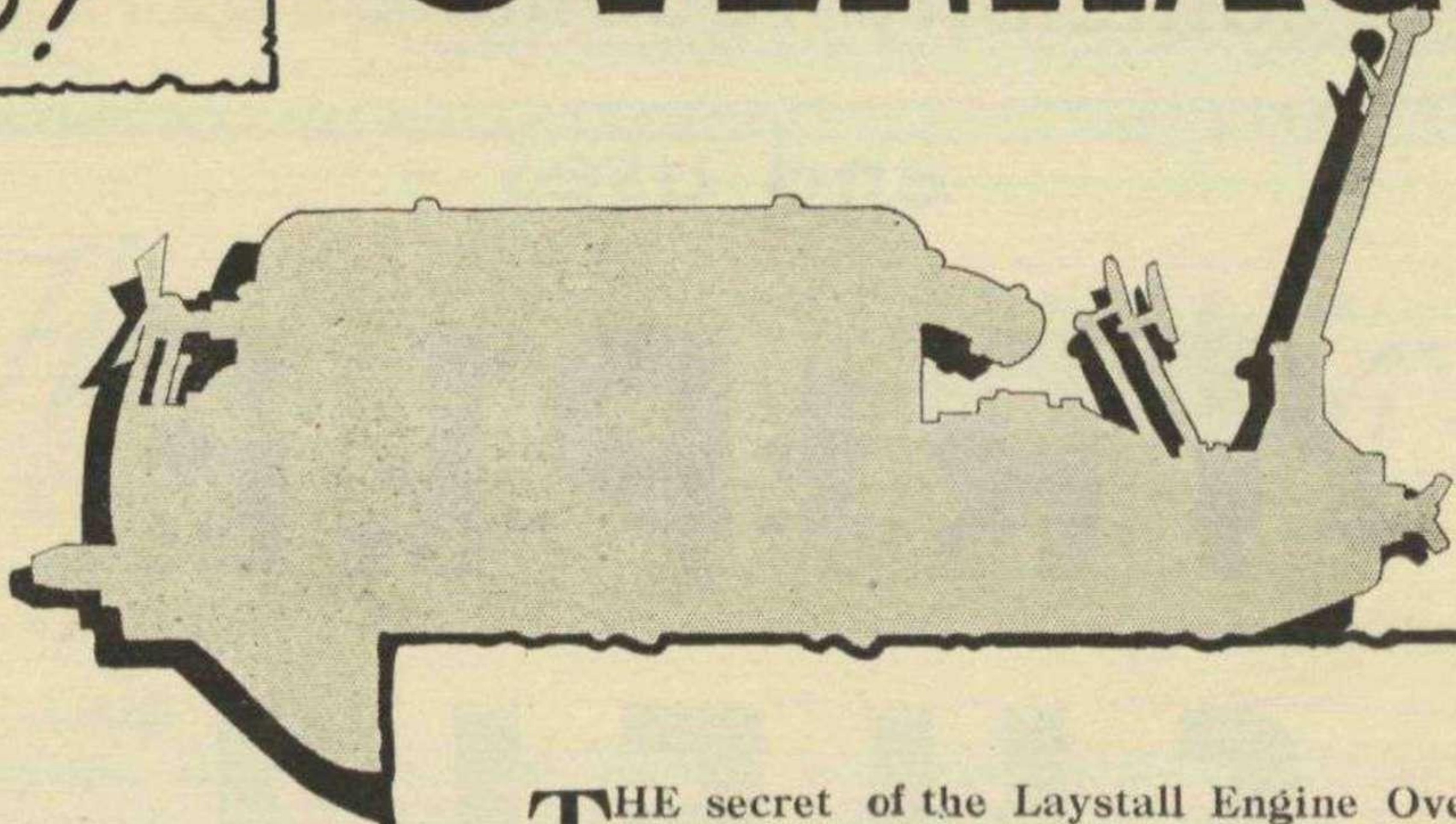


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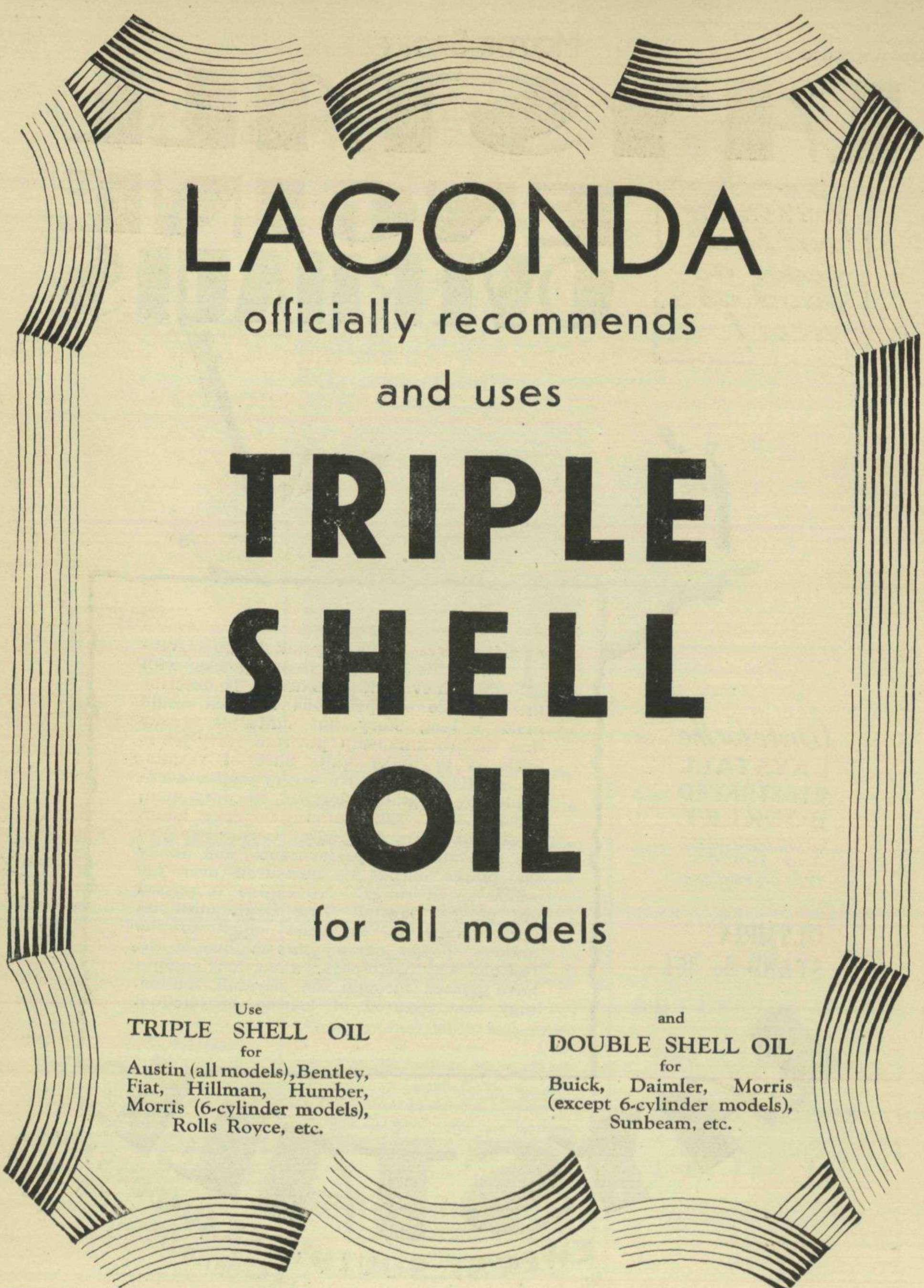
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## The Way of Things

### Olympian Shortcomings.

WHILE Olympia is generally, and rightly, regarded as the world's finest motor-show, especially in respect of the very representative display found there, there is one point where the rules governing entry to this exhibition tend to defeat its object; that is to show the world the finest cars made in this or any country.

The rule to which we refer is that which prohibits any car manufacturing concern with less than a certain minimum capital from exhibiting.

It is well-known that many high-class cars, in fact most of them, are made only in small quantities compared with the mass production vehicles which to-day make our roads so unnecessarily dangerous. Sports cars as a whole come into a specialised class, and a successful and genuine sports vehicle cannot be mass-produced.

This very fact has led to the introduction of several concerns whose production though small, makes an appeal to the connoisseur of performance and handling, rather than to the man who merely wants to "look fast." This type of car is represented in England by a number of makes which come into the category which is excluded from exhibiting at Olympia. Yet for years, these same makes, both at home and overseas,

have been esteemed for their general excellence, by the trade and the public alike, nor have their reputations been built up solely by their successes in racing and competitions. "Service after sales," is often of a higher standard with these specialised firms than with giant manufacturing concerns with all their ramifications and highly-developed systems.

It is unfortunate that the present ruling, made wisely enough in the first place to ban nominal manufacturers who might discredit the trade in general, should exclude those who are thoroughly well established, but who, being in some cases private companies, have no wish to have a needlessly inflated capital.

It would seem to be sufficient for the S.M.M.T. to exercise their discretion, and encourage the small British manufacturer, who at present has to hold back and see foreign makes with stands at Olympia taken by their concessionaires, while the best that they can hope for is that their more far-sighted dealers may find room for one of their models among their other agencies.

For those who want to know what a car will really do, we will continue our policy of reporting the performance of cars which pass through our hands, irrespective of size, makers, nationality, or anything other than its qualities as a motorcar.

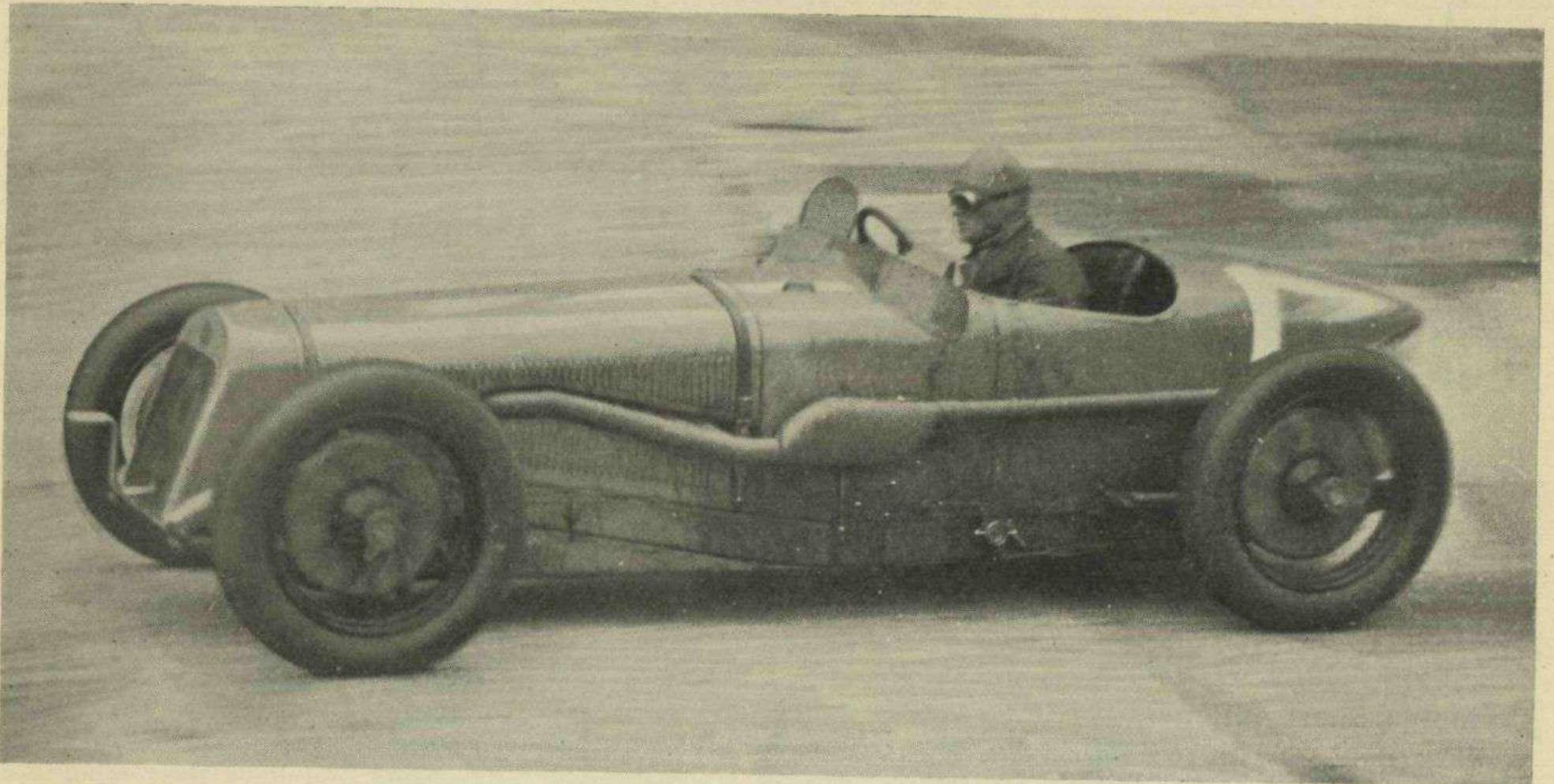
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# B.A.R.C. CLOSING MEETING

## WILD WEATHER FOR END-OF-SEASON EVENT



Capt. Malcolm Campbell on his Grand Prix Delage in the Mountain Racing Handicap.

[Motor Sport Photograph]

**E**VEN had one of the very fastest track cars been among the entry at this meeting, there would have been no chance of any lap records being put up.

Although rain held off for most of the meeting, the weather was too windy for excessive speeds to be safe or possible, and therefore the interest of the crowds centered more on the Mountain Races, which provided the best racing of this series.

As this was the last meeting of the season with the exception of the 500 miles races on the 4th of this month, there was considerable speculation as to who should prove the fastest "round-the-mountain" driver till next year.

Following the practice of one-make handicaps of previous meetings, we were presented with a Riley handicap to open the programme. However, Railton and "S. Bird," being non-starters, only 3 cars came to the line with R. T. Horton, now virtually scratch. The handicapping was well worked out, and Horton just, and only just, came past Burcher and Barton to win at 85.7 m.p.h.

The second race saw a better entry, including Sammy Davis in Capt. Waite's supercharged Austin, still of the same orange hue but with a new body in which streamlining had been more carefully attended to, with good results. With 53 seconds from scratch he made good use of this and held off the challenge of the field well till, near the end, when R. C. Stewart's Alfa-Romeo, which had been going through the field in fine style, came

by him to win by about 150 yards at 100.38 m.p.h. Selby, whose "Bug," was in good form the whole afternoon, came up into 3rd place behind Davis.

### A Runaway Win.

The next race showed that Munday's Vauxhall, the limit car, was much faster than the handicappers anticipated, and he had things all his own way, coming home at 95.2 m.p.h.—a very stout effort for a veteran. The chief interest of the race was the duel between Cobb on the Delage and Cyril Paul on the Benz, which was resplendent in a new coat of paint, and looked more like a fire engine than ever! Cobb gave him 23 secs. on the 2½ laps, but just made it up and got home second.

The very strong wind was blowing the cars down the finishing straight in the next race, the Mountain Racing Handicap, and our expectation that cars would be faster than usual into the bend and on to the banking was justified, the cornering at this point being very speedy indeed.

Malcolm Campbell on his wonderful little G.P. Delage was on scratch, and soon started streaking through the field. The limit man, Robinson, on an old Brescia "Bug," only had three cylinders working properly and was slow in consequence.

Penn-Hughes on a 2 litre Bugatti was very fast, and with 1 min. 25 secs. start in the 10 laps was soon seen to be a certain winner, and drew away from Selby on a similar model. On one lap, however, he came perilously near the top of the banking

while sorting out his gear change, but otherwise drove really well, and thoroughly deserved his win. Campbell's highly finished performance excited every one's admiration, and though he failed to overcome his handicap, his performance was an education to watch in speed and accuracy.

The fifth race produced another win for the limit man, as this time V. Horsman, on an ordinary unsupercharged 850 c.c. Triumph held his lead throughout to win at 74.81 m.p.h.

S. C. H. Davis got off the mark well, and started to pick up on Horsman, while Major Gardner (Amilcar) and Selby (Bugatti) were fast catching Davis. Entering the Byfleet banking on the last lap, Gardner passed Davis, who was also passed by Selby at the Vickers sheds. Selby could not catch Gardner, though, and had to be content with third place.

This was certainly Vauxhall's good day, and in the sixth race, over approximately 3½ laps, Daybell's Vauxhall led from start to finish. There was a great fight for second place between Cyril Paul on the big Benz, E. L. Bouts on the Sunbeam, and J. R. Cobb on the Delage. This resulted, among other things, in Bouts getting fined £4 by the stewards for his manner of driving.

Coming off the Members' banking to the finish, Paul managed with difficulty to pass Bouts while Cobb was coming up fast behind, and flashed below them both on to the railway straight. An interesting sidelight on this incident is given by our photographs at this point, of Paul on the



*B.A.R.C. CLOSING MEETING—continued.*

Benz attempting to pass Bouts, and of Cobb, both photos being taken on the previous lap within a few seconds of each other. It can be seen from these that Bouts is actually higher on the banking than Cobb, the scratch man, at the same point. Both Cobb and Bouts have just left the bump, and have all four wheels clear of the track.

The next race was a handicap for T.T. cars, the issue soon settling between Earl Howe, on his "Merc," Brian Lewis (Talbot) and Gardner's Amilcar. Lewis was very fast, and the result was never in doubt, as he passed the Amilcar in the second lap to win comfortably, while the Mercedes, although screaming through the field, could not make up the distance on the Amilcar and finished third. The Talbots speed was 94.78 m.p.h.

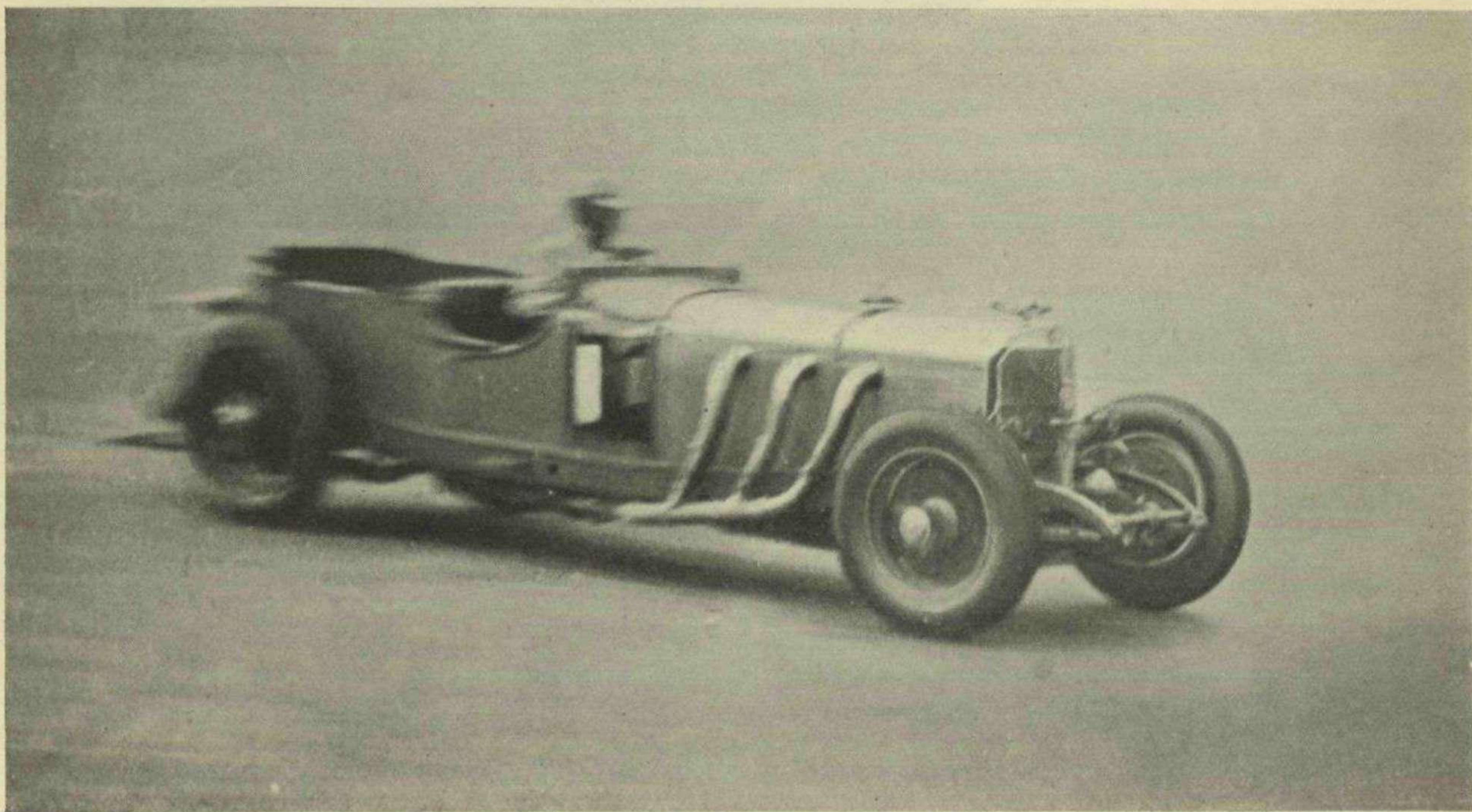
The last race of the meeting was the Mountain Speed Handicap, Aldington being on the scratch mark in company with Campbell and Howe on the big "Mercs." It will be remembered that at an earlier meeting he had to give Campbell's Mercedes a start in this event and actually gained on him throughout! However, that day the Merc. was new, while now it has had a season's road racing in which to get going well, while Aldington's engine was untouched from the previous meeting. The getaway of these three cars at the start was terrific. Aldington was fractionally late at the fall of the flag, but lost no more from then to the first corner, and the order was Campbell, Howe, Aldington, a few feet apart only. But, Campbell, using his blower and gears to their utmost, drew ahead, and his handling of the big car



*H. J. Aldington going near the limit in the Mountain Speed Handicap.*

was magnificent throughout. The second time round, Aldington, in trying to catch up, took the banking corner faster than it has ever been taken before, the car sliding bodily to within a few feet of the top, as can be seen in our photograph, where he is a bare car's width from the lip. The cornering in general in this race was so

violent that it is hard to particularize, but Lewis's Talbot and Gormly's Invicta were very fast indeed, while Hall on the Bentley was excellent, and picking up steadily, came home first, followed by Bliss's Lea-Francis and Gardner's Amilcar. The interest of the race so centred in the cornering speeds and especially Campbell's



*Earl Howe all out on his T.T. Mercedes in the T.T. Handicap.*

[Motor Sport Photos.]



*B.A.R.C. CLOSING MEETING—continued.*

wonderful driving, that nobody seemed to know for some time who had actually won! Aldington's Frazer-Nash was put out by the top water joint breaking away, so he was not seen after the first few laps.

So ended an interesting (if somewhat chilly) meeting. And now for the 500 miles race on the 4th.

## RESULTS.

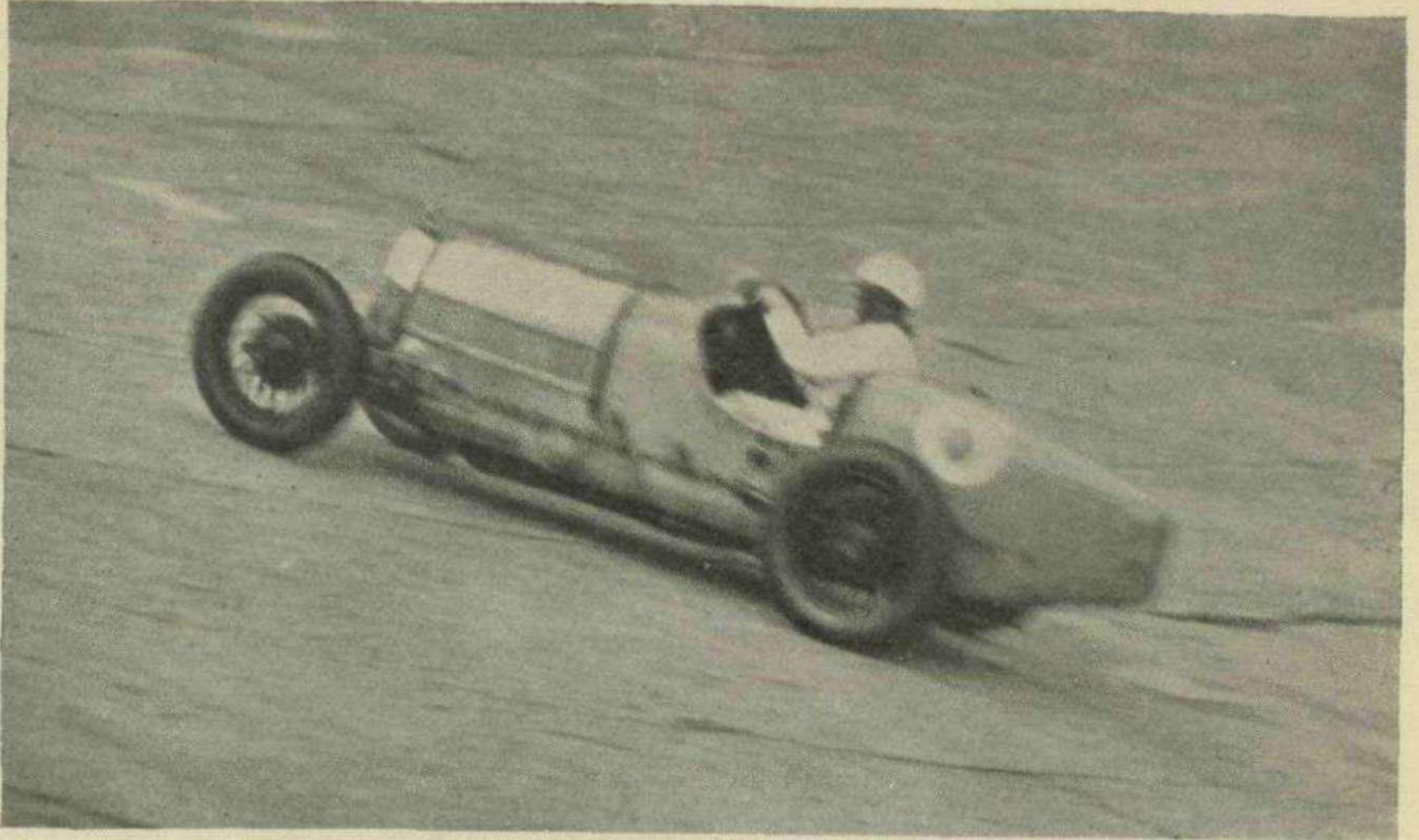
**THE RILEY HANDICAP.**—1, R. T. Horton, 38 secs.; 2, D. Burcher, 1 min. 20 secs.; 3, H. S. Barton, 1 min. 40 sec. Three ran. Won by  $2/5$  secs.; 43 secs. between second and third. Winner's average speed: 85.7 m.p.h.

**THE MIDDLESEX JUNIOR SHORT HANDICAP.**—1, R. C. Stewart, 1,752 c.c. Alfa-Romeo, 15 secs.; 2, S. C. H. Davis, 747 c.c. Austin, 53 secs.; 3, T. V. G. Selby, 1,990 c.c. Bugatti, 31 secs. Fourteen ran. Won by  $2/5$  secs.;  $2\ 3/5$  secs. between second and third. Winner's average speed: 100.38 m.p.h.

**THE MIDDLESEX SENIOR SHORT HANDICAP.**—1, R. J. Munday, 4,234 c.c. Vauxhall, 52 secs.; 2, J. R. Cobb, 10,688 c.c. Delage, scr.; 3, C. Paul, 21,504 c.c. Benz, 23 secs. Seven ran. Won by  $2\ 2/5$  secs.;  $2\ 3/5$  secs. between second and third. Winner's average speed: 95.2 m.p.h.

**THE SEPTEMBER MOUNTAIN RACING HANDICAP.**—1, C. Penn-Hughes, 1,990 c.c. Bugatti, 1 min. 25 secs.; 2, Capt. M. Campbell, 1,486 c.c. Delage, scr.; 3, T. V. G. Selby, 1,990 c.c. Bugatti, 1 min. 25 secs. Eight ran. Won by  $22\ 2/5$  secs.;  $27\ 1/5$  secs. between second and third. Winner's average speed: 63.81 m.p.h.

**THE MIDDLESEX JUNIOR LONG HANDICAP.**—1, V. Horsman, 832 c.c. Triumph, 2 mins. 5 secs.; 2, Major A. T. G. Gardner, 1,096 c.c. Amilcar, 34 secs.; 3, T. V. G. Selby, 1,990 c.c. Bugatti, 21 secs.

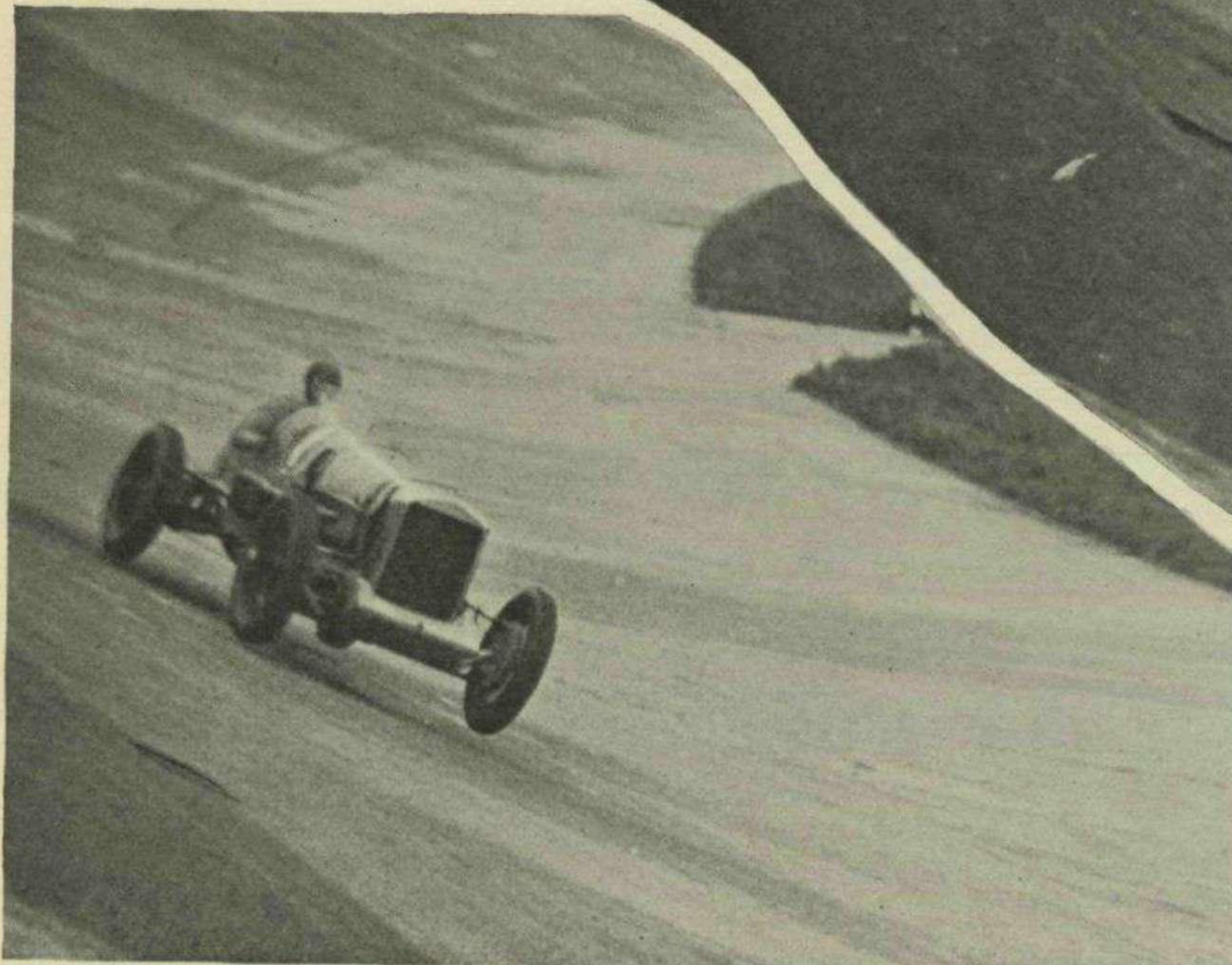
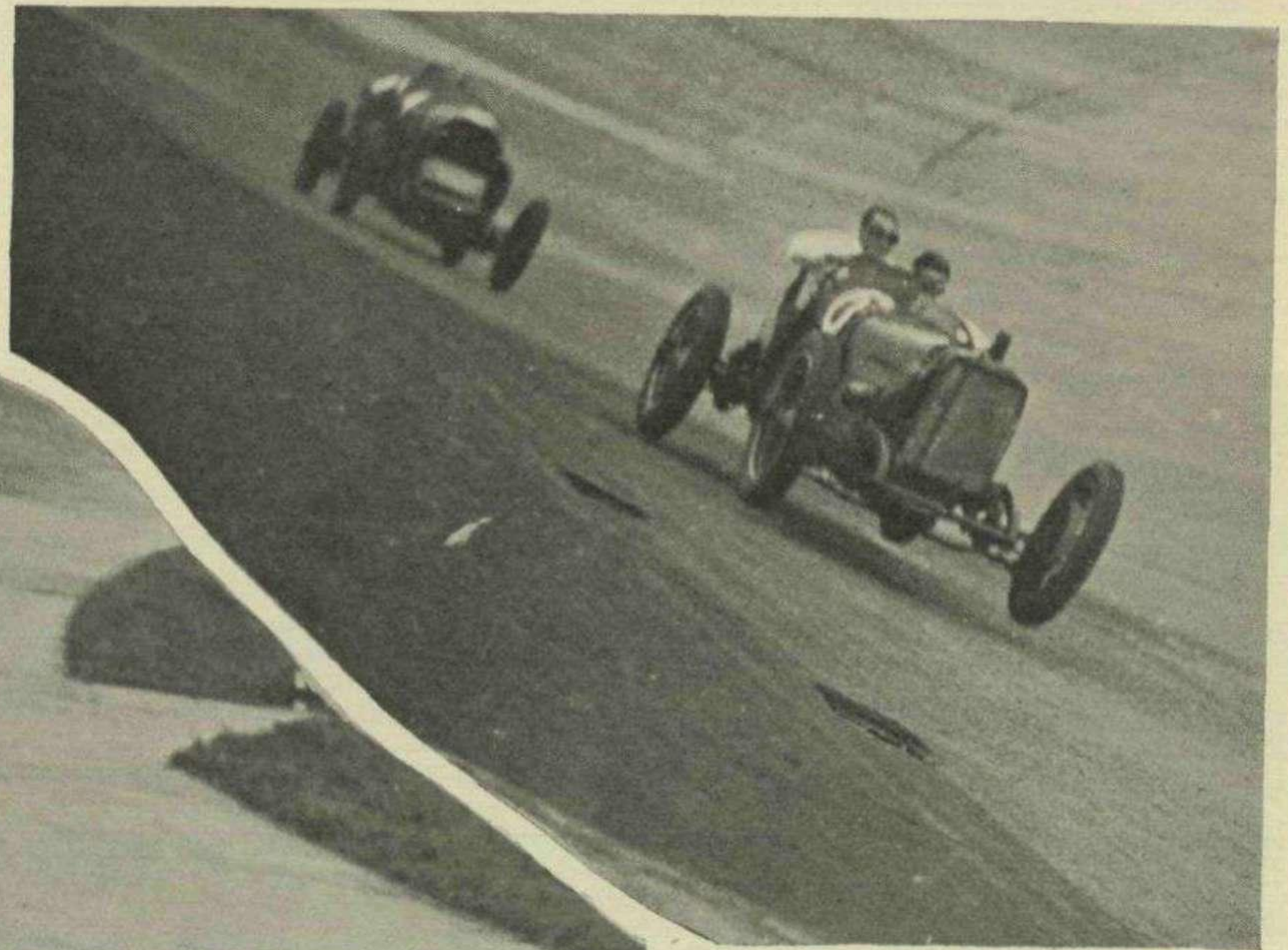


*C. Penn-Hughes (Bugatti) winner of the Mountain Racing Handicap.*

Eight ran. Won by 5 secs.;  $6\ 1/5$  secs. between second and third. Winner's average speed: 74.1 m.p.h.

**THE MIDDLESEX SENIOR LONG HANDICAP.**—1, G. Daybell, 4,234 c.c. Vauxhall,

1 min. 4 secs.; 2, J. R. Cobb, 10,688 c.c. Delage, scr.; 3, C. Paul, 21,504 c.c. Benz, 31 secs. Five ran. Won by 2 secs.,  $2\ 1/5$  secs. between second and third. Winner's average speed: 97.2 m.p.h.



*E. L. Bouts (Sunbeam) leading Cyril Paul (Benz) and (left) John Cobb (Delage) in the second lap of the sixth race. An explanation of these photos will be found in the text.*

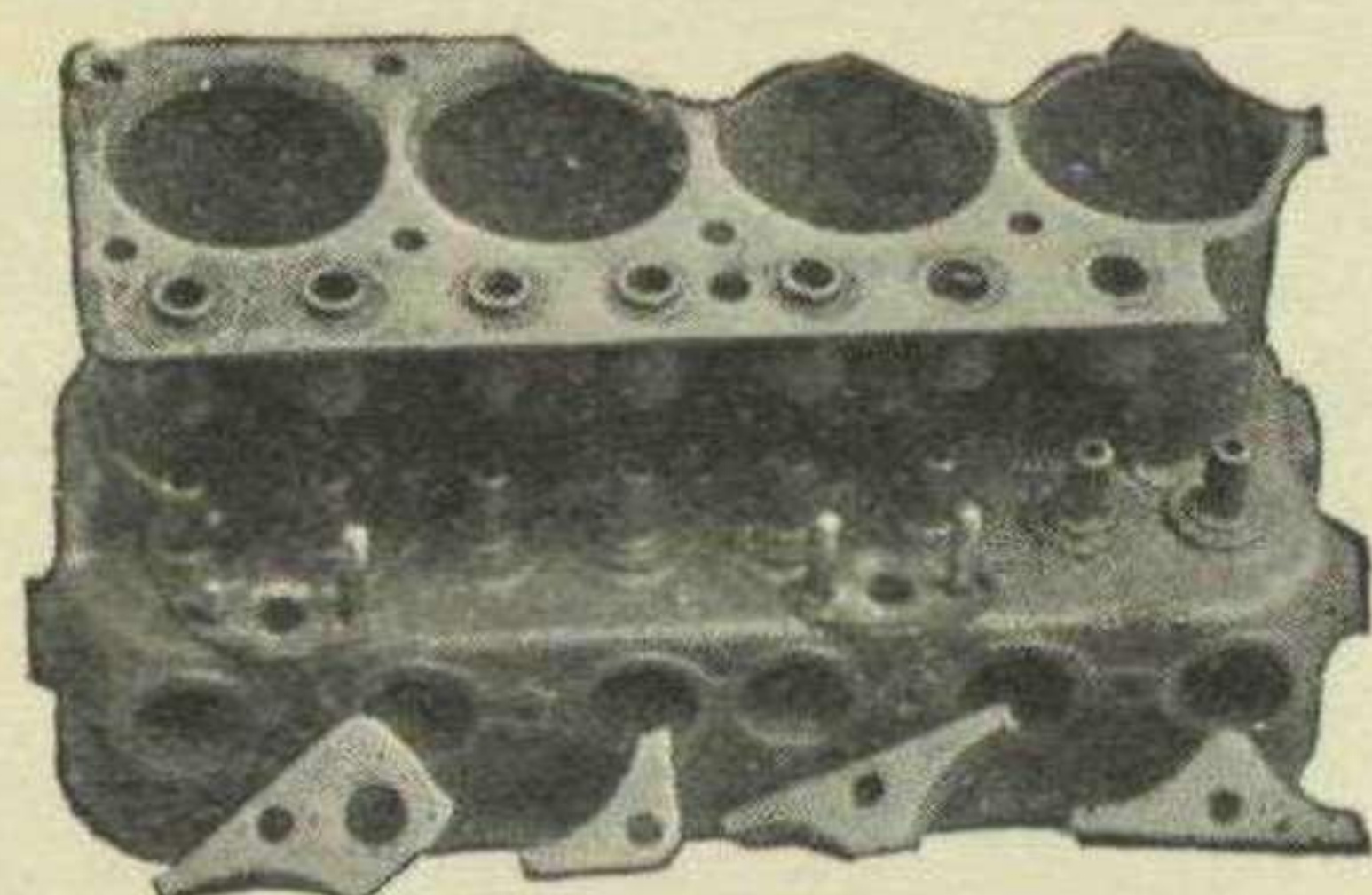
**THE MIDDLESEX T.T. HANDICAP.**—1, B. E. Lewis, 2,276 c.c. Talbot, 59 secs.; 2, Major A. T. G. Gardner, 1,096 c.c. Amilcar, 1 min. 6 secs.; 3, Earl Howe, 7,020 c.c. Mercedes-Benz, scr. Seven ran. Won by  $5\ 4/5$  secs.;  $7\ 2/5$  secs. between second and third. Winner's average speed: 94.78 m.p.h.

**THE SEPTEMBER MOUNTAIN SPEED HANDICAP.**—1, E. R. Hall, 4,234 c.c. Bentley, 1 min. 24 secs.; 2, R. E. P. Bliss, 1,496 c.c. Lea-Francis, 2 mins. 15 secs.; 3, Major A. T. G. Gardner, 1,096 c.c. Amilcar, 1 min. 35 secs. Fifteen ran. No distance given out. Winner's average speed: 62.86 m.p.h.

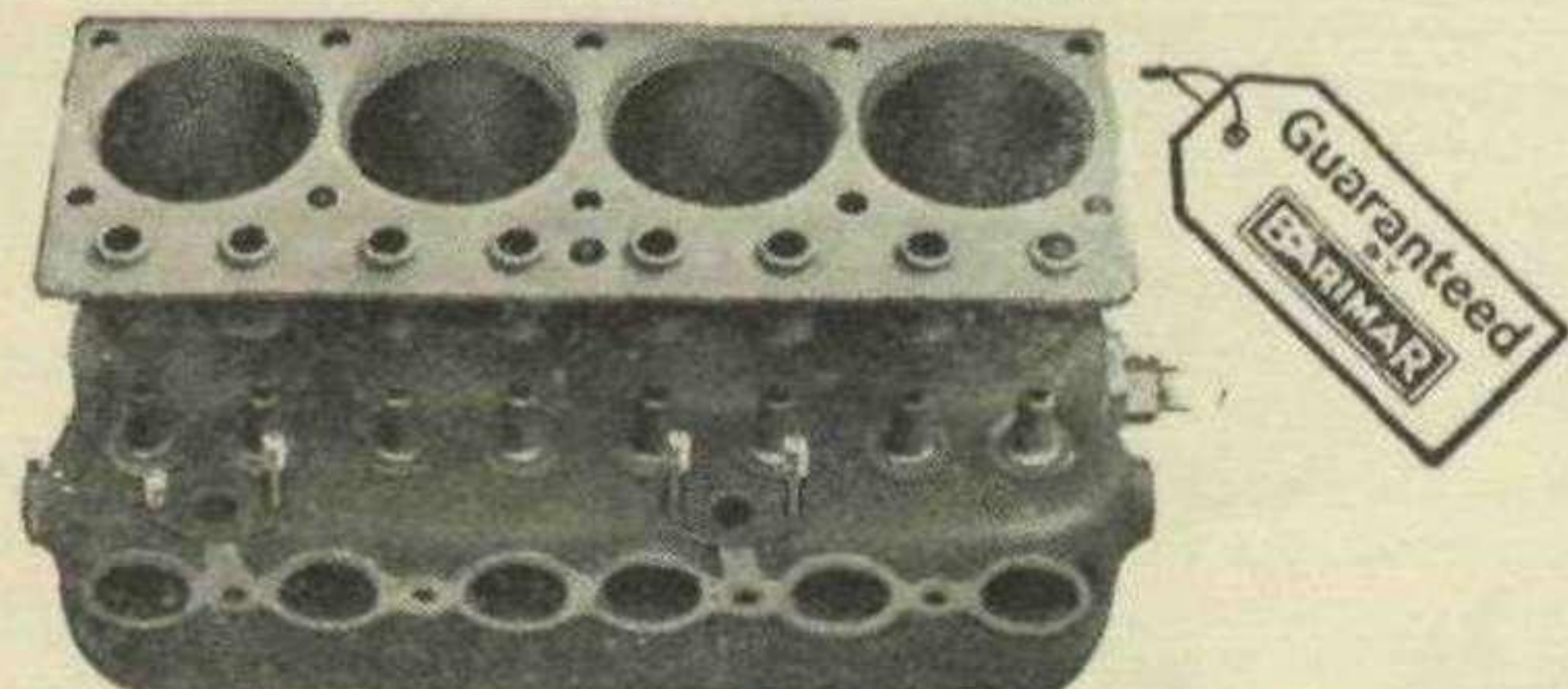
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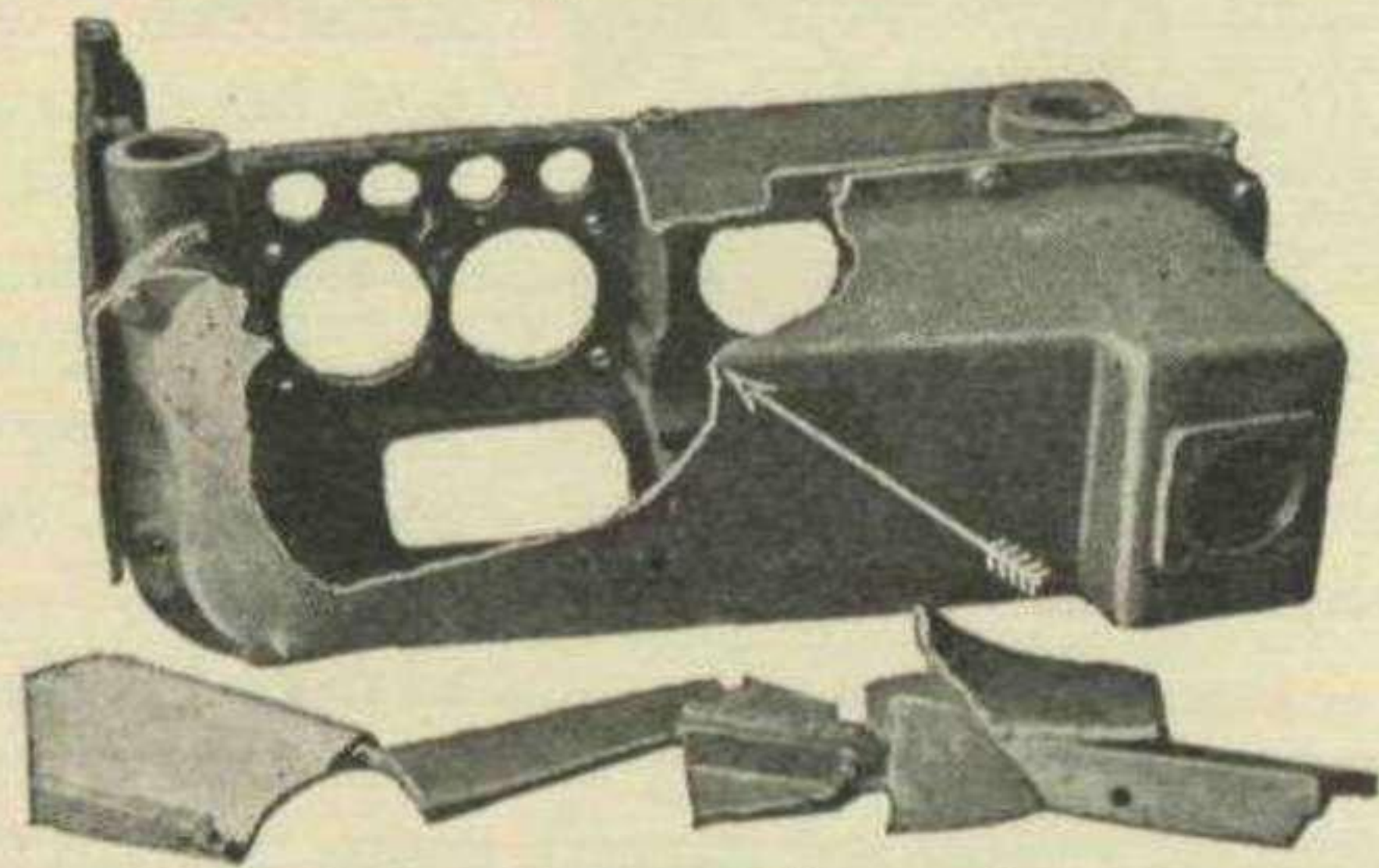
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## CONTINENTAL RACING—

## FRENCH GRAND PRIX

*Another Bugatti Victory at Record Speeds—  
Bentley Second—Bugattis Third and Fourth.*

ÉTANCELIN, driving a 2-litre Bugatti, won the sixteenth Grand Prix of the Automobile Club de France at Pau on 21st September last. For the 250 miles he averaged over 90 m.p.h. on the road, a speed which gives some idea of the severity of the struggle. Second place was gained by H. R. S. Birkin on a 4½-litre supercharged Bentley fitted with a 4-seater body; Zanelli (2,300 c.c. Bugatti) was third, and Czaikowski (2-litre Bugatti) fourth.

Of the 34 entries, only 25 actually appeared at the starting line, and unfortunately some of the most interesting cars were absent. The starters were as follows:—

F. Montier (3,200 c.c. Ford), C. Montier (3,200 c.c. Ford), Ferrand (3,950 c.c. Peugeot), Stoffel (3,950 c.c. Peugeot), Birkin (4,488 c.c. Bentley), Laly (3,340 c.c. Ariès), Lehoux (2,300 c.c. Bugatti), Zanelli (2,300 c.c. Bugatti), Lumachi (2,300 c.c. Bugatti), Daniel (2,300 c.c. Bugatti), Bouriat (1,992 c.c. Bugatti), Czaikowski (1,992 c.c. Bugatti), de Maleplane (1,992 c.c. Bugatti), "Sabipa" (1,992 c.c. Bugatti), Grimaldi (1,992 c.c. Bugatti), Étancelin (1,992 c.c. Bugatti), M. Fourny (1,992 c.c. Bugatti), Delaroche (1,992 c.c. Bugatti), Williams (1,992 c.c. Bugatti), de l'Espée (1,992 c.c. Bugatti), Wimille (1,494 c.c. Bugatti), Gaupillat (1,494 c.c. Bugatti), de Bondelli (1,494 c.c. Bugatti), Senechal (1,488 c.c. Delage), Casali (1,496 c.c. la Perle).

The Peugeots which had looked interesting on paper proved to be the famous old racers which consist of 4-litre cuff-valve engines in pre-war 3-litre chassis, machines which have many times distinguished themselves in the Targa Florio. In the absence of interesting new racers, it was apparent that all the competition would lie between Birkin on the Bentley and the many Bugattisti. At the end of the first round, Bouriat on a 2-litre Bugatti was in the lead, with Birkin sixth, sandwiched in between a host of Bugattis, and Senéchal on the Grand Prix Delage, fastest of the other cars.

Lehoux, one of the favourites, retired on the first lap with gear-box trouble, to be followed shortly afterwards by Max Fourny and Delaroche, but on the second lap Williams took the lead, with Zanelli second, Bouriat third, Étancelin fourth and Birkin fifth. The order remained the same until the sixth lap, when Zanelli fell back, and Bouriat stopped to hand over to Chiron, being passed by Étancelin in the process. Wimille at this point was forced to retire with supercharger trouble.

On the next lap, Williams stopped for adjustments and Chiron took the lead, with Étancelin second, both ahead of him, Birkin fourth and Senéchal fifth.

On the twelfth lap, Chiron in his turn had to stop at his pit, and Étancelin, who had been driving very sagaciously, obviously with the idea of saving his tyres, took the lead. At the same time Williams,

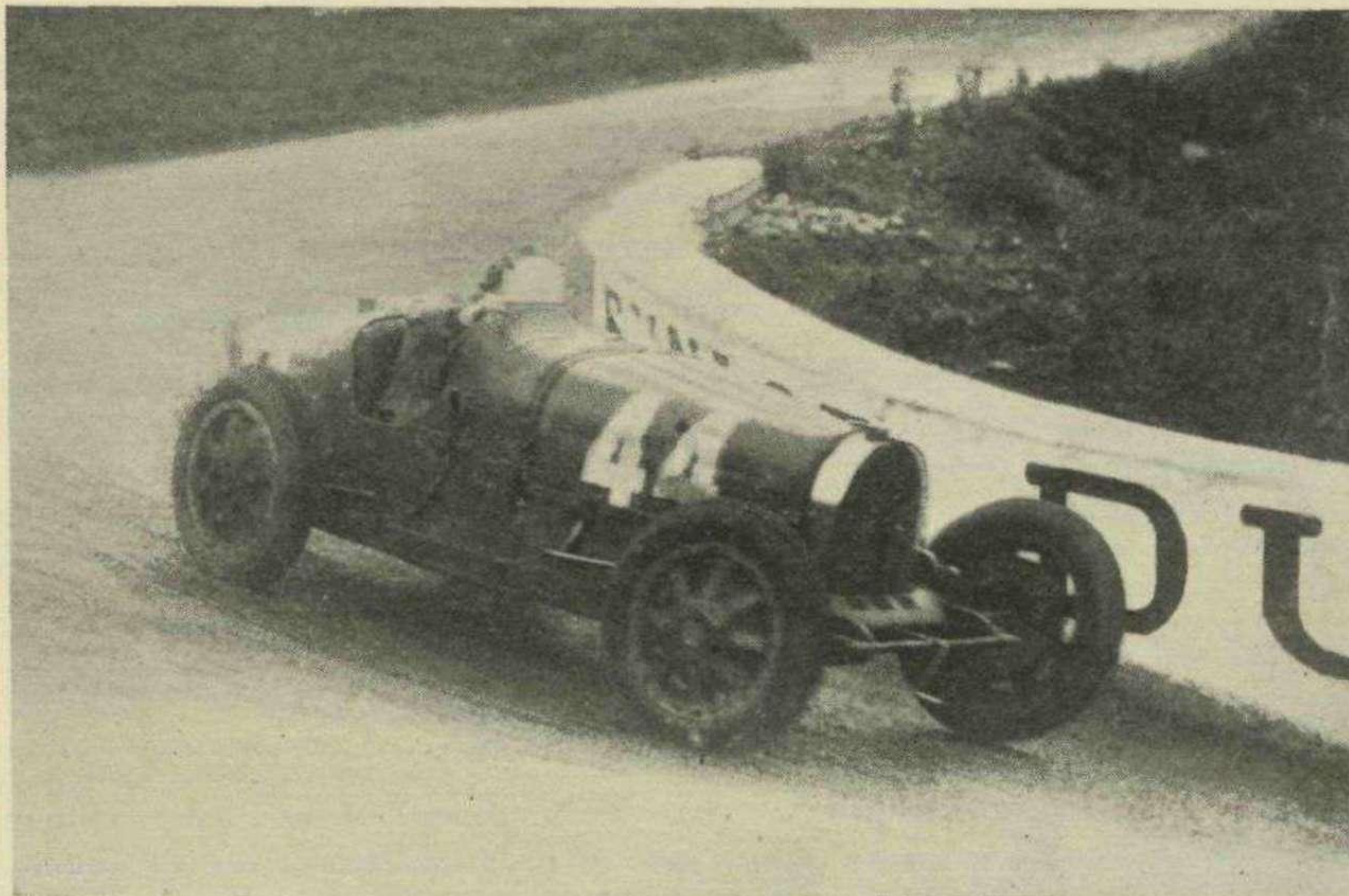
who had been gradually dropping back, finally retired, and on the next lap Sabipa turned over, fortunately without suffering serious injuries. After fifteen laps the order of the leaders was as follows:—

1. Étancelin (Bugatti), 1h. 37m. 15s.
2. Zanelli (Bugatti), 1h. 39m. 58s.
3. Birkin (Bentley), 1h. 41m. 7s.

At about this time both Gaupillat and Montier junior retired, and shortly afterwards Zanelli too stopped at his pit, and, although he got going again, he was now third behind Birkin. Thereafter the order was scarcely changed until the finish, and the final result was:—

1. Philippe Étancelin (Bugatti), 2h. 43m. 18 2/5s.
2. H. R. S. Birkin (Bentley), 2h. 46m. 44 3/55s.
3. Zanelli (Bugatti), 2h. 46m. 54 4/5s.
4. Czaikowski (Bugatti), 2h. 51m. 27s.
5. de l'Espée (Bugatti), 2h. 54m. 28 4/5s.
6. Senéchal (Delage), 2h. 56m. 28 3/5s.
7. de Maleplane (Bugatti), 3h. 0m. 58s.

Montier, Casali and Grimaldi were still running, but were stopped by the stewards.



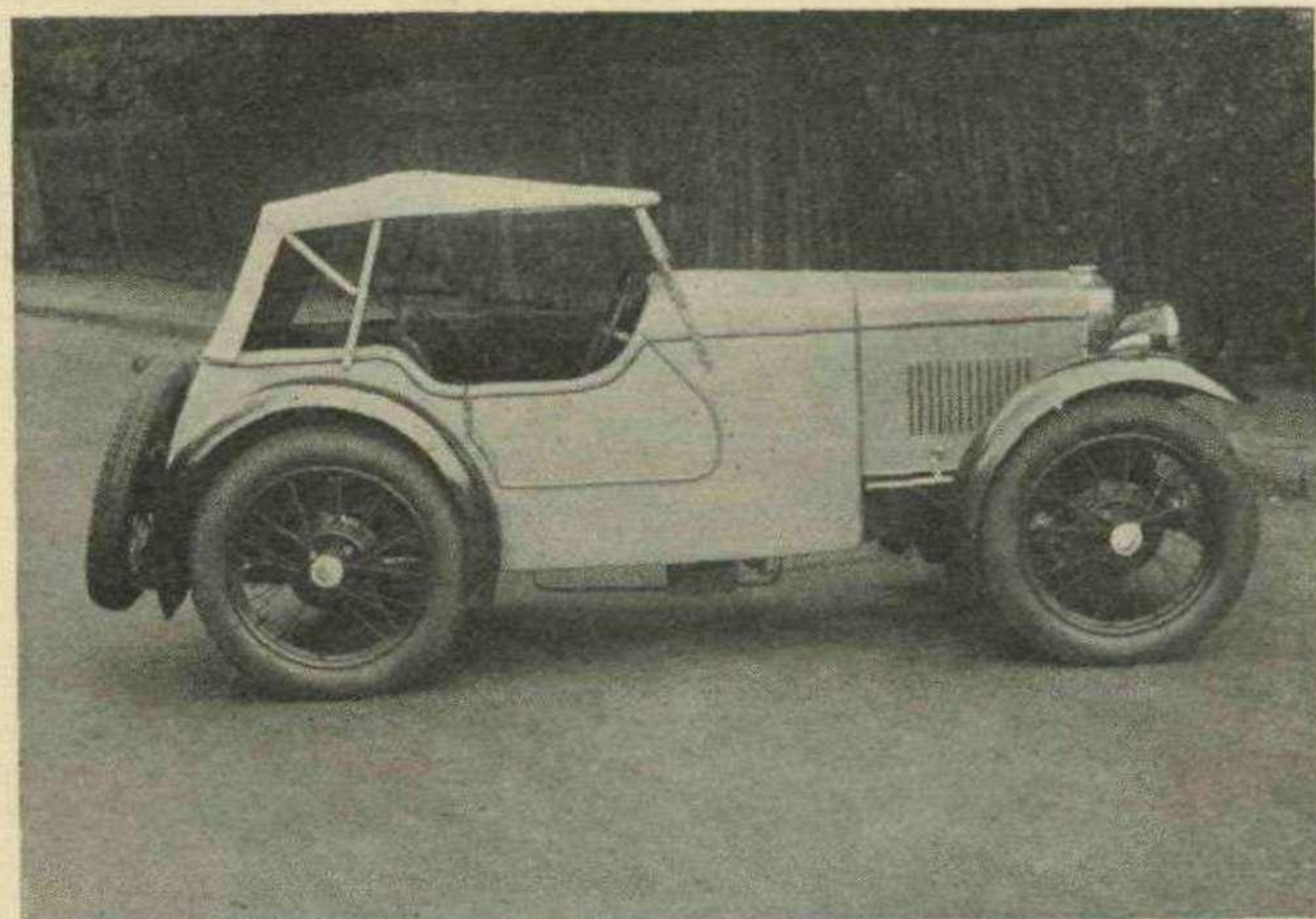
*The winner, Étancelin (Bugatti) taking a corner during the race.*



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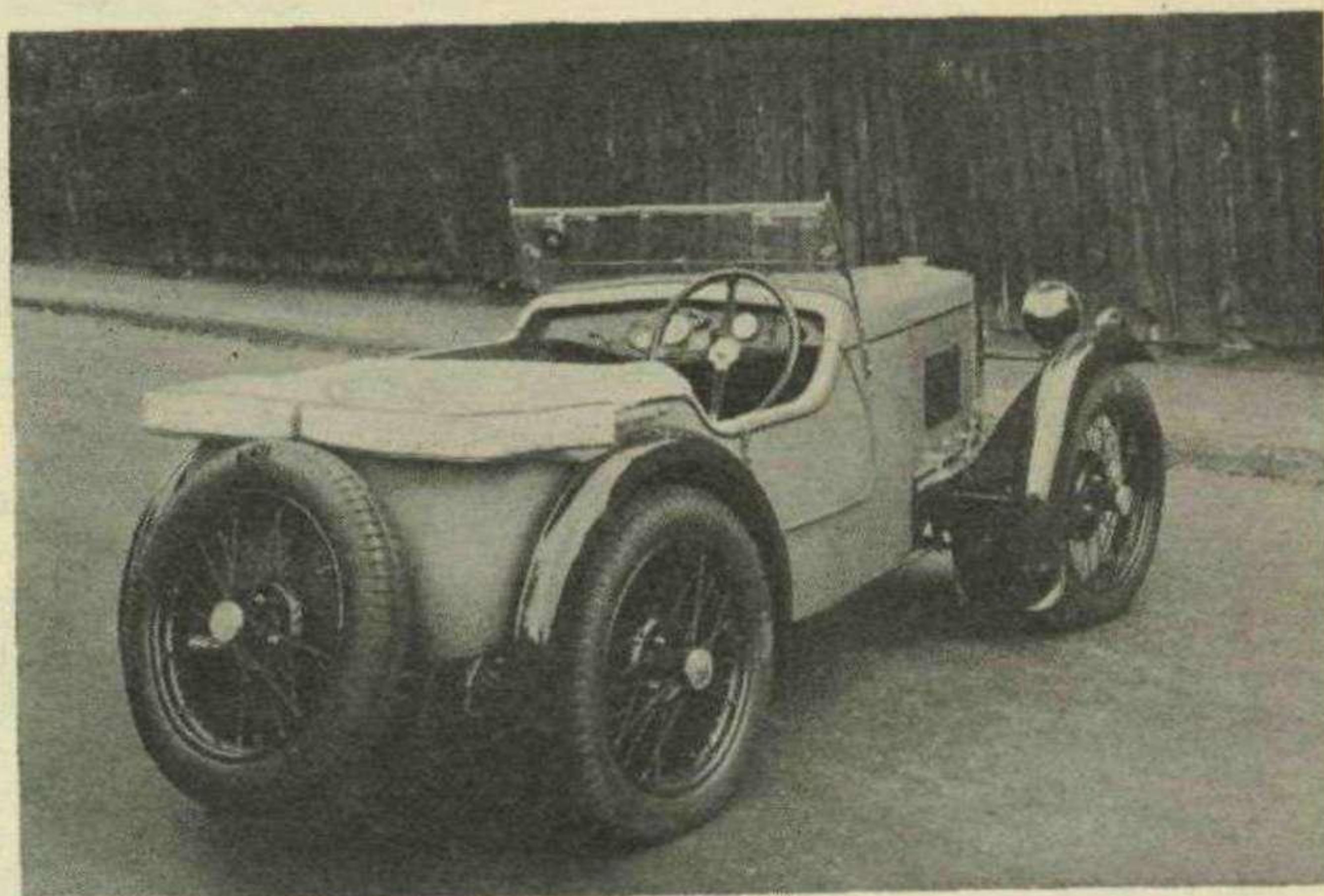


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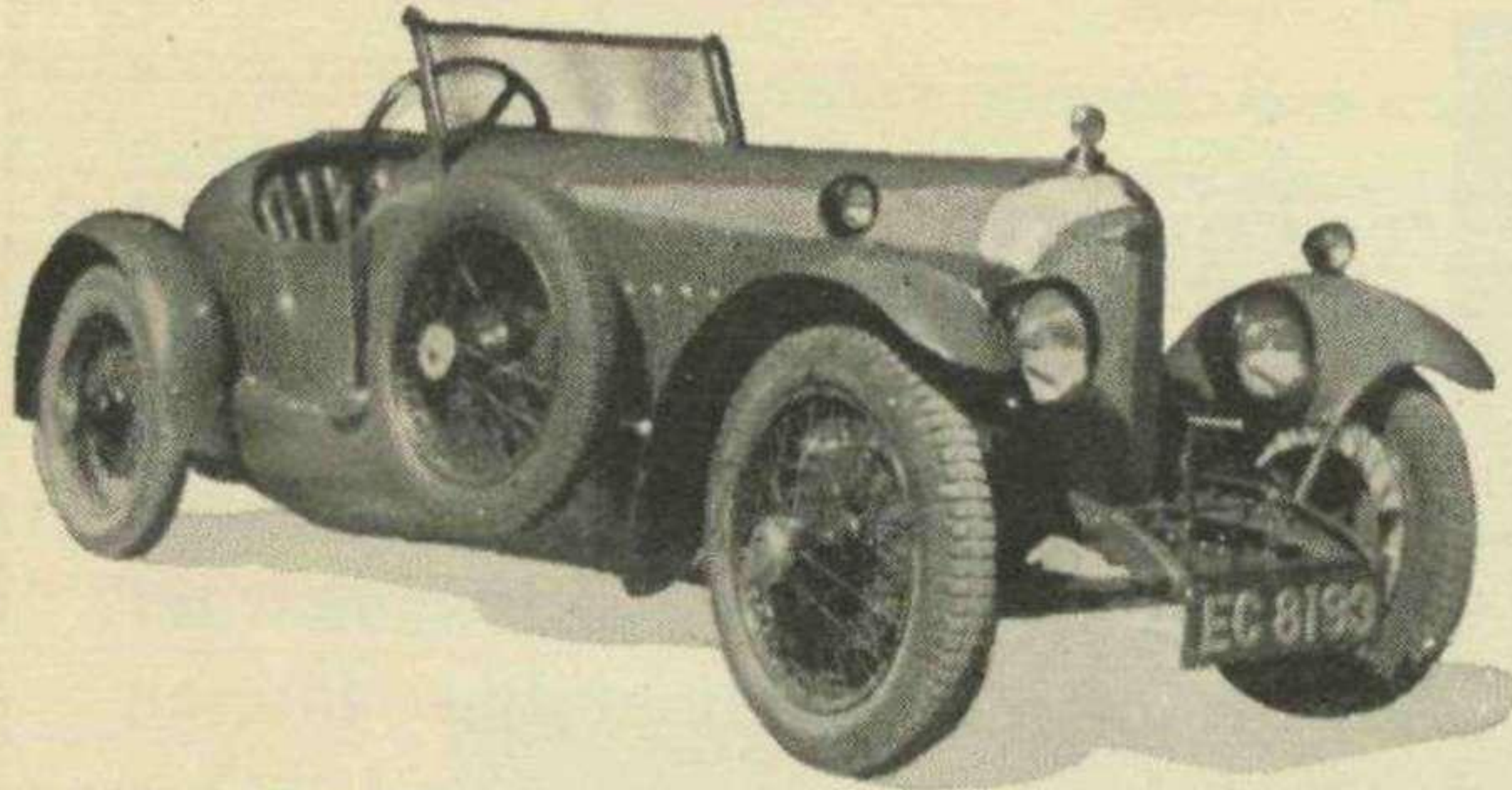
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## Circuit des Routes Pavées

*Victory for Bugatti in North of France 6-hour Race*

**I** REMEMBER making a tour shortly after the war of the North of France in a pre-war car which had already seen good service and which was by no means in its first flush of youth. In those days the "execrable pavé" was a tremendous terror with its huge pot-holes and uneven surface shattered by the war-time traffic, and as one bumped and lurched along at low speed one wondered which spring would break and which bit of the body fall off first. It was therefore a courageous idea a few years ago to utilise these very roads for a race which should test suspension systems and chassis construction to the utmost, and although the cars of to-day do not, perhaps, find the test so searching as did their predecessors, the pavé roads race remains one of the most sporting events of the French season.

This year the race was run on 14th September, and consisted of a six-hour event with various capacity classes for racing and sports cars. Sunday, 14th September, was not favoured by the weather, for the rain fell almost unceasingly, making the lot of the drivers on these pavé roads, which become incredibly muddy and greasy in bad weather, particularly difficult. In spite of this drawback, however, quite a large number of spectators assembled to see the 33 competitors set off on their journey at 10 o'clock punctually. In the 5-litre sports class were two straight-eight Delages, driven by Senéchal and Ogez, while Poirier on a 4-cylinder Delaunay-Belleville, an unusual marque to find in a race, was alone in the 4-litre sports class. The racing class of the same capacity consisted of the two famous Montier-Fords driven by Montier father and son, and in the 3-litre sports class there was a Bugatti driven by Brunet, a Panhard et Levassor with Tourbier at the wheel and two Omega "Sixes" with Boyriven and Bonne as their drivers. The 2-litre cars consisted of a couple of supercharged racing Bugattis driven by Count d'Arnoux and Flament, and in the sports division, a Sizaire driven by Bussienne and a 1,750 c.c. Alfa-Romeo driven by Zehender, both of which were also supercharged. Half a dozen more Bugattis made up the 1,500 c.c. racing class and had Lecat, Joly, Pluquet, Delomez, Boulier and Tédaldi (whose car was alone supercharged) as their drivers, while the sports cars of this size consisted of Dumoret-Vanhoff's S.C.A.P., a Donnet driven by Lépicard and "Ufa" on a Gobron, a name which it is good to see again on a race programme, and which conjures up visions of opposed pistons. Two more S.C.A.P.'s driven by Schlesinger and Deudon ran in the 1,100 c.c. sports class against Trennet's B.N.C., while another supercharged B.N.C. driven by Michel Doré ran in the corresponding racing class against Martin, the one time Salmson driver on a car of his

own construction, and the four Bol d'Or Cabans driven by Giraud Cabantons, their manufacturer, Maurice Benoist, Labric and Vernet. Mulard drove a 750 c.c. racing Rosengart, and Violet, a sports Huascar of the same size, while the smallest car in the race was a 350 c.c. machine built and driven by Antony.

At the end of the first lap Zehender's Alfa-Romeo was the first car to appear, having outstripped all the racing cars, although it was fiercely pursued by Count d'Arnoux on his Bugatti. There followed in rapid succession Joly (Bugatti), who made a short stop at his pit, Brunet (Bugatti), Lecat (Bugatti), Tourbier (Panhard), Doré (B.N.C.), Ogez (Delage) and Delomez (Bugatti), and it was already apparent which were the fastest cars.

On the second lap Zehender averaged over 60 m.p.h. and held the lead, although closely chased by d'Arnoux, who was gradually creeping up. At the end of the sixth lap, however, Zehender drew up at his pit and stopped for some ten minutes, while the Bugatti took the lead; the car got going again, but after several more stops at the pits it was finally withdrawn after nine laps, and the fastest car was already out of it. In the meantime Schlesinger (S.C.A.P.) had run off the course, and having been helped back onto the road by the spectators, he was automatically disqualified, while Flament (Bugatti) retired after a couple of laps, and Labric (Caban) after five. At the end of the first hour the distances covered by the competitors were as follows:—

5-litre sports cars.—Ogez (Delage), 6 laps; Senéchal (Delage), 6 laps. 4-litre sports cars.—Poirier (Delaunay-Belleville), 5 laps. 4-litre racing cars.—F. Montier (Ford), 6 laps; C. Montier (Ford), 6 laps. 3-litre sports cars.—Brunet (Bugatti), 7 laps; Boyriven (Omega), 6 laps; Tourbier (Panhard), 6 laps; Bonne (Omega), 4 laps. 2-litre sports cars.—Zehender (Alfa-Romeo), 6 laps; Bassienne (Sizaire), 5 laps. 2-litre racing cars.—d'Arnoux (Bugatti), 7 laps. 1,500 c.c. sports cars.—Ufa (Gobron), 5 laps; Lépicard (Donnet), 5 laps; Dumoret-Vanhoff (S.C.A.P.), 4 laps. 1,500 c.c. racing cars.—Joly (Bugatti), 6 laps; Delomez (Bugatti), 6 laps; Tédaldi (Bugatti), 6 laps; Boulier (Bugatti), 6 laps; Pluquet (Bugatti), 5 laps; 1,100 c.c. sports cars.—Trennet (B.N.C.), 5 laps; Deudon (S.C.A.P.), 5 laps. 1,100 c.c. racing cars.—M. Benoist (Caban), 6 laps; Giraud Cabantons (Caban), 6 laps; Doré (B.N.C.), 6 laps; Vernet (Caban), 5 laps; Martin (Martin), 5 laps. 750 c.c. sports cars.—Violet (Huascar), 5 laps. 750 c.c. racing cars.—Mulard (Rosengart), 5 laps. 350 c.c. racing cars.—Antony (Antony), 4 laps.

Count d'Arnoux now appeared to have things all his own way, although he was hotly pursued by Joly on the 1,500 c.c. Bugatti. On the 16th lap, however, he

stopped at his pit for 3 minutes, 28 seconds, which allowed Joly to catch up, and it was not until the next lap that he regained the lead. At about half-past eleven, after the cars had been running for an hour and a half, Tédaldi skidded on the far side of the course and overturned, his Bugatti rolling over several times. Luckily, he sustained nothing worse than some broken ribs; although he was removed to hospital, it was stated that his condition was not serious.

The rain was still falling in short vicious scuds, and the course by this time had been reduced to a sea of mud, which made the pavé horribly slippery. Until the end of the third hour d'Arnoux led, followed by Joly and Brunet, and then the Count stopped at his pit and stayed there for 7 minutes, 25 seconds, while he filled up and worked on his engine. This let Joly into the lead, which he did not lose even after his stop for replenishments, which took 4 minutes, 40 seconds. d'Arnoux, nevertheless, was making great efforts to repass him, until, shortly after passing the Tribunes he skidded on a bend and his Bugatti turned over. The driver was miraculously uninjured, but his car was too badly damaged to continue, and another of the fastest cars was out of the race. This let Brunet up into second place, and behind him came Charles Montier, senior, who for the first time appeared among the leaders. The one time American but now much more French "Ford" was in fact coming up well and soon succeeded in passing Brunet, who thus dropped to third place. Behind him again came Boyriven (Omega), Delornez (Bugatti), Ogez and Senéchal on the big Delages. Among the smaller cars the only change of note was that Michel Doré on the 1,100 c.c. racing B.N.C. had passed both the Cabans and taken the lead in his class.

After the cars had been running for 4½ hours, Montier was some ten minutes behind Joly, but he was slowly creeping up, until with about forty minutes still to go he was only 2 minutes 12 seconds behind. Then suddenly after he had completed his 39th lap Joly drew up at his pit and began to work on his engine. The excitement was now intense; was the Bugatti to be robbed of its victory at the last moment? As the seconds ticked by all eyes were trained down the road where Montier would appear, and just as he flashed by the stands there was a roar from the Bugatti pit and Joly got away again, after a stop of 2 minutes, 1 second. The two cars went off down the road with only a few hundred yards separating them, but Montier was in full flight and Joly was accelerating from a standing start. Nevertheless, when the cars appeared again Joly had regained the lead and was 46 seconds ahead of Montier. By real hard driving he succeeded in drawing still further ahead of his rival,



## CIRCUIT DES ROUTES PAVÉES—continued.

and finally came home a winner of the whole event. Montier was second and Brunet third, with Delornez (Bugatti) fourth and Ogez and Senéchal on the big Delages fifth and sixth.

The final result was as follows:—

5-litre sports cars.—1, Ogez (Delage), 509 km. 427; 2, Senéchal (Delage), 507 km. 990.

4-litre sports cars.—1, Poirier (De-launay-Belleville), 470 km. 729.

4-litre racing cars.—1, Charles Montier (Ford), 535 km. 717; 2, F. Montier (Ford) 499 km. 108.

3-litre sports cars.—1, Brunet (Bugatti), 517 km. 255; 2, Boyriven (Omega), 503 km. 915; 3, Bonne (Omega), 427 km. 542.

1,500 c.c. sports cars.—1, "Ufa" (Gobron), 424 km. 743; 2, Lépicard (Donnet), 405 km. 137.

1,500 c.c. racing cars.—1, Joly (Bugatti),

539 km. 697; 2, Delomez (Bugatti), 509 km. 730.

1,100 c.c. racing cars.—1, Michel Doré (B.N.C.), 493 km. 051; 2, Maurice Benoist (Caban), 457 km. 548; 3, Martin (Martin), 418 km. 447; 4, Vernet (Caban), 327 km. 946.

750 c.c. sports cars.—1, Violet (Huascar) 388 km. 014.

350 c.c. racing cars.—1, Antony (Antony), 322 km. 340. —K.

## THE PARIS SALON.

**A**MONG British firms exhibiting at the Paris Salon which opens to-morrow, October 2nd, are Rootes, Ltd., who as world exporters of Humber and Hillman cars are showing a representative selection of this year's models.

Participation in Continental motor shows has for some years past been a feature of this concern's campaign to popularise British cars in European countries. And in addition to exhibiting at all the leading European motor shows, Rootes, Ltd., have built up an extensive sales and service organisation throughout the Continent.

The cars to be exhibited at this year's Salon are a Humber Pullman limousine, two Humber "Snipes," the saloon and the drop-head coupé, and the newly introduced Hillman Vortic eight-cylinder saloon.

All of them have central gear-change and all are available with left-hand steer-

ing as optional standard equipment—two features which will immediately appeal to the Continental buyer. These two makes are, in fact, the only British cars on which alternative right or left-hand steering has been standardised.

The improvements which have been incorporated in the 1931 range of Humber cars will greatly add to their popularity on the Continent. Chief among these, of course, are an increase in engine power and engine silence, the fitting of thermostatically operated radiator shutters to all models, the standardisation of safety glass and an increase in the width and head-room of all saloon models.

The excellent performance and remarkable acceleration of the Snipe have already attracted much favourable notice on the Continent. This year's version is definitely better than when the car was first introduced.

The Hillman Vortic will in effect make

its bow to the public in Paris. With its powerful engine, its new four-speed gear box with silent third, its excellent performance in both top and third gear and its attractive body lines and smart beige colouring this new British car should appeal strongly to French motorists.

In addition to the models on view in the Salon itself, a Snipe saloon (with left-hand drive), and a Vortic saloon will be available outside. There will, too, be a large staff of expert linguists to deal with enquiries.

## LAGONDA LUBRICATION.

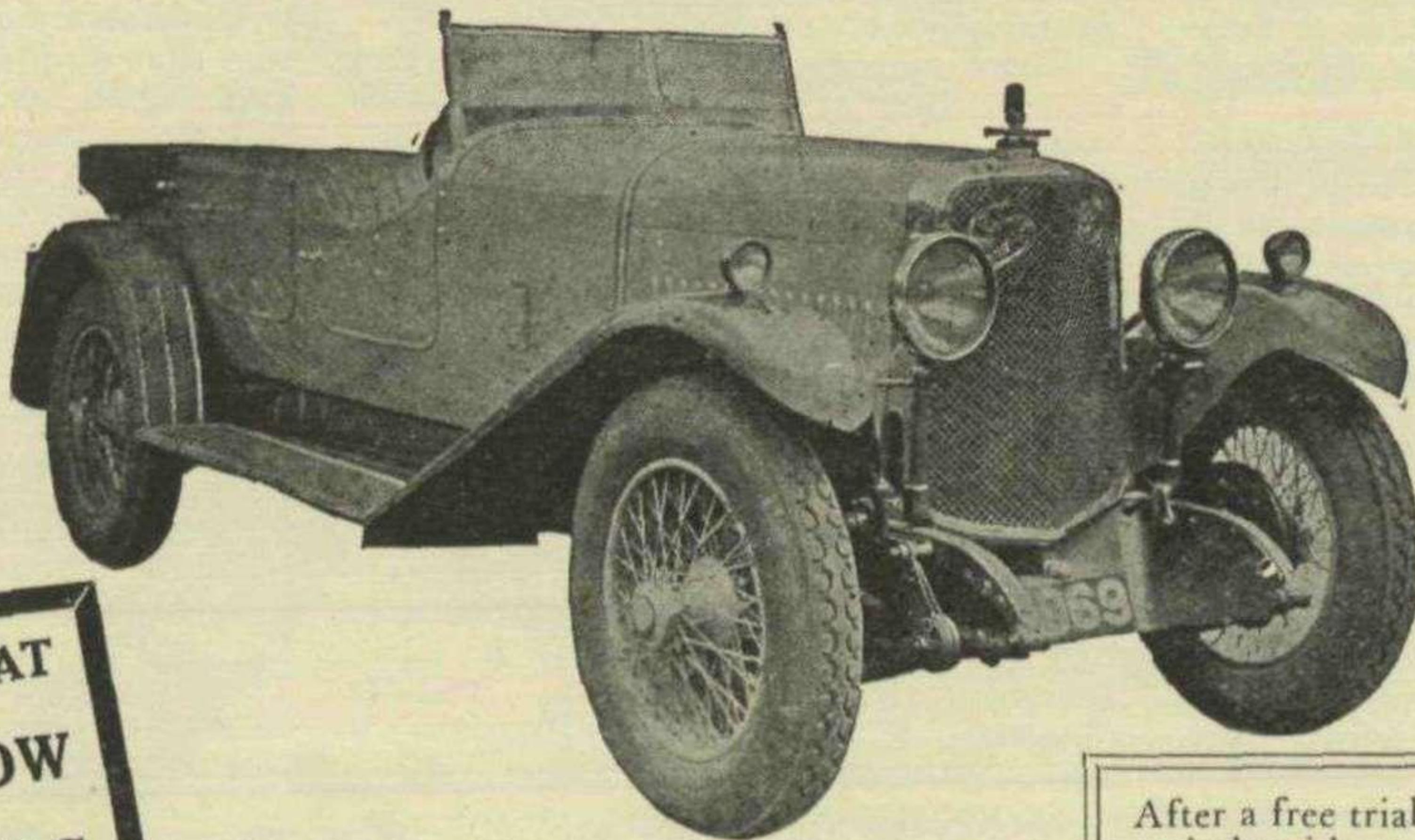
Lagonda Ltd., inform us that for 1931 they are recommending Lagonda owners to use both "Triple" Shell (for all models) and Price's Motorine C de Luxe for other than the new supercharged 2-litre. For this latter model, Price's Motorine R. is advised. Lagonda Ltd., have decided on these grades of lubricant after extensive selection and test.

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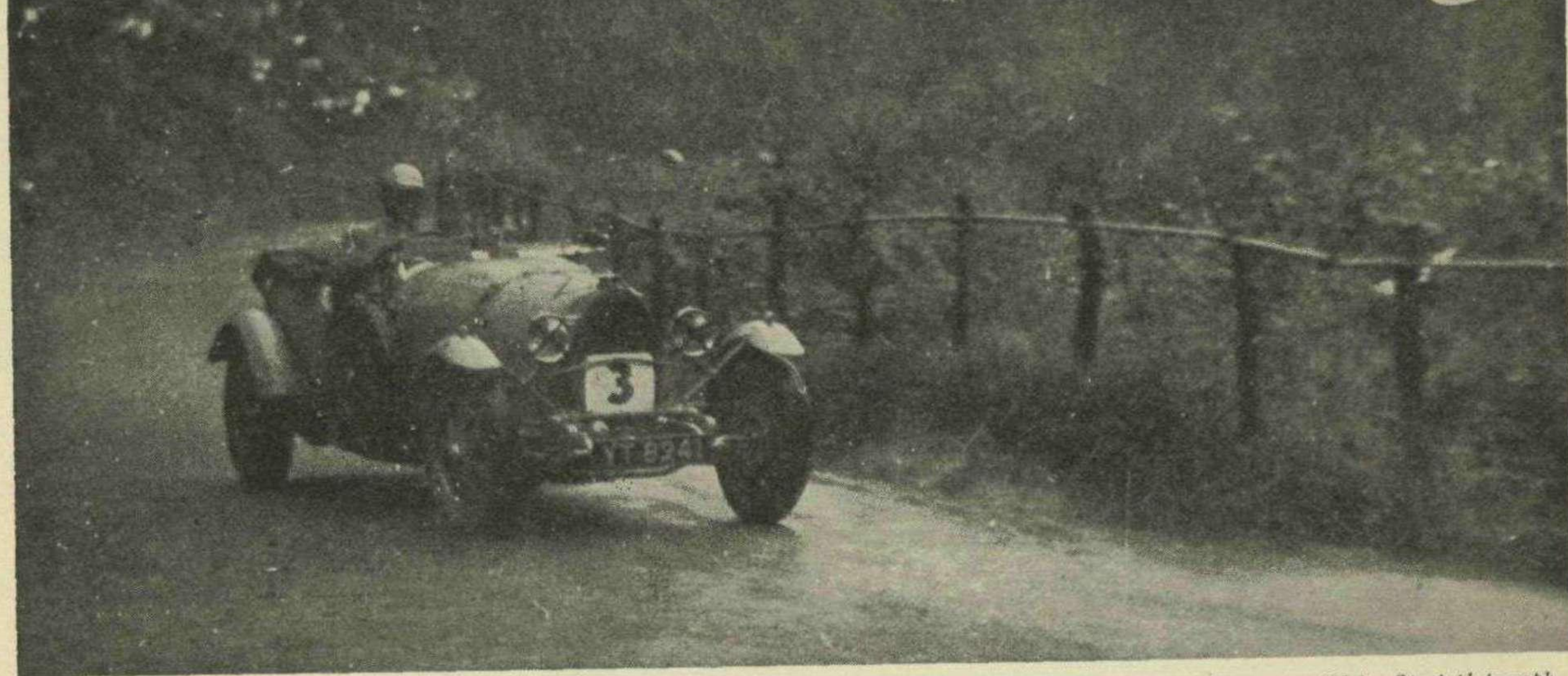
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# The Amateur Shelsley



Earl Howe piloting his Bugatti with caution through the rain.

[Motor Sport photograph]

**R**AIN and mud! That will be the recollection of all those who braved the elements to witness the Midland Automobile Club's Amateur event at Shelsley Walsh on the 13th of September. However, in spite of the appalling weather conditions, the large entry produced very few non-starters, and, thanks to the wonderful organisation of the climb by the M.A.C. the event passed off smoothly. Although full of interest it was practically devoid of excitement, the conditions making the drivers treat the corners with respect, and a very high general standard of driving was maintained throughout.

The surface of the hill is of that matt finish tar surface which affords a good grip even when wet, and was in excellent condition. However, the persistent heavy rain began to tell eventually, especially at the bottom of the hill, and the getaway of the more powerful cars was considerably effected.

By the time we had come firmly to rest and started to sink out of sight, 2 p.m. arrived, and punctual to the minute, Earl Howe brought his big blue T.T. Mercedes up the hill. His first climb was comparatively cautious and the low rumble of the exhaust was more in evidence than the shriek of the blower. His time was 55 secs., which proved sufficient to win the class. The first series of ascents were for the interclub team prize, and the times were very variable as one or two models had brief stops during the ascent! R. R. Jackson driving his veteran hack 30-98 Vauxhall made a very good climb considering the car, and showed his respect for the weather by keeping the hood up. Phillips' Bugatti was neat and steady,

in marked contrast to his very hectic exhibition on the occasion of the open climb.

The winners of the interclub event proved to be the M.A.C. team, chiefly owing to the fine performance of E. R. Hall's Bentley. Hall is an old hand at the hillclimbing game and appears to have lost none of the skill which stood him in such good stead in the old days of Kop and South Harting, and other names which are now, alas, mere memories. Allan-Arnold being a non-starter owing to a crash in practice, his place was filled by Mrs. E. R. Hall who, with her whispering counsel in her ear and also wangling the spark control, earned another round of applause from the soaked spectators. The Hall family certainly put up a fine show during the afternoon, and although the Bentley is much more a long distance car than a hill climb motor, their handling of it deserves the highest praise.

When these cars had descended the hill the ladies event was run off, and Frazer-Nashes were distinctly in evidence, Mrs. Wisdom making a beautifully neat climb, and cheers greeted the announcement that her time was 54 2/5 secs., the fastest climb so far. Mrs. Hall was also good while Miss Penn-Hughes (Frazer-Nash) went into the s-bend too fast, and got into difficulties. However, she held on well and after a fierce exhibition of tailwagging on the final corner eventually regained control and disappeared towards the finish amid cheers for her plucky effort.

After these special events, began the class events proper, and proceedings were opened by a succession of Austins, with and without blowers, three M.G. Midgets,

which did not appear quite up to their usual form, and a very standard-looking supercharged Triumph. The Austins, however, suffered from no troubles, and W. E. Harker put up the best of several good climbs.

The 1100 c.c. class saw a return to the scene of their former triumphs of some of the old G.N. brigade, some with their original motors rebuilt, and some with other twins, and speeds leapt up with a jerk. R. T. Horton was busy as he first took his Avon-J.A.P. (or J.A.P. engined G.N.) up in 51 4/5 secs. in the racing class, and his T.T. Riley up in 67 4/5 secs. in the sports class, gained two second places to E. G. Sharp's G.N.A.T. in the racing and Attenborough's Salmson in the sports class.

The next class suffered slight delays owing to a succession of Bugattis protesting against the weather and refusing to function as their maker intended. However, those that did go, made up for their refractory brethren in no uncertain manner, gaining the first three places in the 1½-litre racing class, but only Heath on a Brescia, was anything but steady.

The fastest 1½-litre of all was R. J. G. Nash's single seater Frazer-Nash, which also made the fastest ascent so far recorded at the meeting in 48 4/5 secs. This amazing little vehicle weighing only some 7½ cwt. and with seemingly unlimited power at its command, streaked up as steady as a rock. It was fitted with twin rear tyres which undoubtedly helped what little weight there was to get a good grip. In our opinion this is the sort of vehicle that could under reasonable conditions, bring the Shelsley record back to



*THE AMATEUR SHELSLEY—continued*

this country. The fact that it was not faster on this occasion was due firstly to the vile weather, and secondly Nash was not very used to the car and therefore, although giving a fine exhibition, wisely refrained from taking excessive risks.

Spottiswoode was again the star performer in the 2-litre class, and the note of his Bugatti was a joy to a mechanical ear. When getting away from the last bend towards the finish his spinning tyres left a trail of steam, and a smell of burning rubber in spite of the wet surface!

The next class provided special interest as it included Raymond Mays on his supercharged Vauxhall-Villiers, with its twin rear tyres, intercooler in the induction system, etc. This vehicle was once one of the famous 3-litre T.T. Vauxhalls, but as some spectator remarked, there is not much left of it besides the sump! However the result is definitely quick, and the exhaust simply hits you amidships as it goes by. No one really expected Von Stuck's record to be in danger on such a day, but Mays made a very good climb, securing fastest time of the day fairly comfortably in 76 2/5 secs.



*A wet job. G. S. Treen on his much modified, and very naked, Austin.*

better on his second run, and his speed on the lower slopes was something to watch.

However a slight mistake in his gear change after the last bend cost him valuable time and his first run remained his best.

Then followed a weary trek of mud-stained motors back to Worcester and beyond, and the last signs of the event we saw, was when Earl Howe's Bugatti slipped by in the gathering dusk and laid a course for the horizon which left us once more alone on the 'ard 'igh road.

RESULTS.

EVENT I.

For teams of three sports cars belonging to members of clubs affiliated to the R.A.C.—1, Midland Automobile Club (E. R. Hall, Bentley, 56 secs.; E. Gormley, Invicta, 56 1/5 secs., and Mrs. E. R. Hall, Bentley 58 2/5 secs.), 170 3/5 secs.; 2, Cambridge University M.C. (A. S. Llewellyn, Lea-Francis, 59 1/5 secs.; W. D. Phillips, Bugatti, 57 1/5 secs., and R. R. Jackson, Vauxhall, 72 3/5 secs.), 189 secs.; 3, S.U.N.B.A.C. (R. Hughes, Vauxhall, 57 secs.; R. T. Horton, Riley, 68 2/5 secs.; and J. P. Attenborough, Salmson, 64 1/5 secs.), 189 3/5 secs.



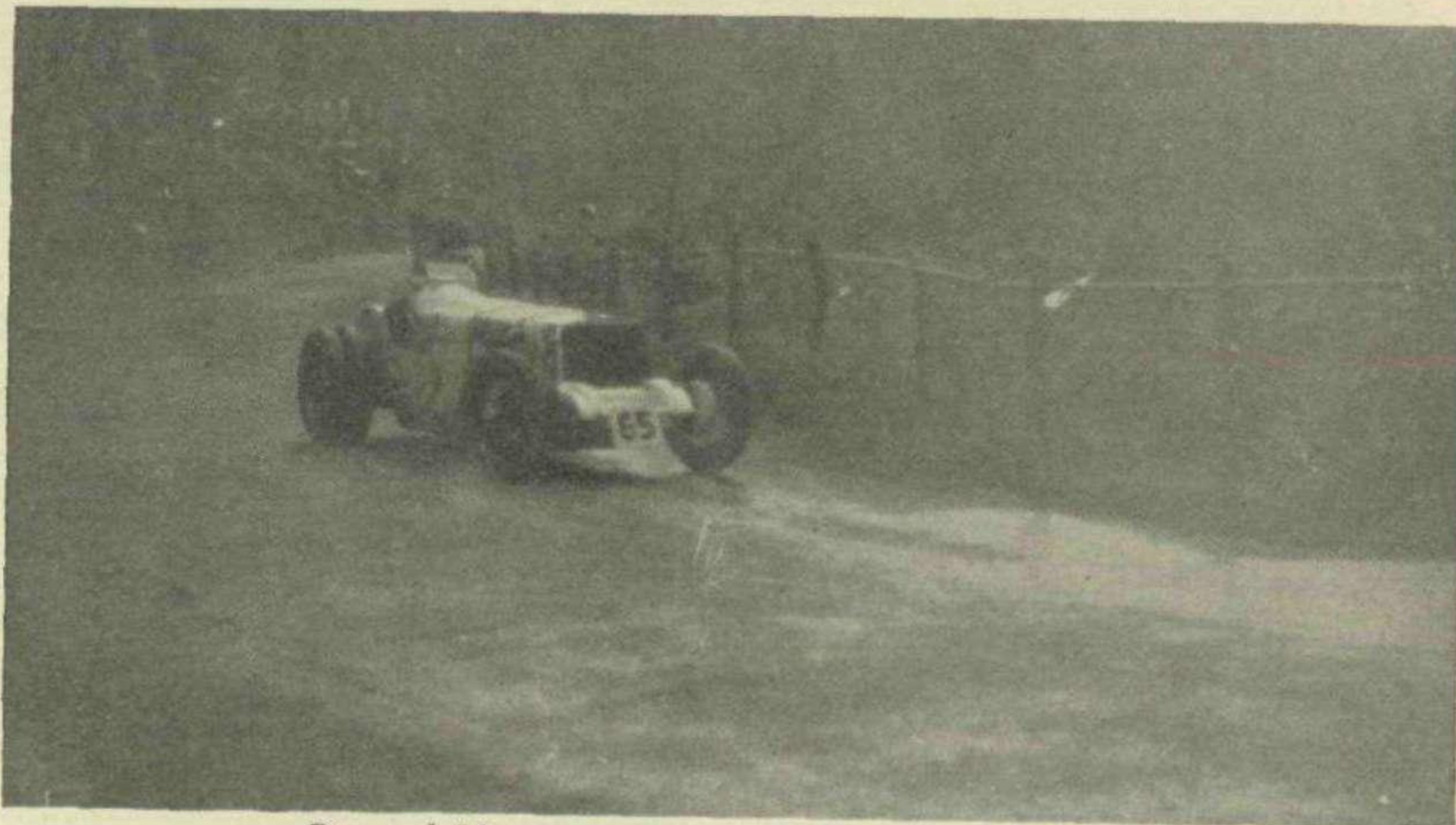
*In the 2,000 c.c. Class. W. S. Hathaway (Lagonda).*

While the cars were dropping down the hill for their second runs, we excavated ourselves from the mire and squelched off to seek refreshment, which was another feature which the M.A.C. arranged with forethought. It is by no means usual at such an event to be able to get such comforts in a reasonable time, but by the time those cars which had qualified for second run were on their way, we were once again at anchor in a good position.

However, conditions made it very difficult for anyone to improve their performances, and those who attempted to had some hectic moments.

R. P. Horton was moving well, but unfortunately left a trail of transmission chains between the last bend and the finish, and omitted to retain just one to get him over the line!

Power's Alvis was lurid in the extreme and got into a series of slides which grazed the bank more than once, but eventually got straight and made a good climb. Raymond Mays looked like doing one



*Raymond Mays roaring up on the latest Vauxhall-Villiers.*

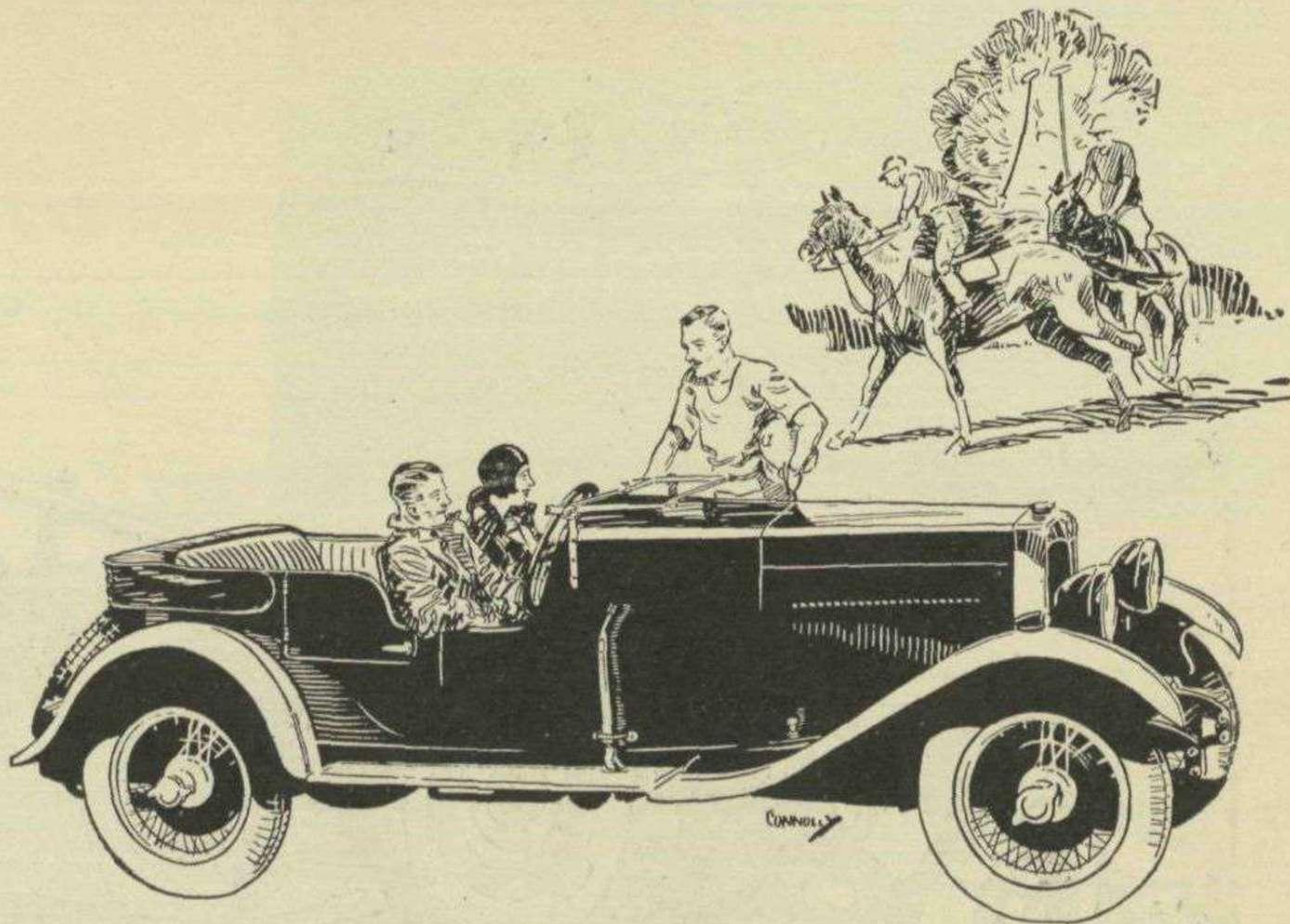
[Motor Sport photos.]





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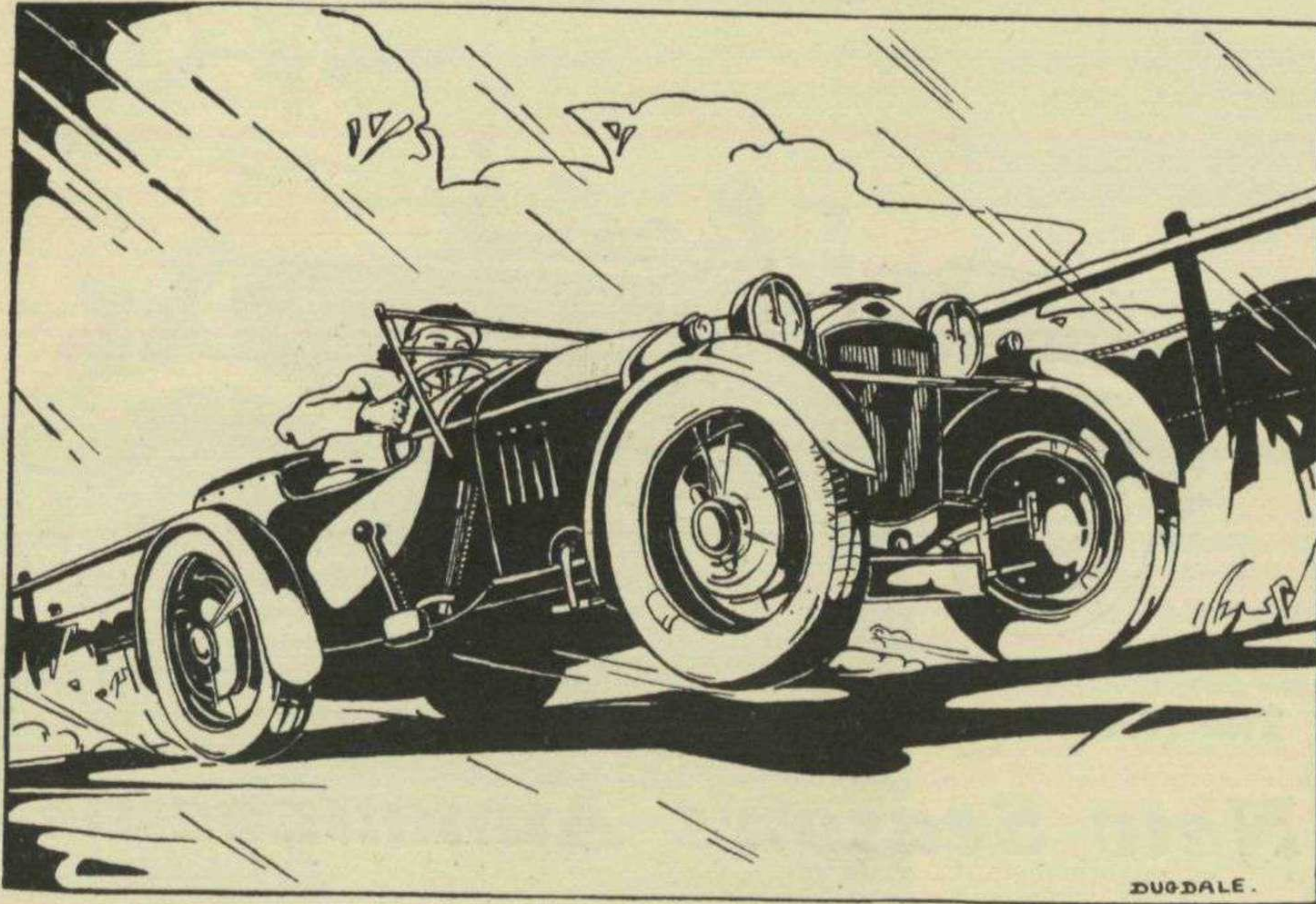
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## THE AMATEUR SHELSLEY—continued.

## EVENT II.

Class I.—Racing cars up to 850 c.c.—1, W. E. Harker (Austin), 53 4/5 secs.; 2, G. S. Treen (Austin), 63 1/5 secs. Sports cars, ditto.—1, H. H. B. Beacon (Austin), 63 1/5 secs.; 2, B. Cooke (Austin), 64 secs.

Class II.—Racing cars, 851 c.c. to 1,100 c.c.—1, E. G. Sharp (G.N.A.T.), 50 secs.; 2, R. T. Horton (Avon-J.A.P.), 51 4/5 secs. Sports cars, ditto.—1, J. P. Attenborough (Salmson), 64 1/5 secs.; 2, R. T. Horton (Riley), 67 4/5 secs.

Class III.—Racing cars, 1,101 c.c. to 1,500 c.c.—1, G. Wilson (Bugatti), 56 4/5 secs.; 2, H. S. Batlavala (Bugatti), 57 secs.; 3, R. A. Hossell (Bugatti), 58 1/5 secs. Sports cars, ditto.—1, R. J. G. Nash (Frazer-Nash), 48 4/5 secs.; 2, T. H. Wisdom (Frazer-Nash), 54 secs.; 3, Mrs. T. H. Wisdom (Frazer-Nash), 54 2/5 secs.

Class 4.—Racing cars, 1,501 c.c. to 2,000 c.c.—1, A. N. Spottiswoode (Bugatti), 50 secs.; 2, E. J. Moor (Wasp),



R. J. Horton on his T.T. Riley going into the S bend.

53 2/5 secs. Sports cars, ditto.—1, W. D. Phillips (Bugatti), 56 3/5 secs.; 2, J. S. Hathaway (Lagonda), 72 secs.

Class 5.—Racing cars, 2,001 c.c. to 3,000 c.c.—1, R. Mays (Villiers Supercharged), 46 2/5 secs.; 2, Earl Howe (Bugatti), 55 3/5 secs. Sports cars, ditto.—1, Earl Howe (Bugatti), 55 3/5 secs.; 2, T. S. Fotheringham (Austro-Daimler), 61 1/5 secs.

Class 6.—Racing cars, 3,001 c.c. to 4,500 c.c.—1, E. R. Hall (Bentley), 52 4/5 secs. Sports cars, ditto.—1, E. R. Hall (Bentley), 52 4/5 secs.; 2, E. Gormley (Invicta), 55 3/5 secs.

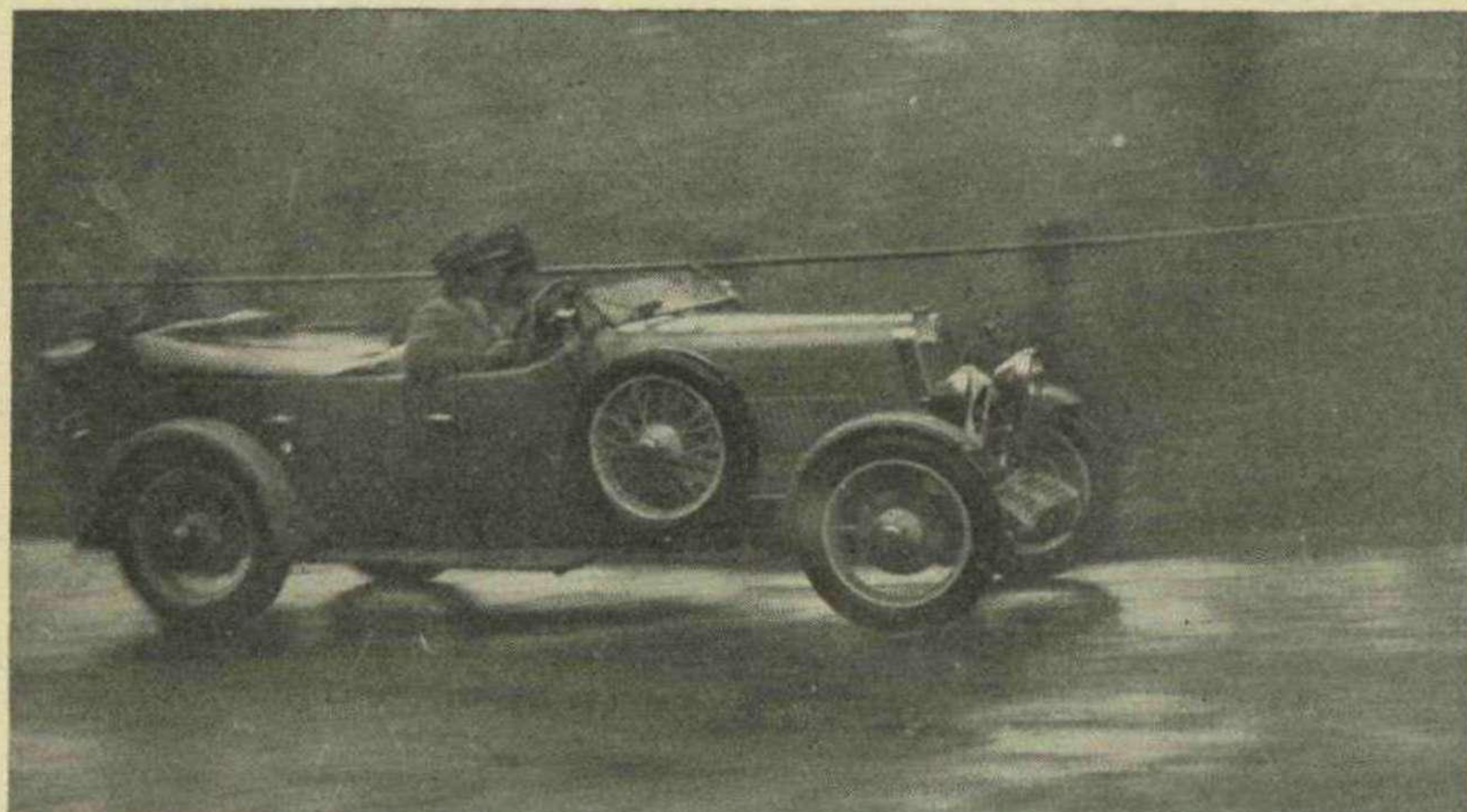
Class 7.—Racing cars, 4,501 c.c. and over.—1, Earl Howe (Mercedes-Benz), 53 1-5 secs. Sports cars, ditto.—Same.

## SPECIAL AWARDS.

M.A.C. Cup for lady making fastest time with a racing or sports car.—Mrs. T. H. Wisdom (Frazer-Nash), 54 2/5 secs.

M.A.C. Cup for best time with a car driven in the 1929 or 1930 "Double-Twelve," Le Mans, Irish G.P. or T.T. races.—E. R. Hall (Bentley), 52 4/5 secs.

(All results are provisional.)



A. H. Eccles going well with his Lea-Francis.

[Motor Sport photographs]

## THE M.G. WORLD TOUR.

WORLD tours by car have nowadays rather lost their novelty; but lately comes news of one which is "different."

In attempting to cross Europe, Asia and ultimately America in a little M.G. Midget, Captain Hay and Mr. Wolveridge will not merely demonstrate the practical utility of a small British car in countries where even "colonial" roads are non-existent. They will also prove how comparatively easy it is to secure essential supplies of oil and fuel in the most outlandish places.

Unlike so many of those fitted out for these round-the-world expeditions, this particular car has no special provision for carrying extra fuel. The tank—and indeed the whole car—is absolutely standard. In effect this will mean that the car can never be more than about 200 miles from a supply depot unless supplies are carried on board.

Supplies, however, will be readily available throughout the tour, thanks to the world-wide ramification of the Shell group which has organised a chain of petrol and oil dumps along the entire route.

Captain Hay and Mr. Wolveridge left London some weeks ago, and will make for India, China and New York via San Francisco.

Their itinerary through Belgium, Germany and Austria sounds familiar enough. But once Buda-Pesth has been left behind the mere name of the towns and villages through which they will pass would strike terror into all but the stoutest hearts. Puspokladany and Hajduszoboslo are two splendid Hungarian examples. Biharkeresztes is shared by Hungary and Roumania which, however, contributes a tremendous mouthful in Orea Mare Nagyvrad.



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THE MANX GRAND PRIX—

# THE JUNIOR RACE

## VELOCETTES SWEEP THE BOARD.

THIS year's races both on two and four wheels have provided a remarkable series of one make grand slams, and the Junior Manx Grand Prix provided a one-make victory without precedent in the history of the I.O.M. races. It was a Velocette race from start to finish, and yet unlike the professional T.T. there was a fine scrap between the various riders of these machines. There is no riding to orders in this survival of the old "Amateur."

The weather conditions were as terrible as the island has ever known for a race, and after rain falling the whole of the previous night, the morning saw a thick mist, most dreaded obstacle of the T.T. rider, covering the island course.

The conditions of the race, and then the progress of the race itself, took the present writer's mind forcibly back to the last I.O.M. event in which he rode as an amateur, when P. Hunt, now well known to all T.T. fans, first sprang to fame by winning the race on his first appearance. On that occasion just the same miserable conditions prevailed, and the changes of fortune during the race were almost exactly similar.

Just as J. M. Muir in this year's Junior led for two out the first three laps, only to retire on the fourth with engine trouble, so did the early leaders on that occasion, and just as Hunt three years ago brought his Norton past Linnier's Scott, to win on the last lap, so did Pirie put in a fine last lap to wrest the lead from Harding and come home a winner by 28 seconds only.

The first man to disappear into the mist was F. L. Frith (348 Velocette), to be followed by the remainder of the entry who were already getting soaked to the skin. Frith kept going fast, and steadily gained on the men behind him, while a foretaste of what Velocettes were to do was provided by the rapidly clicking pointers of Muir and Harding, while Armytage and Pirie, also on Velocettes, were passing many other riders. At the end of the first lap Frith rode through with a good lead on the road, and later proved to be leading the field on time, the order being—

	m.	s.	m.p.h.
1. F. L. Frith (348 Velocette)	36	20	62.32
2. J. M. Muir (348 Velocette) ...	36	25	62.18
3. W. Harding (348 Velocette)	37	4	61.09
4. D. J. Pirie (348 Velocette) ...	37	48	59.90
5. R. D. Armytage (348 Velocette)	38	17	59.15
6. J. W. Potts (346 A.J.S.) ...	38	18	59.12

The wet roads were taking their toll and W. J. Henstone crashed and broke his leg. Mechanical trouble accounted for Bickell's Chater-Lea, Hodgson's A.J.S. and Parker's Velocette. Muir was riding marvellously and his second lap put him in the lead at 63.17 m.p.h., a simply amazing performance for a "350" under such conditions. In addition to his riding skill, Muir is a remarkably clever timer,



D. J. Pirie who won at 61.63 m.p.h.

and his Velocette has for some time been a formidable competitor in Cambridge University events. Lately there have been complaints that the Cambridge Club no longer produces good riders, and that they are taking to comfortable cars and becoming "soft." However, these fears would seem to be unfounded, and Muir is certainly good proof that the old spirit still exists! The weather was getting worse and ten men were out of the race in two laps. On the second lap the first six riders were:—

	h.	m.	s.	m.p.h.
1. J. M. Muir (348 Velocette) ...	1	11	41	63.17
2. W. Harding (348 Velocette)	1	13	25	61.68
3. F. L. Frith (348 Velocette)	1	14	20	60.92
4. D. J. Pirie (348 Velocette) ...	1	14	38	60.68
5. H. Levings (348 Velocette)	1	17	24	58.51
6. R. D. Armytage (348 Velocette)	1	17	37	58.34

Pirie was riding a sound race and appeared to be nursing his motor, and waiting his chance. Muir and Harding were now together on the road and both riding like men possessed, till the end of the third lap when Muir stopped at his pits. The standard of riding was very high indeed, and the leaders were close enough together for a complete re-shuffle to take place at any time. Frith had now dropped back to fourth place while Pirie was creeping up and had gained third place at the end of the 3rd lap, when the first six riders were:—

	h.	m.	s.	m.p.h.
1. J. M. Muir (348 Velocette) ...	1	46	27	63.81
2. W. Harding (348 Velocette)	1	50	37	61.41
3. D. J. Pirie (348 Velocette) ...	1	51	41	60.82
4. F. L. Frith (348 Velocette)	1	54	49	59.16

4. H. Levings (348 Velocette)	1	55	36	58.76
6. J. W. Forbes (348 Velocette)	1	57	54	57.62

There was a few minor crashes which was hardly surprising under the conditions, but none were serious. Velocettes had occupied the first six places since the first lap, and their delightful roadholding and steering were proving invaluable under the treacherous conditions, and there was no repetition of the remarkable state of affairs at the S-bend before Greeba bridge three years ago when on several occasions there was seven and eight riders off at a time, and trying to collect themselves and get away before another slithering machine came to take their own motor out of their very hands!

The fourth lap, however, brought bad news, for Muir's machine gave up and his wonderful ride was at an end, after establishing a 4-minute lead over Harding. The vacancy on the leader board was thus taken up by another Velocette in the hands of T. L. Bookless, giving the first six on the fourth lap as:—

1. W. Harding (348 Velocette)	2	26	46	61.71
2. D. J. Pirie (348 Velocette) ...	2	27	42	61.32
3. F. L. Frith (348 Velocette)	2	31	6	59.94
4. H. Levings (348 Velocette)	2	33	29	59.01
5. J. W. Forbes (348 Velocette)	2	37	13	57.61
6. T. L. Bookless (348 Velocette)	2	38	43	57.06

News of further retirements came through, to remind the few spectators who had not forsaken the stand for the refreshment tent, of the terrible strain of a race on wet roads with steadily decreasing reliability. The issue had now narrowed,



## THE JUNIOR RACE—continued.

barring accidents, to Harding and Pirie who were a bare minute apart at the end of the fourth lap and the gap was steadily closing up. Pirie could not know his position but he was riding better than ever, and in spite of the strain was increasing his speed, while both he and Harding were riding on corners with faultless accuracy.

On lap 5 the gap had closed to 30 secs., the order being:—

1. W. Harding (348 Velocette)	3	4	22	61.40
2. D. J. Pirie (348 Velocette) ...	3	4	52	61.24
3. F. L. Frith (348 Velocette)	3	9	8	59.86
4. H. Levings (348 Velocette)	3	12	30	58.81
5. J. W. Forbes (348 Velocette)	3	18	14	57.12
6. T. L. Bookless (348 Velocette)	3	19	25	56.77

As they entered on their final lap every one except Harding and Pirie were forgotten, and one question forced out all others, "Would Pirie catch up 30 secs.?" This is bound to happen in such a case, but it seems hard that anyone could

forget the wonderful performances being put up by the other riders of whom many had approached a 60 m.p.h. average for the distance, and, uninspired by hope of victory, were riding as hard and as well as they knew, just because they were in a race and intended to finish at all costs.

Harding was considerably ahead on road position and it was therefore impossible to tell who was the actual leader, as their pointers clicked regularly and at last the yellow disc fell over Harding's number, and he crossed the line, to wait in horrible suspense wondering if he was a winner or not. Other Velocettes came in and then Pirie was signalled and shortly after he came in, it was announced that his last lap, in the fine time of 35m. 34s., had made him winner by the narrow margin of 28 seconds of the Junior Manx Grand Prix, with Harding a very game and consistent runner-up.

The final order was:

	Time			Speed m.p.h.
	h.	m.	s.	
1. D. J. Pirie (348 Velocette)...	3	40	26	61.63
2. W. Harding (348 Velocette)	3	40	54	61.50
3. F. L. Frith (348 Velocette)	3	45	10	60.34
4. H. Levings (348 Velocette)	3	51	20	58.73
5. J. W. Forbes (348 Velocette)	3	59	6	56.82
6. T. L. Bookless (348 Velocette)	4	1	59	56.14
7. E. Forman (348 Velocette)	4	4	46	55.51
8. R. D. Armytage (348 Velocette) ...	4	6	3	55.22
9. R. A. Macdermid (348 Cotton-Blackburne)...	4	12	17	53.85
10. W. N. Jordan (346 A.J.S.)	4	15	48	53.11
11. W. Cornes (348 Rex-Acme-Blackburne) ...	4	16	32	52.96
12. R. S. Moorhouse (348 Norton)	4	17	40	52.72
13. J. H. Carr (348 Velocette)	4	18	42	52.52
14. W. Riley (346 Sunbeam) ...	4	19	40	52.32
15. W. Whitehead (346 Sunbeam)	4	27	47	50.73
16. "A Macintosh" (348 Velocette) ...	4	29	19	50.45
17. J. A. Fleet (346 A.J.S.) ...	4	46	32	47.41
18. N. Robson (346 New Hudson)	4	52	24	46.47

The first six riders received replicas of Trophy.

A report of the Senior event appears on page 48.

# The Motor Show

## List of Exhibitors in Car and Marine Sections

THE following abbreviated list of car and boat exhibitors has been compiled from particulars supplied by The Society of Motor Manufacturers and Traders Ltd. The Exhibition this year

opens on the 16th of this month and closes on the 25th. The exhibits include cars, boats, coachwork, tyres, accessory and components, and service and garage equipment.

### CARS.

Stand No.	
113	Alvis Car and Engineering Co., Ltd.
118	Armstrong-Siddeley Motors, Ltd.
4	Aston Martin, Ltd.
120	Auburn Automobile Co.
85	Austin Motor Co., Ltd.
8	Austro Daimler-Puchwerke, A.G.
22	Ballot Motors, Ltd.
91	Bentley Motors, Ltd.
114	Beverley Works, Ltd.
115	Bianchi, Soc. Anon. Edoardo.
136	British Mercedes-Benz, Ltd.
26	Bugatti, Ettore.
48	Chenard & Walcker, Soc. Anon. Automobiles
7	Chevrolet Motor Co.
134	Chrysler Motors, Ltd.
80	Citroen Cars, Ltd.
110	Clement Talbot, Ltd.
88	Crossley Motors, Ltd.
109	Daimler Co., Ltd.
59	Darracq Motor Engineering Co., Ltd.
117	Delage, L., et Cie.
55	Delahaye, Soc. des Autos.
56	Delaunay-Belleville Motors, Ltd.
15	Dodge Brothers (Britain), Ltd.
5	Donnet, Soc. Anon. Autos.
37	Fiat (England), Ltd.
17	Franklin, H. H., Manufacturing Co.
36	General Motors, Ltd.
10	General Motors of Canada, Ltd.
82	Hillman Motor Car Co., Ltd.
12	Hispano-Suiza, Automobiles.
24	Horchwerke, A. G.
49	Hudson Motor Car Co.
51	Humber, Ltd.
13	Imperia-Excelsior, Soc. Anon. des Automobiles.
135	Invicta Cars.
14	Isotta Fraschini, Fabbrica Automobili.
11	Jowett Cars, Ltd.
119	Lagonda, Ltd.
60	Lanchester Motor Co., Ltd.
27	Lancia (England), Ltd.
54	Lea & Francis, Ltd.

84	London and Parisian Motor Co., Ltd.
34	Mathis, Soc. Anon.
16	M.G. Car Co.
111	Minerva Motors (England), Ltd.
3	Morgan Hastings, Ltd.
108	Morris Motors, Ltd.
9	Nash Motors, Ltd.
87	Panhard & Levassor, Soc. Anon des Anciens Etabs.
33	Pass & Joyce, Ltd.
52	Peugeot (England), Ltd.
107	Rawlence, L. C., & Co., Ltd.
53	Renault, Ltd.
81	Riley (Coventry), Ltd.
58	Rolls-Royce, Ltd.
137	Romeo, Ing. Nicola & Co., c/o Alfa Romeo British Sales, Ltd.
50	Rover Co., Ltd.
23	S.M.S., Ltd., Church Wharf, Chiswick, W.4.
86	Singer & Co., Ltd.
112	Societe Generale Aeronautique.
89	Standard Motor Co., Ltd.
57	Star Motor Co., Ltd.
19	Studebaker Corporation.
83	Sunbeam Motor Car Co., Ltd.
90	Swift of Coventry, Ltd.
9	Triumph Cycle Co., Ltd.
1	Trojan, Ltd.
35	Vauxhall Motors, Ltd.
20	Voisin, Soc. Anon des Aeroplanes.
2	Warwick Wright, Ltd.
18	Williams, Leonard, & Co., Ltd. (Packard).
116	Willys-Overland-Crossley, Ltd.
133	Wolseley Motors (1927), Ltd.

### BOAT SECTION.

521	Ailsa Craig Motor Co., Ltd.
528	Associated Manufacturers' Co. (London), Ltd.
518	Boulton & Paul, Ltd.
523	Bray, Arthur, Ltd.
515	Brooke, J. W., & Co., Ltd.
507	Bruntons (Sudbury 1919), Ltd.
487	Chrysler Motors, Ltd.
525	Dorman, W. H., & Co., Ltd.
506	Dunford & Elliott (Sheffield), Ltd.
494	Elephant Motors, Ltd.
492	Elto Motor Sales Co., Ltd.
517	Fair, Walter, D., & Co.
493	Gar Wood Motor Boats, Ltd.
481	Gibbs, H.
527	Gleniffer Motors, Ltd.
503	Hillyard, David.
488	Hoyal Boat Building Corporation, Ltd.
489	Kensington, Moir & Straker, Ltd.
532	McLaren, J. & H., Ltd.
530	Meadows, Henry, Ltd.
522	Merlyn Motors, Ltd.
524	Morris Motors, Ltd.
496	Norris Henty & Gardners, Ltd.
497	Osborne, Wm.
526	Outboard Supply & Boatbuilding Co.
486	Parsons Oil Engine Co., Ltd.
512	Pass & Joyce, Ltd.
501	Rell, Sydney, Ltd.
509	Renault, Ltd.
513	Riley (Coventry), Ltd.
516	Salter Bros., Ltd.
499	Sharland Motors, Ltd.
484	Spicer, George.
502	Stevens, J. A., Ltd.
490	Taylor, H. G.
482	Taylor, James & Bates, Ltd.
504	Thornycroft, John I., & Co., Ltd.
529	Trojan, Ltd.
534	Turner, Stuart, Ltd.
485	Walton-on-Thames Launch Co.
536	Watts, Capt. O. M.
520	Wiseman, Alfred, Ltd.

**THE SHOW**  
OPENS THURSDAY,  
16th OCTOBER.  
CLOSSES SATURDAY,  
25th OCTOBER.



# Sports Models for 1931

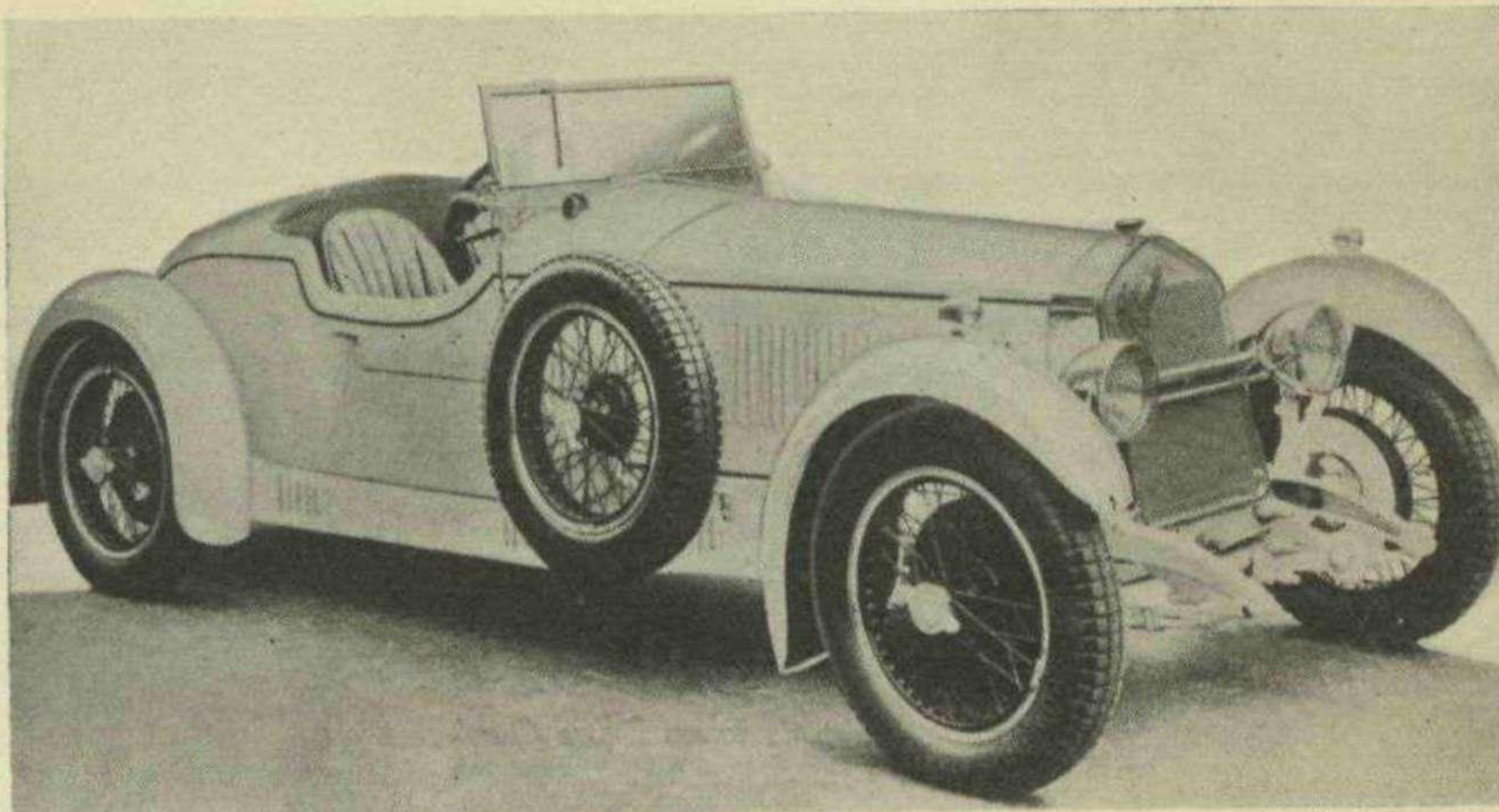
DETAILS FROM BRITISH AND FOREIGN MANUFACTURERS' PROGRAMMES  
FOR THE COMING YEAR

## ALFA-ROMEO.

For 1931 the Alfa-Romeo sports models will undergo little change. The range will include a 17-85 h.p. 2-litre six cylinder with a 9ft. 6ins. wheelbase and a 17-95 h.p. special supercharged chassis with a 9ft. wheelbase. Models and prices are as follow:—17/85 h.p.—2-seater, £850; Chassis £650. 17/95 h.p. Supercharged, £1,275; 2 seater, £1,275; Sportsman's coupé, £1,400; Chassis, £1,075. Brief specification: Engine: 6-cylinder (65 mm. x 88mm. bore and stroke), O.H.V. with twin camshafts; coil and battery ignition; multiple plate clutch; 4-speed gear-box with central change; semi-elliptic springs all round with shock-absorbers. Rooté's type blower (on 17-95 h.p. model), mounted on front end of crankshaft.

## ALVIS.

In 1929 the Alvis car and Engineering Co., introduced their "Silver Eagle" Sports model, and since its inception it has enjoyed a high degree of popularity. For the new season the "Silver Eagle" has been still further improved, the principal modifications being a lowered chassis and a new type radiator. Automatic shutters controlled by a thermostat are fitted to the latter, and other special features include a special dual ignition system (consisting of a Polar inductor magneto and a high tension coil), and three S.U. carburettors with a mixture control from the steering wheel. Brief specification is as follows:—Engine.—16.95 h.p. six cylinders, monobloc casting, 67.5 mm. bore x 100 mm. stroke—2148 c.c. capacity. Detachable head. Crankshaft of heat treated steel, balanced, with four bearings. Connecting rods have anti-friction bearings die cast into position. The pistons are of special aluminium alloy. Valves in head actuated by push rod mechanism. Gear Box.—Close ratio gear box providing four speeds forward and reverse. Right hand change, direct drive on top speed. Rear Axle.—Spiral bevel. Differential case is a steel drop



The 17-95 h.p. supercharged 2-seater Alfa-Romeo.

forging. Steering.—Of new pattern designed for easy, but definite steering with low pressure tyres. Springs.—Semi-elliptic front and rear. All springs enclosed in grease-filled leather gaiters, and are fitted with "Silentbloc" bearings. Chassis Price, £525.

## AMILCAR.

Amilcars (Great Britain) Ltd., will market two models—the 9 h.p. 4-cylinder and their straight-eight 19.5 h.p. types. Specifications: 9 h.p. model:—engine: 4-cylinder cast integral with crankcase, side valves, Ricardo head, pressed steel connecting rods, magneto ignition, Solex carburettor, bore and stroke dimensions, 60 mm. x 110 mm. Clutch, multiple plate. Gearbox: 3-speed, central change. Springs: semi-elliptic in front, cantilever at rear. Price with sports saloon, £290.

Straight-eight model.—engine: bore and stroke dimensions, 63 mm. x 80 mm. O.H.V. operated by single chain—driven overhead camshaft. Duralumin connect-

ing rods, magneto ignition (Scintilla), Solex carburettor. Gearbox: 4-speeds, central change. Clutch: single plate, fabric lined. Springs: long semi elliptic all round. Prices—Chassis £425; Weymann saloon £555.

## ASTON-MARTIN.

The following are details of the Aston-Martin 1931 models:—

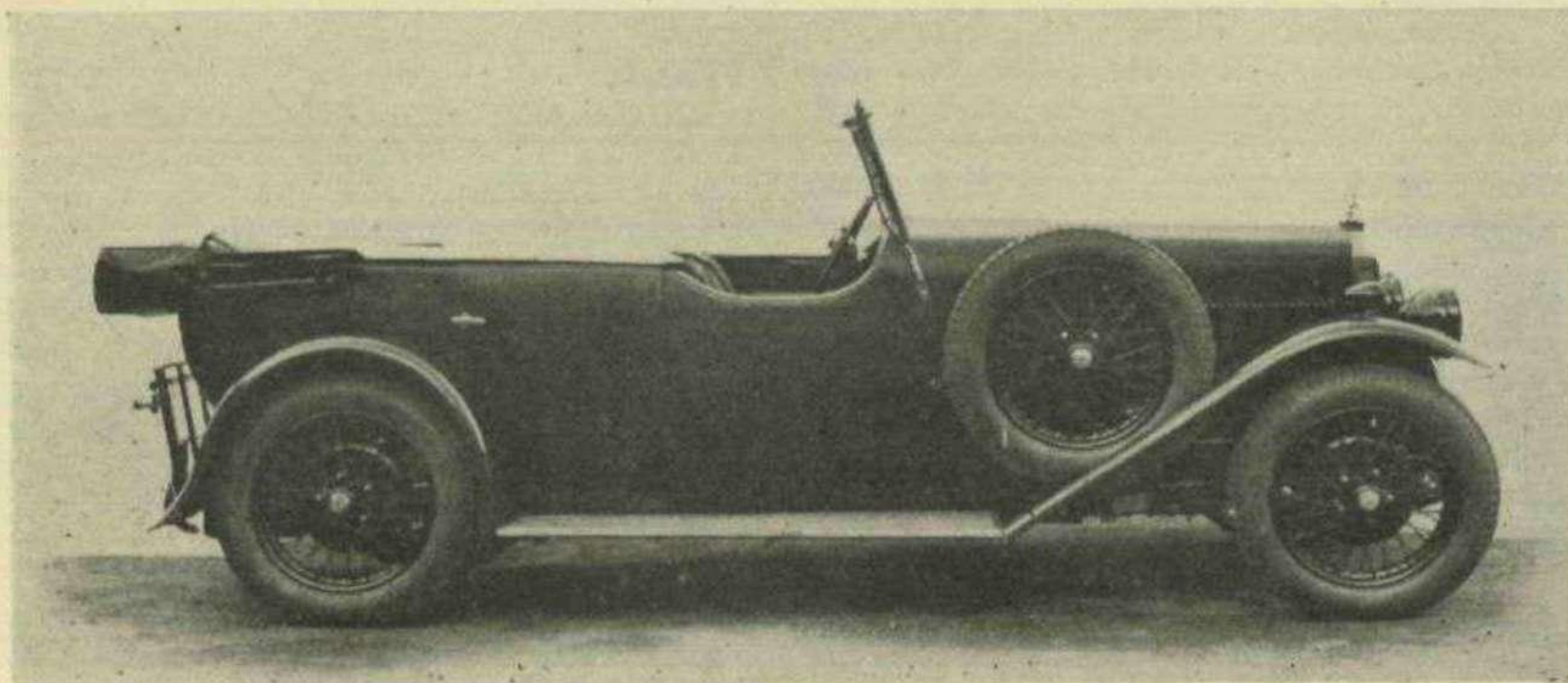
1½-litre 4-cylinder "International Sports" Chassis. Engine 69 mm. bore x 99 mm. stroke (Treasury rating 11.9 h.p.), overhead valves, combined thermosyphon and pump water circulation; dry sump lubrication with two gear type pumps; magneto ignition; 2 carburettors; 4 forward speeds; central change; single disc dry plate clutch; worm final drive; internal expanding brakes on all four wheels; 5 detachable wire wheels; Dunlop 30 x 4.50 in. cord tyres; wheelbase 8ft. 6in., track 4ft. 4in., ground clearance 7in.; fitted with 12 volt dynamo lighting and electric starting set. Price, chassis complete with tyres, £518.

1½-litre 4-cylinder "International Sports" 4-seater car. Chassis details as above; 2-door, 4-seater sports body, windscreen, 4-seater hood and detachable tonneau cover. Price, complete £598.

1½-litre 4-cylinder Sportsman's coupé. 2-door Sportsman's coupé body with winding windows, window cowls, safety glass, ventilator, roof lights, folding and sliding front seats, luggage box, companions. Price, complete, £720.

## AUSTIN.

The Austin Motor Co. have already had their latest type sports "7" in production for some time. With its lowered chassis, long bonnet and modified springing it is an extremely attractive little vehicle, and moreover has a genuine sports car



The "Silver Eagle" 4-seater Alvis.



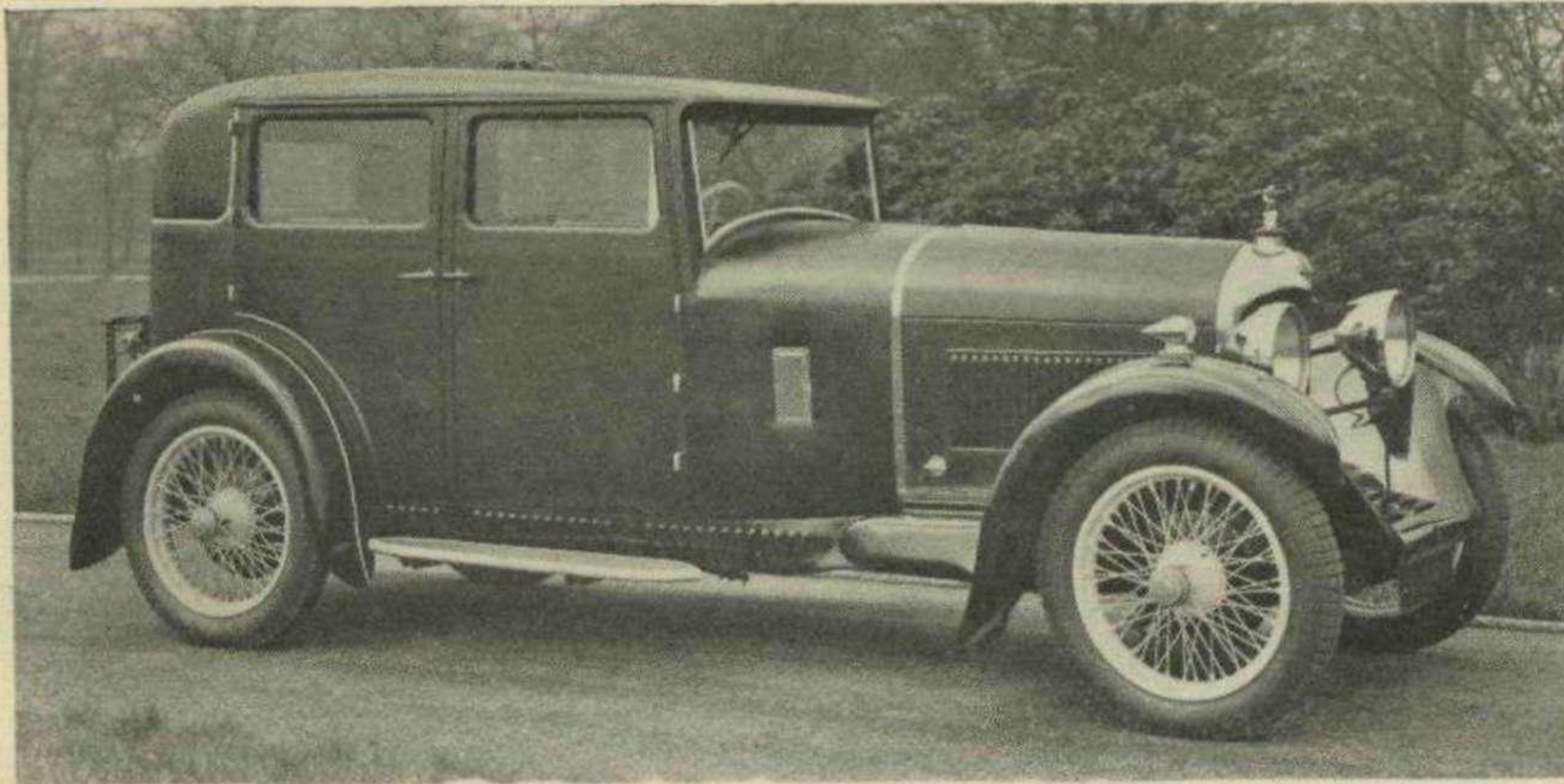
## SPORTS MODELS FOR 1931—continued.

performance, with a maximum speed of 80 m.p.h. (This car was described in MOTOR SPORT of July last.—ED.) It can be had either with or without a supercharger. Prices: £185 (without supercharger), £225 (with supercharger).

acting shock absorbers of special design make up the suspension system.

The lubrication of the chassis has received careful consideration, and a central lubrication system has been incorporated. The springs are encased in gaiters con-

vised form of the former Legère model; it will have a side-valve engine, and the chassis will be considerably lighter than those of the other types. Equipment and bodywork will also be less elaborate. It is understood that it will be priced at approximately £360, and a very fine road performance is promised.



The 75 m.p.h. sports saloon 2-litre Crossley.

**BALLOT.**

A 33 h.p. six-cylinder sports model figures amongst the new types of Ballot cars for 1931. It has a number of interesting features incorporated in the chassis layout, and a novel point in regard to the engine is the Nitralloy cylinder barrels. The bore and stroke dimensions are 95 mm. x 110 mm. and the car is capable of a speed of 80-90 m.p.h. on the road. Chassis price, £1,000.

**BENTLEY.**

Among new models none will cause greater interest at the Show than the 8-litre Bentley, the latest addition to that make's range.

This car has a six cylinder engine of the overhead camshaft type, developed to such a remarkable degree in earlier Bentley models. It has the Bentley patented form of camshaft drive ensuring silent operation. The treasury rating is 44.9 horse power. Both crankshaft and camshaft are carried in eight bearings and both are fitted with vibration dampers. Bore 110 mm. and stroke 140 mm.

The four speed gearbox is of an entirely new type. The design of the box and arrangement of the bearings gives great rigidity and consequent quietness. Both engine and gearbox are mounted on rubber, insulating the chassis and body from vibration.

The back axle is now of the Hypoid spiral bevel type.

The chassis frame incorporates a number of large-diameter, tubular cross-members and is suitable for the most luxurious type of closed coachwork.

This new model is built with the chassis frame down-swept from the front and rear axles towards the centre, thus making it possible to construct coachwork giving ample headroom and yet having a low and fashionable roof line. This also ensures a low centre of gravity.

Long semi-elliptic springs and double-

nected up to metal dust covers totally enclosing the spring shackles which are in turn connected to the central lubrication system. This ensures the thorough lubrication of springs and shackles and their protection from mud and road grit.

The equipment includes thermostatically controlled radiator shutters. The chassis price is £1,850.

The 4½-litre model, both supercharged and unsupercharged, and the 6½-litre model, will continue to be listed. The specifications and prices of these models remain unchanged.

**CROSSLEY.**

A two-litre sports saloon will be part of the Crossley 1931 programme. This model, has, of course, been in production for some time. Specification:—

Engine: 6-cylinder (65 mm. bore x 100 mm. stroke), 15.7 h.p. Push-rod operated O.H.V., magneto ignition. Single-plate clutch, 4-speed gearbox with right-hand change. Semi-elliptic springs, front and rear, with shock absorbers. The car fully-equipped is capable of 75 m.p.h. Price £695.

**DELAGE.**

Automobiles Delage will continue to market their D.8 chassis for the new season. Two special sports models will be available, each with extremely attractive bodies. The first is a 2/4 seater Chapson coupé, with cycle type wings, louvred valances, canvas fixed head and with chromium-plated head irons. The price is £1,075.

The second is also a 2/4 seater coupé designed on the most up-to-date Continental lines, with a deep sloping boot, enamelled leather head and chromium plated head irons. The price is £1,125.

**FRAZER-NASH.**

A new type is to be added to the list of Frazer-Nash cars. This will be a re-

**HISPANO-SUIZA.**

No change has been made in the Hispano-Suiza range for next year, and the two sports models will be retained. These two are the same in general design, with the exception of the chassis length. The engine is a 45 h.p. six cylinder with O.H.V. operated by a single overhead chain-driven camshaft. The cylinder block is of aluminium and steel liners are inserted. Dual coil-and-battery ignition is incorporated in the design. The crankshaft is carried on seven large plain bearings, and profiting by their extensive aero engine experience, the makers have used Nitralloy steel extensively in the construction of the power unit. The chassis price of both long and short models is £1,950.

**INVICTA.**

An entirely new sports model has been added to the Invicta programme. This has a 4½-litre engine similar to the standard type. The car is of exceptionally low build, the highest point of the body being but 3ft. 3ins. from the ground. The chassis frame is upswept in front, and underslung at the rear, and the whole is heavily cross-braced. A 4-seater "Le Mans" type body is fitted, and a large square-shaped tank of 18-gallons capacity is placed at the rear. An example of this new car will be at the forthcoming Show.

**ISOTTA-FRASCINI.**

No change has been made in the Isotta-Fraschini programme, and the 44 h.p. eight-in-line chassis will be produced as before.

It can be had with a variety of bodywork in ordinary touring form, and as a sports or super-sports vehicle.

Specification:—Engine: 8-cyl., O.H.V. (push rod operated), twin Zenith carburettors, special Bosch magneto-dynamo, nine bearing crankshaft; clutch: multiple disc type; gearbox: 3-speed, central change; suspension: semi-elliptic and shock absorbers all round. Chassis prices: normal, £1,750; sports, £1,850; super shorts, £1,950.

**ITALA.**

In common with several other makes, Itala cars have not been altered for 1931. The specification of the "65" sports model is as follows:—engine: six-cylinder, 65 mm. bore x 100 mm. stroke, steel sleeve cylinder bores in aluminium block. O.H.V. (twin overhead camshafts), coil-and-battery ignition, single carburettor; gearbox: 4-speeds, central change; clutch: double plate; suspension: half-elliptics and shock absorbers. Chassis price, £940.

**LAGONDA.**

The 1931 Lagonda range comprises the two-litre four-cylinder models (both super-



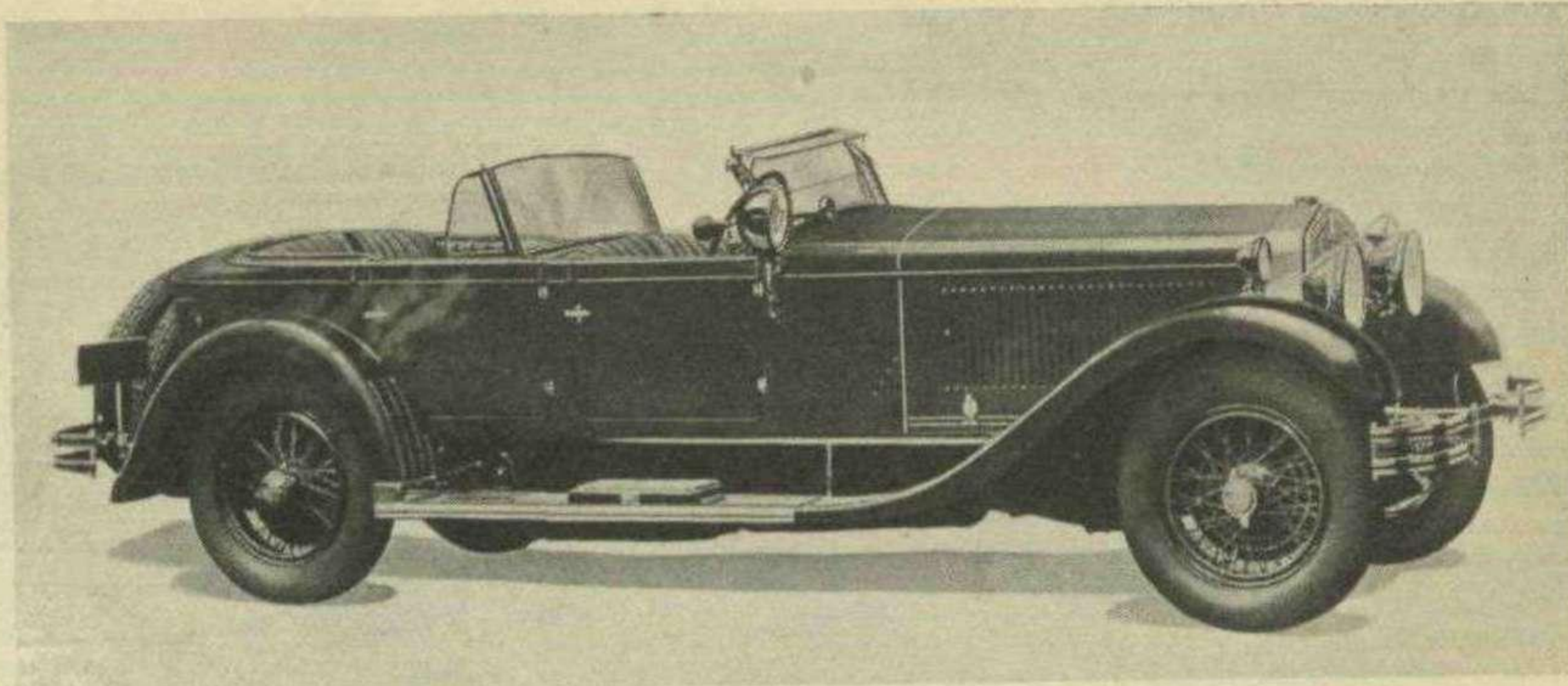
## SPORTS MODELS FOR 1931—continued.

charged and unsupercharged) and the six-cylinder three-litre type. The former is marketed as a speed tourer, a speed saloon, and as a "special." The three-litre is offered in the form of a special tourer, a special four-light saloon, a special close-coupled saloon, and a six-light saloon. Specifications:—2-litre,—engine: 4-cylinder, bore 72 mm. x 120 mm., 12.9 h.p., O.H.V., five-bearing crankshaft, twin overhead camshafts, magneto ignition, twin carburettors; clutch: single disc fabric-lined; gearbox: 4-speeds, right-hand change; suspension: half-elliptic all-round. Prices: chassis £555, speed tourer £720, "Special" £720, speed saloon £820.

3-litre.—engine: 6-cylinder, 72 mm. bore x 120 mm. stroke, 19.28 h.p., O.H.V. operated by push rods, 7-bearing crankshaft, magneto ignition, twin carburettors. Clutch: single-plate. Gearbox: 4-speeds, right-hand change. Suspension: half-elliptics and shock absorbers, front and rear. Prices: chassis (special) £835, standard £775, long chassis £845, special tourer £1,000, four-light saloon £1,100, close-coupled saloon £1,100.

**MARENDAZ-SPECIAL.**

The whole programme, of Marendaz cars is made up of sports models. There



The 44.3 h.p. 4-seater Isotta.

floating, spiral bevel type; Rudge-Whitworth wheels; suspension: half-elliptic front, cantilever rear; oil radiator; Marles steering. The supercharged model has a guaranteed speed of 115 m.p.h. Chassis prices: unsupercharged £600, supercharged £750.

**M.G.**

No great change will be made in M.G. cars for the new season. Minor improvements have been made in the Midget two-seater

open sports four-seater, fabric covered in which everything has been kept as light as possible. It will be known as the "Speed Model" to distinguish it from the more sedate sports tourer which is, of course, being retained in the range. The price is £525.

The M.G. Six Sports Mark II models remain unaltered in specification and price; this range, however, will include a new de Luxe four-door saloon with the fashionable "close-up" wings, special interior furnishing, and a Pytchley sliding roof. The price is £699.

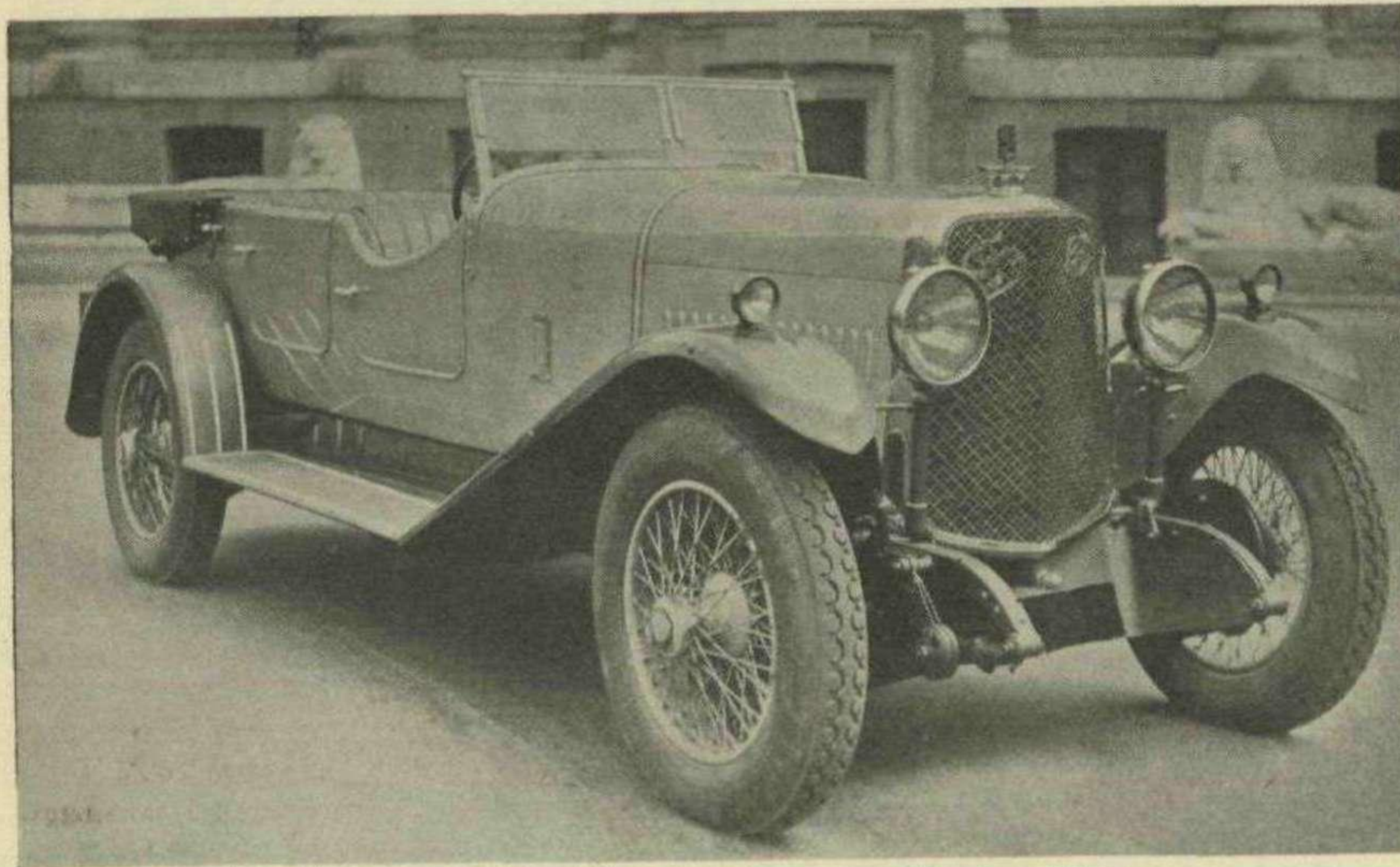
**MERCÉDÈS.**

Preliminary details which have already been released of the new Mercédès have created great interest. This car is rated at 45-280 h.p., and is a supercharged straight-eight. The engine has a cubic capacity of 7.7 litres and gives off its maximum B.H.P. at 2,700 r.p.m. Other details are:—bore and stroke dimensions, 95 mm. x 135 mm. (cubic capacity 7655 c.c.). R.A.C. 44-75 h.p. O.H.V., operated by push rods; dual ignition; special double carburettor with automatic accelerator pump; gearbox: special Mercédès-Benz-Maybach multiple-range, giving six speeds. The change is effected by the employment of the partial vacuum in the inlet manifold, controlled from the steering wheel. Low-built chassis, with frame upswept at both ends. Suspension: long semi-elliptic springs, with special damping device on front axle. Vacuum-servo 4-wheel brakes.

The other Mercédès-Benz models will be continued. These are:—type 260 (21-60 h.p.—6 cyl.), type 460 (32-90 h.p.—8 cyl.), type 630a (24-100 h.p.—6 cyl.), type 630b (33-140 h.p.—6 cyl.), type K (33-180 h.p.—6 cyl.), type S.S. (38-250 h.p.—6 cyl.).

**SCHNEIDER.**

The 13-55 h.p. Schneider has undergone certain minor alterations, and the latest type has an improved performance all round. The Le Mans sports model will be retained. Specification:—engine: 4-cylinder, 72 mm. bore x 120 mm. stroke, push rod operated O.H.V., magneto ignition, Zenith triple-diffuser carburettor; clutch: single plate; gearbox: 4-speeds,



For 1931 the Le Mans Schneider has undergone detail modifications.

will be three types, the 11-55 h.p., the 14-55 h.p. unsupercharged straight-eight and the 14-125 h.p. supercharged straight-eight.

11-55 h.p.—engine: 4-cylinder, 69 mm. bore x 100 mm. stroke, side valves, detachable head, dry sump lubrication, oil radiator; clutch: single plate; gearbox: four-speeds; back-axle: full-floating spiral-bevel type; suspension: half elliptics in front, cantilever at rear; Rudge-Whitworth wheels; Marles steering. Prices: chassis £425, 2-seater £495, 3/4-seater £525, sports coupé £550. 14-55 h.p. and 14-125 h.p. types—engine: straight-8, 52 mm. bore x 88 mm. stroke; gearbox: 4-speeds; back axle: full-

bodywork and Triplex glass will be fitted as standard. Other innovations include an additional Midget two-seater, finished externally in black with red wheels.

The M.G. Midget Sportsman's coupé will have a panelled body and cleaner roof lines. Exterior will be in black only with the standard M.G. upholstery colours.

All M.G. Six Sports Mark I models are being fitted with Dewandre servo brakes. Chromium plate and Triplex glass are also being included. This has necessitated the price being increased by £10.

A new model has been added to the M.G. Six Mark I range. It is a compact



## SPORTS MODELS FOR 1931—continued.

central change; suspension: semi-elliptics and shock absorbers, front and rear. Price (with Le Mans 4-seater body), £535.

**SINGER.**

The Singer list includes two sports models—a two-seater mounted on a "Super Six" chassis and the "Porlock" Sports Junior two-seater. Specifications: "Super Six"—engine: 6-cylinder, 65.5 mm. bore x 95 mm. stroke, 15.91 h.p., push-rod operated O.H.V., 7-bearing crankshaft, battery-and-coil ignition, Solex carburettor; clutch: single dry plate, gearbox: 4-speeds, right hand change; suspension: half-elliptics and shock absorbers all round. "Junior"—engine: 4-cylinder, 56 mm. bore x 86 mm. stroke, 7.78 h.p., O.H.V. operated by overhead camshaft, coil-and-battery ignition, Solex carburettor; clutch: single dry plate; gearbox: 4-speeds, central change; suspension: semi-elliptics and shock absorbers all round.

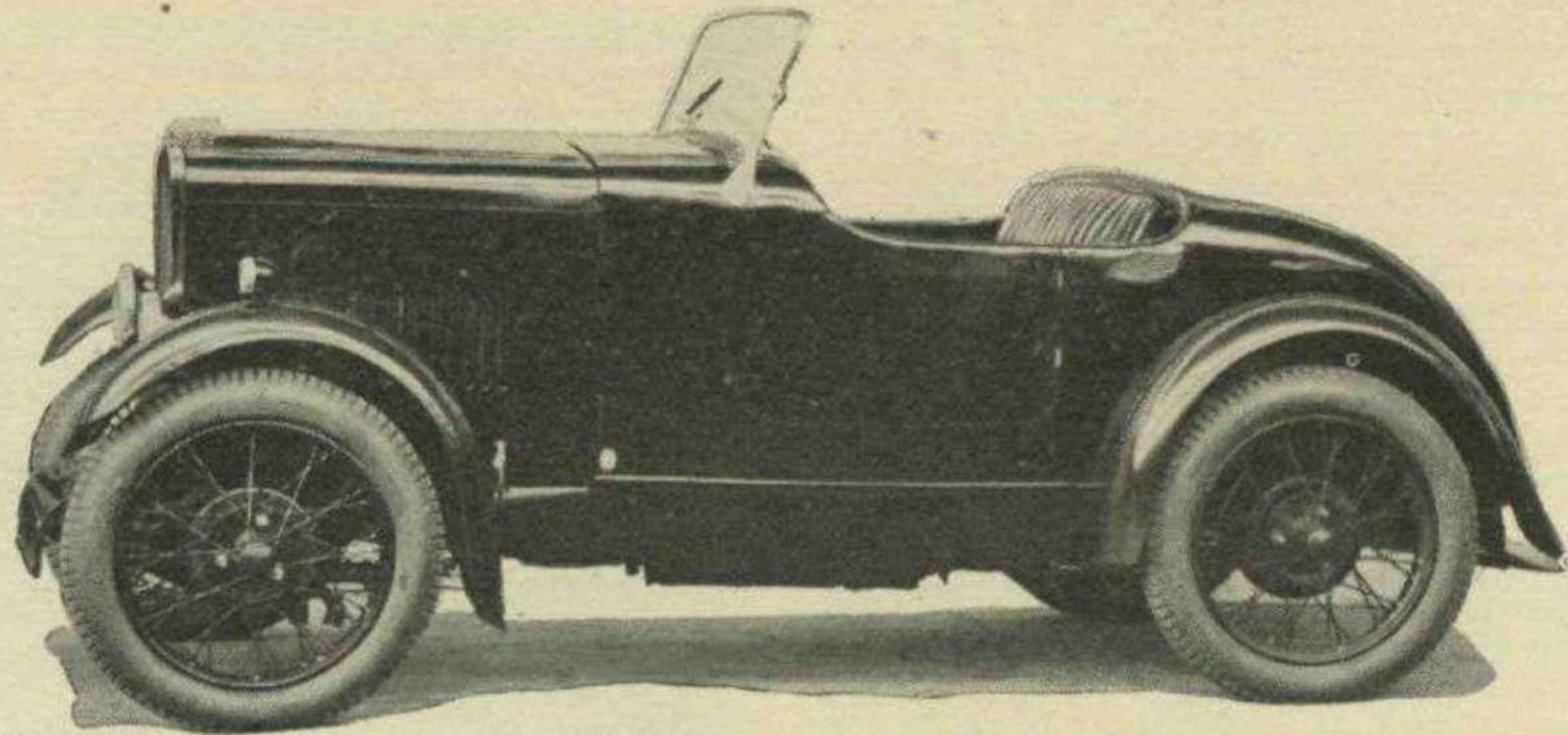
**STANDARD.**

Although the Standard Motor Co. are not marketing a sports model themselves, the recently introduced "Avon" model (produced by the New Avon Body Co., Ltd.) will continue to be marketed, built into both the 9 and 16 h.p. chassis. Prices are as follow:—9 h.p. coupé £280, 9 h.p. two-seater £250, "Ensign 6" 16 h.p. coupé £315, two-seater £285.

**TALBOT.**

Included in the Talbot 1931 programme will be two sports types—the "Seventy-Five" and the "Ninety Speed" models. Specifications:—"Seventy-Five" chassis—engine: 6-cylinder, 69 mm. bore x 100 mm. stroke, 17.97 h.p., push-rod operated O.H.V., 7-bearing crankshaft, coil-and-battery ignition, Zenith pump-type carburettor; clutch: single-disc type; gearbox: twin-top, 4-speeds, right-hand change; suspension: semi-elliptic in front, semi-cantilever at rear, and shock absorbers. Price (chassis) £425. The "Ninety" model is similar to the above, the chassis price being £495.

*Owing to certain firms not releasing details of their 1931 programmes, a few makes have been necessarily omitted from the foregoing list.*



*A new attractive Triumph model—the "Gnat."*

**TRIUMPH.**

Details of the Triumph range of "Super Sevens" for 1931 show that these small cars have undergone many interesting alterations. These are mainly in respect of the bodywork, the specification of the chassis remaining generally similar to that of the 1930 series.

The number of types has been reduced from eleven to seven, one of these, the sports "Gnat" being an entirely new production.

As in the past the engine has a capacity of 832 c.c., with a Treasury rating of 7.9 h.p. Lockheed hydraulic brakes once again figure as an important item in the specification. Magneto ignition is employed on the four-seater tourers and on the new "Gnat," but the 2-4-seater de Luxe and the three saloons are equipped with coil ignition.

In the new model a standard Super Seven chassis is employed, but the engine is specially tuned. The body, which has very clean lines, is of the streamlined sports pattern. The spare wheel is stored inside the tail, which also houses the detachable hood when this is not in use. Cycle type wings with full valances are fitted. The price of the "Gnat" is £185.

**ROVER.**

An improved 10-25 h.p., a two-litre, the "Meteor" model, and a new type, known as the "Light Twenty," make of the new season Rover range. Each is available as a Sportsman's coupé. Chassis prices respectively: £189, £298, £398 and £358.

The engine of the new chassis is a six-cylinder of 72 mm. bore and 105 mm. stroke, its rated horse power being 19.3; in conjunction with the four-speed gearbox and the comparatively low weight of the car as a whole, this gives it a remarkable performance, together with reasonable economy.

The gear-box provides four speeds and is similar in design to that on the Meteor, with a silent third gear by the use of double helical pinions. This and the greater power available, enable a high back axle ratio to be employed, the actual gears being 4.7, 6.8, 9.95 and 17.7 to 1.

Apart from the engine, the chassis of the Light Twenty is very similar to that of the two-litre on which also, the "silent third" four-speed gear-box is now standardised. Another improvement on the two-litre chassis is the incorporation of a positive pump instead of vacuum feed for the carburettor from the ten gallon petrol tank at the rear.

## HIGH EFFICIENCY EXHIBITS AT OLYMPIA.

WITH the growth in knowledge of the average motorist regarding the working of his car, the accessory and component section of the Motor Show has become increasingly patronised during recent years by visitors to Olympia, and with each year this branch of the exhibition becomes more and more interesting to the technically-minded. Many of the stands resemble research laboratories and workshops, in miniature, where the numerous problems and methods associated with manufacturing processes, high-efficiency tuning, repairs and so forth are revealed.

A typical stand of this nature is that of the Laystall Motor Engineering Works. This year this firm's display will include examples of their "Laystalloid," steel cylinder liners, which are now being used extensively in engine reconditioning work; different types of their

"De Luxe," lightweight pistons will also be on view, together with Laystall special alloy steel crankshafts for high-speed sports engines, helical bevels, gears and many other productions for which Laystall's are well-known.

## INTERNATIONAL EXHIBITION OF INVENTIONS.

THE International Exhibition of Inventions opens in the Central Hall, Westminster, to-day.

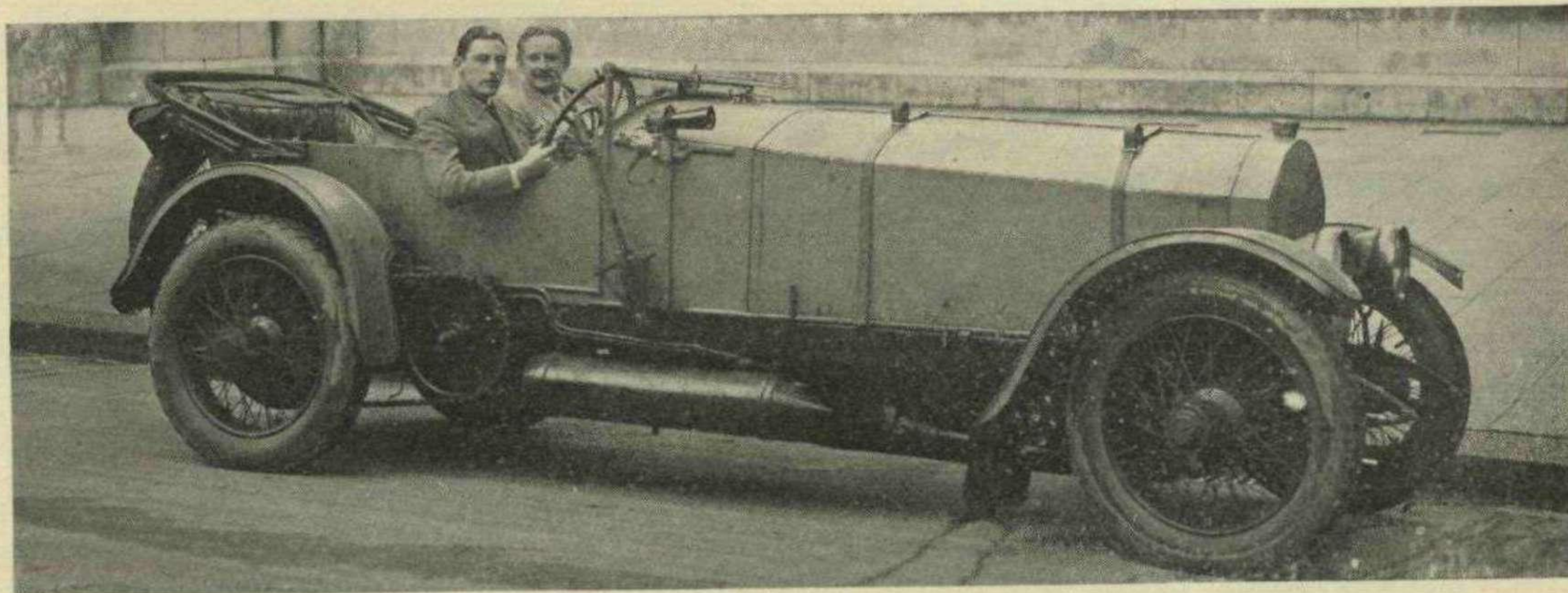
Many interesting inventions will be on view. We understand that exhibits have been received from all parts of the world and that a large number appertain to Internal Combustion Engines, gearing, etc.

The Exhibition is being opened by The Rt. Hon. The Lord Morris, K.C.M.G., and is organized by the Institute of Patentees (Inc.) 39, Victoria Street, Westminster, London, S.W.1.



# Veteran Types

## 1.—CHITTY-CHITTY-BANG-BANG II.



*The great and one and only Chitty-Chitty-Bang-Bang II.*

**N**EVER in recent years has there been a more picturesque figure in the world of automobilism than the late Count Louis Zborowski. He was in fact a figure which did not seem really to belong to the post-War era when the fame of his doings was world-wide, but which seemed more in keeping with the older and more heroic days, when his famous father was driving Mercédès cars along with such men as Camille Jenatzy, the "red devil," Baron de Caters, Werner and the rest. And the cars he drove were in keeping with his character. For Zborowski never seemed so much at home as at the wheel of some colossal monster, with a huge engine, vast outside exhaust pipes, and chain drive.

I suppose that of all the cars which Zborowski drove, none were more famous than the two Chitty-Chitty-Bang-Bangs. The name itself, of course, was a piece of genius, as anyone will admit who has ever heard an engine, each of whose cylinders is of several litres capacity, ticking over as slowly as only such engines can. But the specifications of the cars themselves was enough to thrill any enthusiast.

Shortly after the War there arrived in this country several Maybach Zeppelin engines of a size and power which seemed to make them too much of a good thing even for the most exciting of motor cars. These engines had 6 cylinders of 160 x 170 mm. bore and stroke (20,392 c.c.), with push-rod operated overhead valves and the cylinders cast separately, which were capable of some 1,800 r.p.m. I do not know the actual power which these engines develop, but it is probably in the neighbourhood of 300 h.p. although I have heard estimates up to 500 h.p. At any rate, Count Zborowski acquired two of these engines and proceeded to instal them in two 90 h.p. Mercédès chassis of about the year 1910, making few modifications to the chassis which had direct ratio chain drive, but equipping them with modern Rudge-Whitworth wire-wheels.

The doings of Chitty-Chitty-Bang-Bang at Brooklands are of course famous; but in September 1922,

Chitty-Chitty-Bang-Bang I burst a front tyre during practice, and after a series of most marvellous gyratory evolutions proceeded to wreck the time-keeper's box, and considerably damaged himself in the process. This was rather the end of Chitty's active career, and I believe what remains of him now lies in a shed somewhere on Romney Marsh.

Chitty-Chitty-Bang-Bang II, however, still remained, and it is this car which I have chosen as the most worthy subject for the first of this series of articles on "veteran types." Through the courtesy of Messrs. Scott-Moncrieff, Ltd., who deal in odd cars, and who had Chitty in stock recently, I was able to have a run in the veteran monster, and some account of him is, I feel, likely to be of interest to readers of MOTOR SPORT.

Arriving at Cheval Place we proceeded to get the car going, and repaired to the monster's garage. To anyone who is only familiar with modern sports cars the very sight of the veteran is thrilling enough. The car gives one the impression of being immensely long, and quite 90% of the length seems to be taken up with the bonnet, the little four-seater body behind seeming ridiculously small in comparison. In sober fact, the scuttle does end only just forward of the driving sprocket. Opening the bonnet, the colossal Maybach was disclosed, and we proceeded to set about starting it.

On the top of the centre of the scuttle is mounted an aero-type hand-pump connected to a Y-shaped pipe. Turning the tap over one way we proceeded to pump oil to the engine, and then reversing the tap we applied the pressure to forcing petrol from the tank to the carburettor. This done one operates an enormous vertical lever just beside the driver's seat, which would do justice to most cars as a gear-lever, but which in actual fact is a priming device. Having seen petrol squirt satisfactorily from the inlet pipe unions, the great engine was turned over slowly with the starting handle. Then it was switched on and pulled over compression while someone else wound the handle of the starting magneto. At about the second or third pull over there was a



## VETERAN TYPES—continued.

"woomp-woomp" in the exhaust pipe, and then a hearty "wuff-wuff-wuff." The half-compression device was pushed home, and Chitty was in action!

"A spot of oil on the rockers" said someone, and a mechanic hurried up with an oil-can to lubricate the engine's exposed overhead valve gear. Then the bonnet was strapped down, we took our seats and Chitty-Chitty-Bang-Bang II got away.

I cannot pretend that in London traffic Chitty is as easy to manoeuvre as an Austin Seven. To begin with the car gives one rather the impression of being about as big as a battle-cruiser and twice as powerful. The power is in fact colossal even for the transmission of a "Ninety" to deliver comfortably to the back wheels and the clutch has to be used with circumspection. However, one soon gets into the habit of tipping into neutral when one has to slow down, and then re-engaging a gear either without revving the engine or else just jabbing at the throttle and letting the engine fire heartily about once.

But if Chitty is not quite at his best in London traffic, what a joy when one gets out on the open road! One gets into top at last and soon one is sweeping along with just the "ob-blob-blob-blob" of the engine and the snarl of the chains in one's ears. Now one can imagine how the automobilists of the real old days felt as they thundered down some long straight French road in a great town to town race. Actually however, we were merely on the Great West Road and having to take care not to run over some of the staid saloons which were

proceeding in the same direction as ourselves. A real direct final top-gear ratio is a thing of joy which has to be experienced to believe, and it is marvellous nowadays to think that the engine only has to do 900 r.p.m. to drive the car at 60 m.p.h. As a matter of fact we were accompanied on this particular expedition by another car which followed us closely, and after we had been, it seemed, just trickling along the road for some time, its occupants informed us that we had been doing a steady 55 m.p.h. Speed on Chitty is very deceptive! With regard to the maximum possible we had no sort of chance of testing this, but it is anyway something over 100 m.p.h.

Chitty has one characteristic which may or may not be regarded as a virtue, and this is that one cannot stop without collecting a crowd. People stand and gaze in awe at the monster, as the real automobilists descend and unoggle like some visitors from a bye-gone age. We had in fact to have dinner where we could keep a good eye on the car, for one feared the souvenir hunter!

Then with the lights on Chitty, was started up again, and we thundered back to London to return the great car to its garage. For one evening we had gone back to the grand old days and known the joys that were the portion of the men of yore: and as we crept home to bed we wondered why we had not been born a quarter of a century earlier, but thanked a fate which had at least allowed us just to taste the grandeur of a more glorious age.

E. K. H. K.

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## VETERAN EVENTS AND COMMENTS

IT is rather a curious coincidence that a few days after I had been wondering whether there was any racing car still going which was old enough to have taken part in any of the Gordon Bennett events, I heard of the recent exploits of various motors which took part in even earlier races. There has reached me, in fact, an account of a most amusing event which was organised recently by the cycling division of the Automobile Club de France, and which started off with a run for veterans, from Lisieux, a little Normandy town famous for its cider, to Deauville. I do not know what the age limit for the cars was, but thirteen of them turned up at the start, and the youngest first saw the light in 1902.

The oldest real racing car among them was one of the Amédée Bollées which actually ran in the Paris-Amsterdam-Paris race of 1898, which was the first international town-to-town race ever run. Almost as glorious, perhaps, as its first run of 900 odd miles in that race, was its journey of about 90 miles thirty-two years later from le Mans to Lisieux in the hands of Monsieur Verney.

A mere chicken compared to the Bollée was one of the famous 16 h.p. Renaults which ran in the Paris-Vienna race of

1902. I do not know whether this machine was the one which Marcel Renault drove to victory in that race, covering 620 miles at over 39 m.p.h., but it certainly seems to have been extremely rapid when Monsieur Maurice Bequet brought it the 100 miles from Paris to Lisieux. I am enormously glad to know that these two cars are still running.

The oldest motor of all was another Bollée of the year 1895—one year before the famous London-Brighton run which marked the repeal of the Red Flag Act in England. This car was built by Léon Bollée and is really a motor tricycle of the type which distinguished itself in that London-Brighton demonstration. It appeared at Lisieux driven by the enthusiastic Monsieur Téronaune. It was run very close in point of age by a Peugeot, also of 1895 which ran extremely well in the hands of M. Delpeuch.

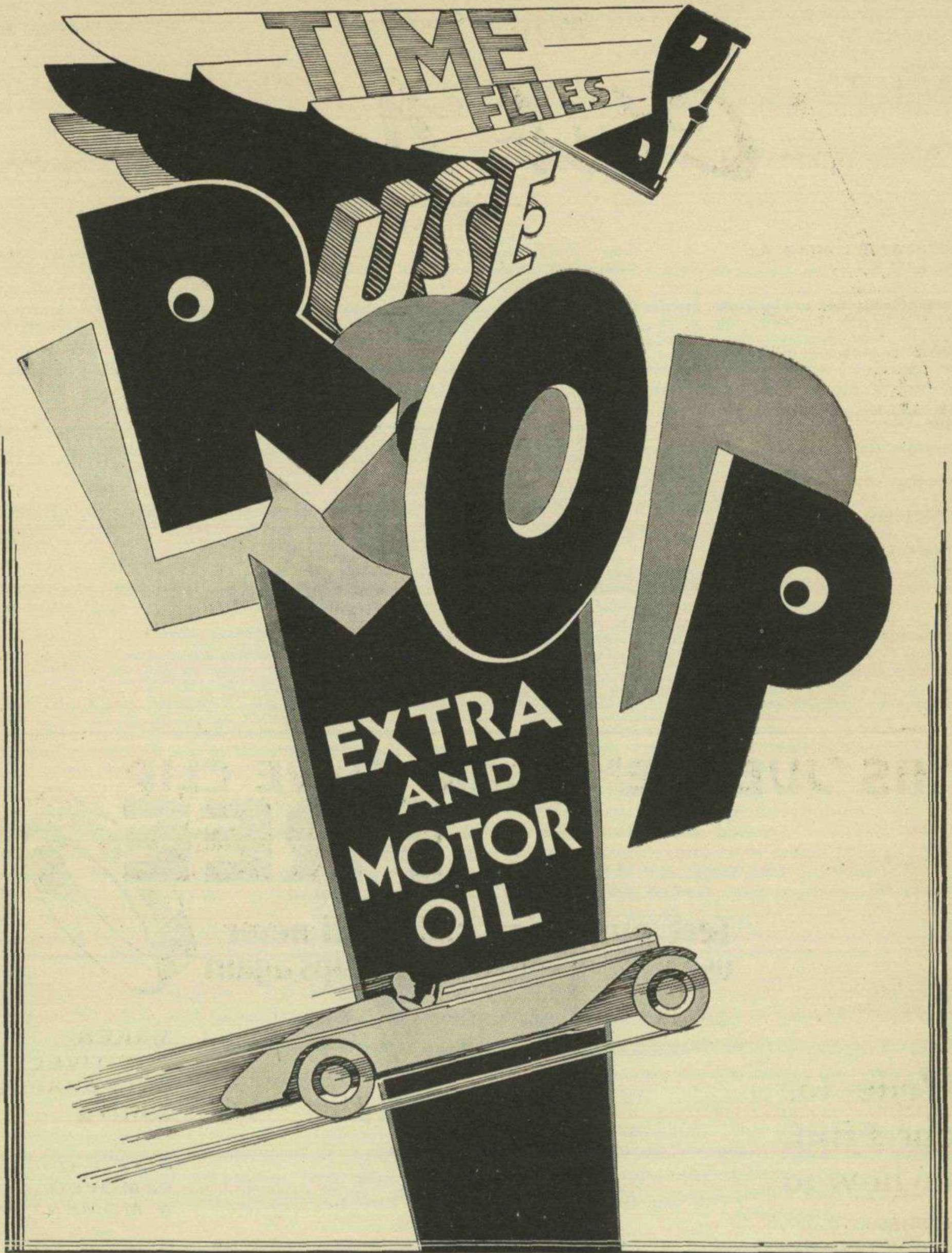
Other Nineteenth Century motor cars were two Panhard-et-Levassors of 1896, driven by MM. Miland and Richer; a third dating from 1898 driven by M. Schoeller, and a Peugeot of the same year with M. Vallery at the tiller. The 1900 Renault, which M. Bernardot drove, proudly carried the number 28, only 27 Renaults having preceded it: I wonder how many have been built since! A

Panhard et Levassor of the same year had been brought by M. Désormeaux to Lisieux all the way from Tours, a run of about 150 miles, and the rest of the competitors consisted of a couple of 1900 6 h.p. De Dion Boutons driven by MM. Desroziers and Chapaz and a 1902 Renault handled by M. Castex, which with the Paris-Vienna car represented the "juveniles."

Leaving Lisieux the veterans, accompanied by an enormous number of cyclists and motorists on more modern mounts, trundled along the dozen miles to Pont l'Évêque, a little town famous for its cheeses, where a speech of greeting (and lots of cider) had been prepared by the mayor. Thence to Deauville where an excellent lunch at the Chalet Normand regaled the drivers and others after their efforts.

In the afternoon there were several races between the cars and cyclists, which, I may say, resulted in a victory for the latter in spite of the speed displayed by the Paris-Vienna Renault. A great prize-giving terminated the proceedings. There is obviously great enthusiasm in France for the real veterans. If only they would build that Channel tunnel we could make our London-Brighton run a London-Paris race!





**AND KEEP AHEAD OF THE TIMES**



# Club News

## SOUTH-WEST LONDON M.C.

Mr. R. E. Percival is now hon. secretary and all communications and enquiries should be addressed to him at 83, Bramfield Road, S.W.11. This club, which caters for both the social and sporting sides of motorcycling, has vacancies for new members.

## UNY LELANT & DISTRICT MOTOR CLUB.

A motor club has been formed in the Penzance district under the above title. Particulars of membership, etc., may be obtained from T. E. Curnow, Chyan-Dunes, Lelant, Cornwall.

## LONDON EAGLE M.C.

The Newlands Park scramble which is being run in conjunction with the Chalfont and D.M.C.C. is fixed for October 26th and will be restricted to eight other clubs in the Centre. Entry fees for any one class are 2s. for members of the organizing clubs and 3s. 6d. for other entries. For competitors entering more than one class there are special fees avail-

able. Will secretaries of clubs wishing to take part kindly communicate as soon as possible with Mr. J. W. Rickards, 12, Spring Street, W.2.? The first eight clubs in order of application will be eligible.

## B.R.D.C.

The R.A.C. have given a donation of £100 towards the prize fund for the British Racing Drivers' Club 500-mile race, which is due to be run off at Brooklands on Saturday next, the 4th October.

## NORWOOD M.C.

The second annual Shield Trial of the Norwood Motor Club will be held this year on Sunday, October 5th. The start will be at 8 a.m. and the trial will finish about 10.30 a.m. Car members of the club are particularly asked to help with the marshalling and observing of the course, and those willing to give assistance should get into touch with the Hon. Secretary, Mr. D. S. Withers, 110, Idmiston Road, London, S.E.27, as soon as possible.

## MOTOR CYCLE FIXTURES FOR OCTOBER.

### CHESHIRE CENTRE.

October 3rd.—Scramble (Oswestry and District M.C.).

October 18th.—Reliance trial (Liverpool M.C.).

### EAST MIDLAND CENTRE.

October 5th.—Button Cup trial (Grantham and District M.C. and L.C.C.).

October 12th.—Scramble (Derby M.C.C.).

October 19th.—Winter Trial (Raleigh M.C.C.).

### SOUTH-EASTERN CENTRE.

October 12th.—Semi-sporting trial (Streatham and District M.C.C.).

### YORKSHIRE CENTRE.

October 12th.—Post Hill miniature T.T. races (Leeds M.C.). Particulars from Mr. W. A. Dovener, Avenue House, Woodhouse Lane, Leeds.

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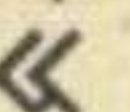
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# THE MONT VENTOUX HILL-CLIMB

## DISAPPOINTING FIELD IN THE FAMOUS FRENCH EVENT

THE Mont Ventoux hill climb is one of the oldest events of its kind in the motor racing calendar, being beaten in point of seniority only, I should think, by the la Turbie; and the fact that this year it was given the added interest of being the French event counting for the Mountain Championship, made it all the more disappointing that the entry list was extremely short and included none of the famous continental aces. The reason, however, is not far to seek, for by what appears to be an extraordinary piece of mismanagement, the Tatra hill-climb in Poland which also counted for the Championship, was run on the same day. Competitors had, therefore, to choose which event they should start in on the 24th August, and in view of the fact that Mont Ventoux is not only one of the most difficult climbs in the world, but also its organisers had not got the financial resources either to subscribe towards the competitors' expenses or to provide substantial cash prizes, it is hardly surprising that the drivers chose the easier and more remunerative Tatra event. All the same it is a great pity, as French races are not meeting with that success nowadays which one might expect, and its more thoughtful members are realising the incalculable harm which is being done to the French industry by its eclipse in the sporting field.

The course of the Mont Ventoux climb starts from the village of Bédoin and rises for 13½ miles with an average gradient of 9% to the summit of this outlying spur of the French Alps where is placed one of the best observatories in the country. Fastest time of the day this year was made by Pierre Rey on a 2-litre Bugatti, who climbed in 17 minutes 38 seconds, but who failed to beat the record of 16 minutes 45 1/5 seconds set up by Lamy, also on a Bugatti in 1928. One of the best performances of the day was made by the veteran Bablot, the wizard of the Mont Ventoux, who first captured the record for the hill in 1908, improved on his own performance in 1909, and again made fastest time in 1921. This year he drove a rigidly standard 6-cylinder Fiat saloon in the 3-litre class, and succeeded in averaging over 37 m.p.h. over this difficult course. The final results were as follows:—

### SPORTS CARS.

1100 c.c.—1, Lépicard (Donnet), 19m. 27 4/5s.; 2, Jacomin (Amilcar), 23m. 55s.

2-litres.—1, Parker (Bugatti), 18m. 57 3/5s.

3-litres.—1, Bablot (Fiat), 23m. 11 1/5s.; 2, Champion (Bugatti), 23m. 19 2/5s.

5-litres.—1, Valabrègue (Fiat), 22m. 12s.

8-litres.—1, Gautruche (Graham-Paige), 23m. 10 3/5s.

### RACING CARS.

750 c.c.—1, Ferréol (Rosengart), 21m. 33 4/5s.

1100 c.c.—1, Lapeyre (Amilcar), 28m. 1 2/5s.

2-litres.—1, Rey (Bugatti), 17m. 38s. (Fastest time of the day. Average speed 45.9 m.p.h.)

Although the fame of the Mont Ventoux is at present somewhat under a cloud, its day will assuredly come again, and a brief outline of its history is therefore of

considerable interest. The first event of the series was run in 1902, and the fastest climb was made by Paul Chauchard on a 70 h.p. Paris-Vienna Panhard et Levasor, which had a 4-cylinder engine of 160 x 170 mm. bore and stroke, and which as a result of the new weight restrictions had about the highest power-weight ratio then achieved by a motor car. Chauchard's time was 27m. 17s., while the fastest light car was Voulatum's 20 h.p. Clément-Bayard, which had a 4-cylinder engine of 75 x 110 mm. and which took 43m. 35s. for the climb.

In 1903 the record was broken by Dangeau on a special hill-climbing Richard-Brasier, fitted with a 50 h.p. 4-cylinder engine of 130 x 130 mm. bore and stroke, (which incidentally was by way of being a light car), and which climbed in 25m. 25s. The next year, 1904, was one of the great years for the Mont Ventoux, for the entry list included most of the great drivers of the day such as Duray, Rougier, Achille and Maurice Fournier (who drove a Wolseley Beetle), Le Blon, Baras, Hémerly and Lancia. As was to be expected the record was again broken, this time by Rougier on a 100 h.p. Gordon Bennett Turcat-Méry, who clocked 21m. 12 3/5s., this time being closely approached by Hémerly on a light 40 h.p. Darracq with an engine of only 130 x 140 mm. bore and stroke, who only took 22m. 26s.

Rougier's record was again broken in 1905 by Cagno on one of the 110 h.p. Fiats which so nearly won the Gordon Bennett race of that year, and which reduced the time to 19m. 30s., a record which was to stand until 1908. Fastest time in 1906 was made by Colomb on a Rochet-Schneider who, however, took 24m. 40s., and although Rougier again made fastest time in 1907, this time on a 120 h.p. Grand Prix Lorraine-Dietrich, he too was unable to beat Cagno's record. It remained, therefore for Bablot to achieve the honours, which he did in 1908 by setting up a new record of 19m. 8 4/5s. on a 120 h.p. Grand Prix Brasier, with a 4-cylinder engine of 155 x 160 mm. bore and stroke. Not content with this performance, however, he took the same car up in 1909, and succeeded in lowering his own record to 18m. 41s.

In 1910 there came a dramatic change, for although the record was not broken, fastest time was made not by a giant racer, but by the famous Georges Boillot on a Lion Peugeot racing Voiturette who took 21m. 30 2/5s. for the climb. The onslaughts of 1911 also failed to lower Bablot's record, fastest time being made by Deydier on a Cottin et Desgouttes, and it was not until 1912 that the old record was improved upon, Georges Boillot making another attempt and clocking 17m. 46s. with a Grand Prix Peugeot. Like Bablot, however, Boillot was not content with his own performance, and in 1913 with a Grand Prix Peugeot of that year, he improved his time to 17m. 38s.

The 1913 event concluded the pre-war series, and it was not until 1921 that the famous climb was again held; and it was fitting that the first post-war event should be won by the veteran Bablot, who although

(Continued on page 32.)



# THE ITALIAN GRAND PRIX

*Sweeping Victory for Maserati.*

**A**CHILLE VARZI, driving a 2½-litre Maserati instead of his more usual Alfa-Romeo won the Italian Grand Prix at Monza on Sunday 7th September, his average speed for the 150 miles of the final being 93½ m.p.h. A second straight-eight Maserati of the same type driven by Luigi Arcangeli was second only a length or two behind the winner, while Ernesto Maserati himself with the 4-litre 16-cylinder car completed the victory of his productions by capturing third place. It was an overwhelming victory for the young Bologna firm, and one which was so popular with the enthusiastic crowd that after the first seven cars had finished, the course was invaded and the race had to be stopped.

The race was arranged on the same principle as was used last year and which has been devised by Cav. Vincenzo Florio, the creator of the Sicilian classic, and to whom must go most of the credit for the success of the Monza race.

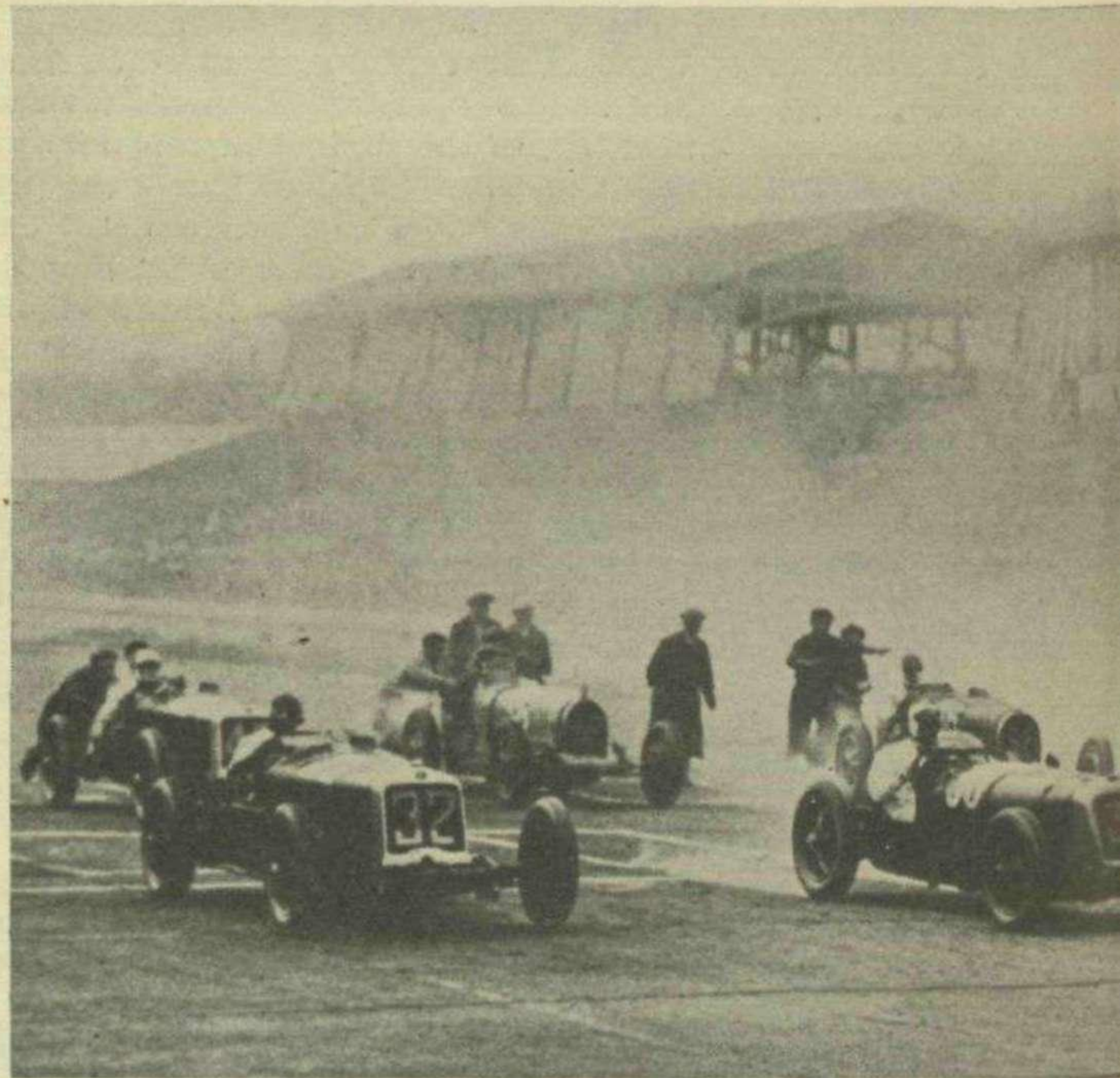
The competitors were divided into classes according to cylinder capacity, and each class had to run in a separate heat over 14 laps of the new Monza circuit, which comprises part of the track proper and part of the old "road" circuit, the total distance covered being 100 kilometres, or just over 60 miles. The first four in each heat were then qualified, so long as they had averaged more than 68½ m.p.h., to run in the final which took place over 35 laps of the circuit, a total of 150 miles. As there were thus four heats as well as the final, it is hardly surprising that the racing which started at 10 o'clock in the morning lasted till dusk, and the spectators, who had been arriving since the early hours of the morning should certainly have felt that they had got their money's worth. The entry list was a good one including works teams from Alfa-Romeo and Maserati, and numerous more or less amateurs on Bugattis, Talbots, Mercedes, Duesenberg and other racers.

The first heat to be run off was that for the 1500 c.c. and 2-litre racers, which united ten starters consisting of Etancelin, Max Fourny, Von Morgen, Tabacchi, Minozzi and Avattaneo on Bugattis, Brivio and Biondetti on the two 1500 c.c. straight-eight Grand Prix Talbots which have now found a permanent home in Italy, and Sartorio and Pedrazzini on straight-eight Maseratis. Von Morgen got away in the lead and it was soon apparent that his Bugatti was slightly faster than Etancelin's. The latter, however, made up for this defect by superb driving, and finally managed to catch the German driver on the post. The result of this heat was therefore as follows:—

1. Etancelin (Bugatti), 39m. 31s. Average 91.15 m.p.h.
2. Von Morgen (Bugatti).
3. Pedrazzini (Maserati).
4. Minozzi (Bugatti).

The next event on the programme was the 3-litre

heat, which united the most interesting cars engaged in the race. Among the starters were the three type P2 Alfa-Romeos, which began their victorious career with their victory in the French Grand Prix at Lyon in 1924. The general shuffle round of drivers which put Varzi at the wheel of a Maserati, occasioned Borzacchini, who usually drives one of the cars from Bologna, to handle an Alfa-Romeo on this occasion, while his team-mates were Giuseppe Campari and Tazio Nuvolari. Actually these Alfa-Romeos, having been built for a Grand Prix run under the 2-litre rule, might have been expected to start in the junior class, but their long and glorious career had determined Signor Jano, the technical head of the Milanese firm, to recondition their engines by having their cylinders bored out, so that their capacity was increased to 2,006 c.c. and they were automatically promoted to the 3-litre class. Against them were ranged the three Maseratis with 8-cylinder engines of 2,400 c.c. capacity, which were handled by Varzi, Arcangeli and Fagioli, and a quartet of 2,300 c.c. Bugattis driven by Lehoux, Burggaler da Farra and Stefanello. It was soon



*Competitors getting au*

apparent that the Maseratis were the fastest cars in the group and Arcangeli got away to take the head, hotly pursued however by Nuvolari on the first of the Alfas, 300 yards ahead of Varzi. Round after round the order was unchanged, and then Nuvolari managed to get past Arcangeli, only to be repassed again just before he burst



two tyres in rapid succession. Varzi, also, who was evidently saving his car for the final, fell back towards the end, and Arcangeli proved an easy winner, the final order being as follows:—

1. Arcangeli (Maserati), 36m. 36s. Average 98.4 m.p.h.
2. Borzacchini (Alfa-Romeo), 37m. 19s.
3. Fagioli (Maserati), 37m. 39s.
4. Varzi (Maserati), 38m. 9s.
5. Nuvolari (Alfa-Romeo), 39m. 19s.
6. da Farra (Bugatti).
7. Lehoux (Bugatti).
8. Campari (Alfa-Romeo).

The next event on the programme was the class for the really "heavy metal," that is to say the cars with engines of over 3-litres and under 8-litres capacity. This heat united only five starters, and they were not expected to be so fast as the 3-litre machines, with the possible exception of the 4-litre Maserati, which has two straight-eight engines geared together, and which was driven by its constructor, Ernesto Maserati. The class, however, succeeded in being really international, as the starters included Elbert "Babe" Stapp on the Duesenberg, built to conform to this year's new 5-litre unsupercharged Indianapolis rule, and which as is usual with this marque, represented America in Europe. There were also the two German type SSK. 7-litre Mercédès, driven by

thus succeeded in representing both Italy and France.

Maserati got away in the lead, followed by Caracciola, both cars succeeding in getting well away from the Duesenberg. The performance of the latter was indeed very mediocre, and Stapp was so disappointed with it that at the time of writing it seems probable that he will decide to scratch from the French Grand Prix at Pau. Maserati, however, was going very fast and displayed slight *excès de zèl* with the result that his car ran off the track. It was undamaged, but it was restarted as the result of pushing on the part of the enthusiastic spectators. As a result of this Caracciola could have demanded Maserati's disqualification and thus have won the class, but the German driver with characteristic sportsmanship refused to appeal, an action which was much appreciated by everyone. The Itala did not seem to go as well as it used to in its younger days, and the other four thus got into the final, their order being as follows:—

1. Ernesto Maserati (Maserati), 39m. 25s. Average 91.4 m.p.h.
2. Caracciola (Mercédès), 39m. 43s.
3. Stapp (Duesenberg), 41m. 5s.
4. Caffisch (Mercédès), 42m. 19s.

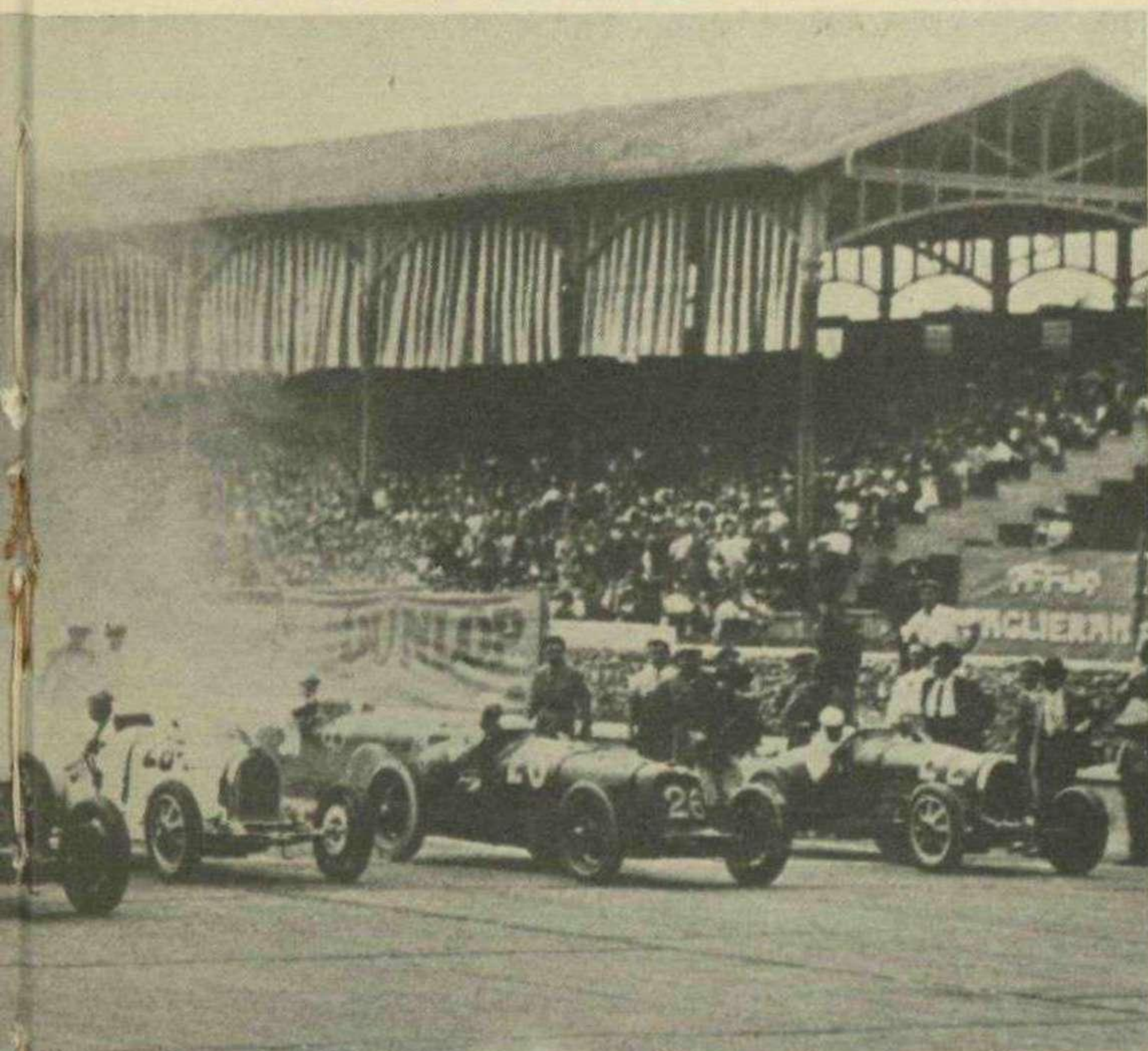
The rules provided that one extra heat could be run to allow the best of those who had been knocked out to get into the final. As fate had excluded two of the Alfa-Romeos this method of including them was next resorted to, and five cars were lined up for the extra heat, two of which were to qualify for the final. They consisted of Sartorio on the 2-litre Maserati, Campari and Nuvolari on the Alfas, and Lehoux and da Farra on their 2,300 c.c. Bugattis. This heat provided a surprise, for Lehoux shot off at high speed on his Bugatti and succeeded in keeping ahead of the Alfas which could not pass him although the three cars went round in close formation. Finally, however, Lehoux went out with gear-box trouble and Nuvolari and Campari drove easily into the final.

The last of the preliminaries was the heat for the 1100 c.c. machines. This class also had to cover 14 laps of the circuit, a total of 60 miles, and only the first two home were eligible for the final. Fifteen starters presented themselves for this heat, consisting of Klinger, Zanelli and Bisighini on the little 8-cylinder Maseratis, Macher and Simons on the two D.K.W., Premoli, Clerici, Pratesi and da Caroli on Salmsons, Gerardi, Dourel and Scaron on Amilcars, Plate and Brieri on Lombards, and Carneval on a Rally. At the start Premoli on the Salmson got away at once to take the lead, followed at about 200 yard's distance by Scaron's Amilcar. Throughout the race the cars remained equally spaced, finally finishing in that order and both qualifying for the final. The result was as follows:—

1. Premoli (Salmson), 43m. 36s. Average 82.6 m.p.h.
2. Scaron (Amilcar), 43m. 43s.
3. Klinger (Maserati), 45m. 54s.
4. Zanelli (Maserati), 46m. 4s.
5. Dourel (Amilcar), 46m. 8s.

Premoli, however, refused to start in the final, considering that his little car had no chance if made to compete on equal terms with the larger machines. The fifteen other cars which were qualified were, therefore,

(Continued on page 32).



at the start at Monza.

Rudolf Caracciola and Federico Caffisch, the latter car being fitted with a 4-seater body, and finally a car which was driven by Ruggeri and which used to belong to the late Emilio Materassi; this car consists of a Targa Florio Itala chassis powered with one block of cylinders from a V-eight Hispano Suiza aero engine, and which



## THE ITALIAN GRAND PRIX—continued.

lined up to decide the ultimate winner of the whole day's proceedings. They were as follows:—

Scaron on the little Amilcar; Etancelin, von Morgen and Minozzi on 2-litre Bugattis and Pedrazzini on the 2-litre Maserati; Arcangeli, Fagioli and Varzi on the 2,400 c.c. Maseratis and Borzacchini, Nuvolari and Campari on the Grand Prix Alfa-Romeos; Ernesto Maserati on his own 16-cylinder car, Stapp on the Duesenberg and Caracciola and Caffisch on the giant Mercédès.

Public excitement was now at fever heat; the great Alfa-Maserati duel was now going to be fought in earnest. In the meantime the Hereditary Prince and Princess had arrived, and the Prince himself dropped the flag which sent the fifteen off on their journey. Nuvolari and Campari shot off in the lead, and Alfa-Romeo had scored first blood; but when the pack reappeared it was Arcangeli's Maserati which came first, followed by Nuvolari and Varzi—the duel was indeed being fought in earnest. Six laps the leaders flew round together and then suddenly there came a bombshell; the three Alfa-Romeos all came into their pit with their tyres gone to ribbons. It was obvious that the tyres which were made by a firm which is just making its return to racing after an absence of some years were quite unable to stand the speed and the whole Alfa-Romeo team was withdrawn.

In spite of this sensational incident, however, the race lost little of its excitement. Varzi had had to stop for a change of plugs and was now running third behind Arcangeli and Maserati, while it seemed that he could never

catch them. Arcangeli, however, seeing the Alfas were out of it, decided that he was safe so long as he could keep ahead of Maserati, and his times began to increase by about 14 or 15 seconds per lap. But Varzi driving like a demon was slowly catching up, and three laps from the end he passed Maserati. Too late, Arcangeli at last realised his danger, for Varzi was slowly but relentlessly gaining on him. As they departed on their last lap the excitement was intense; they reappeared together and Arcangeli was still ahead, but Varzi was coming up, now they were level, now Varzi was ahead, and as they flashed past the post, the latter had won the Italian Grand Prix by one fifth of a second! The crowd went mad with excitement, somehow they climbed the railings and barriers to invade the track and cheer the victor. Five more cars succeeded in finishing and then the remaining three had to be stopped as the track could not be cleared. The final result was as follows:—

1. Varzi (Maserati), 1h. 35m. 46 1/5s. Average 93.5 m.p.h.
2. Arcangeli (Maserati), 1h. 35m. 46 2/5s.
3. E. Maserati (Maserati), 1h. 36m. 10 2/5s.
4. Minozzi (Bugatti), 1h. 39m. 23 1/5s.
5. Fagioli (Maserati), 1h. 39m. 23 3/5s.
6. Etancelin (Bugatti), 1h. 39m. 44 4/5s.
7. Caracciola (Mercédès), 1h. 43m. 0s.
8. Stapp (Duesenberg), stopped after 34 laps.
9. Caffisch (Mercédès), stopped after 33 laps.
10. Scaron (Amilcar), stopped after 32 laps.

## THE MONT VENTOUX HILL-CLIMB—continued.

he did not beat Boillot's record, made the fastest time of 20m. 27 3/5s. on a Voisin. Boillot's record was indeed destined to stand for some time, fastest time in 1922 and 1923 being made by René Thomas on the Delage hill-racer in 18m. 59s. and 18m. 18s. respectively. Then came the turn of Albert Divo, who in 1924 with the 12-cylinder 2-litre Grand Prix Delage made fastest time of 18m. 17 4/5s., and in 1925 with a car of the same type succeeded in beating Boillot's record which had stood for a dozen years by clocking 17m. 23 1/5s.

In 1926 the long series, hitherto only broken by the war, was again interrupted and it was not until 1927

that the next event was run off. That year Louis Chiron started a hot favourite, but he was put out by crashing half way up, and fastest time was made by Jourdan (Salmson) in 19m. 52 3/5s. Thus it was left to Lamy on a 2-litre Bugatti to set up the new record of 16m. 45 1/5s. in 1928, which remained unbeaten in 1929, when Lanciano made fastest time of 18m. 38 2/5s., and again this year. Let us hope, therefore, that next year a really imposing list of entrants including von Stuck, Chiron, Caracciola and Nuvolari will all make the attempt on lowering Lamy's remarkable record.

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# RUMBLINGS

By "BOANERGES."

**A**LTHOUGH to the ordinary citizen there may be seasons of the year when certain overhauls should be undertaken on a motor car, to the man who is really trying to get the best out of his model there is no close season. If the motor is getting tired it must be dealt with at once if not sooner. The fact that some people prefer to do it sooner may explain why the results are not always very clever, as you can't mend something which is already O.K.—However, what is of more immediate concern is the fact that motors do get tired for a variety of reasons apart from such simple routine matters as carbon deposit, etc.

One of the commonest causes of that mysterious falling off of revs is worn valve seatings, and this is specially common in sports car engines for two good reasons. One is that no keen owner will continue to run an engine in which the compression is not absolutely up to scratch, and as a result the valves are frequently being reground; and another is that with modern camshafts and the consequently strong valve springs they require, give the valve seatings a most uncomfortable time, and result in a sort of masked valve, without a camshaft to match it. The falling off in power due to the restricted valve opening is far greater than people realise, especially as it happens so gradually that it is often far gone before being really noticed.

I was forcibly reminded of this during a recent visit to Barimar's works, where Mr. Brett showed me a formidable array of cylinder blocks and heads from all types of engines, which had come in to be rejuvenated in this particular department. These included a fair number on which repairs had already been attempted by the use of "false" seats, and although various methods of fixing these have been tried by many firms, they are not satisfactory, and I saw several cases where the seats had come loose or shifted and so completely upset everything. Some

others had caused the head to crack in the vicinity owing to insufficient metal being left round the seat.

The method used by Barimars for repairing worn seats is to build up, by welding to the original shape, and then machining the seat again. In all the examples I saw of this method, the job was absolutely indistinguishable from new, and certainly seems the obvious method of doing it—that is providing that there is sufficient welding experience behind the firm doing it. The job certainly requires great skill and it would be a very foolish course to try and save money by letting anyone who had not the great experience of a firm like Barimars behind them to attempt such a job.

Another advantage of this method is that the building up is done with a harder grade of iron than can be used for manufacturing cylinders and heads, and therefore the rebuilt seatings should have a longer life than the originals. I would willingly have spent a whole day in looking round at the various welding processes going on, such as building up cams and other worn parts, and of course, repairing crank-cases.

Lack of space forbids further description of these, but the question of valve seatings is of such importance that I cannot refrain from drawing attention to it.

## Shelsley Again.

The attraction of Shelsley was again proved on Saturday, 13th of last month, when no one seemed to think that it was far to go from London, judging by the host of spectators which hailed from the south. At the last minute I found myself landed temporarily without a motorcar to get there, so something had to be done quickly. I mean, one couldn't *not* go to Shelsley (why can't you learn to speak English?—Ed. Well you know what I mean—Bon.) Anyway the solution of the trouble was found to be a phone call to Aldington of Frazer-Nash's, and could he lend me a motor car? He

was very sorry, but the only spare vehicle was a works hack which he explained (a) had not been down for 16,000 miles, (b) had some totally unsuitable carburettors and simply would not go at all, and I must not imagine for a moment that a Frazer-Nash was really as bad as that, etc., however, if I had nothing else, I was welcome to take it,—and who could say fairer than that? Well, after about 500 miles in that car I can only say, that if that is Aldington's idea of a tired motor, some other sports car makers had better pull their socks up and start tuning.

I started late, as usual, and arrived in time—most unusual—and in spite of perfectly beastly weather the whole time, put up a higher average than I have ever done over this particular route. Actually Aldington was right, the car was slower than is the habit of this breed, but knowing something of its recent past, the wonder is that it had survived at all.

The only other vehicle which showed that the performance was at all under par, was another Frazer-Nash which just, and only just, managed to leave us behind. What a joy to have a car that will hold its tune to that extent after thousands of miles of blinding, and still reel off 300 miles as an incident in the day's work, without the least sign of protest.

The way it sits the road and corners is a positive joy, and I couldn't help being amused at Aldington's prayers not to say anything about its performance, as it wouldn't be fair! However, MOTOR SPORT is due for a road test of one of the latest Frazer-Nash's, as soon as one can be withheld from a customer long enough to be used as a demonstrator. At present he is finding that all his motors are sold before they are built, a very happy state of affairs for him, but rather disappointing for those who haven't yet had a Frazer Nash and want to hear all about it. But, when the new works are in full swing we may be more fortunate.



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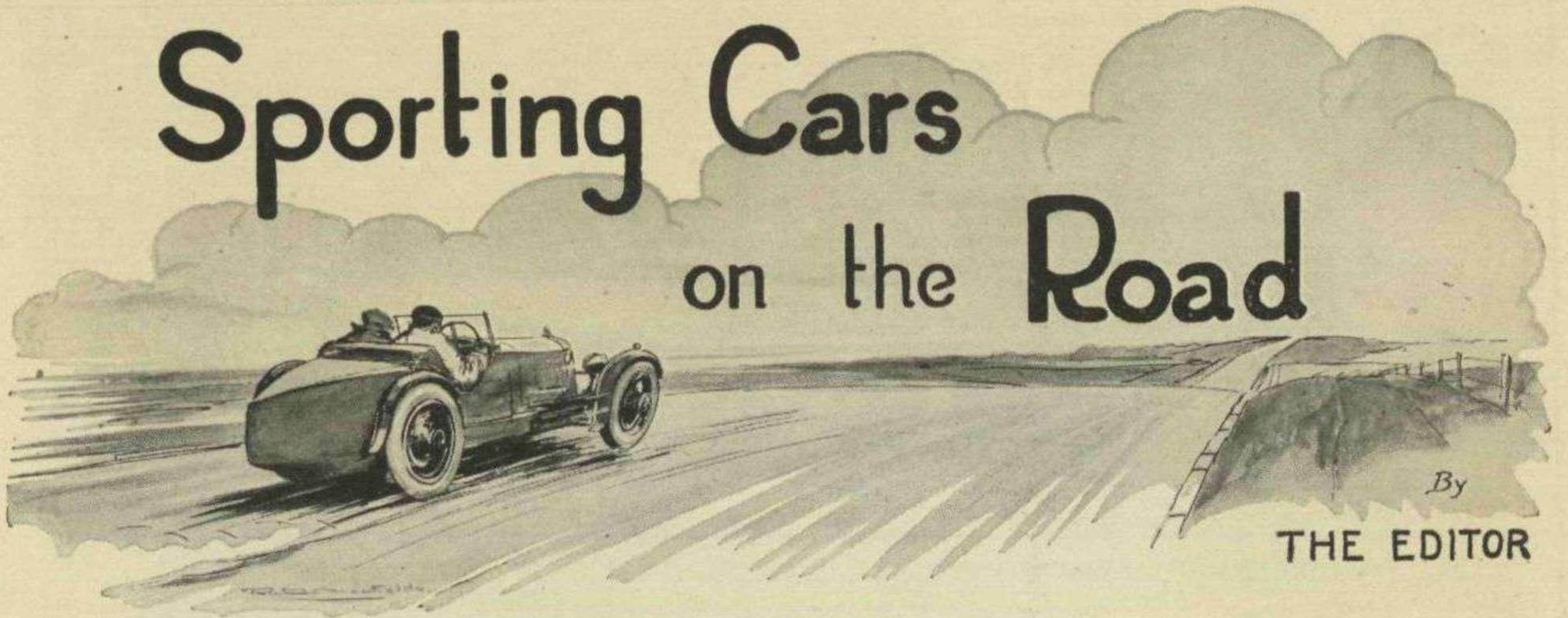
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# LAGONDA



# Sporting Cars on the Road



By  
THE EDITOR

## THE 2-LITRE SUPERCHARGED LAGONDA

SINCE its introduction in 1925 the 2-litre speed model Lagonda has met with increasing success, and the steady demand for a similar vehicle with an even higher performance has led to the introduction of the supercharged model which we have recently had an opportunity of trying on the road and on Brooklands.

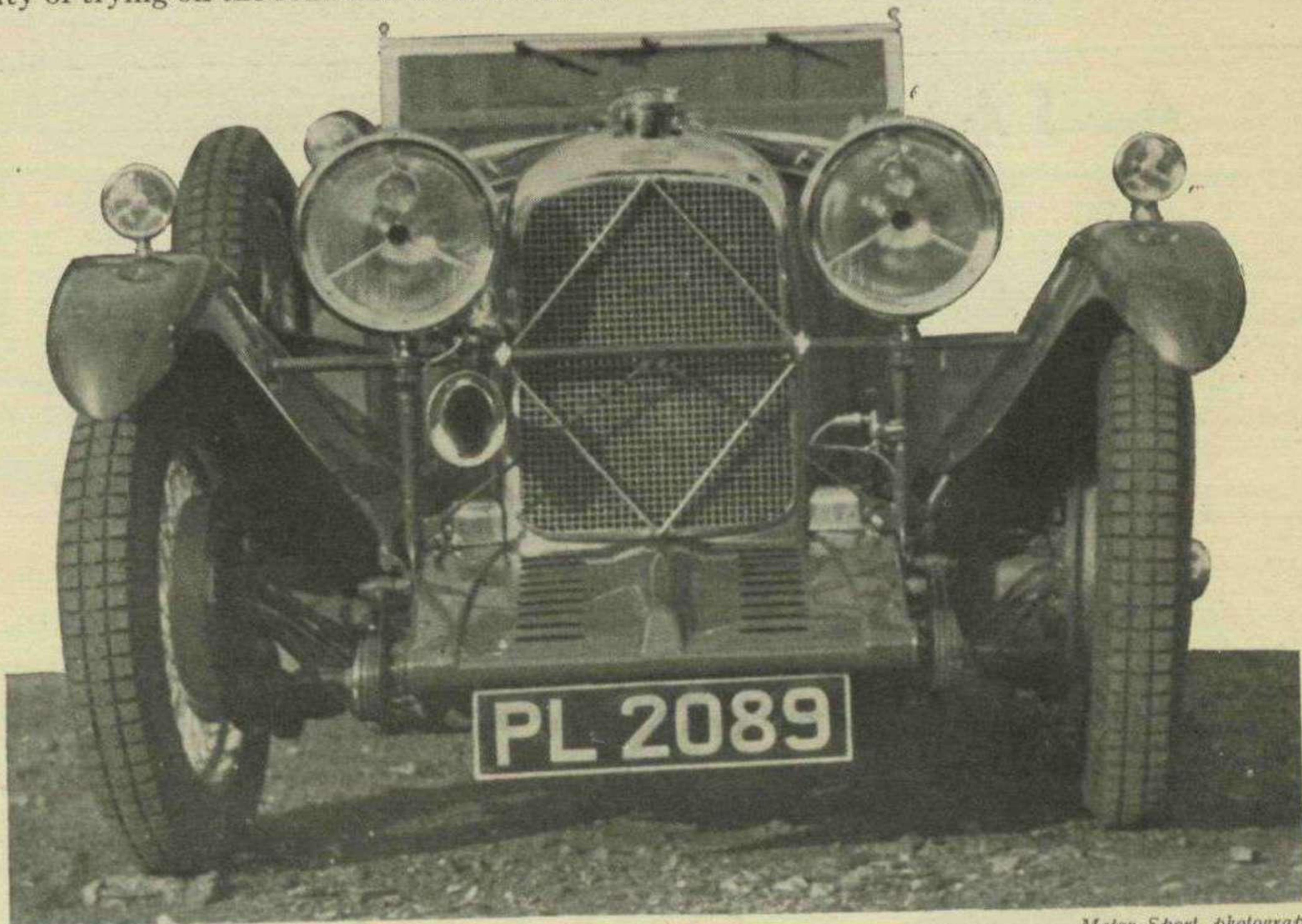
The main features of the chassis are, of course, similar to the well-known 2-litre, and this means that the engine has already had 5 years trial in addition to the very exhaustive tests which have been carried out before offering the supercharged model to the public.

The blower is a Zoller which has been found to give excellent results, especially at low engine speeds. The purpose of fitting a blower was not primarily to increase the maximum speed, although it has actually done so by some 12 m.p.h., but chiefly to improve the acceler-

ation and power at medium revs. This has been achieved to such an extent that even the most optimistic advocate of supercharging would be somewhat astonished at the performance of this engine. Although only of 2-litre capacity (the four cylinders having a bore and stroke of 72 mm. and 120 mm. respectively), the engine does not

in the least suffer by being used to drive a comparatively large and extremely comfortable car, which both in size and performance gives one the impression of having nearer four litres than two available.

On the occasion of our test we took the opportunity



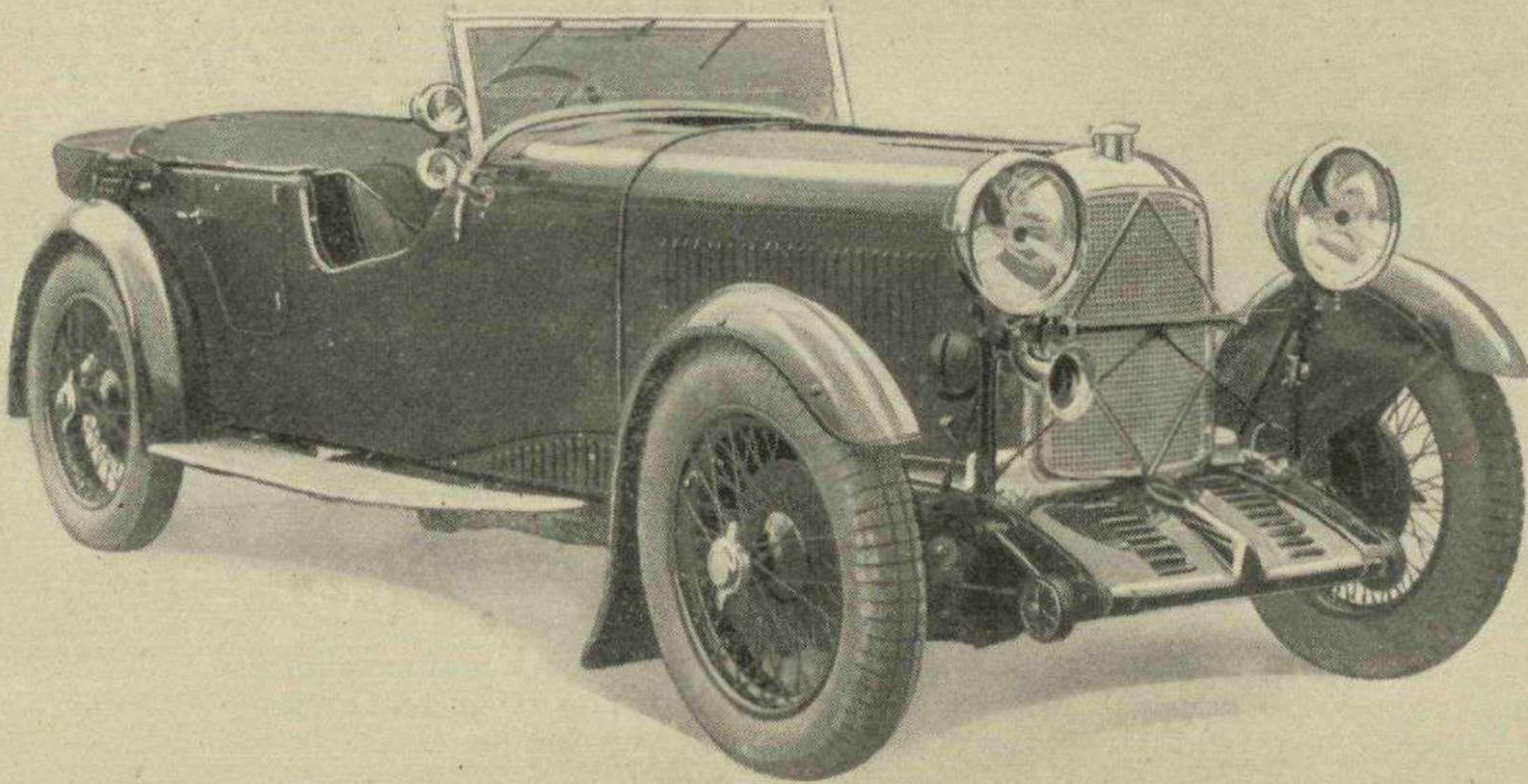
Front view of the Lagonda 2-litre.

Motor Sport photograph

of having a look round the works to see the various components both during manufacture and when completed. The standard of finish of every part is extremely high, and all materials are subjected to special tests in addition to the finished article. The crankshaft is extremely stiff

(Continued on page 38).





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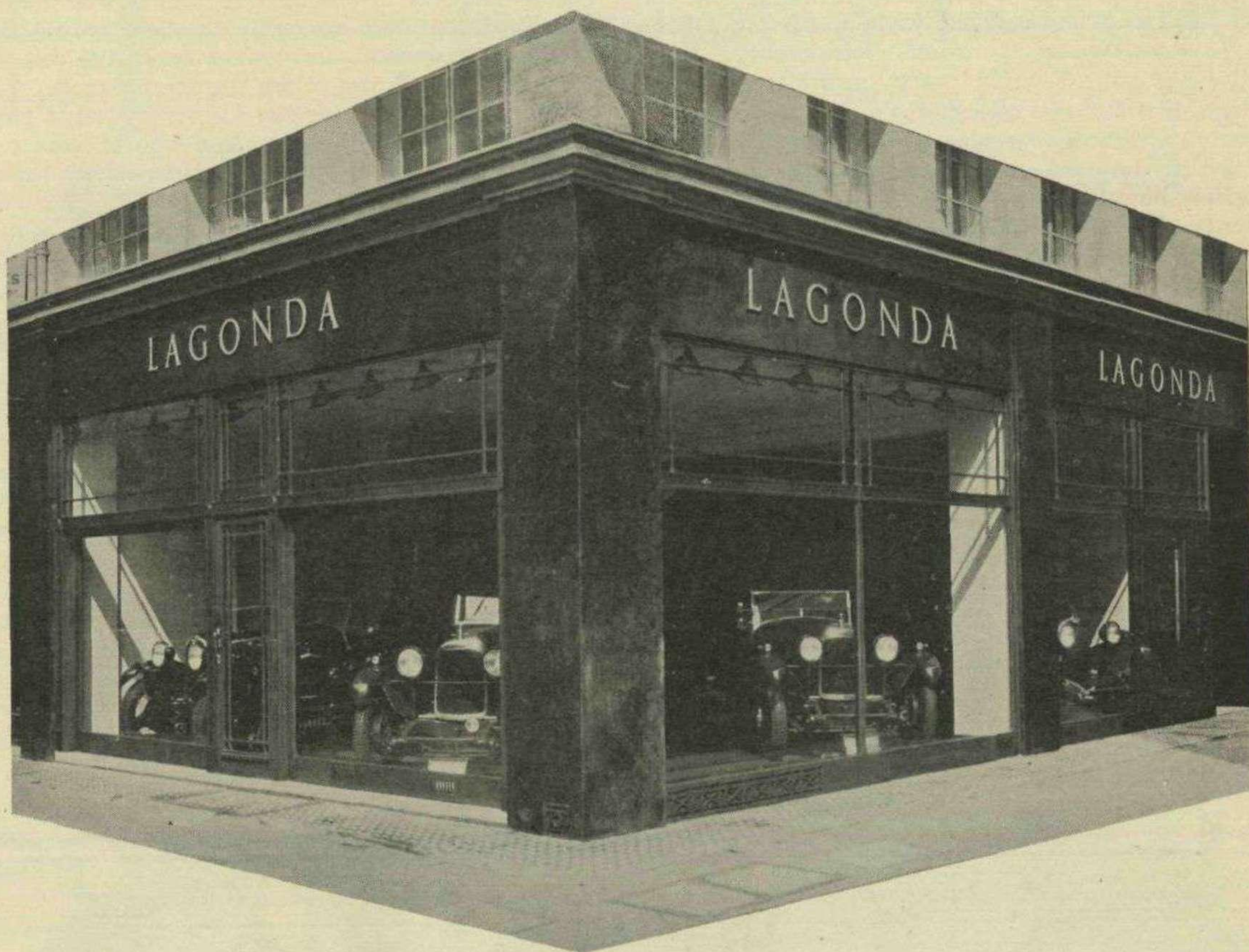
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*THE 2-LITRE LAGONDA—continued.*

and fully balanced, the method of attachment of the balance weight to the shaft being ingeniously carried out, in such a manner that they become virtually part of it, and it would be impossible for them to shift in any way.

The detachable cylinder head has hemispherical combustion chambers, fully machined to a high finish, and the inclined valves are operated by rockers from the two overhead camshafts. Adjustment of the valve clearances is set by rotating the fulcrum pins which are eccentric, thus giving a very fine adjustment without trouble.

An excellent feature from the point of view of the owner who likes to do his own decarbonising, is that the cylinder head can be removed without disturbing the timing, thus shortening operations considerably. Pressure lubrication to all engine parts ensures a long life.

The clutch is a single dry plate, and is fitted with a very easily adjustable clutch stop. The adjustment can be reached by simply removing a floor board, and can be set in a few minutes to suit any driver's individual requirements. The saving of time in changing up through the gears is considerable, and with the stop set fairly tight we found it possible to go through all the upward changes as quickly as we could move the lever.

A visit to the Lagonda works would be of great interest to any car owner, as the firm make everything under their own roof which is economically advisable. That is to say they make everything except such components as are completely specialised productions, such as carburettors, magnetos, radiators, and various pressings and parts which are only made in large quantities by a few well-known firms. It is noticeable that in all these cases price is not the first consideration, for, knowing that a sports car will have a great deal of hard work, components are only used which have proved their ability to stand up to the work involved.

On driving the car we were immediately struck by the fact that it felt much smaller than it looked, and on a twisty road one could definitely "chuck it about" as if it were half the weight it actually is. This is a point which one does not always expect to find on a full 4-seater, even though it is a sports car, and it shows how thoroughly the makers have got down to the problem of steering and road-holding. The steering is light but with ample caster and the car can be held on indifferent surfaces without effort.

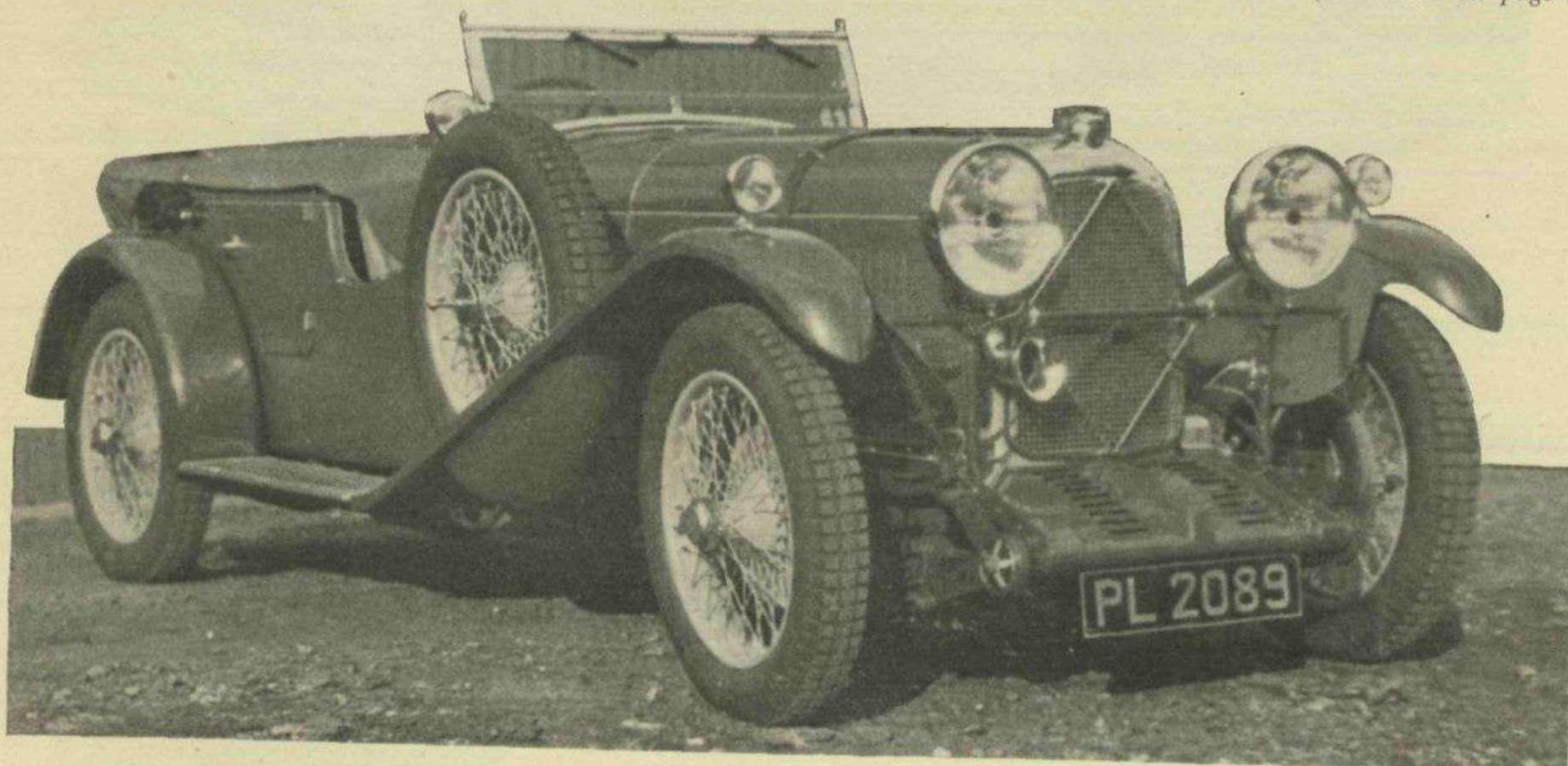
Another remarkable thing about this engine is the amazing flexibility and smoothness, which fully bears out the statement in an article on supercharging which appeared in our last issue. In this it was pointed out that supercharging, correctly applied, solves the problem of distribution, and makes an engine considerably smoother than it was when unsupercharged. This has happened in the case of the Lagonda, and it has made what was already a very nice sports car, not only considerably faster, but even smoother throughout the range.

The 2-litre supercharged Lagonda is definitely a fast car at all speeds. By this we mean that it not only has a high maximum speed, but that owing to its fine acceleration and excellent handling, it can safely maintain a speed under adverse conditions of road and gradient, which would be difficult or impossible on some cars with the same maximum speed.

Under modern road conditions the ability to get to 70 or 80 m.p.h. quickly is of far greater value than the attainment of a considerably higher speed only after a long time, and it is in this way that the Lagonda excels.

Acceleration from a standing start, using the gears, gave us 30 m.p.h. in 5 secs., 40 m.p.h. in 9 secs., 50 m.p.h. in 12 secs., and 60 m.p.h. in 18 secs., while the maximum speed achieved was 92 m.p.h. We kept the car on full

*(Continued on page 40.)*



*Motor Sport photograph*

*In this photograph the low-build and pleasing body lines of the new Lagonda are shown to good effect.*



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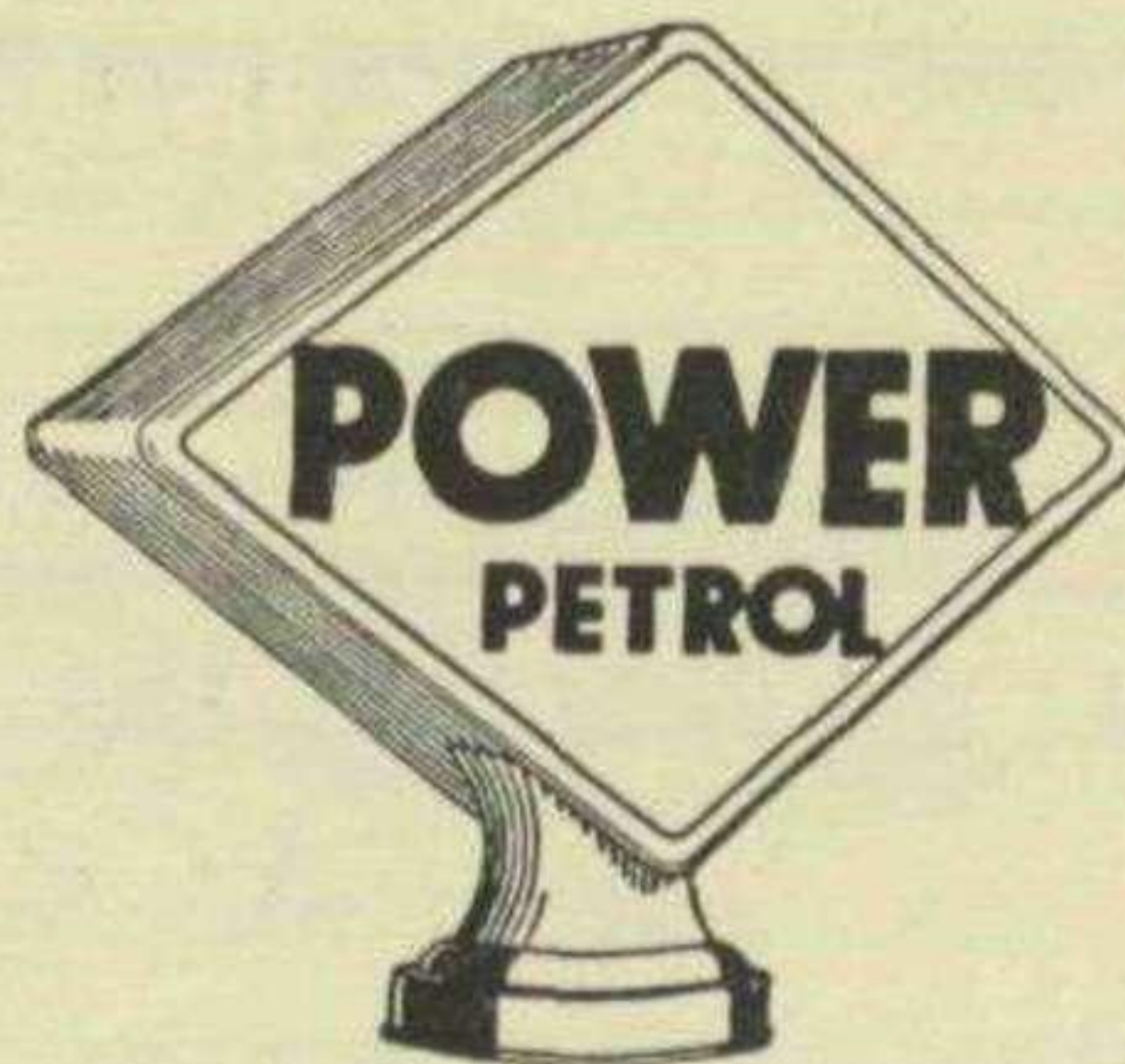
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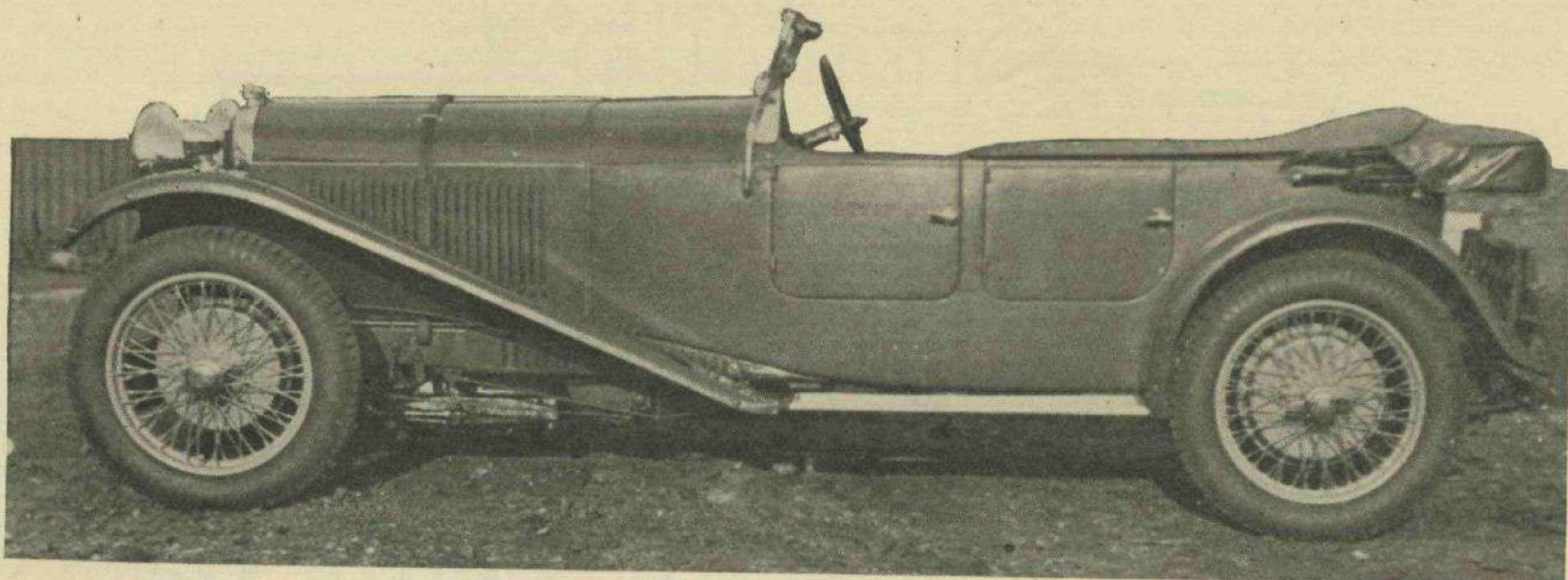
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THE 2-LITRE LAGONDA—continued.



Speed and power are betokened in the distinctive lines of the latest Lagonda.

Motor Sport photograph

throttle on Brooklands for some laps without even getting it really warm, while it held 90 m.p.h. on the level absolutely tirelessly.

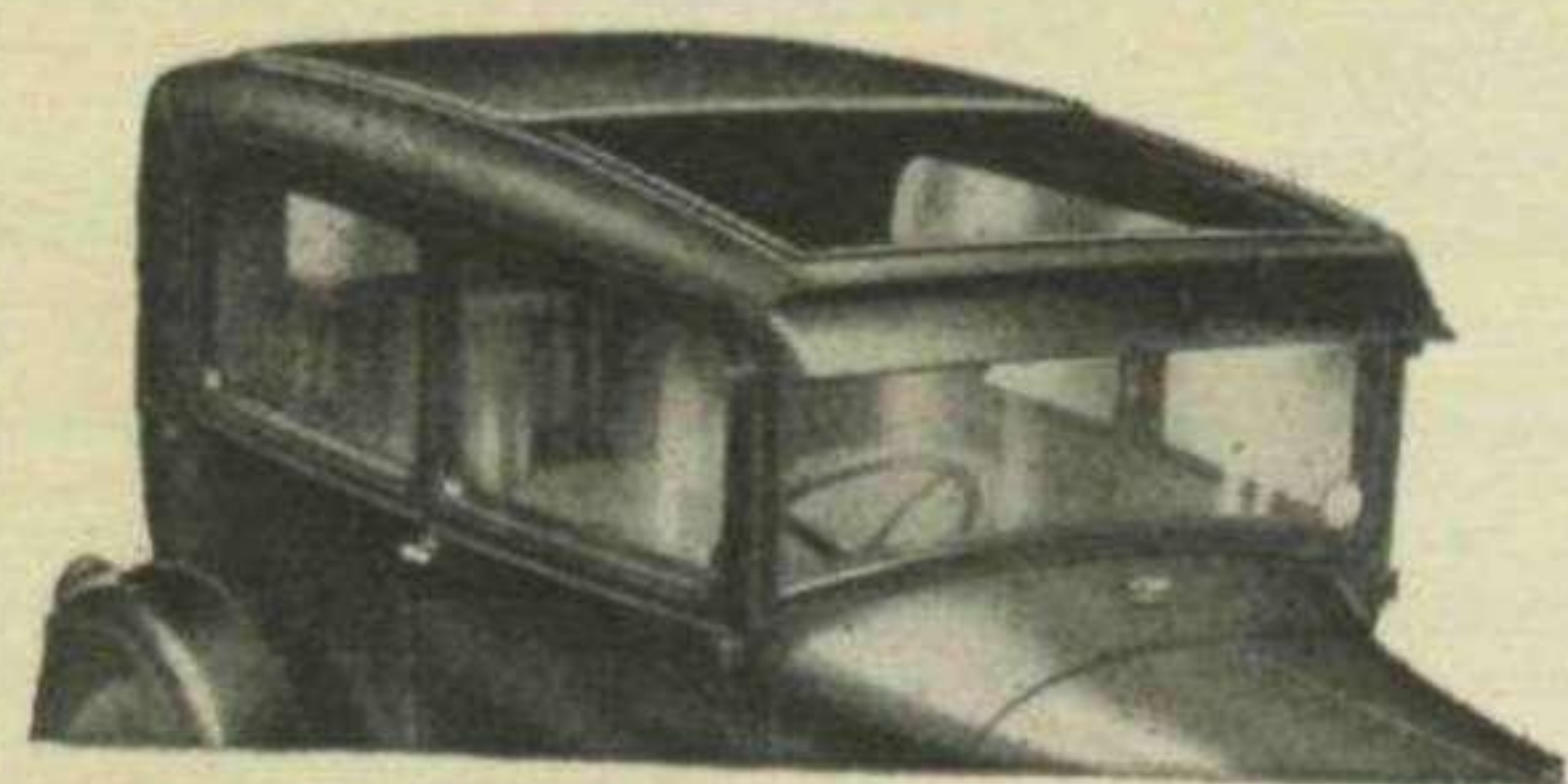
From a standing start, the test hill was climbed in 12 secs., which is a very good performance indeed for this type of car. 80 m.p.h. can be reached in third gear, and there is no fuss or vibration at any engine speed. These properties really make it two cars in one. When feeling lazy and in no hurry, one can go about continually

in top gear, slowing down to 6 m.p.h. in traffic, and picking up again without a sign of roughness or pinking. Then when speed is required, a flick of the gear lever, a gentle pressure on the throttle, and almost racing car performance is available. The bodywork as well as every feature of the chassis, is of the very highest class, and at £775 complete the car is an amazing achievement, and we are not surprised to learn that the demand has greatly exceeded all expectations.

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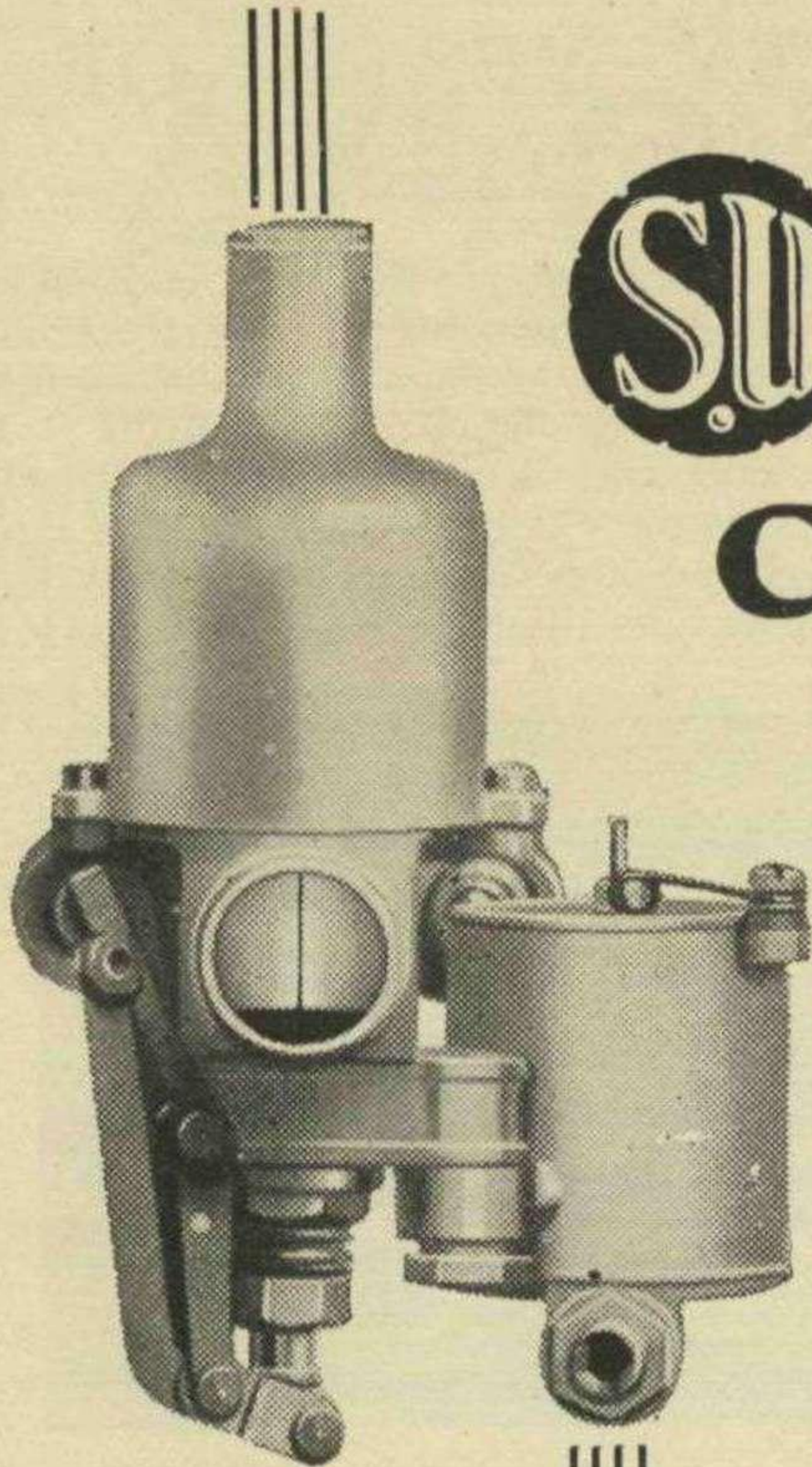
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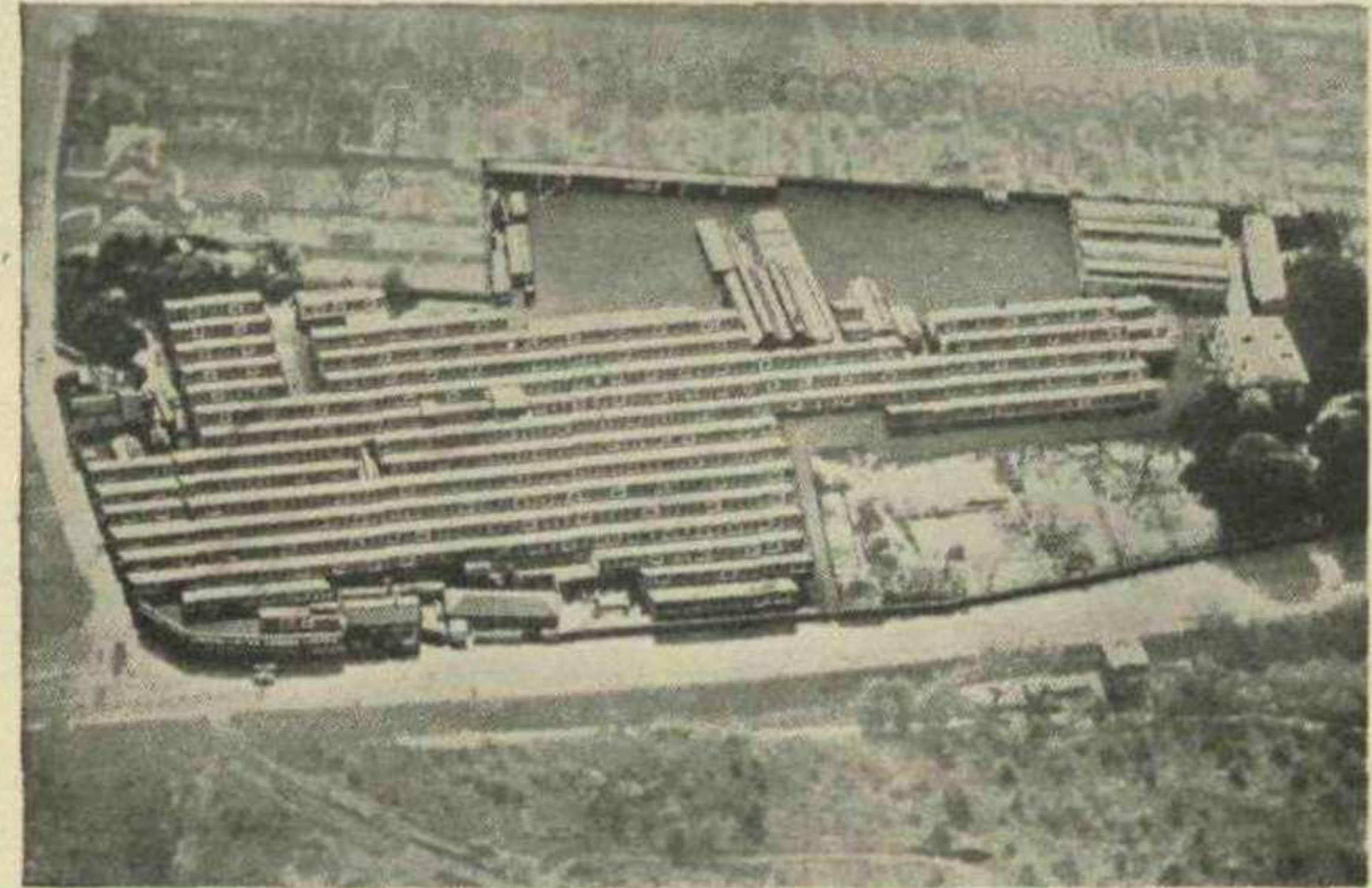
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## THIRTY YEARS OF MOTORS

IN the last year of the nineteenth century, one Wilbur Gunn set up a small machine shop on the banks of the Thames, and proceeded to make engines, firstly for boats, and then for road transport. Now, thirty-one years later travellers from London to the West, just after crossing Staines bridge, pass a busy works, covering over 5 acres, standing where Wilbur Gunn's little shed was first built.



*Lagonda Works from the air.*

That in brief is the history of the Lagonda concern, well-known to all interested in sporting cars, but often thought by newcomers to motoring to be of comparatively recent origin. This is probably due to the very great expansion of this firm since it started its sports car programme five years ago. In view of the great success of this in the last few years it is interesting to go back to the beginning and note briefly the earlier history of the concern, which takes its name from the American-Indian designation of its founder's birth-place.

In 1900 appeared their first road vehicle, a motorcycle. It was similar in design and appearance to the somewhat fearsome machines of its time, but was nevertheless a sound beginning. Almost at once, however, the firm decided to explore the field of transport for more than one person and, in 1904 the first Lagonda 3-wheeler appeared with a single cylinder engine, to be followed two years later with a twin cylinder edition.

Rapid changes were taking place at this time in the development of the automobile, and the Staines firm believed in moving with the times.

1908 saw their first 4-wheeler, and from then they have never looked back, but concentrated their energies on building motor cars only. At this stage the size of cars was still increasing, and they introduced a 20 h.p. 4-cylinder and a 30 h.p. 6-cylinder model, the latter being certainly ahead of its time in many respects.

The merits of competition work as a means of rapid development have been emphasised so often as to render further remarks on this matter unnecessary, but the fact that all models of this make were entered for all possible trials, certainly has much to do with their rapid development.

*[Continued on page 44.]*



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## THIRTY YEARS OF MOTORS—continued.

Having amply proved their ability to build a large car, they began to take stock once more, and foresaw the possibilities of a light car, with the result that 1913 saw their first 1500 c.c. job on the market, at £150. Many of these cars are still running and the peculiar round-fronted radiator and general lines will be familiar to many of our readers. The designers of this car now laugh at the thought of this "anything but sports-car," but there is a certain satisfaction about their amusement, for the fine reputation for long wear, and good service from the works, which this model gained for them, as well as the extensive experience in getting a good power output from a small engine is something of which to be proud.

It was certainly original in design, and in some respects was distinctly ahead of its time. Small cars, at that period, owing to their inefficiency and comparative unreliability were not in public favour; but the Lagonda was one of the few makes which helped to dispel this prejudice and so establish the light car in the motor world.

Among its several advanced features were overhead

inlet valves, central change, and bodywork constructed integrally with the chassis frame.

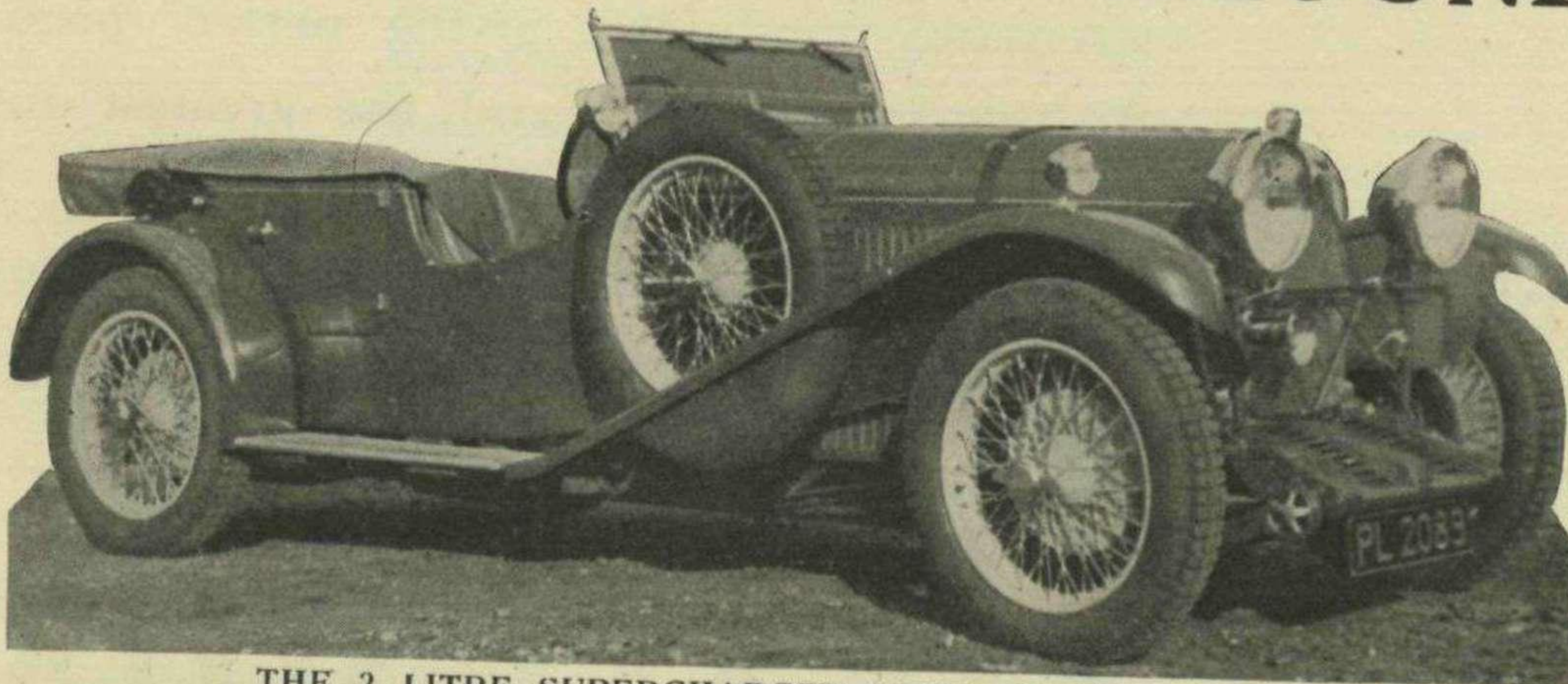
Just when everyone had got thoroughly used to the idea of a Lagonda as a small family vehicle, they proceeded to spring one of the greatest surprises the motor-trade has recently known, and five years ago the 2-litre model with twin overhead camshaft engine, a real 100% sports car appeared, and straight away stepped into a high place among the most exclusive, and also keenly criticised class in the motor world.

There is no one like your sports car enthusiast for finding things wrong with a model, but even the hardest to please were satisfied that here was one of the cars that definitely mattered. The last few seasons have amply justified this change of policy, and readers of MOTOR SPORT will all be wanting to have a good look into the latest and fastest job this factory has yet produced—the supercharged 2-litre.

A road test of this model will be found in this issue of MOTOR SPORT, and it fittingly marks the culmination of thirty years experience of the production of road vehicles.

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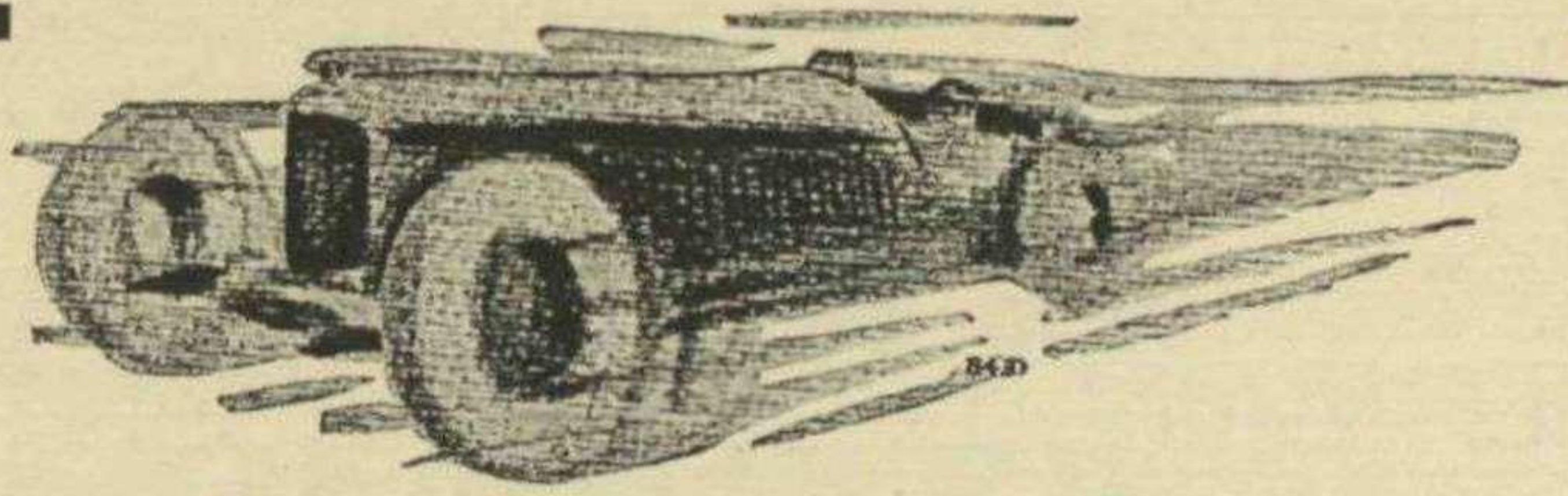
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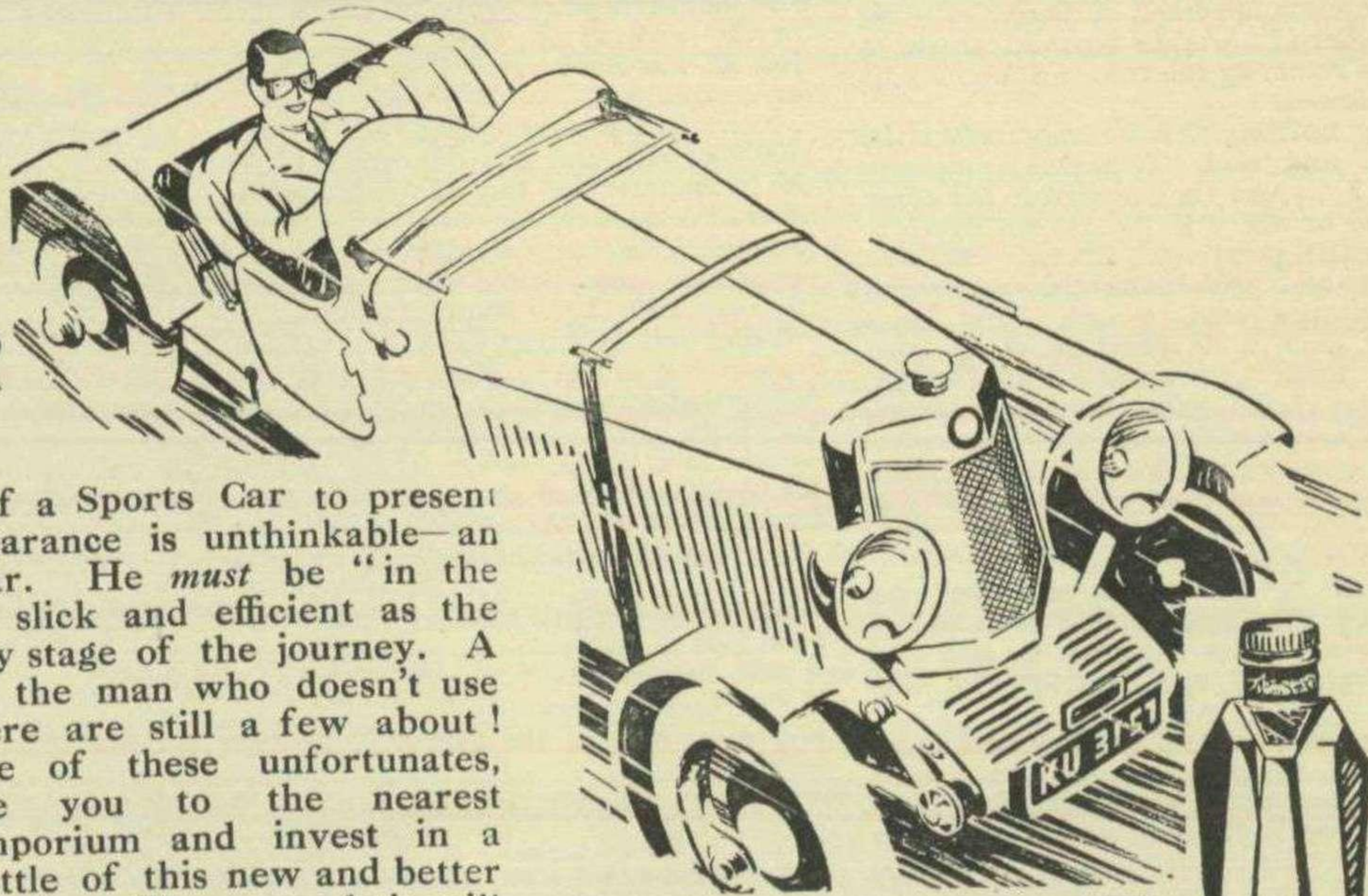
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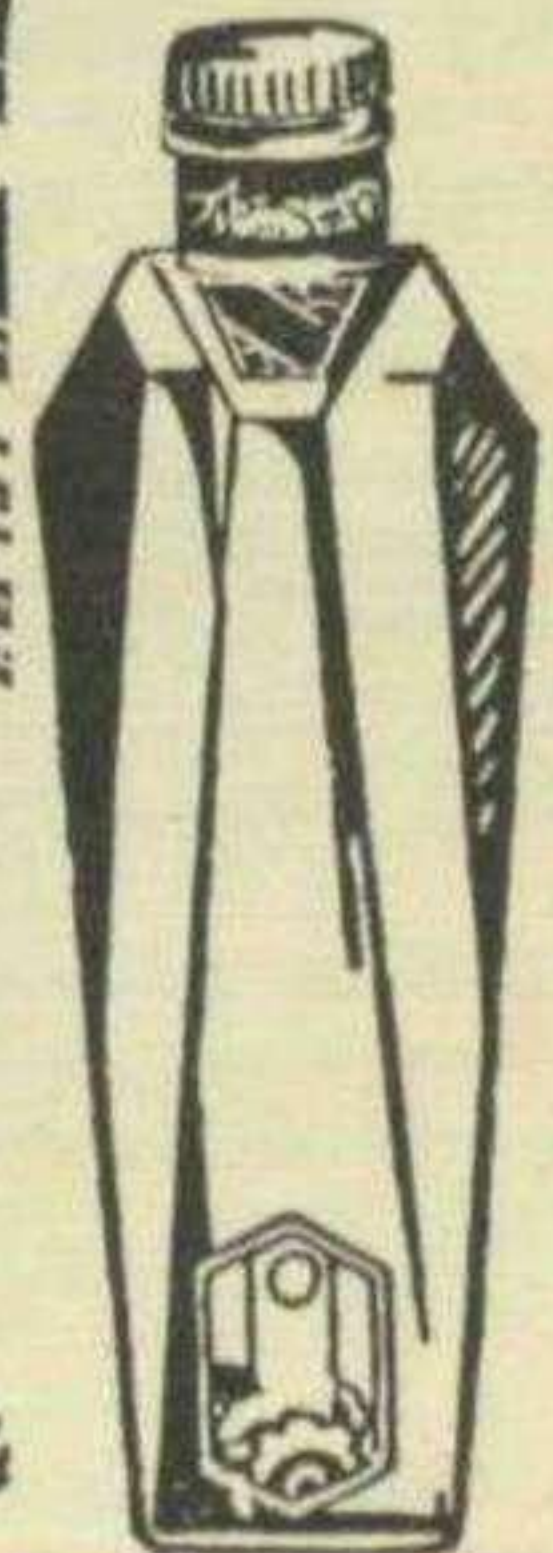
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## THE MANX GRAND PRIX—

## THE SENIOR RACE

## RUDGES REPEAT THEIR SENIOR T.T. SUCCESS

THE Senior Manx Grand Prix on September 11th was run under conditions which were a welcome change from the wetness of the Junior Race, and several of the stalwarts who had braved the elements on the Tuesday, appeared again on their Junior machines to show what they could do in the sunshine.

The lack of spectators on Tuesday was amply made up for by the huge crowds on Thursday.

Forty-six starters gave every prospect of a good race, though the Rudge riders were without the support of L. A. Hutchings who was disqualified for being a "holder of a world's record."

As several papers have either said nothing of this, while others have merely made a "sensation" of it, a short explanation will not be out of place.

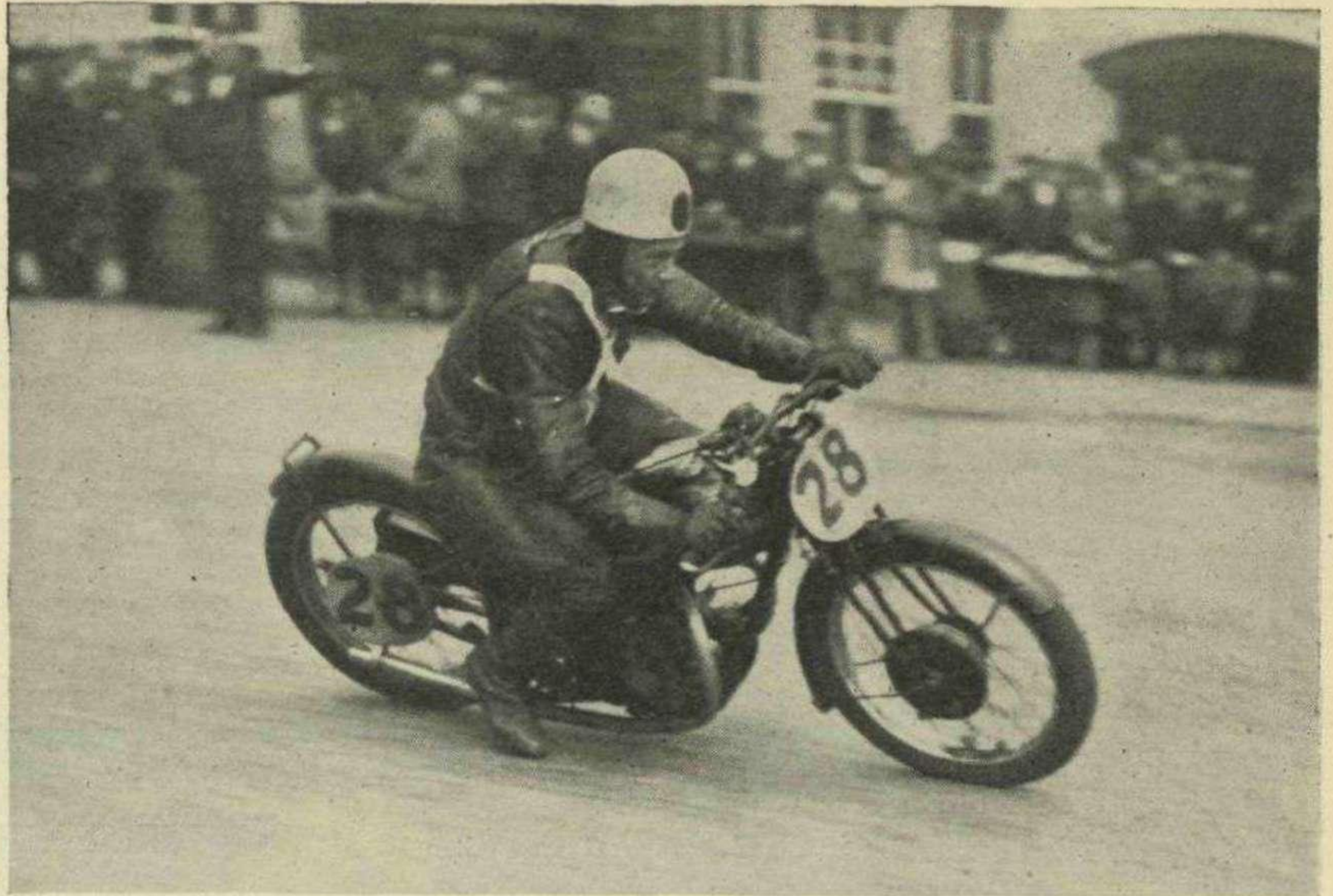
Hutchings is an R.A.F. officer, and therefore hardly to be connected with the motor trade. However, one day when time hung heavy on his hands he proceeded, in turn with J. J. Hall, of "pip-squeak record" fame, to encircle Brooklands for some hours on a diminutive machine at some 30 m.p.h. or at any rate at a speed slightly higher than had been previously accomplished in that class. He therefore appeared in danger of being a "holder of a world's record," which, as anyone scanning the rules will observe, is not allowed.

Duly noticing this he approached the A.C.U. and said "What is a record-holder?" And they replied to the effect that he or she was the person who obtained the permit to attempt the said record, and who later (if successful) claimed the said record. Hutchings having done none of these things said "O.K. Chief," or words to that effect, and proceeded to enter his Rudge, which he had won incidentally in a competition in "Motor Cycling," and when the Manx club made enquiry in high places it was shown that none could say him nay! So far, so good.

But shortly before the race the said club said that he had broken a record, which still remained broken by him and by none other, and therefore he was barred.

Whereupon the A.C.U. were once more dragged into the question, and replied that he was not a record holder within the meaning of the act, adding a rider to the effect that it would be better all the same if he was excluded; and it was so! Which all seems rather a pity. However it is now over and done with, and Hutchings was as enthusiastic a spectator as he would have been a competitor.

The only comment we can make is this. If the Manx club were so fastidious in regarding the letter of the law, as to exclude a rider, who from his very calling is as nearly an amateur as a man may be, on the grounds that he was a record holder,



A fine snap of Merrill midway through the race in which he put up such a brilliant show.

why should they not have the same regard for the same letter, when it was proved that he was not? No prizes are offered for a solution!

No. 1 on the starting grid was J. Swan (490 Norton), and was duly followed by the remainder of the entry, including several Velocettes, who were to show that although 150 c.c. smaller than their opponents, were better than all except the very best of the 500 c.c. motors.

Pirie and Harding, first and second respectively in Tuesday's event, were now riding under consecutive numbers. Frith and Muir, whose efforts in the Junior had earned such praise were now out to raise the dust instead of the spray, and were forging their way through the field.

Mavrogordato, faithful as ever to Scotts, was riding beautifully, and looked like warding off the bad luck which has pursued him in the island in past years, but it was not to be.

The first lap saw Ridges in the lead, and also three of the Junior Velocettes in the first six.

## FIRST LAP LEADERS.

	m.	s.	m.p.h.
1. G. W. Wood (499 Rudge) ...	32	40	69.32
2. E. R. Merrill (499 Rudge) ...	33	0	68.62
3. H. Levings (493 Sunbeam) ...	33	15	68.10
4. J. M. Muir (348 Velocette) ...	33	21	67.90
5. F. L. Frith (348 Velocette) ...	33	25	67.76
6. { M. N. Mavrogordato (498 Scott) 33 37 67.36 W. Harding (348 Velocette) ... 33 37 67.36			

Naturally under such ideal conditions for high speed, mechanical trouble was not uncommon, broken rockers accounting for Croft's Norton and Jordan's New Hudson, while Daniell (Norton) who on practice form was a formidable competitor, retired with a split tank at the Bungalow.

Mavro was going great guns and by a terrific second lap pulled up from comparative obscurity to third place only a few seconds behind Wood and Merrill on the leading Ridges.

## SECOND LAP LEADERS.

	h.	m.	s.	m.p.h.
1. E. R. Merrill (499 Rudge) ...	1	5	15	69.40
2. G. W. Wood (499 Rudge) ...	1	5	33	69.09
3. M. N. Mavrogordato (498 Scott) ...	1	6	0	68.62
4. H. Levings (493 Sunbeam) ...	1	6	19	68.29
5. F. L. Frith (348 Velocette) ...	1	6	24	68.20
6. J. M. Muir (348 Velocette) ...	1	6	28	68.13

Merrill was evidently having no easy task to keep his lead, and the pack at his heels were so close that he could afford to make no mistake. Mavro was still riding magnificently but his bad luck had not forsaken him, and as he roared down to Sulby his forks broke and he hit the bridge good and hard, fortunately without personal damage. His retirement let Pirie's Velocette onto the leader board.

## THIRD LAP LEADERS.

	h.	m.	s.	m.p.h.
1. E. R. Merrill (499 Rudge) ...	1	37	5	69.96
2. G. W. Wood (499 Rudge) ...	1	38	16	69.13
3. H. Levings (493 Sunbeam) ...	1	39	17	68.42
4. J. M. Muir (348 Velocette) ...	1	39	18	68.41
5. W. Harding (348 Velocette) ...	1	39	30	68.27
6. D. J. Pirie (348 Velocette) ...	1	39	45	68.10

"A. Macintosh" failed to navigate Craigna-baa, and made use of the padding so kindly provided by the "John Bull" people, and later retired with lack of stopping power, after riding consistently well for two laps. Minor troubles were assailing various riders, but the motto was "keep going somehow" and D. Kenyon was without a low gear, Merrill although still clinging grimly to his lead, was without one of his knee grips, and also every



THE SENIOR RACE—continued.

gear except third. And yet he lapped in 31m. 50s. on his third lap (71.13 m.p.h.). M. J. Dawson very nearly lost everything including his balance at the 33rd milestone, but after a hectic career over the grass got back to the road and got away with it. C. P. Tutt was less fortunate at the same spot and parted from his model, all evidence of the great pace being set. Levings was having trouble and dropped out of the picture, while Frith was now in third place, his Velocette having so far averaged 68.76 m.p.h.

FOURTH LAP LEADERS.

	h.	m.	s.	m.p.h.
1. E. R. Merrill (499 Rudge) ...	2	10	11	69.57
2. G. W. Wood (499 Rudge) ...	2	11	43	68.76
3. F. I. Frith (348 Velocette) ...	2	12	18	68.46
4. N. Gledhill (490 Norton) ...	2	12	42	68.25
5. W. Harding (348 Velocette) ...	2	13	11	68.00
6. D. J. Pirie (348 Velocette) ...	2	13	32	67.83

Frith's game little machine had already had more than its fair share of speed, and two races consecutively proved beyond its powers, and he retired on his fifth lap.

Poor Merrill, all unknown to the watching thousands who wondered what was slowing him, had only third gear left and in getting away from the Gooseneck he

had to do violent things with his clutch and footslog as well. How his engine stood the strain of screaming its heart out on the straights and down the mountain, only its makers could say. However, he was still in the lead.

FIFTH LAP LEADERS.

	h.	m.	s.	m.p.h.
1. E. R. Merrill (499 Rudge) ...	2	42	43	69.58
2. G. W. Wood (499 Rudge) ...	2	43	17	69.13
3. N. Gledhill (490 Norton) ...	2	45	49	68.27
4. D. J. Pirie (348 Velocette) ...	2	46	16	68.10
5. J. M. Muir (348 Velocette) ...	2	47	0	67.80
6. S. Woods (499 Rudge) ...	2	47	31	67.59

A feature of the later stages of the race was the terrific spurt of Gledhill on his Norton who had leapt up to third place from nowhere and was seriously threatening the leaders.

Wood did not seem aware of his chance to catch the crippled Merrill, or perhaps he might have been spurred to just that little extra which would have made the difference. But he was in front of Merrill on the road and his pit were therefore unable to give him up to date information.

Shortly after Wood finished, Merrill

also crossed the line, and in a few minutes came the news that he had won by 19 seconds, one of the most popular victories in spite of difficulties in the history of the I.O.M. races. The first sixteen riders qualified for replicas.

Rider and Machine.	Total Time.			Average Speed.
	h.	m.	s.	m.p.h.
1. E. R. Merrill (499 Rudge)	3	15	30	69.49
2. G. W. Wood (499 Rudge)	3	15	49	69.38
3. N. Gledhill (490 Norton) ...	3	18	0	68.61
4. D. J. Pirie (348 Velocette)...	3	18	35	68.41
5. J. M. Muir (348 Velocette)	3	20	10	67.87
6. S. Woods (499 Rudge) ...	3	20	34	67.74
7. J. Williams (499 Rudge) ...	3	21	28	67.43
8. M. J. Dawson (490 Norton)	3	23	3	66.91
9. A. Brewin (499 Rudge) ...	3	23	57	66.61
10. H. E. Newman (493 Sunbeam)	3	26	37	65.75
11. J. H. Carr (490 Norton) ...	3	26	38	65.75
12. A. Ashley (499 Rudge) ...	3	26	50	65.68
13. D. Kenyon (493 Sunbeam)	3	27	40	65.42
14. Herbert Hartley (499 Rudge)	3	28	28	65.17
15. R. Stobart (498 Scott) ...	3	29	57	64.71
16. S. C. Vince (490 Norton)	3	36	0	62.90
17. R. S. Moorhouse (348 Norton)	3	40	24	61.64
18. H. R. Kemble (499 Rudge)	3	40	25	61.64
19. W. Harding (348 Velocette)	3	40	48	61.53
20. W. Rigg (499 Rudge) ...	3	41	45	61.27
21. R. H. Williman (490 Norton)	3	45	47	60.17
22. R. Allen (493 Sunbeam) ...	3	47	52	59.62
23. H. E. Nicholson (499 Rudge)	3	52	51	58.35
24. W. C. Cooper (498 Triumph)	3	56	46	57.38
25. E. Forman (348 Velocette)	3	59	29	56.73



An artist's impression drawn at Arpajon, during the recent record attempts.

WORLD'S RECORDS.

ATTACKS AT ARPAJON.

ON the 31st August at the meeting at Arpajon, near Paris, J. S. Wright succeeded in regaining the world's maximum speed record for motorcycles, on his supercharged 996 c.c. O.E.C.-Temple-J.A.P.

The English rider's achievement called forth a great deal of praise because at the time of the attack—it was 6 a.m.—a ground mist hung over the course, while the road surface had suffered to some extent owing to a violent storm, which had occurred during the previous night. His mean speed for the flying kilometre was 137.32 m.p.h., and he thus exceeded the figures of the previous record held by Ernest Henne by 2.64 m.p.h.

The German rider, however, has since attacked the record for both the kilometre and the mile on his supercharged 750 c.c. B.M.W. flat-twin. Henne rode over the Ingoldstadt road near Munich, and while an unofficial report states that he has set up a further record, at the time of going to press, no official intimation has been made by the F.I.C.M.

NEW 200-MILE RECORD.

The 200-miles world record which has been held for a considerable time by Kaye Don has now fallen to Jack Dunfee, who made a successful series of attacks at Montlhery, on a 2-litre Grand Prix Sunbeam.

His average speed for the entire distance was 117.65 m.p.h., his running time being 1 hour 41 minutes 59 seconds.

In covering this distance, Dunfee also annexed a number of records in class E. These were:—100 miles International Record at an average speed of 117.34 m.p.h., One Hour International Record at an average speed of 117.488 m.p.h., and 200 kilometres International Record at an average speed of 117.55 m.p.h.

Ferodo linings were used on Mr. Dunfee's Sunbeam in his record achievement reported above.



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# AIR



## A LOW-POWERED TWO-SEATER

### *The Boulton & Paul "Phoenix"*

WHEN the Boulton and Paul "Phoenix," made its first appearance at the Aero Exhibition last year, it aroused a considerable amount of interest, not only because it was the lowest-powered English two-seater machine shown, but because it also represented a revival of the simpler type of light plane.

Since the Show little has been seen publicly of the "Phoenix," but it has, nevertheless, been in active use during the greater part of the past twelve months, mainly for experimental purposes.

Of wooden construction, it was at first fitted with an A.B.C. horizontally-opposed "Scorpion" engine, and one of its most interesting features is the construction of the elevators and rudder, which are of the same shape and form, so that complete interchangeability is

possible. More recently, it has been modified in various ways, and now has a 40 h.p. nine-cylinder Salmson power unit installed.

The fuselage is of the box-girder type, covered with plywood, and from the cockpit it tapers considerably towards the tail, terminating with a horizontal tailpost to which are attached the elevators. There is no fixed tail-plane, nor is there any fin, and the rudder, which is partially balanced, is mounted some distance in front of the elevators. The main plane has a fairly high aspect ratio, and is without dihedral; it is attached above the fuselage on steel tubular struts at the centre section and faired lift struts run from the lower longerons to the front spars. The wings and all controlling surfaces are fabric covered.

The undercarriage works on



Two views of the "Phoenix" (40 h.p. Salmson).

[Motor Sport photographs.]



*A LOW-POWERED TWO-SEATER—continued*

the Oleo system; the shock-absorbing units are fixed to two long struts which terminate at the wing, and two radius struts pivot on the bottom longerons. A very wide track is provided and there is no axle. Fuel and oil tanks are situated in front of the front cockpit, and the petrol feed is by gravity.

In its present guise, the "Phoenix," shows a very good all round performance—a quick take-off, a comfortable landing speed, and a top speed of about 90 m.p.h. It is also possible to carry out aerobatics on the machine,

and a quite remarkable demonstration of inverted flying was carried out at the B. & P. aerodrome at Mousehold, Norwich, with it some little time ago.

Owing to the fact that the manufacturers are fully occupied at the present time with the construction of machines for the R.A.F., they have not made arrangements, so far, for putting their little "Phoenix" into production, but it is possible that developments may take place in this direction in the future.

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## A REMARKABLE LIGHT PLANE ENGINE

The 75-85 h.p. Pobjoy which weighs only 130lbs.

VISITORS to Hooton aerodrome on occasion of the meeting there some little time ago were treated to a really striking demonstration of the flying qualities of the single-seater Comper "Swift," when in the hands of Mr. Snaith, this little craft performed all manner of aerobatics (including inverted flying for a considerable length of time), loops, rolls and so forth. Mr. Snaith's machine was powered with an A.B.C. "Scorpion," but more recently the Comper Co. have been experimenting with other motors, and in particular, the Pobjoy.

This engine was first produced in 1926, the designer being Mr. D. R. Pobjoy, and it was to have made its first public appearance at Lympne in the light 'plane competitions of that year, installed in a machine with Flight-Lieut. Comper as the pilot. Unfortunately, it could not be got ready in time.

The first engine was known as the "P" type and after its preliminary "teething" troubles had been overcome it passed its Air Ministry type tests with great success.

The latest type is known as the "R" engine, and like its predecessor it is a seven cylinder radial. There is nothing actually revolutionary in its design, and all the main principles incorporated are already standard on engines of larger size. As a light 'plane engine, however, it is unusual in having a geared propeller, while the r.p.m. is higher than that of other units of the same power.

The Pobjoy has been designed to run at a cruising speed of 3,000 r.p.m., while the air screw speed is 1,500 r.p.m. With the wonderful standard of reliability which is met with in the modern engine, this tendency towards higher revs. is finding favour not only because of the improvement gained in the weight-per-horse-power ratio, but also because a higher speed tends to make for smoothness in running. These two qualities are salient features of the Pobjoy, especially in regard to the weight-per-horse-power figures, for while giving an output of 75-85 h.p., the weight is only 130 lbs.

Another striking feature of this little engine is that its overall diameter is but 25½ inches. Thus, one of the main disadvantages of the radial type—excessive frontal area—has been virtually overcome. Its fuel and oil consumption is also on the economical side, and, aided by the geared propeller, it is an easy starter.

Although the Pobjoy has never been made as a production job, several examples are to be found both in Europe and America, and these experimental models

have given, and are still giving extremely good service. Some idea may be gained of what a light aeroplane like the "Swift" can do when fitted with this engine, when it is mentioned that Lieut. Comper, a short time ago, climbed one of these machines to 1,000 feet in 47½ seconds, a performance worthy of a modern fighter.

Having passed through a most thorough and searching experimental stage, the Pobjoy is now to be built on a production basis, and for this purpose a company has been formed with the title of Pobjoy Airmotors, Ltd. The works and headquarters of this concern are at Hooton Park, Wirral, Cheshire, and the directors are:—Messrs. I. C. Maxwell, D. R. Pobjoy, T. Barton, A. Comper and G. M. Edge.

The price of the Pobjoy "R" has been provisionally fixed at the quite reasonable figure of £195, inclusive of hand starter and integral mounting, and the production engines will appear at the end of this year.

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## CINQUE PORTS CLUB

THE Cinque Ports Club at Lympne, which operates from Lympne aerodrome is undoubtedly one of the most popular and successful flying clubs now in existence.

During the holiday season, quite a number of people on vacation have availed themselves of the opportunity of becoming "holiday members," whereby they have had full use of the aerodrome for 28 days for a fee of 21s., with instruction in flying at special low rates. This has resulted in the Club's staff and machines being kept extremely busy; in spite of the bad weather during August the total time flown for the four weeks was 141 hours 50 minutes—and this with only three machines in commission.

The lifting of the Air Ministry's ban as regards the acceptance of foreign subjects as members has produced immediate results, and amongst pupils recently under training at the Club were an Indian of Ceylon, an Italian and a Chinese subject. Their pupils also include an American, a Frenchman and several Indians.

Mr. R. Dallas Brett, the Club's very enterprising secretary, states that they expect shortly to sign on two more French subjects and another Chinese, and he says that their instructor, Mr. Brown, is becoming quite expert at translating the various accents and dialects which pass over the telephone in the air.





# SLIPSTREAMS

## Costes-Bellonte Achievement.

CERTAIN people, as usual of "armchair pilot" type, saw fit to describe Costes' great flight from Paris to New York as "another useless Trans-Atlantic attempt." This was before its successful conclusion, of course, and now that "The Question Mark" has accomplished that which they sought to disparage these critics have remained silent—as was to be expected.

It is true that since Lindbergh's flight, there have been many ill-planned and foolhardy attempts to emulate him, but Costes' was of an entirely different order. For years he had planned it, and worked out every detail beforehand, just as he did with all his other great long distance trips—and he would never have attempted this latest of his flights just as a stunt.

It is rather curious that so distinguished a pilot is not better known on this side of the Channel; apart from his many post-War achievements—his trip from Paris to Assuan in 1926, the Paris-Jask a little later, his voyage across the world with Brix, to mention but a few—Dieudonne Costes has figured in the world of aviation since 1912 when he took his pilot's ticket—No. 1046—of the Aero Club of France.

During the War he served in the French air service with distinction, being mentioned in dispatches 11 times. After the War he acted as a pilot with the Air Union.

Like his companion, Maurice Bellonte is also an old hand, and actually started his aeronautical career at the age of 14, when he was engaged with the Anzani Engine concern. Later he went to Hispano-Suiza and Potez. During the War he served with the 213th Squadron and remained in the service till 1919. In 1922 he entered the Air Union and worked on all that Company's routes—Paris-London, Paris-Brussels, Paris-Lyons, and Paris-Marseilles. He is not only a licenced ground engineer, but also fully qualified navigator as well as being a pilot.

## Engine Starters.

It seems likely that the next step forward in connection with light aeroplanes is the general adoption of mechanical engine starters. Certainly, the common method of swinging the prop is hardly in keeping with modern ideas, and although present-day aero motors can be got going by hand without undue difficulty or risk, most people—myself included—rather hate "swinging," and avoid it if possible.

J. A. Prestwich & Co., Ltd., the motor-cycle and cycle-car engine makers some considerable time ago were experimenting with a form of injection starter for light plane engines, and I now learn that they have placed it on the market. It is known as the Heywood-J.A.P.

starter, and comprises in main essentials, a small air-cooled compressor and a storage tank. The former is geared to the engine, and when running, pumps air in the tank to a pressure of 400 lbs. per square inch. The unit has a distributor gear, and by an ingenious system of ports, compressed air with petrol vapour is admitted to the cylinders on the power-stroke.

It has already been tried out on various types of engines both on the bench, and when installed in machines, and it has proved to be entirely satisfactory. Moreover, it adds only 25 lbs. to the weight of a machine.

## A Newcomer.

I have just had further news of a new British light 'plane which is to be placed on the market shortly by the Civilian Aircraft Co., Ltd., of Burton-on-Trent.

This machine is a cabin monoplane of orthodox design and it is to be powered with either an A.B.C. "Hornet" or a "Genet Major." The covering throughout is of three-ply and the designer has given very special attention to pilot's view, comfort and ease of maintenance. The wing span is 35ft. 6ins. and it has an estimated top speed of 102 m.p.h., a cruising speed of 85 m.p.h. and a landing speed of 36 m.p.h. An unusual feature is the adoption of a wheel instead of a tail skid, with Bendix brakes fitted as standard. The provisional price is £650.

## Night-Flying.

Long ago (I think it was 1913), there was a nocturnal flying display at Hendon aerodrome. If I remember rightly, it proved a big draw, and many people went there to see those early machines take off, circle and land in the glare of flares and searchlights. One machine, a Henry Farman was copiously decked out with electric bulbs along its span, tail-booms and empennage, and thus illuminated it flew around, a novel and impressive sight.

Memories of this early event were revived recently when Airwork, Ltd., organised a somewhat similar meeting at Heston. The main idea was not to give a demonstration, however, but to give private-owner pilots an opportunity of getting experience in night flying under proper conditions. Flares, boundary lights and a flood light were used in abundance on the 'drome, and instruction was given by Captain V. H. Baker, A.F.C., and Messrs. Mahoney, Parks, and Newman. The two Moths used were fitted with navigation lights and signals were transmitted from the Heston control tower by means of Aldis lamps. The course was carried on for one week, and in spite of foul weather conditions it received plenty of support from Heston habitués.

"RUDDERBAR."



# Gliding Gossip and News

ENGLAND was well represented at the Rhön gliding and sailplane competitions which took place at Wasserkuppe during August. No British pilot actually took part, but amongst those present as spectators were:—Sir Sefton Brancker, Col. the Master of Sempill, Sir Gilbert Walker, Dr. Whitehead Reid, Mr. Gordon England, F/O Buxton and Mr. Ashwell Cooke.

The latter informs us that he was greatly impressed with (1) the enthusiasm of all connected with the movement in Germany, (2) the exceptionally large number of crashes, and (3) the systematic way in which the Germans carried out their competitions.

One of the sensations of the meeting was the "Austria" sailplane, Kronfeld's new and most unorthodox sailplane. It has a full-cantilever wing of no less than 103 feet span, an enormous tail and twin rudders. The fuselage is exceedingly small in cross section, and is virtually a single tail boom, without any external bracing whatever. The wings are completely covered with plywood. By a special method, the two rudders can be operated so as to function as an air brake, and the internal construction throughout bristles with novel features.

It is understood that Herr Kronfeld is hopeful of setting up some new records with the "Austria" before very long.

THOUGH the London Gliding Club has met with several setbacks in regard to crashes, and tenancy of sites during the past few weeks, instruction has, nevertheless, been carried on with commendable regularity.

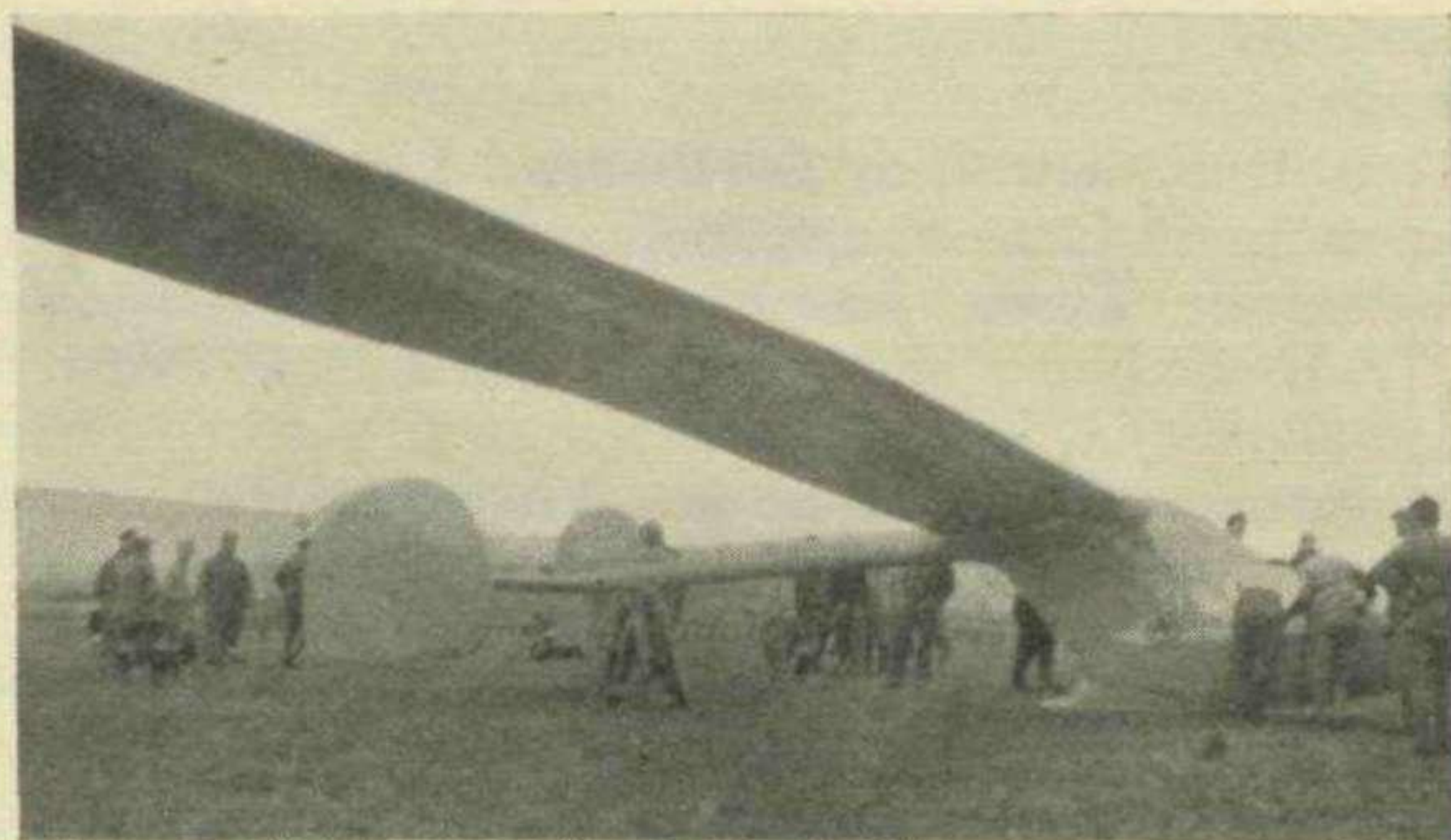
As an indication of the keenness of L.G.C. members, it may be mentioned that in the list of Glider Pilots' Certificates, recently issued by the Royal Aero Club, no less than 25 of the total of 34 have been issued to the London Club. One notable achievement is that of Mr. G. Humby, who without any previous flying experience has qualified for his "B" certificate.

We are asked to point out, that as from 10th September last, the subscription for the remainder of the Club year, which ends on 31st January, 1931, will be halved, thus becoming only £2 2s.

THE MATCH which was to have taken place between a team of pilots from the Lancashire Aero Club and the London Gliding Club has, unfortunately, been postponed. This is a result of the "Pruffling" machines of each club having been crashed. Repairs are in hand, however, and it is hoped that the competition will be arranged in the near future.

A BELFAST Gliding and Aviation Club was formed some weeks ago, with close on 100 enthusiastic members. At a meeting the following officers were appointed:—Chairman, Mr. A. H. E. Blount; Secretary and Treasurer, Mr. W. F. Boam; Instructor, Flight-Lieut. Sterling, D.F.C.; Publicity Agent, Mr. Thomas Brown. The

Club has formed a technical committee with Mr. W. G. Bruce, A.R.I.B.A. in charge of drawings (presumably the Club intends to design and construct its own machines); members in this section include pilots, engineers and ex-members of the Aeronautical Inspection Department. The Club has already secured a site for their activities at Ewart Hills, Belmont, on ground kindly put at their disposal by Mr. James Boyd.



Kronfeld's latest craft, "The Austria." Note the enormous twin fins and rudders.

A DEMONSTRATION was given by Herr Magersuppe last month at Carsington Pastures, near Wirksworth, when the Matlock and Nottingham Gliding Club held an excellent meeting there over the week-end. An exhibition of aerobatics was also carried out by Captain Barber, instructor of the Derby Aero Club on a "Moth." During the event Mr. H. A. Searby made several flights on his own glider—the "Searby Special"; unluckily, he ultimately crashed with his machine, though without sustaining any injury.

A PRIZE has been offered by the Aeronautical Association of the Pas de Calais, to the first Frenchman to accomplish the crossing of the English Channel in a sailplane.

DURING the next few weeks Mr. R. G. Russell-Taylor will attempt a long-distance record flight on the sailplane "Alert." It is reported that this machine is to be exhibited in various towns in Yorkshire, and afterwards, as soon as weather conditions are favourable, Mr. Russell-Taylor will make his attempt in the Harrogate district.

A SPECIAL elastic cord for launching gliders, has now been put on the market, by Burley Ltd., of 192, Tottenham Court Road, London, W.1. This firm contends that ordinary shock absorber rubber (particularly if it is surplus stock) does not give the best results; with their material, which is known as the Turner cord, the rubber used is of the very best quality, and each rope is dated at the time of its manufacture, so that purchasers and users can ascertain its age.



# THE SPORT AFLOAT



## Motor Boats at the Show.

EVIDENCE of the fact that motor sport on the water is making a greater appeal than ever before is found in the inclusion of a boat section at Olympia this year. The last few years have seen a tremendous growth of the sport in this country, and once a man has experienced the infinite variety and fascination of a boat, he will never give it up. There is plenty of variety in the car world in performance, cost and size, but it is nothing to the extensive range of motor boats now on the market.

These range from the diminutive outboard engined "skimmer" type of craft, through the selection of runabouts using the larger outboard engines, to the large fast launches and cabin cruisers, in which class, for the price of a good class car, can be obtained a craft which will be a modern magic carpet and floating home combined.

The modern outboard engine has now so much developed, that it is used successfully on all sizes of boats, and those who are thinking of taking up the sport of outboard racing next year will do well to have a good look round the exhibits at the Show as well as the various firms which cater for those who go upon the water.

Many will argue that Motor Show time is not a suitable season for buying boats, and would prefer to wait till next year. This, however, is a short-sighted view to take as the winter is the best time for planning exactly what is required, and although many potential buyers will not actually place orders at Olympia, they will be able to make decisions, and ask questions.

It is very unwise, however, to postpone ordering till late in the winter, as a boat finished, in a hurry, is always liable to lack those small points which make all the difference to comfort and handling, and have to be altered later.

Those who have boats, and intend to use the winter for refitting or carrying out alterations cannot do better than go along to some firm such as Elephant Motors of Store Street, Tottenham Court Road, where anything from a binnacle to a large Diesel engine can be obtained.

## Next Year's Racing.

This year the sport of outboard racing, while maintaining interest among the very keen minority, has admittedly failed to boom as much as was hoped. Many snags have been encountered in the way of making the racing really interesting from the spectator's point of

view, and steps are being taken to provide for improvements next year.

Among the developments at present foreshadowed, is the introduction of standard hull classes so that more even racing should result. Further development of handicap racing will also increase the attraction of the sport, while the introduction of more long distance races would be an excellent thing in maintaining reliability.

One of the most successful meetings this year was the 100 miles race at Poole, and we should like to see this type of race kept up, also longer point to point races. There are many hardy sportsmen who are attracted by the idea of doing a little coastal work in reasonable weather, and who cannot afford a cruiser, and for these the speed dinghy presents great possibilities. It is quite seaworthy, and has been used for various sea trips, and cross channel stunts.

Another point about long distance work of this kind is that navigation, admittedly of very elementary nature, comes into play and increases the interest.

## Outboard Navigation.

We were recently discussing the difficulties of open sea work on outboard craft with Mr. Marshall, who crossed to France and back in a speed dinghy early this year. His experience showed that navigation had to be very crude on such a craft to be successful at all, and he found, as have many others, that an elaborate spirit compass will not stand the pounding of a light craft at speed, and is liable to failure, which is awkward, to say the least. He actually used a compass of the simple needle type costing 4s. 6d., and usually regarded more or less as a toy! Nevertheless he got there and back, and successfully allowed for tides, etc., which shows what can be done with simple instruments, provided they are reliable.

## Crystal Palace Takes to Outboards.

For some time now there have been a series of meetings for outboard boats at the Crystal Palace, where the racing is anything but long distance, but all the same quite amusing. The water is no more than a pond, but this adds to the excitement, as the whole racing consists of slicking round corners and dodging other competitors, while the small size means that in a few laps the water is so churned up that holding the craft in the straight path is no easy matter. Variety is introduced by various competitions involving taking in and landing passengers



*THE SPORT AFLOAT—continued.*

on the small landing stage while at speed. This involves a certain standard of agility on the part of the said crew, and we have seen several attempt to leap the gap when the pilot has not come in sufficiently close, and end in the water. This provides amusement for the spectators, but it is to be hoped that some rules will be formulated to stop the place becoming an impromptu swimming-bath, as several outboards tearing about among swimmers does not make for safety.

This seems to be the day of miniature sport, and when even Brooklands has a midget golf course, it is not sur-

prising to find other clubs providing small scale sport for outboard enthusiasts, and another example is the Colnbrook club, where outboards can be hired and driven on a small lake. The place has quite a continental atmosphere, and after getting an appetite on the water, one can refresh oneself in the open, and pass a pleasant afternoon in delightful surroundings.

No one will pretend that this constitutes the sport of outboarding as it should be, but it provides it in a mild form, and will serve to introduce many to the sport who would otherwise never take it up.

## B.O.R.C.'S DINGHY RACES.

**A**LTHOUGH the B.O.R.C. meeting at the Welsh Harp on Saturday, 6th September, did not attract a big "gate," from the point of view of sport, it was definitely a success—and a good deal more interesting than plenty of previous fixtures of the Club.

This was largely due to the fact that the programme included a 12-mile race for dinghies, an event in which all the competing craft were very evenly matched. In the other dinghy races the close finishes made things really exciting.

In event 1, for Class "B" dinghies, the first boat home was Viscount Kingsborough's "Miss A.R." Her speed was 23.95 knots; Second place was taken by B. G. Parker ("Maureen"—Watermota) and third by J. S. Holroyd ("Comfort"—Johnson). There were six competitors in the second event—a race for class "C" speed dinghies, and again Viscount Kingsborough's "Miss A.R." was the victor. She was very closely followed by Marr's Dunelt-engined "Kim," while Holroyd's "Comfort" came along not very far behind.

In the 12-mile race, for the cup presented by the Vacuum Oil Co., nine boats showed up at the start. It

was a handicap event, the handicapping being arranged as follows:—two passengers for an "unlimited" class craft, one passenger for a "C" class, and a pilot only for a "B" class boat. The race commenced well, and it looked at first as if "Miss A.R." would repeat the success she had had in the previous events. But on the fourth lap her motor passed out; another retirement was G. E. Marr's "Kim," which capsized on the second lap, but the remainder finished.

The results were:—1, D. R. Tennant ("Seaflyer"—Elto), 23.93 knots; 2, F. R. Thornton ("Star III"—Elto), 23.81 knots; 3, B. G. Parker ("Maureen"—Watermota), 22.91 knots.

Final results of the other races were as follow:—

Event 4.—Unlimited class hydroplanes: W. G. Boyer ("Jill II"—Johnson), 28.5 knots. Event 5.—Class "B" Hydroplanes: 1, B. G. Parker ("Too-Too"—Watermota), 29.11 knots; 2, H. A. Edwards ("Erb II"—Watermota), 29.03 knots; 3, F. R. Thornton ("Star I"—Elto). Event 6.—Class "C" hydroplanes: 1, W. G. Boyer ("Jill II"—Johnson), 30.7 knots; 2, G. B. Parker ("Too-Too"—Watermota), 30.42 knots; 3, H. A. Edwards ("Erb II"—Watermota).

### Mr. SCOTT-PAINE'S SUCCESS.

**M**R. H. SCOTT-PAINE, whose novel boat, "Miss Britain I" was described in *MOTOR SPORT* of last month, successfully competed with this craft in the 5½-litre class of the International Trophy Races which were held on the Detroit River at the beginning of last month.

"Miss Britain I" was competing against two other boats, one piloted by Mr. L. Brown and the other by Mr. Charles Moulthrop. During the running of the heats of the event, Mr. Brown's boat capsized, and Scott-Paine, who was leading at the time, turned about to effect a rescue. The race was, therefore, re-run.

The final results were:—1st, Scott Paine; 2nd, L. Brown; and 3rd, C. Moulthrop. The winner's average speed for the course in m.p.h. was 40.08.

In the unlimited class event, which took place on 30th August-1st September, the trophy was retained by the American holder, Commodore Gar Wood, whose "Miss America IX," put up a record time for the course of 30 miles at 77.39 m.p.h. His boat was powered with two Packard engines.

Miss Carstairs' two challengers "Estelle IV" and "Estelle V" both competed. Each, however, experienced petrol tank trouble.

### TORQUAY CLUB'S MEETING.

**O**N Saturday next, the Torquay and District Outboard Club will hold their close-of-the-season meeting in either Babbacombe Bay or Torbay.

Amongst the numerous events is a 50-mile race for outboard craft in which the fuel tanks must be standard, as supplied with the engines. Arrangements will be made so that each competitor may fill up at a depot boat, when he deems it necessary. The race will be run over a course measuring approximately four miles.

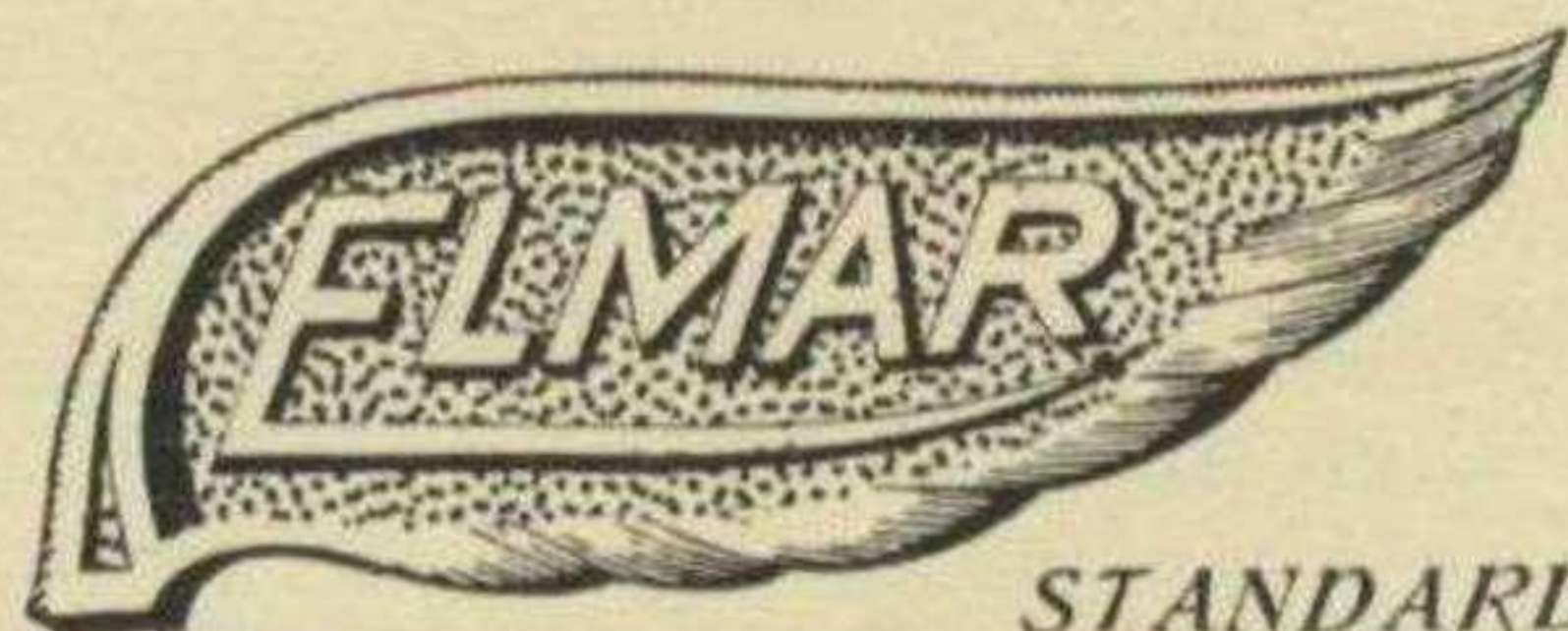
The regulations for the race state that competitors may enter solo, but at the same time, clubs may enter as many teams of three as they wish. Two cups will be awarded, and there will also be team prizes.

### A CORRECTION.

In describing "Miss Britain I" in these pages recently, we stated that the petrol system embodied "Petroflex" tubing. We are informed by the builders of this craft that we were in error on this point, in that "Superflexit" was adopted for the fuel supply.



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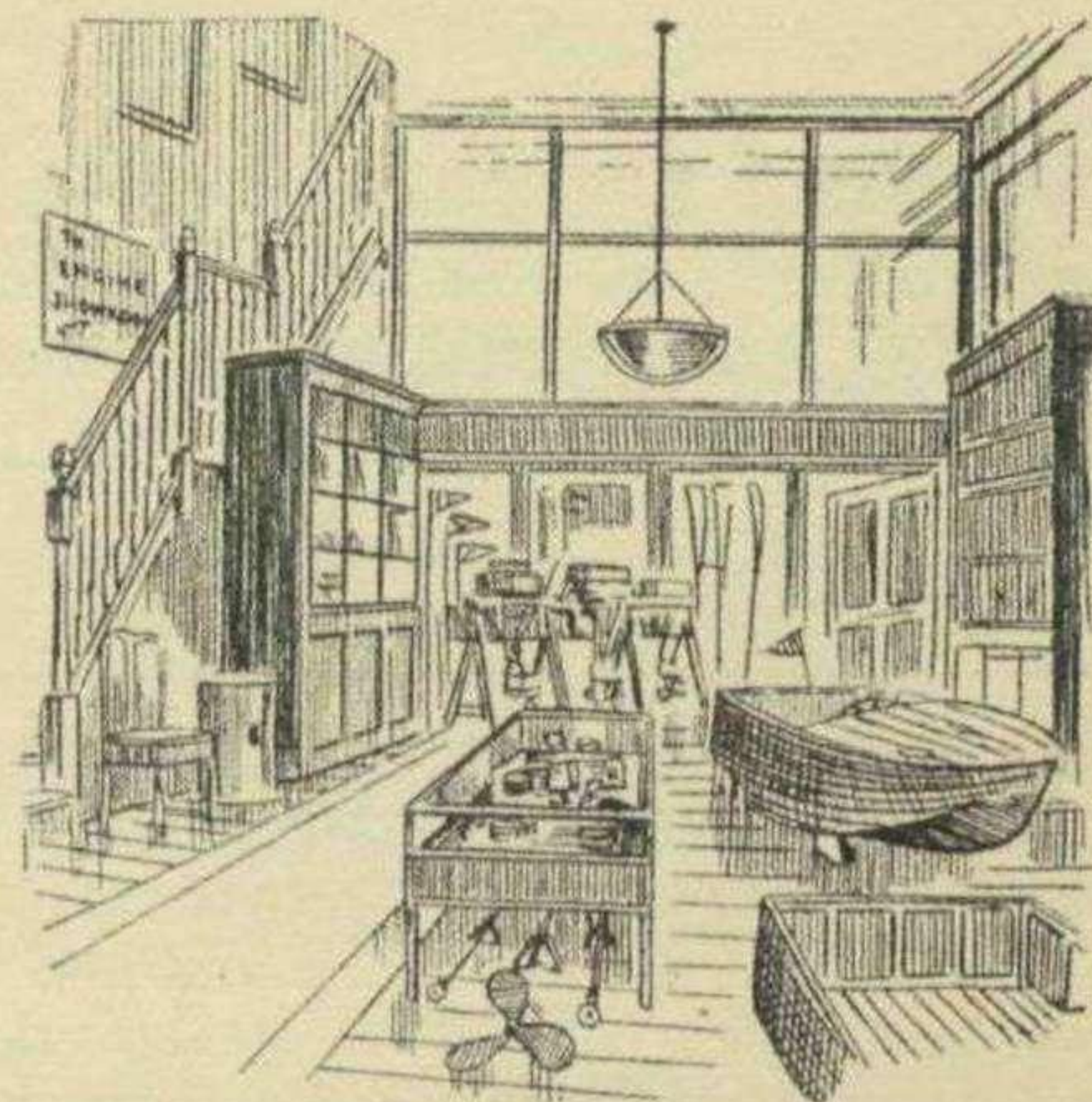
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# HERE and THERE

By "Camshaft"

## The Swedish T.T.

**H**ITHERTO the Swedish Grand Prix motorcycle race has been held over a comparatively short but very rough course and has been more akin to our Scott Trial than to a speed event proper. This year, however, a new course was chosen near Malmoe in the South of Sweden. The event took on an entirely different complexion, as is shown by the fact that the winner, J. H. Simpson on a Norton, averaged no less than 75.8 m.p.h. and set up a lap record of 77.5 m.p.h.

Roughly triangular, the course measures slightly more than nine miles to the lap and had to be covered twenty-eight times. One of the straight sides about two and a half miles long is tarred but the rest of the course is made of stone set in sand. Improbable as it seems, this gives quite a good riding surface, but is liable to become loose under the stress of a long race, so that an ability to broadside is a distinct advantage! It is hoped to have the entire circuit tarred in time for the 1931 race and in that case the Swedish Grand Prix will probably be the fastest important road race in Europe.

An interesting feature of the event was the consistency of the winning machine, Simpson's slowest lap being only 18 seconds longer than his record, apart from his replenishment and standing start laps. He finished six and a half minutes ahead of the second man. Another excellent performance was that of T. Oscarsson, a local Velocette rider, who was first home in the 350 c.c. class at a speed of 68 m.p.h. Oscarsson won a T.T. Replica in the Isle of Man this year.

Excellent organisation characterised the race which was well supported and very popular. The Crown Prince of Sweden was an interested spectator and a crowd of eighty thousand was present.

## The B.P. Competition.

For the recently organised "B.P." Competition, in which competitors were invited to place the ten leading properties of petrol in their order of merit, 444,644 entries were received. Of this total only one coupon proved to have all the properties in the order as determined by the majority vote. The winning coupon was sent in by Mr. Maurice White of Pool Farm, Corsley, Wiltshire, his order being 1, Miles per Gallon; 2, Easy Starting; 3, Unvarying Quality; 4, Power; 5, Acceleration; 6, Cleanliness; 7, Speed; 8, Freedom from Deposit; 9, Non-pinking; 10, Hill Climbing. Mr. White received the first prize of £1,000. The other leading prize winners were as follows:—£250, Mr. V. E. Haslam, 27, Gap Road, Wimbledon, S.W.19. £100, Mrs. E. C. Avery, 132, Charing Cross Road, W.C.2. £50, Mr. Angus Miller,

120, Petershill Road, Springburn, Glasgow. £25, Mr. H. R. Coward, High Street, Carisbrook, Isle of Wight. In addition, 50 prizes of £5 each and 325 prizes of £1 each were awarded.

According to the terms of the competition, a cheque for £5,558 1s., has been sent to H.R.H. The Prince of Wales' Personal Fund (The Legion Book Fund) in aid of the British Legion—this sum representing a donation of 3d. per coupon received.

## "Officially Recommended."

Shell Oil is now the only lubricant officially recommended by Morris Motors, Ltd., for use in cars of their manufacture.

It must be obvious that no motor manufacturer alone can specify, nor oil manufacturer alone produce, the best lubricant for any engine. The ideal is that the chemists and engineers of both companies should cooperate with each other over a number of years and pool their experience. This is just what the Morris and Shell concerns have been doing for ten years past.

All the oil concerns have a research laboratory, but Shell-Mex Ltd. go two steps beyond that. They run a travelling laboratory, i.e., fitted with some twelve special instruments to observe the behaviour of lubricants in engine, gear-box and back axle under actual working conditions; and they employ the celebrated Ricardo engineering laboratories at Shoreham to reproduce road conditions as faithfully as possible, and make tests and investigations in engines actually at work.

Again, no car manufacturer takes greater pains than Morris Motors, Ltd. to look after the cars they have sold, to keep them in service, and to retain the goodwill of their owners. Thus a recommendation from this particular firm of manufacturers—and in a matter so vital to the life of a car as oil—is of more than ordinary value and importance.

The correct grades of Shell for Morrises, it may interest readers to know, are "Double" for all four-cylinder models in summer and winter; and for all six-cylinder models "Triple" in summer and "Double" in winter.

To assist the owner-driver the Shell Company publish a novel and exceptionally clear form of lubrication chart which embodies close-up illustrations of each lubrication point, as well as the usual view of the chassis. This can be obtained from Shell-Mex, Ltd., Kingsway, W.C.2., and another recent publication worth writing for at the same time is the booklet they have just issued in connection with the Morris recommendation. It is entitled "Co-operative Lubrication."



# Motor Sport Classified Advertisement Section

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## NEW CARS FOR SALE

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### M.G.

M.G.—Huskinson & Fane, Ltd. Grosvenor 3016.

AUTHORISED M.G. AGENTS. Trial runs arranged at any time. Earliest delivery of all models, including New Mark II. 6-cylinder.—H. & F., Ltd.

## SECOND-HAND SPORTS CARS FOR SALE

### ALFA ROMEO

1929 ALFA-ROMEO 3-litre 4-seater, in excellent condition, small mileage, fitted with Vanden Plas sports fabric body, cost £1,050, now offered at the exceptional price of £500. Modern Cars, Ltd., Specialists in Quick Motors, 196, Gt. Portland St., W.1. Museum 2947-8.

1½-LITRE Specially Tuned Supercharged Twin Camshaft Alfa Romeo, 1929, winner 1929 Double Twelve, low mileage, in perfect running order; any trial; £650.—R. S. Outlaw, Admirals House Garage, The Grove, Hampstead. Hampstead 6964.

### ALVIS

ALVIS Late 1924 Super Sports Aluminium 2-seater (new hood), just overhauled at cost of £40, 4 new balloon tyres, perfect, taxed; £75.—Sussex Motors, Burwood Mews, Edgware Rd., W. Paddington 5896.

### AUSTIN

AUSTIN 7 h.p. Supercharged 1930 model, with full makers' equipment. Mileage under 3,000. This car is specially tuned and is capable of a track speed of 90/95 m.p.h. Price 200 gns. For full particulars, view or trial, write B. Cooke, c/o "Boden," Grimes Hill, Warwickshire.

## SECOND-HAND SPORTS CARS

(continued)

### BENTLEY

3-LITRE BENTLEY, drop head coupé, whole car has been thoroughly overhauled from engine to back axle, very fast, new tyres, entire car in remarkable condition. 150 guineas. Modern Cars, Specialists in Quick Motors, Gt. Portland St., W.1. Museum 2947/8.

£125. 1922 BENTLEY 3-litre short-chassis sports Cunard 4-seater body, with 2 spare wheels at rear, taxed, in very exceptional condition throughout. Paul and Co., 114, Gt. Portland St. Museum 4117.

1925 Model 3-litre sports 4-seater, finished black and red, £325.

1928 Model 3-litre sports 4-seater, finished brown and black, side curtains, very smart, £675.

1929 Model 4½-litre attractive 4-door Weymann saloon, finished black, Triplex glass, luggage grid and numerous accessories, £900.

JACK WITHERS AND CO., 44, Osnaburgh St., N.W.1. (opposite Gt. Portland St. Station). Phones, Museum 8620-1, 6595 and 0500.

1923 3-litre Bentley Speed Model, 2-seater body, with modern lines, grey, taxed, a good looking high grade sports car, in excellent condition; cheap at the price, £140. Hicks and Romer, Ltd., Kingsley Garage, Stanmore. Open Sundays. Phone, 110.

### BUGATTI

1929 Straight 8 supercharged BUGATTI 4-seater, 125 m.p.h., £400. Sinclair Automobiles, Ltd., 164, Fulham Palace Rd., W.6. Ful. 1916.

BARTLETT for guaranteed sports cars.

BUGATTI, 1928, 100 m.p.h., 2-litre Grand Prix, £265.

BUGATTI, 2-litre roller-bearing Grand Prix, £195.

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BUGATTI, 1927, type 40 2-seater, £125.

LARGEST stock of sports cars in Great Britain. Open Sunday morning. 27a, Pembridge Villas, Notting Hill Gate.

### DELAGE

£75/10. 6-cylinder DELAGE, very attractive 2-seater semi-sports body, black and red, recently overhauled by Delage, paintwork as new, all new tyres, any trial. Whitticks Automobiles, 64, High St., Wimbledon, S.W.19. Telephone, Wimbledon 1537.

### FRAZER NASH.

FRAZER NASH cars. Falcon Works, London Rd., Isleworth (Hounslow 3172) always have for disposal reconditioned and guaranteed cars, fitted with new tyres and F.W.B. prices from £125.

## SECOND-HAND SPORTS CARS

(continued).

### FRAZER NASH

1929 Super sports low chassis 3-seater, reconditioned 4-speed model, price £275.

1926 Special fabric 4-seater, inside gear and brake levers, touring body on sports chassis, price £165.

1926 Super-sports 3-seater, rear petrol tank, engine completely overhauled, price £125.

1925 3-seater, cellulosed grey and blue, completely overhauled, price £95.

FRAZER NASH CARS, Falcon Works, London Rd., Isleworth (Hounslow 3172), offer for sale or exchange the above guaranteed cars, all fitted with f.w.b.

1927 (August) Super Sports Aluminium 2-seater Frazer Nash, bodywork excellent, mechanical condition sound, 60 in second, 75 in top.—Schneider Automobiles, 138, Long Acre.

### HISPANO SUIZA.

135 GUINEAS, special 37 h.p. Hispano Suiza with magnificent and handsome boat shaped body, F.W.B. 2 spare wheels, Stevenson Jack. Ace disc wheels, sunken dickey, exceptionally fast. Messrs. Modern Cars, Ltd., Specialists in Quick Motors, Great Portland St., W.1. Museum 2947/8.

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FOR Sale. Chitty-Chitty-Bang-Bang fitted with sporting four seater body. Once the property of the late Count Zborowski. Tyres, chains, etc., as new. Completely overhauled this Summer. Price and all particulars from Box No. 15, MOTOR SPORT, 34 Duke Street, St. James's, London, S.W.1.

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# Motor Sport Classified Advertisement Section—continued.

## SECOND-HAND SPORTS CARS

(continued)

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1924 28 h.p. super-sports Panhard. 4-seater skiff body in very nice condition throughout, very fast car at the low price of 75 guineas. Bear Hotel, Henley-on-Thames. Henley 111.

### SALMSON

1928 10 h.p. Salmson Special Racing Super-charged 2-seater, fitted with good all-weather equipment, 100 m.p.h. car; cost over £700. my price £175.—A. Rix, 153, Euston Rd. N.W.1. (between Euston and St. Pancras). Museum 1618.

### SCHNEIDER

1927 13-55 sports Schneider. 4-seater, taxed until end of the year. 2 spare wheels, tonneau cover, guaranteed in perfect condition. Will do 75 m.p.h. Price £125. Schneider Automobiles (England), Ltd., 138, Long Acre, London, W.C.2. Temple Bar 3322.

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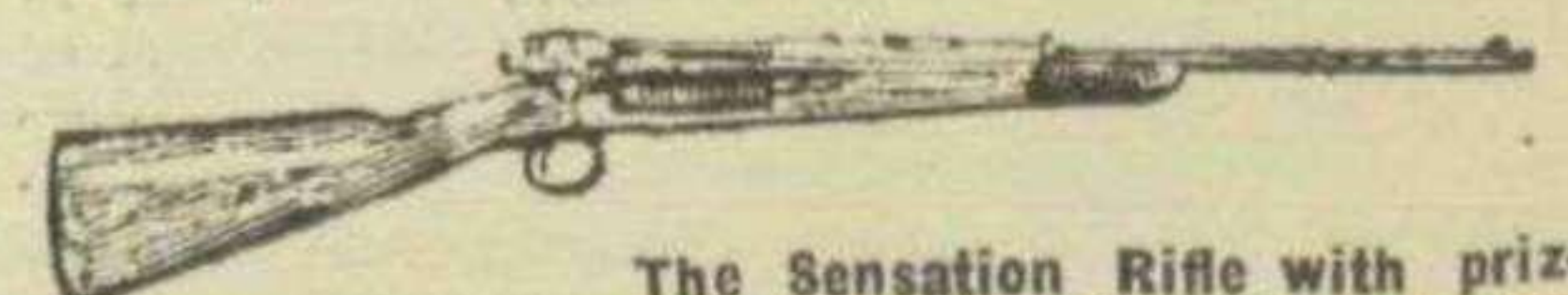
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