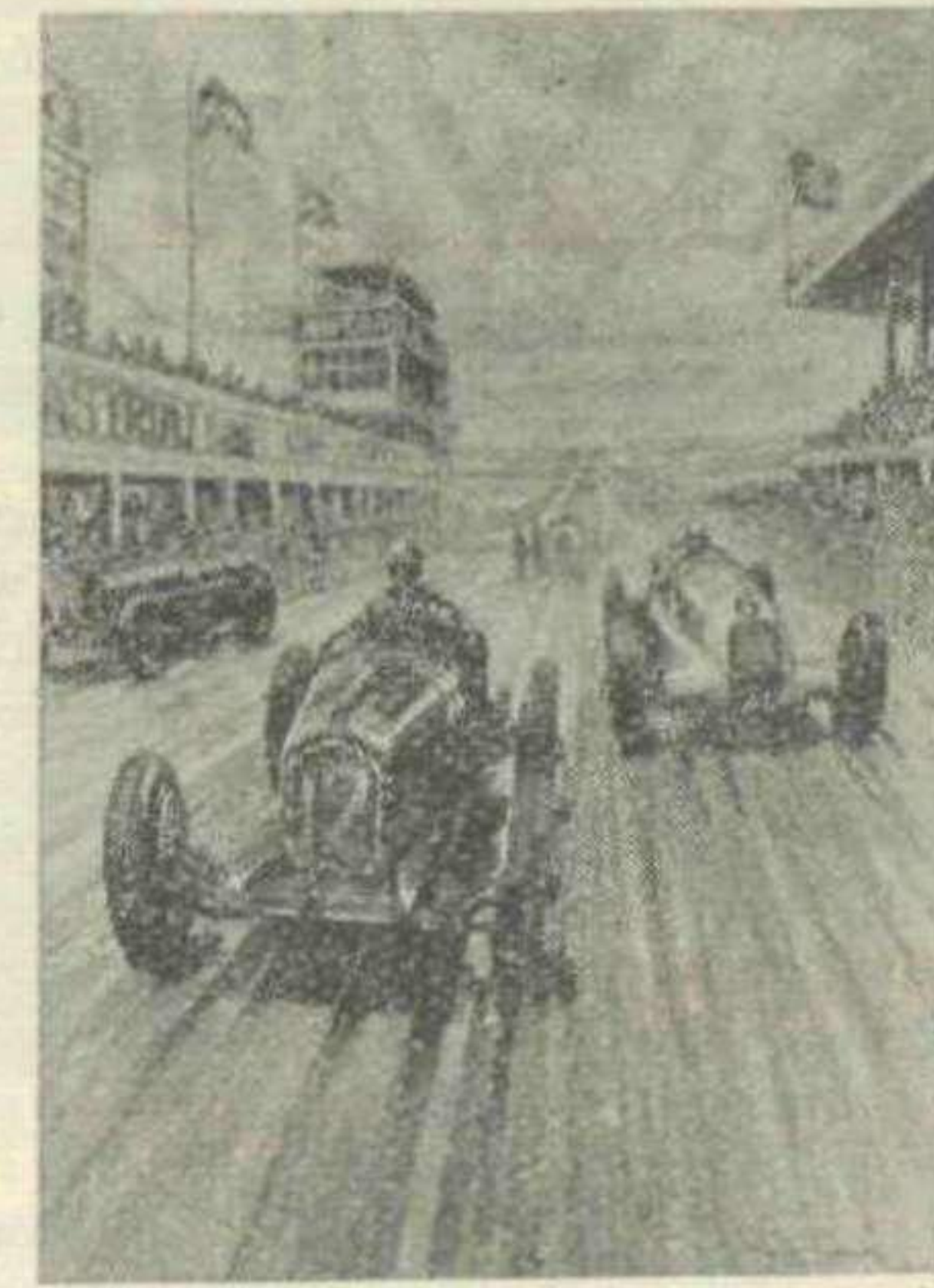
## MOTOR RACING PICTURES

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# THE FASTEST RACE IN THE WORLD

MERCÉDÈS-BENZ TRIUMPHANT ONCE AGAIN IN THE CLASH WITH AUTO-UNION AND ALFA-ROMEO.  
FAGIOLI AVERAGES 148 M.P.H. CHIRON'S FINE DRIVE.

THE Avus race was a renewal of the of the battle started at Tripoli, with the difference that the *bimotore* Alfa-Romeos now had some experience and some satisfactory tyres. Tyres were again the deciding factor, but the shorter distances at Avus enabled a careful driver to get through the 200 kilometre final without a tyre change. At Tripoli the fastest cars had to change at least every 150 kilometres. At first it was announced that all the cars would have to make a compulsory wheel change in the final at the end of 100 kilometres, but this was waived in the actual race.

There were 21 entries, five teams and five independents. Auto-Unions and Mercédès-Benz each had four cars in the field, thereby doing their best to ensure a German victory. Their chief competitors were the two twin-engined Alfas of the Scuderia Ferrari, handled by Nuvolari and Chiron. The third man, Dreyfus, was driving a 3.2-litre monoposti. Two more Italian *scuderias*, the Subalpina and the Gruppo San Giorgio, were represented by Maseratis and a single Alfa. All the independents were Maseratis, except the sole British entry, Dudley Froy on Manby-Colegrave's 4.9-litre Bugatti. Etancelin, *chef du file* of the Subalpina stable, had been promised his new 4-litre independently sprung Maserati, but the car could not be finished in time and he drove a 3.7-litre 6 cyl. car instead.

On the first day of practice only Auto-Unions appeared at the track. Varzi, in particular, was most enthusiastic about his mount, and said he had never been so fast in his life before! The next day the Mercs tuned out as well, followed by the *bimotore* Alfas and Balestrero's Maserati. Before rain set in, Stuck staggered everyone by covering a *standing-start* lap in 4m. 37secs., at 158 m.p.h. No one had previously reached this figure with a flying start! He was holding 190 m.p.h. on the straight. The Mercs lapped at a sedate 140 m.p.h. odd, and the Alfas at a 125 m.p.h. crawl. Rain put an end to further practice.

On the last day before the race the cars had to cover timed laps to decide starting positions, and Stuck turned out to be the fastest with a wonderful lap in 4m. 31.3secs., at 162 m.p.h., the fastest lap ever recorded at Avus. Second fastest time was shared by Auto-Union and Mercédès-Benz, Varzi and Von Brauchitsch (Mercédès-Benz) both clocking 4m. 47secs. Next came the ex-motor-cyclist, Rosemeyer, who was making his *début* as an Auto-Union driver. His time was 4m. 49secs. Nuvolari was wounded on his right arm by a piece of his windscreen which had worked loose, but he managed to get round in 4m. 51secs. Caracciola and Fagioli, on Mercédès-Benz, did 4m. 52secs. and 4m. 53secs. respectively. Prince Leininigen (Auto-Union) also clocked 4m. 53secs, and the only other competitor to beat 5 minutes was Geier (Mercédès-Benz) 4m. 59secs.

Some surprise was felt when it was seen that the second and third-string Auto-Union drivers, Prince Leininigen and Rosemeyer, were entrusted with the ultra-

## PREVIOUS WINNERS.

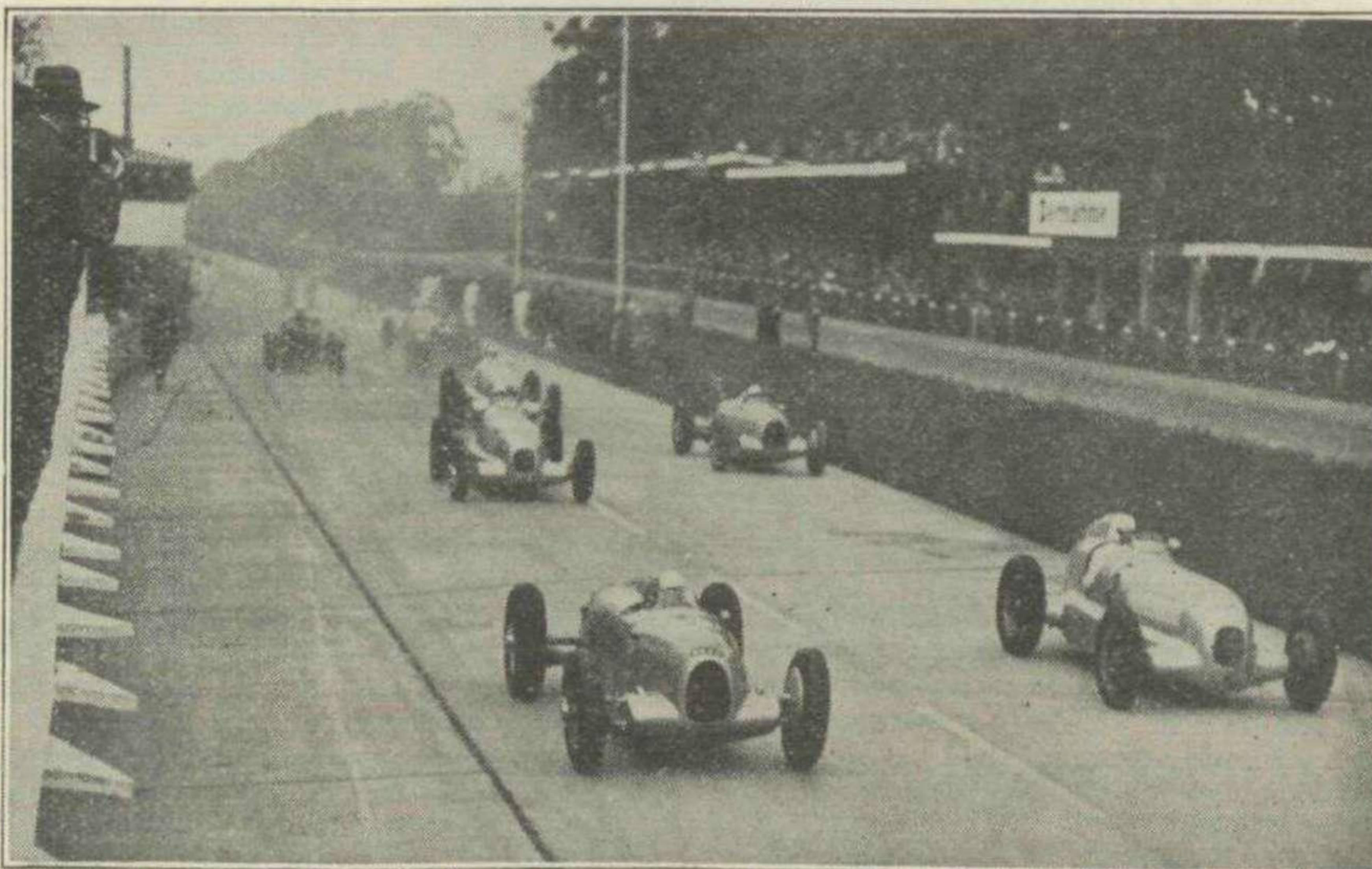
1921.	Opel (Opel)	128.44 k.p.h. (143 k.p.h.).
1922.	Riecken (N.A.G.),	133.103.
1923.	Klöble (N.S.U.),	119.46 (125.552).
1924.	Scholl (N.S.U.),	120.78 (127.408).
1926.	Caracciola (Mercédès-Benz),	135.10 (154.800).
1931.	Caracciola (Mercédès-Benz),	185.705 (196.773).
1932.	von Brauchitsch (Mercédès-Benz),	194.40 (209.840).
1933.	Varzi (Bugatti),	206.690 (221.720).
1934.	Moll (Alfa-Romeo),	205.30 (225.843).
1935.	Fagioli (Mercédès-Benz),	238.50 (259.200).

The figures in parentheses show the fastest lap accomplished by the winner.

tyre change on the second lap. The *bimotore* Alfa-Romeo is not yet *au point*, and it is impossible to hold more than 175-180 m.p.h. for any distance without losing the tyre treads. With 50 m.p.h. in hand it was too much to expect Nuvolari to let the German cars leave him on the straights!

At the other end of the scale Dudley Froy was hopelessly outclassed, on a car which two years ago was fast enough to win the race! Times have certainly changed.

Then came some retirements. Rosemeyer blew up his Auto-Union; Siena stopped with an undiagonised trouble on his Maserati, and Freddie Zehender, on the second *Subalpina* Maserati; retired with a faulty supercharger. Only Farina, of the Maserati drivers, held his place and was going well.



The start of the final race at Avus. Stuck (Auto-Union) and Caracciola (Mercédès-Benz) are in the lead.

streamlined, enclosed cockpit cars with which Stuck broke world's and class records last year. Dr. Porche informed the press, however, that Stuck's and Varzi's car, although of the open cockpit type, were fitted with brand-new engines which gave even more power than last year's cars.

More than 10,000 people watched the practicing on Saturday afternoon, proof, if any were needed, of the immense enthusiasm for motor-racing in modern Germany. Ruesch and Ghersi both failed to turn up, and were accordingly scratched.

By the time the first heat was due to begin on the Sunday a crowd of 150,000 persons had assembled round the track. Many of them were motor-cyclists who had come to see the motor-cycle races held on the same day.

On the fall of the flag, Stuck (Auto-Union), shot into the lead, and at the end of the first lap he had a clear lead over Fagioli (Mercédès-Benz) and Nuvolari (Alfa-Romeo). The latter was soon out of the running, pulling up at his pits for a

Although Fagioli was not pressing him, Stuck put on speed, and on the third lap he averaged 162 m.p.h., a new record for the track. The previous best was the 140 m.p.h. lap covered by Momberger on an Auto-Union last year.

No one could possibly trouble Stuck and Fagioli, while Dreyfus (3.2 Alfa-Romeo) was driving his usual polished race in third place. The interest now centred on the problem of who would be the fourth driver to qualify for the final. Farina was making a great effort, and with Nuvolari and Geier (Mercédès-Benz) both stopping for tyres, his prospects looked rosy. The latter, however, made a quick change and overhauled him just before the finish, so that two Mercs, an Auto-Union and a 3.2-litre Alfa qualified for the final.

## RESULT OF HEAT 1.

5 laps: 98,280 kilometres.	
1.	Stuck (Auto-Union), 23 m. 44.8 secs., 155 m.p.h.
2.	Fagioli (Mercédès-Benz) 24 m. 17 secs.
3.	Dreyfus (Alfa-Romeo), 26 m. 52.4 secs.
4.	Geier (Mercédès-Benz), 27 m. 5 secs.



THE FASTEST RACE IN THE WORLD—continued.

- 5. Farina (Maserati), 27 m. 48 secs.
  - 6. Nuvolari (Alfa-Romeo), 29 m. 15.6 secs.
  - 7. Froy (Bugatti), one lap behind.
- Also ran: Rosemeyer (Auto-Union), Siena (Maserati), and Zehender (Maserati).

In the second heat Varzi (Auto-Union) sprang into the lead, pursued by Caracciola and Von Brauchitsch on Mercedes-Benz, and Prince Leiningen's Auto-Union. On the second lap the Prince passed the two "Merces," but the effort overstrained his engine and he retired almost immediately.

Varzi and Caracciola came into the pits simultaneously, and for one lap von Brauchitsch reigned in the lead. Then he, too, came in for a change of tyres, and so his position remained unchanged. Caracciola took the lead by virtue of a quicker pit stop. Chiron was driving his *bimotore* Alfa-Romeo steadily, and was comfortably holding fourth place—and his qualification for the final. Etancelin was the only other retirement, experiencing like his teammate Zehender, supercharger trouble.

RESULT OF HEAT 2.

5 laps: 98.280 kilometres.

- 1. Caracciola (Mercedes-Benz), 24 m. 47 secs., 148 m.p.h.
- 2. Varzi (Auto-Union), 25 m. 41.3 secs.
- 3. von Brauchitsch (Mercedes-Benz), 26 m. 29.3 secs.
- 4. Chiron (Alfa-Romeo), 27 m. 21.5 secs.
- 5. Barbieri (Alfa-Romeo), 28 m. 6.4 secs.
- 6. Hartmann (Maserati), 29 m. 14.5 secs.
- 7. Balestrero (Alfa-Romeo), 30m. 22.5secs.

Also Ran: Prince Leiningen (Auto-Union), Etancelin (Maserati).

The select eight in the final made an impressive sight as they roared away from the

starting line when Korpsführer Huhnlein dropped the flag. Stuck (Auto-Union) and Caracciola (Mercedes-Benz) were out in front, followed by Fagioli (Mercedes-Benz), Varzi (Auto-Union) and von Brauchitsch (Mercedes-Benz). Dreyfus was fiddling with his helmet. Stuck held his lead on the first lap, and Varzi passed the two "Merces" to get into 2nd place, 300 yards behind Stuck. Behind these two came Fagioli, Caracciola, von Brauchitsch, Chiron, Geier, and Dreyfus last of all.

Stuck's second lap was covered at an average of 153 m.p.h., appreciably slower than his speed in the heat. Everyone was obviously taking care not to stress their tyres too much, owing to the longer distance they had to cover. Fagioli passed Varzi after a struggle, and on the third lap overhauled Stuck on the North curve. The latter's left hand rear tyre was groggy, and he changed it in 40 secs. Soon afterwards Varzi, Caracciola, von Brauchitsch and Geier all stopped at the pits, the latter retiring from the fray for good.

Varzi took up the chase with great vigour, and at half-distance was only 12 seconds behind Fagioli. Chiron, who was taking the corners in his inimitably smooth style and was holding his car back on the straights, was now in third place, with Caracciola fourth, Stuck fifth, Dreyfus sixth and von Brauchitsch last.

Varzi was driving with desperation, and had to change tyres for a third time—in

200 kilometres! Nearer and nearer came the end, and Fagioli was finally flagged in a popular and thoroughly deserving winner. His tyres had just lasted the race, being worn down to the very canvas. 95-seconds later Chiron flashed past, having driven one of the best judged races of his career, and depriving the Germans of a 1, 2, 3 victory. Of all the drivers running at the end, Chiron's last lap was the fastest. Varzi came home third, a rear tyre through to the canvas. Stuck was fourth and von Brauchitsch fifth. Dreyfus who had not stopped at all, just escaped being lapped by Fagioli. His Alfa incidentally, was the actual car with which Moll won the race last year.

Fagioli's performance is all the more remarkable when it is remembered that he used the same set of tyres for the final as he did for the heat. And this is not all. The fastest all-out speed in the race was made by Fagioli, who was timed over a measured kilometre in 11.4secs. or 190 m.p.h.

RESULT OF FINAL.

10 laps: 196.560 kilometres.

- 1. Fagioli (Mercedes-Benz), 49 m. 13.2 secs., 148.2 m.p.h.
- 2. Chiron (Alfa-Romeo), 50 m. 48.4 secs.
- 3. Varzi (Auto-Union), 51 m. 27.4 secs.
- 4. Stuck (Auto-Union), 51 m. 36.4 secs.
- 5. von Brauchitsch (Mercedes-Benz), 53m. 18.4 secs.
- 6. Dreyfus (Alfa-Romeo), 54 m. 24.4 secs.

Also ran: Caracciola (Mercedes-Benz), Geier (Mercedes-Benz).

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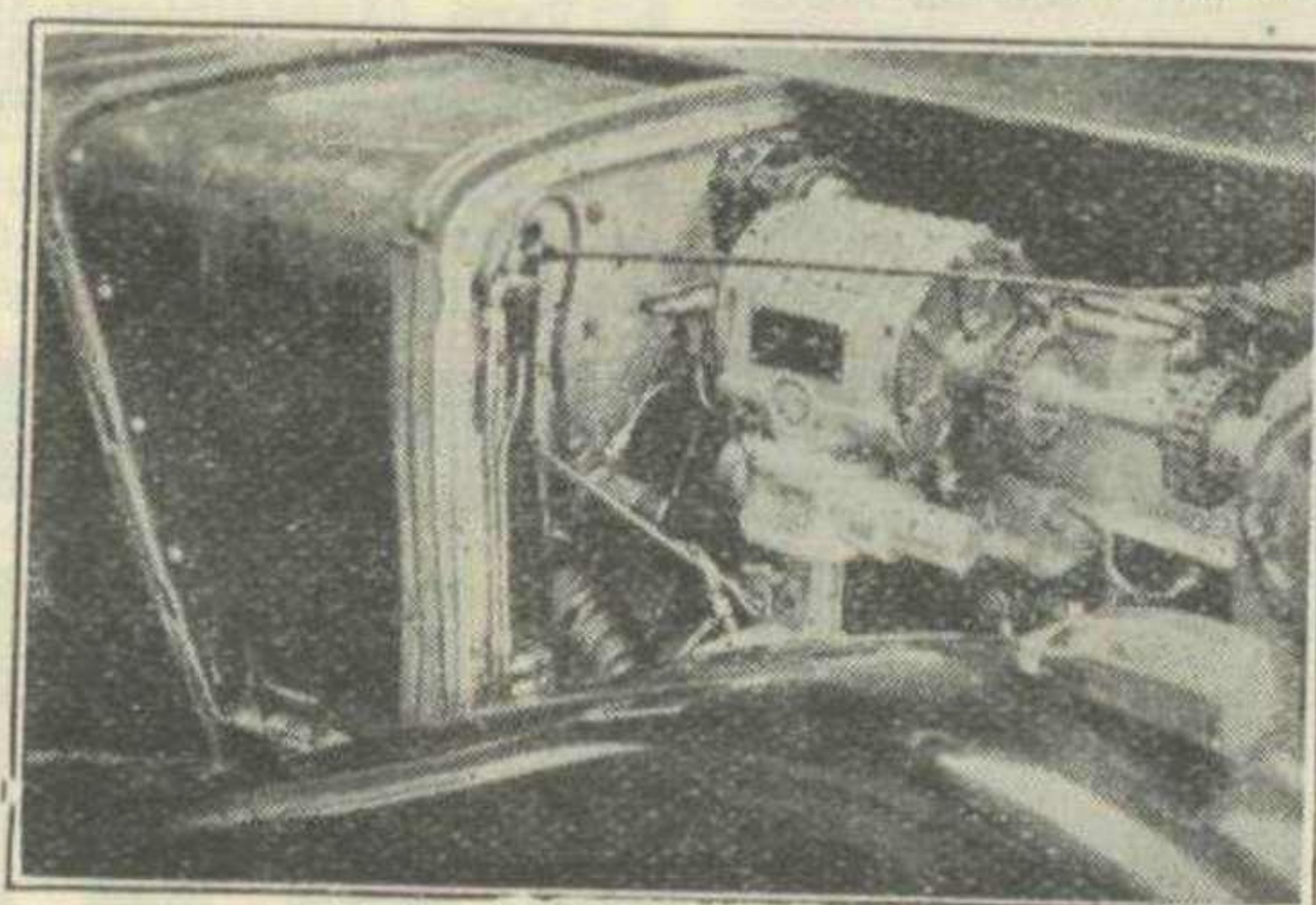


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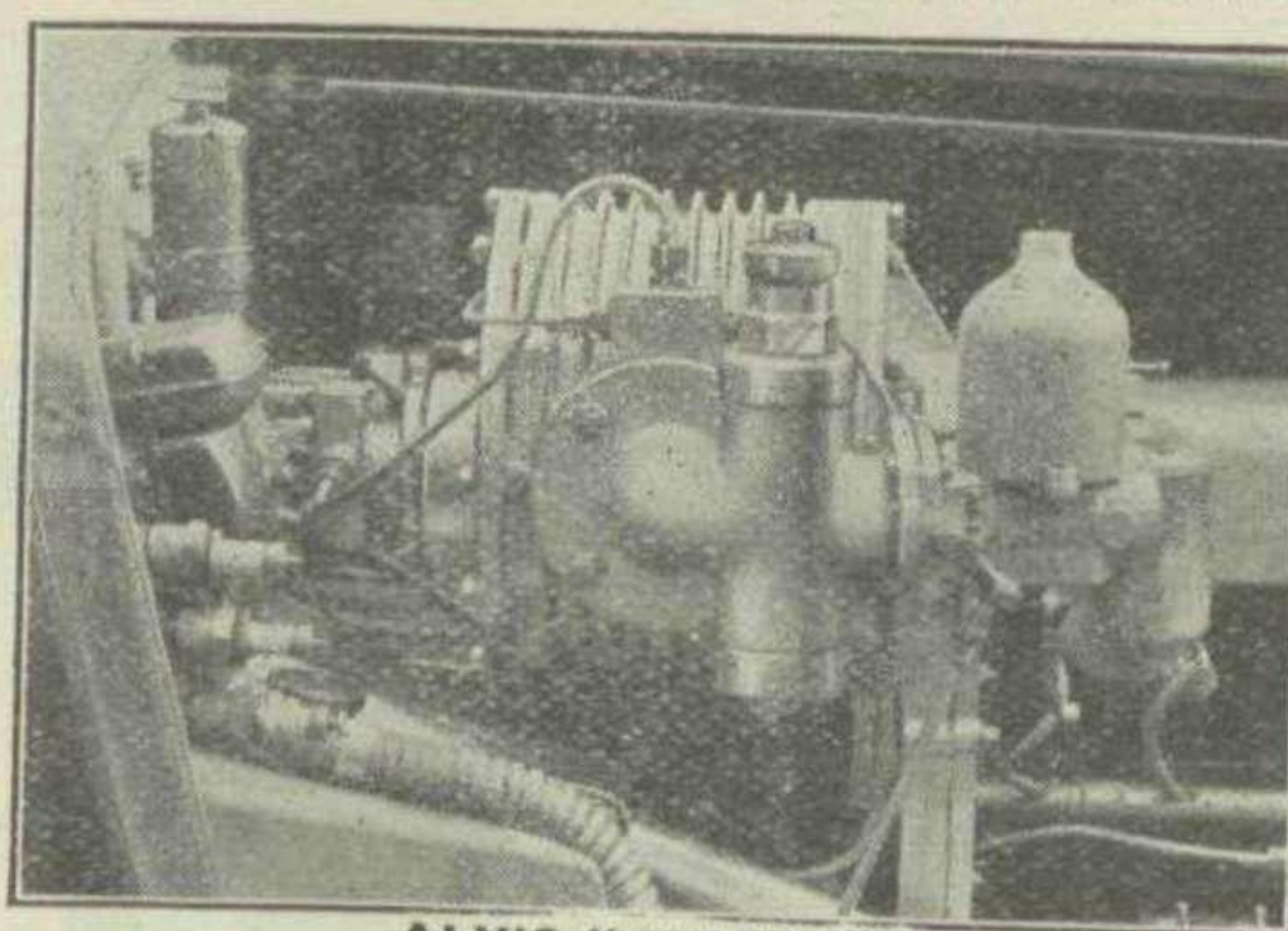
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# Club News

## HARROW C.C.

The Tring Trial, held at the end of May, was designed especially to put large cars and family saloons on a level footing with sports cars. This aim was further assisted by good weather, which reduced the chances of failure on hills to a remote possibility.

The first hazard, a stop and start on Tunnel Slide, near little Gadderden, was deceptive owing to a very loose surface. Several people found themselves in trouble, but they all got away under their own power. Jacob's Ladder (how many of them are scattered all over the country?) was a straight-forward climb, and this was followed by a slow-climbing test on Mounts Hill, near Chesham. Hastoe Hill was the scene of a reversing competition, in which the smooth surface caused quite a lot of difficulty. A special test on the same hill was the finishing item of an enjoyable trial, after which competitors foregathered at the Howard Park Hotel, Aston Clinton.

A speed judging test was held over a short section of the trial, the required average being 20 m.p.h. The only indication of the finish of the section was a flag marshal, and the whole idea formed a very useful test. There was a single award for the trial, and this was awarded to W. L. Jackson (Frazer-Nash).

Two changes have been made in the officers of the club. R. C. Rackham replaces D. H. Cottingham as Hon. Secretary, and F. W. Gee replaces W. Jones as Competitions Secretary. Both these gentlemen continue their existing functions as Club Captain and Hon. Press Secretary, in addition to their new duties.

Mr. Rackham's address is Bell Rise, Bellfield Avenue, Harrow Weald, Middlesex.

## ROYAL SCOTTISH A.C.

The fourth Scottish Rally took place on June 10th-14th, and attracted the very satisfactory total of 166 cars. The organisers very wisely prefer to make the Rally rather more of a sporting tour than merely a motor competition. Thus the route lay through the heart of some truly magnificent scenery, and the time-schedule allowed the run to be enjoyed to the full. Night-stops were again used, so that the competitors were fresh enough to appreciate the scenery, while the eliminating tests in Glasgow provided the means of singling out the individual winners in the six classes. The road section started under the most appalling weather conditions, and the 30 m.p.h. test had to be deferred till later. After a long run of 522 miles the braking and acceleration test was encountered, in which G. M. Denton (Ford V-8) and R. A. Vinson (Singer 972) tied for the best performance. This was followed almost immediately by the Triangle Test, which was an exceedingly tricky affair. The small cars were at an advantage here, and fastest time was made by W. K. Elliott (Singer 972), G. L.

Broughton (Triumph 1,232) being the runner up.

At the Pitlochry night-stop it was found that two people had retired on the road section, A. Ross (Hillman 1,185) and G. M. Frame (Singer 1,493). The number of retirements were added to by several non-starters the next morning.

A feature of the 236 mile run on the second day was the timed 30 m.p.h. test at Kenmore. But this was overshadowed in importance by the restarting test on Haggart's Brae. This caused quite a lot of trouble, owing to the surprising gradient of the hill, and there were many lost marks. One or two people failed higher up the hill after restarting successfully. Driving counted for a lot, and the Fords, Singers, and M.G.s were all good. Flint's Alfa-Romeo had clutch trouble, as did H. W. Whyte's S.S.1. And so the long string of cars came to the night-section at Oban.

Easy starting tests were carried out early the next morning, followed by the "Wrong Road Test," in which G. L. Broughton's Triumph was extraordinarily well-handled. By this time the weather had improved considerably, and some beautiful country was traversed. The scrutiny for faulty equipment, etc., was held at Arrochar, and only caught a few people. The finish at Glasgow came all too soon for most people.

## AWARDS.

1,300 c.c. Open Cars.—W. K. Elliott (Singer 972).

1,300 c.c. Closed Cars.—L. A. Welch (Morris 1,292).

2,250 c.c. Open Cars.—Miss J. Astbury (Singer 1,493).

2,250 c.c. Closed Cars.—Miss M. Jennings (Rover 1,577).

Over 2,250 c.c. Open Cars.—H. Hillcoat (Ford 3,622).

Over 2,250 c.c. Closed Cars.—J. G. R. Watson (Ford 3,622).

Ladies' Prize, Closed Cars.—Miss R. M. Harker (Alvis 2,762).

Team Prize.—Singer M.C. No. 1 team: Messrs. W. T. B. Richardson, M. H. Lawson and A. C. Westwood.

## MOTOR-CYCLING CLUB.

Alternative starting controls, at London, Carlisle and Stratford-on-Avon were used in the "Edinburgh" trial last month. Easy night-sections were reported by all competitors when they met for breakfast at the converging point, Harrogate, on the morning of Saturday, June 8th.

The weather now took a hand in making the trial a good deal more difficult, for at Windermere torrents of rain nearly swamped the open sports cars. Park Rash was the first hill, and did not give a great deal of trouble, in spite of being very wet. Most of the failures took place right at the end. Some of the cars with a lot of rear overhang scraped their tails on the rocks, but performances on the whole were of a high standard.

Over the moors to Summer Lodge, where a pleasant surprise waited for those who had heard bad tales about the severity of the hill. M.G.s, Singers and Ford V-8s all made light of the gradient and loose surface, the hill being no more difficult than many encountered by the adventurous

motorist who is in the habit of exploring by-lanes. Among many fine climbs, we particularly admired those of the Ford team, Whalley, Denton and Chetwynd, the Singer team, Richardson, Lawson and Westwood, the official M.G. team, Welch, Nash and Kindell, and the Bellevue Garage Magnette team, K. D. and D. G. Evans and Nevil Lloyd.

Wrynose Pass is too easy for the modern car, so Mr. Masters diverted the traffic round two loops which were far from easy. Bad driving was the most general cause of failure, especially excessive speed on the corners. Among the best climbs were those of R. J. W. Appleton (Frazer-Nash), D. E. Harris (Singer Nine), and H. C. Hastings (Hillman Aero Minx).

A stop and restart test was held on the last hill, Hard Knott Pass. As usual, the early members had the best of the surface, fastest time of the day being made by the first man, P. K. Potter (P-type M.G.). The starting line (on a gradient of 1 in 5½) had to be cleared within 4 secs., and the rest of the hill was timed. Twenty drivers were too slow in getting off the mark, while the rest of the test accounted for another 36.

## TRIUMPH M.C.

The Heston Aerodrome Rally was a cheerful affair, and after a tour of the "field" many of the members took a flip to see what the place looked like from the air.

Then the 59 cars left the aerodrome on a Treasure Hunt, winding through Surrey lanes to the "Berkeley Arms," Cranbrook. The winner was Mr. Bottelle, and the runner-up Mr. Speedy.

## WEST HANTS L.C.C.

There is much to be said for a system of awarding points in a trial which results in a single winner being found. Such was the case in the Banfield Cup Trial last month, when only one driver, L. J. O. Bartlett (M.G. Magnette) got through with a clean score.

The 102-miles route began with a mystery test which turned out to be a slow hill-climb, in which Bartlett's Magnette proved to be an easy winner. The brake test on Black Hill was the undoing of seven competitors, and a stiff restarting test on Quarry Lane was only coped with by Bartlett and P. S. Flower (M.G. Magna) out of the entire field. Another mystery test, involving some tricky revving, was won by E. L. Fry (Singer). Three easy tests followed, for acceleration and restarting, and the remaining obstacles were the two observed hills, Meerhay and Tally Ho! Meerhay was responsible for ten failures, but Tally Ho! was very easy.

## RESULTS.

**Banfield Cup** (for the best performance): L. G. O. Bartlett (M.G. Magnette). **First-Class Awards:** None. **Second-Class Awards:** J. E. S. Jones (M.G.), S. Curry (Wolseley), S. E. Whitelock (Wolseley), C. B. K. Milnes (M.G.), M. Sheppard (M.G.), F. Fairhurst (Ford), and P. S. Flower (M.G.).





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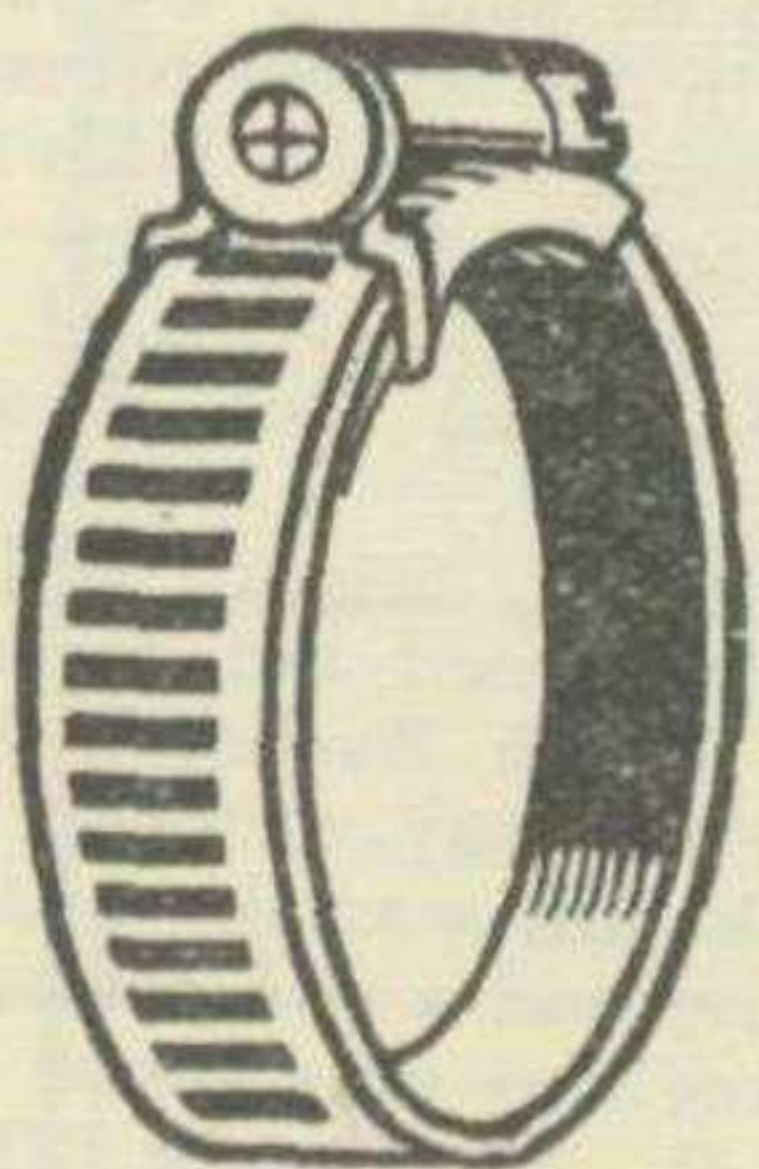
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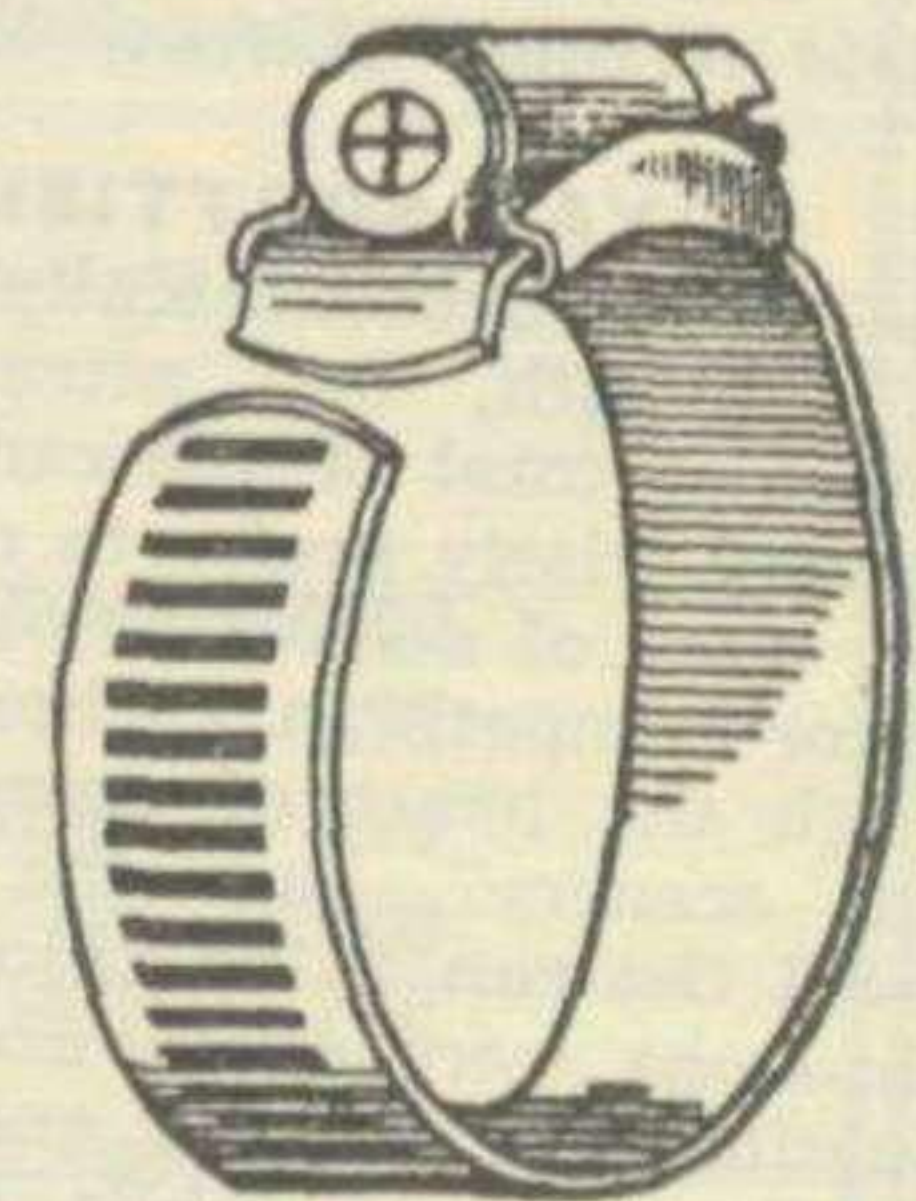
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## BAD FEELING AT BROOKLANDS

*An Unsatisfactory Whitsun Meeting. The Difficult Question of Passing. Brackenbury (Bugatti) Runs Away with the Gold Star. Poor Mountain-Races.*

THE day cannot be far distant when the B.A.R.C. Outer Circuit races will require a drastic revision of rules and regulations. Complaints by drivers of fast cars that they have difficulty in passing the cars ahead of them are no longer isolated cases, in which blame can be apportioned; the trouble has now become a normal accompaniment to Senior sprint races.

We refer to this matter more fully on another page of this issue. For the present, let it be said that the Whitsun Meeting was marred by a great deal of baulking, in most cases unintentional, and culminating in the Stewards peculiarly worded reprimand to F. W. Dixon, posted in the clubhouse afterwards.

A feature of the meeting was the poor quality of the Mountain races, due to the fact that road-racing cars of high performance were all being saved for genuine road races. This was particularly to be regretted, for to many Brooklands spectators the Mountain circuit is the most interesting part of the track.

In the first race there were four non-starters, the most notable being the Special by Roy Eccles out of Lagonda Rapier. The story of the race is simply told. Bowler (3-litre Bentley), and Follett (Alvis), had a glorious scrap for two laps, first one and then the other being ahead. But the favourite was not to be denied. Dr. Beaver was galloping round on the old 30/98 in just the same way that Ropner and Coe used to of old, and by the second lap he had disposed of the seven cars between him and the leaders. He caught the latter as they swept off the Members' Banking, having to go high in order to pass. On the run-in he gained three lengths from Bowler, with Follett an equal distance astern. Ivan Waller brought his rebuilt Alvis in fourth, followed by "Bira" (M.G.), and the scratch man, Bainton (Bugatti). Ashton-Rigby (M.G.) retired, while Monkhouse (ex-Oats Amilcar) was very slow.

### WHITSUN JUNIOR SHORT HANDICAP.

About 6½ miles.

1. Dr. R. A. Beaver (Vauxhall 4,234), 25 secs.
  2. H. P. Bowler (Bentley 2,996), 54 secs.
  3. C. Follett (Alvis 1,496), 50 secs.
- Won by 3 lengths at 94.44 m.p.h. 3 lengths between 2nd and 3rd.

Betting: 2-1, 8-1, 2-1.  
**Also Ran:** J. R. Hodge (M.G. 1,087), 43 secs.; R. H. Day-Dewdney (Bugatti 1,496), 45 secs.; A. C. Kelway (Bugatti 1,496), 34 secs.; F. Monkhouse (Amilcar 1,093), G. L. Baker (Graham-Paige 5,387), 31 secs.; I. Waller (Alvis 2,211), A. Ashton-Rigby (M.G. 1,087), 28 secs.; "B. Bira" (M.G. 1,087 S.), 4 secs.; A. G. Bainton (Bugatti 1,496 S.), scratch.

The second race was a pretty hectic one. After a lap had been covered it was obviously Fane's race, for his red Shelsley model Frazer-Nash was running beautifully, lapping at well over 100 m.p.h., and only having Thorpe's single-seater 6 cyl. Frazer-Nash ahead of it. But behind these two a most exciting state of affairs existed, for six cars were bunched together in a solid pack. On the Members' Banking the situation looked what one is tempted to call "ugly." Dunham (Alvis), Mrs. Gordon-Simpson (Vale), Hartwell (M.G.) and Pacey (Bentley) were completely hemming in the unfortunate "Bira," who survived a

lurid series of lurches in his endeavour to avoid touching the surrounding motor-cars.

The fastest cars were having a tough job breaking through, particularly Hartwell, Samuel and "Bira" on M.G.'s. How much tougher, then, was the task of Mrs. Petre on the 10-litre Delage, starting from scratch! She caught up with the bunch nearly a lap from home, but prudence forbade the dangerous hazard of nosing past at the very top of the banking, and she very properly held back. Only on the short run down the Railway Straight was she able to give the big car its head, and in doing so she passed "Bira" and Hartwell (Magnettes) to snatch a thoroughly deserved "third." She almost reached

Nash 1,496 S.), 35 secs.; "B. Bira" (M.G. 1,087 S.), 32 secs.; E. A. Bradley (Thomas-Special 1,493 S.), A. G. Bainton (Bugatti 1,496 S.), 28 secs.; G. Hartwell (M.G. 1,087 S.), M. A. G. Cadell (M.G. 1,087 S.), 28 secs.

The baulking business was carried a stage farther in the next race, when Oliver Bertram had a terrific run through from scratch, risking his all in the process.

For some time it was a ding-dong battle between the limit-man, "Tim Davies" and Hartwell, both on M.G.s. The latter soon wiped out a 3 secs. handicap and looked a fairly good tip, but mighty deeds were being enacted in the rear. Maj. Gardner with the ex-Horton single-seater Magnette, was travelling at great speed, and was soon on the heels of the leaders.



*Oliver Bertram (Barnato Hassan) thunders past Seyd's M.G. Magnette and Dunham's Alvis in the "Gold Star" race. Bertram eventually finished third.*

Samuel's Q-type Midget, failing by about a length. Fane was some 50 yards ahead, and averaged the creditable speed of 100.47 m.p.h.

While sympathising with Mrs. Petre on her bad luck in not getting through to win, one must not lose sight of the fact that light 1,100 c.c. cars lapping at over 110 m.p.h. are not easy to keep low, especially when cars of only a slightly lower maximum speed have to be passed into the bargain. Brooklands is wide, but its effective width as far as 115 m.p.h. cars are concerned is very little.

### WHITSUN SENIOR SHORT HANDICAP.

About 6½ miles.

1. A. F. P. Fane (Frazer-Nash 1,496 S.), 38 secs.
  2. A. R. Samuel (M.G. 747 S.), 28 secs.
  3. Mrs. K. Petre (Delage 10,688), scratch.
- Won by 50 yds. at 100.47 m.p.h. 1 length between 2nd and 3rd.

Betting: 8-1, 10-1, 3-1.  
**Also Ran:** C. W. Windsor-Richards (Vauxhall 4,234), 50 secs.; Mrs. E. Gordon-Simpson (Vale 1,496 S.), 45 secs.; C. G. H. Dunham (Alvis 2,511), Dr. R. A. Beaver (Vauxhall 4,234), 41 secs.; E. W. W. Pacey (Bentley 4,487), T. A. W. Thorpe (Frazer-

Marker was having a terrifying time, declaring afterwards that his offside front wheel touched the retaining wall on three occasions! As for Bertram, he made little or no headway for a lap, only passing Munday (Leyland-Thomas), and Vickers (Bugatti), both of whom were too slow to be in the running. On the second lap Bertram passed Noble (Bugatti), Miss Evans (Q-type Midget), Marker (Bentley), and "Tim" Davies, to get into third place, and then came the most hectic moment of the race. As the leaders came under the Members' Bridge we saw that Hartwell (Magnette) and Gardner (Magnette) were just in front of Bertram (Delage) and Marker (Bentley). If Bertram stuck to the outer side of the banking it was doubtful whether he would catch the Magnettes before reaching the finishing line, especially as both of them were fairly high. He chose to cut down beneath them, and in doing so nearly met disaster. All went well until the level straight was reached. Then the Delage gave a sickening lurch, straight towards Hartwell's white Magnette. Only Bertram's



**BAD FEELING AT BROOKLANDS—continued.**

considerable knowledge of the track saved the situation; a less experienced driver would have certainly lost control of the sliding car. As it was, he was forced to reduce speed so much in getting the Delage straight that he was finally travelling no quicker than Hartwell. Then the engine-note of the Delage boomed forth once more and Bertram flashed past the post with a couple of lengths to spare. Behind these two, Marker just scraped into third place, half a length ahead of Gardner's Magnette. An exciting race, but unpleasantly so.

**WHITSUN LIGHTNING SHORT HANDICAP.**

About 6½ miles.

1. O. Bertram (Delage 10,688), scratch.
2. R. K. Marker (Bentley 6,579), 20 secs.

3. G. Hartwell (M.G. 1,087 S.), 37 secs.  
 Won by 2 lengths at 112.55 m.p.h. ¼ length between 2nd and 3rd.

Betting: 5-1, 5-1, 6-1.

**Also Ran:** "T. D. Davies" (M.G. 747 S.), 40 secs.; G. P. H. Noble (Bugatti 1,990 S.), Miss D. B. Evans (M.G. 747 S.), 34 secs.; Maj. A. T. G. Gardner (M.G. 1,087 S.), 31 secs.; R. J. Munday (Leyland-Thomas 7,266), R. C. Vickers (Bugatti 2,263 S.), 20 secs.

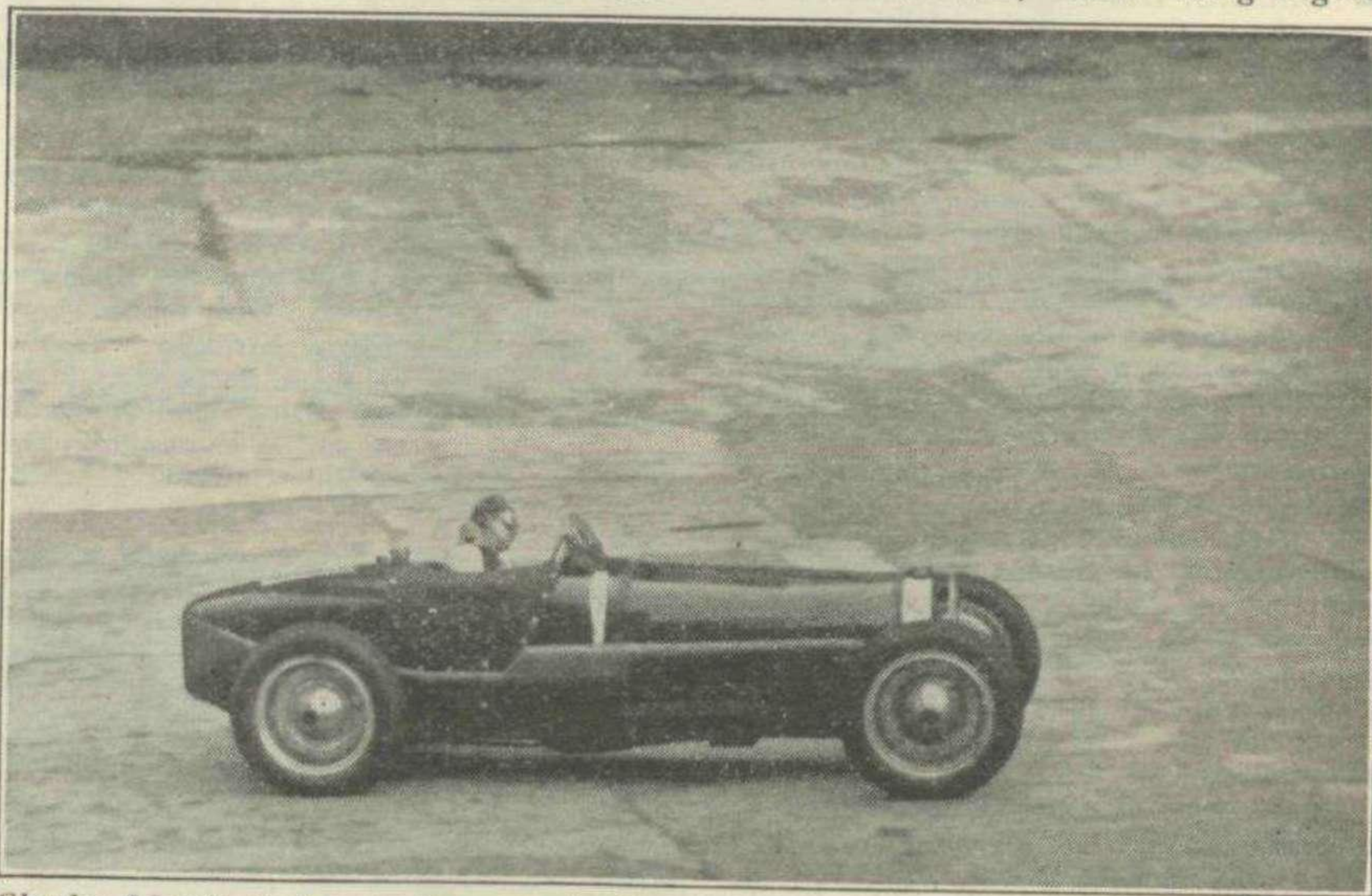
The first Mountain race was rather a dull affair. For four out of the five laps F. W. Carr, the limit man, led the field with the streamlined Singer which Hodges used to race. C. M. White (Tracta) did a *tête-à-queue* at the Fork on the first lap, but otherwise the cornering was safe and steady. The interest of the race really centered in watching the progress of the favourite, D. L. Briault, who has at last got his supercharged Alta to function according to plan. On the third lap he jumped from 6th to 2nd place, but Carr had got a nice little lead. The Singer was still in front at the Fork on the last lap, but the Alta was accelerating splendidly and got home first by three lengths. Sqd.-Ldr. W. Bowen-Buscarlet (Riley) was third, having driven consistently well throughout the race.

Won by 3 lengths at 66.23 m.p.h.  
 Betting: Evens, 5-1, 4-1.

**Also Ran:** A. Powys-Lybbe (Alvis 1,496), 43 secs.; H. P. Bowler (Bentley 2,996), 41 secs.; D. M. Dent (Frazer-Nash 1,496), 40 secs.; F. Monkhouse (Amilcar 1,093), 35 secs.; E. G. Hughes (Frazer-Nash 1,496), C. M. White (Tracta 1,486), 25 secs.; J. W. Lucas (Riley 1,089), 20 secs.; H. E. R. Torin

Evans (M.G. 'Q. '), who burnt out a plug a few yards from the start.

As to the race itself, Maclachlan led for three laps on his diminutive Austin, by which time Bartlett (Bartlett-Salmson) had wiped out his handicap of 6 seconds and led until the finish, "Mac" being a good



Charles Martin had a nasty moment when the propeller shaft of his 3.3 litre Bugatti came adrift and punched a hole in the petrol tank. The photograph was taken a few yards before the incident occurred.

(Frazer-Nash 1,496), 15 secs.; I. F. Connell (Vale 1,496 S.), scratch.

The next race was remarkable, in the first place, for the fact that the Brooklands handicappers have at last realised that there is a little difference between the performance of a 3.3-litre Bugatti and a "two-three." But Charles Martin was

second. Third place was taken by E. K. Rayson, with his "variable" Bugatti. This time the engine size was 2 litres, but this did not affect his driving, which was up to the usual high standard.

**SECOND WHITSUN MOUNTAIN HANDICAP.**

About 6 miles.

1. J. H. Bartlett (Bartlett-Salmson 1,096 S.), 40 secs.
2. A. N. L. Maclachlan (Austin 747 S.), 46 secs.
3. E. K. Rayson (Bugatti 1,990 S.), 46 secs.

Won by 30 yds. at 67.29 m.p.h. 20 yds. between 2nd and 3rd.

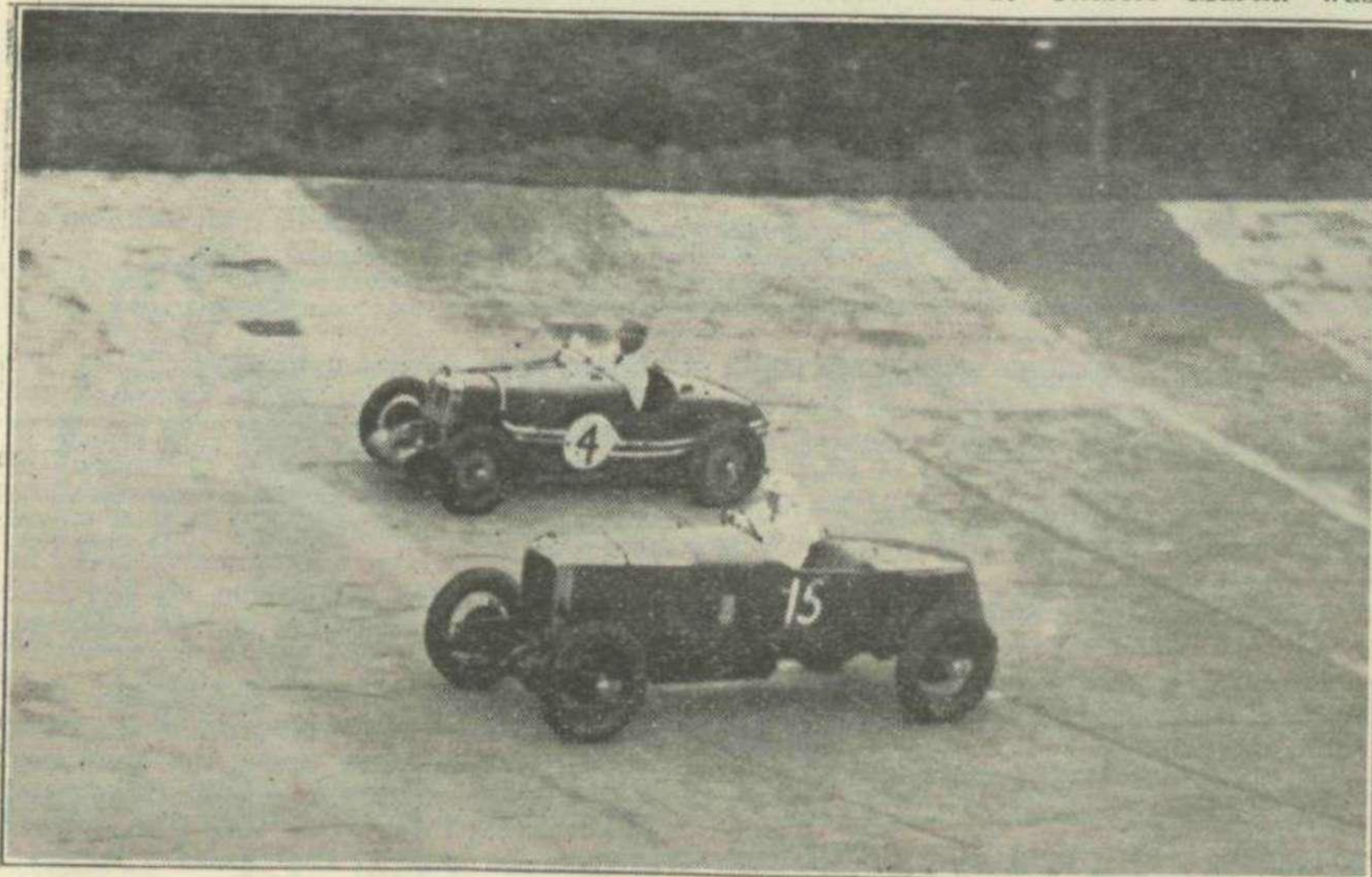
Betting: 4-1, 5-1, 10-1.

**Also Ran:** C. T. Baker-Carr (Bentley 4,487), 43 secs.; G. Casswell (Frazer-Nash 1,496), 40 secs.; D. N. Letts (M. G. 1,087 S.), R. F. Oats (Maserati 2,811 S.), 24 secs.; P. G. Fairfield (E.R.A. 1,090 S.), K. D. Evans (M.G. 747 S.), R. S. Wilkins (Alfa-Romeo 2,632 S.), 16 secs.; H. G. Dobbs (Riley 1,808), 13 secs.; A. H. L. Eccles (Bugatti 2,263 S.), 10 secs.; C. E. C. Martin (Bugatti 3,257 S.), scratch.

Now came the "Gold Star," the most important race of the day, both financially and in respect of distance. The list of entries showed a large number of small cars, the actual figures being as follow: 750 c.c., 1 car; 1,100 c.c., five cars; 1,500 c.c., one car; 2,000 c.c., two cars; 3,000 c.c., four cars; over 3,000 c.c., three cars.

Out of the entry of 16 there was only one non-starter, Lindsay Eccles, who burst a tyre of his supercharged 8-cyl. 1,500 c.c. Bugatti on the way to the starting line.

From the very first it was obvious that there was going to be trouble about passing. Cyril Paul (driving Wilkins' Alfa-Romeo) set the ball rolling when he came round at the very top of the Members Banking, although still accelerating from



A. R. Samuel (Q type M.G.) passing C. W. Windsor-Richards (Vauxhall 30.98) in the second race, in which Samuel finished second.

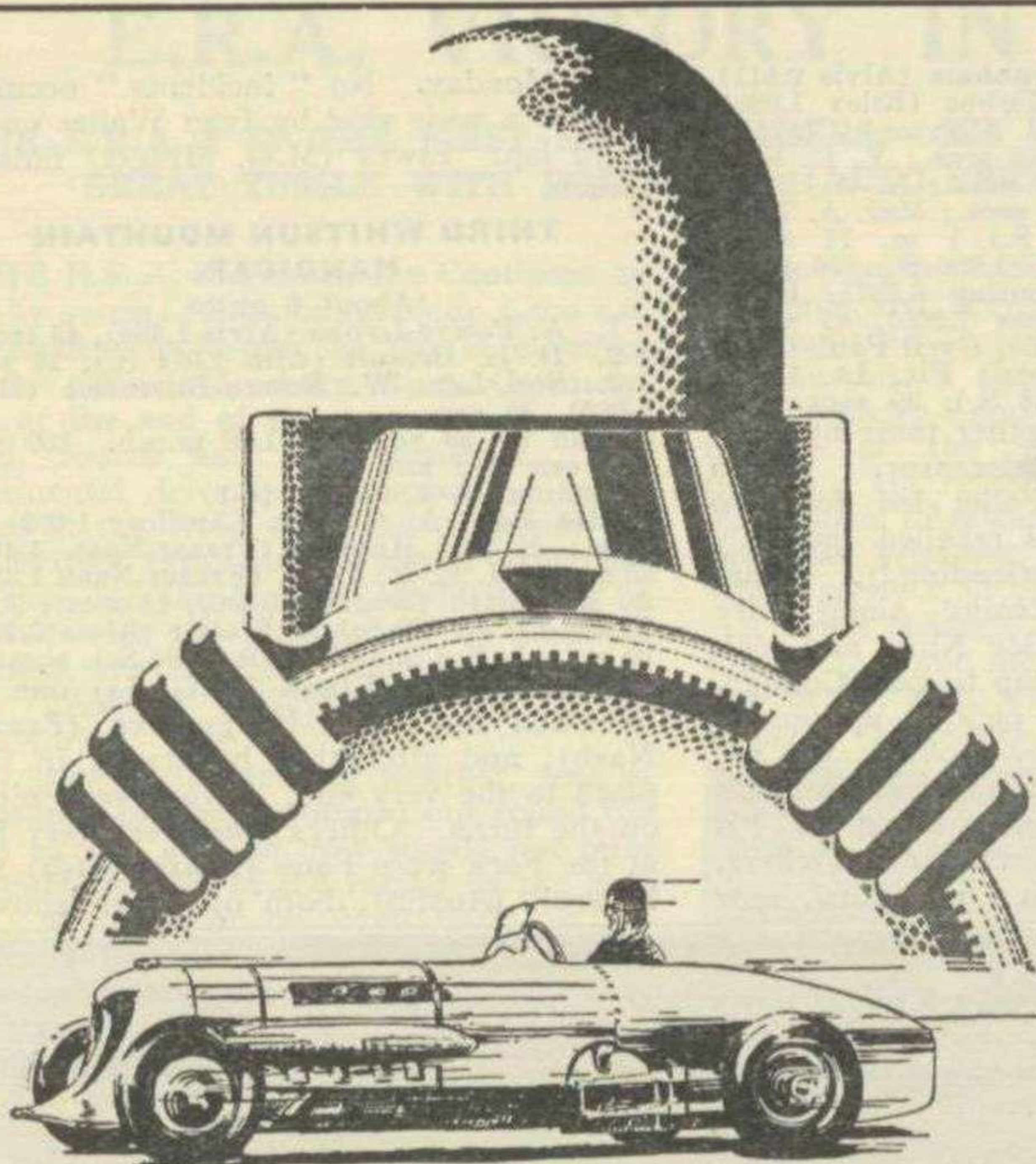
**FIRST WHITSUN MOUNTAIN HANDICAP.**

About 6 miles.

1. D. L. Briault (Alta 1,074 S.), 50 secs.
2. F. W. Carr (Singer 972), 57 secs.
3. Sqd.-Ldr. W. Bowen-Buscarlet (Riley 1,089), 40 secs.

dogged by ill-luck right from the start. He was left on the line when the flag fell, and on the second lap the propeller shaft came adrift and carved a huge hole in the petrol tank. Another unfortunate was Kenneth





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**BAD FEELING AT BROOKLANDS—continued.**

the start. Staniland, coming up at a great pace, had to cut right out and lose valuable time in waiting until the Railway Straight was reached before he could pass. As it was he nearly ran into the back of the Alfa, for there was absolutely no room above it. Once again the skill and experience of the driver prevented a bad accident from occurring, and one felt thankful that the Bugatti was in safe hands.

The limit man was Dunham (Speed Twenty Alvis), and he led for two laps when Samuel (Q-type Midget) went ahead. Dobbs, on the Riley II, had retired. Two more laps and Samuel shot his bolt, for the red-hot favourite, Charles Brackenbury (on Martin's two-three Bugatti) was now on his heels. The blue twin-camshaft "Bug" was lapping at round the 130 m.p.h. mark, and was favoured by a clear run. His chief danger lay from Staniland, who was slowly picking up the 9 seconds start he had conceded to Brackenbury. On the fourth lap Staniland failed to appear on time, and he later drove slowly into the Paddock from the Members Banking with a tread gone. He had started with tyres that had seen many races, and it was not to be wondered that one of them cracked up under the strain of prolonged high speed.

Having caught Samuel, and with Staniland out of the way, Brackenbury was an unchallenged winner, averaging the magnificent speed of 125.37 m.p.h. Samuel was half-a-mile astern. Bertram managed to work through from scratch to third place, but the Barnato-Hassan was only re-assembled on the Saturday evening before the race and was not giving of its best. For this reason the scheduled attempt on the lap-record at the end of the meeting was abandoned.

After the race the Stewards sent for Dixon, and later issued the following notice: "The Stewards saw Mr. Dixon regarding the baulking of a car in this race, severely reprimanded him, and told him that if he cannot comply with the regulations, he had better not enter again for B.A.R.C. races." The signatures at the foot of the notice were those of Col. Lindsay Lloyd, the Earl of Cottenham, and Sir Algernon Guinness.

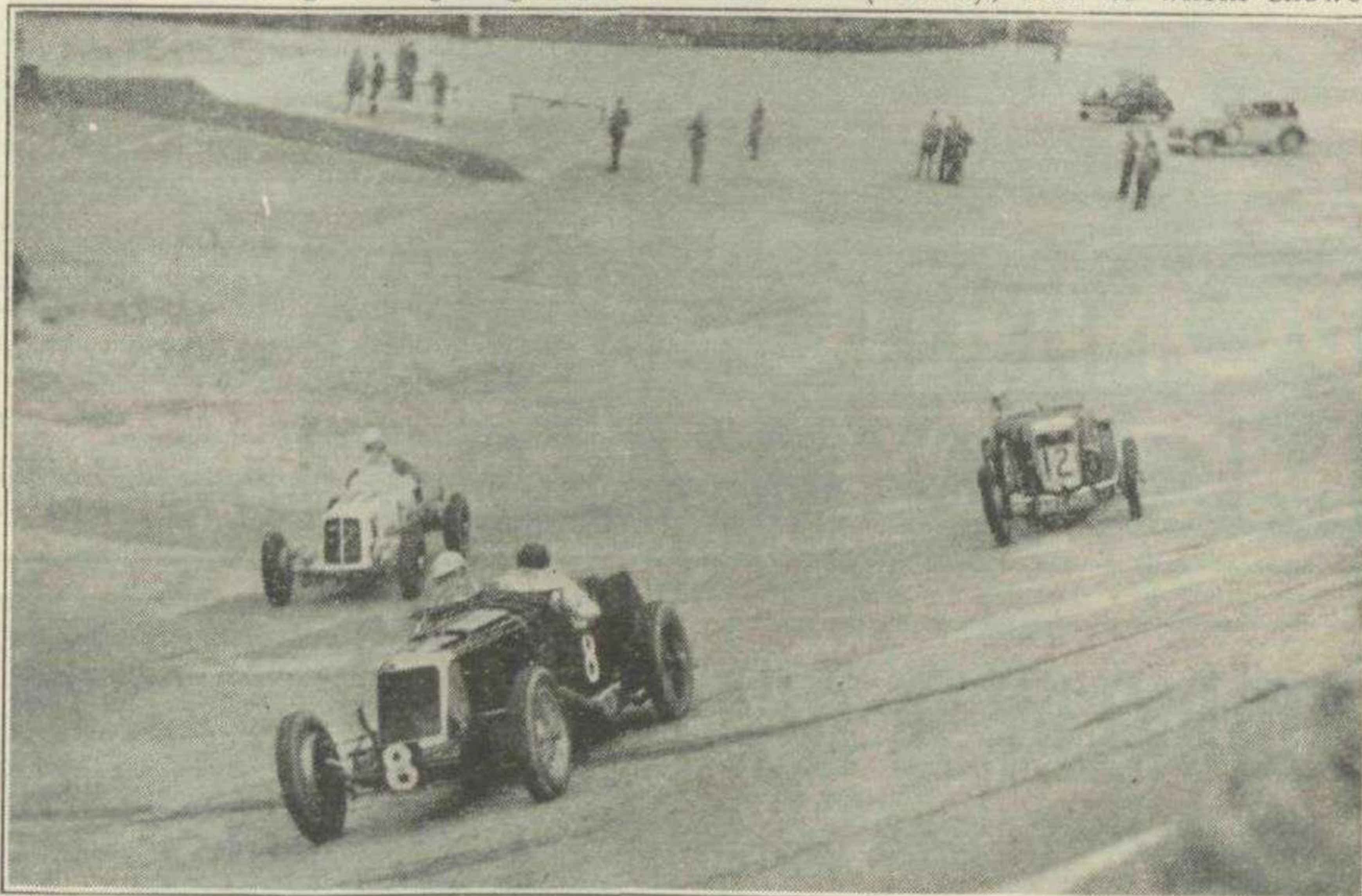
In forming a personal judgment on the issue, it is as well to bear in mind that for this race the area outside the black line at the Fork was open to the seven fastest drivers in the race, i.e., Bertram, Staniland, Paul, Dixon, Munday, Marker and Brackenbury. Bertram's task was made extremely difficult by this rule, for it is his custom to use the hallowed channel by the Vickers shed in which to pass. On this occasion, however, he was sharing this privilege with six other cars, and in order to pass Dixon he drove on the inside, a hazardous move. At the same time, in view of the high lap speed of these six cars, it would have been manifestly unfair, and even dangerous, to have compelled them to observe the black line

**"GOLD STAR" HANDICAP.**

- About 20 miles.  
 1. C. Brackenbury (Bugatti 2,263 S.), 48 secs.  
 2. A. R. Samuel (M.G. 747 S.), 1 m. 45 secs.  
 3. O. Bertram (Barnato-Hassan 7,963), scratch.  
 Won by  $\frac{1}{2}$  mile at 125.37 m.p.h.,  $\frac{1}{4}$  mile between 2nd and 3rd.  
 Betting: Even, 10-1, 4-1.

**Also Ran:** C. G. H. Dunham (Alvis 2,511), 1 m. 57 secs.; H. G. Dobbs (Riley 1,089), 1 m. 54 secs.; H. T. H. Clayton (Clayton-Amilcar 1,093 S.), 1m. 45 secs.; V. C. Seyd (M.G. 1,087 S.), 1m. 41 secs.; A. A. Rigby (M.G. 1,087 S.), 1 m. 35 secs.; Maj. A. T. G. Gardiner (M.G. 1,087 S.), 1 m. 11 secs.; A. Esson-Scott (Bugatti 1,990 S.), 56 secs.; R. R. K. Marker (Bentley 6,597), R. J. Munday (Leyland-Thomas 7,266), 45 secs.; F. W. Dixon (Riley 1,808), Cyril Paul (Alfa-Romeo 2,632 S.), 42 secs.; Flt. Lt. C. S. Staniland (Bugatti 2,263 S.), 39 secs.

The next race was rather tame by comparison with its predecessor. "Man Mountain" Charles Follett led for two laps, but then his Alvis rebelled (possibly on the grounds of overloading!). Meanwhile Dobbs was coming along very nicely on the white Riley Nine, and took second place with one lap to go. Connell, on the Vale, was also picking up places, but had been passed by Dobbs. On the last lap Dobbs went to the fore on Follett's retirement, while Connell clung to his second place. The scratch man, Vickers, on the ex-Fotheringham 2.3 Bugatti, now



*Different styles of cornering technique are shown by these competitors in a mountain race. From left to right the cars are Fairfield's E.R.A., Oat's Maserati and Casswell's Fraser-Nash.*

came into the picture, and beat "Tim Davies" ( $4\frac{1}{2}$  Bentley) to take third place. Dobbs averaged the fine speed of 104.58 m.p.h. Monkhouse's Amilcar threw a rod. with surprisingly little damage.

**WHITSUN LONG HANDICAP.**

- About 9 miles.  
 1. H. G. Dobbs (Riley 1,089), 36 secs.  
 2. I. F. Connell (Vale 1,496 S.), 50 secs.  
 3. R. C. Vickers (Bugatti 2,263 S.), scr.  
 Won by 300 yds. at 104.58 m.p.h. 200 yds. between 2nd and 3rd.  
 Betting: 3-1, 10-1, 10-1.

**Also Ran:** C. Follett (Alvis 1,496), 1 m. 35 secs.; R. H. Day-Dewdney (Bugatti 1,496), 1 m. 15 secs.; G. L. Baker (Graham-Paige 5,387), 1 m. 10 secs.; "T. D. Davies" (Bentley 4,398), 1 m. 3 secs.; A. H. L. Eccles (Bugatti 1,496), 57 secs.; E. W. W. Pacey (Bentley 4,487), 33 secs.; H. T. H. Clayton (Clayton-Amilcar 1,093 S.), 24 secs.; Miss D. B. Evans (M.G. 747 S.), 20 secs.

The remaining races were run on the Mountain circuit. In the first, Powys-Lybbe (Alvis) held his limit lead from start to finish, and came home 50 yards ahead of D. L. Briault, whose Alta had been re-handicapped 15 secs. by virtue of its previous win. The Alta displaced the second-from-limit man, Bowen-Buscarlet, who finished third for the second time on

Whit-Monday. No "incidents" occurred beyond a wide skid by Ivan Waller on the third lap. Elwes (M.G. Midget) finished fourth.

**THIRD WHITSUN MOUNTAIN HANDICAP.**

- About 6 miles.  
 1. A. Powys-Lybbe (Alvis 1,496), 43 secs.  
 2. D. L. Briault (Alta 1,074 S.), 15 secs.  
 3. Sqd.-Ldr. W. Bowen-Buscarlet (Riley 1,089), 35 secs.  
 Won by 50 yds. at 61.58 m.p.h. 100 yds. between 2nd and 3rd.

Betting: 6-1, evens, 4-1.  
**Also Ran:** A. Clayton (Amilcar 1,093), 35 secs.; E. G. Hughes (Frazer-Nash 1,496), 25 secs.; H. E. R. Torin (Frazer-Nash 1,496), A. M. Leitch (Bugatti 1,496), 15 secs.; J. C. Elwes (M.G. 747 S.), I. Waller (Alvis 2,211), 10 sec.; I. F. Connell (Vale 1,496 S.), scratch.

It took J. C. Elwes (M.G. J4) one lap to catch up Porter-Hargreaves (Frazer-Nash), and after that he stayed in first place to the very end, driving very nicely on the turns. Others who were very fast at the Fork were Fane (Frazer-Nash) and Driscoll (Austin), both of whom showed

terrific wheelspin as they came out of the corner. Driscoll lost control on the fourth lap, sliding right round. That little car must be a handful; an abundance of power, and weighing only 8 cwt. Fane went out too. His Nash suffered from a combination of lost chain and loose exhaust pipe, and spilt some oil on to the track into the bargain. Porter-Hargreaves finished second, and Donald Letts third, on the Magic Magnette.

The humorous element was provided by G. P. H. Noble, on the ex-Noel Carr Bugatti. After an averagely-fast corner at the Fork he made violent movements with the steering wheel with an air of great ferocity, as much as to say, "This is what I'll do to you if you start any of your tricks!" But he never gave the poor car a chance.

**THIRD WHITSUN MOUNTAIN HANDICAP.**

- About 6 miles.  
 1. J. C. Elwes (M.G. 747 S.), 26 secs.  
 2. H. H. Porter-Hargreaves (Frazer-Nash 1,496), 31 secs.  
 3. D. N. Letts (M.G. 1,087 S.), 7 secs.  
 Won by 300 yds. at 66.65 m.p.h.

(Continued on Page 412)



# E.R.A. VICTORY IN THE EIFELRENNEN

**FOUR E.R.A.'S IN THE FIRST FIVE FINISHERS. BIG RACE WON BY CARACCIOLA (MERCÉDÈS-BENZ) AFTER A GREAT TUSSLE WITH ROSEMEYER (AUTO-UNION). M.G. AND ASTON-MARTIN ALSO WIN RACES.**

**T**HE E.R.A. has taken the Continent by storm! Last month four 1,500 c.c. models took part in the Eifelrennen on the difficult Nurburg Ring, Germany, and at the end of the race were in first, third, fourth and fifth positions. The Continental drivers and experts in attendance at the Ring were full of praise for the British cars, and it was a great experience for the British contingent to be greeted with the playing of the National Anthem, the hoisting of the Union Jack, and generous applause. Well done, E.R.A.s!

In spite of threatening weather, tens of thousands of people camped out round the long circuit, so that they should not miss a single moment of the racing on the next day, which went on from early in the morning till late at night. On Sunday, June 16th, the crowd was estimated at the stupendous figure of 300,000.

Practising was begun on Thursday, and the fine weather encouraged many drivers to complete their five compulsory laps without further delay. Varzi had been taken ill on the previous evening, and was unable to drive his Mercédès-Benz. Seaman's E.R.A. was in action, having come straight from Chimay. He was watched with great interest, and clocked lap speeds of 114, 105, 107 and 112 k.p.h. Goodson (Austin), got round at 108 k.p.h. Of the big cars von Brauchitsch's Merc was the fastest in 10 m. 45 secs. 127.300 k.p.h., followed by Caracciola (Mercédès-Benz) 10 min. 59 secs., Stuck (Auto-Union) 11 min. 4 secs., Chiron (Alfa-Romeo) 11 min. 11 secs., Dreyfus (Alfa-Romeo), 11 min. 58 secs., Hartmann (Bugatti) 11 min. 43 secs. The sports cars were also on the track that day, the fastest being Schweder's Adler, in 13 min. 11 secs.

Saturday's practising was spoiled by rain. A sensation was caused by the announcement that the 2-litre Adlers had been withdrawn, owing to their not complying with the regulations as to the number of production models turned out. No high speeds were put up by the racing cars.

In order to condense the long programme, the sports car race took place concurrently with the *voiturette* race, but was started separately. The result of the 1,500 c.c. sports event was a fine victory for an Aston-Martin driven by a German named Hillegaart, who beat three 1,500 c.c. B.M.W.s and averaged 91.7 k.p.h.

A Balilla Fiat won the 1,100 c.c. class, a B.M.W. the 2-litre, and Stolze's Bugatti the unlimited.

The field in the 800 c.c. racing class was entirely composed of British M.G.s and Austins. Bobby Kohlrausch led from start to finish on his record-breaking Midget, being 4 minutes ahead of P. Wren, driving Manby-Colegrave's single-seater Q-type Midget, which scrapped for some time with Brudes (M.G.).

### The E.R.A. Victory.

The 1,500 c.c. racing cars had to cover 8 laps of 22 km. 81. The E.R.A.s made their usual phenomenal getaways, and jumped ahead of the other cars. Seaman

led to begin with, followed by Rose-Richards and Mays. His second lap was accomplished at 114.5 k.p.h.

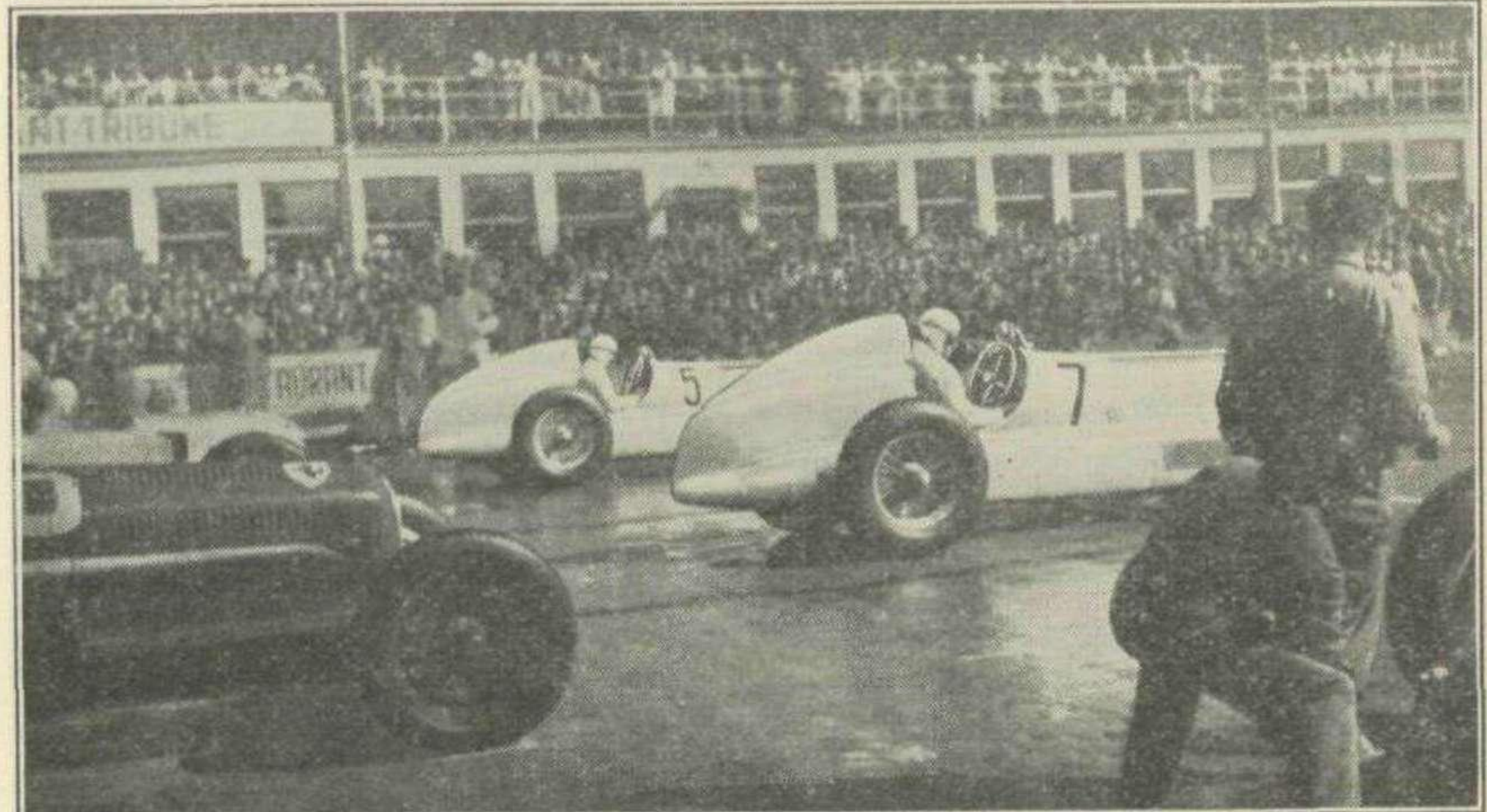
Meanwhile a British competitor, T. P. Cholmondeley-Tapper (Bugatti) was in trouble at the pits with carburettor trouble. He restarted, but had to withdraw soon afterwards. Another unfortunate was Wimmer, on the Zoller Special, which spent a lot of time at the pits.

A fierce struggle was going on between the E.R.A.s and the Maseratis. Mays was now in the lead, with Seaman second and Gherzi (Maserati) third. The Italian

finishing line, and then there was a two-minute pause until Sojka's Bugatti flashed by, having beaten Kessler's Maserati after a long struggle. Castelbarco (Maserati) was last. Steinweg, the Frontières victor had to retire with a split petrol tank.

### The Big Race.

Von Brauchitsch (Mercédès-Benz) made a meteoric start, and was some distance ahead of Caracciola's similar car when they rounded the corner. Stuck was an equal distance behind. Some 11 minutes later they were round again, and



*Lining up for the big car race at the Nurburg Ring. The Mercédès-Benz of Caracciola and Von Brauchitsch are in the front row.*

was driving like the wind to uphold Continental prestige, but he had the bad luck to receive a nasty wound in the eye when a stone smashed his windscreen and goggles. He was too badly injured to continue.

The Maserati breach was filled by the Swiss driver, Ruesch. On the last lap but one Seaman had to pull in for some more oil, and the Maserati became second, only 13 seconds behind Mays. It was alleged after the race that the E.R.A. driver baulked Ruesch, hemming him in to the left and nearly sending him into the bank on one occasion. No official complaint was made, however, and it was significant that the E.R.A. finished a comfortable 30 seconds ahead of the Maserati.

Three more E.R.A.s came past the

it was seen that von Brauchitsch was determined to score his first victory this season, for he was no less than 22 seconds ahead of Caracciola. Varzi (Auto-Union) was third, 24 secs. behind the leader, and one second in front of Stuck (Auto-Union). The rest of the field was already becoming outdistanced.

Brauchitsch was 24 seconds ahead on the second lap, but Stuck had taken third place from his team-mate, Varzi. The latter pulled up at the pits for plugs, and was obviously in personal distress. He had been too ill to turn up at the Thursday practice, but dragged himself to the track on the Saturday. He was troubled by his appendix, and the race was proving too much for him. Prince Leiningen was standing by in readiness to take over, but Varzi insisted in carrying on. Another caller at the pits was Dudley Froy (4.9 Bugatti), who retired with plug trouble after two laps.

There was no holding Brauchitsch. On the third lap he was 55 seconds ahead of Caracciola, and Herr Neubauer hung out signals to tell him to moderate his speed and be content with his comfortable lead. So far it was not an Auto-Union day, for Stuck had been making signs to his pit on every lap, and finally came in for plugs. This allowed Fagioli to take third place, and complete the Mercédès-Benz 1, 2, 3 formation.

On the fourth lap Brauchitsch sent his lead over Caracciola up to 1 min. 6 secs., with Fagioli third at an interval of 1



*Raymond Mays, the winner of the 1,500 c.c. Racing Class.*



**E.R.A. VICTORY IN THE EIFELRENNEN—continued.**

minute 20 secs. Varzi had been lying fourth, but he stopped once more for plugs. Chiron now became fourth, driving beautifully. Yet another victim of plug trouble was Zehender (Maserati).

This widespread plug trouble was caused by the difficult atmospheric conditions, which were constantly changing. At one moment the sun would be shining with great power, and at the next a heavy shower would descend. Stuck came in for the third time, but the 16-cyl. engine was still misfiring when he accelerated away.

Brauchitsch had at last noticed his pit-signals, but on the sixth lap he still led by the wide margin of 1 min. 9 secs. Fagioli was the next to be smitten by plug trouble, and he took the opportunity to refuel.

All this while an anxious consultation was going on in the Auto-Union H.Q., and the result was a signal to young Rosemeyer, an ex-motor-cyclist recruit and the youngest member of the Auto-Union team, to put on speed. He responded nobly, and defeated Chiron after a brief tussle. With Fagioli at the pits, Rosemeyer became third. He was Dr. Porsche's only hope, for Stuck stopped once more, and kept going only by dint of the most admirable perseverance. Of the remaining Auto-Unions Varzi's was far behind and Pietsch could not be depended on to tackle the Mercs.

At the end of the 6th lap Brauchitsch had a lead of 1 min. 2 secs. over Caracciola, who had Rosemeyer (Auto-Union) right on his tail. The latter had had a series of misfortunes, but carried on quite unperturbed. First of all his windscreen was smashed by a stone; then his goggles were similarly treated; this was followed by the loss of his helmet; and finally two plugs died. Finding that he could still hold Caracciola, he wisely decided to keep going on 14 cylinders rather than risk a pit-stop.

At this point Varzi had to give in, and his place was taken by Prince Leiningen, who was given instructions to go as hard as he knew how. As he shot off, Stuck made his usual stop for plugs.

Chalk & Harris Limited, 82, Mortimer Street, London, W.1., have lately introduced two very interesting articles of equipment which should appeal to every enthusiast.

The first is the CH "Road to Paradise" Horn—virtually two horns in one—as either a delightful fanfare or a tuneful melody can be obtained at will, by means of the dual control supplied. Three ele-

**BAD FEELING AT BROOKLANDS—continued from page 410.**

The meeting closed with a good scrap in the last race between two evenly-matched cars. They were the Bugatti and E.R.A., driven by Rayson and Fairfield respectively, but they had all they could do to catch the limit man, Baker-Carr (Bentley). The latter led for nearly the whole race, and was only beaten by 30 yards on the run up the Straight.

Fairfield had 3 seconds start on Rayson, but the latter caught him and passed him right on the line, winning by the narrow margin of 1 length. Dobbs, on the big Riley, was a close fourth.

The distance between Brauchitsch and Caracciola was steadily being reduced, and on the 7th lap it was only 43 secs. Rosemeyer was less than a second behind Caracciola, but was 1 min. 22 secs. ahead of Chiron.

The 8th lap saw a complete change in the aspect of the race. Von Brauchitsch came up with Balestrero, at the tail of the field. In passing the Alfa-Romeo he over-revved his engine, with the usual result. Meanwhile Rosemeyer, in a moment of inspiration, had passed Caracciola, and was thus leading the race at the end of the 8th lap. Von Brauchitsch managed to reach his pit, but the Merc. was definitely "burst." The eventful 8th lap saw the disappearance of Taruffi from 5th place. He overturned his 3.3-litre Bugatti on a corner, without serious injury to himself.

Herr Neubauer gave Caracciola the all-out signal. Round the long, tortuous circuit the two rivals roared, Rosemeyer being slower on the uphill sections, but being just as fast on the rest of the lap. With two laps to go the Auto-Union was 9 seconds ahead. For some time "Carratsch" could not make much impression on his young opponent, and they were still 7 secs. apart when they started out on the last lap. The splendid system of loud-speakers kept the crowd informed of the progress of the race, and the announcers themselves nearly went crazy with excitement. From 100 metres it came down to 20 metres . . . 12 metres . . . 10 metres. It was not until a bare kilometre or so from the finishing line that Caracciola could seize his opportunity to pass, and he screamed past the finishing post with arm raised in acknowledgment of the tumultuous cheering.

When they pulled up at the pits, Caracciola was almost submerged by the crowd, and Rosemeyer received an equally fine ovation. This young driver has "arrived," and the motor-cycle world has provided yet another first-class driver. Rosemeyer has raced motor-cycles at every meeting at the Nurburg Ring since it was opened in 1927, and his great knowledge of the circuit helped him considerably in his fight

**TWO NEW ACCESSORIES.**

gantly chromium plated trumpets are fitted to the cellulose motor housing, and, apart from the very efficient warning qualities, the very appearance in itself commends this horn, which is priced at £11 15s.

Secondly, there is the CH Fan which is specially designed to serve two purposes. Firstly, it can be used to cool the interior of a saloon car, and secondly, from the

Kenneth Evans drove his sister's R-type Midget, and had a lurid skid on the first lap. He attributed it largely to striking a patch of oil deposited by Fane's Nash in the previous race. J. C. Davis was very disappointing on the 1½-litre Delage, which is nowadays in good form. He seemed ill at ease on the corners, and lost a lot of ground on every lap.

And so finished a meeting which has caused much heated discussion and not a little bad feeling.

to-day. He had the honour of making the fastest lap of the race in 11 min. 5 secs. (126.5 k.p.h.).

No less sincere was the reception given to Louis Chiron, when he was flagged in third. His perfect technique is fully appreciated by the German spectators, and he is always one of the most popular drivers at the Ring. As he pulled up at the pits several Mercédès-Benz and Auto-Union people ran across to congratulate him on a fine drive.

**Sports 1,100 c.c.**—1, Tenhoff (Fiat), 1h. 1m. 19secs., 89.300 k.p.h.; 2, Brendel (N.S. U. Fiat), 1h. 1m. 39secs.; 3, Vianden (Adler), 1h. 2m. 47secs.

**Sports 1,500 c.c.**—1, Hillegaart (Aston-Martin), 59m. 41secs., 91.7 k.p.h.; 2, Werneck (B.M.W.), 1h. 0m. 27.3secs.; 3, Krings (B. M.W.), 1h. 2m. 46secs.; 4, Rolse (B.M. W.), 1h. 4m. 16.3secs.

**Sports 2,000 c.c.**—1, Delius (B.M.W.), 1h. 7m. 29secs., 101.4 k.p.h.; 2, Von Guillaume (Adler-Triumpf), 1h. 13m. 13secs.; 3, Sauerwein (Adler-Triumpf), 1h. 13m. 14secs.

**Over 2,000 c.c.**—1, Stolze (Bugatti), 1h. 9m. 51secs., 98 k.p.h.

**Racing 800 c.c.**—1, Kolrausch (M.G.), 1h. 50m. 22secs., 99 k.p.h.; 2, Wren (M.G.), 1h. 54m. 39.2secs.; 3, Brudes (M.G.), 1h. 56m. 13secs.

**Racing 1,500 c.c.**—1, Mays (E.R.A.), 1h. 38m. 33secs., 111 k.p.h.; 2, Ruesch (Maserati), 1h. 39m. 2.1secs.; 3, Rose-Richards (E.R.A.), 1h. 40m. 15.1secs.; 4, Seaman (E.R.A.), 1h. 40m. 18.3secs.; 5, Cook (E.R.A.), 1h. 41m. 8.4secs.; 6, Sojka (Bugatti), 1h. 43m. 22.1secs.; 7, Kessler (Maserati), 1h. 43m. 28.4secs.; 8, Castelbarco (Maserati).

**UNLIMITED RACING. 250.800 Kilometres.**

1. Caracciola (Mercédès-Benz), 2h. 08m. 02.3secs., 117.1 k.p.h.
  2. Rosemeyer (Auto-Union), 2h. 08m. 04.2 secs.
  3. L. Chiron (Alfa-Romeo), 2h. 09m. 34.4 secs.
  4. Fagioli (Mercédès-Benz), 2h. 12m. 44.2 secs.
  5. H. Lang (Mercédès-Benz), 2h. 13m. 48.3secs.
  6. P. Pietsch (Auto-Union), 2h. 14m. 49 secs.
  7. R. Dreyfus (Alfa-Romeo), 2h. 16m. 30 secs.
  8. Etancelin (Maserati), 2h. 19m. 11.4secs. secs.
  9. Varzi-Prince Leiningen (Auto-Union), 2h. 19m. 59.2secs.
- Fastest Lap: Rosemeyer (Auto-Union), 11m. 5secs., 126.5 k.p.h.

**FIFTH WHITSUN MOUNTAIN HANDICAP.**

- About 6 miles.
1. E. K. Rayson (Bugatti 1,990 S.), 13 secs.
  2. P. G. Fairfield (E.R.A. 1,090 S.), 16 secs.
  3. C. T. Baker-Carr (Bentley 4,487), 43 secs.
- Won by 1 length at 72.37 m.p.h. 30 yds. between 2nd and 3rd.
- Betting: 5-1, 6-1, 3-1.
- Also Ran: J. H. Bartlett (Bartlett-Salmson 1,096 S.), 27 secs.; R. F. Oats (Maserati 2,811 S.), 24 secs.; L. P. Driscoll (Austin 747 S.), 20 secs.; A. R. Samuel (M.G. 747 S.), K. D. Evans (M.G. 747 S.), 16 secs.; J. C. Davis (Delage 1,484 S.), H. G. Dobbs (Riley 1,808), 13 secs.; A. H. L. Eccles (Bugatti 2,263 S.), 10 secs.



# ENGLISH CARS SCORE A "DOUBLE" AT LE MANS

*Hindmarsh and Fontes (Lagonda Rapide) winners of Grand Prix d'Endurance in keenly contested duel with Helde's Alfa-Romeo. Martin and Brackenbury (Aston Martin) secure Rudge Whitworth Cup.*

NOT since the Bentley era at Le Mans has there been such a decisive display of British sports cars as was seen in this year's race on the famous Sarthe circuit. Two 4½-litre Lagonda Rapides successfully kept at bay a host of Alfa-Romeos, Bugattis, and other fast cars, and one of them was able to bring north again the coveted award for the greatest distance covered in the 24 hours, 1,868 miles, which gives an average speed of 77.85 m.p.h. In that slightly complicated but no less meritorious affair, the Biennial Cup, Aston Martin scored once again, and out of seven cars all but one qualified for next year's event, the third car being eliminated through an accident. George Eyston's team of ladies on their M.G. Midgets finished intact and in good order, and the Singers seemed in good trim till eliminated by electrical trouble. The Rileys were somewhat disappointing, but fine individual performances were made by Von der Becke and also by Trévoux. It was in fact a "famous victory."

Looking through the list of entries, it would have been disappointing if English cars had not done something, since 37 out of the 59 cars came from British factories. Of these only two were over 1½-litres, these being two of the three Lagonda Rapides which won the team prize at Ulster last year, with Hindmarsh and Fontes at the wheel of the one entered by Arthur Fox, and Dr. Benjafield and Sir Ronald Gunter on the other. Below the 1,500 c.c. mark there were no less than seven Aston Martins, the three team cars, which differed slightly from last year's models in being slightly lower, being driven by Elwes and Morris Goodall, Penn Hughes and Fotheringham, and Martin and Brackenbury. There were also sundry Midgets, a team of 1½ litre Rileys and two Frazer-Nashes, one of them blown, and a Singer. The only French car in the category was an Amilcar.

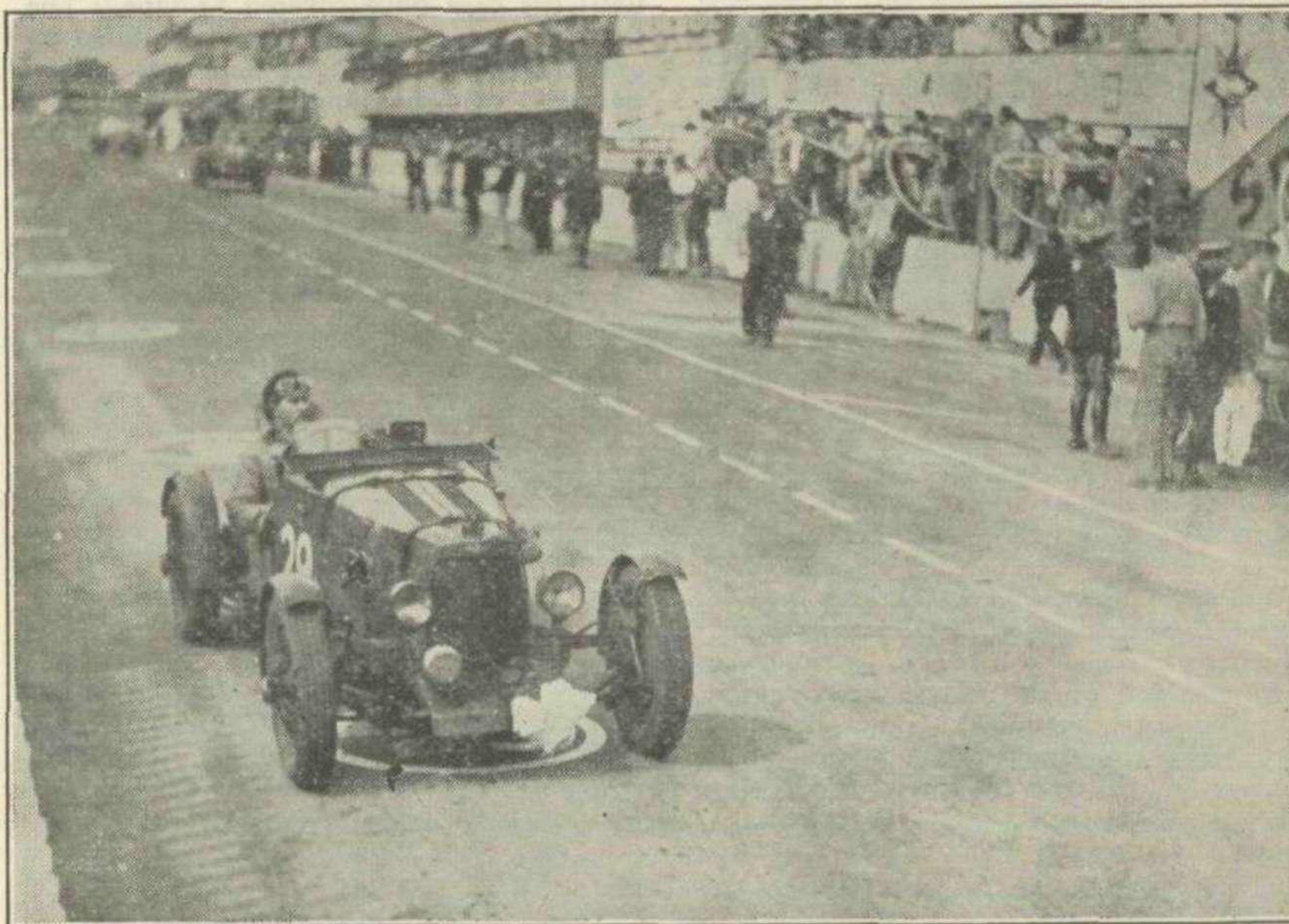
Singers dominated the one-litre class with eight entries, three of them factory cars, then came the M.G. team of three P-type cars with all-women crews, three factory Austins, a couple of Fiats and a B.N.C.

The usual crop of rumours went through the British camps during the week of practice, how the Astons were running too rich,

that the Singers were having some bother, that the fuel was appalling, and that Rileys had blown up an engine, and the general uneasiness was not improved by the prospects of unsettled weather. Out of the 59 cars which presented themselves for scrutiny, however, only one was missing, the 4.9 Bugatti driven by Valence which crashed in the last night of practise.

decorated quarter mile line of two-storey buildings, with the Astons and Singers almost out of sight at the far end.

Flags of all nations were flying over the brightly painted pits, banks of flowers were set beneath the score-board, and a rose-garden with lawns had been laid out at the top of the pits. The Automobile Club de l' Ouest had certainly done their best to

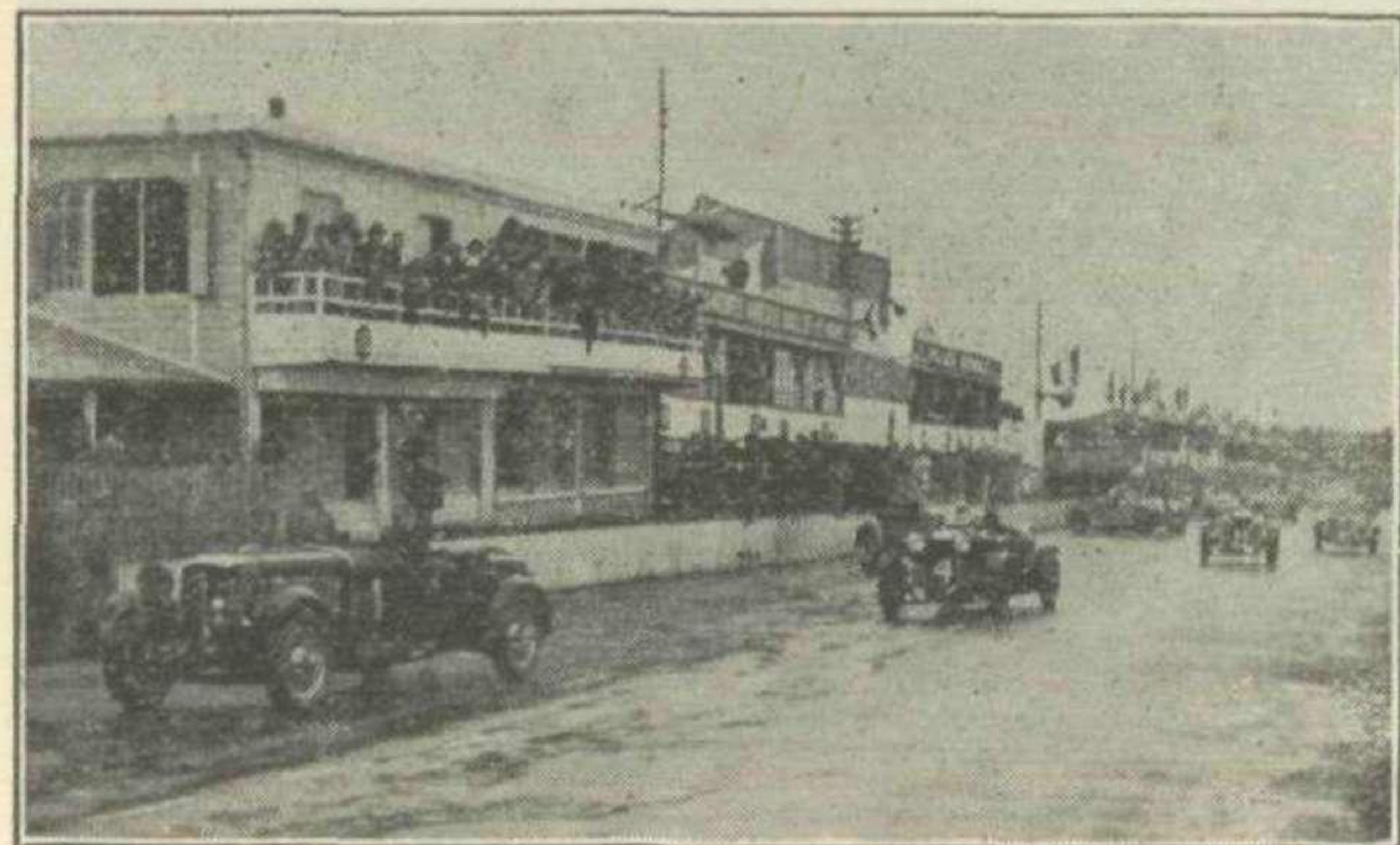


*Le Mans was a triumph for Aston-Martin's. Here is Charles Martin on the car which ran magnificently to finish third in the G.P. Endurance.*

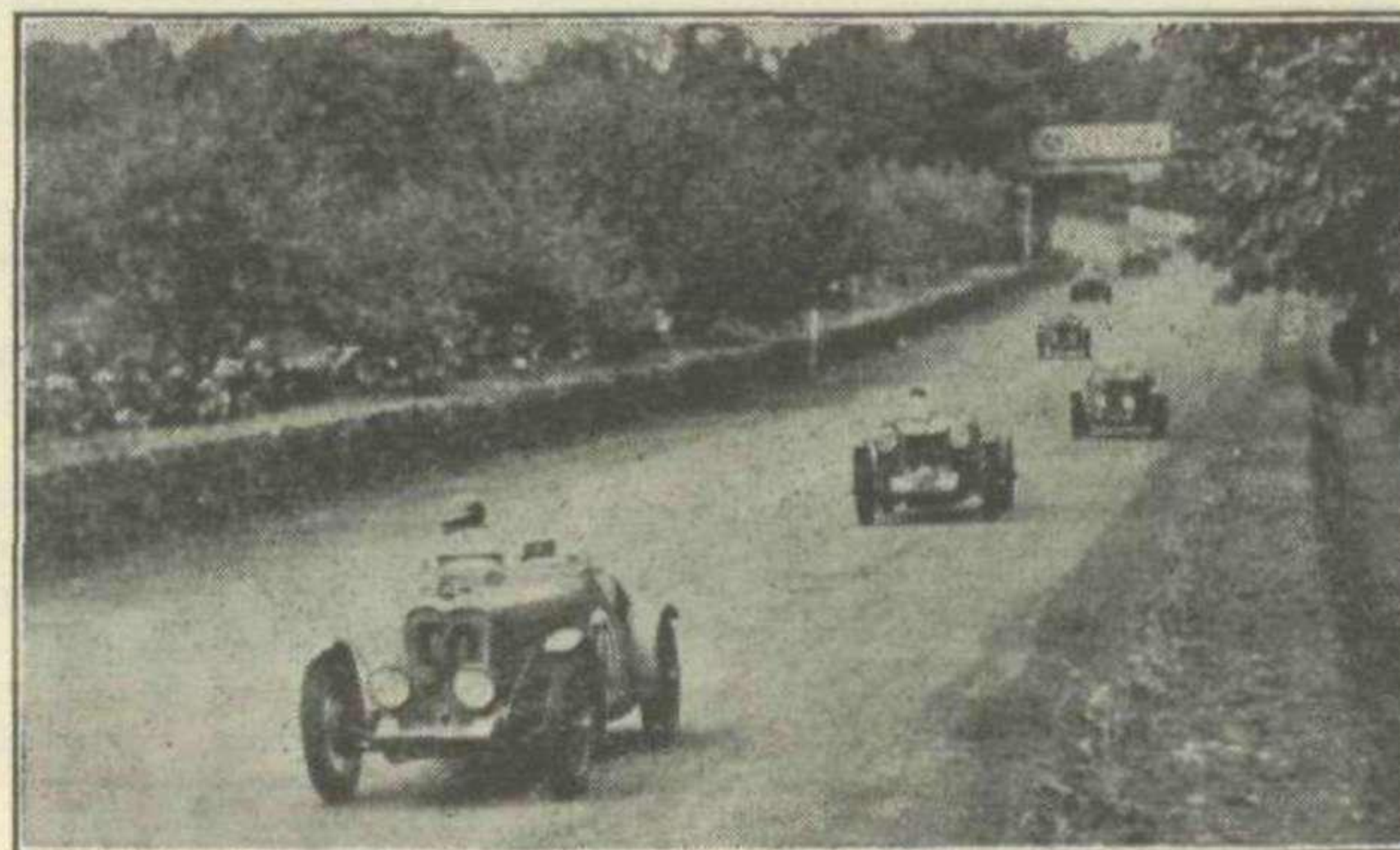
Heavy rain greeted the drivers as they looked out of their bedrooms that Saturday morning, and shower followed shower as the cars were brought up to the start and lined up before the pits. The cars were grouped together according to the type of fuel used, and this brought together such strangely assorted machines as the four Austin Sevens and the huge Duesenburg driven by Prince Nicholas of Roumania, in the next pit the 2.3 Alfas of Lord Howe and Helde and a solitary Singer Nine. The Rileys were half way down the gaily

make their circuit worthy of the occasion, and the only thing they could not control was the weather. Meanwhile from every side came lorries and private cars, bearing pit-signals and impedimenta, jacks, spare wheels and funnels, bedding, basket-chairs and hampers of food and drink for the drivers and their aides, part of the spectacle which distinguishes Le Mans from any other race.

Order was at length established, and the cars were wheeled to their starting places facing diagonally across the road, with the



*The start, with Prince Nicolas's Duesenburg getting away, followed by the winning Lagonda.*



*J. R. M. Baker's Singer leading a string of other cars. Electrical trouble put out the works Singers.*



## LE MANS—continued

7-litre Duesenburg, which was the largest car in the race, at the head of the line.

All engines were stopped, the announcer greeted the drivers in the name of the Club and wished them good luck on the strenuous race before them, and then invited them to take their places on the other side of the road ready facing their cars. The rain had decided to cease, and as the veteran Charles Faroux raised his flag the sky took on a more cheerful aspect. Down with the flag and the drivers sprinted across to their cars, jumped in through doors already open, and pressing the starter buttons, woke the engines into life. Lewis, who was taking the first turn, Chinetti and Hindmarsh were the first away, and then large medium and small cars in streams and groups, the biggest massed start ever known on the Sarthe circuit. Only two cars were left behind, two Bugattis, one of which Vallée's blown two-litre lost twenty minutes before it could get away.

Six minutes later the boom of an Alfa could be heard and the first car appeared. It was Brian Lewis, closely followed by Sommer and Chinetti and a little behind them the Duesenburg, Helde's 2.3 Alfa and Veyron's 4.9-litre Bugatti. Sommer quickened his pace and gained the lead on the next lap, but in so doing cooked his plugs and had to call at the pits next lap to change them. Lewis held the lead till the 6th and then come in to cure misfiring, which was traced to a faulty distributor.

At the end of the first hour the order was: Chinetti, Sommer, Heldé, all on 2.3-litre Alfa-Romeos, then Hindmarsh on the Lagonda, Veyron on the Bugatti and Prince Nicholas on the Duesenburg. The Astons showed an early turn of speed, Penn Hughes and Martin occupying the next two places.

Chinetti was not destined to hold his lead for long, for within the next hour he made two stops and on the second of them changed a wheel and pulled off one of the brake drums to inspect the lining. This let Sommer into the lead again, and after Heldé had stopped at the pit to pull up his shock-absorbers, Hindmarsh had stepped into second place with the 4.9-litre Bugatti third. The speed shown by the Lagonda was a surprise to most people and we noticed that even so Hindmarsh was making no attempt at violent cornering and therefore had a good deal in hand.

The whole circuit was by now overcast by a dense black cloud not more than 500 feet

up and at 6 o'clock a heavy shower came thrashing down, to the discomfort of the crowds who were lining the new road curving up from the Stands. Shortly after this people could be seen bunching together at one point as though some accident had happened. No announcement was made, but what had happened was that Elwes, who was driving one of the team Aston Martins, had skidded on a loose patch of gravel and had thumped into the bank, knocking off the pointed tail panel covering the spare wheel but doing no other damage.

Refuelling at Le Mans is not permitted until the cars have covered 24 laps. The first to come in was Veyron who filled up and changed over in 1½ minutes. Then Sommer who had built up a lead of 3 minutes, was waved in. His stop took longer, over 2 minutes, and as his spare driver had fallen ill, he had to return to the wheel again, no pleasant prospect in view of the weather. Lewis was in next and handed over to Howe who got away in 1 minute 40 seconds.

The only retirement after three hours was Connell's Singer, which was out with clutch trouble at Arnage. Two of the Bugattis, Chaude's 2.3 and Vallée's 2-litre, paid constant visits to the pits, only to emerge again running on six or seven cylinders and emitting ear-splitting noises. Maillard-Brune's M.G. Magnette and Midget, two cars which have done well at Montlhéry on several occasions, were completely without silencers, and some of the other foreign cars seemed almost to have been fitted with noise-amplifiers. The great Duesenburg which had been travelling well in sixth place came in just after nine, and after a two-minute stop continued on its way. Unfortunately not for long; it retired shortly afterwards with magneto trouble. About this time Fotheringham's Aston Martin failed to appear. The car had turned over at White House Corner and the driver flung out, but he escaped with nothing worse than bruises and shock. Mrs. Wisdom's Riley was out with a melted big-end, and Dixon's car was in at the pits.

After Six Hours:

1. Sommer (2.3-litre Alfa-Romeo S.), 58 laps, 5 h. 56 m. 4 s., 81.87 m.p.h.
2. Hindmarsh-Fontes (4½-litre Lagonda S.), 56 laps, 5 h. 53 m. 47 s.
3. Heldé-Stoffel (2.3-litre Alfa-Romeo S.), 56 laps, 5 h. 57 m. 34 s.
4. Veyron-Labrie (4.9-litre Bugatti S.), 56 laps.

5. Lord Howe-Lewis (2.3-litre Alfa-Romeo S.), 54 laps.

6. Benjafield-Gunter (4½-litre Lagonda), 54 laps.

Then Van der Becke (Riley), De Souza (Bugatti), Paris (Delahaye), Chinetti (Alfa), and Martin and Faulkner (Aston-Martins).

In spite of having to drive single-handed, Sommer seemed to have gained a safe lead, but shortly after 11 he was reported as being stopped at Mulsanne. He got going again, however, and arrived back at the pits at 11.25, the car proceeding in a series of jerks as though there was something the matter with the clutch. Actually the trouble was a blocked fuel pipe and after 25 minutes of frantic work at the pits he roared away in pursuit of Fontes and the rest. A British car in the lead, and a lap ahead of Heldé and Labrie!

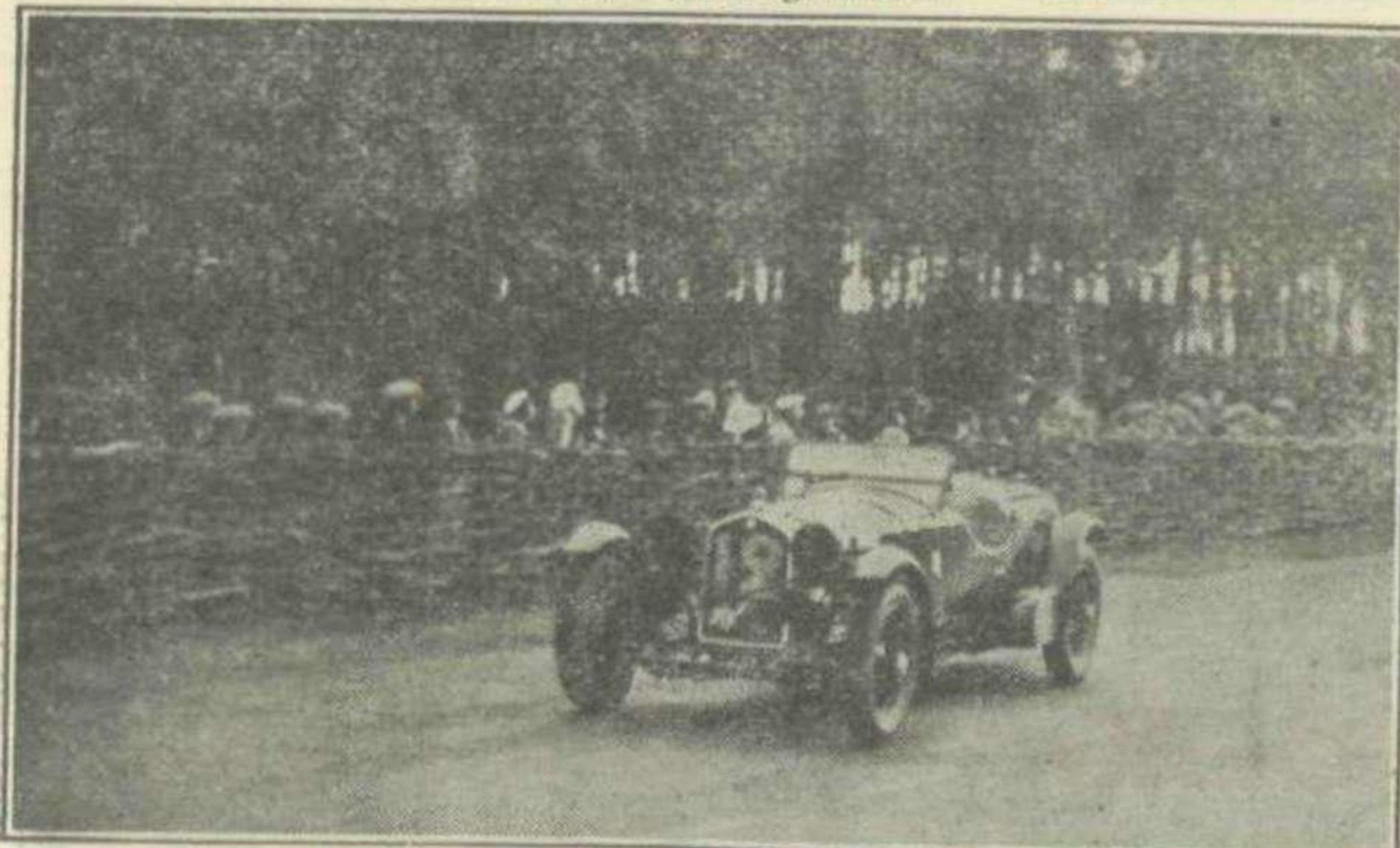
This change of fortune was the clue for a fresh attack by Brian Lewis, who passed into second place at 1 a.m. and an hour later was in the lead. The Lagonda had been held up somewhat by damage to the lamps, the glasses and lenses of which were smashed in spite of the wire-mesh guards. Fortunately the ingenious Arthur Fox had provided himself with celluloid-fronted covers, so the car continued without much delay, secure in fourth place.

Order after Twelve Hours:

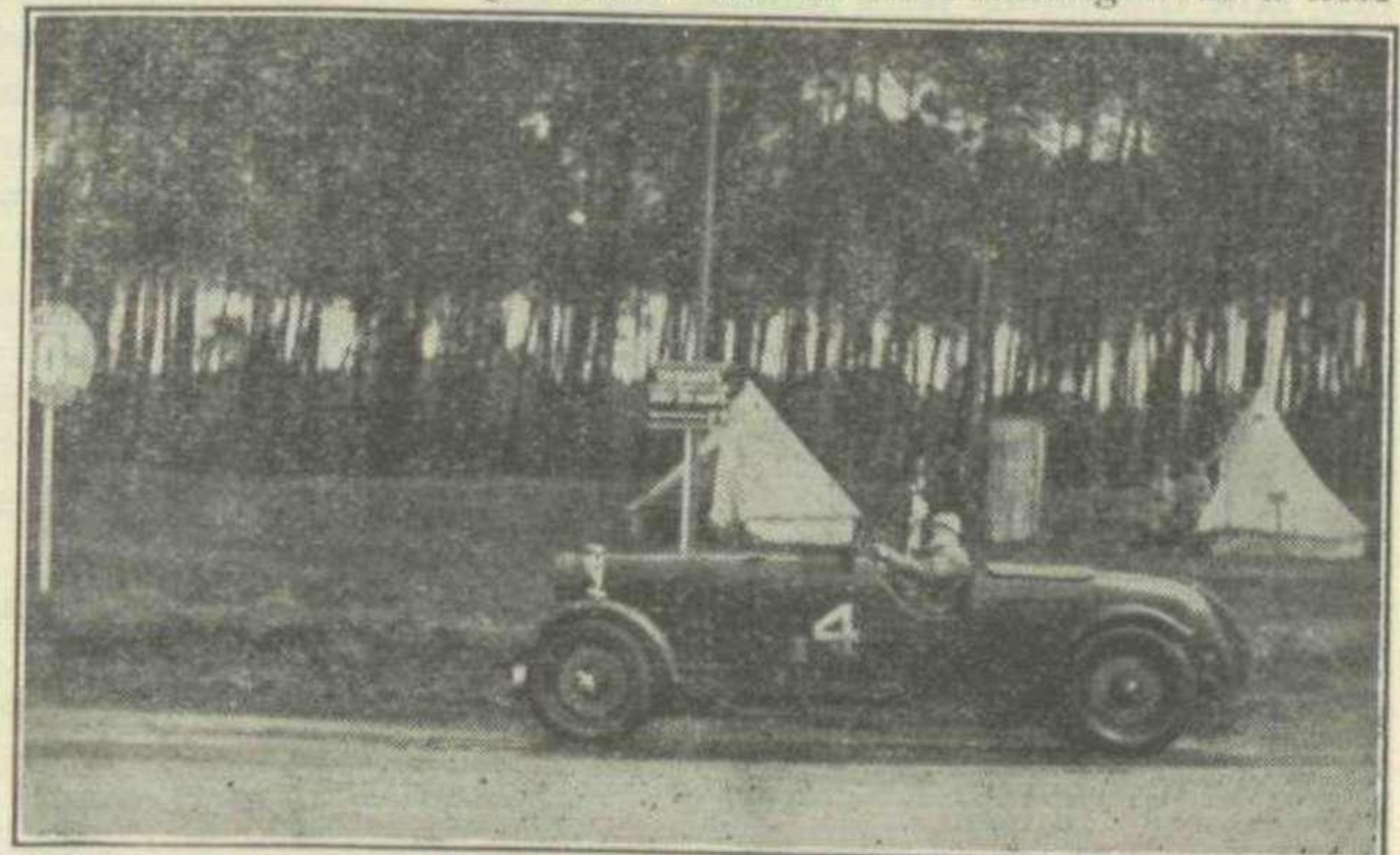
1. Lord Howe-Lewis (2.3-litre Alfa-Romeo S.), 113 laps, 11 h. 55 m. 25 s., 79.45 m.p.h.
2. Veyron-Labrie (4.9-litre Bugatti S.), 113 laps, 11 h. 57 m. 43 s.
3. Heldé-Stoffel (2.3-litre Alfa-Romeo S.), 112 laps, 11 h. 57 m. 1s.
4. Hindmarsh-Fontes (4½-litre Lagonda), 112 laps, 11 h. 57 m. 2 s.
5. Chinetti-Castaud (2.3-litre Alfa-Romeo S.), 108 laps.
6. Benjafield-Gunter (4½-litre Lagonda), 106 laps.

Followed by Martin (Aston-Martin), Sébilleau (1½-litre Riley), Paris (Delahaye), Von der Becke (1½-litre Riley).

The Bugatti was less than two minutes behind the leading Alfa, after twelve hours of running, but shortly after four Veyron was forced to retire with a broken back axle, and the same thing happened to Chinetti a little while afterwards. Sommer had long since disappeared, so this left only four really fast cars of a capacity larger than 1½ litres, the Alfas of Howe and Heldé, and the Lagondas driven by Hindmarsh and Benjafield. Heldé put on speed but Howe replied to the challenge, only to go out at five in the morning with a hole



Heldé's 2.3 litre Alfa-Romeo finished second in the G.P. d'Endurance. His co-driver was Stoffel.



'Twas a famous victory. The 4½ litre Lagonda driven by Hindmarsh and Fontes carried the traditions of British victories at Le Mans initiated by the Bentleys.



## LE MANS—continued

through a piston. Alfa-Lagonda-Lagonda was the order for an hour, then Benjafield dropped back, to be replaced by Charlie Martin on the leading Aston Martin.

The night had been chilly but free from rain, and by eight in the morning spirits were revived by a wash and shave at the barber's shop at the back of the pits or under the cold-water supply laid on in the enclosure. The fragrant smell of eggs and bacon gladdened the hearts of Englishmen, and people began to take an intelligent interest in what had been happening during the night. Altogether there had been 23 retirements out of the 58 starters, and the foreign cars seemed to have come off considerably worse than the English ones. All the Bugattis except Villeneuve's blown 1½-litre had retired, the last one being De Souza's "3.3" with gear-box trouble. The Lorraine, the Derby and the Amilcar had also disappeared. On our side we had lost the two Singers, both with defective starters, Herzberger's and Baumer's Magnettes and Maillard-Brune's blown 750 c.c. Midget, the latter with a broken supercharger drive. Tim Davies's Frazer-Nash was out with a damaged radiator, and Goodacre's Austin had some unknown "accident de route," according to the official bulletin.

Meanwhile the Hindmarsh-Fontes Lagonda had been pressing hard on the Alfa and was only a minute behind, and when Stoffel pulled in to his pits the English car passed into the lead. It was going to be a battle to the death between these two, for they were both 9 laps ahead of Martin on the Aston. Then came another piece of news, Sébilleau on a 1½-litre Riley, who had been running in sixth place, had turned over at Arnage, the driver being uninjured. Just at that moment Dixon brought his Riley in to the pits, and before one realised it, flames came shooting out of the bonnet, and Freddy dismounted in very quick time. The flames were quickly swamped in floods of extinguisher fluid, but the car was too badly damaged to continue.

## Order at Eighteen Hours:

1. Hindmarsh-Fontes (4½-litre Lagonda), 169 laps, 17 h. 56 m. 24 s., 78.96 m.p.h.
2. Heldé-Stoffel (2.3-litre Alfa-Romeo S.), 169 laps, 17 h. 57 m. 51 s.
3. Martin-Brackenbury (1½-litre Aston-Martin), 160 laps, 17 h. 54 m. 15 s.
4. Benjafield-Gunter (4½-litre Lagonda), 160 laps.
5. Paris-Mongin (3.2-litre Delahaye), 160 laps.
6. Guy-Desvignes (1,750 c.c. Alfa-Romeo S.), 155 laps.

Followed by Elwes and Faulkner (Aston-Martins), Von der Becke (1½-litre Riley), Trévoux (1,100 c.c. Riley).

There just seemed time to take a last look round the course before the hectic period which generally occurs at the end of the 24-Hour race. We had already learnt that the corner into the new road was difficult and the long straight down to Mulsanne highly cambered and rather rough, so we decided to visit the other side of the course. The surface was cut up in places round by the "Esses," while at Arnage the corner was so slippery that about 15 m.p.h. seemed to be the limit. Tail-wagging was frequent as the cars accelerated away. One of the least successful at this point was Bodoignet on the closed Talbot. Shortly after we arrived he overshot the corner completely and had to take to the slip-road. There was no harm in that, of course, but then he backed out at a furious pace and

completely blocked the road, and the wretched F. S. Barnes, who suddenly arrived on the scene, was forced to dive into a two foot deep ditch to avoid a head-on collision. Luckily his momentum carried him right out of it again, breaking off short a concrete warning post as he went, and he regained the road with no damages except a smashed wing-stay.

Mulsanne was still damp but everyone treated it with respect.

There were not so many cars on the course now, but the Lagondas, the Alfa-Romeo and the Aston Martin came round closely bunched for some time, and except for Benjafield's car, which was dropping back, the speeds of the group seemed pretty evenly matched. The Alfa pulled up for some time, then, after coming into the pits to change drivers, another long call was made to try to stop a water leak, so that



A nasty moment for F. S. Barnes (Singer). Bodoignet's has just backed his Talbot out of the Arnage escape road into the middle of the fairway, forcing the English driver into the ditch. The Singer bounced out again unscathed after knocking down the concrete post seen in the foreground.

by two o'clock the Lagonda was nearly three laps ahead. Benjafield had dropped right back, allowing Paris, who had been making excellent progress on his Delahaye, to move into fourth place.

Meanwhile what of the Coupe Biennale, which is contested for amongst the cars which have two years in succession exceeded their set distance? The performance on the second year naturally is the deciding factor. The Lagonda and the Alfa were credited respectively with an index of 1.041, and 1.048, Maillard-Brune's M.G. Mulette 1.146, but highest of all was the Aston Martin driven by Martin and Brackenbury, with 1.163. All the Aston Martin had already qualified for the next year's event, and the ladies on their M.G.s had just reached their qualifying lap. The Austins' team had been rather disappointing, the car driven by Dodson being now the only survivor, but Carr's privately entered car had passed its minimum distance.

The stage was now set for the final struggle. Could the Alfa catch the British car? With a lead of over two laps it did not seem likely. To divert us a little, the

Talbot saloon which had been going splendidly pulled into the pits and was surrounded by a swarm of helpers, then was pushed out of the way into retirement. Von Jer Becke's Riley which was running fifth came into the pits to have its front wings lashed up. Trévoux on the 1,100 c.c. car, the only other Riley still going, was progressing steadily in eighth place. It is worth noting incidentally, that Von der Becke's car was fitted with one of the new 4-cylinder engines.

"Benjy" then appeared with the second Lagonda, and stopped at the pits, tore out the back seat, the floor boards, the tools and everything else, and dumped them on the ground, and the mechanic dived inside in an endeavour to get at the works. Nothing could be done to repair the fault, which was a damaged gear-box, but with only four laps to go to qualify for next year's Rudge

Cup the learned doctor climbed back into the car and with a beaming smile set out to complete the distance on top gear. He managed it quite comfortably, thanks to a flexible engine.

With an hour and a half to go Hindmarsh came in to have a front wheel changed, which was carried out in 30 seconds and Stoffel stopped as well, possibly to find out his position. Another stop by Hindmarsh, with the Alfa only 3 minutes behind, then Stoffel stops once again, this time to let Heldé take the wheel. The Alfa équipe clearly think their man is in the lead, and the announcer clearly was of the same opinion. For a moment nobody knows how things stood, then too late the Frenchman realised their mistake and united in urging on their man as he passed the pits. It was too late then, and in a few minutes Hindmarsh pulls up triumphantly at his depot, winner of the 13th Grand Prix d'Endurance. It was a fine piece of work for drivers entrant and car, and Britain's prestige was further maintained when Brackenbury crossed the line on the Aston Martin to take third place in the Grand Prix Race, also winning the Rudge-Whitworth Cup.



LE MANS 24 HOUR RACE—continued.

THE RESULTS.

General Classification.

1. J. S. Hindmarsh and L. Fontes (4½-litre Lagonda), 1,868.42 miles, 77.85 m.p.h.
2. Helde and Stoffel (2.3-litre Alfa-Romeo), 1,863.16 miles.
3. C. E. C. Martin and C. Brackenbury (1½-litre Aston-Martin), 1,805.52 miles.
4. Von der Becke and C. Richardson (1½-litre Riley), 1,746.71 miles.
5. Paris and Mongin (3.3-litre Delahaye), 1,739.07 miles.
6. Don and Desvignes (1,750 Alfa-Romeo), 1,717.43 miles.
7. Riley (J. Trévoux and Carrière)
8. Aston-Martin (M. Falkner and T. Clarke).
9. M.G. (Maillard-Brune and Druck).
10. Aston-Martin (C. Thomas and M. Kenyon).
11. Aston-Martin (P. Donkin and M. Hamilton).
12. Aston-Martin (J. Elwes and M. Morris).
13. Lagonda (Dr. Benjafield and R. Gunter).
14. Bugatti (L. Villeneuve and Vagniez).
15. Aston-Martin (R. P. Gardner and A. L. Beloe).
16. Singer (F. S. Barnes and A. H. Langley).
17. Singer (A. Hénon and R. Rès).
18. Fiat (Mme Itier and M. Jacob).
19. Singer (G. Hendy and J. Boulton).
20. Singer (A. Marsh and T. Guest).
21. B.N.C. (P. Duval and Treunet).
22. Singer (R. Gaillard and Aimé).
23. Singer (J. Savoye and G. Lapchin).

24. M.G. (Miss Richmond and Mrs. G. Simpson).
25. M.G. (Miss Evans and Miss Skinner).
26. M.G. (Miss Allan and Mrs. C. Eaton).
27. Austin (J. Carr and J. Barbour).
28. Austin (C. Dodson and R. Richardson).

CLASS RESULTS.

Over 4 Litres.

1. Hindmarsh and Fontes (Lagonda 4½-litre), 77.85 m.p.h.
2. Dr. Benjafield and Sir Ronald Gunter (Lagonda 4½-litre), 1,646.66 miles, 68.61 m.p.h.

4-litre Class.

1. Helde and Stoffel (Alfa-Romeo), 1,863.16 miles.
2. Paris and Mongin (3.3-litre Delahaye), 1,739 miles.

3-litre Class.

1. Guy Don and Desvigne (Alfa-Romeo), 1,717.43 miles.
2. Villeneuve and Vagniez (Bugatti), 1,635.83 miles.

2-litre Class.

1. Maillard Brune and Druck (M.G. Magnette), 1,699.01 miles, 70.79 m.p.h. (Running in this class because the car is supercharged).

1,500 c.c. Class.

1. Martin and Brackenbury (Aston-Martin), 1,805.52 miles, 75.22 m.p.h.
2. Von der Becke and Richardson (Riley), 1,746.52 miles.
3. Trévoux and Carrière (Riley), 1,710.87 miles.
4. Falkner and Clarke (Aston-Martin).
5. Thomas and Kenyon (Aston-Martin).

6. Donkin and Lord Hamilton (Aston-Martin).
7. Elwes and Morris Goodall (Aston-Martin).
8. Gardner and Beloe (Aston-Martin).
9. Hénon and Rès (Singer).

1,000 c.c. Class.

1. F. S. Barnes and A. H. Langley (Singer), 1,540.03 miles, 64.17 m.p.h.
2. Mme Itier and Jacob (Fiat Balilla), 1,446.87 miles.
3. Gordon Hendy and Boulton (Singer), 1,437.49 miles.
4. Marsh and Guest (Singer).
5. Duval and Treunet (B.N.C.).
6. Gaillard and Aime (Singer).
7. Savoye and Lapchin (Singer).
8. Miss Richmond and Mrs. Gordon Simpson (M.G.).
9. Miss Evans and Miss Skinner (M.G.).
10. Miss Allan and Mrs. Eaton (M.G.).
11. John Carr and Barbour (Austin).
12. C. Dobson and R. Richardson (Austin).

Eleventh Biennial Rudge-Whitworth Cup—1934-1935.

1. Martin and Brackenbury (Aston-Martin). Figure of merit, 1.31.
2. Barnes and Langley (Singer 973 c.c.). Figure of merit, 1.28.
3. Von der Becke (1½-litre Riley). Figure of merit, 1.26.
4. Trévoux and Carrière (1½-litre Riley). Figure of merit, 1.25.
5. Tie between Elwes (Aston-Martin) and Mme. Itier (Fiat Balilla 993 c.c.). Figure of merit, 1.19.
6. Tie between Hindmarsh (4½-litre Lagonda), and Gardner (1½-litre Aston-Martin). Figure of merit, 1.16.

FORTHCOMING IRISH RACES.

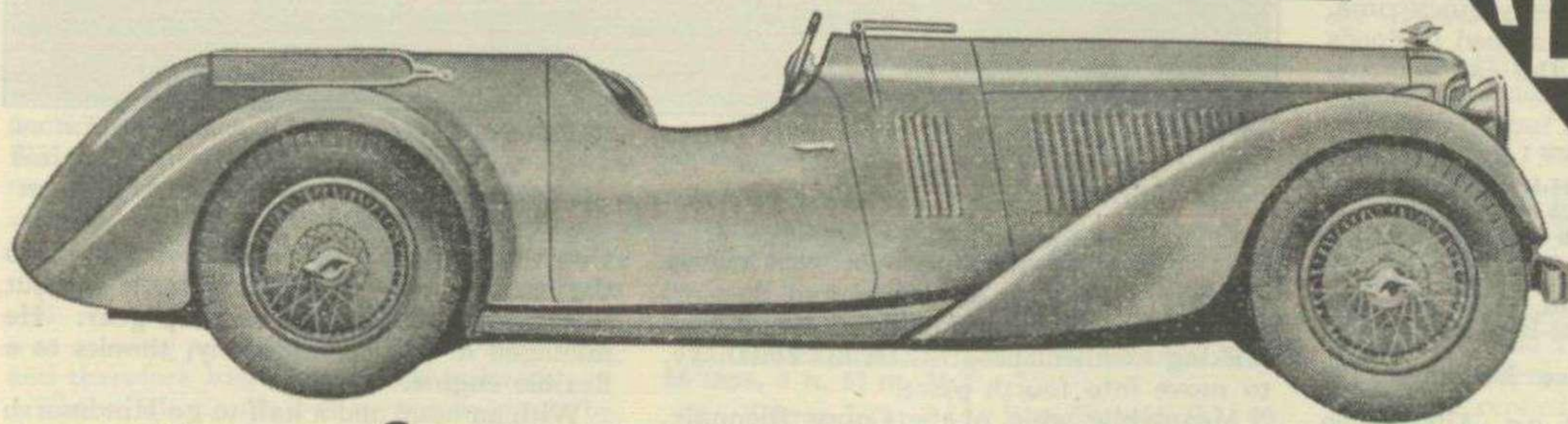
More and more British drivers are entering for the Irish road races. This is due in no small measure to the warm welcome and assistance given by the organisers, and to the assurance of absolutely fair and equal treatment.

Forthcoming fixtures are the Leinster Trophy race on July 20th and the Circuit of Limerick on August 5th. The former will be run over the Tallaght Circuit, Co. Dublin, 26 laps of 5 11-12 miles, a total distance of 153 5-6 miles. The Circuit of Limerick is in the centre of the city, and

measures 2½ miles. 55 laps, or 151¼ miles will constitute the full distance.

Entries have already been received from McCracken (Frazer-Nash) winner of the Bray race, Dobson (Alfa-Romeo), McFerran (Bugatti) and McCalla (Sunbeam).

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# WHAT DO YOU KNOW ABOUT CARS?

## Report on Problem No. 14.

The question of whether you recognised the car in Problem No. 14 depended largely on the length of your acquaintance with Brooklands racing. To many the car was obviously the Charron-Laycock, to others it was—well, the list of alternatives will follow in due course. This car was a regular competitor at the Track about a decade ago, in the days when B.A.R.C. races finished in the Finishing Straight.

The first correct solution to be opened was that submitted by

Mr. Paul Bird,

8, Harwarde Court,  
London, N.W.6.

to whom we have sent on a cheque for one guinea.

The number of correct solutions polled only 10 per cent. of the total entry, which shows that a photograph does not necessarily have to be taken from an unusual angle in order to "fox" people.

By far the largest number of competitors wrote "Morris" on their entry forms. Next came Charron Laycock and Gwynne, closely followed by Hillman and Wolseley. Other makes which were suggested in varying quantities were Alfa-Romeo, Alta, Amilcar, Austin, Crouch, Deemster, D.F.P., Duesenberg, Fiat, Halford, Horstman, Jackson, M.G., Napier, Opel, Sunbeam, Talbot and Vulcan.

The one on this page is likely to be a teaser. Anyway, you are given a *carte blanche* view of the car, engine included. Study it long and closely. You may spot some vital clue which clears the whole thing up, and leaves you the only one to have guessed correctly. It will be interesting to see how many people get it right!

## Rules for Problem No. 15.

1. Write your name and address and solution in block letters, and send it to MOTOR SPORT (1929), Ltd., 39, Victoria Street, London, S.W.1, in a sealed envelope, marked "Competition."

2. Entries must reach this office not later than the first post, July 13th, and a prize of one guinea will be awarded to the sender of the first correct solution opened on that day.

3. More than one entry may be included in one envelope.

4. No letter must be sent with the entry.

5. Any alterations or defacements on the entry will automatically disqualify the entrant.

6. The result will be published in our August issue.

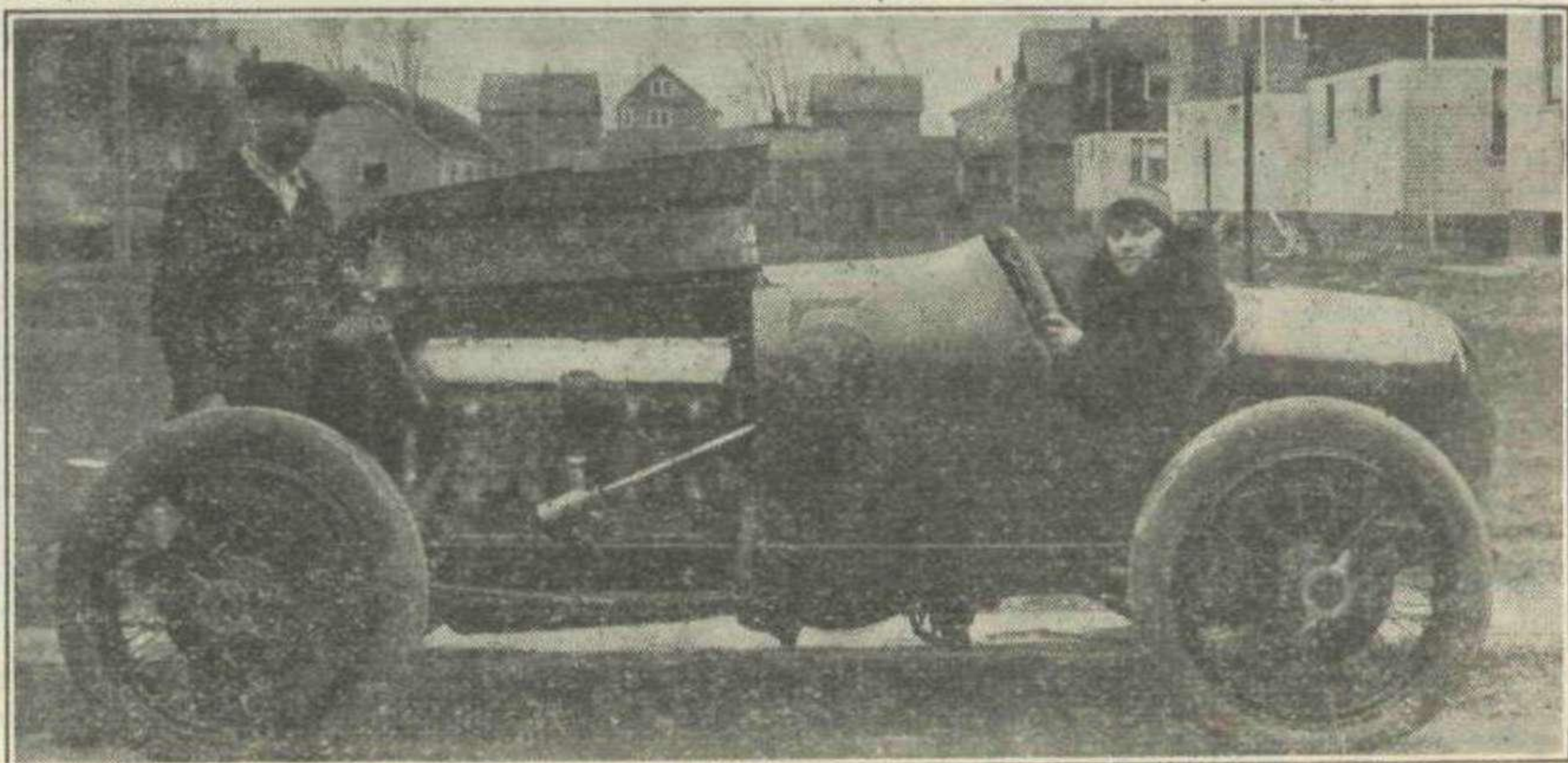
7. Employees of MOTOR SPORT (1929), Ltd., are not eligible to compete.

## Send Us Your Picture Puzzle!

A prize of half-a-guinea is offered every month for the photograph used in this competition. The picture on this page was submitted by Mr. Robert A. Waddy, 18, Seafield Road, Hove, Sussex, to whom we have sent a cheque for that amount.

If you have a photograph in your collection which you think would puzzle readers, let us have a look at it. It may be worth half-a-guinea! A modern sports car taken from an unusual angle, an old sports car, little known, or an old type of racing car—they all offer scope for different puzzles.

Incidentally, photographs submitted must be actual photographic prints, not cuttings from newspapers, from which it is impossible to make printing blocks.



Problem No. 15—What is the make of car in this illustration.

## RECORDS BY THE BIMOTORE ALFA-ROMEO.

It is no secret that the *bimotore* Alfa-Romeo was constructed with the primary aim of challenging the speed supremacy—irrespective of G.P. formula—of the German racing cars.

After a not-unexpected bout of tyre trouble, the car has now found its form, and with four good Dunlops on its wheels

some remarkable speeds were put up last month. The records attacked were the Class C flying mile and kilometre records, held by the Auto-Union and the Mercedes-Benz respectively, at 197.35 and 199.00 m.p.h.

The road used was the Florence-Lucca Autostrada, and Nuvolari just managed to

pull it off with speeds of 199.735 and 200.789 m.p.h. The next day he went out again, and succeeded in raising the kilometre record to more than 323 k.p.h.

Here are the next figures in full:

**1 Kilo (f.s.).**—200.803 m.p.h. (Mercedes-Benz 199.735 m.p.h.).

**1 Mile (f.s.).**—200.789 m.p.h. (Auto-Union 199.00 m.p.h.).

## THE LEWES RECORD FALLS AT LAST!

Ever since May 7th, 1932, the record for the one-third of a mile Race Hill, Lewes, has been held by R. G. J. Nash on his famous "Terror." His time of 20 secs. dead has often been approached, but not until the meeting of the 15th of last month, has anyone actually beaten this figure.

The extraordinary thing was that not once but twice was Nash's record smashed, the final event coming late in the day and providing a fine climax to the programme. The two heroes in question were T. V. Bolster (Bolster Special), who clocked 19.8 secs, and S. E. Cummings (Vauxhall Special) with a time of 19.4 secs.

There was a record entry of cars, and the proceedings were favoured by fine weather. Worthy winners among the touring and sports classes were R. M. Strang (Hudson), whose time of 26.6 secs. he later reduced to 25.6 secs; A. S. Whid-

dington (28.6 secs.), winner of the special Frazer-Nash class; A. H. Lancaster's and G. H. Walker's Nashes; and Forrest Lyce's 8-litre Bentley (27.8 secs.).

A. N. L. Maclachlan did particularly well with his old 750 c.c. Austin to win the 1,100 c.c. racing class, against such doughty opponents as R. V. C. Bolster and D. G. Evans. The 1,500 c.c. class was won by Dick Nash with his new mount, which glorifies in the name of Frazer-Nash Union Special "The Terror II." He beat Denis Evans (Q-type M.G.) by a fifth of a second. J. V. Bolster then made his meteoric ascent in the "Mary," and great enthusiasm greeted the announcement of his time, 19.8 secs. Nash got down to 20.6 secs. These two fought out the unlimited class, in which Nash turned the tables by clocking 20 secs. dead (his old record) against Bolster's 20.2 secs. Arthur Dob-

son also beat 21 secs. by bringing up his twin-camshaft Bugatti in 20.8 secs.

The Handicap Class, usually a mild affair, produced the staggering run by S. E. Cummings on the Vauxhall Villiers, rounding off the meeting with a new record for the course in 19.4 secs.

### RESULTS.

**Racing Cars 1,100.**—1, A. N. L. Maclachlan (Austin) 24.2; 2, R. V. C. Bolster (Bolster Special II) 25.8; 3, A. Issigonis (Austin) 26.0.

**Racing Cars 1,500.**—1, R. G. J. Nash (Terror II) 22.0; 2, D. G. Evans (M.G.) 22.2 secs; 3, A. Issigonis (Austin) 23.2.

**Racing Cars 2,000.**—1, J. V. Bolster (Bolster Special) 19.8; 2, R. G. J. Nash (Terror II) 20.6; 3, A. G. Bainton (Bugatti) 22.2.

**Racing Cars Unlimited.**—1, R. G. J. Nash (Terror II) 20.0; 2, J. V. Bolster (Bolster Special) 20.2; 3, A. C. Dobson (Bugatti) 20.8.

**Handicap Class.**—1, M. White (Tracta) 19.0 net; 2, S. E. Cummings (Vauxhall Villiers) 19.2 net; 3, Mrs. A. M. Leitch (Bugatti) 19.6 net.



## NOTES ON THE FRENCH GRAND PRIX

THERE was hardly a doubt during the period of practising before this year's race that victory would go to one of the two German teams. Mercedes made no great effort to go fast, but we were informed by Mr. Neubauer before the start of the race that Caracciola had put in a spell of practising a fortnight before the race, and had equalled his best lap speed of last year, when there were no obstacles on the course. Fagioli was considered the probable winner because of his greater skill in cornering, "Caratsch's" strength lying more in his skill in watching and finally wearing out his rivals.

In the Auto-Union camp things were less cheerful, the sparking plugs were giving considerable trouble under the triple handicap of unsuitable fuel, the hot weather, and for some unexplained reason, an excess of oil in one bank of cylinders.

A new recruit to the Auto-Union camp is Rosemeyer, a young man who showed his mettle in the Avus races by finishing only a second behind Caracciola. He found the track very rough, but remarked that it was bad only for the cars, the drivers feeling very little motion on the most uneven surfaces.

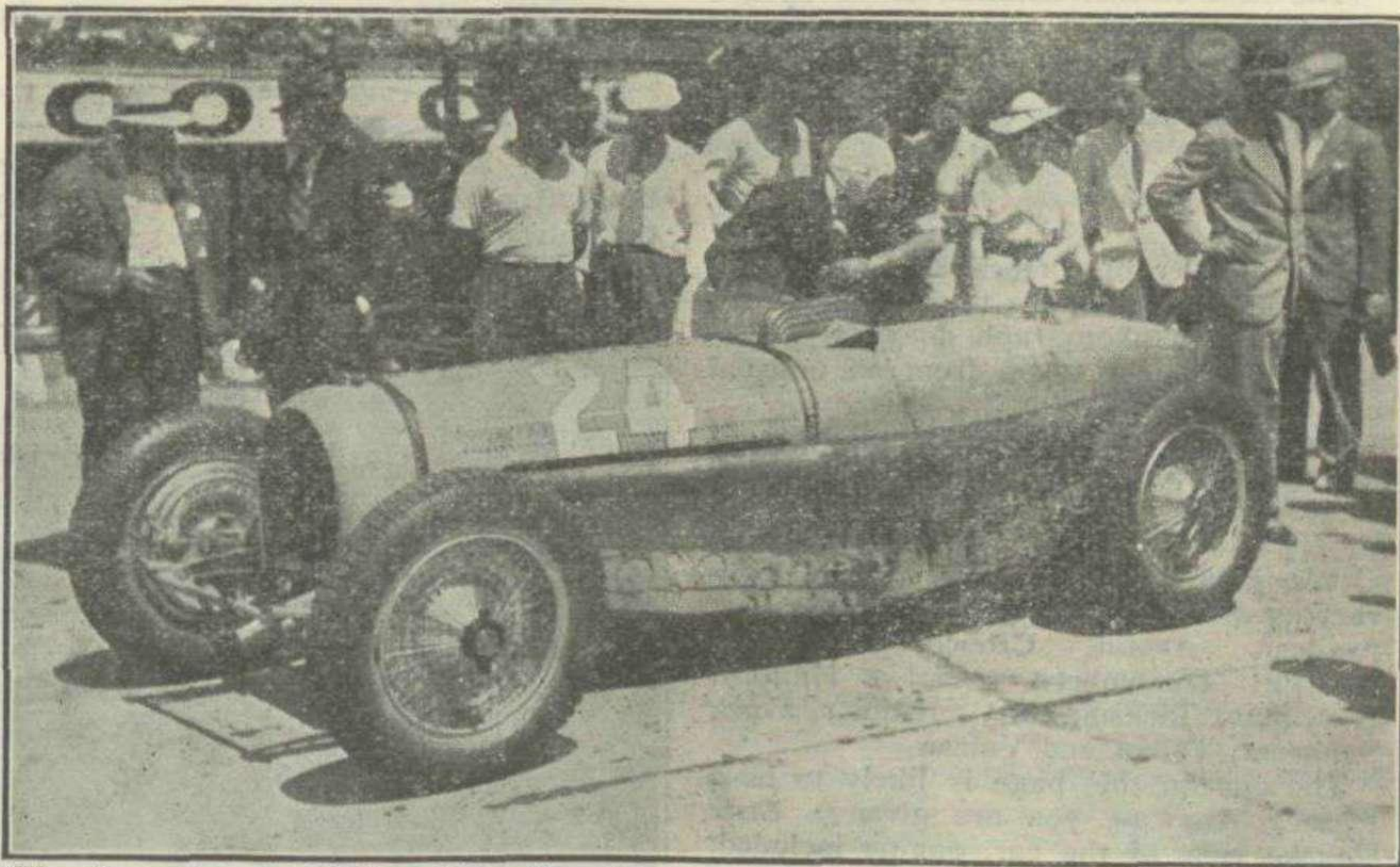
The process of weighing in was conducted with great solemnity on the Saturday afternoon before the race, the weigh-bridge man adjusting his machine to hair-breadth accuracy, while the onlookers waited over an hour for the Mercedes-Benzes to arrive. All three cars got through with just a kilogramme to spare, and then it was the turn of Zehender with his Maserati. 783 kilogrammes—the driver could not believe his ears! The same car had been passed by other clubs so it must have swelled a bit in the sun, as some wag said. Seat linings and other things were torn out in an effort to get down the weight, but to no effect.

Alfa-Romeos which weighed only 733 kilogrammes, practically the same as last year. The Sefac passed through quite comfortably, and so did the Bugatti.

This was of course the "3.3" which had been used for practising. The 3.8-litre did not turn up until nearly midnight, but the officials were in readiness, and checked it over in the same way as the other cars.

Now as to the various cars entered. The Mercedes-Benzes were externally identical

developing about 500 h.p. were fitted to two of them. The rear springing has been altered, and torsion bars parallel with the chassis and carried in the frame tubes have been substituted for the transverse leaf spring. The exhaust pipes were cut off level with the body, and the little scoops for the air-intakes have been removed. The steering wheels are detachable, and are locked on the splines by depressing a quick-action catch.



The "mystery" 3.8-litre Bugatti which was completed only one day before the race. Externally it resembles the smaller Grand Prix car. Note the finned oil cooler beside the windscreen.

with the cars used this season and last, and are fitted with 3.9-litre engines. The compression has, however, been raised and the

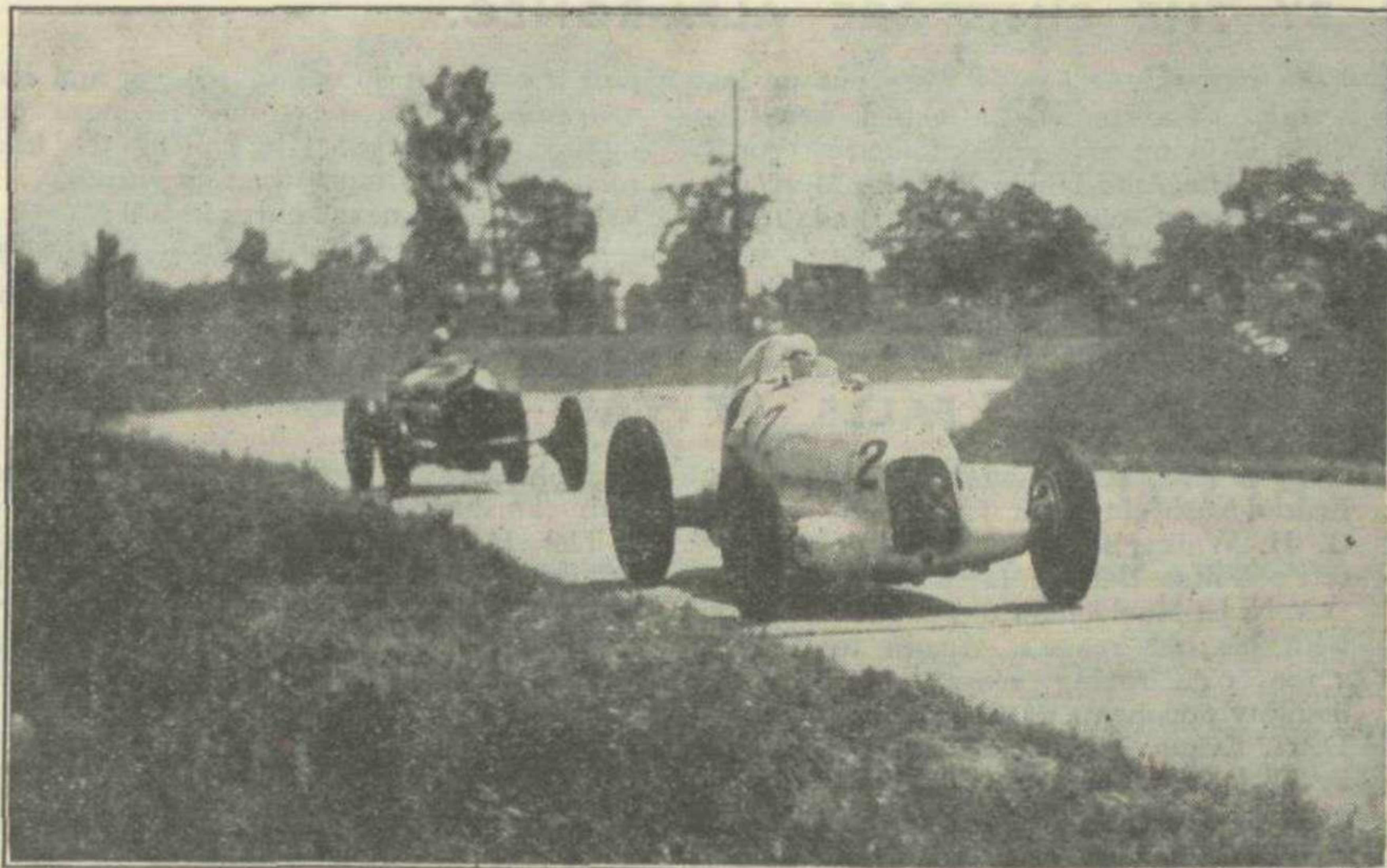
Mercedes and Auto-Union's were both fitted with colossal rear tyres, measuring nine inches across the tread, and those on the Auto-Union looking like mill-wheels alongside the slender bodies.

The Alfas definitely had larger engines, and in the French press it was announced that their capacity was 3.8-litres. We were however assured by Signor Jano, the designer, that the exact size was 3,450 c.c., and that they were just further enlargements of the famous 2.6-litre Monoposto engine. Dubonnet front springing is used, and the brakes are hydraulically operated brakes, the hydraulic piston being placed outside the drums, and moving the shoes through familiar Alfa-Romeo lever mechanism. Reversed quarter-elliptics are used at the rear, with hydraulic and friction shock-absorbers.

The brake-drums on these cars were built up integral with the wheels. This allows the brakes to be inspected and if necessary changed during the course of a race.

The two Maseratis were the six-cylinder cars one of which ran at Monte Carlo, and so do not require further description. The two French cars, the Sefac and the Bugatti were of considerable technical interest.

The front wheels of the Sefac are independently suspended, the stub axles being mounted on sliding blocks steadied by long radius rods from the centre of the chassis, the weight of the car being carried on coil springs. Coil springs are also used at the



The second stage in the Nuvolari-Caracciola struggle. The Mercedes-Benz held the lead by a narrow margin in the fifth and sixth laps then the Alfa regained first position.

Finally a consultation, and it was decided to pass it, the weight being furnished officially as 750 kilogrammes.

The Auto-Unions with the big engines weighed 746 kilogrammes and that of Rosemeyer 748. Lightest of all were the two

engines now give between 350 and 370 h.p. A vaned air-cleaner is fitted to the intake, which of course projects through the radiator.

The Auto-Unions also remain fundamentally the same, but 5.6-litre engines



NOTES ON THE FRENCH G.P.—continued

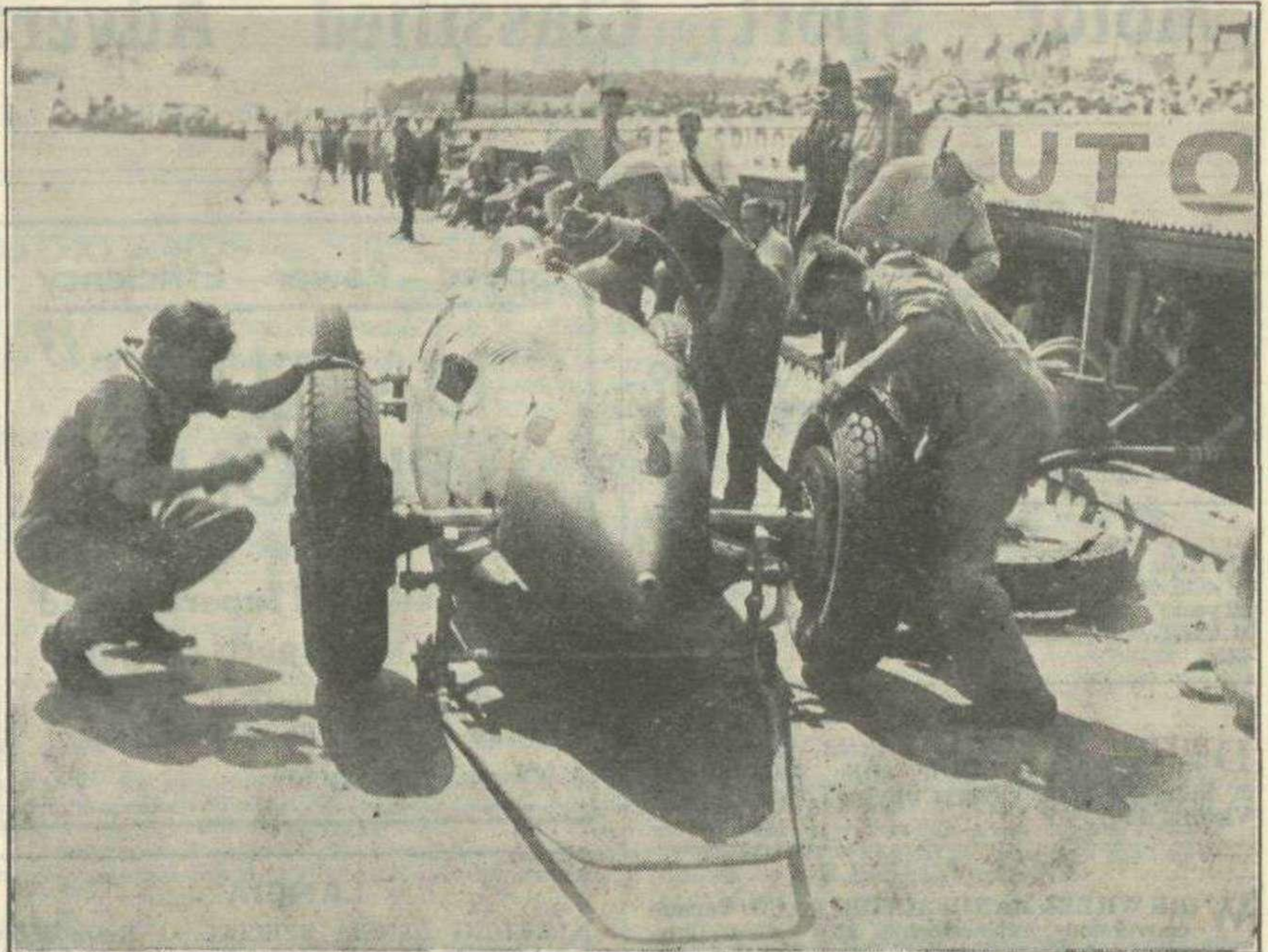
rear, but the rear axle is of normal construction. The brakes are operated by cable.

The engine consists of two blocks of four, mounted side-by-side on a common crank-case. The crank-shafts are geared together, and rotate in the opposite directions, and the drive is taken from the near-side one through the gear-box to the back axle bevels, which of course are carried at one side of the back axle. At the rear end of the other block of cylinders is the supercharger, which has two rotors, one with five and one with seven vanes, similar to the type used on the old Salmsons. Two carburetters are used

The capacity is 2,750 c.c., there are two cam-shafts for each of the blocks, and the head is of bronze.

Workmen were busy making last-minute adjustments on the 3.8-litre Bugatti when we went to see it, and there was not much time to inspect it. The engine looked almost identical with the "3.3's," but an enormous ribbed blower similar to those employed on the 4.9-litre cars was used with the carburetters underneath, and a vertical induction pipe leading into a "semi-downdraught" induction pipe. An intriguing-looking ribbed oil-cooler sprouted out of the scuttle on the way to the oil tank fitted beside the driver.

The chassis was similar in most respects to that used on the 3.3-litre cars, with a



Mechanics struggling with the rear wheels of Varzi's Auto-Union, the only one of the team to finish. The fuel is forced from the storage drums to the petrol tank by means of air pressure.

more upswept front axle and slightly altered front brakes. The radiator had

been increased in size and was fitted with a cowling.

## Motor Sport Classified Advertisement Section

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# Motor Sport Classified Advertisement Section

CLOSING DATE first post on the 23rd of the month, for publication on the 1st of the following month.

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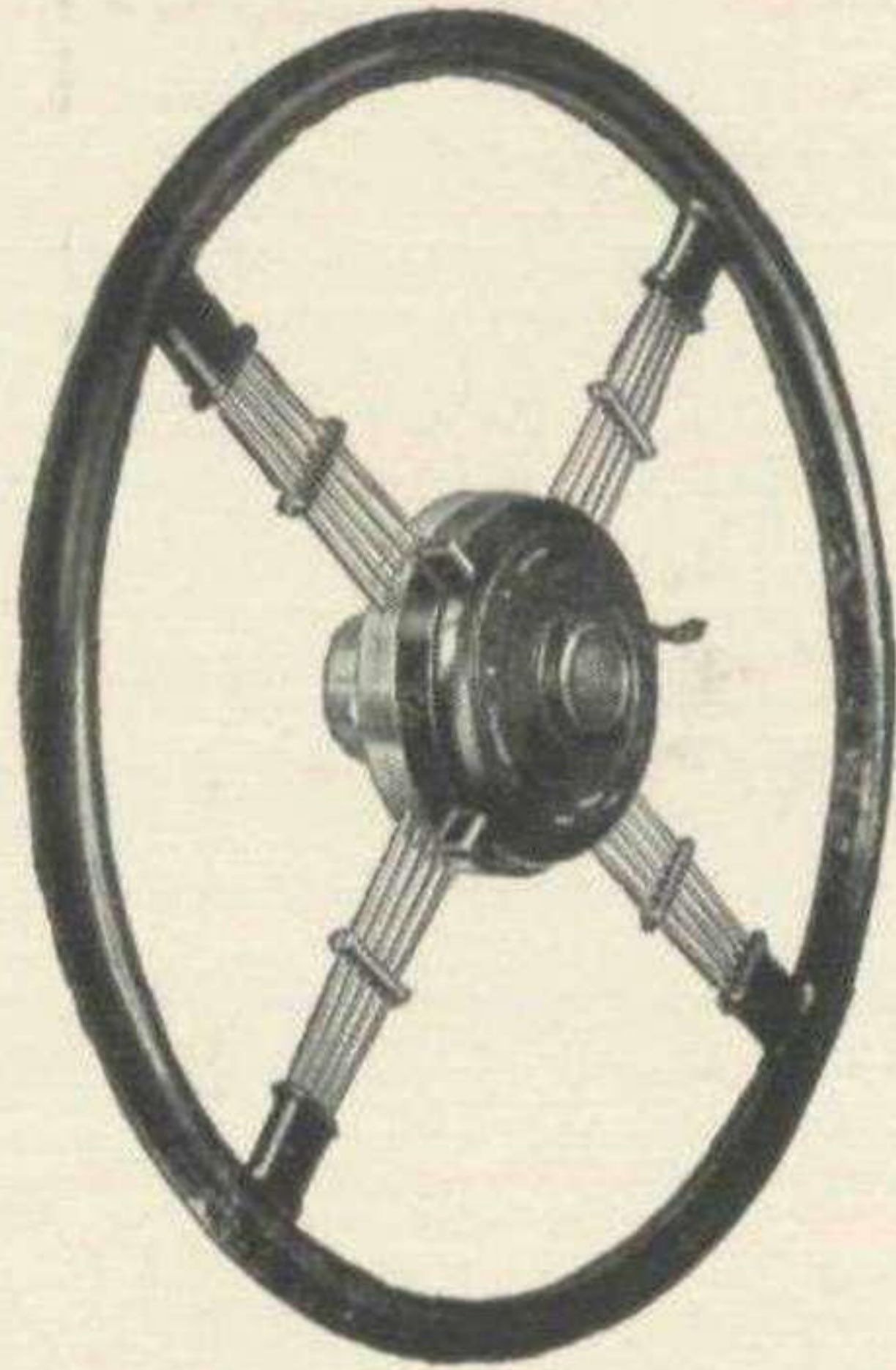
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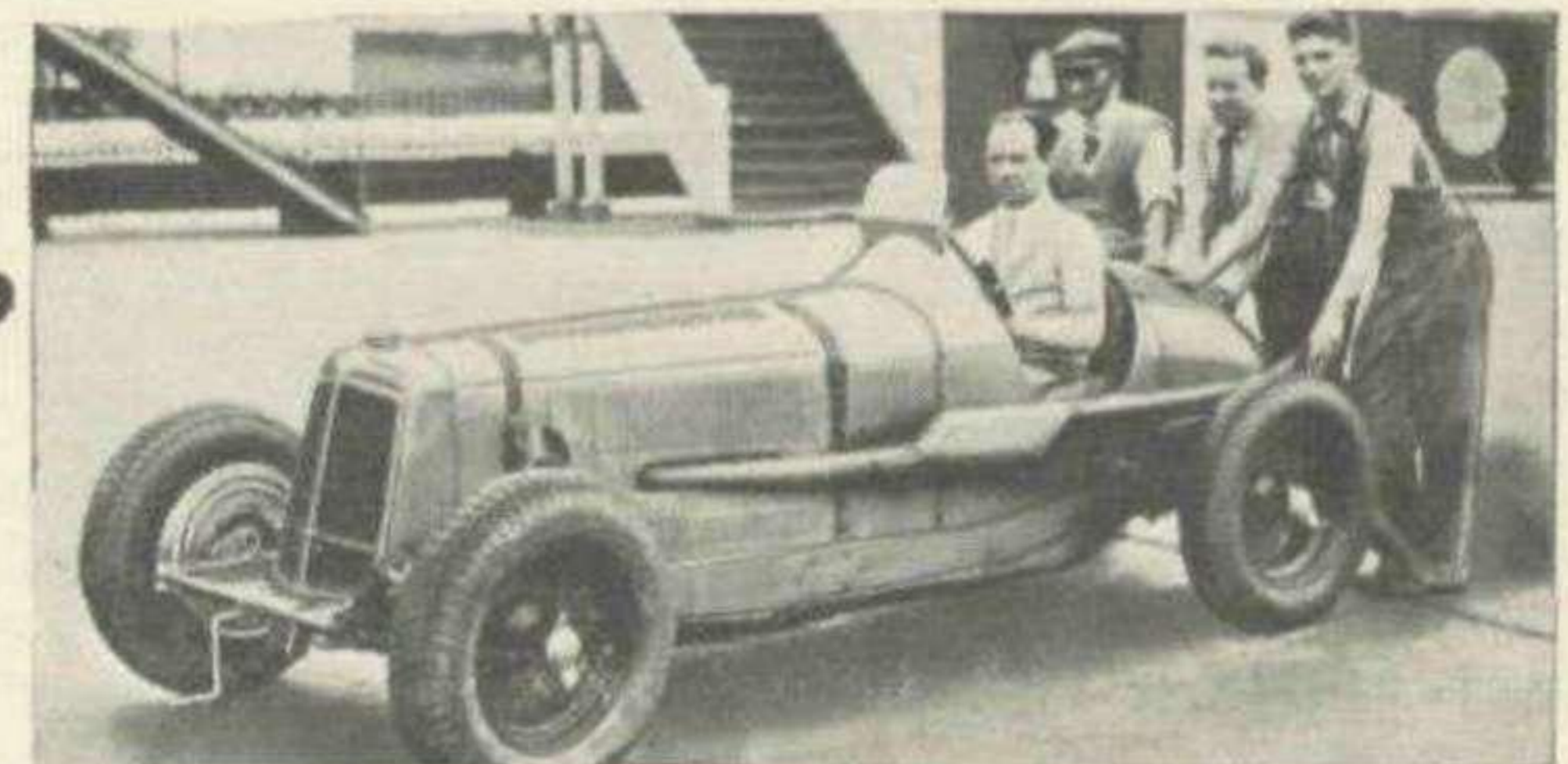
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## INDEX TO ADVERTISERS

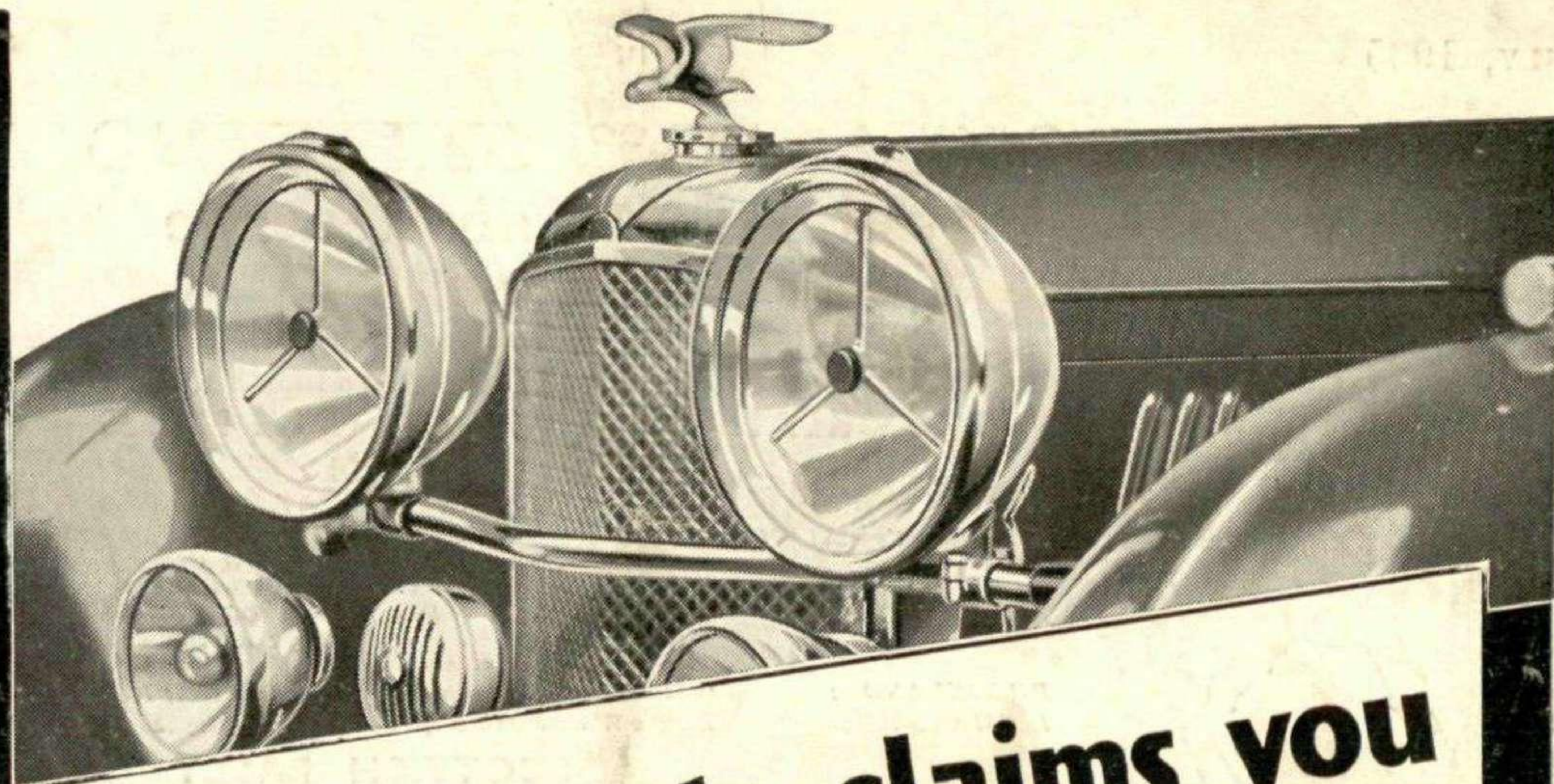
	PAGE		PAGE
Alvis Car & Engineering Co., Ltd. ... ..	383	Donington Park Motor Races ... ..	409
Anglo-American Oil Co., Ltd. ... ..	385	Dunkley & Burden, Ltd. ... ..	409
Arvin Car Radio ... ..	409	Dunlop Rubber Co., Ltd. ... ..	387
Ashby, F. & Sons, Ltd. ... ..	inside back cover	Ferodo, Ltd. ... ..	front cover
Aston-Martin, Ltd. ... ..	374	Follett, C., Ltd. ... ..	416
Bellevue Garage & Service Station ... ..	406	Frazer Nash Cars ... ..	377
Bentley Motors (1931), Ltd. ... ..	393	McEvoy, M. A., Ltd. ... ..	404
Booths Dry Gin ... ..	403	Nobel Chemical Finishes, Ltd. ... ..	399
Byfleet Motors, Ltd. ... ..	373	Robinson & Co., Ltd. ... ..	406
Cresta Motor Co. ... ..	399	Smith & Sons (Motor Accessories) Ltd.,	inside front cover
		Wakefield, C. C. & Co., Ltd. ... ..	back cover

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