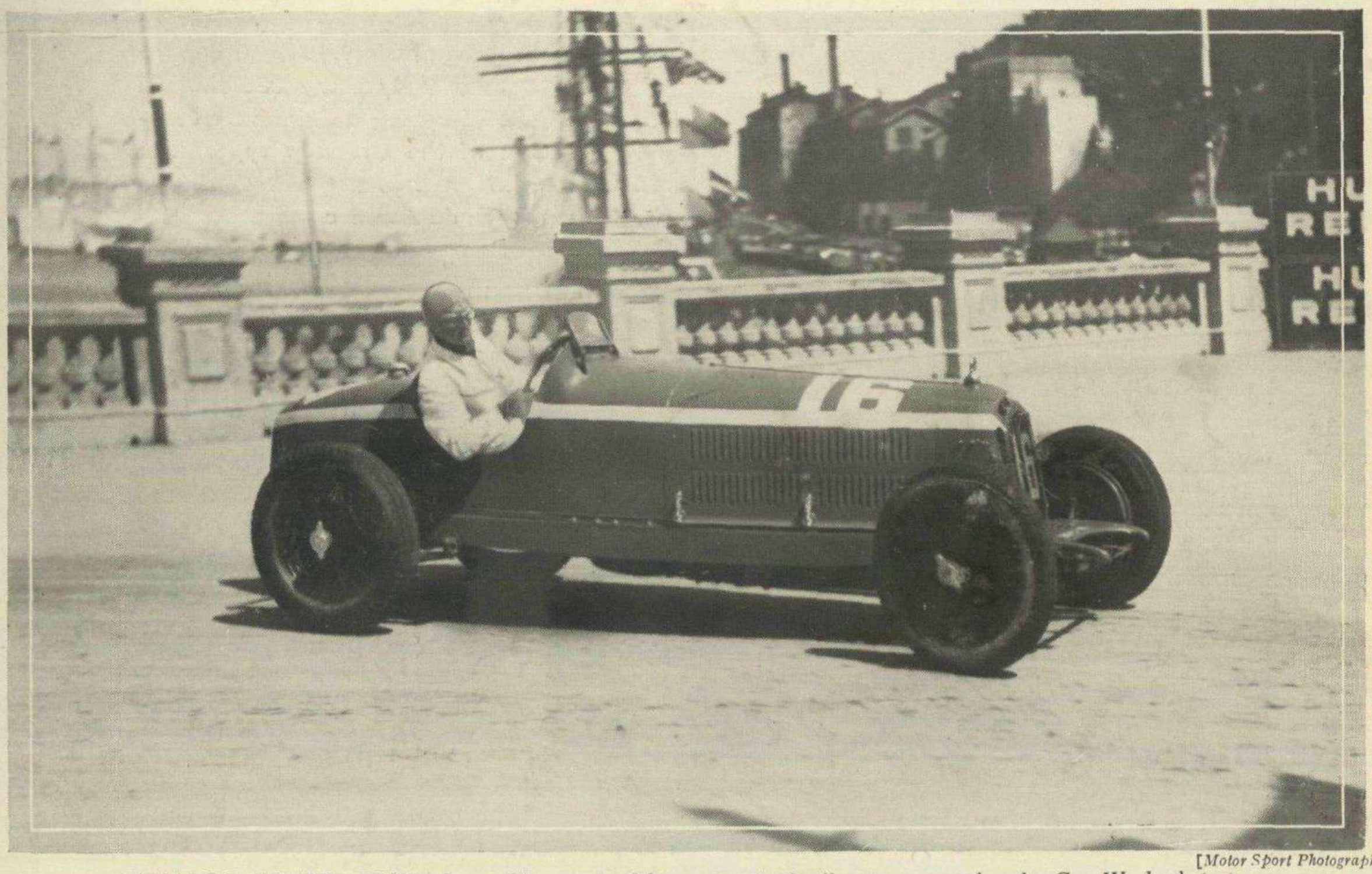
Vol. IX. No. 8 AN OUTBOARD MOTOR—FREE ! *June, 1933*

MOTOR SPORT

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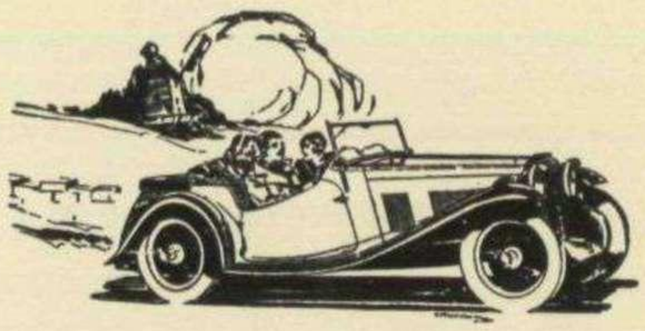
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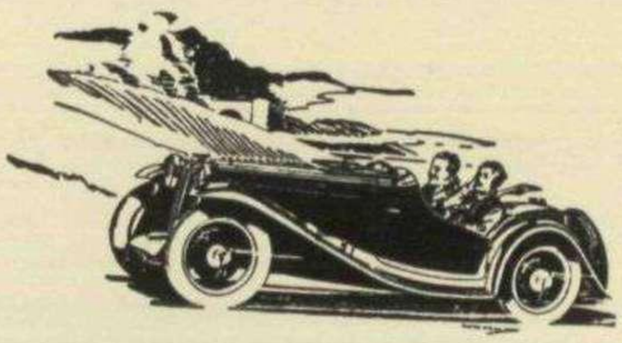
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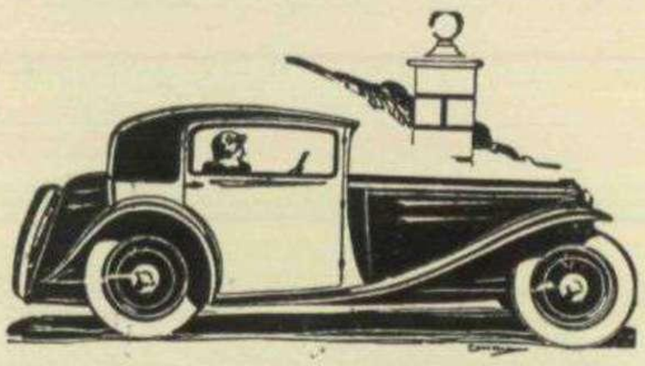
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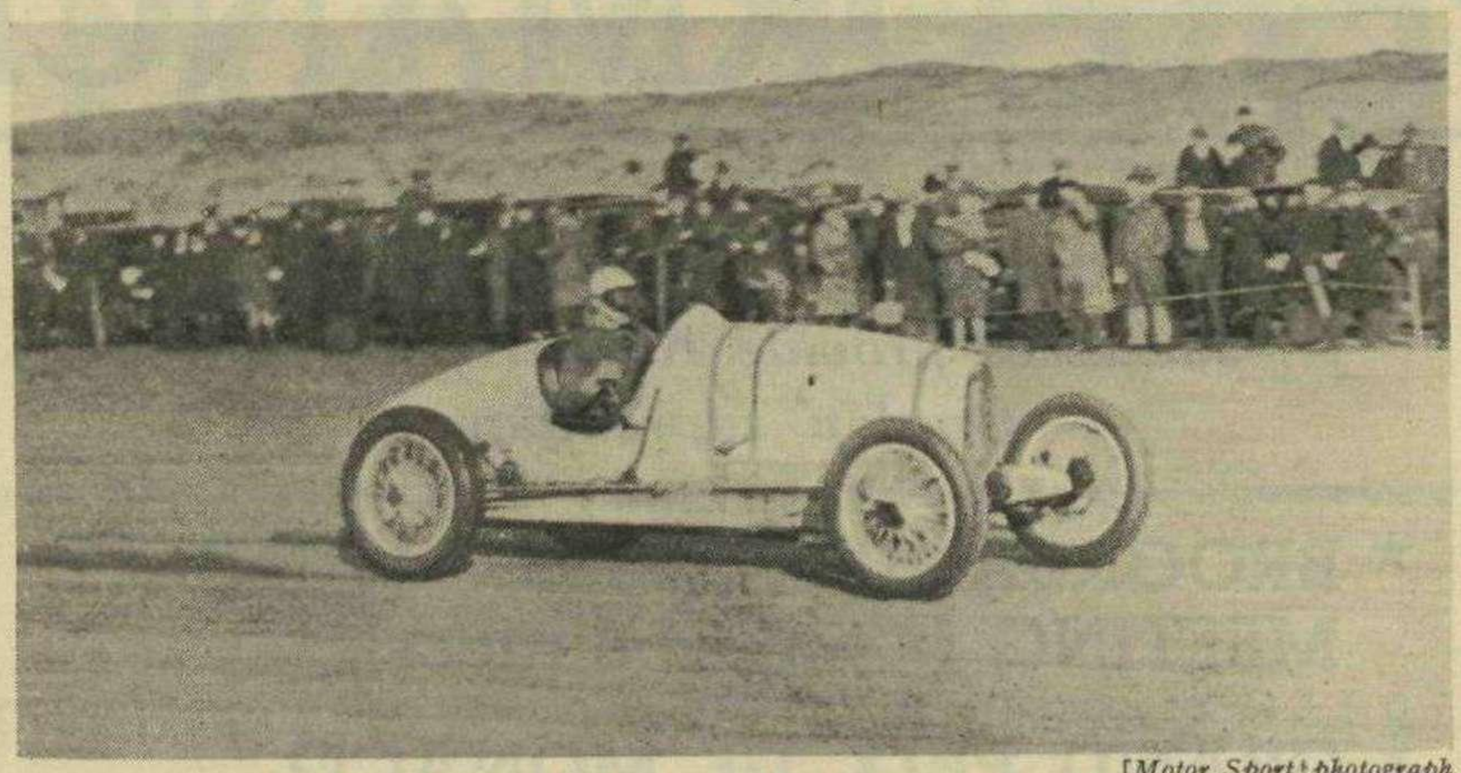
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Jack Field with the single-seater Bugatti once owned by Sir Malcolm Campbell.

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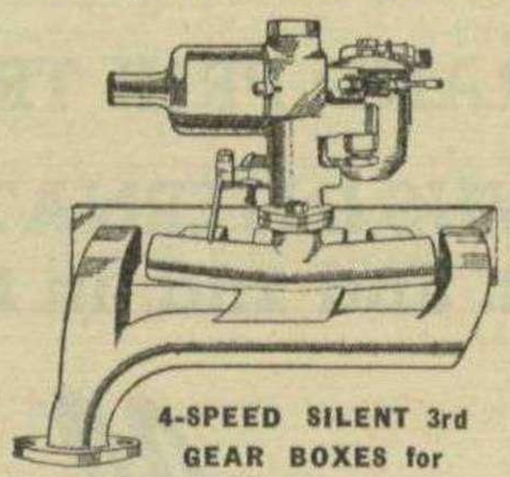
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EDITORIAL.

THE FUTURE OF RELIABILITY TRIALS.

FOR some time past there has been a growing feeling of opposition among the general public against motor reliability trials. Complaints of inconsiderate behaviour on the part of competitors have been lodged with increasing frequency with the police all over the country. This opposition has inevitably come to the notice of the Home Office, and we understand that the whole position is receiving close investigation with a view to a possible termination of these events.

It cannot be denied that there is often justification for complaints. We ourselves have seen several examples of reckless driving during the course of our work in reporting trials, and one or two fatal accidents during the winter, fortunately involving no one but trial's competitors, have given this recklessness unwelcome prominence in the daily press.

In defence of followers of motor sport in general, and of trials drivers in particular, we can safely say that the offenders are composed of a very small minority. The average trials competitor is distinguished by a steadiness in his driving in keeping with the ethics of decent behaviour, and in accordance with the rules of reliability trials. As is so often the case, the harmless majority are likely to suffer at the hands of the irresponsible few.

The chief cause of complaint seems to lie in the habit of certain people of driving at high speed on winding side-roads, between observed hills. In actual fact this procedure is never called for by the regulations of trials; time lost through delays at the foot of hills is always allowed for in calculating the results. Why then, do certain competitors drive as though Nuvolari were on their heels, and their very life depends upon keeping ahead of him? The answer, we regret to say, can only be found in an unbridled but one-sided imagination, only found as a rule in children of tender years. A spirit analagous to games of cowboys and red Indians. To the fevered mind of the driver, his small sports car, with windscreen folded flat, is transmuted into a Grand Prix racer, hurtling round the bends of the Targa Florio. To complete the illusion he dresses for the part in white overalls, a flying helmet of thin linen, and goggles. Unhappily, with the blindness of immaturity, his imagination does not allow him to picture the possibility of meeting an oncoming motorist. The result is that his progress is punctuated by a series of hair-breadth escapes which leave him completely unmoved, but which send the righteously indignant oncomer to the nearest police station, there to register a comprehensive complaint against all competitors in motor trails.

Only one thing can save the position. No opportunity whatsoever must be given to the general motoring public for complaint. From now on let every competitor go out of his way, by personal example, to win for trials drivers the reputation for safe driving which they really deserve. Offenders must be dealt with summarily by organisers, whose task would be facilitated if any recklessness were always reported by other competitors who happened to witness it.

Reliability trials can be a completely harmless and inoffensive pastime. It is up to drivers to prove it.

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The Second Donington Meeting.

MANY NON-STARTERS AND RETIREMENTS DETRACT FROM INTEREST. TWO ACCIDENTS AND MANY THRILLS. GOOD DRIVING BY E. R. HALL (M.G.), K. HUTCHINSON (BUGATTI), AND H. J. ALDINGTON (FRAZER NASH).

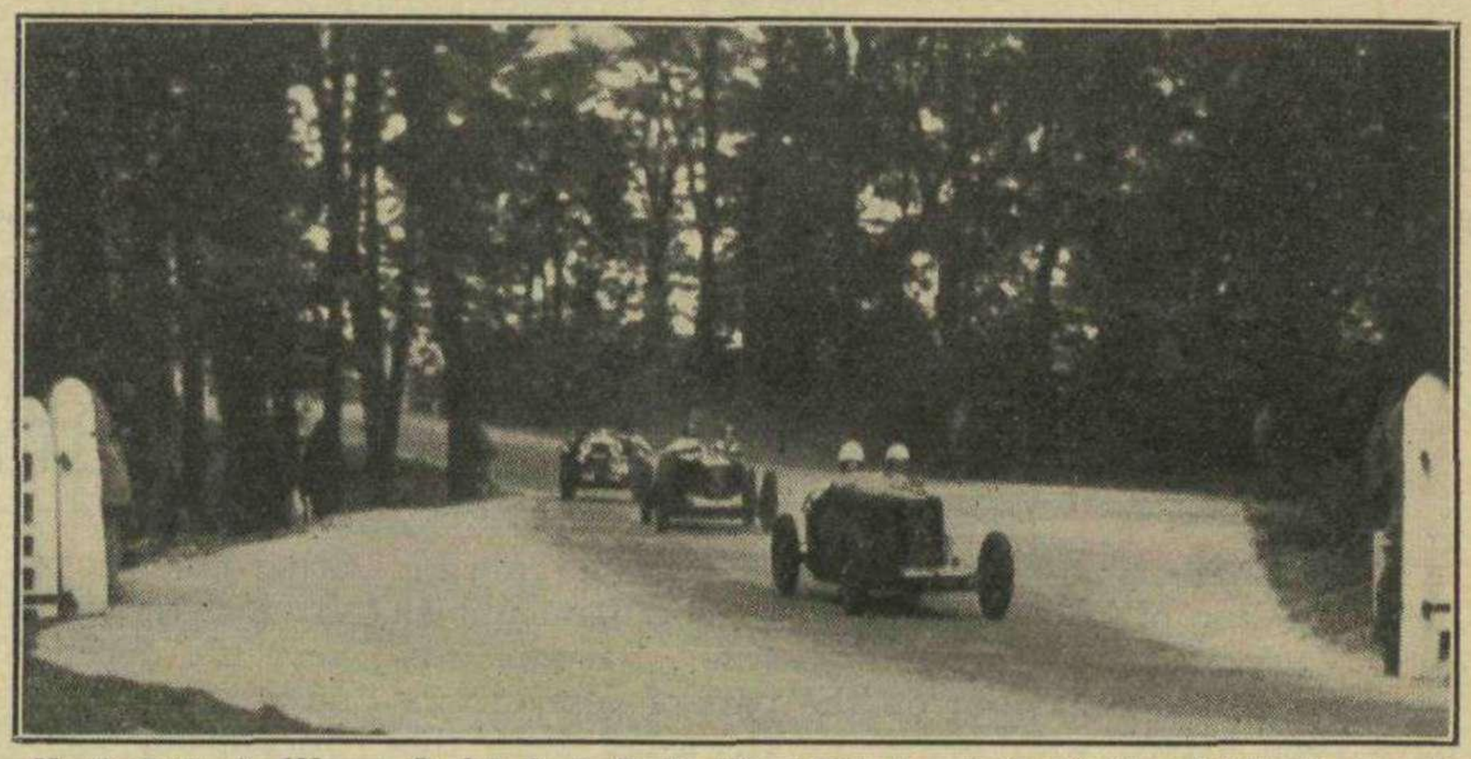
WHEN it was announced that no fewer than 51 cars had been entered for the races to be held at Donington Park on May 13th, everyone looked forward to a very good afternoon's sport. As it turned out, however, 13 cars failed to start at all, and a further 15 experienced trouble of some kind during the meeting which either prevented them from finishing a race, or in some cases, caused them to be withdrawn from later events. This had the effect of reducing the fields—and therefore the interest of the racing—to such an extent that in three out of the ten races only two cars finished. A pity.

Fortunately, the weather was perfect and the grounds of Donington Hall are so beautiful that no one could possibly complain of a wasted afternoon. Added to this there was some very good driving to be seen, notably by E. R. Hall (M.G. Midget), K. Hutchison (Bugatti), H. J. Aldington (Frazer Nash), R. F. Turner (Austin), J. E. Gibson (Riley) and E. K. Rayson (Riley), so that taken as a whole the meeting can be voted a successful one.

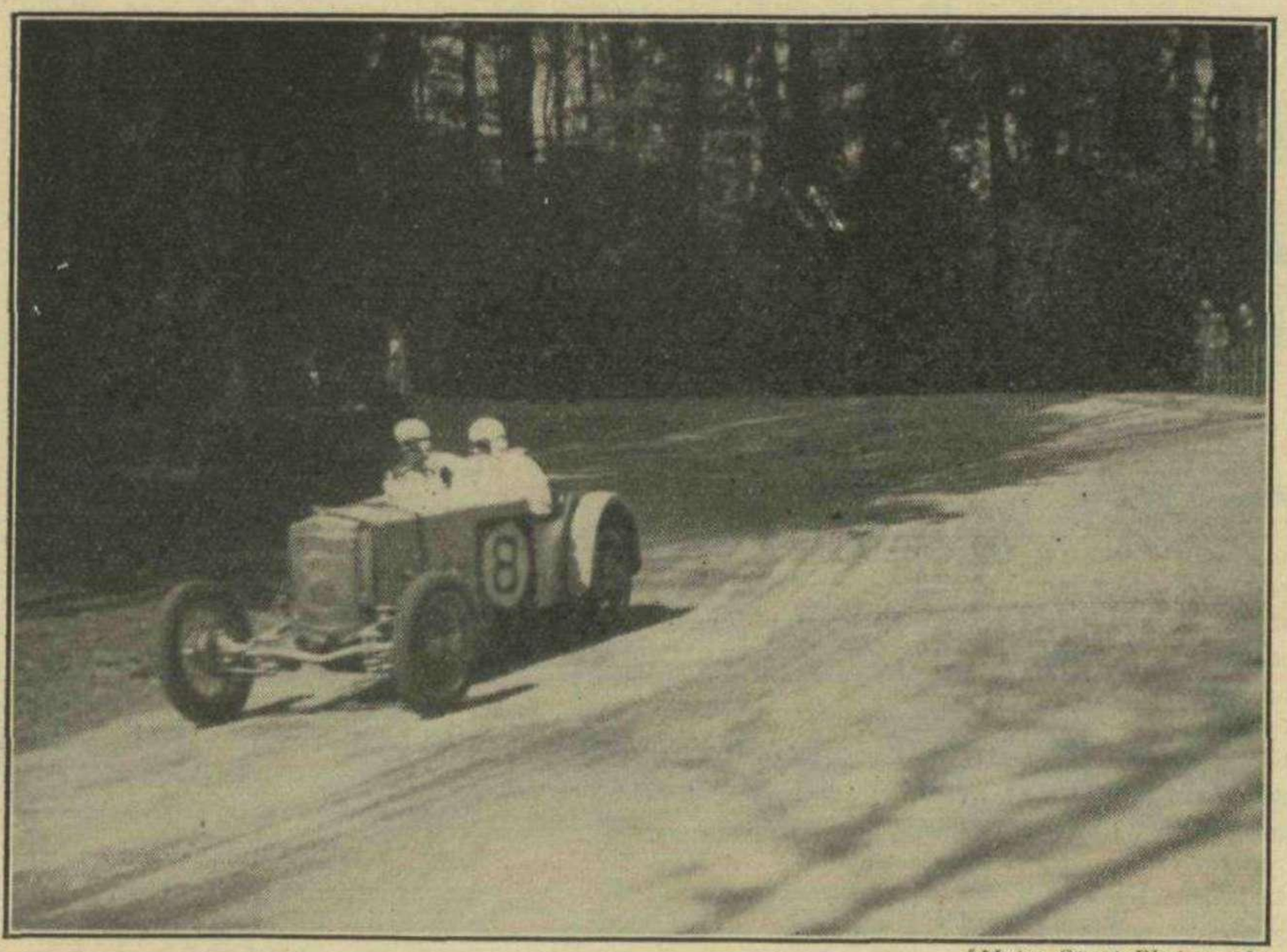
A sizeable crowd was attracted to Donington Park, and the official figure for the attendance was given as between 9,000 and 10,000 people. One of the great advantages of the place is that the public are free to walk all round the two mile course, so that there is no crowding. The two most popular spots are the stretch from the starting point to "Hairpin" Bend, and at Starkey's Corner. At the latter point R. O. Shuttleworth, the Bugatti driver, arrived by air and parked his aeroplane alongside the course.

Before the first race took place one or two competitors who had not had time to practice were taken on a "conducted tour" of the circuit, following a driver who was familiar with the corners. Among this group was B. Sparrow, on a very old red Austin, of whom more anon.

An improvement in the starting system was effected for this meeting, the cars being drawn up in rows of three or four and sent away *en masse*. In the first race there were only four competitors, Eastwood, Simister and Derrington on J2 Midgets, and Sparrow on the Austin. On the fall of the flag Simister's white Midget got a clear lead, followed by Eastwood, but by the time the cars came down the hill at the end of the first lap Derrington had passed Eastwood, and was hot in pursuit of Simister. Sparrow was badly placed at the start, and a hectic moment at Coppice corner put him still further behind. He determined to make up ground and came past the paddock at a fast pace, approaching "Hairpin" Bend much too quickly. He might have got round, or at any rate averted an accident, if the left hand rear wheel had not collapsed under the strain. Some women in the crowd behind the palings screamed when it was seen that the little car was going to turn over. With a sickening lurch the Austin lifted onto its left hand wheels, and the ridge of rough grass at the side of the road finished the story. Up went the car, throwing out the mechanic. Then it rolled right over with Sparrow, still clinging heroically to the steering wheel, crushed beneath it. So fast was the car going that it came up onto its four wheels again, leaving Sparrow half in and half out of the car.



H. A. Richards (Vernon Derby) leads E. N. Ward (Riley) and D. K. Mansell (M.G.) through the bend before Starkey Hill.



[*Motor Sport Photographs*

H. J. Aldington (Frazer Nash) was the winner of Event 4. He is seen here at Coppice Corner.

Sparrow himself suffered a nasty cut on the head, but was otherwise uninjured. The passenger was not so lucky and sustained a broken thigh. This accident brought to light a lack of drilling in the ambulance men, who tried to bring their vehicle to the corner by way of the soft ground beside the road. The result was that the ambulance became securely bogged, and the injured men, after a delay of about fifteen minutes, were removed on a lorry. It cannot be emphasised too strongly that the ambulance should travel on the road. Competitors can be warned of its presence there by flag marshals, and in any case it is travelling in the same direction and should not be difficult to avoid.

The three Midgets continued to lap regularly, in spite of a little misfiring on the part of Simister, who maintained his

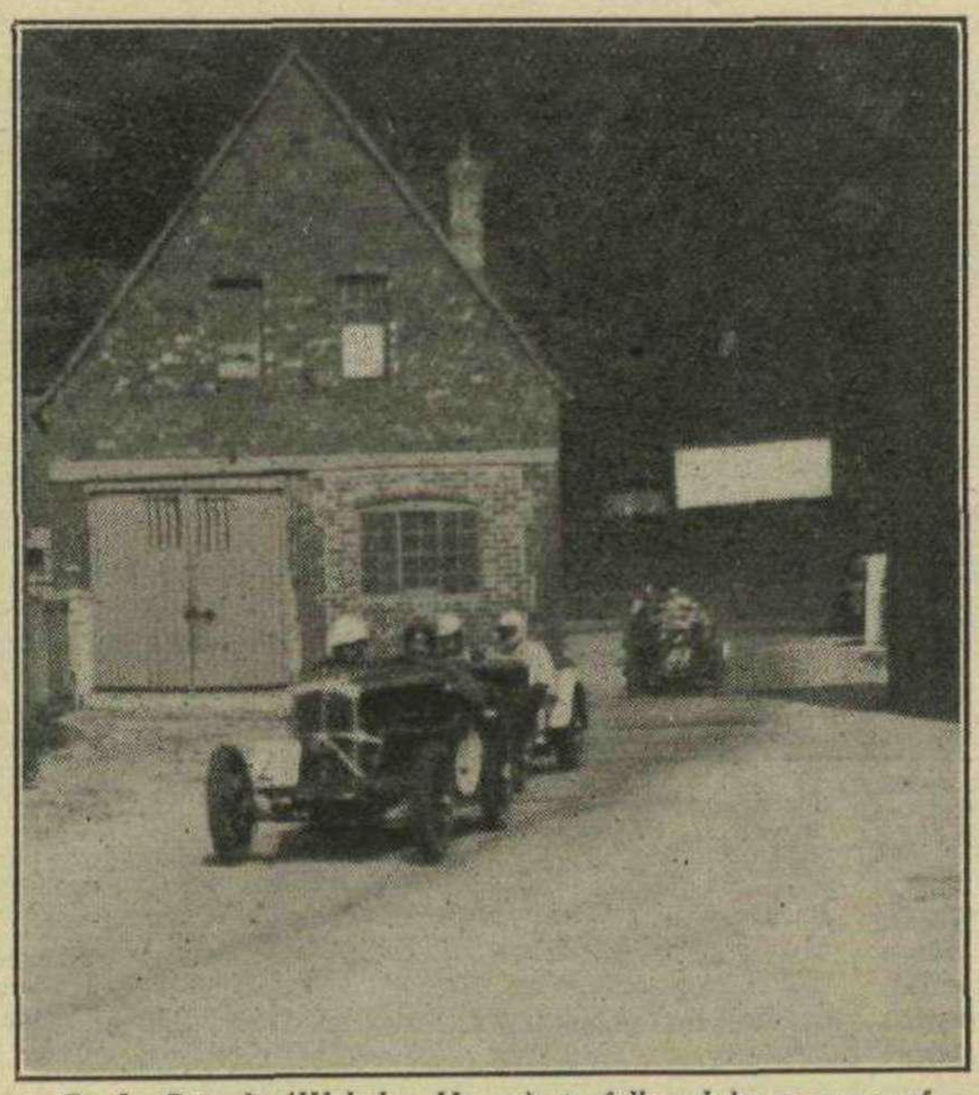
THE SECOND DONINGTON MEETING—continued.

lead to the finish, followed by Derrington and Eastwood.

The second event was composed of three Singers, three M.G. Magnas, and four Wolseley Hornets. Martin (Magna) and Langley (Singer) were first away from the line, but Felix Patrick had taken the lead before the " Hairpin " corner was reached. The rest of the field were bunched close together, but miraculously avoided any collisions. The manner in which the field took this same corner at the end of the first lap gave an indication that some one would come to grief before the end of the race. Shock asborbers had not been tightened as well as they might, and some of the cars heeled over in an ugly fashion. Patrick, in the lead, was safe and steady but the same could not be said for Briault (Hornet), who was lying second. Bradnock's Magna seemed in danger of pitching down the slope after a nasty counter-skid. Round they came again, and this time J. T. Ridd went onto the grass. Somehow all the cars got round and we waited for the next circuit. Patrick was well in the lead, followed by Briault, who came up to the bend at a great speed. He clapped on his brakes, the tail of the Hornet decided to become the front, and with a screech of tyres the car turned right round. Briault took his bearings, and set off, but not before Doctor Hawes on another Hornet had robbed him of second place. The crowd, with typical British disregard for the niceties of driving, gave Briault a rousing cheer.

The race went on, and then Ridd, who had failed to benefit by the experience of a bad skid at Starkey's Corner on the fourth lap, turned right over at the same corner on the next without injury to himself or his passenger. Patrick continued to drive with quiet regularity and finally finished a well-deserved winner from Doctor Hawes and Briault. Martin (Magna) was fourth and Baker (Singer) fifth.

The third event produced driving which was as good as some of that in the previous race had been bad. E. R. Hall (M.G. Midget) and R. F. Turner (Austin) were great rivals at the first meeting at Donington, and with a level start in this race were given a chance to fight their battles over again. Turner got away first and was still in the lead when the cars passed us at McLean's corner. Then Hall got ahead, and remained in front until the end of the five laps. These two drivers outstripped the rest of the field, composed of Anderson's Austin and Derrington and Mansell on M.G. Midgets. Their driving was a joy to watch, and McLean's corner was taken by both in a rapid slide without a trace of over-correction.



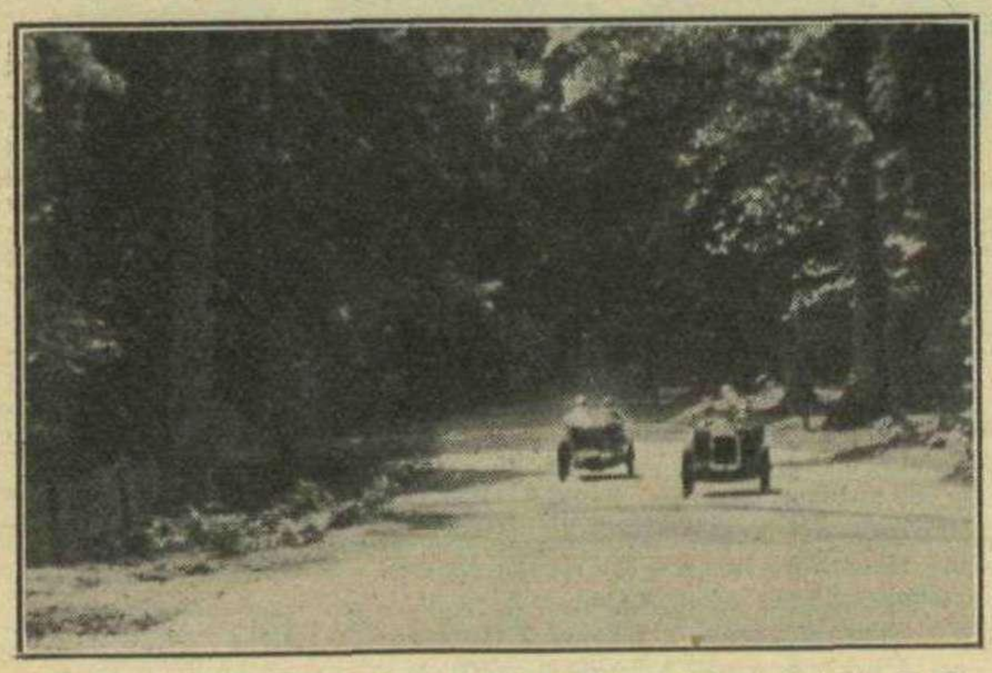
D. L. Briault (Wolseley Hornet) is followed by a group of competitors in the no-passing section.

The next race was a 10 lap affair, and was divided into two heats. The first was notable for a great tussle between H. J. Aldington, on the pale blue Frazer Nash with which he competed in the International Trophy race, and T. P. Cholmondeley-Tapper on a 1½ litre Bugatti. For many laps these two cars were close together, Tapper getting nearer and nearer on every lap to the barricades as he came out of Coppice Corner. Then an error of judgment at Starkey's Corner sent him on to the grass for a moment and he lost more ground, and his downfall was finally completed when misfiring set in. In spite of this trouble he finished second by dint of good driving. Powys Lybbe, on a modern 12/60 Alvis with an old 1925 body, drove consistently well in third place for the whole race. A good scrap was waged by the cars in the rear. Porter Hargreaves (Frazer Nash) had a momentary lapse on the third lap and lost fourth place to Ward (Riley) and Whittaker (4-seater unblown Magnette). Gradually he overhauled these two cars, however, and on the eighth lap was back in fourth position.

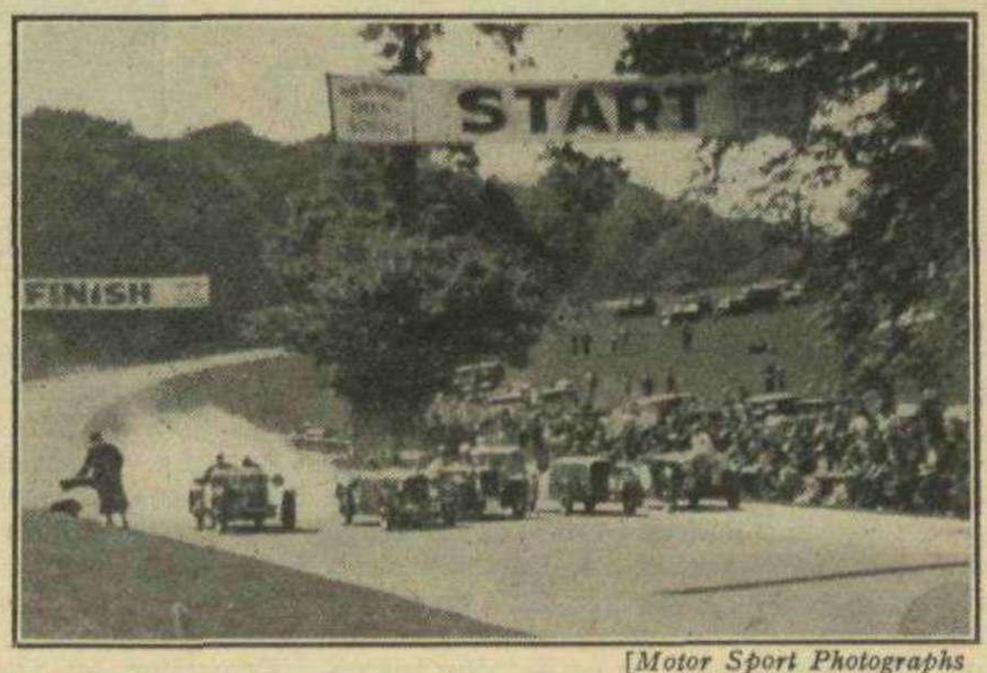
The second heat produced four Frazer Nashes, one Hornet, and two J.2 M.G. Midgets. Roy Eccles (Frazer Nash) led for three laps from Casswell (Frazer Nash) and Henderson (Frazer Nash). Then Casswell got by and held first place for three laps, until his car passed out at Starkey's Corner. This let Eccles back into the lead, followed by Henderson and Briault (Hornet) who was driving steadily and well after his exciting first attempt. Templer, on an old Frazer Nash, after coming into contact with the sandbags on the first lap at Coppice Corner, had a narrow shave at that point on the last lap. His left-hand brake cable snapped as he approached the corner, the car turned round, and finally headed for the bank on the inside, coming to rest without damage. The final placings were those of the first heat, namely Aldington, Tapper and Powys-Lybbe.

Event 5 resulted in another victory for E. R. Hall (M.G. Midget). Turner did not run, so it was left to Eason Gibson and Rayson on Rileys to provide the opposition. Although they had a good scrap between themselves they could not hold the Midget, which forged steadily ahead and won very comfortably. Gibson kept ahead of Rayson for the whole race, the two cars being so evenly matched that Rayson could not pass, try as he might.

By this time the number of non-starters



Speeding up McLean's Corner. R. F. Turner (Austin) leads E. R. Hall (M.G.) on the irst lap of Event 3.



[*Motor Sport Photographs*

The start of the second race. The cars are Wolseley Hornets, M.G. Magnas and Singers.

THE SECOND DONINGTON MEETING—continued.

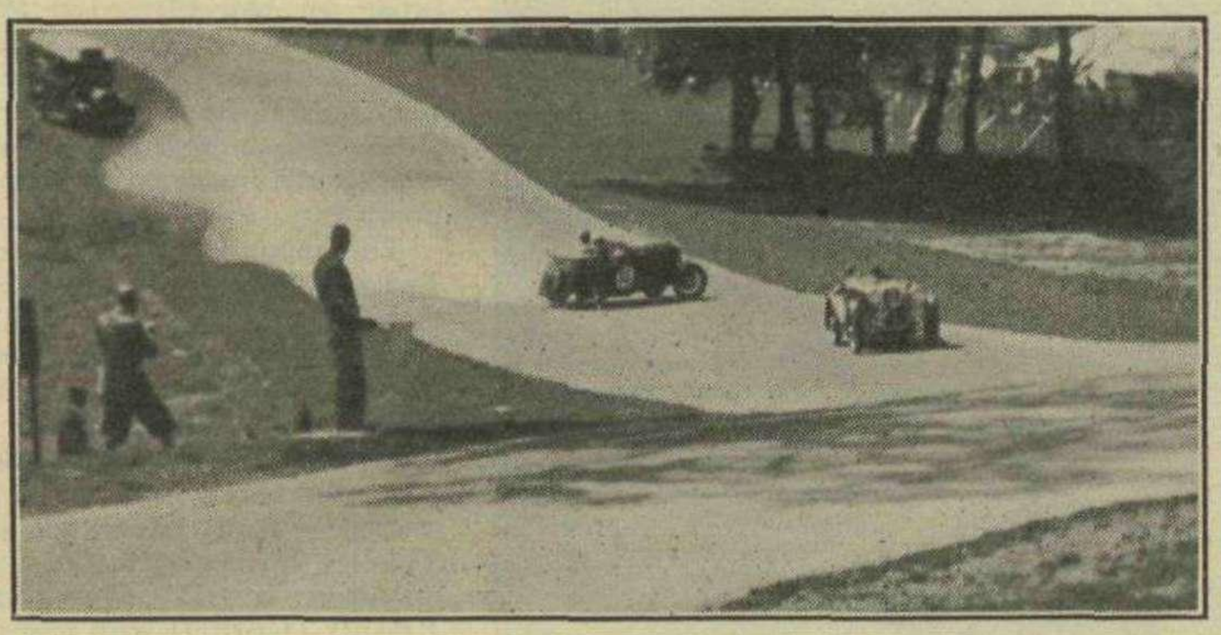
was considerable, and for the sixth event there were only 9 starters out of 19 entrants. Among the non-starters were "Freddie" Dixon, whose Riley had not recovered from the International Trophy Race, Cholmondeley-Tapper's Bugatti, Graham's Harris Special, Casswell's Frazer Nash, Gold's Bugatti, and Jucker's Frazer Nash—all of them good cars capable of adding greatly to the interest of the race.

For the first heat five cars came to the line. They were Hutchison's Bugatti, Eccles' Bugatti, Briault's Hornet, Hossell's Bugatti, and the Brayshaw Special. At the start Hutchison and Brayshaw shot away together, and roared up to the first corner. Round together they went, on through the Archway to McLean's corner, which they approached side by side. Then the Special, a combination of Alvis engine and G.N. chassis with a very narrow rear track, got into a broadside skid. Hutchison cleverly avoided the spinning car, which went backwards off the road into the trees. Brayshaw got going again, only to blow up with great *êclat* right in front of the grandstand at the starting point. Meanwhile, Hutchison held his lead from Briault (Hornet) and Eccles (Bugatti) who got into second place on the second lap. Then, just as it looked as though a Bugatti duel might develop Eccles had to retire. The only other car running was Hossell's very old Brescia Bugatti, which retired after a lap accomplished sometimes on one, sometimes on two and very occasionally on three cylinders. From then on the race was a procession of Hutchison and Briault, the latter finally being lapped right at the end.

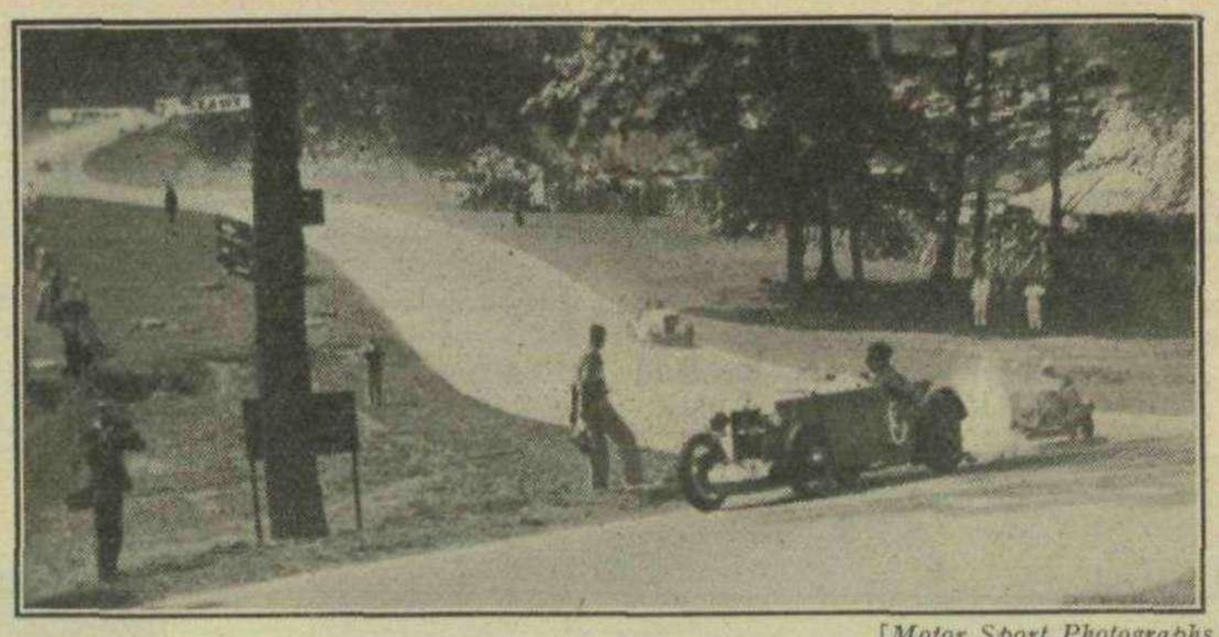
Heat Two was decided between Aldington (Frazer Nash), Eason Gibson (Riley), Rayson (Riley), Powys-Lybbe (Alvis) and Ward (Riley). For the first few laps Gibson and Rayson clung to the Frazer Nash, but then Aldington put on a little speed and by dint of a shade faster cornering began to widen the distance between himself and the Rileys. Once again Rayson was unable to make any impression on Gibson, in spite of the greater age of his rival's car. In the end Rayson lost all hope of catching Gibson by getting into a broadside skid at Coppice Corner, a proceeding which cost him much valuable time. Fourth came the steady Powys-Lybbe, whose Alvis ran quietly and safely throughout the meeting. Final placings were Hutchison, Aldington and Gibson.

The last event was also divided into two heats, which was really unnecessary for only 6 out of 21 entrants actually ran in the two heats. In the first, R. Mere was making his first appearance at the wheel of a brand-new supercharged M.G. Magnette. With him were R. C. Vickers (Lea Francis) and C. Wagstaffe on an odd-looking Lea Francis built specially for Kaye Don to drive at Brooklands, and G. N. Crowther on the 8 cylinder O.M. driven last season at Brooklands by H. Widengren. Vickers was away first, but he did not stay there long, for Mere completely swamped the field on the first lap. On the second lap he still further consolidated his position, but on the fourth he lost control of his car at the "Hairpin" bend and turned right round. So far ahead was the Magnette, however, that he got away again before anyone else came in sight. Then Mere became overdue, and some anxiety was felt as to his safety, but all was well, for his car had come to a standstill with mechanical trouble believed to be due to the supercharger at Starkey's Corner. Another retirement was Crowther on the O.M., so Vickers and Wagstaffe were left to fight it out. On the 6th lap a cheer went up when it was seen that Wagstaffe was ahead. His car, painted bright red, was reminiscent of the old Continental Town-to-Town races, the driver and passenger sitting very high up. Wagstaffe knew the limitations of his car for fast cornering to a nicety, and held his lead to the end.

The degeneration of the "fields" reached its fitting end when only two cars turned out for the second heat and final race of the day. They were the two Rileys of Gibson and Rayson, who had fought two close battles before. Rayson led at the start and was first round "Hairpin" Corner, but at the end of the lap Gibson was in the lead. For two laps he led, and then as the cars came down the hill past the Paddock Rayson drew level. Very sportingly, Gibson braked and waved him on, but on the next lap he passed Rayson once more. Again Rayson tried to pass in front of the Paddock. Although Gibson waved him on Rayson had not sufficient speed, so on they went to the Straight before Starkey's corner where Rayson got ahead. From then on Gibson could not regain the lead, and Rayson crossed the line first.



D. L. Briault turns right round before reaching Hairpin Corner. The car continued its gyrations and finished in the escape road.



[*Motor Sport Photographs*

C. E. Martin (M.G. Magna) on Hairpin Corner. He is followed by Tatton Ridd, who turned over later.

RESULTS.

Event 1 (5 laps, for M.G. Midgets and Austin Sevens unsupercharged): 1, T. Simister (M.G. Midget J2), 13 mins. 42 2-secs.; 2, V. W. Derrington (M.G. Midget J2), 14 mins. 1 3-5 secs.; 3, R. Eastwood (M.G. Midget J2), 14 mins. 7 4-5 secs.

Event 2 (5 laps, for M.G. Magnas, Wolseley Hornets, Singers and Rileys other than Brooklands models): 1, F. Patrick (Wolseley Hornet), 12 mins. 53 2-5 secs.; 2, Dr. E. Hawes (Wolseley Hornet), 13 mins. 2 1-5 secs.; 3, D. L. Braiult (Wolseley Hornet), 13 mins. 3 1-5 secs.

Event 3 (5 laps, up to 850 c.c. in any trim): 1, E. R. Hall (M.G. Midget S), 11 mins. 28 secs.; 2, R. F. Turner (Austin S), 11 mins. 31 2-5 secs.; 3, M. G. Anderson (Austin S), 12 mins. 55 secs.

Event 4 (10 laps, unsupercharged sports cars up to 1,500 c.c.): 1, H. J. Aldington (Frazer-Nash), 23 mins. 14 secs.; 2, T. P. Cholmondeley Tapper (Bugatti), 23 mins. 27 4-5 secs.; 3, A. Powys-Lybbe (Alvis), 23 mins. 57 2-5 secs.

Event 5 (5 laps, for 1,100 c.c. unsupercharged and 850 c.c. supercharged): 1, E. R. Hall (M.G. Midget S), 11 mins. 24 3-5 secs.; 2, J. Eason Gibson (Riley), 11 mins. 35 secs.; 3, E. K. Rayson (Riley), 11 mins. 35 2-5 secs.

Event 6 (10 laps, for cars up to 1,500 c.c. unsupercharged): 1, K. Hutchinson (Bugatti), 22 mins. 28 1-5 secs.; 2, H. J. Aldington (Frazer-Nash), 22 mins. 53 4-5 secs.; 3, J. Eason Gibson (Riley), 23 mins. 3 4-5 secs.

Event 7 (10 laps, for 1,500 c.c. supercharged or unsupercharged): 1, E. K. Rayson (Riley), 22 mins. 48 2-5 secs.; 2, J. Eason Gibson (Riley), 22 mins. 54 secs.; 3, C. Wagstaffe (Lea-Francis S), 24 mins. 47 2-5 secs.

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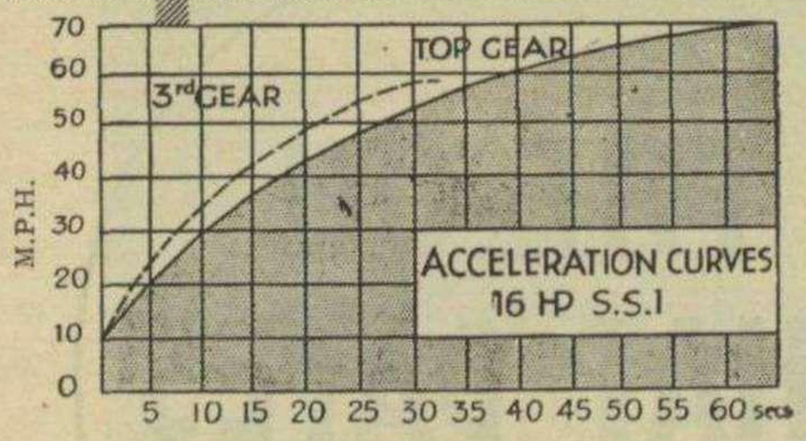
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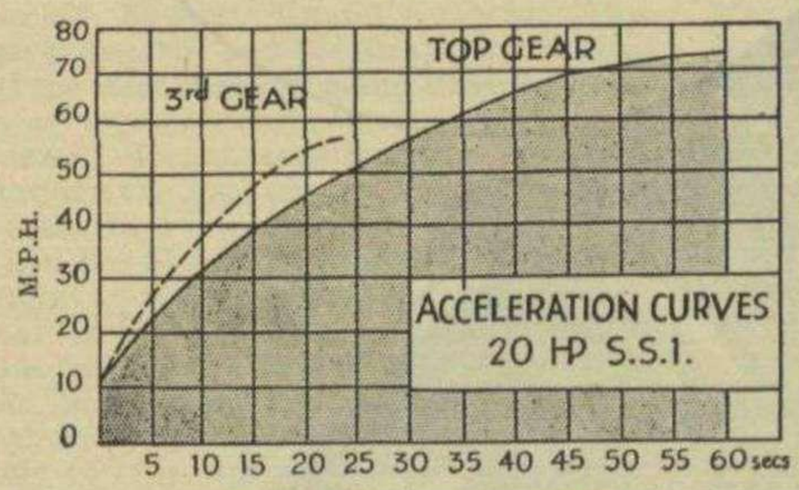
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THE 16 h.p. S.S.I. COUPÉ

WHEN the S.S.I. coupé was first introduced at the Olympia Motor Show of 1931 it was felt by many that, handsome as the car undoubtedly was, its appeal was limited by reason of its lack of accommodation for occasional passengers.

In rectifying this possible criticism in the 1933 model, the Swallow Company has not only provided a very comfortable rear seat for two passengers, but in addition has, if anything, improved the outward appearance of the car. So that now, in its latest form, it would be difficult to find a more handsome vehicle at any price (and at £325 it is extraordinary value) than the S.S.I. coupé. The luxury hinted at by the lines of the car is not skin-deep, and the finish of the whole car has been most carefully attended to. The upholstery of the seats is unusually thick, the seats themselves slide easily on their runners, facilitating entry and exit, and there was not a rattle to be heard anywhere on the car we tested, although it had actually covered nearly 10,000 miles.

The car was placed at our disposal for a week-end by Messrs. Henlys, Ltd., of Henly House, Euston Road, London, and we were glad to meet there a figure well known to all readers of MOTOR SPORT, Mr. J. A. Joyce, who made so many fine performances both in records and races at the wheel of A.C. cars some years ago.

Driving in crowded London streets revealed the fact that the S.S.I. provides extraordinarily good vision, as both the front mudguards can be seen. The steering on the car we tested was slightly on the heavy side (which we prefer), but for the benefit of those to whom finger-light control is the ideal, we were satisfied that this could have been remedied by the application of a little grease to the joints. All the controls came easily to hand, the gear lever being placed well back, and in fact the driving position left nothing to be desired.

In order to test the comfort of the S.S.I. on a normal day's run, we set off on the Sunday morning for the West Country, and were soon sweeping down the deserted Bath Road. Beyond Reading the fast curves of the road, carefully super-elevated, allowed us to try out the road holding of the car, and we found ourselves able to take quite sharp curves at 60 m.p.h., the only indication that a corner was being taken a good deal faster than is possible with most cars being a squeal from the tyres. Of heeling-over there was none, and at all times the car gave one a sense of utmost security.

Brief Specification.

Engine : 16 *h.p.* 6 *cyl.*, 65.5 x 101.6 *mm.* (2,054 *c.c.*), *Tax* £16. *Side valves,* 7 *bearing crankshaft ; aluminium pistons ; duralumin con-rods ; aluminium high-compression head ; coil ignition.*
Clutch : Single dry plate.
Gearbox : 4 *forward speeds and reverse. Silent third, remote control. Ratios :* 4.66, 6.15, 9.75, 16.1 *to* 1.
Transmission : Tubular propellor shaft, with all metal universals.
Rear axle : Spiral bevel.
Brakes : Bendix Duo type. Foot and hand work on all four wheels.
Steering : Marles Weller cam and lever. Turning circle 38 *feet.*
Chassis : Underslung at rear. Rigidly braced by X shaped member in centre.
Springs : Half-elliptics. Front 32 *in.* x 1½ *in. Rear* 41 *in.* x 1½ *in.*
Petrol Supply : By A.C. Pump from 12 *gallon rear tank to R.A.G. Carburettor.*
Wheelbase : 9*ft.* 11*ins.*
Track : 4*ft.* 3*ins.*
Wheels and Tyres : Rudge Whitworth centre-lock type. 18*in. rims fitted with Dunlop tyres,* 28 x 5.50.
Price : Coupè, as tested, £325.

The road hereabouts has some very level stretches, and we found that the maximum speed, without any assistance of gradient or wind, was 72 m.p.h. Incidentally the speedometer was practically dead accurate. On one occasion we succeeded in forcing the needle up to 79 m.p.h., with the aid of an initial downgrade, at which speed the engine remained smooth and the road holding was as good as at low speeds. On third gear the maximum was about 58 m.p.h. but better acceleration was actually obtained if a change was made a little earlier. The gear change was on the stiff side, and all the better for that, and was without any tricks.

We found that normal driving with the S.S.I. produced an average of 40 m.p.h. over main roads, a figure which could be raised by dint of a little effort on the part of the driver. On one occasion we covered 41 miles in 50 minutes, at an average of just over 49 m.p.h. The low centre of gravity, the high-geared steering, the rigid suspension and willing engine all contribute towards this ability to maintain high average speeds without effort.

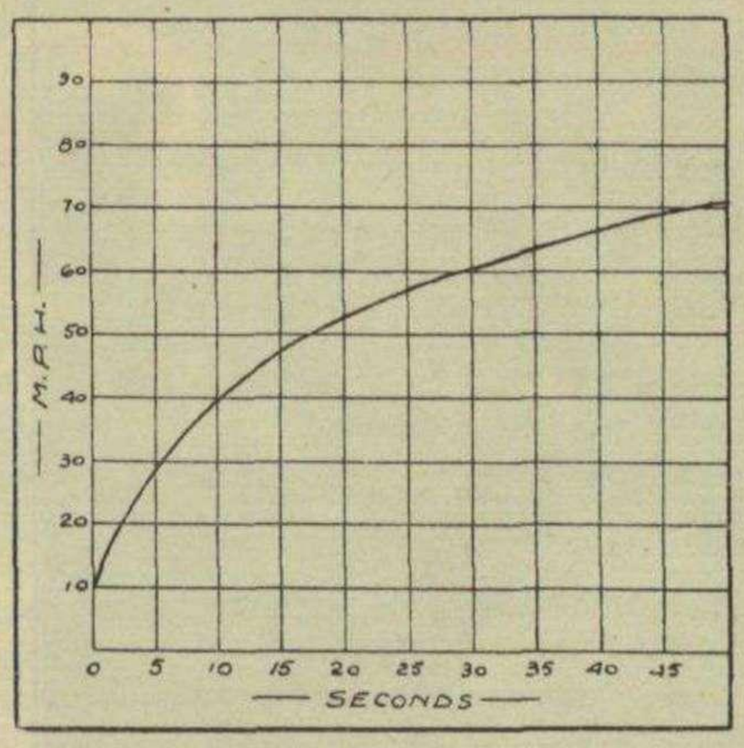
The Standard engine, a 16 h.p. model fitted wtih a high compression head, gave the car a splendid performance. Absolutely dead smooth at all speeds, it was also possessed of remarkable flexibility, being able to pull evenly when throttled down to a mere crawl on top gear. From the slowest possible gait the car accelerated smoothly on depression of the accelerator pedal. This excellent quality is largely due to the R.A.G carburettor, which is fitted as standard to the S.S.I. Starting was at all times instantaneous and without difficulty, and the engine proved willing to pull strongly with a minimum of warming up—a procedure often of a long nature on sports cars.

THE 16 h.p. S.S.I. COUPE—continued.

For night driving a pair of massive Lucas Biflex headlamps are used, which provide adequate illumination for all speeds up to the maximum. The driving light is spread over the whole road and roadside, yet without sacrificing the length of the beam, so that 70 m.p.h. can be maintained with comfort. Indeed, the average speed of 49 m.p.h. already referred to was accomplished in the dark, itself a tribute to the illumination available.

When we arrived back in London that night we had covered 320 miles in 12 hours, allowing ample time for meals and sightseeing, and including a call of two hours on some friends at Tewkesbury. At the end we felt perfectly fresh, and our only regret was that we would have to part with such a pleasant motor car on the morrow.

Certainly, at £325 the S.S.I. coupé is amazingly good value.



The acceleration chart of the 16 h.p. S.S.I. Coupé.

A Beautiful Catalogue.

The Alvis Car and Engineering Company of Coventry has always maintained a high reputation for its literature and advertising leaflets. Now they have surpassed themselves in producing a most attractive catalogue of the Alvis "Firefly 12." The cover is printed in dull silver, and bears the famous "Firefly" itself in red and black. Inside a combination of artistic photographs of complete cars with close-up views of technical points of the "Firefly's" construction has been cleverly achieved.

A beautiful piece of work, which can be obtained by any of our readers, on mentioning MOTOR SPORT, from the Publicity Manager, Alvis Car and Engineering Co. Ltd., Coventry.

New Caravan Scheme.

Many motorists have experienced the urge to go caravanning at some time, but the initial impulse has not been sufficient to get past the idea. Moreover, doubt is often felt as to whether a certain type of car will be capable of towing a trailer in difficult country.

To relieve motorists of all doubt, however, as to whether their cars will safely and conveniently take a trailer in tow, bearing in mind, also, the number of persons to be carried, the firm of Bruce & Co., of 53-54, Haymarket, London, S.W.1. have arranged a special advisory service through which an owner, on the testimony of experts, may learn the precise capabilities of his car. Thus, he will be informed whether three, four, or more persons may be taken; whether the car will without difficulty negotiate hilly districts such as North Wales or Lakeland with a trailer in tow; and precisely what the cost of such an excursion will be.

This service, which is entirely free, is certain to give a further impetus to motor caravanning, as it will serve to remove many of the doubts which have hitherto beset would-be Romany holiday-makers.

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Rumblings



Round the Track.

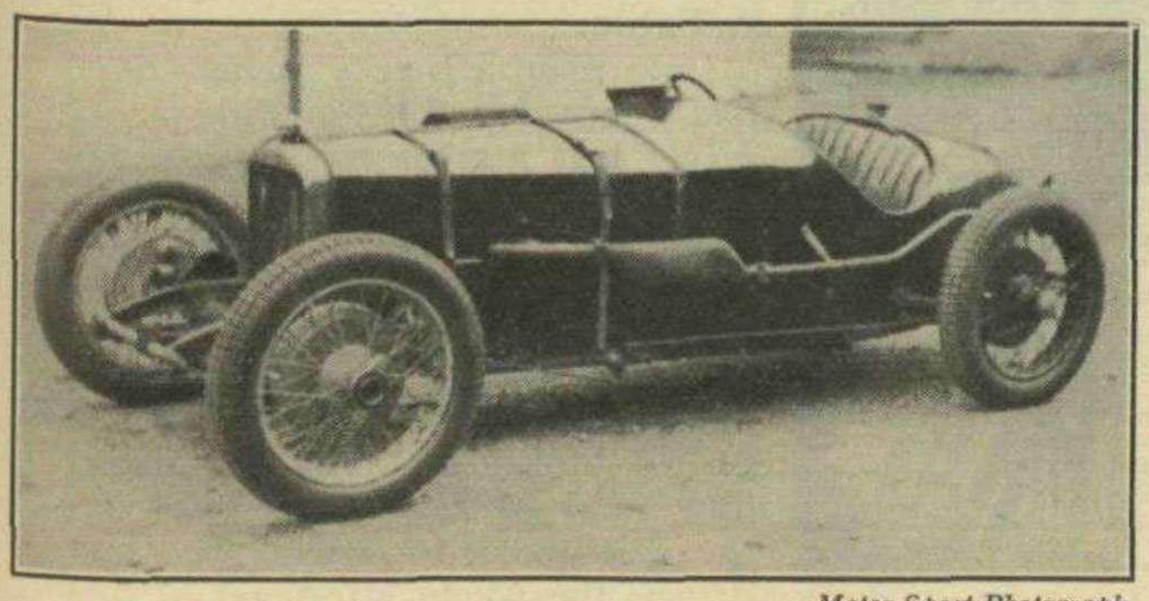
Brooklands at this time of year begins to be one of the world's busiest spots, likewise the tuning firms whose premises stand within its boundaries. Thomson and Taylor as usual are full of work, the most interesting exhibit being John Cobb's Napier-engined car, unfortunately " hush-hush " till next month. It will not be ready in time for the Whitsun meeting, but when one sees the amount of design and machining which has gone into it so far, it is not surprising that it has taken some time to build.

I must admit I am always fascinated by the various Leyland Thomas cars which are kept there. I had not quite realised before that Wisdom's car was not the seven-litre which used to hold the track record, but actually an eight litre built for Howey, with the former car's body fitted to it. Thomas's car is now fitted with a four-seater body, the " tonneau " of which is filled with an enormous petrol tank, and bears the legend " Bouts Special No. I " on the bonnet.

A 1½ Litre V8.

The ranks of the Shelsley Specials last year were strengthened by the Harker, but an unfortunate accident during practising prevented it appearing in the Hill Climb. " T. and T.'s " are putting the final touches on the rebuilt car, so I was recently able to examine it closely.

The engine has two crank-shafts carried in plain bearings in front and rollers behind, and the two four-cylinder blocks are inclined to one another at 20 degrees. Each crank-shaft carries a straight pinion at its rear end, and the drive is taken through a third central pinion in mesh with the other two. A Villiers blower driven by silent chain is carried above the two blocks, and draws its mixture from an enormous S.U. carburettor at the rear end. Side valves are used, carried at the outside of each block.



Motor Sport Photograph

An enthusiast's ideal, the Harker Special.

The power-unit is fitted into a Lombard chassis, and the four-speed gear-box has special ratios suitable for Shelsley, which is climbed mostly on third. The engine has been entirely designed and built by Mr. Harker himself, and is reckoned to give 130 h.p. and a road-speed at peak revs (6,500) of about 120 m.p.h. The short crankshafts are free from any periods and the engine is, of course, very compact.

The chassis has been strengthened and modified, notably as regards brakes. Stripped of the body, as the car will be run at Shelsley, it weighs 12½ cwts., and thus has a similar power-weight ratio to that of the " Terror."

A short run on the car proved to us its " accelerations foudroyantes " while up to 5,000 r.p.m., which was as far as we went, no signs of vibration were felt. At 75 m.p.h. over a very bumpy road it was perfectly controllable, which says a great deal for the new chassis.

The International Trophy.

I SHOULD like to add my quota to the general congratulations showered on the J.C.C. for the great success of their International Trophy Race. The handicapping was extraordinarily accurate, and a good deal more so than most of us thought it would be.

Incidentally, I believe I am right in saying that the unique handicapping system used in the race was actually originated by the General Secretary of the Club, Mr. L. F. Dyer. It certainly was a brain-wave, and the way in which " Bunny " (as he is known to his intimates) carried the whole thing through to its thoroughly successful end is something of which he may well be proud.

Retirements.

The race was notable for an excessive number of retirements. This was partly due, no doubt, to the fact that it was a shortish race, and so everyone was going as near the limit as they dared. This would account for the engine failures, and the transmission sufferers may very well blame the rough surface of the track.

It was a pity that Lewis's Alfa Romeo was the only large car to finish. This robbed the race of excitement towards the end, and Don deserves special sympathy

RUMBLINGS—continued.

for having to retire only 8 laps from the finish. Lots of people have hinted that Straight should have eased up when he found he had a clear lead over Campbell and Lewis, but the other side of the question is worth considering. To begin with, a lap lead is little in a short race, and is quickly wiped out by the quickest pit-stop. This disposes of the idea of Straight having a " comfortable " lead. Then, it was reasonable to suppose that the car should be capable of withstanding hard driving for the whole distance. After all, Varzi and Nuvolari never relax for a moment in one of their great duels, pressing the cars to the limit the whole time.

Motor Racing on the Continent.

Motor racing is enjoying a tremendous popularity on the Contient. Already this season there have been four Grand Prix races which were not held last year, namely at Pau, Alessandria and Tripoli. True the Targa Florio and the Prix Royal of Rome have been postponed, but in any case there is no lack of entries—or spectators. For example, it was decided by the A.C. de F. to limit the number of entries for the French G.P. to 20, providing, of course, that more than 20 cars were entered. When at last the list closed it was found that 30 drivers had entered, and so high was the quality of the field that only two were excluded.

And this in spite of the gloomy prophecies of people in this country who still persist in saying that there are too many races on the Calendar !

A New Thrill for Land-Lubbers !

I have had a new thrill. The other day the motor boating member of our staff mysteriously beguiled me into a car and hustled me down to Lambeth Pier. " I've got a new boat here," he explained. " It will give you a real thrill... Yes, sir."

Now I am a land-lubber, and when I am put in a boat I am literally out of my element. However, I looked around, expecting to see a substantial speed-boat on the lines of those craft at South Coast towns. " There it is ! " said the M.B.M., and pointed to a very normal-looking dinghy, at the rear of which was slung an outboard engine which my colleague informed me was a " Johnson 32." I felt relieved. Such a small boat would be incapable of going very fast, so I took my seat in the middle of the dinghy and gripped the steering wheel with a confident grasp.

My companion busied himself with the starting cord, crouched on the floor of the boat. I was to steer ; he would manipulate the throttle. My misgivings were first aroused when I was told to keep the wheel absolutely steady when he opened out, and I felt still more uncomfortable when I was warned against trying to correct skids on the turns.

" But this boat . . ." I expostulated. Surely " it is too small and slow to have to worry about that sort of thing ? " I was told to do what I was told.

We started. As the boat began to plane I realised that things were not quite what I had expected them to be, and then suddenly the throttle was opened wide. We shot forward, and immediately the boat assumed a feel that was a cross between what I imagine a bucking broncho and " Bluebird " must be like. So far, so good, and I began to feel exhilirated. The dinghy was not decked over, I was sitting rather high, with my feet braced against the sides, and life was very pleasant. We turned, doing quite a fair " front-wheel "skid which I resisted the temptation to alter, and we headed back towards Lambeth Bridge. Then I heard a shout of glee behind me, and we slowed right down. A voice over my shoulder said, " Do you see that great coal drifter coming downstream ? " I nodded. " Well, we're going to go over its wash as fast as we can." I made no reply. " When you get through the bridge, turn half left and strike the wash square. Don't attempt to turn the wheel, and hold on tight." With that we shot forward again towards our doom (or so it seemed to me !)

The great black and red drifter was making a tremendous wash, and in a moment we were through the bridge and heading straight for it. I saw the wave coming and braced myself. Bang ! we hit it, and the boat leapt out of the water. Crash ! we came down right on top of another wave, which hurled us clean out of the water again. Now the boat was all broncho, and no " Bluebird." The water seemed incredibly hard, and my anxiety as to the strength of the dinghy was not quietened by the fact that the banks of the river seemed a long, long way off.

At last we found some smooth water, and headed back to the Pier, approaching at a suicidal pace which changed to a mere crawl when the throttle was closed.

Stiffly I scrambled back on to *terra firma*.

" Well, what do you think of it ? " asked the motor boating member of our staff.

I told him.



The Varzi-Nuvolari duel in the Monaco G.P., as seen by our artist, R. A. Nockolds.

A Fable.

Once upon a time a racing-driver had a lady friend. Now this racing driver had a great rival, whose car was just as fast as his, only a good deal older. One day at a race meeting this rival kept on winning. In the end the lady friend, being a thorough sport, felt that she simply had to express her feelings, so she rushed up to the rival, embraced him, and congratulated him on the fair way in which he had driven the whole afternoon.

Isn't that a pretty picture ?

W. H.

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PROSPECTS OF GOOD RACING IN THE ISLE OF MAN

THE ENTRY LISTS CLOSE WITH A FIELD OF 19 CARS IN THE MANNIN BEG AND 13 IN THE MANNIN MOAR.

AN excellent entry has been received for both the Mannin Moar and the Mannin Beg Races to be held at Douglas, Isle of Man, on July 12th and 14th. The list was officially closed on May 15th, but in addition to those given below there are several provisional entries which may be taken up later by competitors who were absent at the time at the Avus race in Berlin. Here is the full list :—

MANNIN BEG RACE (JULY 12TH).

Entrant.	Driver.	Car.
R. M. Mere	Entrant	M.G. Magnette, 1087c.c.S.
E. R. Hall	Entrant	M.G. Magnette, 1087c.c.S.
W. Sullivan	Entrant	Sullivan Special Morris Minor 732c.c.S.
D. K. Mansell	Entrant	M.G. Midget 746c.c.S.
R. Mays	Entrant	Riley, 1486c.c.
H. W. Cook	Entrant	Riley, 1486c.c.
C. M. Needham	—	Frazer Nash Special Six.
F. W. Dixon	Entrant	Riley, 1089c.c.
T. G. Moore	Entrant	Frazer Nash, 1496c.c.
Earl Howe	Entrant	M.G. Magnette, 1087c.c.S.
V. Gillow	Entrant	Riley, 1086c.c.
J. L. Ford	Entrant	M.G. Midget, 745c.c.S.
R. A. Yallop	Entrant	M.G. Magnette, 1087c.c.S.
Bernard Rubin	Sir Henry Birkin, Bt.	M.G. Magnette, 1087c.c.S.
G. E. T. Eyston	Entrant	M.G. Magnette, 1087c.c.S.
H. C. Hamilton	Entrant	M.G. Midget, 746c.c.S.
S. A. Crabtree	—	M.G. Midget.
E. L. Gardner	—	—
J. Nervo	—	Salmson, 1087 c.c.S.

MANNIN MOAR RACE (JULY 14TH).

Entrant.	Driver.	Car.
A. C. Lace	Entrant	Invicta, 4467c.c.
Whitney Straight	Entrant	Maserati, 2514c.c.S.
R. O. Shuttleworth	Entrant	Bugatti, 2300c.c.S.
R. Mays	Entrant	Riley, 1486c.c.S.
T. S. Fothringham	Entrant	Bugatti, 2263c.c.S.
N. Rees & A. W. Fox	Hon. Brian Lewis	Alfa Romeo 2336c.c.S.
Bernard Rubin	Sir Henry Birkin, Bt.	Alfa Romeo, 2336c.c.S.
C. M. Needham	—	Frazer Nash Special Six S.
W. E. Harker	Entrant	Harker Special, 1490c.c.S.
T. E. Rose-Richards	Entrant	Bugatti, 2263 c.c.S.
T. A. S. O. Mathieson	Entrant	Bugatti, 1998c.c.S.
G. E. T. Eyston	Entrant	Alfa Romeo, 2336c.c.S.
A. H. L. Eccles	Entrant	Bugatti, 2263c.c.S.

The Mannin Beg Race.

The Magnettes will be strongly favoured for the Mannin Beg race by reason of their good acceleration. The winding course through Douglas should make easy and quick gear-changing a sine qua non, and the Wilson box fitted to the Magnettes has already proved its worth in this direction in the Mille Miglia. The cars to be driven by Earl Howe, Sir H. Birkin and G. E. T. Eyston will be the actual machines which took part in the Italian race, and the possible winner of the race is to be found among these three. On the other hand there are several likely "outsiders." E. R. Hall, also on a Magnette, stands a very good chance of success, an event which would be tremendously popular among followers of the sport. Robin Mere, another Magnette driver, will be making his first appearance in a big race, but his brief run at Donington Park recently was an indication that he may be depended upon to put up a really good show. The 6 cylinder Rileys to be handled by Raymond Mays and Humphrey Cook will no doubt maintain the Riley reputation for reliability, but will probably be unable to hold the Magnettes on acceleration. Moore's Frazer Nash is a "veteran" with two T.T.'s and a Double Twelve to its credit, while an unusual entry is the Frazer Nash Special Six entered by C. M. Needham. The possibility of the construction of this car was exclusively mentioned in MOTOR SPORT two months ago, and its performance will be watched with interest. The engine is a twin o.h.c. Blackburn. A car to be watched will be the Midget driven by H. C. Hamilton, who is probably the finest Midget driver on a road course to-day. Finally, the field will be made up by the spectacular Freddie Dixon and Victor Gillow, both on Riley Nines, Sullivan's Special Morris Minor, Crabtree's, Mansell's and Ford's Midgets, and Jimmy Nervo on a supercharged Salmson.

Prospects of the Mannin Moar.

The issue of the Mannin Moar race is an open one. The Alfa Romeos will be favourites, with Sir Henry Birkin as the possible winner, backed up by George Eyston and the Hon. Brian Lewis. They will be closely pressed, however, by Whitney Straight's Maserati. This car has now been fitted with a Wilson gear-box, which should add still more to its already terrific acceleration. Straight's cornering prowess is well known, and he can be relied upon to set a terrific pace. If his car lasts through the race he may very well prove to be the winner—especially if his rivals do not keep within striking reach of him in the early part of the race. Rose Richard's Bugatti, too, will seriously menace the Alfas, being the latest type of twin camshaft "2.3." Mathieson, Eccles and Shuttleworth, also on Bugattis, are familiar to Brooklands habitues, and Fothringham's "2.3." was seen for a short time in the International Trophy Race. Harker, on the 1½ litre Special described elsewhere in this issue, will be handicapped by a small engine, as will Raymond Mays, on a "blown" 6 cylinder Riley, and Needham with the Special Six Frazer Nash, also supercharged for the race.

Trophies and Prize Money.

The work in preparing the course for the Races is well forward, and the Surveyor of Douglas has reported to the R.A.C. that the surface will bear comparison with the surface of the Ards Circuit, Belfast, last year. 50 laps of the 5 mile course will have to be covered, making 250 miles in all.

The Douglas Race Committee has arranged for the erection of three covered grandstands, one at the Villa Marina, facing the start and finish of the Races, and one at either end of the Promenade.

A relief map of the Course of a scale of 25ins. to the mile has been prepared by the R.A.C. and will be on view in prominent windows in London and the Provinces prior to the Races.

The two principal trophies for the races will be presented by Lord Wakefield and the M.G. Car Company. In addition to these trophies there will be cash prizes amounting to £500 for each race, and special prizes for fastest laps, unsupercharged cars, and team entries.

Attracting Motorists to the Isle of Man.

The way in which a resort looks through visitors' eyes is a novel idea in holiday literature. This note has been struck in the new edition of the Isle of Man Official Guide by presenting a number of visitors' shapshots entered in a competition run last year. The result is an interesting collection of new viewpoints. So great was the success attending last year's competition that the prize money has been increased to £200 this year.

Efforts are to be made this summer to attract more motorists. There have been difficulties in the past owing to tidal conditions at Douglas, but these will shortly be overcome by a specially designed crane, capable of lifting 3½ tons, which is being provided by the Isle of Man Harbour Commissioners. Cars will now be run aboard at Liverpool, and unloaded at any state of the tide at Douglas, and with the ever increasing road mileage on the island, and the opening up of hitherto inaccessible mountain and glen scenery, it is hoped to induce motorists in greater numbers than ever, to bring their cars with them.

A copy of the new Guide will be sent on application to the Secretary, Publicity Department, Douglas, and it will be found to contain much useful information. There is an excellent map of the whole island, innumerable photographs of the lovely scenery, descriptions of the well-known beauty spots, and a full list of hotels and holiday accommodation.

AUSTRIAN TOURING RALLY.

The Austrian Touring Club, which is allied with the Automobile Association, is organising an International Touring Rally to Vienna, in conjunction with the Vienna Festival Weeks, which are to be held from the 28th May to the 15th June, 1933, and which are notable for their social, musical and sporting events. The Rally itself will fall between the dates of the 11th and 18th June.

To this will be appended a five days tour through the most beautiful mountain scenery of the Austrian Alps. Participants will receive a Badge which is being specially struck for the occasion, and a series of prize awards has been drawn up. Motorists desiring to join in this Rally and Alpine Tour can obtain information from the Automobile Association.

AN OUTBOARD ENGINE— FREE !

See page 391.

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1933

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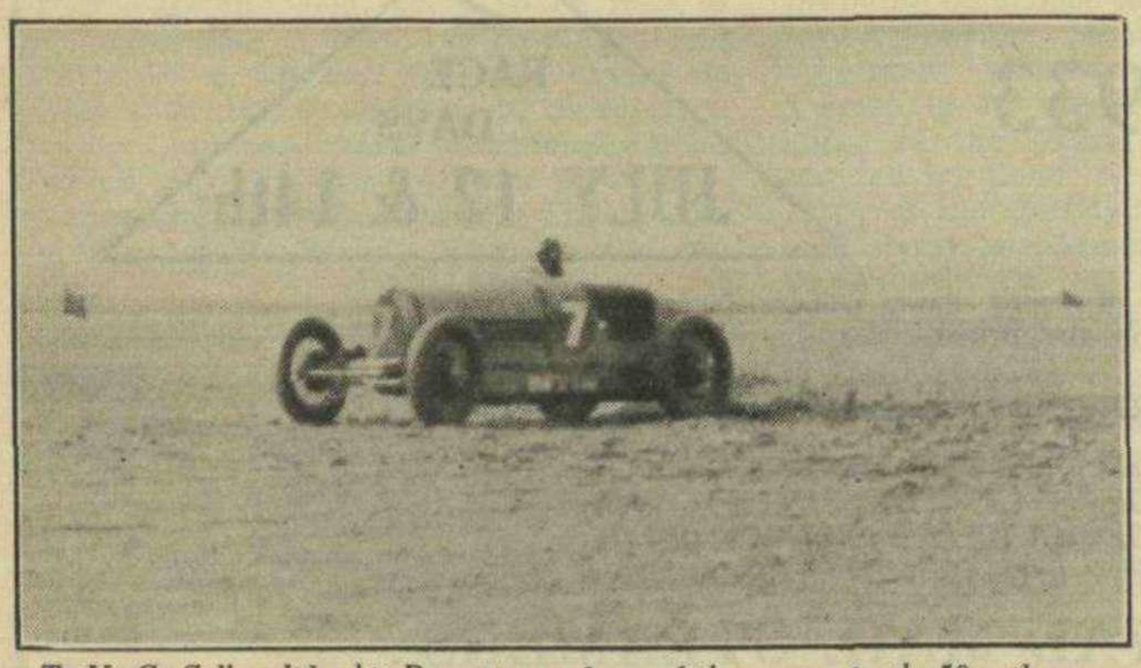
T.T. MOTOR CYCLE RACES (JUNE)
R.A.C. CAR RACES - - (JULY)

The MG Headquarters for the Car Races in July

THE SOUTHPORT 50-MILES RACE

A CLOSE FINISH RESULTS IN A GOOD WIN FOR W. L. THOMSON (AUSTIN).

A VARIED entry was received for the 50 Mile Race, which took place on Birkdale Sands on April 29th. The list was as usual headed by Fields' single-seater Bugatti. Noel Carr with the supercharged two litre did not appear on the line, owing to back axle trouble on his way North.



T. V. G. Selby slides his Bugatti round one of the corners in the 50-mile race, in which he won the 2,000 c.c. class.

The second batch comprised three Bugattis and Whalley's V8 Ford, and received one credit lap. De Ferranti's car was a bored-out 2 litre, once the property of Gordon Stables, bought in a sorry state and overhauled. Whalley's Ford was the one he took through the R.A.C Rally complete with large four-seater body. Selby, a very successful performer at Southport two years ago was once more at the wheel of his two litre. J. Walker with a supercharged 1,500 c.c. car did not run.

Supercharged Austin 7's were well in evidence ranging from the good old yellow pattern of C. H. Fish to the elaborately cowled and streamlined red car of W. L. Thomson, from which only the top of the driver's head projected. This class received four credit laps.

The sand was in good condition and the course was a full half-mile in length, as usual, divided down the middle by a row of flags so that the cars had to negotiate a hairpin bend at each end. Fine weather prevailed, and some three thousand cars were parked on the beach to see the racing.

All the cars, with the exception of Selby's Bugatti, got away well, Jack Field establishing a clear lead by the time he had completed a lap. Selby lost three-quarters of his lapstart through his starting difficulty, due to moisture from the alcohol condensing in his tank, and his car spat each time he got away from the corners. He drove a fine race, however, being quite as fast round the corners as the 2.3, but Field of course gained considerably on the straight.

De Ferranti seemed unhappy in his gear-changes and struggled with the lever after each corner. He came to rest after some 15 laps, and retired with bearing trouble.

At half-distance the 750 c.c. cars, by virtue of their 4 lap start, were occupying the higher places on the ingenious score board, on which the position of the cars is shown by the height of their number boards. Thomson and Parish were leading by two laps, but Field had already drawn up on level with Stephenson. A few laps later in response to signals, Field increased his speed and got to within a lap of the leader, but his smoky exhaust suggested that all was not well.

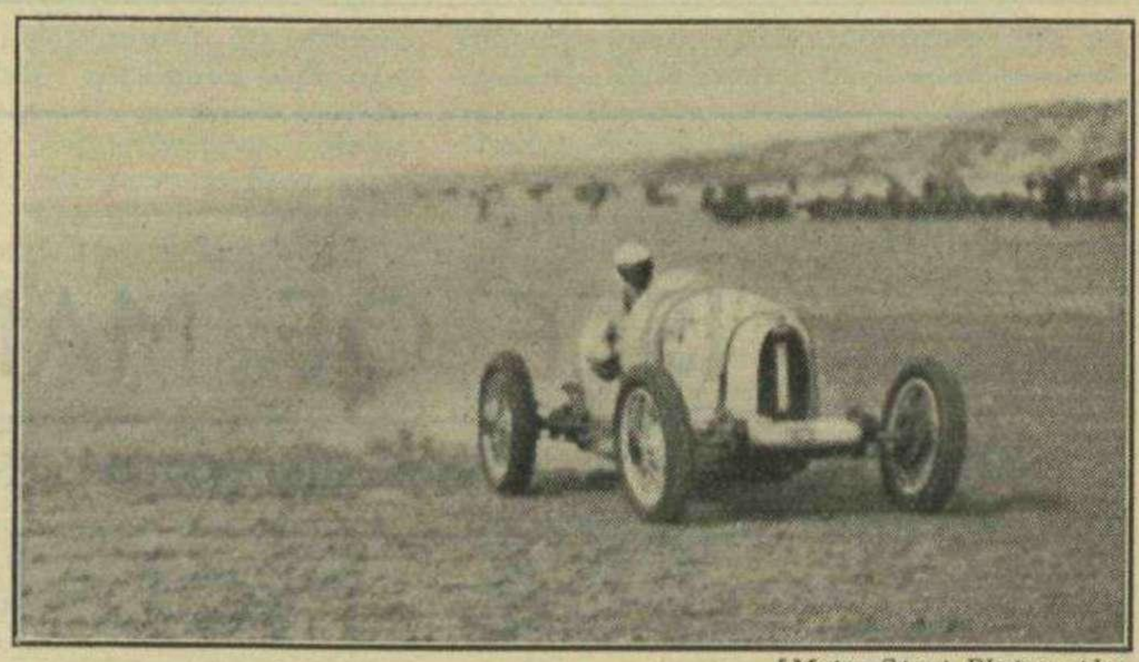
With oil pressure down to zero and unpleasant sounds from the motor, Field kept going, but Thomson seemed quite happy except when he had occasion to look into the "office" when his face seemed in danger of being cut in two by the sloping windscreen.

The last lap was distinctly exciting, but the blue car for all its frenzied cornering could not gain at all on the red Austin and Thomson crossed the line some hundred yards ahead after a finely contested race. Nor did the excitement end there for as soon as the Bugatti stopped, dense clouds of smoke shot into the air and marshals ran about with spurting fire extinguishers. This was all unnecessary, however, the smoke being caused by the collapse of a piston.

Parish came in third, the V8 Ford and the other runners a lap or more behind the leaders.

The results were as follows :—

750 c.c.—W. L. Thompson (Austin).
1,100 c.c.—W. L. Thompson (Austin).
1,500 c.c.—W. L. Thompson (Austin).
2,000 c.c.—T. V. G. Selby (Bugatti).
3,000 c.c.—J. Field (Bugatti).
Unlimited c.c.—J. Field (Bugatti).



[*Motor Sport Photographs*

Jack Field (Bugatti) was the winner of the 3,000 c.c. class in the 50-mile race.

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CONTINENTAL NOTES.

THE BORDINO GRAND PRIX

VICTORY FOR NUVOLARI (ALFA-ROMEO) ON THE CIRCUIT OF ALESSANDRIA.

HELD on the Sunday following the Monaco G.P., the Bordino Grand Prix seemed likely to provide a further act in the Varzi v. Nuvolari duel, for both drivers appeared on the entry list. On the day of the race, however, the Bugatti driver had not arrived, and so Nuvolari was firm favourite at the start.

The Bordino Grand Prix, named after the famous Italian driver Pietro Bordino, is composed of two heats and a final. The heats are run over 8 laps of the 8 kilometre circuit, while the finalists have to cover 15 laps or 120 kilometres. When the cars were lined up for the start of the first heat the weather was fine, though overcast. Nuvolari (Alfa Romeo) led from start to finish, but he was hard pressed by Brivio, on another Alfa. These two steadily gained on the rest of the field, and eventually finished with only 6 seconds between them. On one lap Nuvolari set up a new lap record of 3 mins. 14 secs. Some excitement was caused by Villars when his Alfa Romeo skidded into the straw barricades on one corner, a mishap which caused him to be last in the heat.

PREVIOUS WINNERS.

1929. Varzi (Alfa Romeo).
1930. Varzi (Alfa Romeo).
1931. Varzi (Bugatti).
1932. Not held.

Race held on the Circuit of Alessandria, 8 kilometres in length.

Length of race: Heats 64 kilometres, final 120 kilometres.

The chief Bugatti opposition of the day was provided by Minozzi, who won the second heat. His time, however, was considerably slower than that of Nuvolari, and he was followed closely by Count Trossi (Alfa Romeo).

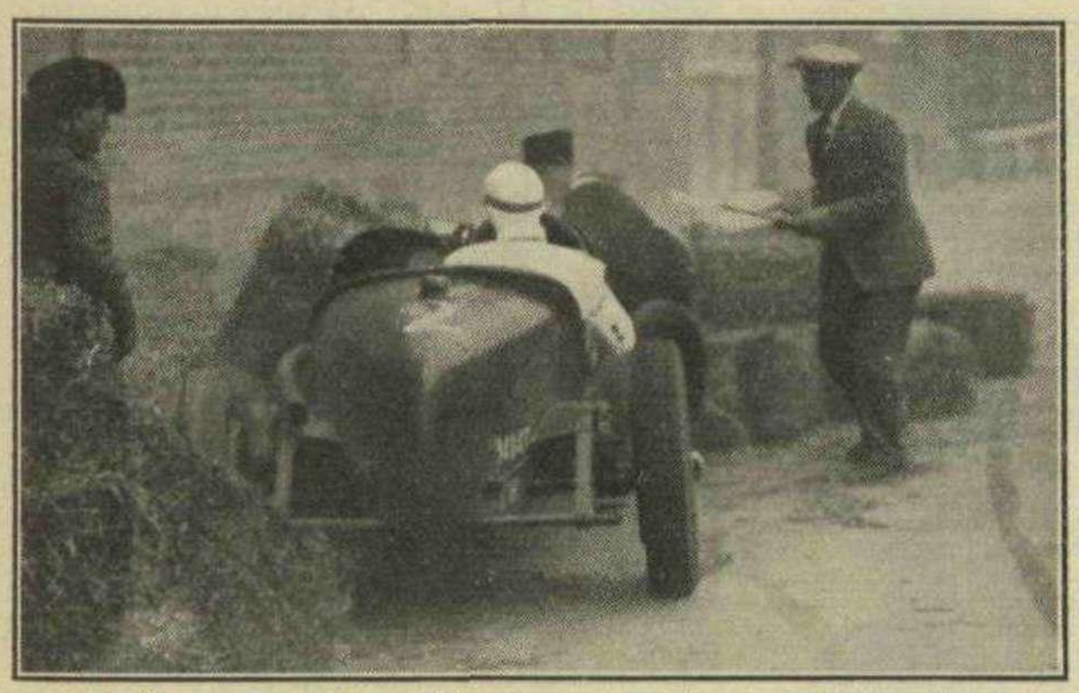
Just as the final was due to start the rain began to fall; a perfect deluge which drenched the crowd and made conditions very difficult for the drivers. Nuvolari led at the end of the first lap, driving with care, and he was soon joined by his fellow-driver from the Scuderia Ferrari, Count Trossi. Their two Alfa Romeos seemed definitely faster than the other competitors, and they finally finished three minutes ahead of the third man, Brivio, on another Alfa Romeo.

RESULTS.

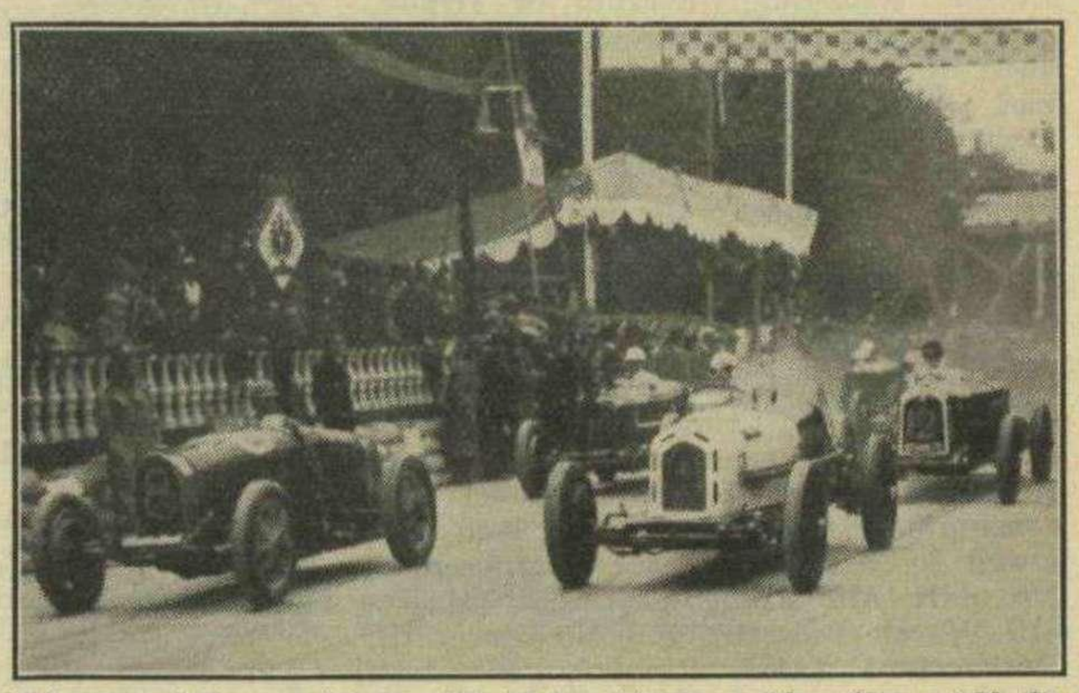
1st Heat.—1, Nuvolari (Alfa Romeo), 26m. 37s.; 2, Brivio (Alfa Romeo), 26m. 43 3/5s.; 3, Castelbarco (Alfa Romeo), 27m. 30 4/5s.; 4, Pietsch (Alfa Romeo), ; 5, Villars (Alfa Romeo).

2nd Heat.—1, Minozzi (Bugatti), 32m. 22 1/5s.; 2, Trossi (Alfa Romeo), 32m. 23 3/5s.; 3, Valpura (Maserati), 32m. 35s.; 4, Ghersi (Bugatti); 5, Premoli (Maserati).

Final.—1, Nuvolari (Alfa Romeo), 1h. 2m. 21 2/5s.; 2, Trossi (Alfa Romeo), 1h. 2m. 25 2/5s.; 3, Brivio (Alfa Romeo), 1h. 5m. 41s.; 4, Valpura (Maserati), 1h. 9m. 8s.; 5, Minozzi (Bugatti), 1h. 9m. 53s.; 6, Villars (Alfa Romeo), 1h. 13m. 55s.; Pietsch (Alfa Romeo), 1h. 14m. 13s.; Castelbarco (Alfa Romeo), 1h. 16m. 17s.



Villars extricates his Alfa Romeo from the straw barracades after a bad skid.



The start of the second heat. The leading drivers are Ghersi (Bugatti No. 8), Waldhauren (Alfa Romeo No. 4), Trossi (Alfa Romeo No. 16) and Carraroli (Alfa Romeo No. 12).

Chateau Thierry Hill-Climb.

The unusual course is followed in the Chateau Thierry hill-climb of making competitors pull up dead on the finishing line. This year best time was made by Guy Bouriat on a 2.3 litre Bugatti who covered the kilometre course in 34 4/5 secs. third, Girod (Salmson 1,100 c.c.) 37 4/5 secs.; and fourth, Speed (Bugatti 1,500 c.c.), 39 2/5 secs.

Caracciola's Progress.

Rudolf Caracciola, who met with an accident in practising for the Monaco G.P., has been removed to a hospital at Bologna, in Italy, where he can be under the care of a specialist who is a close friend of Nuvolari. Caracciola's injuries, while severe, are healing rapidly, and it is hoped that the German ace will be on his feet again, fully recovered, in three months time.

In Memorium.

The monument to Carl Benz was unveiled recently at Mannheim with all the ceremony due to the memory of a very famous motoring pioneer. The German Minister of Transport attended on behalf of President von Hindenburg, and the ceremony was concluded by a procession of veteran cars.

Now comes the news that a monument has been raised to the memory of André Boillot, who was killed last year while practising for the Ars Hill Climb. The Boillot monument will be formally unveiled on June 18th, after which the hill-climb will be held.

Raymond Sommer.

The Sommer-Zehender team, formed to run 3 litre Maserati monoposto cars, has been dissolved. Sommer has ordered a new 2.3 litre Alfa Romeo, the car he raced so successfully last year, and will take delivery very shortly.

The Alpilles Hill-Climb.

Marcel Lehoux (Bugatti) made fastest time at the Alpilles Hill-Climb, Provence, on May 14th, beating the record for the course held by Decaroli. Good performances were also made by Trintignant (Bugatti) and Braillard (Bugatti), both of whom beat the old record.

The Luckendorf Hill-Climb.

Louis Chiron was the favourite for the Luckendorf Hill-Climb, near Berlin, which was held on May 15th. Unluckily mechanical trouble prevented him from taking part, and another non-starter was Stuber, who was slightly injured when a brake seized on his Bugatti in practice. Finally it was left to Pietsch (Alfa Romeo) to make fastest time over the 5 kilometre course in 2m. 43s. Steinweg (Bugatti) was second. Kohlrausch (Austin) won the 750 c.c. class.

The Fontainebleau Hill-Climb.

Following up his kilometre record at Montlhéry, "Trebuh" (Bugatti), made fastest time of the day at the Fontainebeau hill-climb. The hill measures 2 miles, and is set in the heart of the famous forest.

Scaron Again.

An excellent performance was put up at La Valette hill-climb by Scaron (Amilcar 1,100 c.c.), who beat J. Gaupillat's 2.3 litre double camshaft Bugatti in making fastest time of the day.

CONTINENTAL NOTES—continued.

VARZI WINS THE SECOND ROUND

ONLY ONE TENTH OF A SECOND BETWEEN VARZI (BUGATTI) AND NUVOLARI (ALFA ROMEO) IN THE TRIPOLI G.P. SIR HENRY BIRKIN (MASERATI) FINISHES THIRD AFTER LEADING FOR SOME DISTANCE.

The Grand Prix of Tripoli, organised for the first time since 1930, was this year marked by a titanic struggle between Varzi (Bugatti) and Nuvolari (Alfa Romeo). The two had met at Monaco, when Varzi just won, and the race at Tripoli was in the nature of a "return."

Additional interest was given to the race this year by a sweepstake, organised on the lines of the Irish sweepstake with the exception that there was only one "unit." Altogether, a sum of 15 million lira was subscribed, the first prize being over 3 million, the second 1½ million and the third being over 800,000 lira.

Judging by the colossal crowd which lined the course at the start, the future of the Grand Prix of Tripoli is assured. The scene at the start was a most impressive one, and a few minutes after three o'clock Marshal Badoglio, Governor of Tripoli, gave the signal to start. The cars were lined up in rows of four, and an initial lead was gained by Gazzabini (Alfa Romeo). His lead was short-lived, however, for a group of faster cars soon enveloped him, and to the joy of the few Englishmen present, it was seen that Sir Henry Birkin had forged his way to the head of the bunch of bright red cars.

Although the Mellaha circuit measures 13 kilometres, it is tremendously fast, and in a very short time the cars appeared once more at the end of their first lap. Birkin, handling his new Maserati with consummate skill, was in the lead, followed by a howling pack composed of Nuvolari (Alfa Romeo), Campari (Maserati), Varzi (Bugatti), Fagioli (Maserati), Borzacchini (Alfa Romeo), Biondetti (B.M.), Zehender (Maserati), Premoli (B.M.), Hartmann (Bugatti), Castelbarco (Alfa Romeo) and a straggling group of slower machines.

Birkin continued to give a masterly display of driving, and held his lead for four laps. Then the veteran Campari put his foot down well and truly, passed the astonished Nuvolari, and on the fifth lap took the lead from the Englishman. As the cars came past the pits Campari led (Maserati) having covered 65½ kilometres in 22m. 58s.; Birkin (Maserati) was second, 9 secs. behind; Nuvolari (Alfa Romeo) was 5 seconds later than Birkin, and he was followed by Varzi (Bugatti), Zehender (Maserati) and Fagioli (Maserati).

PREVIOUS WINNERS.
1928. Nuvolari (Bugatti), 100.870 k.p.h.
1929. Brilli-Peri (Talbot), 143.846 k.p.h.
1930. Borzacchini (Maserati 16 cyl.), 146.539 k.p.h.
1931. Race not held.
1932. Race not held.
Race run on the circuit of Mellaha, 13 km. 100 in length.
Length of the race: 30 laps, or 393 kilometres.
Lap record: 1933, Varzi (Bugatti), 4m. 26 4/5s. 176 k.p.h.

Some idea of the speed at which the race was being run can be gauged by the fact that Campari, who led at the end of 10 laps, had covered the 131 kilometres at an average of roughly 107 m.p.h. Nuvolari had by this time got ahead of Birkin, but the English driver was courageously sticking to his guns and was only a few yards behind.

On the 14th lap Campari pulled into the pits in order to refuel, where he was joined by Fagioli. This stop gave Nuvolari the lead, and at half distance the order was:—

1. Nuvolari (Alfa Romeo), 1h. 9m.
2. Birkin (Maserati), 1h. 9m. 10s.
3. Varzi (Bugatti), 1h. 9m. 19s.
4. Campari (Maserati), 2 minutes later.
5. Zehender (Maserati), 2 minutes later.

Sir Henry Birkin's chances of victory were spoiled by his having to refuel on the 16th lap, and although this operation was carried out in the usual rapid manner, both Campari and Zehender had slipped by when he got going again. Then Campari had to stop again to replenish his oil tank which had come loose in its seating. After 15 minutes delay while much rope was used to lash the tank securely, Campari started once more, but after a few laps he retired.

At 20 laps Nuvolari still led, but Varzi was now right on his tail. The Bugatti driver was giving a model display of cool driving, appearing oblivious of the existance of other competitors, and concentrating on his polished handling of his own car.

On the 25th lap a shout went up when it was seen that Varzi had gained the lead. Nuvolari had evidently had a setback, for he was 20 seconds behind. On the next lap he drove like a demon and caught up the Bugatti. Nearer and nearer drew the red Alfa Romeo, each lap cutting down the French car's lead by a few feet. The crowd were wild with excitement, and a terrific roar was heard when, at the end of the 29th lap Nuvolari came by the stands in the lead. As they disappeared on the last lap the spectators could hardly contain themselves, and craned their necks to see the cars come into sight for the finish. From a distance the two cars looked level, and they roared towards the finishing line almost abreast. But the blue car was slightly ahead, and to the sound of a tremendous cheer Varzi crossed the line barely a length ahead of his rival.

Sir Henry Birkin gave a magnificent performance in finishing third, and, but for his pit stop, would have been nearer the leaders than his time indicated. Zehender had the misfortune to retire on his last lap.

RESULTS.
1. Varzi (Bugatti), 2h. 19m. 51 1/10s. 168.598 k.p.h.
2. Nuvolari (Alfa Romeo), 2h. 19m. 51 2/10s.
3. Sir H. Birkin (Maserati), 2h. 21m. 23s.
4. Battilana (Unspecified), 2h. 21m. 57s.
5. Taruffi (Alfa Romeo).
6. Balestrero (Alfa Romeo).
7. Ghersi (Bugatti).
8. Battaglia (Unspecified), 4 laps.
9. Hartmann (Bugatti), 4 laps.
10. Castelbarco (Alfa Romeo), 4 laps.
11. Matrullo (Maserati), 5 laps.
12. Cuzinotta (Talbot), 5 laps.
13. Barbieri (Maserati), 6 laps.

The first three cars all used Dunlop tyres.

Toselli Killed.

While practising for the Val de Cuech hill-climb, Frederic Toselli met with a fatal accident. The road had not yet been closed to other traffic, and Toselli had to swerve violently to avoid a small cart. His Bugatti skidded heavily into a rock wall, and was utterly wrecked. The mechanic, Jacques Peltrau, was killed outright and Toselli himself was taken to hospital with a fractured skull and a broken leg. Five days later Toselli passed away in the hospital at Salon.

A native of Nice, Frederic Toselli began his motor-racing career a few years ago at the wheel of a 1,500 c.c. Bugatti. In the hill climbs around Nice he built up a reputation for himself of great promise, and this was enhanced by winning the 1,500 c.c. classes of the Grand Prix de Vaucluse and the Grand Prix du Dauphiné in 1931, and the Grand Prix of Nice in 1932.

This year Toselli bought the 2.3 litre Bugatti raced by Chiron during 1932, and he had great hopes of a successful season. French followers of the sport will have the sympathy of all readers of MOTOR SPORT in their loss of a most promising driver.

The Grand Prix of Nimes.

The second Grand Prix of Nimes, organised by the L'Auto Moto Club du Gard, will take place on June 4th. Two separate races are run; the first is for cars up to 1,100 c.c., 1,500 c.c. and 2 litres and the second is the real Grand Prix for cars of over 2, litres. The length of the circuit, which runs through the town, is roughly 2½ kilometres, and the classes will have to cover 40 laps, or 105 kilometres, and 80 laps, or 210 kilometres respectively.

Entries so far include Etancelin (Alfa Romeo), Lehoux (Bugatti), Falchetto (Bugatti), Braillard (Bugatti), Sommer (Alfa Romeo), Gaupillat (Bugatti), Moll (Alfa Romeo), Brunet (Bugatti), Réveillet (Amilcar), Leurquin (Amilcar), Ralph (Bugatti), Abit (Bugatti), Marret (Bugatti), Boucly (Miller Special), Jacob (Bugatti) and Mme. Itier (Bugatti).

The order of starting will be arranged, as at Monoco, by the times recorded in practice.

The G.P.'s of Italy and Monza.

Contrary to usual custom, the two big races held on the Monza Track will be run on the same day, and this year the Grand Prix of Italy and Monza will both take place on September 10th.

"... with the express desire to *disprove* your claims"

1, Westover Road,
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November 24th, 1932

Dear Sir,

The mention in last week's "*Autocar*" was, as you guessed, in reference to my experience with your Oil. There is very little to add.

The oil pressure remains high over all conditions. I have been out on the road with the express desire to disprove your claims that the pressure would remain "up" but after much "revving" and high speed I had to admit that I was unsuccessful. The pressure remained "up."

As regards consumption, I can only say that it is most surprisingly economical. I have not yet used half a gallon, and the car is used every day.

Yours truly
(signed) Barry Appleby,
Member of the "*Autocar*" staff.

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writes a 'RILEY' *owner*

I am very pleased I had the two 'V' carburetters fitted to my RILEY 9. They have given me satisfaction in every way. Better starting on the coldest morning, due to the automatic starting device, much more power on hill and a big improvement in my speed. My petrol consumption has improved to 38 m.p.g. I have always been interested in your carburetters, but this new 'V' type is a masterpiece.

C. B., BRADFORD.

'RUNNING MAGNIFICENTLY' . . . The results of the tests I have carried out with the twin 'V's supplied for the M.G. MARK I car, have been extremely satisfactory, as they have far exceeded my hopes in all the essentials of carburation; in all its phases and under all conditions. To use my customer's own words "My car is running magnificently."

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CAR .....

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CONTINENTAL NOTES—continued.

A WONDERFUL WORLD'S HOUR RECORD

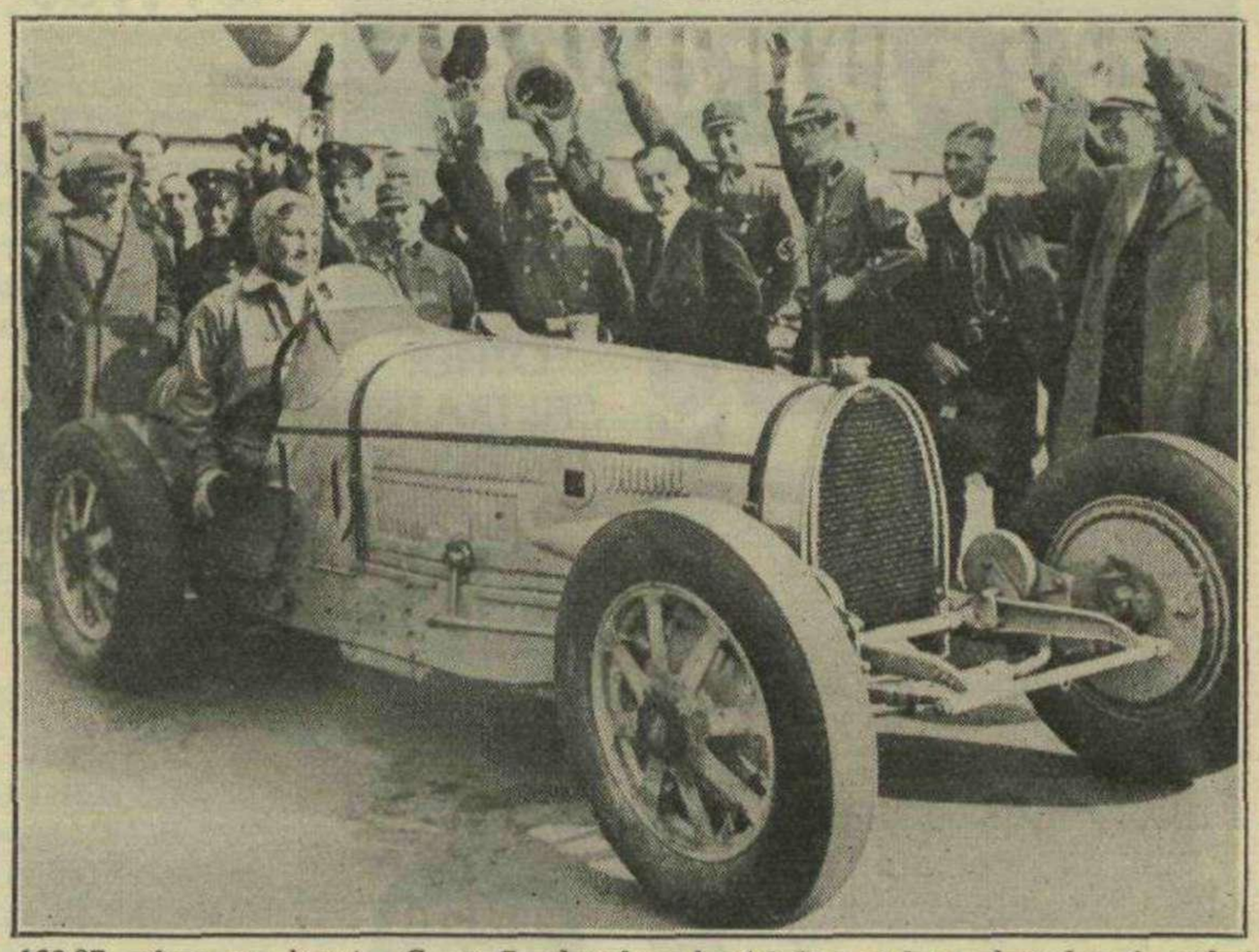
The outstanding record attempt during May was undoubtedly the magnificent world's hour figure made by Count Czaikowski. Driving a 4,900 c.c. Bugatti on the Avus Track, Berlin, Czaikowski covered 132.88 miles in one hour, thus beating G. E. T. Eyston's previous record of 130.87 miles on the Panhard at Montlhéry.

After two days practice the 4.9 Bugatti set out on the morning of May 5th, and was soon lapping the difficult Avus Track at a speed of about 130 m.p.h. Two warming-up laps were made, and then the car set off in earnest. Mme. Czaikowski herself sat in the timing box, two stop-watches before her. We do not know the reason why Count Czaikowski chose the Avus circuit for his attempt, but the fact remains that the corners at each end of the two 12 mile straights necessitate slowing down to about 80 m.p.h. on each lap. By dint of attaining 150 m.p.h. on the straights, Czaikowski maintained his lap speed of 133 m.p.h., and the first record to fall was the 100 kilometres, at a speed of 131.88 m.p.h. This was followed up by the 100 miles at 132.90 m.p.h.; the 200 kilometres at 132.85 m.p.h. and finally the one hour fell at 132.87 m.p.h. Eyston's previous figures on the Panhard were 131.80 m.p.h., 131.76 m.p.h., and 131.14 m.p.h.

During the run Count Czaikowski beat the record for the Avus circuit held by René Dreyfus on the 16 cylinder Maserati at 209.405 k.p.h., with a speed of 217.206 k.p.h.

For this wonderful performance Count Czaikowski was suitably feted by the Automobil club von Deutschland. That evening a dinner was held in his honour, presided over by the Duke of Mecklemburg, who presented the French driver with the Club's Gold Medal, a distinction so far only accorded to Rudolf Caracciola and Hans Stuck von Villiez.

The whole attempt is a very fine performance on the part of Count Czaikowski, and no less so of the 4.9 Bugatti and the Dunlop tyres which were stressed very considerably on the corners. Castrol oil was used. These records have since been confirmed.

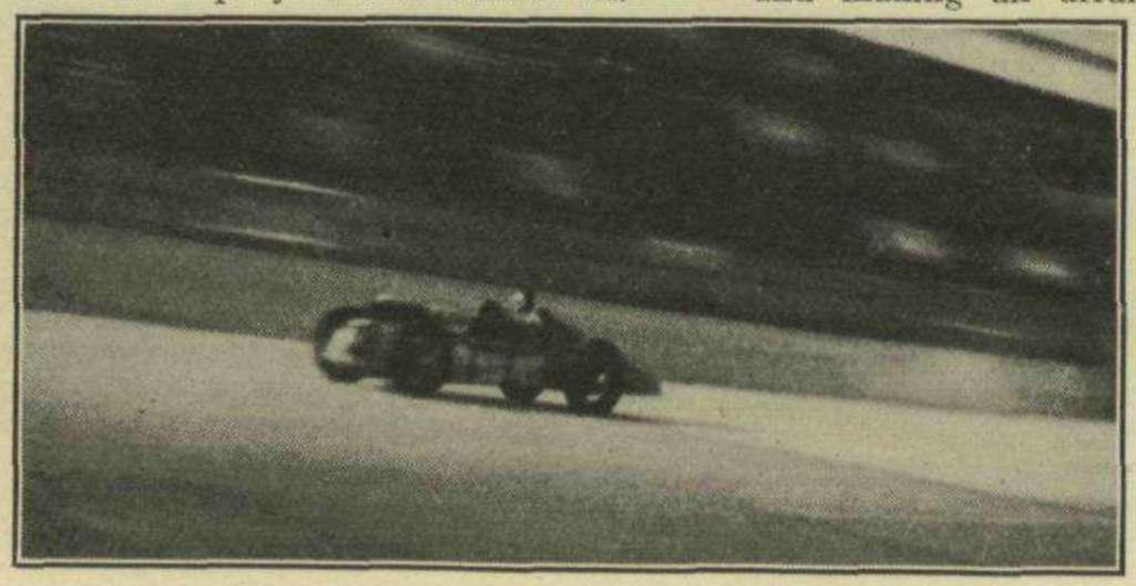


132.87 miles in one hour! Count Czaikowski in his 4.9 Bugatti being cheered at the end of his record run.

Amilcar Records.

For some time the 6 cylinder Amilcar owned by the Swedish driver, Henken Widengren, has been steadily increasing its speed. The man responsible for this high efficiency is R. F. Oats, and his efforts were suitably rewarded recently when the car broke several records in Class G (up to 1,100 c.c.) on the Montlhéry autodrome, Paris.

Widengren's recores are as follows: 50 kiometres, 113.70 m.p.h.; 50 miles, 113.67 m.p.h.; 100 kilometres, 113.91 m.p.h.; 100 miles, 114.89 m.p.h.; 200 kilometres, 115.56 m.p.h.; 1 hour, 115.32 m.p.h. The previous records stood to the credit of F. Dixon (Riley) at the following speeds:—109.18 m.p.h.; 110.37 m.p.h.; 110.78 m.p.h.; 111.09 m.p.h.; 110.67 m.p.h. and 110.93 m.p.h. Widengren used Dunlop tyres and Castrol oil.



H. Widengren circling Montlhéry track at 115 m.p.h. The Amilcar was tuned by R. F. Oats.

The Marvellous Citroen.

The 10 h.p. Citroen "Petite Rosalie" has amazed the whole motoring world by its extraordinary long-distance records on Montlhéry track. Sponsored by the Yacco Oil Company this standard 10 h.p. Citroen, fitted with a streamline body has, at the time of going to press, covered a distance of 93,750 miles in 66 days. The average speed for the whole distance works out at about 58 m.p.h., including all stops for replenishments.

When the car had covered a distance of 100,000 kilometres the car was stopped for a moment—it happened to be in dead of night—and the crew toasted its further success in champagne. The long run of the Citroen is something of a triumph for César Marchand, who is in charge of the whole record attempt, preparing the car and making all arrangements. He is backed up by the drivers Lucien Marchand (his brother), L. de Presalé, R. Fortin, Bodécot, Berteaux and Vaillant.

Another Citroen, a 20 h.p. model this time, has also been circling Montlhéry on a long distance record attempt. This car is also sponsored by the Yacco Oil concern, and is known as Rosalie V. At the time of writing this car has covered 43,750 miles in 24 days, and is still going strong.

Certainly no finer testimony of the wearing qualities of a standard production could be found, and the Citroen company has every reason to be proud of the wonderful performance of its cars.

Another Bugatti Record.

On the same day on which Widengren broke his records, the French driver, "Trébuh" brought out his 2,261 c.c. Bugatti for an attempt on the standing kilometre record in Class D (up to 3,000 c.c.).

The car showed terrific power as it got off the mark, leaving black lines on the concrete, and snaking from side to side. When "Trébuh's" time was announced it was found that he had beaten the existing record held by the Englishman, W. Y. Craig (Bugatti), at 80.32 m.p.h. "Trébuh's" speed was 80.83 m.p.h. and this has been officially confirmed. Incidentally this pseudonym hid the identity of M. Cohas.

CONTINENTAL NOTES—continued.

Austrian Alpine Trial.

The Austrian Alpine Cup Trials will take place this year on June 24th and 25th, over the following itinerary: Wegscheid, Windischgarsten, Salzburg, Kitzbuhel, Saint-Michael, and Graz. There will be two timed hill-climbs, and the general condition of the cars at the end will be taken into consideration.

Wimille's Plans.

The brilliant young Frenchman, Jean Pierre Wimille, has just ordered a new Alfa Romeo, which he will drive in the following races this season: the Grand Prix of Nimes, France, la Marne, Dieppe, Nice, La Baule, Comminges, Marseilles, and the Coppa Acerbo.

A New Hill-Climb.

The A.C. du Var organised recently a hill-climb up the famous winding road of the Mont Faron. The length of the climb was 5,850 metres, and no fewer than 26 hairpin bends had to be negotiated. Fastest time of the day was made by Braillard (Bugatti), who averaged 42.404 k.p.h.

The French G.P.

On June 11th the classic French Grand Prix will be decided on the Montlhéry Autodrome, near Paris. A slight difficulty in relation to the grandstands has been overcome, and now everything is being made ready for the race.

The entry list has closed with the magnificent number of 28 cars, as follow:

M. Lehoux (Bugatti).
G. E. T. Eyston (Unspecified).
Earl Howe (Bugatti).
G. Bouriat (Bugatti).
Count Czaikowski (Bugatti).
P. Felix (Alfa Romeo).
P. Etancelin (Alfa Romeo).
J. Zanelli (Alfa Romeo).
R. Sommer (Alfa Romeo).
L. Trintignant (Bugatti).
J. P. Wimille (Bugatti).
J. Gaupillat (Bugatti).
G. Moll (Alfa Romeo).
Prince Nicholas of Roumania (Bugatti).
B. Falchetto (Bugatti).
L. Chiron (Alfa Romeo).
Studeria Ferrari (Alfa Romeo).
Studeria Ferrari (Alfa Romeo).
Studeria Ferrari (Alfa Romeo).
E. Maserati (Maserati).
Ecurie Villars (Alfa Romeo).
Ecurie Villars (Alfa Romeo).
L. Fagioli (Maserati).
A. Varzi (Bugatti).
A. Divo (Bugatti).
W. Williams (Bugatti).
R. Dreyfus (Bugatti).
L. Bussienne (Bugatti).

According to this list there will be 14 Bugattis, 11 Alfa Romeos, 2 Maseratis and 1 unspecified. Actually, however, there is a distinct possibility that one of the Ferrari cars may be a 4 litre Duesenberg. In this case it is probable that Nuvolari will handle the American machine, while Borzacchini and Campari drive the Alfas. Also, it is not yet certain whether Wimille will drive an Alfa Romeo or a Bugatti.

The race will be run over 40 laps of the road-cum-track circuit, giving a total distance of 500 kilometres. The entry is one of the highest possible quality, and a really first class race should be seen at Montlhéry on June 11th.

Le Mans.

41 entries have been received for the Grand Prix d'Endurance at Le Mans, which will take place on June 17th and 18th. Many well known drivers will take part, notably Louis Chiron at the wheel of an Alfa Romeo. Last minute entries were received from A. W. Fox of a 2.3 litre Alfa Romeo to be driven by the Hon. Brian Lewis and a Singer Nine by A. Langley. At the time of going to press the Aston Martin team is well prepared for the event and should stand a good chance of success.

The Jowett Non-Stop Run.

In order to demonstrate the ability of a normal 7 h.p. two cylinder Jowett saloon to run at a steady cruising speed for really long periods without trouble, a very interesting performance was recently made by the Hon. Victor Bruce and his wife on Montlhéry Track. The idea was to run for three days without stopping, an adequate fuel supply being carried in a 2-wheel trailer behind the car. The attempt went absolutely to plan, and at the end of 24 hours a distance of 892 miles had been covered, at a speed of roughly 37 m.p.h. After 48 hours the Jowett had run 1,844 miles, at an average of 38 m.p.h., and finally the 72 hours came to an end, during which time the car had travelled 2,785 miles at a speed of 38.54 m.p.h.

Dunlop tyres were used.

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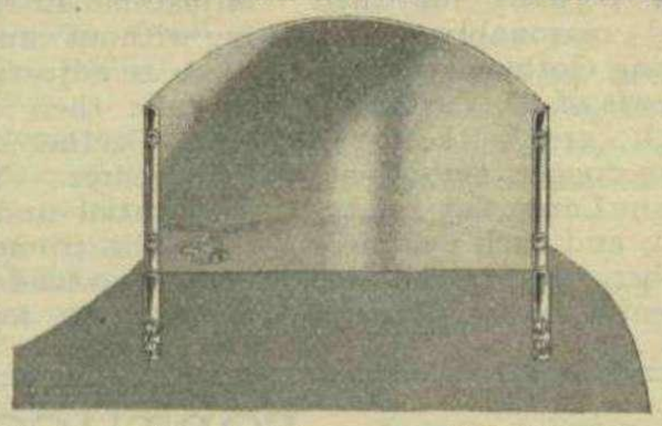
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MEN BEHIND THE SCENES.

No. 2.

Mr. E. J. ANDERSON.



GENERALLY known as "Andy," Ernest John Anderson is quite one of the most popular figures at Brooklands Track—and in fact at any place where sporting motorists foregather.

His career is an example of ability reaping its proper reward. On leaving the Essex County High School he went straight into the service of the Wakefield Company. After three years he was made assistant to the manager of the Motor Department, and in this capacity Anderson made his first acquaintance with Brooklands. He soon became keenly interested in car and motor cycle racing, and just when he was planning to take an active part in competitions himself, the Great War broke out.

In 1915 he joined up with the 11th Essex Regiment, and for four years he was preoccupied with more serious matters than motor racing. After the War he went back to his old job, and his interest in motor-cycle competition work was quickly revived. In 1920, 1921 and 1922 he was a regular competitor at Brooklands and in hill-climbs, and succeeded in making fastest motor-cycle time of the day at the Thundersley Hill-Climb in 1921 on a 2¼ h.p. side valve New Imperial. Incidentally, on the same day Malcolm Campbell (as he then was) made fastest car time at the wheel of a 200 h.p. Peugeot.

Then "Andy" turned to cars, and the years 1922 and 1923 found him driving a 1922 G.N., with which he competed in many trials. By this time the Wakefield Company was also taking a great interest in motor sport, and much research work on the part of its chemists resulted in a widespread use of Castrol oil by competitors in sporting events. Someone had to take charge of this growing department, and who was better fitted to tackle the job than Anderson? So, in 1926 he was appointed Competition and Racing Manager of Messrs. C. C. Wakefield & Co. Ltd., a position which he holds to this day.

"Andy" is actually 39 years of age—but he will never grow any older. You have only got to look at his photograph to see that. He is always laughing and joking, and a more cheerful companion on any occasion it would be impossible to find. Hobbies? Oh, yes, sea angling and lawn tennis.

Certainly no man is more deservedly popular than "Andy of Wakefield's."

EYE PROTECTION.

BETTER known perhaps for their extensive and reasonably priced motor and flying clothing, the well known firm of S. Lewis of 27, Carburton Street, London, W.1., are marketing a special type of racing goggles embodying some useful features. Large flat safety-glass lenses are used, and each eye-piece is made of soft rubber and fits the face snugly. They are ventilated by means of adjustable air-slides which prevent steaming without causing draughts. The nose-piece is adjustable, allowing the goggles to take their correct position however close together or wide apart the eyes of the wearer. The elastic headband is substantial and cannot come unhooked from the frame. The goggles cost 30s. with the standard type safety glass and an extra 2s. for Triplex lenses. A new model suitable for flying, in which the frame is surrounded by a mask, will shortly be introduced.

For those who prefer visors, these are also available, and the latest pattern has a pocket into which the peak of the helmet fits. This holds it immovably, without making it difficult to remove, should one want to use goggles instead.

FORTHCOMING EVENTS

MOTORING FIXTURES FOR 1933.

JUNE.

2-3rd. *M.C.C. London-Edinburgh Run.*
4th. *Grand Prix des Frontieres, Belgium.*
4th. *Hornet C.C. Social Run.*
5th. *B.A.R.C. Whitsun Meeting.*
10th. *Ulster A.C. Bally Cannon Hill Climb.*
11th. *French Grand Prix.*
11th. *Lwow Grand Prix.*
11th. *Bugatti Owners' Club Treasure Hunt.*
17th. *Southport M.C. Race Meeting.*
17th. *Brighton and Hove M.C. Brighton-Beer Trial.*
17-18th. *Le Mans 24 Hours Race.*
17-18th. *Liverpool M.C. 24 Hours Trial.*
18th. *Kesselberg Hill Climb.*
18th. *Pontedecimo-Giovi Hill Climb.*
23-24th. *Riley M.C. 24-Hour Trial.*
24th. *Kent and Sussex L.C.C. Lewes Speed Trials.*
24th. *J.C.C. High-Speed Trials, Brooklands.*
24th. *M.G. Car Club Night Trial.*
25th. *Italian G.P.*
26th-July 1st. *Batten-Badener Automobil-turnier.*

JULY.

1st. *B.R.D.C. British Empire Trophy Race.*
2nd. *Hornet Car Club.*
2nd. *Garsburg Hill Climb.*
2nd. *Marne Grand Prix.*
2nd. *Suse-Moncenisio.*
7-8th. *M.C.C. Reliability Trial.*
8th. *M.G. Car Club.*
8th. *B.A.R.C. Inter Club Meeting.*
9th. *Belgian Grand Prix.*
13-14th. *R.A.C. Isle of Man Races.*
16th. *Carshalton M.C.C.*
16th. *Dieppe G.P.*
16th. *Freibourg Hill Climb.*
22nd. *M.G. Car Club Gymkhana.*
22nd. *L.C.C. Relay Race (Brooklands).*
23rd. *German Grand Prix.*
23rd. *Brighton and Hove M.G. Trophies Trial.*
29th. *Sunbeam M.C.C. Speed Trial.*
29th. *Junior Car Club Reliability Trial.*
30th. *Lorraine Race.*
30th. *Ciano Cup Race.*

NEWS FROM THE U.S.A.

By our American Correspondent

T. MERIWETHER-SMITH.

An American Road Race?

A REAL Grand Prix road race will return to the United States on June 24th of this year, according to plans of Ralph A. Hankinson, promoter, and a group of influential Nassau County, New York, citizens. Plans call for a 350-mile Grand Prix race to be staged over a 20-mile course in Nassau county. The event will be held, primarily, for the benefit of the unemployed of Nassau county, but will be an A.A.A. event. Tazio Nuvolari, and many other foreign race drivers of prominence, will be invited to compete in the contest.

Mr. Hankinson has for years promoted big racing events over many tracks in the United States, including Altoona, Rockingham, Langhorne, and Woodbridge. His bigger events inevitably draw enormous crowds, and the revival of road racing in this country is expected to be enthusiastically received by all motor racing fans. The Vanderbilt Cup race, held originally on Long Island, just outside New York city, and later in Savannah, Georgia, and in California, attracted huge crowds, and the winner of this race occupied a position similar to the winning pilot in present day Indianapolis 500-mile races.

Indianapolis Plans.

Two of Argentina's most famous race pilots are expected to arrive shortly in Indianapolis to prepare their mounts for the 500-mile race, May 30th. Those two men, Raoul Riganti and Juan Gaudino, have both driven the Indianaoplis course in past races, and are expected to be among the favoured drivers when the big race gets under way. Both men will drive American machines, re-built for Indianapolis under their personal supervision. Riganti, also famed as a motorcycle rider, was a member of the Bugatti team at Indianapolis in 1923. Guadino drove a personally entered Chrysler last year.

Definite rumours that Tazio Nuvolari, ace of the Italian drivers, will be at Indianapolis in a 4½ litre Duesenberg from the famous Ferrari stable, have caused much comment in Yankee racing circles. That he will be a distinct favourite on a Duesenberg is admitted, and American fans are hoping that he will be over for the race. The rumour still persists, also, that Jack Dunfee will be seen in the "500."

"Babe" Stapp will drive a new 4-cylinder, front-drive Boyle Valve Special in the Indianapolis race. "Wild Bill" Cummings will be at the wheel of a second Boyle Valve at Indianapolis, an 8-cylinder, rear-drive, Miller-powered job. This car won the pole position in Lou Moore's hands last year, and led the race for a number of laps.

Among the late entries at Indianapolis are five Studebaker Specials, entered by the Studebaker Company. These are the five cars that made such excellent showings last year, but they have been entirely re-built and fitted with new, super-streamline bodies. According to Indianapolis press dispatches, the cars are modelled closely after English record-breaking cars.

Frank Brisko, Milwaukee veteran driver entered his 4-wheel drive Miller late in April. This is the same 4-wheel-drive that was driven by Bob McDonogh last year. It is an 8-cylinder, V-type job, and handles with extraordinary ease on the bumpy Indianapolis bricks. Brisko, a wealthy garage owner, purchased the car last year, and re-built it during the winter. He is known as an exceptionally clever mechanician and driver.

Young "Howdy" Wilcox, who is not related to the 1919 Indianapolis race winner of the same name, will drive the famous Miller 8, rear-drive, machine that carried Carey to the A.A.A. Championship, according to reports. This would make Wilcox one of the outstanding favourites to win the 500-mile grind. Louie Meyer, the National Champion in 1928-9, has worked on the car all winter, and it is in perfect racing condition. Meyer will probably drive a similar Miller, owned by Ralph Hepburn.

Harry Hartz is bringing two Miller-Hartz cars to the race, one of which will be handled by Fred Frame, while the other had had no driver named at this writing. In view of Hartz's excellent successes in recent Indianapolis races, one must consider these two mounts among the best.

A Tragic April.

The month of April was marred by the death of two of America's most famous racing drivers. By a peculiar coincidence, both drivers, Bob Carey and Bryan Saulpaugh, were killed in practice sessions, with nothing on the respective courses other than their own machines.

Carey, A.A.A. National Champion for 1932, died at Los Angeles, California, following a crash on the Ascot 5/8-mile hard-surface speedway. Carey was warming up his quick Miller 4-cylinder machine, preparing to qualify for the Ascot Easter Sweepstakes, when the accident happened. Shooting into one of the very sharp curves at nearly 100 m.p.h., Carey suddenly found his throttle stuck, and the car, flat-out, skidded broadside. Carey, a man of tremendous strength, made a desperate effort to right the car, but only succeeded in snapping the steering knuckle. The car struck the outer railings, catapulted 35 feet in the air, turning over and over, with poor Carey pinned in the seat. He was almost instantly killed.

Bryan Saulpaugh died following a terrible spill at 103 m.p.h. on the Oakland 1-mile speedway in California, just six days following Carey's accident. Saulpaugh lost control of his car coming out of the curve into the home straight. It flipped over, throwing young Saulpaugh on to the track, and then smashed on top of him. Saulpaugh was 26 years of age, Carey 29 years. Their loss is a keen blow to American motor racing, both men having been among the finest pilots in the country.

The Oakland Race.

The 150-mile Championship race scheduled for Oakland on April 23rd was cancelled, and a 150-mile non-Championship race for single-seat cars held in its stead. Chet Gardner, in a Miller, won the 150-mile event, setting a new American dirt track record of 1 hour, 38 mins. 41½ secs. "Stubby" Stubblefield was second, Rex Mays, third, and Kelly Petillo, fourth. Stapp led the race up to the 127-mile point, when a broken connection rod spoiled his victory hopes. Shaw and Cummings, favourites, were forced out with rear axle troubles.

The race was changed from a Championship event because of the big-time drivers objecting to taking their cars 3,000 miles across the continent, then having to return immediately to prepare for the Indianapolis "500."

Records Confirmed.

Harry Hartz's records at Muroc, as reported last month, have now been confirmed by the I.A.R.A.C., as follows:

WORLD'S RECORDS. 50 miles and 50 kilometres, Union 76 Special (4203 c.c.), driven by Fred Frame, at 139.61 m.p.h. and 136.52 m.p.h. respectively. Previous records held by Eyston (Panhard) at 132.01 m.p.h. and Eldridge (Miller)—131.16 m.p.h.

INTERNATIONAL CLASS C. 5 kilometres and 10 miles, car as above, driven by H. Hartz, at 145.93 m.p.h. and 146.71 m.p.h. respectively. 5 miles, 50 kilometres and 50 miles, car as above, driven by F. Frame at 147.45 m.p.h., 136.52 m.p.h. and 139.61 m.p.h. Previous records held by Don (Sunbeam) at 130.41 m.p.h., 130.00 m.p.h., 130.28 m.p.h., 123.67 m.p.h. and 124.19 m.p.h.

New Coachwork on the Speed Twenty Alvis.

Some minor improvements have recently been made to the coachwork of the Alvis Speed Twenty by the Alvis Car & Engineering Co., Ltd., of Coventry. On the Charlesworth saloon greatly increased luggage space has been provided, while the lines of the open 4-seater have been completely redesigned, and running boards are now fitted, and a normal type hood instead of the disappearing one previously used. In addition, a new coupé has been introduced, with coachwork by Charlesworth, priced at £825.

THE 5th GRAND PRIX DE MONACO

A CLASSIC STRUGGLE BETWEEN VARZI (BUGATTI) AND NUVOLARI (ALFA ROMEO).

THE race at Monte Carlo, the original of all the Round the Town races, has come to be regarded as the first important racing-car race of the season, after the preliminary spar at Tunis. For the 5th Grand Prix Nuvolari was of course the favourite, and was supported by the other members of the Scuderia Ferrari stable, Borzacchini, Count Trossi, and Siena. The monoposto cars were not used, but Nuvolari and Borzacchini were using 2,600 c.c. engines as fitted to the single seater cars. The two-seater cars weighed 15¾ cwts. and the 2.3 engines were said to develop 180 h.p., giving a road speed of 152 m.p.h., while the 2.6 engines delivered another 20 to 25 h.p.

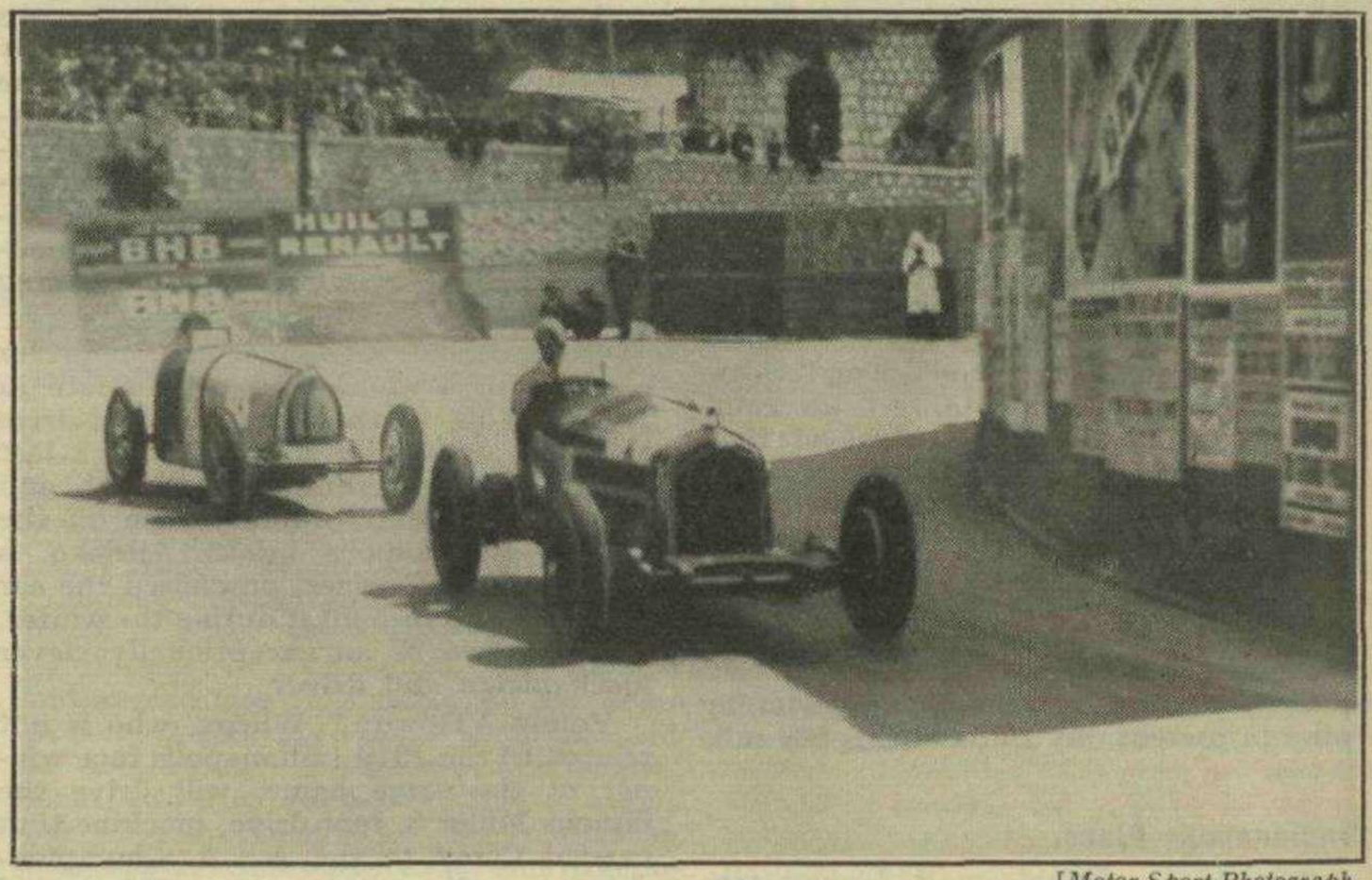
The Bugatti official team drove two-camshaft cars similar to those used last year, but with superchargers running at a higher speed. In last year's trim they weighed 16¾ cwts., and the engines developed 165 h.p. with a speed on the level of 133 m.p.h., but the additional 15-20 h.p. forthcoming this year would raise this figure considerably. Owing to not having to compete with the monoposto Alfas, the new 2.8 cars did not appear, and the rumour that Varzi's car would be fitted with one of the larger engines was unfulfilled.

The monoposto Maseratis driven by Sommer and Zehender were striking in appearance, and with their narrow bodies and absence of fairings at the rear had a certain resemblance to the "Terror."

Weighing only 13¾ cwts. and fitted with an eight-cylinder engine developing 210 h.p. these alarming vehicles were said to have a maximum speed of 162 m.p.h. They were fitted with hydraulic brakes operated through armoured piping. They must have been very tiring to drive on a circuit which called for much gear-changing, for the clutch and brake pedals are arranged on each side of the steering column, while the gear-lever comes up between the driver's legs.

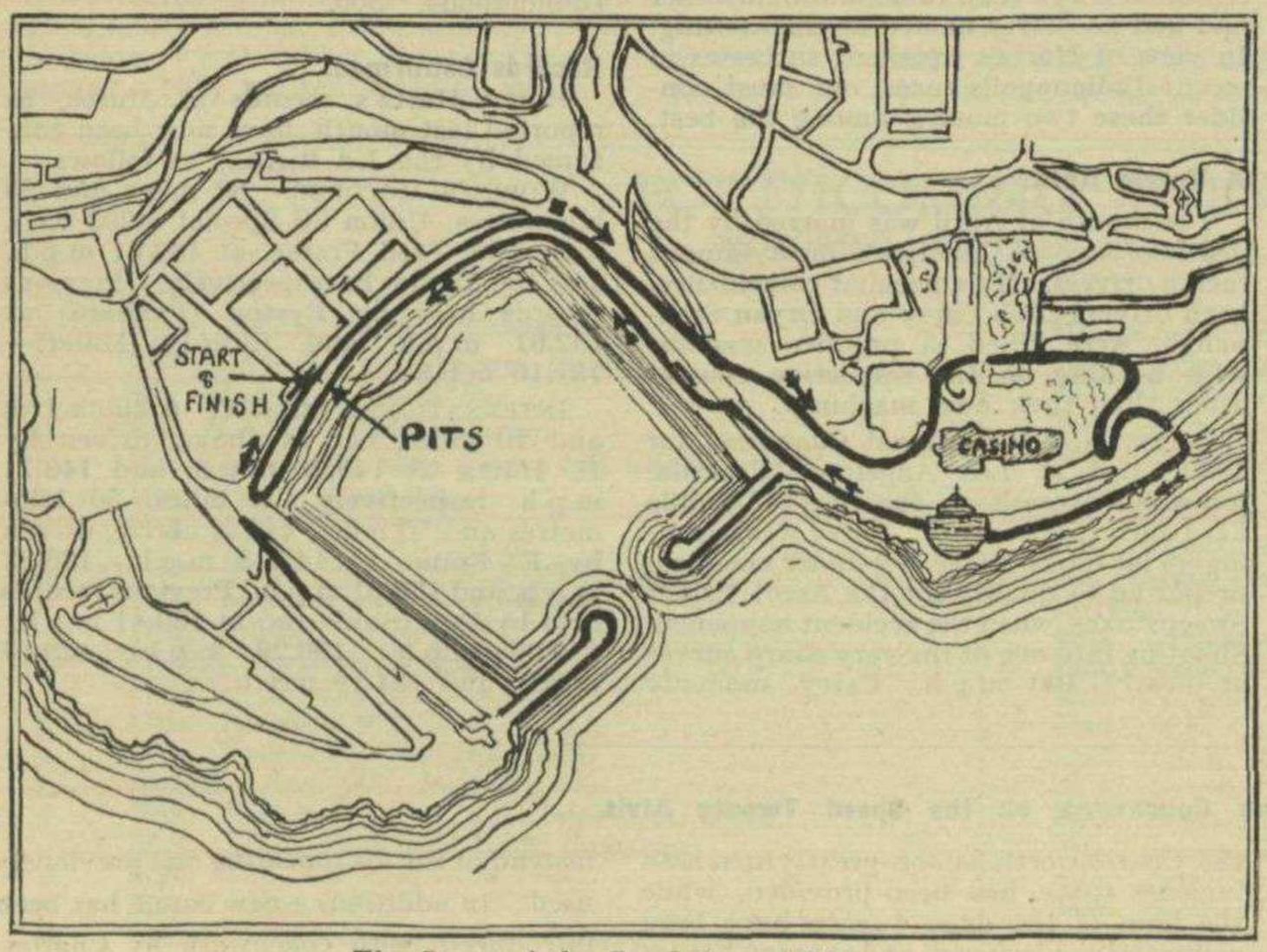
The Maseratis had terrific acceleration, but their lightness made them very difficult to hold on corners. Fagioli's car was an old two-seater which had been seen in many events.

Chiron and Caracciola were running as team-mates on two-seater Alfas, and Etancelin, Wimille, and Sir Henry Birkin were driving similar vehicles. The English driver had actually arranged to drive a Maserati when news was received that the Alfa would be ready in time for Monaco, and since this car was more suitable for the sinuous Monte Carlo course, a last minute change was made. Unfortunately on the road from Turin a car coming round the corner on its wrong side ran into him, damaging the front axle, and he was unable to reach Monte Carlo till early in the morning of the second day of practise.



[*Motor Sport Photograph.*

The champions at Gasworks' Corner. Nuvolari (Alfa Romeo) has just gained the lead from Varzi (Bugatti).



The Circuit of the Grand Prix of Monaco.

Lord Howe was driving the 2.3 Bugatti which he used at Monaco last year. He was suffering from phlebitis in one of his legs, but undeterred by this was going well until his car was disabled by mechanical trouble. The Bugattis driven by Lehoux and Benoit, or Falchetto, to give him his surname, were prepared by the famous Friderich of Nice, and were chiefly remarkable for their dry sump oiling system, which circulated five gallons of oil. As on the works cars, the blowers were geared up.

Most of the drivers took things quietly on the first day of early morning practise, but Caracciola and Chiron would have none of this. Faster and faster they lapped, the German in front straining every nerve to make his car go faster, while Chiron followed a short distance behind, keeping up apparently with little effort. Both drivers equalled the lap record. Caracciola's usual calm and judgment seemed to have deserted him that morning, and coming to the corner at the top of the Port, he put off using his brakes until much too late. When at last he did apply them, the car snaked in a terrifying manner, then the driver gained control again. Not soon enough, for just as the car was threading the narrow gap between the harbour balustrades and the

THE 5th GRAND PRIX OF MONACO—continued.

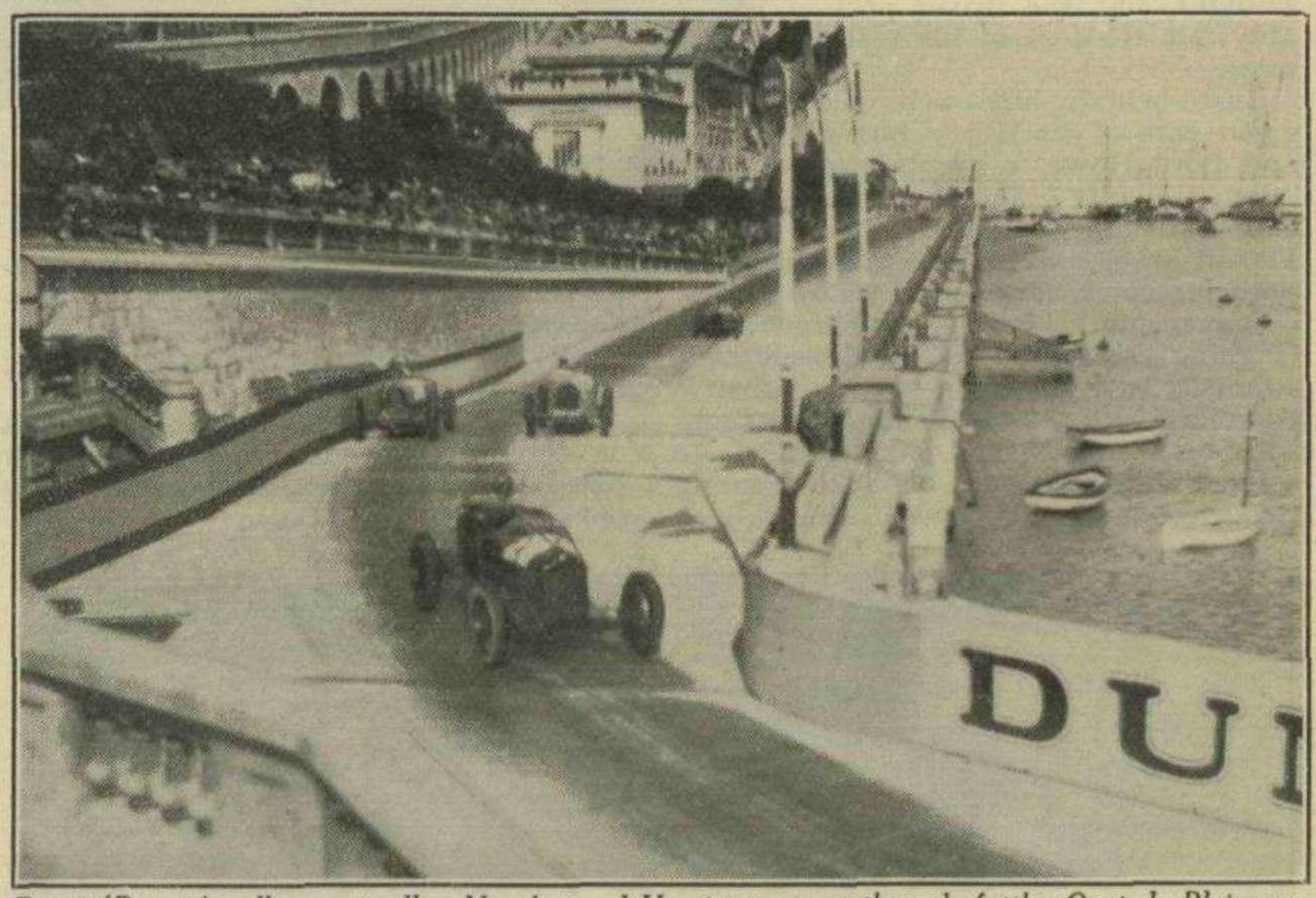


Varzi regains the lead at half distance. The cars are seen on the Boulevard Albert I, one of the few straight portions of the course.

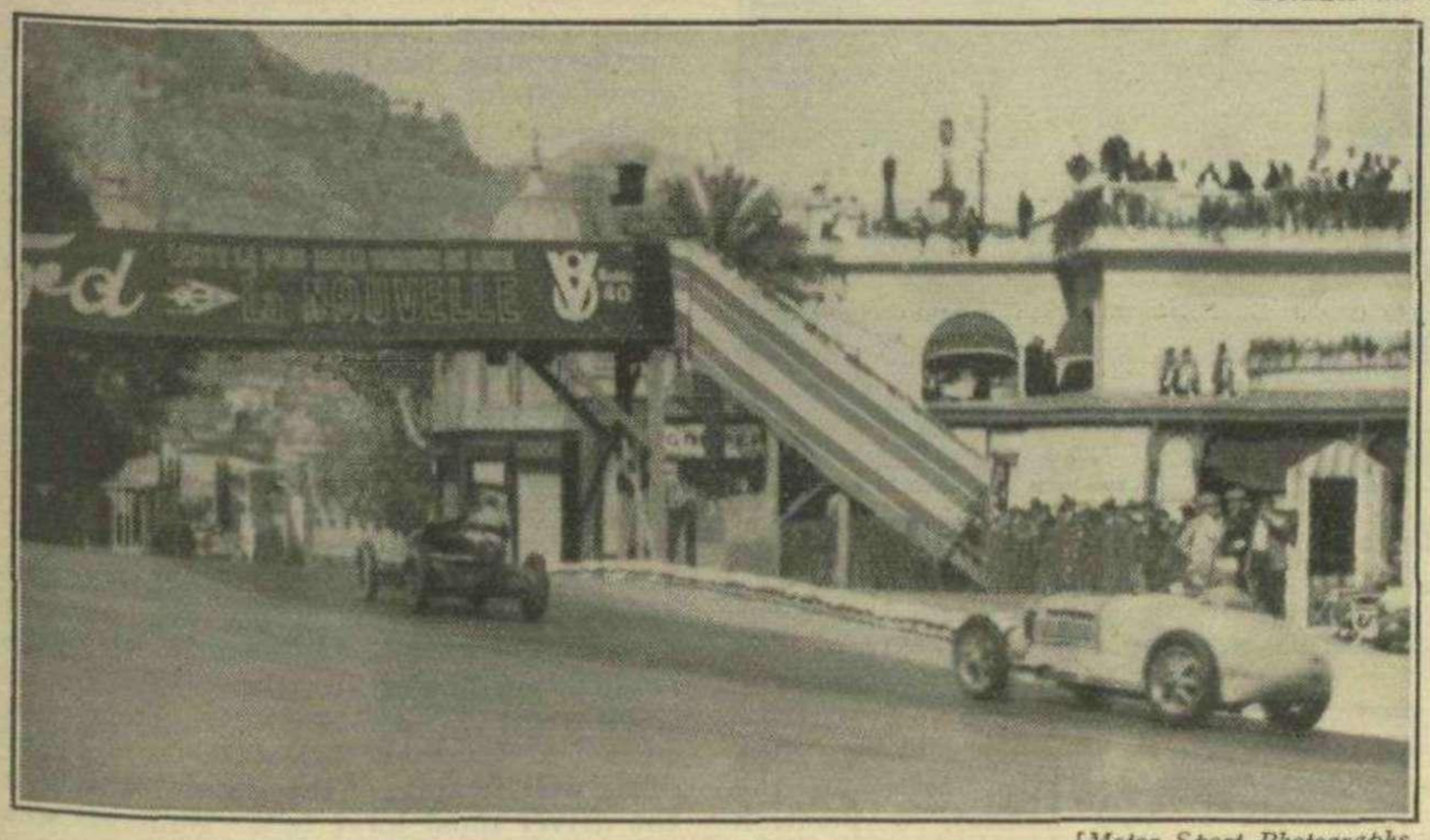
steps leading down from the upper road, the back wheel struck the side, and Caracciola was almost flung out of his seat with the force of the impact. The car then shot sideways with little jumps for about thirty yards, happily without turning over, and came to rest. The driver's leg was crushed by the force of the blow, and this injury will prevent him from racing again for about three months.

Nuvolari also misjudged the corner later on that morning, and struck the wall, smashing the back axle of his car. The second day of practise did not provide any excitement, while on Saturday the course was wet from the rain which had fallen during the night. In spite of this Varzi did a lap in 2 min. 2 sec., equalling his record lap in 1932.

Scrutineering took place on Saturday morning, but it did not take long, as the inspectors were merely concerned with clearly painted numbers and trying the exhaust systems to see whether they disturbed the dust. Rain then began to fall, which led to much speculation as to how the various drivers would fare on a wet course.



Benoit (Bugatti) pulls over to allow Nuvolari and Varzi to pass, at the end of tthe Quai du Plaisance. Borzacchini is close behind.



[*Motor Sport Photographs*

Descending from the Place du Casino, Another view of the Nuvolari—Varzi duel.

Sunday morning set all fears at rest, for a blue sky and bright sunshine, tempered by a cool breeze, put everyone in the best of spirits. From an early hour the town was filling with sports cars bearing French and Italian numbers, with a few G.B.s and D.s. The new Fiats and Lancias had noticeably good lines. Interested spectators were walking and taking photographs on the course, and following the example, we took a last survey of the points of interest.

The start and finish is on the Boulevard Albert I, one of the two level and straight stretches of the circuit and roughly 500 yards in length. Swinging right at St. Devote corner, the cars climb the Boulevard de Monte Carlo, 500 yards of 1 in 12, then swing left round the Hotel de Paris, right through the gardens above the Casino and down a steep slope to an acute right turn. A further 100 yards of descent brings the cars to the station, with a left-hand hair-pin, then a sharp right turn leads to the road along the sea. After negotiating the tunnel under the pigeon shooting terrace, brightly lit up but yet contrasting with the glare outside, the course passes the breakwater, and runs along the Quai de Plaisance, in which occurs the kink called "La Chicane." A row of sandbags is the only means of preventing a skidding car from falling into the harbour. At the corner of the harbour, where Caracciola's accident occurred, balustrades and steps down from the road above leave only a narrow passage through which the cars swing left on to the Quai Albert I. This is about 500 yards in length, parallel to the Boulevard of the same name, and the fastest part of the course, a speed of about 90 m.p.h. being reached. Before the cars have really got going, they are brought down to 30 m.p.h.

THE 5th GRAND PRIX OF MONACO—continued.

again by the acute gas-works hair-pin, thus regaining the straight stretch past the Start.

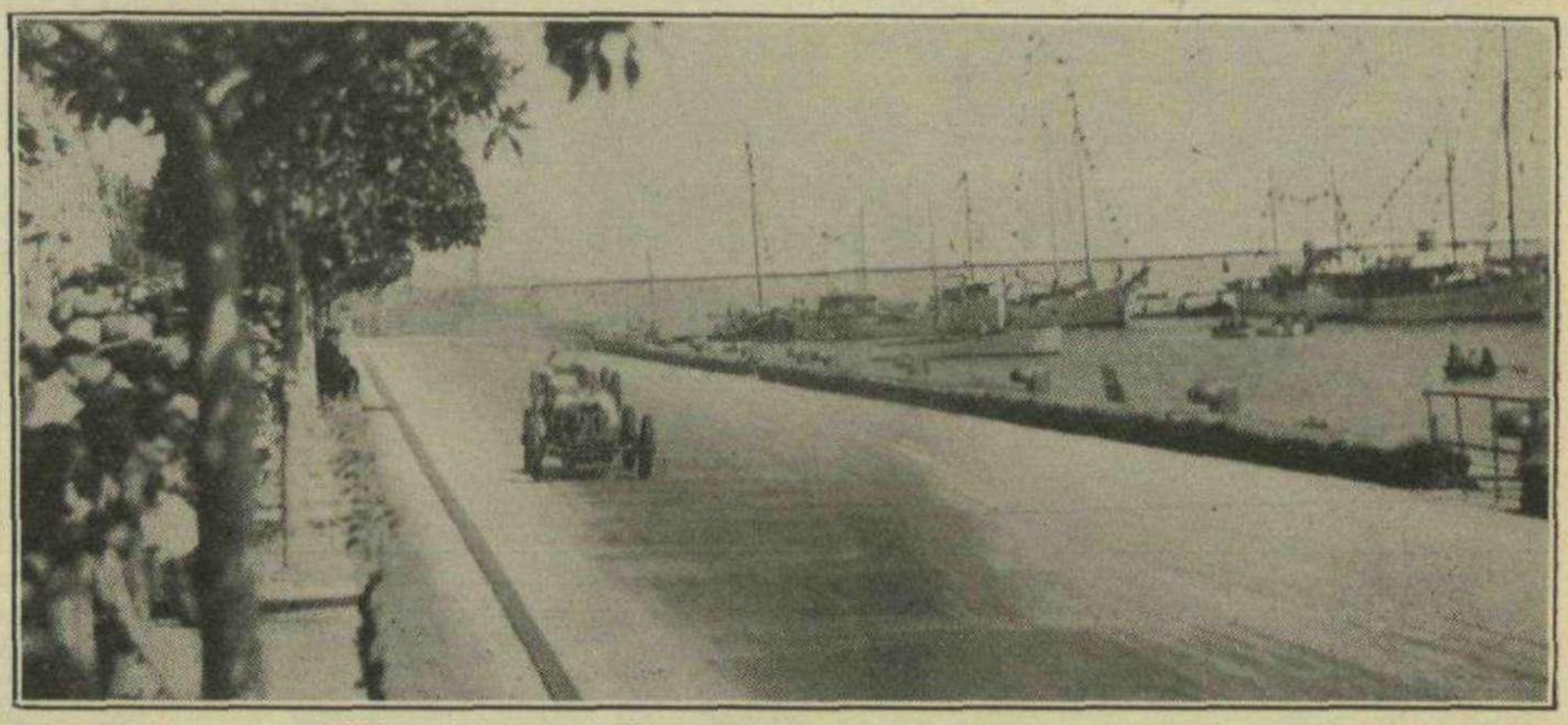
It is unnecessary to labour the terrific strain put on car and driver on such a course, and watching the race from close quarters, one marvels to think that any car could stand up to 200 miles of it averaging nearly 60 m.p.h.

By midday the police were clearing the streets, ready for the arrival of the racing cars. The Bugatti team was the first to reach the pits, which face the harbour. Painted in the familiar light blue, with each driver's name painted in silver on the side of the body, they aroused the enthusiasm of the crowd. Equally popular was the debonair Chiron, setting a new fashion by wearing a blue knitted helmet. His dark blue car with its white line looked a picture of speed in the bright sunlight, but the driver probably felt the loss of his teammate.

Just behind him were the green cars of Sir Henry Birkin and Lord Howe, a number of "independants" and the Bugatti team, and lastly the bright red cars of the Ferrari stable, set off by their badge, a prancing black horse on a yellow shield.

Borzacchini, broad-shouldered and laughing, was No. 26, and contrasted strangely with the other "as du volant" Nuvolari, who looked almost satanic with his lean face and wiry frame. He seemed more concerned about the coming struggle, possibly because his hunchback mascot was not there to embrace him and bring him luck.

The minute hand on the Palace of Monaco is horizontal, and the cars are dispatched to their starting positions on the Boulevard Albert. The places this year were determined not by lot but in accordance with the lap speeds achieved in practise. In the front row are Varzi, Chiron, and Borzacchini, the former being "a la corde," that is, in the inside berth. Nuvolari was in the second rank, but one did not anticipate he would remain there for long.



Lehoux (Bugatti) leading an Alfa along the Quai du Plaisance.

The drivers exchange last minute handshakes, then "five minutes" said M. Charles Faroux, "to your cars." Mechanics leapt to the starting handles and pandemonium broke forth, the air full of the smell of the various dopes, suggesting boot polish and tinned pineapple!

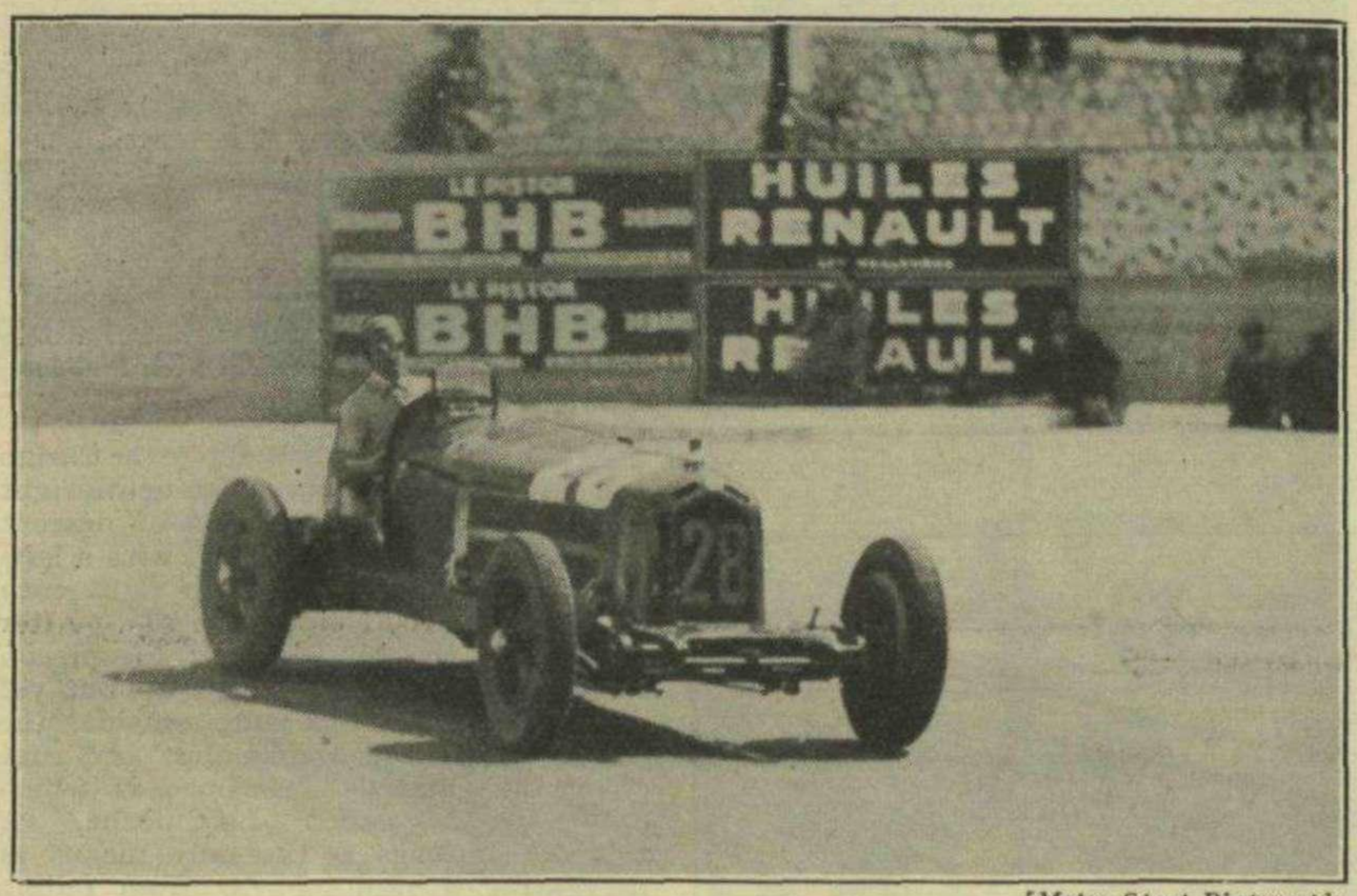
The starter raised his flag, the crowds on the hill swayed and those in their balconies overlooking the course hung out even further. Down went the flag, and the howling pack roared away, the Maseratis leaving long black streaks on the road. Varzi is in the lead and the fastest cars have already drawn away from the others by the time the climb to the Casino is reached, while Hartmann, the Hungarian is well behind, a position he occupied throughout the race.

The first cars are lost in view at the top of the hill, but soon appear again from the tunnel under the Tir aux Pigeons. Varzi leads, then Borzacchini, Lehoux and Nuvolari, with the field at a greater interval. On the second round Nuvolari gained two places while two laps later a concerted cry from the hill revealed, before those in the stands could see, that he had claimed his accustomed place in the lead. Varzi was two car-lengths behind, then Lehoux, Borzacchini and Etancelin. The race was being run at a cracking speed and soon Hartmann had the unpleasant experience of being lapped by Nuvolari as he was rounding the St. Devote corner.

Varzi had no intention of being left behind and succeeded in getting the lead again in the seventh lap. Without the advantage conferred by the monoposto body, the Alfa Romeo did not seem to have any advantage over its French rival, and one had that rare thrill of watching an evenly matched contest between the world's finest drivers.

Seen at the hairpin corner by the Gasworks, the longer Alfa seemed slightly slower, but gained a little on acceleration after the corner. Coming after the Quai Albert, one of the few straight stretches on the course, the Gasworks corner called above all for good brakes and the front of the cars fairly hopped as their drivers trod on the pedal. Unlike the other cars, which generally took a medium course and cut the corner, the Maseratis went wide, the drivers locked over, and with a great piercing scream of tyres, the tails swung round. Dirt-tracking on concrete and what a strain on chassis and axles!

Chiron, unruffled as usual, was effortless, but his motor lacked the get-away of the Scuderia Ferrari cars. Etancelin, his cap back to front, was working hard, and did two fast laps in 2 mins. 4 secs. The English drivers, Lord Howe, Sir Henry Birkin and Williams, were as neat as any. Birkin's car seemed to have tremendous power, its wheels spinning as it got away, Lord Howe's car, though not as fast as the team Bugattis also accelerating well, in spite of the discomfort which the driver must have felt. Williams was



[*Motor Sport Photographs*

Nuvolari (Alfa Romeo) in action.

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FASTEST
MOTOR OIL

FOUR HUNDRED AND TWENTY THREE MILES PER HOUR

THE 5th GRAND PRIX OF MONACO—continued.

particularly neat in his gear changing, snicking in bottom gear while on the turn.

Nuvolari was very close behind Varzi, almost overlapping him in fact, and regained the lead in the ninth lap.

An early victim was Siena on an Alfa, who retired with clutch trouble. The new Maseratis were not outstanding, being apparently difficult to handle on the corners, and so at tremendous disadvantage on the Monaco circuit.

At the rate at which the leaders were going it seemed impossible for the second man ever to pass the one in front, unless the latter went very wide. A disturbing place to watch was the corner where the Boulevard Albert joined the Boulevard de Monte Carlo, leading up to the Casino. Gradually increasing in curvature, it required the greatest skill to steer a correct course. Chiron seemed the most successful. The only way to pass was what seemed to the ordinary observer bad driving, that is, coming into the corner apparently much too fast and scrambling round the man in front "somehow," tyres squealing and back wheels sliding across the road. The sight of the drivers skimming the pavement not six feet away and then crabbing their way round the bend would have stirred the most phlegmatic race-fan to wild excitement.

The two leaders kept changing places, but Varzi actually held first place at the 20th and 30th laps, in each case by one second. Etancelin was driving in a very dashing manner, and at the 30th lap had ousted Borzacchini and was holding third place, one second behind Nuvolari. Birkin went out of action with axle casing trouble before he had really got going, bad luck because his car was running well in 10th place and would have been amongst the leaders at the finish. Sommer gave up with a hole in his crankcase.

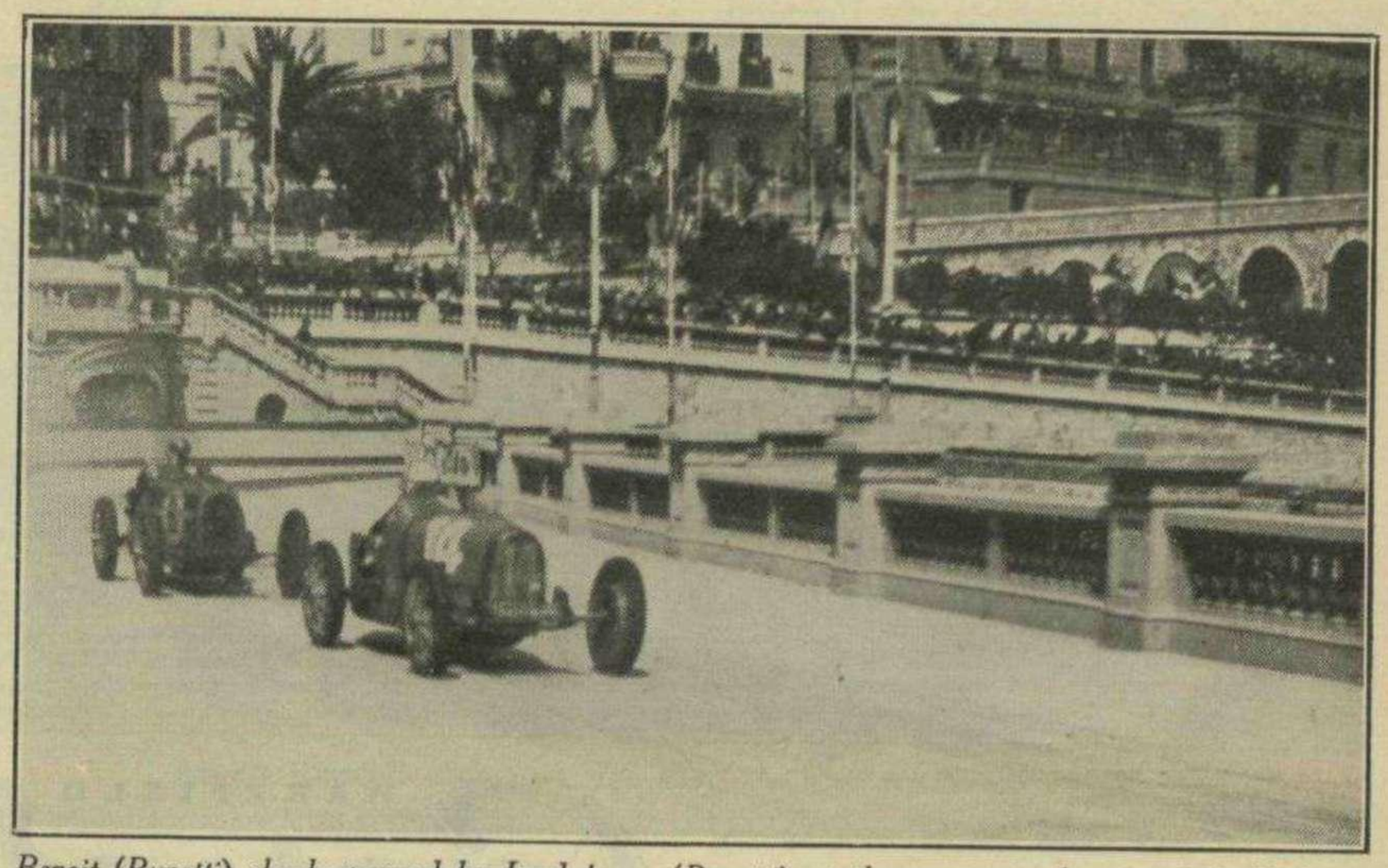
The battle of the leaders continued and Nuvolari was practising his inimitable style, sitting right back in his car with the enormous steering wheel at arm's length. At a corner like that from the Quai de Plaisance to the Quai Albert he was obviously much faster than most of his rivals, winding at the steering and correcting incipient skids before they took effect. In spite of his efforts he was only one second ahead of Varzi. Etancelin skidded when taking the "chicane," the kink in the Quai de Plaisance near which Chiron came to grief last year, hit the sandbags and turned round. He lost his place to Borzacchini, but continued more fiercely than ever. Nuvolari ran on to the pavement a little further back, but continued at undiminished speed. He equalled the record lap with a time of 2 mins. 2 secs., and Varzi put up two laps at the same speed.

The pace was beginning to tell and Lehoux retired at this stage with gearbox trouble, and Lord Howe soon afterwards with a broken back axle. Willams came in to adjust his brakes.

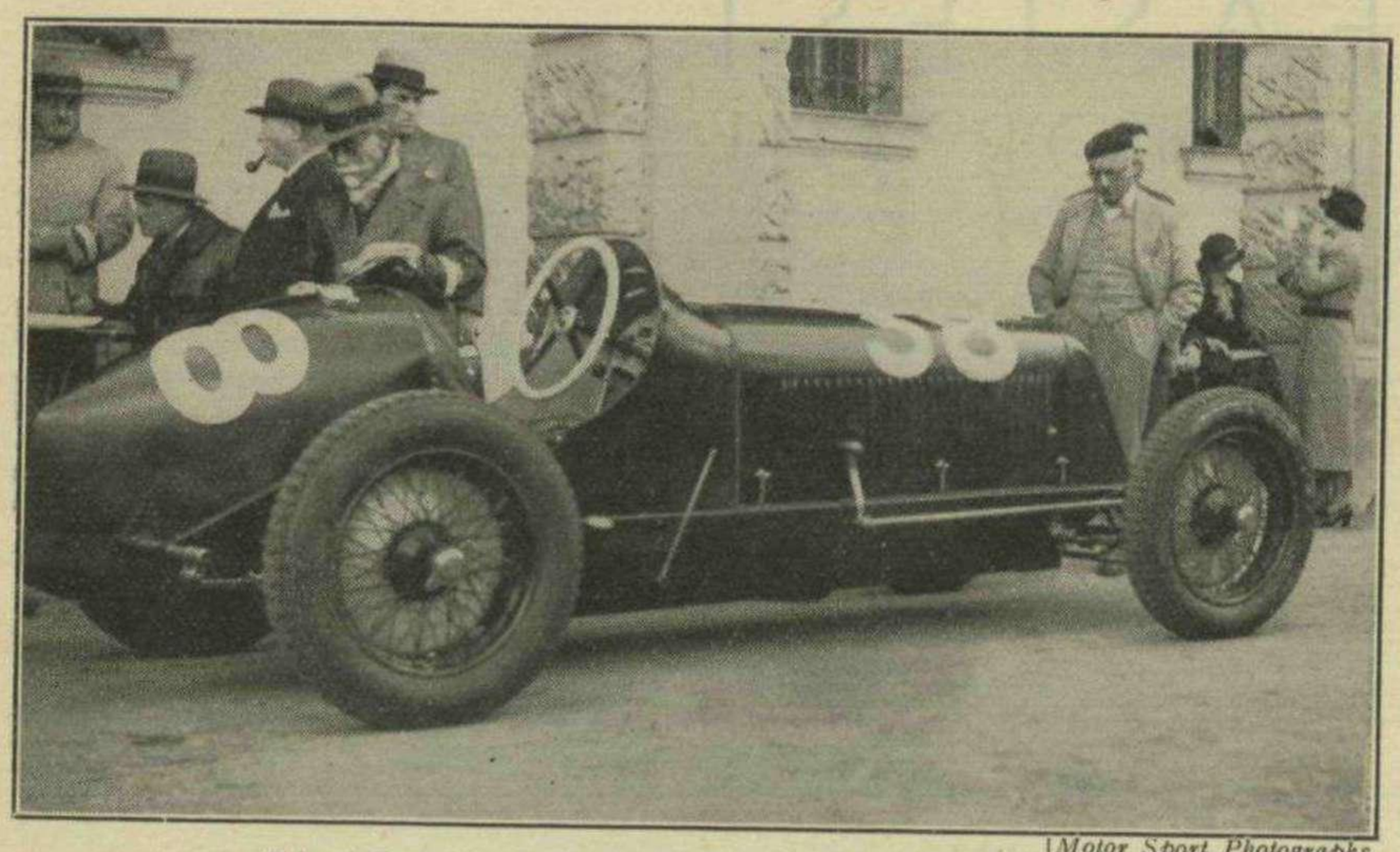
Varzi then gained the lead again, with the two Ferrari Alfas in second and third places, while Etancelin made the most tremendous efforts to displace Borzacchini and succeeded in taking a second off the record time in his 51st lap. At the Casino he was noticeably fiercer than the leaders and shot away down the hill towards the station at tremendous speed, not slowing down for the corner half way down until the last possible minute. This descent down a hill of 1 in 12 with a right-angle turn at the bottom forms the greatest test on the course, and the sound of brakes and tyres made one fancy each time a car went round that a terrific accident had happened, yet marvellous to relate, no one even touched the sandbags. The station hairpin is so sharp that all the drivers take it in a similar fashion, but Nuvolari was noticeable for the way in which he swung the wheel over with his right arm while leaning over the left side of the car in order to skirt the pavement. The cutting round the back of the Terminus Hotel was thick with the fumes of assorted "dope" and drivers welcomed the keen air of the sea-front. The tunnel under the Tir aux Pigeons was brilliantly lighted so that the return into the glare of the sun was not too dazzling.

Etancelin would not be denied and in spite of Borzaccini's fast time in the 58th lap, he displaced him from third place. It seemed incredible that the leaders could maintain an average speed of 57 m.p.h. but they showed no signs of slacking off, Nuvolari taking the lead again. Fagioli retired at this stage with magneto trouble, and Zehender stopped to adjust his brakes. Etancelin's cornering proved too much for his Alfa and he retired at the 65th lap with a broken axle shaft. Chiron, usually the star turn at Monte Carlo, could manage no better than 10th place, but went up four places by the 70th round.

Varzi passed Nuvolari at the 79th lap but could not get more than 10 yards ahead, Chiron and Boracchini close behind, but four laps later the red car was seen in front of the blue again. The loud speaker boomed continually "85th (or 86th round)—Nuvolari, puis Varzi, puis



Benoit (Bugatti) closely persued by Lord Howe (Bugatti) at the corner at the top of the harbour.



[*Motor Sport Photographs*

Zehender's single-seater Maserati at the preliminary inspection.

THE 5th GRAND PRIX OF MONACO—continued.

Borzacchini," and it seemed as though Nuvolari would once more carry off the prize. Ninetieth lap, the same order, Nuvolari now 4 seconds ahead and was increasing his speed. Benoit, the last of the independents, if we exclude Hartmann, who is 15 laps behind the leader, retired with the usual back axle trouble.

Watching a race like this, one has a numb feeling of helplessness trying to will the second man, who happened to be one's choice, to catch up with the leader. But Varzi did actually have something in hand, and crept up lap by lap till he was within striking distance of the Ferrari car. On the 98th lap he caught him, and the crowds were on tip-toe with excitement. Along the harbour they dashed, Varzi a few yards in front, but at the gasworks corner Nuvolari scraped ahead. Together they screamed along the return road, then suddenly ascending the Avenue de Monte Carlo the red car was seen to slow. Varzi had taken his engine up to 7,500 r.p.m. on third and Nuvolari trying to do the same had met with disaster. Both cars disappeared from view, then in a few seconds Varzi appeared out of the tunnel. With no thought for his rival he roared along the top of the harbour, a final braking and locking over at the gas works and he was roaring over the line, victor of the 5th Grand Prix de Monaco.

Nuvolari had meanwhile come into sight, a sad figure as he pushed his smoking vehicle towards the pits. An oil pipe had burst as the result of his over-revving on the hill. His mechanic leapt out of the pits and helped him to push the car home, which entailed disqualification, a matter of little moment now he had lost the race.

Borzacchini crossed the line two minutes after Varzi and left his car where it was, apparently unable to go any further.

Dreyfus was not far behind and seemed little affected by his fast and steady drive. The crowd now beseiged the course and the remaining drivers slowed up and came in.

If the Alfa had held up for the last lap the finish would have been even more spectacular, but as Varzi established a record lap of 1 min. 59 secs. (60.39 m.p.h.) on his 99th lap, the result would probably have been the same. Dreyfus of course was third and Williams, the other member of the official Bugatti team, was running at the finish, being delayed in the earlier part of the race by trouble with plugs and brakes.

This result suggests that Bugatti and Alfa Romeo will this season meet on more even terms than in 1932, which will help to maintain interest in the finest of sports.

FINISHERS.

1. A. Varzi (Bugatti), 3hrs. 27 mins. 49 secs. Speed 57.01 m.p.h.

2. R. Borzacchini (Alfa-Romeo), 3 hrs. 29 mins. 49 secs. Speed 56.5 m.p.h.

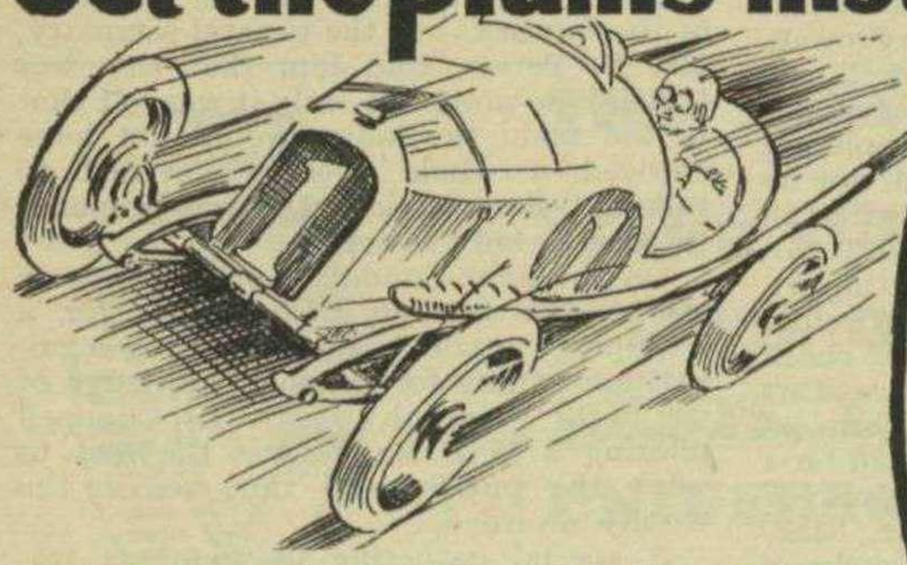
3. R. Dreyfus (Bugatti), 3 hrs. 30 mins. 10 secs. 56.41 m.p.h.

L. Chiron (Alfa-Romeo), 97 laps.
Count Trossi (Alfa-Romeo), 97 laps.
F. Zehender (Maserati), 94 laps.
W. Williams (Bugatti), 90 laps.
Hartmann (Bugatti), 86 laps.

THE LAND'S END.

Some errors crept into our account of the Land's End Trial. First we wrongly stated that J. G. Pigé-Leschellas failed on Grabhurst and Station hills. Of course, this experienced trials driver had no difficulty with any of the hills, and his 2 litre A.C. sports model gained a premier award. Then we accused M. L. Curtis of failing to round the bend on Lynmouth. Again, an error. Finally, we wrote that J. Harrison stopped on Gooseham. In actual fact his V8 Ford did come to a standstill, but only because he was baulked by another car. Mr. Harrison writes "Actually I think I had one of the hardest jobs in the whole trial because I had to stop on the bend and was given the alternative of restarting from rest at that point or backing down to the base of hill. I had no difficulty in restarting and climbed to the summit. . . . As you will see from the results list I gained a Premier Award."

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Club News

THE DARLINGTON M.C.

The Treasure Hunt held on April 30th was an immense success, both from the excellent entry received, namely 20, and also the great difficulty which most competitors had in finding all the clues. The winner, H. F. Webster (Austin Seven) led the field by over an hour until the last clue, when he spent quite half an hour in finding a " draught-board," which proved to be a large danger sign by the road-side, covered with black and white squares. The final clue led to the " Black Lion," Richmond, Yorks, where an excellent tea was enjoyed.

THE M.C.C.

The Scarborough Trial and Rally prospectus is now available. The event will be held on July 6th to 8th, and will be two separate events, run at the same time. Both Rally and Trial competitors will start on the 6th from any of the following points, London, Bristol, Chester, Edinburgh or Birmingham, and will then drive to Harrogate. Here the entrants will divide, the Rally people proceeding by main road to Scarborough, while the Trial cars will tackle a hill-section on ordinary M.C.C. lines.

On arrival at Harrogate all competitors will have to go through an acceleration, reversing and braking test. The test should bring out the weak points in drivers' skill, and consists of the following procedure: Accelerating from a standing start for 50 yards, reversing into a bay at the side of the road, pulling up so that the front wheels are between two lines 3 feet apart and the offside wheels are not more than 3 feet away from the kerb, accelerating for 100 yards, and then stopping as soon as possible.

Three classes will be catered for, (1) up to £10 tax; (2) over £10 and under £16 tax, and (3) over £16 tax. Intending entrants should get in touch with the Secretary, Mr. J. A. Masters, 22, Norland Square, London, W.11.

SUTTON COLDFIELD and N. BIRMINGHAM.

The Inter-Club Trial, organised by the " Sunbac " Club, will be held on July 1st over a course of 60 miles, starting from Buxton. The event is open to any club associated with the R.A.C., and should produce some keen rivalry. Each club will be represented by a team of five drivers.

Further particulars can be obtained from the Secretary, Mr. J. D. Woodhouse, 10, Warwick Chambers, Corporation Street, Birmingham.

THE GREAT WEST MOTOR CLUB.

No time has been lost in getting the activities of the Club under weigh, and already the first number of its journal, " The Exhaust," is available.

A good programme was arranged for May, including a club meeting, a run to Frensham Ponds, an Executive and Sports Committee meeting, and a Mystery run, which will be held too late for inclusion in this issue of MOTOR SPORT.

The Club bids fair to be a most flourishing one, judging by the enthusiasm it has so far evoked, and any one wishing to join should get in touch with the Hon. Secretary, C. J. A. Curd, at 30, Denehurst Gardens, Richmond. The headquarters of the Club are at the Duke of York Hotel, Great West Road, Brentford, and the annual subscription is only 5 shillings for Full Members, with an entrance fee of 2s. 6d., while those who are not car owners, but who are in sympathy with the objects of the Club will be admitted without entrance fee, for an annual subscription of 2s. 6d.

THE M.G. CAR CLUB.

THE Second Chiltern Half-day Trial was held on April 30th, and proved a most enjoyable event. Starting from the " East Arms Hotel," Hurley, the route led via Marlow to the first hill, " Highruse," which accounted for 10 out of 50 starters, namely, Davidson, Barker, Meredith, Palmer, Heard, Lobb, Norem, Campbell, Smith and Forster. The next hill, Shillingridge Wood, curiously enough caused a similar number of failures, although not all the same people. The Shillingridge failures were Witham, Meredith, Harrop, Palmer, Heard, Norem, Hovenden, Styles, Hope and Forster. Maidens Grove, dry and in good condition, did not trouble anyone, while Icknield Way only stopped Parry. Lewknor gave everyone a chance to show how fast an M.G. can climb a hill, and so to Crowell.

The last time we were at Crowell was during the Winter at the Intervarsity Trial, when only two or three people got up. Then the trouble was caused, not by gradient but by surface, and with an improvement in this Crowell did not seriously hinder the M.G. contingent. There were only three failures, Ortweiler, Goodman and Moody. After a time check at the " Black Prince " Inn, a re-start and timed test was held on Whiteleaf Hill. Competitors had to stop dead on a line at the first attempt, and this proved beyond the capabilities of Temple, Rickaby, Styles, Ortweiler, Hope, Goodman and Moody. The next move was to accelerate for 200 yards, as a timed test, and here the outstanding performance was made by Haden in 11⅘ seconds. Second place was shared by C. G. Fitt and A. C. Cookson, who each took 12 seconds. Quite a few people lost marks, notably Mrs. Lockhart, Witham, Franks, Lobb, Hopton, Gardner, Norem, Ortweiler, Hope, Goodman, Gray-Hill, McElhaw, and Sewell.

An " Emergency Stop Test," to be held at an unspecified point, caught six people. The idea was to stop without passing over a line, on seeing a large board at the side of the road with the word " M.G. Club Stop." Hopton, Haden, Forster, Coote, Moody and Sewell were the unlucky ones.

The remainder of the hills, Vale Farm, Lightcars Lament, and Chartridge caused no trouble at all, but by this time a number of people lost their sense of direction and were drifting into the wilds, among them being Nicholas, Burrows, Zeigler and Castleton Knight.

The finish took place at the " Crown " at Chesham, and when the last of the troops had checked in it was found that 10 had fallen by the wayside.

RESULTS (Marks in brackets).

Special Award: C. G. Fitt (100).

1st Class Awards: 100 marks, O'Hagan, M. Johnstone, Maclean, Macdermid, Martin, S. Cooper, Winnicott, Frazer, Cann, Rea, Connell; 99 marks, Franks, McElhaw; 97 marks, Haden, Gray-Hill, Cooke; 95 marks, Lockhart, Temple, Parry, Rickaby, Gardner, Norem.

2nd Class Awards: 93 marks, Harrop, Lobb, Horton; 91 marks, H. Sewell; 90 marks, Witham, Styles; 89 marks, Goodman; 88 marks, Ortweiler, Hope;

No Award: 87 marks, Forster, Moody.

Retired: Davidson, Barker, Meredith, Heard, Campbell, Hovenden, Nicholas, Burrows, Smith, Threadgold, Whitworth, Ogilvie, Ziegler, Knight.

Complimentary Award: A. C. Cookson (100), Travelling Marshal.

WEST HANTS L.C.C.

Mr. S. C. H. Davis made a journey specially to Bournemouth to be present at the first annual dinner of the West Hants Light Car Club, as he is president of this healthy young organisation.

There was a big gathering of members to meet him, and he told them of the healthy sporting side of motoring which their club would foster.

One guest objected to the exclusion of the fair sex, but the general secretary, Mr. B. Peters, told him that this was through no prejudice, only it was felt that in the main the ladies would not have enjoyed a whole evening devoted to talking " shop." In fact, it was proposed to form a lady's section.

On the next Sunday, April 2nd, there was a fine turnout of members for a " Chinese puzzle," an interesting competition calling for a good knowledge of the local geography. Mr. L. Chappell piloting a M.G. Magna was the first to solve the puzzle, and thus secure the trophy awarded.

A special gathering of members travelled to Brooklands on Easter Monday, and thoroughly enjoyed themselves watching the racing.

GLOUCESTER M.C. and L.C.C.

Subject to confirmation, the following are the car results of the recent Coming of Age Trial:—

Eggleton Cup (best performance): Miss Peggy Avery (Morris Minor). **Edwards Cup** (best novice): Miss J. Clark (M.G. Midget). **Team Award:** Miss Avery's team—Miss Avery (Morris Minor), H. M. Avery (Singer Nine), and G. W. G. Tew (M.G.).

First-class Award: H. M. Avery (Singer Nine).

Hon. secretary, Mr. F. Norman Hardacre, Kingsholm Garage, Gloucester.

CLUB NEWS—(continued).

BERKHAMPSTEAD AND DISTRICT M.C.

Fastest time in the Speed Trials held at Aston Clinton was made by K. Hutchison (Bugatti 1½ litre), the lap record holder at Donington Park. His time over the quarter mile, from a standing start, was 20 seconds, or an average speed of 45 m.p.h. In an exhibition run, J. V. Bolster actually beat this time by recording 17 1/5th seconds on his 2 cylinder Bolster Special.

RESULTS.

Fastest run of the day: K. Hutchison (1½-litre Bugatti), 20 secs. Demonstration run by J. V. Bolster (Bolster Special), 17⅛ secs.

850 c.c. touring: 1, R. Sparrow (Austin). **1,500 c.c. touring:** 1, W. Ponting (Frazer-Nash); 2, D. Hopkins (Frazer-Nash); **850 c.c. sports:** 1, G. Casswell (M.G. Midget). **1,100 c.c. sports:** 1, G. Casswell (M.G. Midget). **1,500 c.c. sports:** 1, K. Hutchison (Bugatti); 2, W. Ponting (Frazer-Nash).

BRIGHTON & HOVE M.C.

There was keen competition for the premier award, the Bishop's Trophy, in the 12 Hour Trial. After an excellent performance on the part of both, it finally resulted in a tie between R. J. W. Appleton (Riley 9) and M. W. B. May (Aston Martin). The Monsoon team, consisting of M. W. B. May (Aston Martin), V. H. Tuson (Fiat) and S. Sforza (M.G. Magna) won the team prize.

The next trial takes place on June 24th and 25th.

SINGER C.C.

The following fixtures appear on the calendar of the Club:

June 10th, assist Middlesex County A.C. cripples' outing; June 17-18th, all-night run; June 24-25th, participate in Brighton-to-Beer Trial (Brighton and Hove M.C.); July 9th, all-day rally (with Bristol section); July 23rd, half-day run; July 23rd, participate in Drewett Trophy Trial (Brighton and Hove M.C.); September 10th, all-day picnic; September 20th, half-yearly general meeting; October 1st, annual trial.

Hon. secretary, Mr. A. W. Waite, 59, Wroughton Road, Clapham Common, London, S.W.11.

YORKSHIRE SPORTS CAR CLUB.

A new club has been formed under the above title in Leeds, and is meeting with an enthusiastic response. Members have joined in Halifax, Harrogate, Skipton, Wakefield and Wetherby, and marques represented already includes Amilcar, Alvis, Bugatti, Frazer-Nash, M.G., Austin, Invicta, and Delage.

The club has set out to stimulate enthusiasm for motor sport in Yorkshire, and hopes to compete in all open events and to enter a team for the road-race meetings on the Donington circuit.

Full particulars are available from the hon. secretary, Mr. W. H. Hudson, 1a, Oakwell Crescent, Leeds, 8.

THE LIGHT CAR CLUB.

The Club's journal "Sidelights" continues to enlarge with each issue. The April number contains a most informative article on "The Art of Navigation," by Reginald Gaspar, which will be concluded in the May number. "Sporting Notes" is as interesting as ever, while the contribution on "Road Accidents" contains many suggestions for the elimination of accidents.

Incidentally, the Club's great event of the year, the Relay Grand Prix, will be held on July 22nd, and preparations are going ahead for the race.

C.S.M.A.

The May issue of the "Gazette" is now available, and contains a lot of interesting matter, including a very informative article on "Petrol and Oils," by J. J. A. Gilmour, B.A., A.R.C.S.

Forthcoming events of the Club are as follows:—June 21, flannel dance; June 25, Championship Trial.

THE LONDON EAGLE M.C.

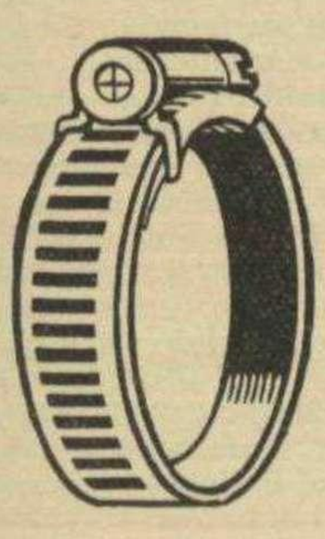
On May 7th, the "Scavenge Hunt," took place over a course in Berkshire, and proved to be a thoroughly successful affair.

This year the annual London to Salisbury Trial will be held on June 18th. The Club would welcome a few more light car owners as members, and full particulars can be obtained from the Hon. Secretary, Mr. P. B. Haworth, 14, Whitefriars Drive, Harrow, Middlesex.

THE STANDARD OWNERS' CLUB.

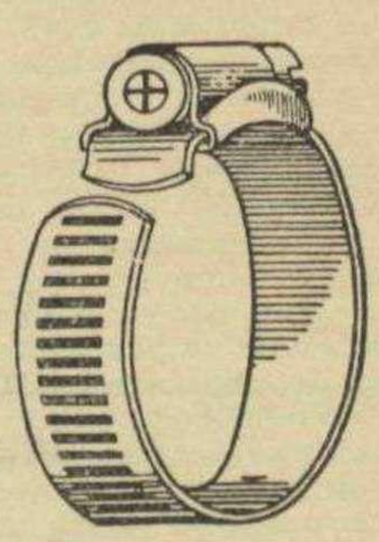
The first event to be held by the club will take place on June 17th, when a Reliability Trial will be held. The membership is rapidly increasing, and all Standard owners who would like to join should get in touch with the Hon. Secretary, Alan B. Hill, The Standard Car Co., Ltd., Canley, Coventry.

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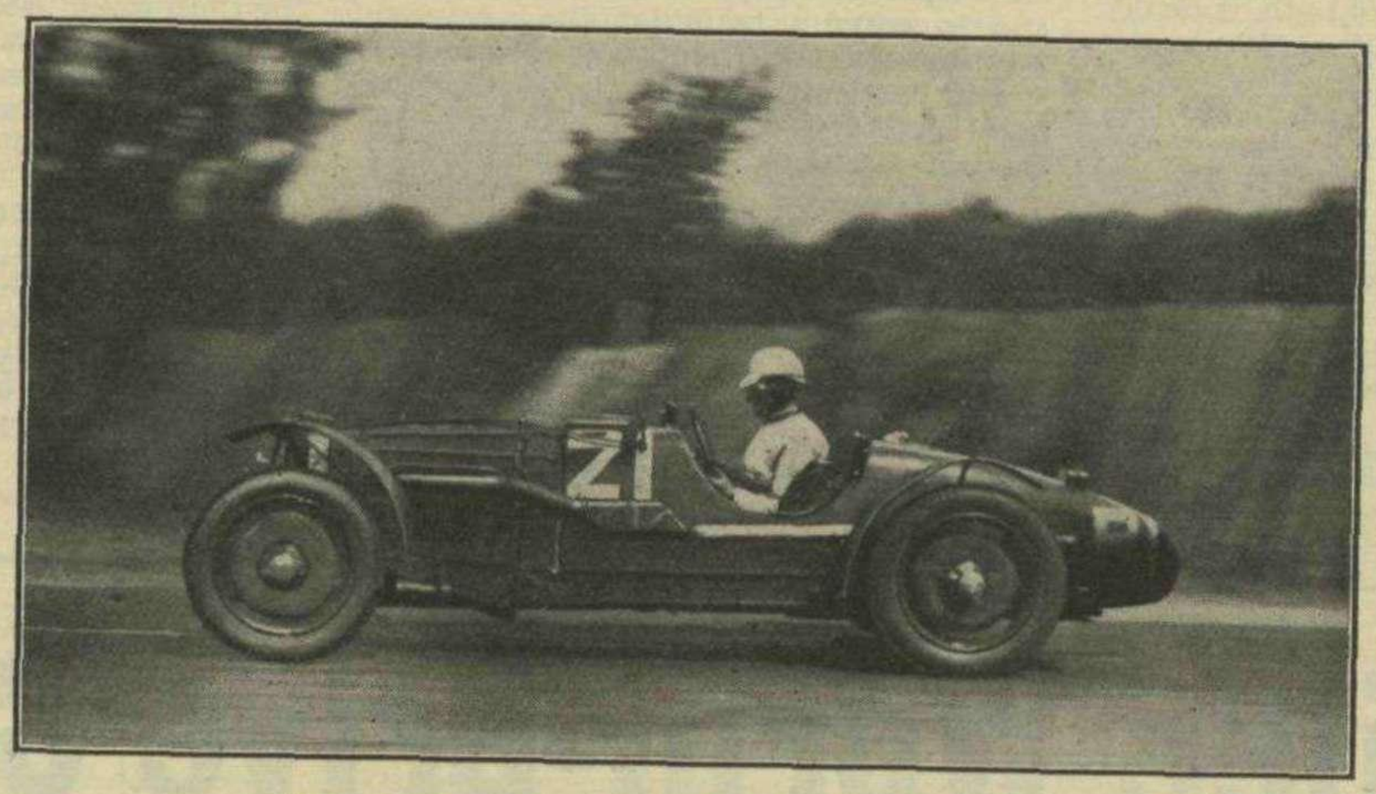
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Large oil flow
(2 galls./min. at 3000 rpm.)

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LE MANS, 1932

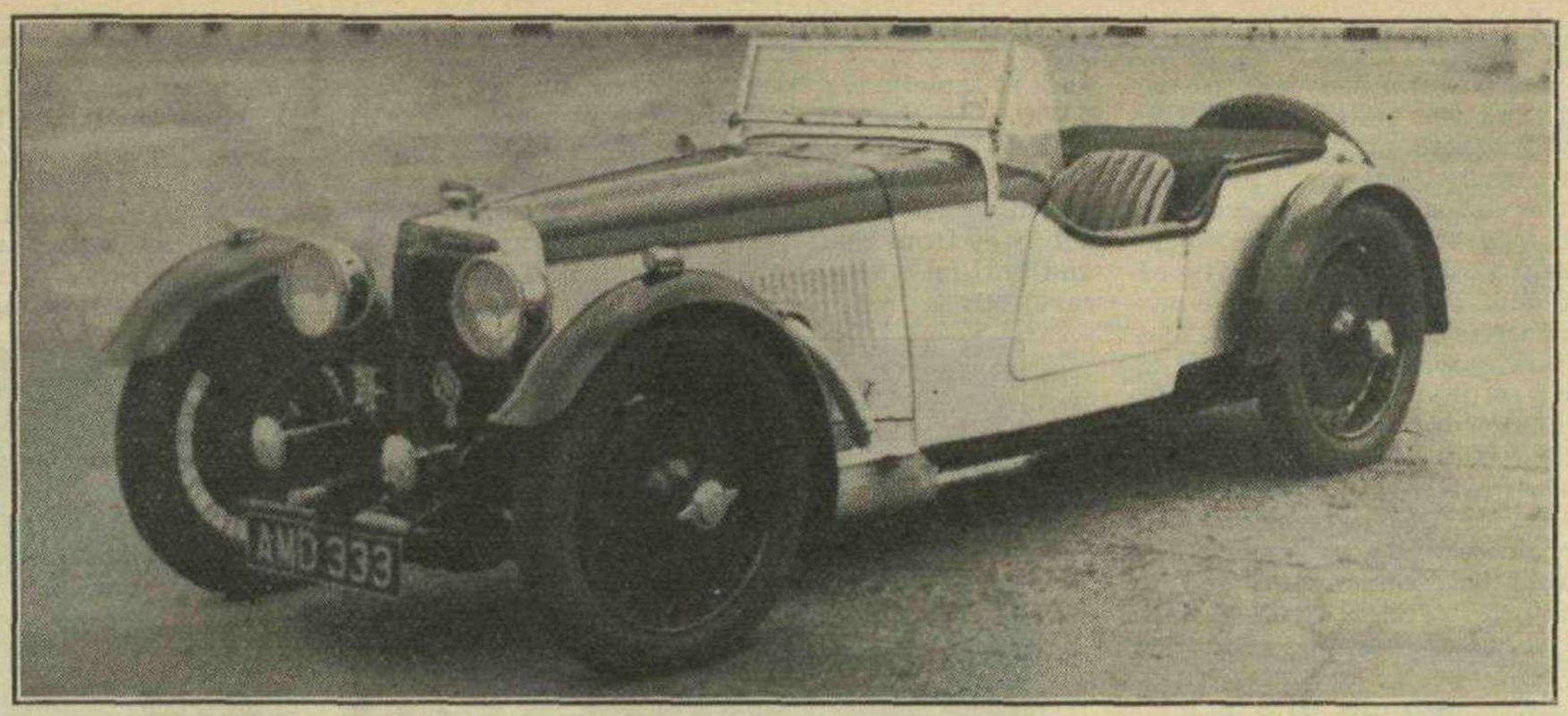
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THE 1933 LE MANS ASTON MARTIN

CARS produced at the Aston Martin works have always had a distinctive character of their own, and the Le Mans model embraces in a high degree the features of high mechanical efficiency, roadworthiness and ability to stand long periods of full throttle; all this with a silence and refinement of handling which makes it an ideal dual-purpose car.

A visit to the factory at Feltham reveals the care with which the car is built, and the hand-work which goes into the assembly not only of the engine, but of such parts as the front axle, with its tubular ends polished inside, and the gear-box.

The engine and chassis follow the lines of development which have been evolved by racing. The four-cylinder engine has a single overhead camshaft driven by a half-speed chain at the front end, and provision is made to avoid disturbing the timing when the head is removed. Two valves per cylinder are fitted, operated by fingers. The fulcrums are eccentrically mounted, and by rotating them a fine adjustment of valve clearance can be made, and the rockers can be removed easily by slacking off the locking nuts. The combustion chambers slope steeply up towards the exhaust valves, allowing the inlet ports to be inclined and thus offering little obstruction to the incoming gases.

Forged elektron pistons are used, and duralumin connecting rods, so that the reciprocating weight is low. The Nitralloy crankshaft is carried in three bearings and is exceptionally stiff. Magneto, starter and water pump are spigot-mounted on the side of the crank-case, while the dynamo is driven off the front end of the crankshaft. The two S.U. carburettors are fed by two Autopulse pumps, one of them drawing off the reserve supply of two gallons.

The cylinder block is cooled on the thermo-syphon system, while a water-pump is used to maintain circulation in the head. A two-gallon oil tank is carried between the front dumb-irons, and the oil is pumped into the engine through a pressure filter extending the entire length of the cylinder block. A large scavenging pump returns the oil to the front tank.

Brief Specification.

Engine: Four cylinder 69 mm. and 99 mm. bore and stroke. Capacity 1,493 c.c. Tax £12. Single overhead camshaft, chain driven. Two S.U. carburettors. Magneto ignition.

Gearbox: 4 speeds and reverse. Ratios 4.66, 5.91, 8.7, 14 to 1.

Rear Axle: Spiral bevel, ¾ floating.

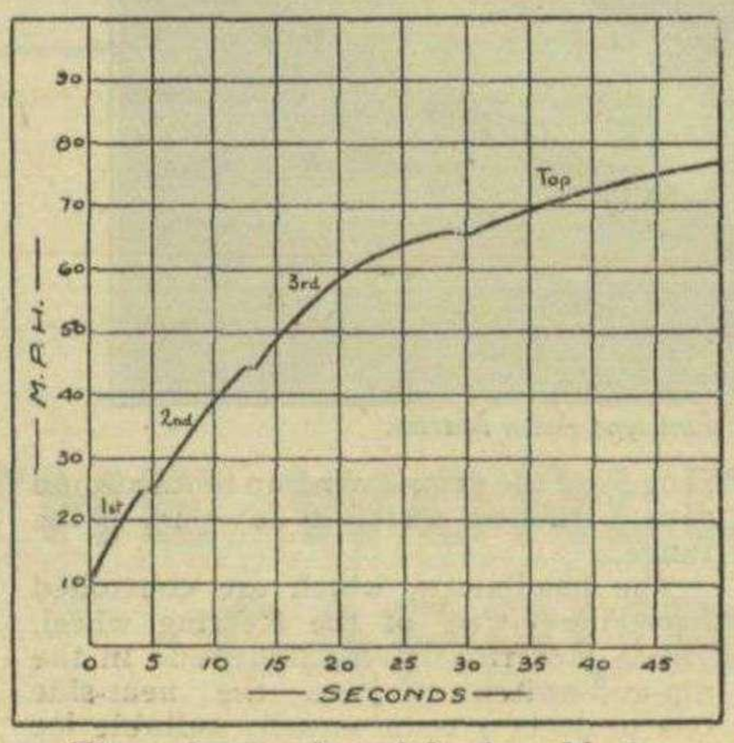
Suspension: Underslung semi-elliptic.

Dimensions: Wheelbase 8′ 6″, Track 4′ 4″.

Price with 2-4 seater body £595.

The engine and gear-box unit is carried on four bearer arms mounted on silent-bloc bushes.

A single dry-plate clutch transmits the drive to the unit-mounted four-speed gear-box. The shafts are short and 1¼ inches in diameter, and the casing is ribbed and strengthened internally to resist distortion. All the gears have straight teeth, but the care with which the gear box is assembled and run in before being fitted to the car results in a sturdy and silent running unit.



The acceleration chart of the Aston Martin.

The transmission follows orthodox lines, with an open propellor shaft fitted with two universal joints, and a spiral-bevel back axle.

The chassis, which is upswept in front and passes under the rear axle, is rigidly braced by six cross-members. Flat underslung semi-elliptic springs are fitted, with shackles at the rear ends. The front axle is of I section between the springs but the portions between the springs and the stub axles, which have to resist the braking stresses, are of hollow tubular construction.

The brakes, always a notable feature of Aston Martin cars, are 14 inches in diameter, the ribbed aluminium drums being fitted with high-carbon steel liners to resist wear. They are actuated by enclosed cables, and the adjustment is effected by a wing-nut on each brake-arm.

First impressions, especially if they are favourable, are often worth recording. During our run in the Aston Martin, occupying first the passenger's seat, we were impressed with the comfortable seating position, upholstery, and riding comfort, the pleasant sound of the exhaust, and the general effortlessness of travel. There is plenty of elbow and leg-room and the low-hung chassis and powerful brakes encourage the passenger to forget that he is in a motor-car driven by someone else and to remain unperturbed by any manoeuvres the driver may care to attempt.

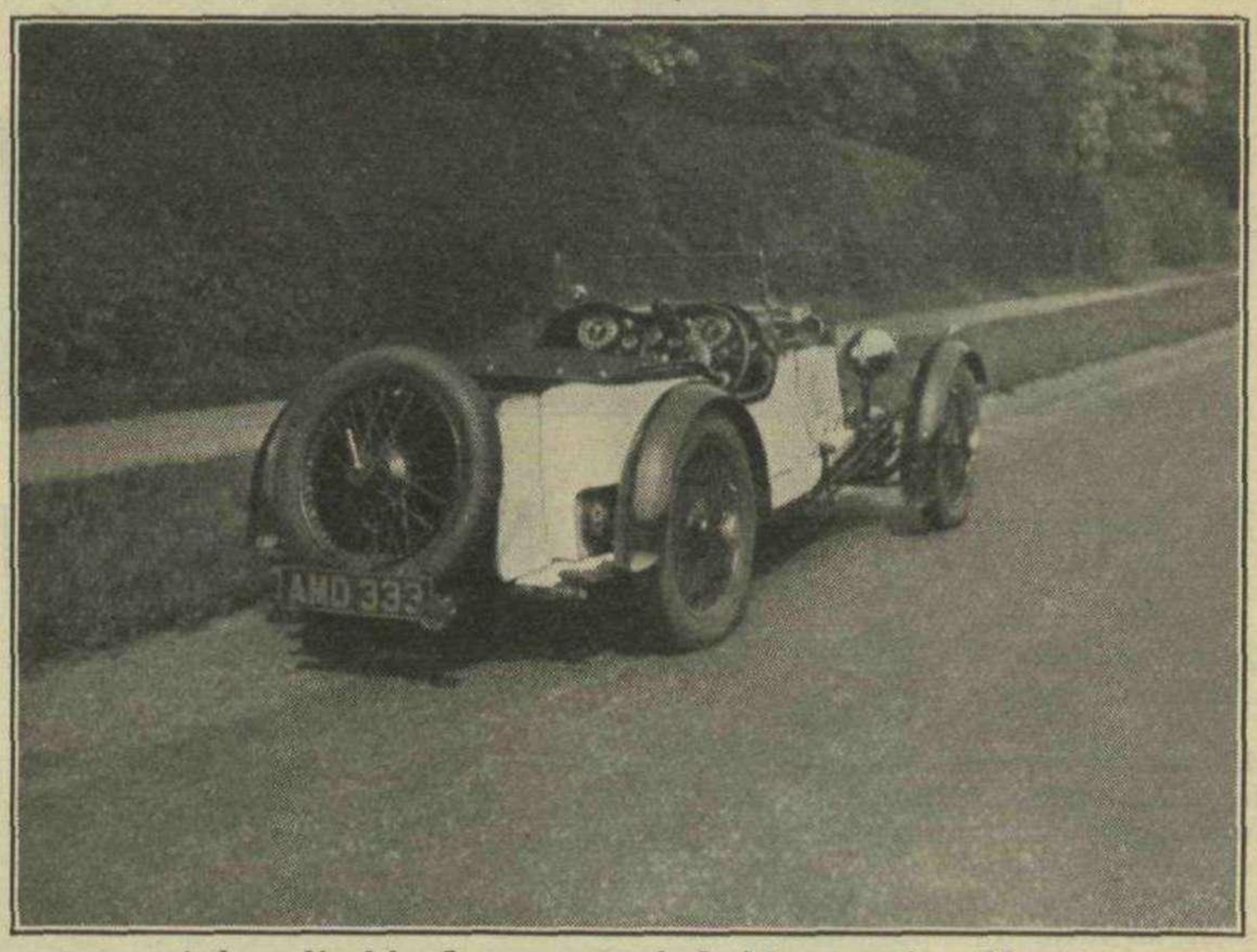
The driver sits in an erect position, the only safe posture for fast motoring, and can see the front wings without stretching. The steering wheel comes right into the lap, the short gear-lever, of the remote-control type lies under the left hand, and the hand-brake lever, with a racing rachet, is fitted almost horizontal on the right, and does not interfere with getting in and out of the car. Clutch and brake pedals are arranged in a comfortable position, but there is not much room to put one's left foot when not using the clutch.

THE 1933 LE MANS ASTON MARTIN—continued.

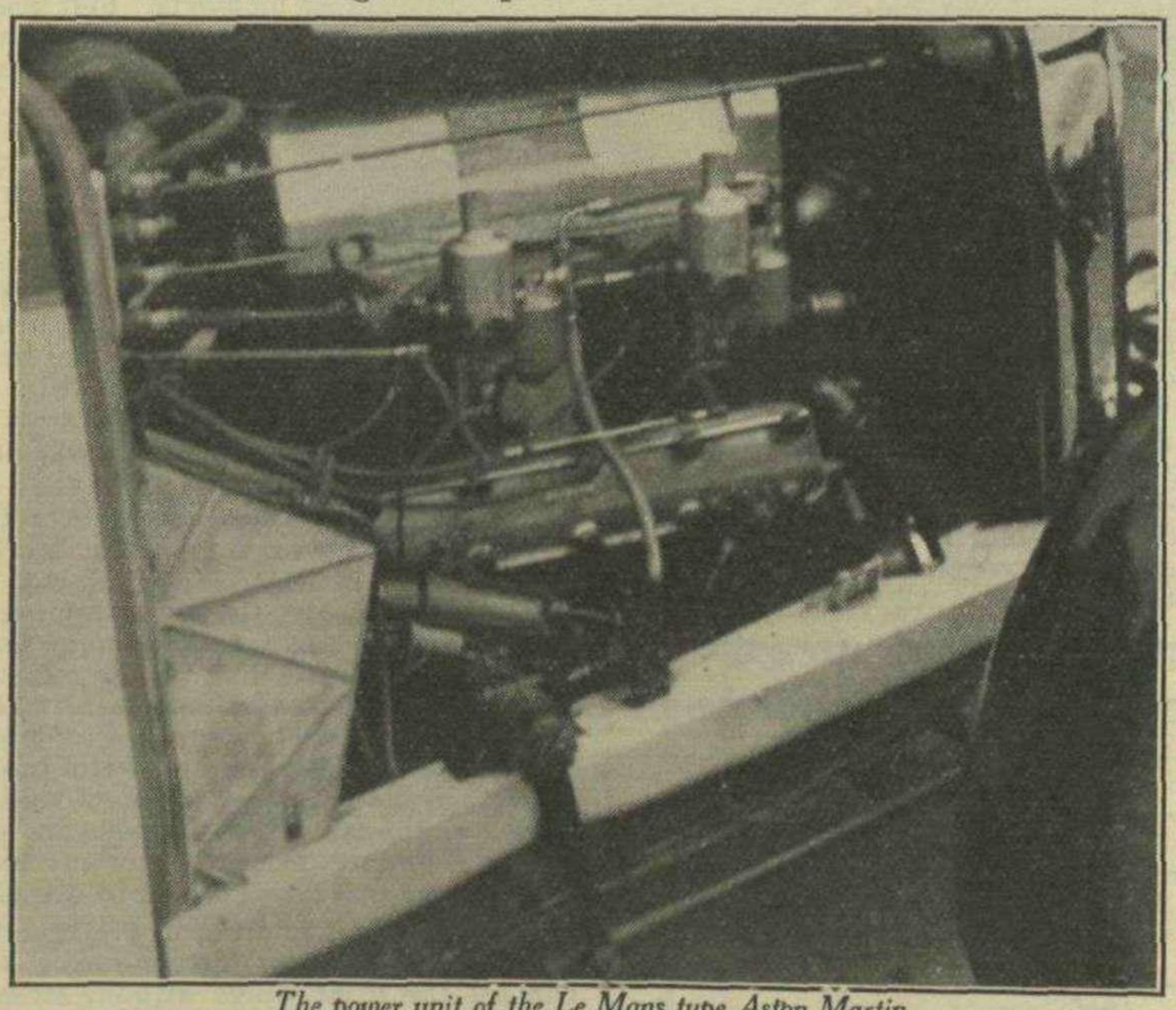
When the car was handed over to us, the 17 gallon tank was full, but with the Andre shock-absorbers properly adjusted the large load of fuel did not upset the handling of the car, and gives a cruising radius of well over 400 miles. The steering is light and positive, with plenty of caster action, and gives the driver complete mastery over his vehicle. The weight distribution was just right, and if ever a corner were taken too fast, the tail could be swung round to put the nose straight again, a thing which made fast driving on twisty roads very entertaining.

No alteration of the suspension was required on Brooklands or elsewhere, and the car rode the track steadily and in complete comfort. Timed over a half mile, with a slight favourable wind the car averaged 86.7 m.p.h., and later without its aid the speed was 81.8 m.p.h. For a fully equipped and comfortable motor-car these figures are very satisfactory. The braking distance from 40 m.p.h. was 60ft., not as good a figure as we have previously had on Aston Martin cars. Actually on the road the brakes proved very reliable and could be applied with full force without any unpleasant consequences.

Developed by competing in the Le Mans 24 Hour Race and other long-distance events, the outstanding impression one gets from driving the Aston Martin is one of stamina. It runs steadily for miles at 70 m.p.h., when the engine speed is about 4,000, a very different matter from the occasional reaching of this speed and in emergency one could go up to 5,000. All the gear-wheels have straight teeth, but are quiet running at normal speeds. They become more noticeable at full revs. With second gear one can get away from a curve in a satisfying way, and bottom is low enough for trails. The carburation was good throughout the



A thoroughbred from stem to stern, the Le Mans type Aston Martin.



The power unit of the Le Mans type Aston Martin.

which a less powerful car might manage, and the elaborate precautions for cooling water and oil ensure freedom from trouble under these conditions.

On the other hand, should one wish to "scrap" other motor-cars, or to put up a fast average on winding roads, the gear-box makes it easy to do so. 45 m.p.h. and 65 m.p.h. can be reached on second and third gears at the safe revs. of 4,750, range and the engine went up to maximum revs. without a period in any part of the range.

The headlamps, which are controlled from the centre of the steering wheel, give a powerful driving light, and in the dip-and-switch position the near-side one projects a beam equally suitable for spotting cyclists and driving in fog. A Trico suction wiper is fitted and by having a reserve vacuum tank, it continues to work even when the throttle was fully depressed. On the car we tried, Trico vacuum operated horns, working on the same system, were fitted. They gave a distinctive warning note and actually enhanced the appearance of the front of the car. Another interesting accessory was the Donford car-lock, which affords absolute protection against theft.

The 2-4 seater body on the car we tested is a sensible compromise between the racing two-seater which has no luggage room and the four-seater which is apt to detract from the high performance expected from a 1½ litre sports car. The two front seats are adjustable and give plenty of leg room in the rear-most position. They are fitted with pneumatic upholstery and give good support for the back.

The rear portion of the body affords room for a number of suit-cases, the hood, which is permanently attached to its sticks, and a large tool-box extending right across the car. A cushion is not supplied as standard, but in emergency one or two passengers could sit in the back and would be under cover with the hood raised.

The appearance of the car is on a par with its performance. The lines are sleek without suggesting insufficient ground-clearance or scanty passenger accommodation, while the domed cycle-type wings hint at the car's racing career without sacrificing protection from mud-slinging.

Some cars give one the impression that they would be entertaining for an occasional afternoon's "blind," while others, though pleasant enough, do not arouse great enthusiasm. The Le Mans Aston Martin is a car which one would like to keep and use continually. There always is a market for a hand-made article of the highest quality, and the increased demand for this season's cars may be guaged from the fact that the output of the factory has lately been doubled.

The maker's address is Aston Martin Ltd., Feltham, Middlesex, and the Le Mans two-seater costs £595.

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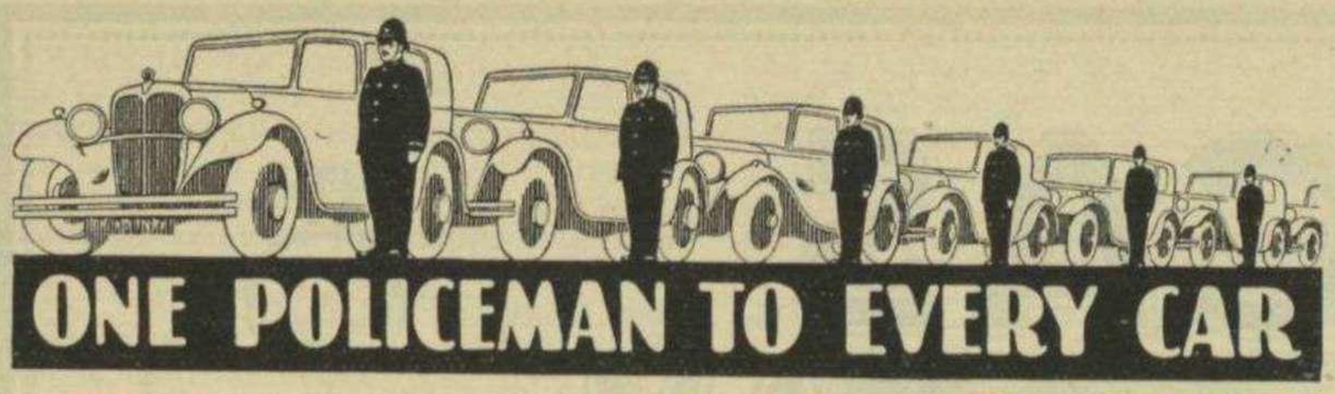
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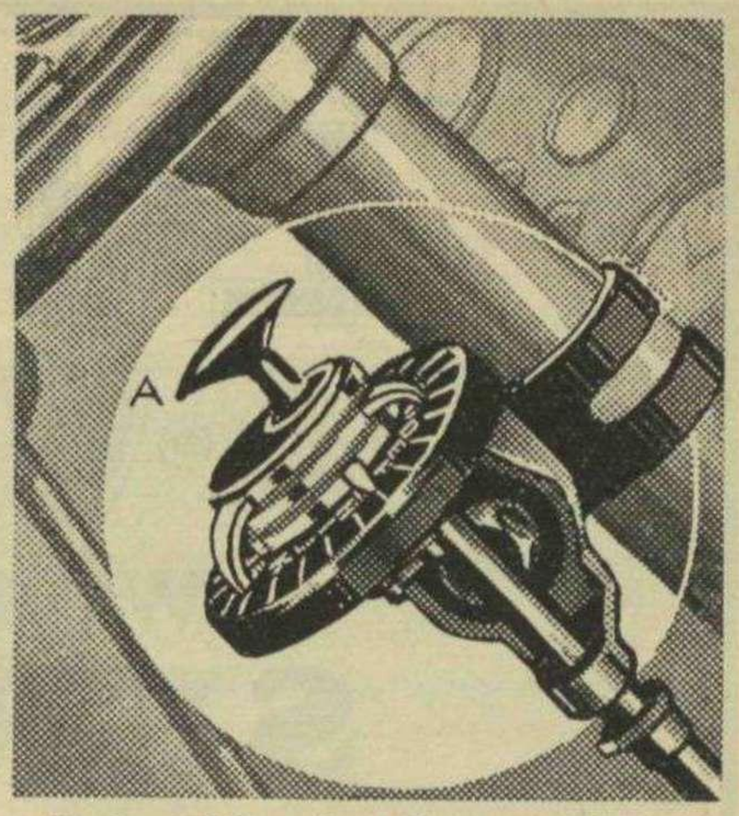
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THE INTERNATIONAL TROPHY

Complete success of innovation by the Junior Car Club. Popular victory for the Hon. Brian Lewis, driving a 2.3 litre Alfa Romeo. M.G. Magnettes 2nd, 3rd and 4th. Austins win the team prize.

ONCE again the Junior Car Club deserves the thanks of motor-racing enthusiasts in this country for its originality in keeping abreast of the times. The system of handicapping devised for their First International Trophy Race, while apparently excellent in theory, seemed to many to contain a hint of some hidden snag which might have turned the race into a fiasco. Indeed, the general opinion before the event was that if the handicap method was successful a first class race would result, but if it was the slightest bit wrong, then nothing could prevent the race from being a procession.

In view of these misgivings, the J.C.C. is to be heartily congratulated on the very cleverly calculated success of its system.

For the benefit of those readers who were not present at the race, a brief description of the method of placing all cars, both large and small, on an equal footing will not be out of place. The circuit used was as in the "Double Twelve" and "1000 Miles" last year, i.e., clockwise, and omitting the Home Banking by using the Finishing Straight. Half way down this stretch there was an "S" bend, through which all cars had to pass. Beyond this bend the cars pursued different courses, according to their size, being divided into three groups as will be seen in the list of starters on this page. Group 1 proceeded straight towards the Byfleet Banking; Group 2 negotiated a fairly sharp bend to the left, marked by a "channel" of low fencing; and Group 3, being the fastest of all, had to turn sharply to the left, by Chronograph Villa, and then right to rejoin the course of the cars in Group 1.

How very near this system of handicapping was to perfection may be judged by comparing the total time for five consecutive laps, at the same period, of Sir Malcolm Campbell's Sunbeam and R. T. Horton's M.G. Midget, these two cars being at that time the fastest machines in Group 3 and Group 1. The Sunbeam's time was 8 min. 55 secs., while the Midget took 8 min. 52 secs. The slight gain on the part of the Sunbeam would amount to 60 seconds for the whole race, and this time was intended to give the larger car a chance to refuel and change tyres (a procedure effected by the Hon. Brian Lewis in 57 seconds).

STARTERS.

Group 3.
Sir Malcolm Campbell (Sunbeam 3,976 c.c. S.).
Kay Don (Bugatti 4,975 c.c. S.).
T. E. Rose Richards (Bugatti 2,278 c.c. S.).
T. S. Fothringham (Bugatti 2,263 c.c. S.).
Hon. Brian Lewis (Alfa Romeo 2,336 c.c. S.).
Whitney Straight (Maserati 2,514 c.c. S.).

Group 2.
W. E. Humphreys (Amilcar 1,098 c.c. S.).
H. Widengren (Amilcar 1,098 c.c. S.).
J. D. Benjafield (Alvis 2,511 c.c.).
Earl Howe (M.G. Magnette 1,086 c.c. S.).
E. R. Hall (M.G. Magnette 1,086 c.c. S.).
G. F. M. Colegrave (M.G. Magnette 1,086 c.c. S.).
Mrs. E. M. Wisdom (M.G. Magnette 1,086 c.c. S.).

Group 1.
L. P. Driscoll (Austin 747 c.c. S.).
J. D. Barnes (Austin 747 c.c. S.).
C. Goodacre (Austin 747 c.c. S.).
G. E. T. Eyston (M.G. Midget 746 c.c. S.).
R. T. Horton (M.G. Midget 746 c.c. S.).
K. D. Evans (M.G. Midget 746 c.c. S.).
D. N. Letts (M.G. Midget 746 c.c. S.).
E. L. Gardner (M.G. Midget 746 c.c. S.).
J. C. Elwes (M.G. Midget 746 c.c. S.).
R. A. Yallop (M.G. Midget 746 c.c. S.).
S. A. Crabtree (M.G. Midget 746 c.c. S.).
W. A. Cuthbert (Riley 1,089 c.c.).
E. K. Rayson (Riley 1,089 c.c.).
F. W. Dixon (Riley 1,089 c.c.).
H. J. Aldington (Frazer Nash 1,496 c.c.).

NON-STARTERS.
Count S. Czaikowski (Bugatti 1,990 c.c. S.).
J. M. de Texidor (Bugatti 2,263 c.c. S.).
H. C. Hamilton (M.G. Midget 746 c.c. S.).
D. S. E. Herrtage (Riley 1 089 c.c.).
A. H. L. Eccles (Bugatti 1,496 c.c.).

* * *

Practising was carried on for a whole week before the race, and gave the organisers an opportunity to adjust the severity of the handicapping corners to a nicety. First of all Whitney Straight's meteoric laps on the Maserati caused a little alteration to be made, and this was carried on still further when the Hon. Brian Lewis arrived with his Alfa Romeo, fresh from Italy, and proceeded to put in some very fast laps.

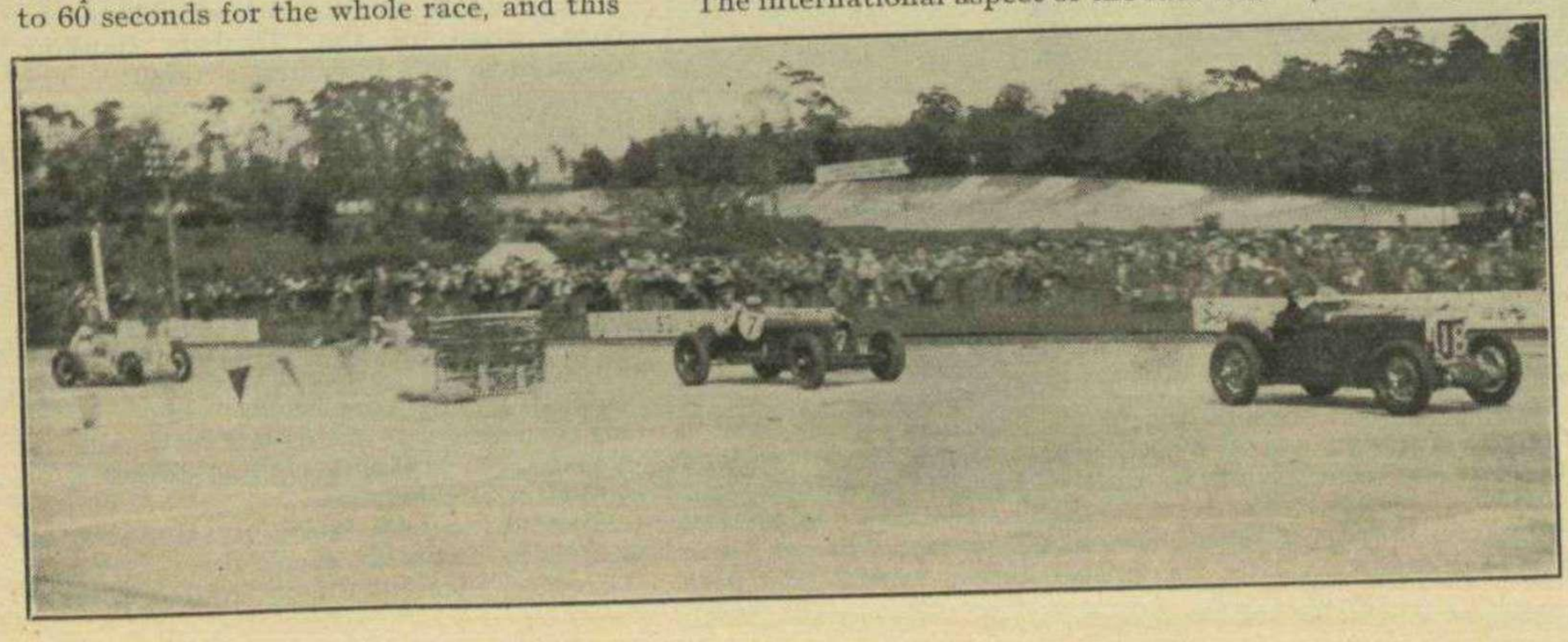
The international aspect of the race was reduced when J. M. de Texidor completely wrecked the engine of his single-camshaft Bugatti in the most expensive manner imaginable. Hamilton's M.G., which had been going very fast indeed, had trouble on the eve of the race, too late for repairs to be possible, and finally the news came through that Count Czaikowski, whom everyone had been looking forward to meeting again, would be unable to get over in time from his record-breaking activities at Berlin.

* * *

After heavy rain on the Friday, everyone was relieved to wake up to fine weather on Saturday, May 6th. All the morning a steady stream of cars filed in through the entrance gates, and by two o'clock a really splendid crowd had assembled. The idea of a massed start in a big race at Brooklands, after an absence of many years, had caught the imagination of everyone and as the last half hour before the start wore away the crowd became keyed up to a high pitch of excitement.

At 2.25 engines were started up, and clouds of blue smoke came up from the rows of multi-coloured cars. Then the chequered flag was held aloft, dropped, and with a terrific roar the 28 cars shot forward. To be precise there were only 27, for Widengren's Amilcar failed to move, the engine having apparently stopped. After another push by his disgruntled pit-staff the Amilcar at last got away, by which time the rest of the field had disappeared round the Byfleet Banking.

First off the line was the Hon. Brian Lewis (Alfa Romeo), followed by Straight (Maserati), Fothringham (Bugatti), Earl Howe (M.G. Magnette) and J. C. Elwes (M.G. Midget). By the time the cars had reached the Byfleet Banking, however, Sir Malcolm Campbell (Sunbeam) was in the lead, the big 12 cylinder car, assisted by the Wilson gear-box, possessing terrific acceleration away from the corner. Campbell led at the end of the first lap, followed by Lewis (Alfa Romeo), Straight (Maserati), Rose-Richards (Bugatti), Dixon (Riley), Eyston (M.G. Midget), Howe (M.G. Magnette), Fothringham (Bugatti),



Mrs. Wisdom (M.G. Magnette) leads the Hon. Brian Lewis (Alfa Romeo) and L. P. Driscoll (Austin) through the "S" bend in the Finishing Straight.

THE INTERNATIONAL TROPHY RACE—continued.

Driscoll (Austin) and the rest of the field in a fairly solid pack.

From the start it was obvious that there was going to be plenty of excitement, for the great advantage of a short race is that no driver can afford to take things easily. Straight seemed discontented with third place, and by dint of a very-fast corner coming off the Members Banking succeeded in passing Lewis. This corner was the scene of the first accident of the day; luckily without any injury to anyone. J. C. Elwes (M.G. Midget), taking the corner in company with a group of cars, found himself forced inwards, so that he hit the barrier of sleepers at the foot of the track. The impact was sufficient to cause the car to turn over, but to everyone's relief the driver was unscratched.

By now the field was sorting itself out into a more natural order, and on the third lap Straight passed Campbell to take the lead, the order then being Lewis, Rose-Richards, Kaye Don (Bugatti), Fothringham (Bugatti), Dixon (Riley), Horton (M.G.), E. R. Hall (M.G. Magnette), Howe (M.G. Magnette), H. J. Aldington Frazer Nash) and the rest of the field. On this lap great excitement was caused by a most extraordinary accident which occurred to G. E. T. Eyston. As the "Magic" Midget came past the Paddock Grandstand, the off-side rear wheel came off. The car was travelling at about 80 m.p.h. but in spite of its narrow track Eyston very skilfully kept it on an even keel, and finally came to rest at the pits. The wheel, however, bounding high in the air, inclined towards the people at the end of the pits and struck a pit-marshal, G. Roberts, knocking him unconscious and cutting his face. We are glad to say that his injuries were found to be not of a serious nature. The "Magic" Midget was unable to continue the race through the spring clips being worn down by contact with the concrete track.

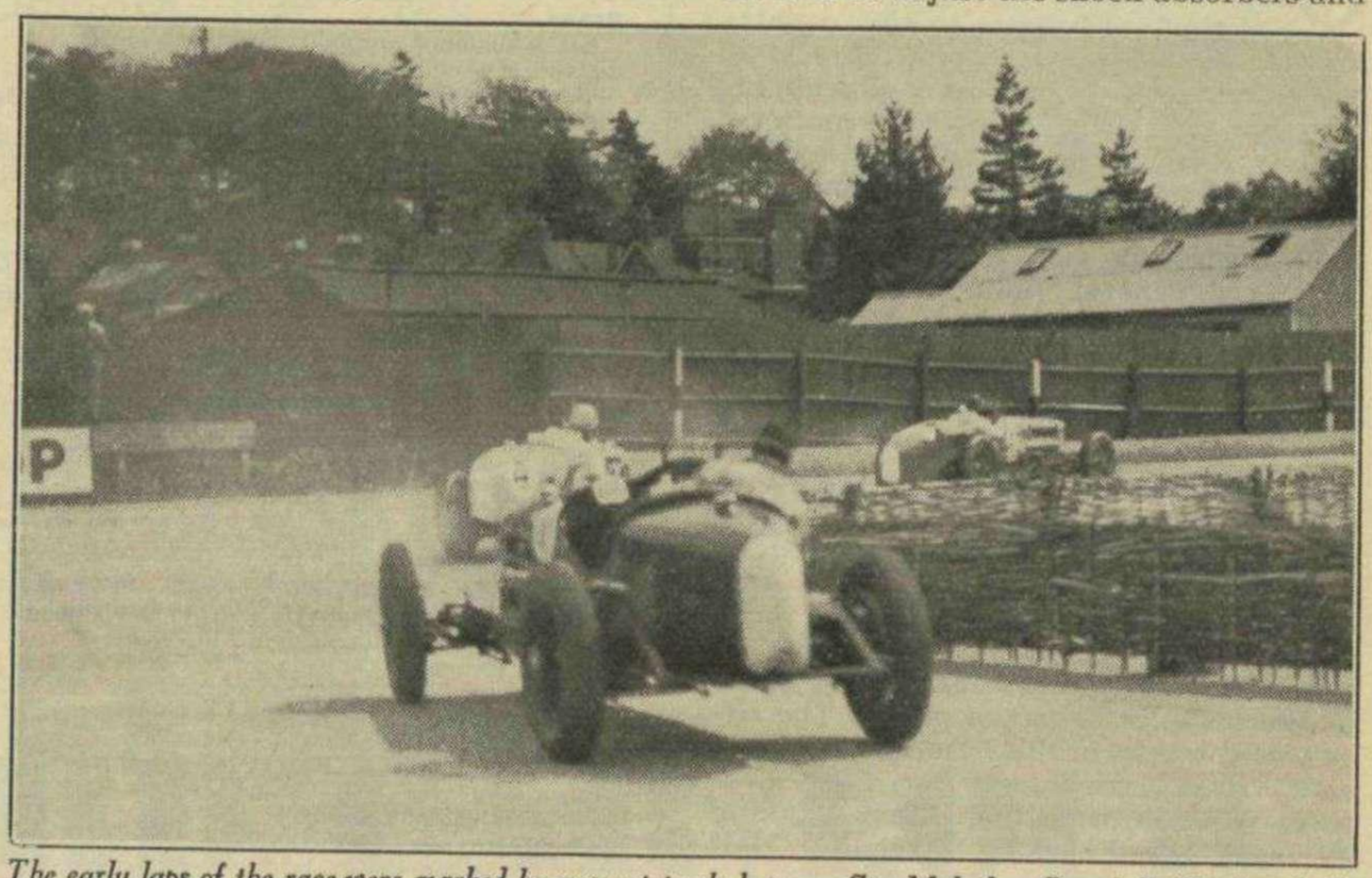
The fight between the leaders continued, Rose-Richards passing Lewis to take third place, only to lose it again to the Alfa Romeo a few laps later. No one could hold Straight, who was driving with tremendous *verve*, and had left Campbell far behind. Retirements began to be announced; Yallop only completed one lap when gear-box trouble caused him to withdraw his M.G. Midget; S. A. Crabtree, after a halt to tighten his bonnet and change a plug, on his Midget, stopped finally 14 minutes after the start with engine trouble; K. D. Evans ran a big end on his Midget after 7 laps; D. N. Letts did likewise with his Midget 2 laps later; W. E. Humphreys, after three pit stops for plugs, shock absorbers, and a new wheel, ran his Amilcar into a sand bank so rudely that the propellor shaft was bent; and finally Benjafield's Alvis "Speed Twenty," after a run of three laps, was pushed to the "dead" car park suffering from gudgeon pin trouble.

Fothringham's beautifully finished green Bugatti came in to rectify a leaking petrol tank and to diagnose the cause of a very high oil temperature. In fact, the race was causing a tremendous amount of trouble, and one or more cars were in the pits during the whole race. Widengren came in to adjust the shock absorbers and change plugs on his Amilcar. Another car in trouble was Horton's Midget, a favourite for the race, which made several calls for plugs. The throttle control dropped off Cuthbert's Riley, causing a brief stop, and Aldington changed plugs after going for 13 minutes.

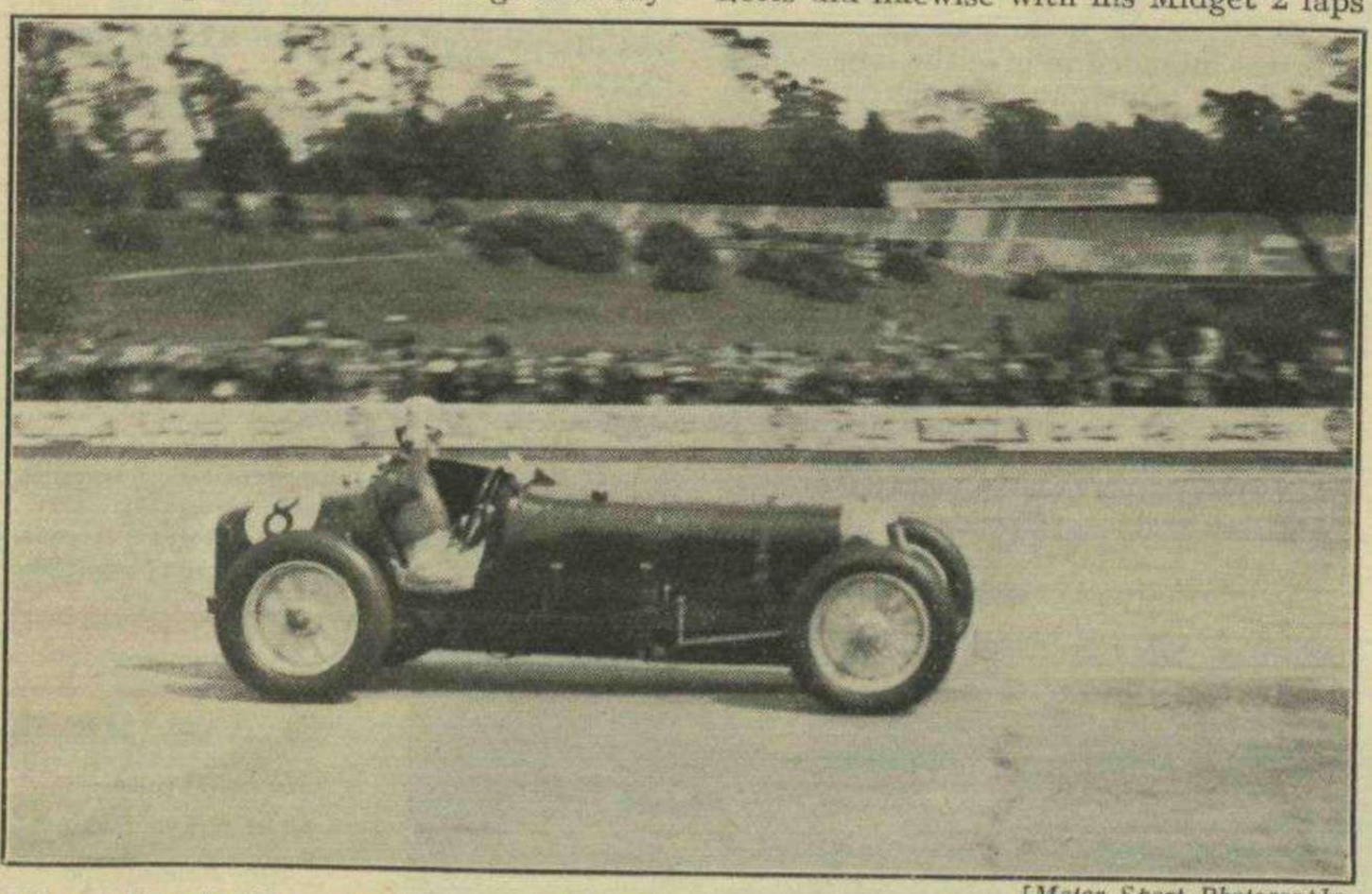
So much for the unfortunates. Meanwhile the leaders continued to lap regularly, and at 3 o'clock the order was:

1. W. Straight (Maserati), 17 laps, 90.20 m.p.h.
2. Sir M. Campbell (Sunbeam), 16 laps, 88.33 m.p.h.
3. Hon. B. E. Lewis (Alfa Romeo), 16 laps, 88.32 m.p.h.
4. T. E. Rose-Richards (Bugatti), 16 laps, 88.28 m.p.h.
5. K. Don (Bugatti), 16 laps, 86 m.p.h.
6. F. W. Dixon (Riley), 16 laps, 85.61 m.p.h.

Straight's driving was terrific, and he forged ahead to such purpose that he was now nearly a lap ahead of Campbell, Lewis and Rose Richards. Leaving the pits we walked up to the top corner, where the cars swoop off the Members Banking down into the Finishing Straight. The cornering methods of the various drivers varied widely. Straight came round very quickly, wrestling with the steering wheel, but maintaining perfect control. Lewis, on the other hand, soared very high on the banking, then swooped down close in to the inside edge of the track. His Alfa Romeo seemed a better balanced car than the Maserati, giving a neater appearance to Lewis's cornering. Don's Bugatti seemed very rough to handle, and his cornering was not as fast as the others through his brakes becoming almost useless after 50 laps. Don was further handicapped by a new block, for the sake of which he kept his speed down. A few laps later Straight was in trouble, coming



The early laps of the race were marked by a great tussle between Sir Malcolm Campbell (Sunbeam), T. E. Rose-Richards (Bugatti No. 4) and the Hon. Brian Lewis (Alfa Romeo) who is seen in the foreground.



[*Motor Sport Photographs.*

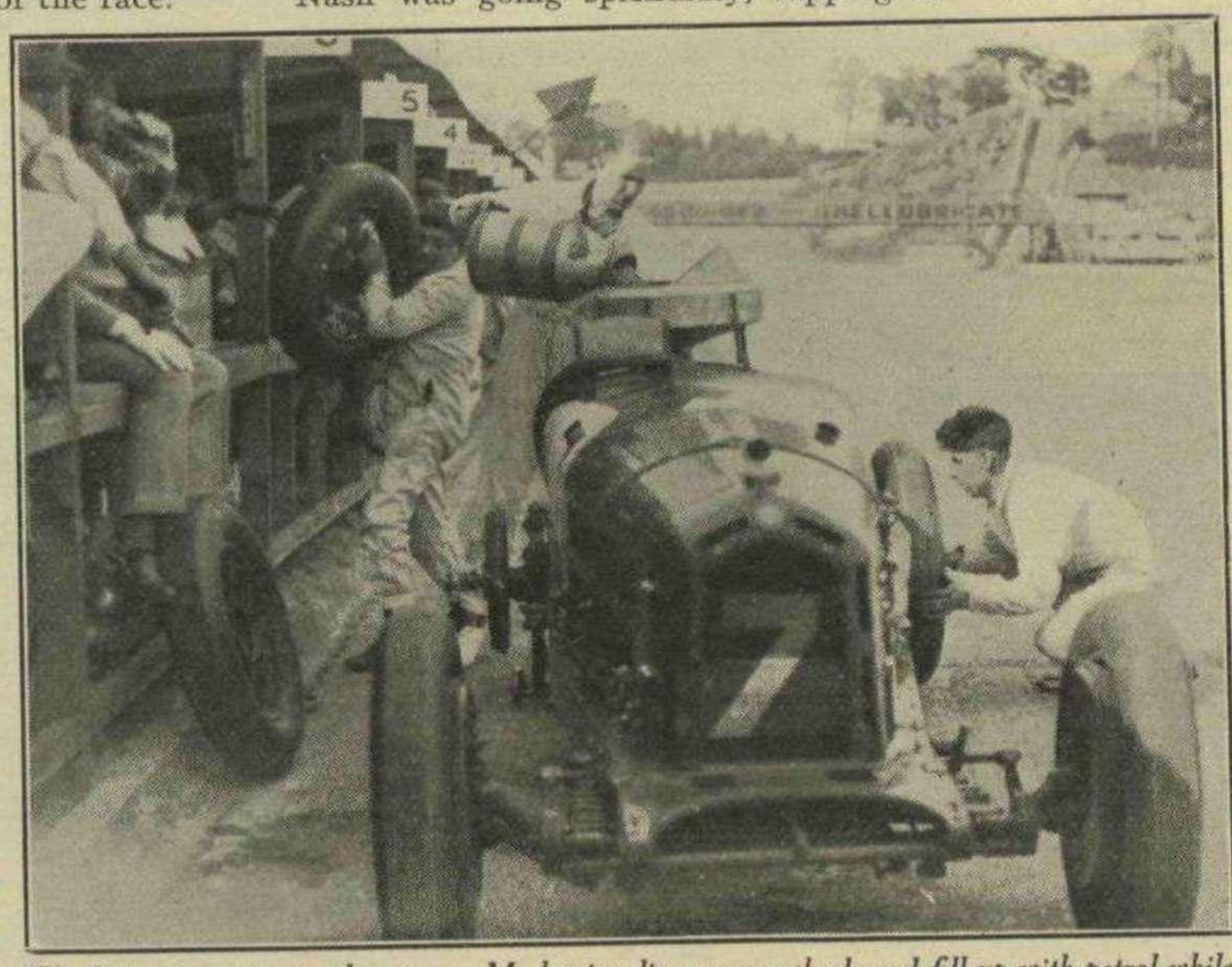
Whitney Straight (Maserati) signals "O.K." to his pit. A few laps later back axle trouble forced him to retire.

THE INTERNATIONAL TROPHY RACE—continued.

almost to a standstill at the Fork. He crawled past us, visited the pits, refuelled, and continued for several laps with the car making a very inefficient sound in its back axle. The same trouble befell Rose-Richards, who also retired, so that two of the fastest cars were out of the race.

Driscoll (Austin), after doing his best to remove one of the barriers in the "S" bend, made two or three calls at the pits to examine, and finally change, his battery. Horton, after more stops for plugs, retired with clutch trouble, while Gardner (M.G. Midget), was called in for not going through the "S" bend. Aldington (Frazer Nash) was in once or twice for shock absorber adjustment, a failing which troubled the cars in Group 3 badly, for they had to traverse the bumpiest part of the whole track in their "channel" at the Fork.

At 3.30 the order had changed through the retirement of Rose-Richards but Straight was still going slowly.



The fastest pit stop in the race. Mechanics slip on new wheels and fill up with petrol while the Hon. Brian Lewis (sitting on the pit counter) has a drink.

1. Sir M. Campbell (Sunbeam), 33 laps, 88.84 m.p.h.
2. Hon. B E. Lewis (Alfa Romeo), 33 laps, 88.82 m.p.h.
3. K. Don (Bugatti), 32 laps, 87.84 m.p.h.
4. W. Straight (Maserati), 32 laps, 85.69 m.p.h.
5. E. R. Hall (M.G. Magnette), 31 laps, 82.97 m.p.h.
6. G. F. Manby-Colegrave (M.G. Magnette), 31 laps, 82.12 m.p.h.

Soon afterwards Straight retired, letting Hall up into 4th place. The Magnettes were running very steadily, particularly those driven by E. R. Hall, G. F. Manby-Colegrave and Mrs. Wisdom. Fothringham stopped somewhere over by the Railway Straight, and the mechanic was seen walking towards the stranded Bugatti, which was later announced as withdrawn. Widengren came in to refuel, and Rayson (Riley) retired with a run big end. Dixon came in to the pits, and assisted by Cyril Paul and a mechanic, proceeded to take off the head of his Riley in order to fit a new gasket. This was completed in 25 minutes, and with a gush of water and smoke from his exhaust pipe, the perspiring "Freddie" set off once more. For a few laps the squat black Riley kept going. Then, in trying to make up time Dixon overshot the top corner, and soon after, retired with the gasket blown once more. Aldington continued to call at the pits to adjust his shock absorbers, a particularly annoying trouble, for in other respects the Frazer Nash was going splendidly, lapping at 83 m.p.h.

At 4 o'clock the order was :

1. Sir M. Campbell (Sunbeam), 51 laps, 89.10 m.p.h.
2. Hon. B. E. Lewis (Alfa Romeo), 51 laps, 89.09 m.p.h.
3. K. Don (Bugatti), 49 laps, 85.92 m.p.h.
4. E. R. Hall (M.G. Magnette), 47 laps, 83.19 m.p.h.
5. G. F. Manby-Colegrave (M.G. Magnette), 47 laps, 82.97 m.p.h.
6. Earl Howe (M.G. Magnette), 46 laps, 81.96 m.p.h.

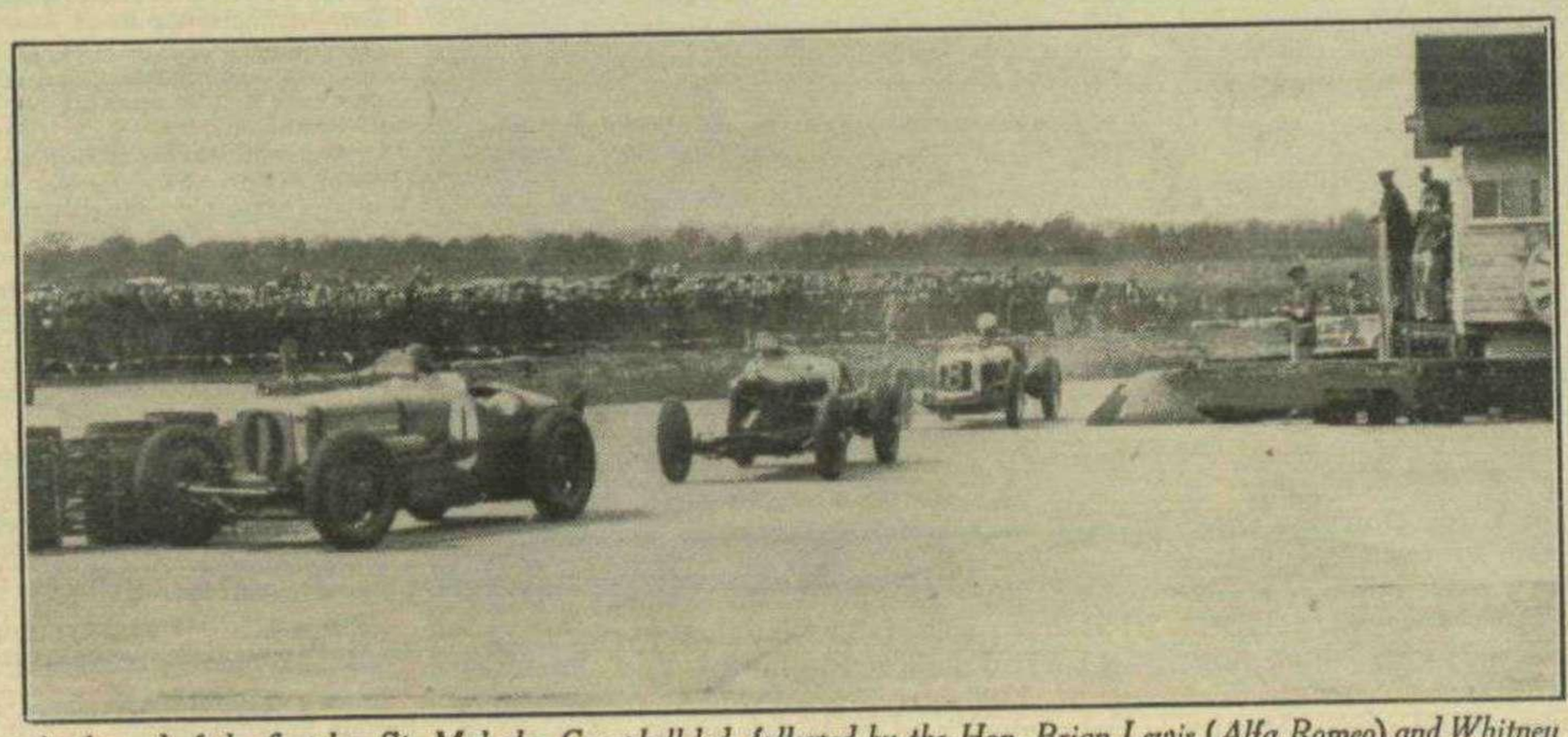
All this time the crowd had been thrilled by a tremendous duel between Sir Malcolm Campbell and the Hon. Brian Lewis. Approaching the top corner the Sunbeam was always some distance ahead. Then, by faster cornering the Alfa driver would gain ground, until, as the cars went through the "S" bend and entered the final corners, Lewis was right on Campbell's tail. As no change in their positions took place it was obvious that, all being well with the cars, the ultimate issue would be decided by which pit-staff could fill-up and change tyres in the quickest possible time.

Campbell came in first. Sir Malcolm leapt on to the pit counter, C. S. Staniland (who was to take over), Villa and another mechanic got to work on the car, filled up, changed the rear tyres, and finally sent the car away in 1 min. 46 secs.

A few laps later Lewis was due to come in, so we took up our position by his pit. Here the atmosphere was that of a battleship going into action. Churns of petrol were in rows on the counter, two wheel-clouts, and a jack. Arthur Fox, entrant of the car, himself worked the control lights to signal Lewis to come in. Wilcoxson, calm and collected, was in charge of the actual work. N. H. Freeman and "Mac" of Dunlops were standing by. A cry "Here he comes," and the figures crouched on the counter braced themselves for the work to come. The red Alfa Romeo came quietly to a standstill, and in a trice Lewis had leapt onto the counter. Knock, knock, knock — off came the wheels, while the churns were rapidly emptied. A hasty glance at a cut in one of the front tyres and soon the rear wheels were in place once more. In less time than it takes to write, Lewis was back in his seat. Two men gave the car a push, and with a cough the 8 cylinders burst into life. 57 seconds, and an object lesson in carefully planned pit work !

Thus Lewis was still in the lead he gained when Campbell stopped to refuel, and at 4.30 the order was :

1. Hon. B. E. Lewis (Alfa Romeo), 67 laps, 88.25 m.p.h.
2. Sir M. Campbell (Sunbeam), 66 laps, 87.28 m.p.h.
3. K. Don (Bugatti), 65 laps, 85.21 m.p.h.
4. E. R. Hall (M.G. Magnette), 63 laps, 83.34 m.p.h.
5. G. F. Manby-Colegrave (M.G. Magnette), 63laps, 83.04 m.p.h.

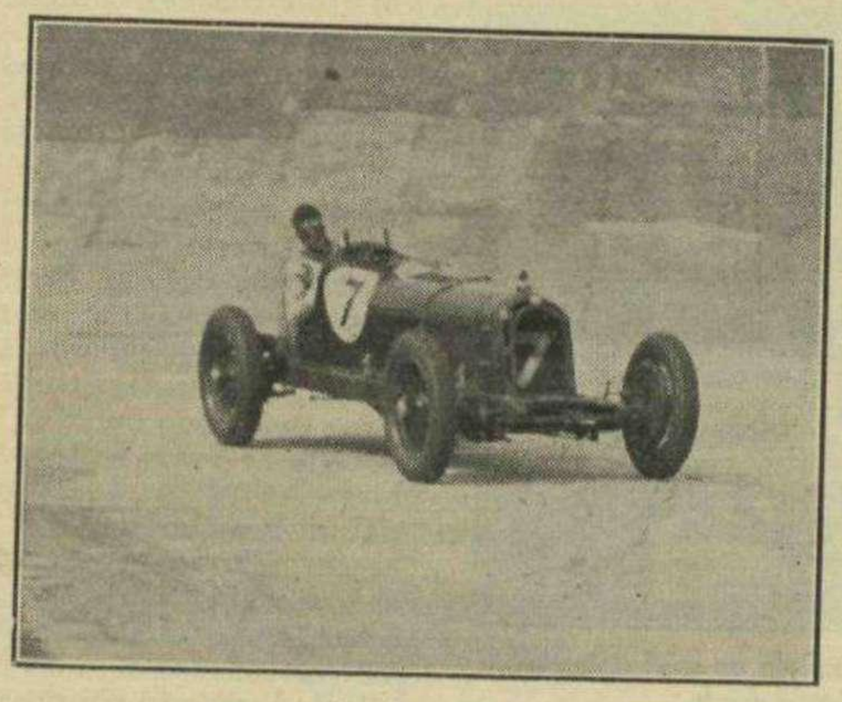


At the end of the first lap Sir Malcolm Campbell led, followed by the Hon. Brian Lewis (Alfa Romeo) and Whitney Straight (Maserati). [*Motor Sport Photographs*

THE INTERNATIONAL TROPHY RACE—continued.

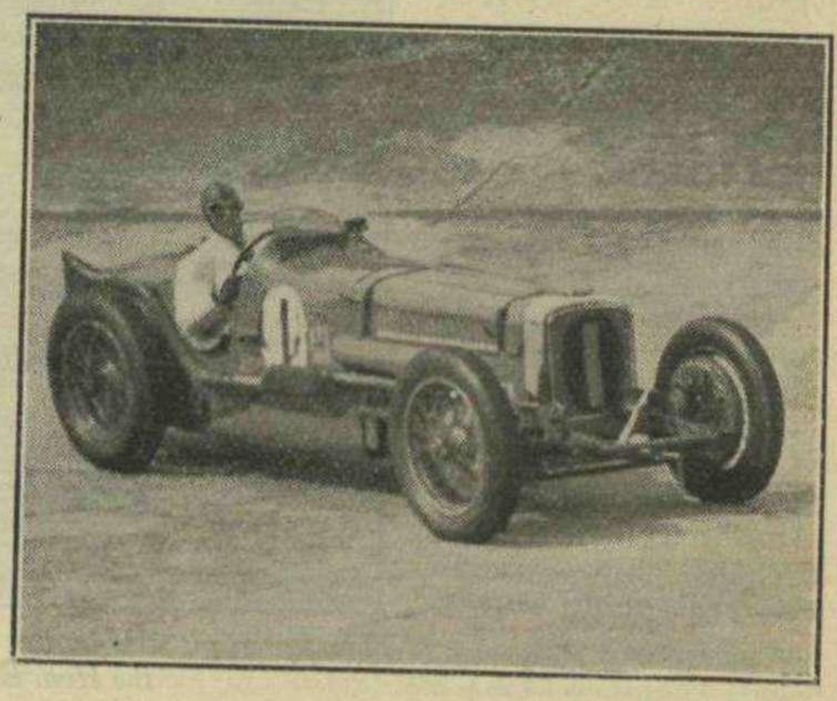
6. Earl Howe (M.G. Magnette), 62 laps, 81.19 m.p.h.

Cars were constantly calling at the pits. Widengren came in for 5 minutes to refuel and change plugs. Earl Howe paid a brief visit for plugs, and Manby-Colegrave, who had been handling his M.G. Magnette with great determination, was called in for failing to negotiate the last corner. J. D. Barnes (Austin) refuelled and changed plugs, and soon afterwards lost all his gears except top, which considerably slowed the car after the corners. To complete his misery the throttle began to stick. Gardner (M.G. Midget) refuelled, and shortly afterwards retired with big



Cornering styles on the Top Bend.

(Left). The Hon. Brian Lewis (Alfa Romeo) cut in close while (Right) Sir Malcolm Campbell (Sunbeam) keeps to the centre of the Track.



of favourable comment by his rapid handling of his M.G. Magnette, had a momentary lapse on the last corner which was to cost him any hope of finishing. Coming out of the turn he struck one of the oil-drums filled with sand which were used to support the fencing. The blow on the front wheel sent the axle right back, and only clever work on the part of Manby-Colegrave prevented the car from turning over.

The end drew near. When Lewis was only 5 laps from the finish and Don himself had only 8 to go and was comfortably holding second place, the transmission of the 4.9 Bugatti passed out, and the unrather like the Hon. Brian Lewis in the regularity with which he fills second or third place, and we should like to see his turn come to win a big race—as Lewis's has done.

Mrs. Wisdom drove a steady, careful race throughout, and thoroughly deserved her third place. A performance everyone will be glad to hear of was that of the Austins in winning the Team Prize. In view of Sir Herbert Austin's return to racing this season, this initial victory is particularly appropriate. Incidentally, the reason why the three Magnettes did not gain the prize was that they were each members of different teams; Earl Howe being partnered by Elwes and Hamilton, E. R. Hall by Horton and Eyston, and Mrs. Wisdom by Evans and Letts.

H.N.

end trouble, so that by this time all the M.G. Midgets had dropped out. Cuthbert's Riley began to break up, first the engine beginning to miss, and then unpleasant noises coming from the gearbox, causing him to retire. Aldington gave up the unequal struggle against his shock absorbers and retired.

Sir Malcolm Campbell, when he realised that Lewis had obtained a good lead, exhorted Staniland to push the car to its limit. Staniland responded nobly, in fact so hard did he try to catch Lewis, in accordance with pit-instructions, that the Sunbeam cracked up under the strain and at 4.35 came in to change plugs. Sir Malcolm once more took the wheel, discarding his helmet and smoking a cigaret'e,only to come in a few laps later. The car was examined and withdrawn, no reason being given for its retirement.

At 5 o'clock, then, the order was:

1. Hon. B. E. Lewis (Alfa Romeo), 84 laps, 88.33 m.p.h.
2. K. Don (Bugatti), 81 laps, 84.84 m.p.h.
3. E. R. Hall (M.G. Magnette), 79 laps, 73.34 m.p.h.
4. G. F. Manby-Colegrave (M.G. Magnette), 78 laps, 82.63 m.p.h.
5. Mrs. E. M. Wisdom (M.G. Magnette), 77 laps, 81.54 m.p.h.
6. Earl Howe (M.G. Magnette), 76 laps, 80.07 m.p.h.

Now, barring mechanical trouble, it was Lewis's race, for Kaye Don was three laps behind, followed by four Magnettes which were all putting up a splendid show. But the race was not yet over, and the last half hour was to produce some incidents which would have a material effect on the final placings. First of all, Manby Colegrave, who had aroused a good deal of favourable comment by his rapid handling of his M.G. Magnette, had a momentary lapse on the last corner which was to cost him any hope of finishing. Coming out of the turn he struck one of the oil-drums filled with sand which were used to support the fencing. The blow on the front wheel sent the axle right back, and only clever work on the part of Manby-Colegrave prevented the car from turning over.

The end drew near. When Lewis was only 5 laps from the finish and Don himself had only 8 to go and was comfortably holding second place, the transmission of the 4.9 Bugatti passed out, and the unlucky driver had to retire. Don's misfortune let Hall into second place, which he held until the end.

Steadily the Alfa Romeo circled the track, without a variation in its note, and at last the chequered flag was held ready. Up the straight came the red Italian car, and in a moment the Hon. Brian Lewis flashed across the line, winner of the first International Trophy Race. 11 minutes later came E. R. Hall, smiling as ever, completing a wonderful run on his M.G. Magnette. Third place was filled by Mrs. Wisdom, a popular and well deserved performance, and she in turn was followed by Earl Howe. Then came the two Austins, driven by Goodacre and Barnes, Widengren's Amilcar, and Driscoll's Austin, which narrowly avoided being outside the 40 minutes-later-than-the-winner limit.

Everyone will join us in congratulating the Hon. Brian Lewis on his victory. Undoubtedly one of the very finest drivers in this country, first place has always, until now, just eluded him. No less so do we congratulate Mr. A. W. Fox on his share in the race. One of the most ardent supporters of the game, Arthur Fox, like Lewis (who always drives his cars), has never actually tasted the fruits of victory before. The Alfa Romeo ran as one expects an Alfa-Romeo to run, without a trace of mechanical trouble from beginning to end.

The M.G. Magnettes deserve the highest possible praise for a first class performance in their début in England. The efforts of E. R. Hall and Mrs. Wisdom are particularly good, and bode fair for the future of the car in competitions. E. R. Hall is

RESULTS.

1. Hon. B. E. Lewis (2,336 c.c. Alfa Romeo, S.), 2 hrs. 58 mins. 12 secs., 88.07 m.p.h.
2. E. R. Hall (1,086 c.c. M.G. Magnette, S.), 3 hrs. 9 mins. 37.4 secs., 82.77 m.p.h.
3. Mrs. E. M. Wisdom (1,086 c.c. M.G. Magnette S.), 3 hrs. 13 mins. 14 secs., 81.24 m.p.h.
4. Earl Howe (1,086 c.c. M.G. Magnette, S.), 3 hrs. 16 mins. 41 secs., 79.81 m.p.h.
5. C. Goodacre (747 c.c. Austin, S.), 3 hrs. 21 mins. 9.4 secs., 78.03 m.p.h.
6. J. D. Barnes (747 c.c. Austin S.), 3 hrs. 31 mirs. 49.4 secs., 74.09 m.p.h.
7. H. Widengren (1,098 c.c. Amilcar, S.), 3 hrs. 33 mins. 8.6 secs., 73.63 m.p.h.
8. L. P. Driscoll (747 c.c. Austin, S.), 3 hrs. 36 mins. 4.2 secs., 72.64 m.p.h.

The number of laps covered by non-finishers was as follows:—Kaye Don (Bugatti), 92; G. F. Manby-Colegrave (M.G. Magnette), 86; Sir Malcolm Campbell (Sunbeam), 80; E. L. Gardner (M.G. Midget), 73; W. A. Cuthbert (Riley), 71; H. J. Aldington (Frazer Nash), 54; E. K. Rayson (Riley), 38; Whitney Straight (Maserati), 32; F. W. Dixon (Riley), 31; R. T. Horton (M.G. Midget), 25; T. E. Rose-Richards (Bugatti), 23; T. S. Fothringham (Bugatti), 22; W. E. Humphreys (Amilcar), 10; D. N. Letts (M.G. Midget), 9; K. D. Evans (M.G. Midget), 7; S. A. Crabtree (M.G. Midget), 4; G. E. T. Eyston (M.G. Midget), 3; J. D. Benjafield (Alvis), 3; J. C. Elwes (M.G. Midget) and R. A. Yallop (M.G. Midget), 1 each.

The group placings were as follow:—

Group III.—Hon. B. E. Lewis.

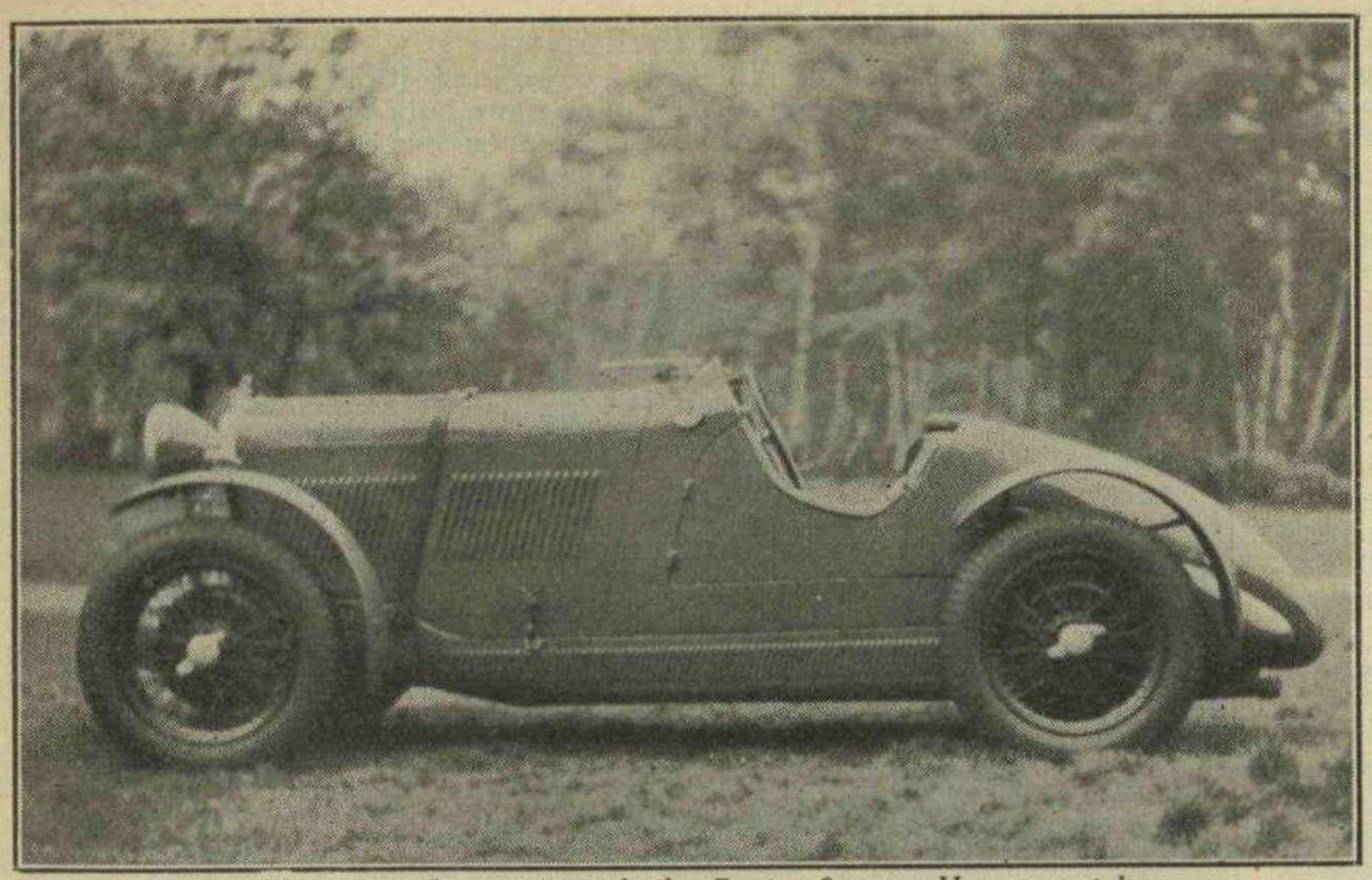
Group II.—1, E. R. Hall; 2, Mrs. E. M. Wisdom; 3, Earl Howe; 4, H. Widengren.

Group I.—1, C. Goodacre; 2, J. D. Barnes; 3, L. P. Driscoll.

Fastest lap: Whitney Straight (Maserati) and Sir M. Campbell (Sunbeam), 1 min. 41.6 secs., 92.70 m.p.h.

First 8 cars, or all finishers, were equipped with Ferodo brake linings.

1st, 3rd, 5th, 6th and 8th cars used Castrol oil. 1st six cars ran on Dunlop tyres.



Clean, racy lines distinguish the Corsica 2-seater Hornet special.

RACING COACHBUILDERS ENTER THE SPORTS CAR MARKET.

ATTRACTIVE CORSICA BODIES ON HORNET SPECIAL CHASSIS

BUILDING racing-car bodies is definitely an art on its own. The successful production must combine lightness with strength, a structure which is either strong everywhere or else flexes in the right places, according to the chassis on which it is mounted. Apart from this, owing to the unexpected troubles which occur in races, it is essential to be able to get at the transmission and other components which are discreetly hidden on the touring vehicle by immovable floorboard or seat casings.

The Corsica Company, of Grimaldi Street, London, N.1, have been engaged in this specialised craft for the past twelve years, some of their earliest products being the bodies on the 40-50 Delages which appeared at Brooklands in 1925. The Maseratis introduced into this country have all had Corsica bodies, as also many of those on Mercédès chassis. In addition all kinds of special bodies, light concealed head coupés and the like have been evolved in their workshops.

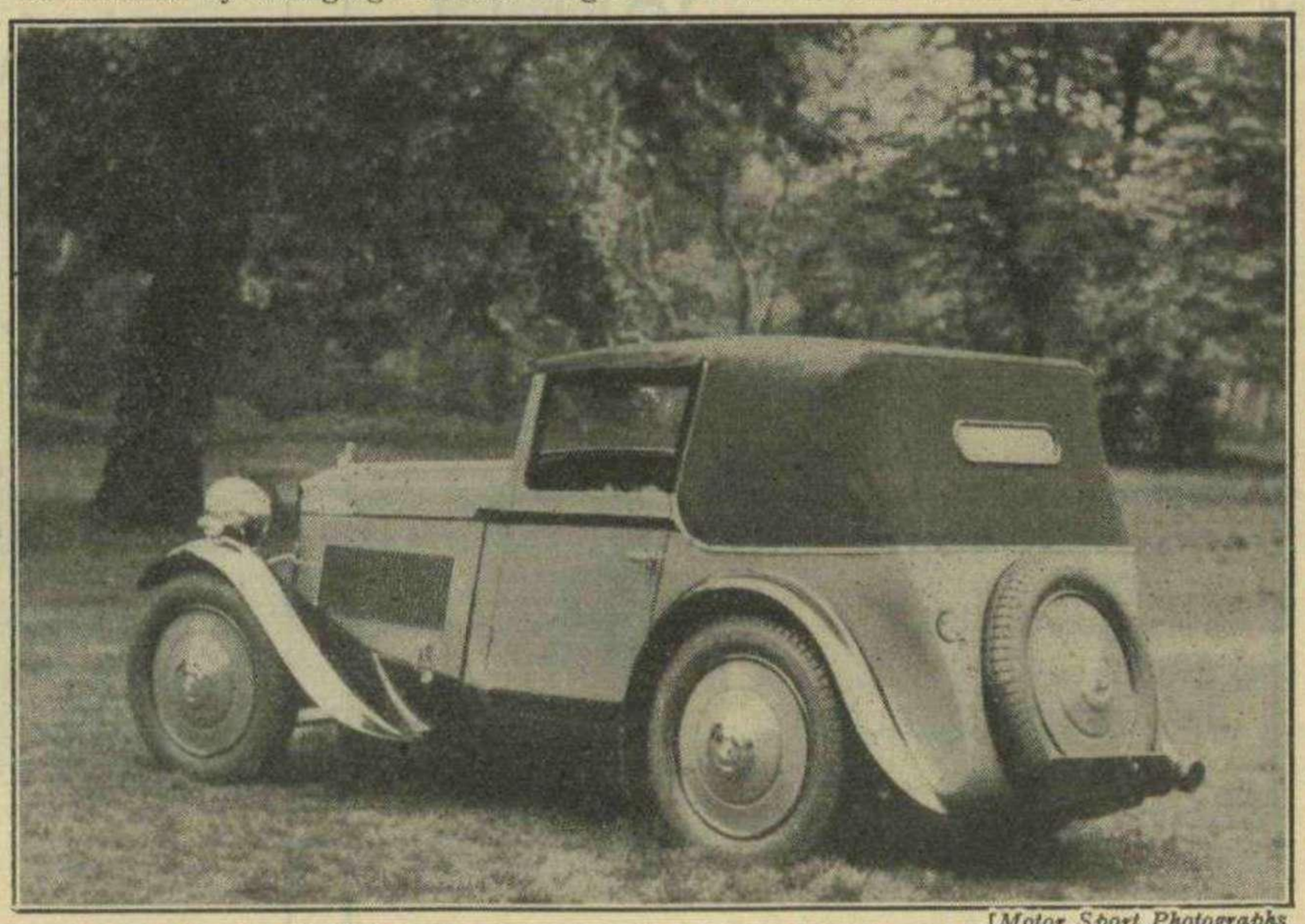
The Company has now come out with a range of bodies on Hornet Special chassis which reflect lessons in weight and accessibility learnt from racing practise. In actual fact a chassis was marked with chalk at parts requiring attention and designers continued their efforts until all points could be reached from above. By mounting the side members of the body outside and actually below the chassis side members, the centre of gravity has been brought extremely low. The most striking body is the two seater, finished in grey with red upholstery which is illustrated herewith. The bonnet and front end of the body follow the lean lines imposed by the usual Hornet Special radiator and bonnet. The scuttle forms at the rear two wind-deflecting cowls, and the single piece windscreen has a rubber strip in its rear edge so arranged that the greater the wind pressure the more firmly it seals the gap, so that there is no chance of rain getting through. An electric windscreen wiper is mounted in the middle and operates two wiper arms. It picks up its current through a spring contact pressing on an insulated bush on the scuttle, and so the screen may be removed for racing without disturbing the wiring.

Two doors are fitted, and the sides of the body are cut away to allow full elbow room for possibly heavily clothed occupants. The sloping tail rounded behind the seats and tapering to the rear, with flat slopes on either side of the raised portion gives the rear of the car at once a sporting and a solid appearance and is a pleasant change from the more usual rear view of vertical petrol tank and wheel. The spare wheel is of course carried in the tail, and a large quick-opening petrol filler is situated on the near side.

Looking under the bonnet, the first interesting point is the way in which the wiring at the back of the dashboard can be reached by swinging forward hinged flaps. The space under the scuttle is reserved for tools, and there is room for fitting a spare petrol and oil tanks if required. The usual gap at the bottom of the driving compartment is sealed by flaps which can be removed in summer to allow a cooling draft from the bonnet louvres.

The carpet is in several pieces, secured with spring fasteners and the floorboards, which are secured by carriage locks, lift up to give access to the battery, gear-box filler and other parts requiring attention. One can also observe the manner in which the body frame carried outside and below the chassis, with a thick layer of felt to seal the gap between them. A fire extinguisher is carried in a frame under the scuttle.

The most interesting part of the whole car is the tail, which hinges on a cross



[*Motor Sport Photographs*

The Corsica 4-seater coupé Hornet Special can be quickly converted into an open car.

RACING COACHBUILDERS ENTER SPORTS CAR MARKET—continued.

member at the rear of the frame and swings back past the vertical allowing the tank and back axle to be inspected with the greatest of ease. The hood is carried on a detachable frame which fits into special sockets in the tail when not in use, and is strapped in place to prevent rattle.

The back and front wings are easily removed by slackening three nuts on each, and the rear end of the body comes off in sections to facilitate attention to the back axle.

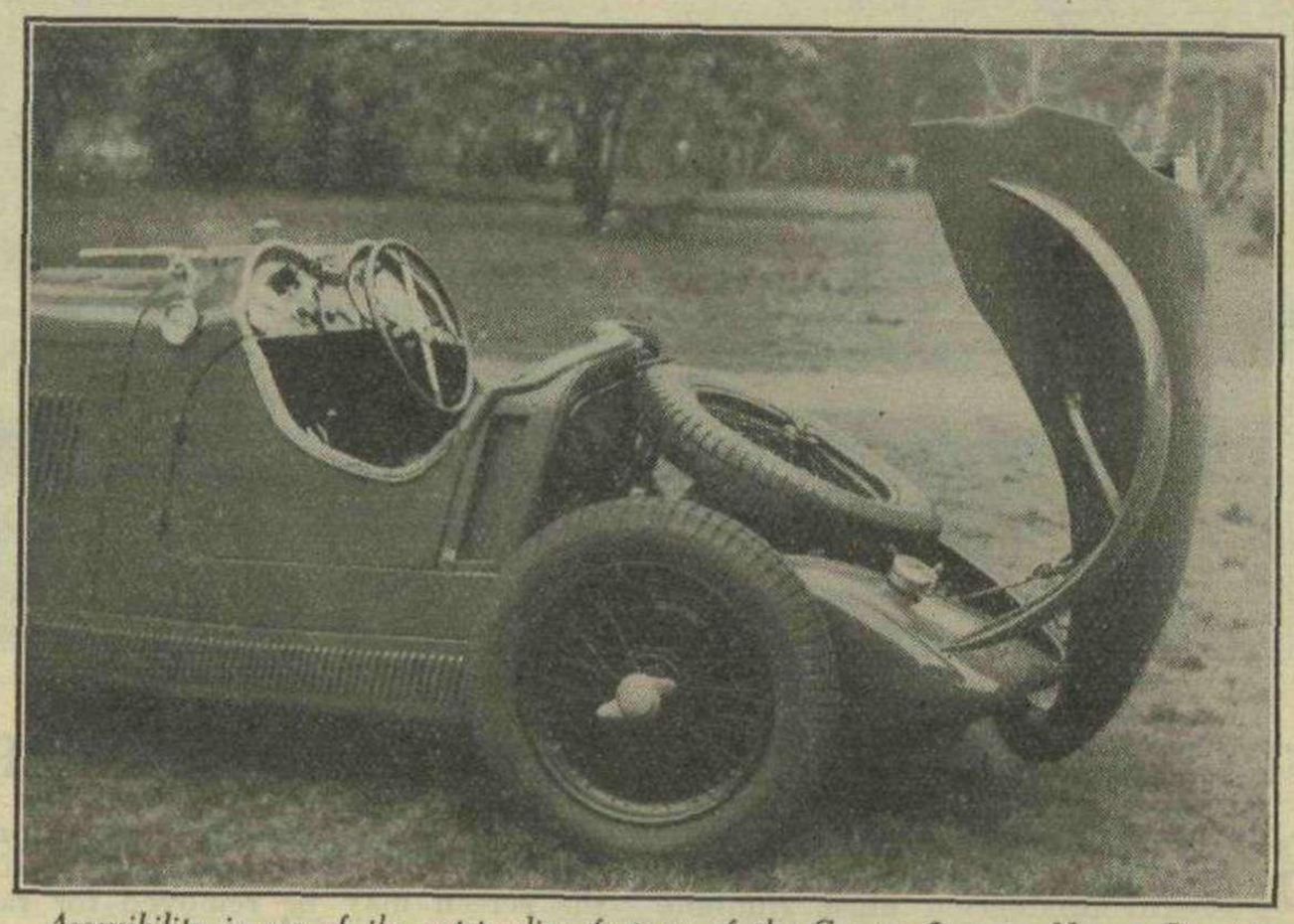
By reason of its low slung and solid construction, the Corsica two-seater has almost the stiffness of a racing car, and can be taken round sharp corners with the tyres screaming without any feeling of whip or roll.

The driving position is comfortable, with ample leg room with the seats right back, and the sides of the body are cut away to allow freedom at the wheel. The instruments are mounted so as to be readily seen, and the starter button is mounted alongside them.

The car complete weighs under 15½ cwt., and with its clean lines and the proven liveliness of the Hornet chassis, should give an excellent account of itself in trials and competition. It costs £275.

The short four-seater follows more conventional lines, but embodies the features of low hung body frame and accessibility of all parts. The seats are comfortable, fitted with pneumatic upholstery and the front ones slide on Lever-all fittings to facilitate getting in and out of the car. The hood drops on to a ledge around the back of the car and the hood sticks are held steady by springs. It is easily folded and a hood-bag stiffened by light metal plates completes the trim appearance of the back of the car.

For all-weather use, especially for a professional man, one could hardly imagine a better body than the four-seater coupé. The head is spring-loaded so that it can be raised or lowered with one hand, and the fabric portion drops neatly into a recess behind the back seat without any elaborate packing. With the hood-cover in position, the folded head occupies no more bulk than an equivalent hood on an open car, in spite of its lining and padding. As on the other models, the leather and upholstery generally is of a high order and makes the Corsica models small cars de luxe.



Accessibility is one of the outstanding features of the Corsica 2-seater Hornet Special.

The four-seater and the drop-head coupé weigh respectively 16 and 16½ cwts., comfortably under the chassis limit, and cost £275 and £297 10s.

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ESTABLISHED 1787

VARZI WINS THE AVUS RACE

SWEEPING VICTORY FOR 4.9 BUGATTIS DRIVEN BY VARZI AND CZAIKOWSKI AT 129 m.p.h.

THE Avus Grand Prix, held on May 21st, resulted in a splendid victory for Bugatti, when Achille Varzi was returned the winner at a speed of 129 m.p.h. for the distance of 184 miles. Varzi drove a 4.9 litre Bugatti, and he was followed only 1/5th of a second later by Count Czaikowski on a similar car.

The practice rounds during the week were marred by a fatal accident to the German driver, Otto Merz, who was taken unawares by a rain shower which caused him to skid. His aerodynamically streamlined Mercédes-Benz turned over, killing the driver instantly. Merz had been employed in an official capacity for the Mercédès company for many years, but had not actually raced since 1930. His victory in the German G.P. at Nurburg in 1927 will probably be remembered by our readers.

The day opened with a race for cars up to 1,500 c.c., which produced 16 starters. Of these there were five Bugattis, Earl Howe's Delage, and an Alfa Romeo of 1,500 c.c., two Amilcars of 1,100 c.c., and the rest were composed of Horton's M.G.Midget, Barnes and Goodacre's Austins, two other Austins, a B.M.W. and a D.K.W. of 750 c.c. This wide divergence in the matter of engine size led to much straggling of the cars, so that there were in fact two races being run at the same time. On the fall of the flag the German driver, Burggaller (Bugatti) took the lead, and kept ahead for over a lap. Then Veyron, on an 8 cylinder car of the same make, got by and remained in the lead until the end. Burggaller continued to press, but Earl Howe was not fast enough on his Delage and fell steadily behind. Of the 750's, a great duel was waged between the Austins and Horton's Midget, the latter eventually winning by 39 seconds from Barnes.

Great excitement was predicted for the unlimited capacity race. During the first lap the lead was taken by Count Czaikowski's 4.9 Bugatti, a car which 15 days previously had broken the world's hour record on this very track. It was obvious that the 4.9 Bugattis were much the fastest machines in the race, and the Count and Achille Varzi soon left the rest of the field astern. Von Brauchitsch did his best to uphold the name of his native land, but was forced to change many tyres on his Mercédès-Benz, with consequent loss of time. Nuvolari and Borzacchini eventually outlived the rest of their immediate competitors, but were unable to prevent the 4.9 Bugattis from steadily gaining ground. Chiron was soon in difficulties with his Alfa Romeo, and Williams retired after an outbreak of fire on his 4.9 Bugatti.

As a spectacle of sheer speed the Avus race is magnificent, for the cars tear down the long straights between pine woods at anything up to 160 m.p.h. The greater engine size of the Bugattis began to tell, and barring accidents, their ultimate victory was assured. Of the drivers, there seemed nothing to choose between Varzi and Czaikowski. For 13 out of the 15 laps the latter led. Then Varzi made his spurt, and with a great effort got into the lead on the 14th lap. But Czaikowski was not yet beaten.

Tremendous excitement reigned all round the course as the cars entered their last lap. Czaikowski used all his intimate knowledge of the difficult corners joining the two six mile straights to wrest the lead from Varzi, but he could not do it. Varzi was his match, and by a piece of superb driving held on to his lead tenaciously until the end, thereby winning the Hindenburg Cup. Nuvolari and Borzacchini brought there Alfas over the line simultaneously to tie for third place.

The results were as follows :

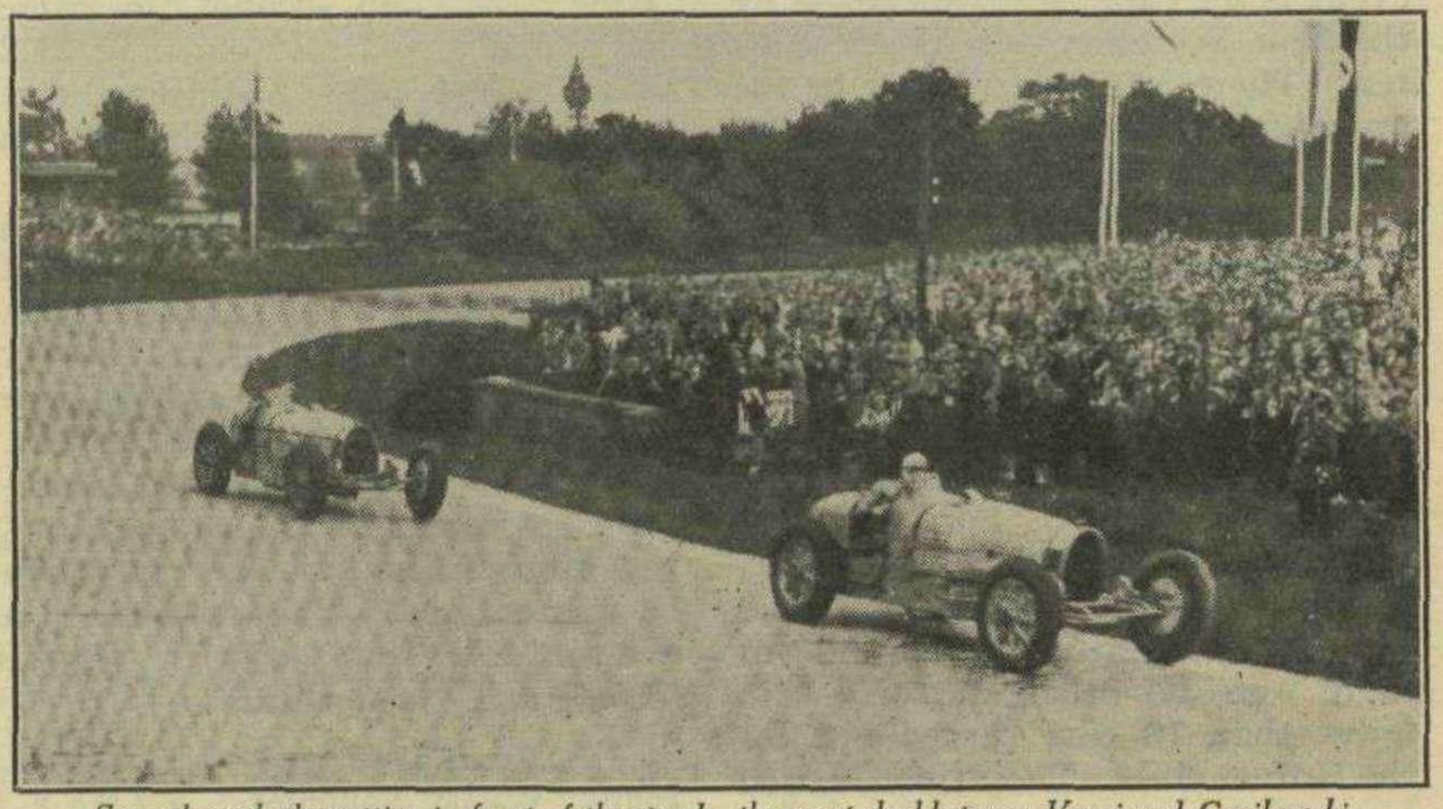
Over 1,500 c.c.

1. A. Varzi (Bugatti 4,900 c.c.), 1h. 24m. 24 2/5s. Average speed 128.56 m.p.h.
2. Count Czaikowski (Bugatti 4,900 c.c.), 1h. 25m. 24 2/3s.
3. T. Nuvolari and M. Borzacchini (Alfa Romeo 2,600 c.c.), 1h. 30m. 55 4/5s.
5. C. Jellen (Alfa Romeo 2,300 c.c.), 1h. 35m. 33 2/4s.
6. Von Brauchitsch (Mercédès-Benz 7,020 c.c.), 1h. 39m. 42 3/5s.
7. L. Hartmann (Bugatti 2,300 c.c.), 1h. 44m. 14s.

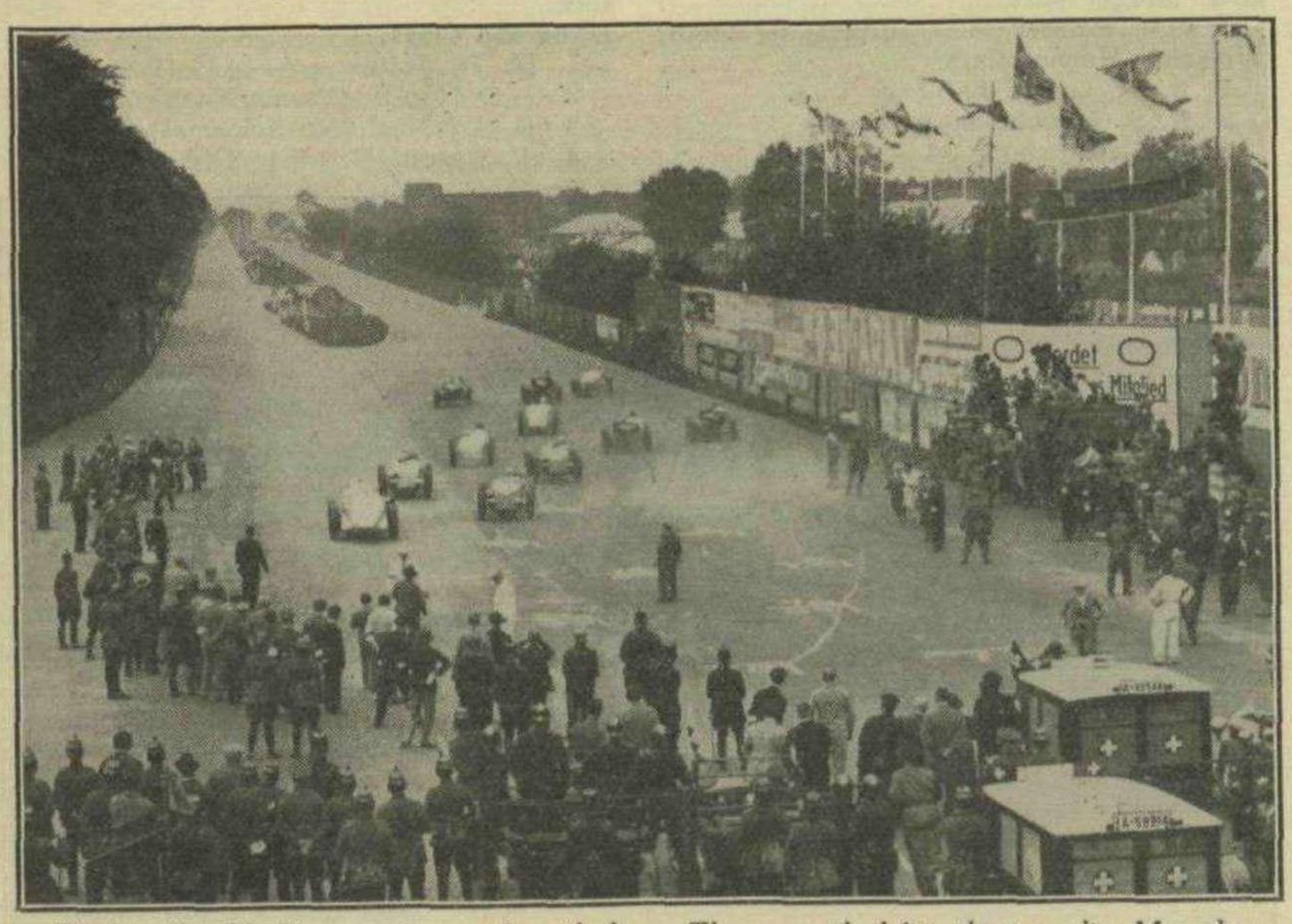
Under 1,500 c.c.

1. P. Veyron (Bugatti 1,500 c.c.), 1h. 4m. 54 4/5s. Average speed 113 m.p.h.
2. E. Burggaller (Bugatti 1,500 c.c.), 1h. 4m. 55 1/5s.
3. Earl Howe (Delage 1,500 c.c.), 1h. 8m. 24 1/5s.
4. H. Ruesch (Alfa Romeo 1,500 c.c.), 1h. 16m. 14s.
5. R. T. Horton (M.G. 746 c.c.), 1h. 21m. 3s.
6. J. Barnes (Austin 747 c.c.), 1h. 21m. 42s.
7. G. Macher (D.K.W. 798 c.c.), 1h. 22m. 13 3/5s.
8. L. Goodacre (Austin 747 c.c.), 1h. 23m. 48s.
9. W. Slibel (Bugatti 1,500 c.c.), 1h. 26m. 9s.
10. V. Delius (B.M.W. 746 c.c.), 1h. 26m. 12 1/5s.

Previous winners: 1931, Caracciola (Mercédès-Benz), 115 m.p.h. 19322, Unlimited, Von Brauchitsch (Mercédès Benz), 122 m.p.h. ; 1,500 c.c., Earl Howe (Delage), 109 m.p.h.
Race organised by Automobile Club von Deutschland.
Length of race : Unlimited 184 miles ; 1,500 c.c., 122 miles.
Length of lap : 12.18 m.p.h.



Seen through the netting in front of the stands, the great duel between Varzi and Czaikowski.



They're off ! The big cars get away from the line. The car on the left is the streamline Mercedes.

HIGH SPEEDS AT LEWES

R. G. J. Nash (Nash Special) makes fastest time. Good runs by J. V. Bolster (Bolster Special) and J. C. Davis (Delage).

THE Speed Trials held on the Race Hill, Lewes, by the Kent and Sussex Light Car Club are always popular with sporting motorists. For one thing any owner of a normal sports car can enter with a chance of success in his class ; but the greatest cause of the popularity enjoyed by the event is the capable organisation by the Hon. Secretary, Mr. H. V. Warren. There is never a hitch in the proceedings, and the classes are run off quickly and without delay.

On May 13th the first trials of the year were held, and were opened by a class of unlimited touring cars. Fastest time was made by F. S. Hutchen's magnificent 8 litre Bentley, driven by F. Lycett. His time was 27.0 seconds, beating Miss Joan Weekes' V8 Ford by 1.2 seconds. The M.G. class was won by J. M. Palmer's Midget in 37.2 seconds, competition being nil for there were no other starters ! No fewer than 10 cars turned out for the Hornet class. Their times varied from 32.6 seconds to 41.4 seconds, the fastest being R. R. Gush. Second man was F. S. Hutchens, on the very smart Corsica 2-seater model, a car which attracted a good deal of attention on its first appearance in a competition. L. Greenwood's green Abbey model was third in 34 seconds. Incidentally, Greenwood was the only driver to make exactly the same time on both runs —a tribute to consistant driving.

Miss Joan Weekes won the 1,100 c.c. super sporting class with her Salmson ; Windle's Frazer Nash carried off the 1,500 c.c. Standard Sports, the 2,000 c.c. Standard Sports and the Super Sporting 1,500 c.c. classes. The unlimited Super Sporting class produced the rousing spectacle of the big white Mercédes-Benz of Dennis Conan Doyle howling up the course, making the best time so far of 28.6 seconds. Miss Weekes, Ford was only .2 seconds slower' while Raymond Way's Rover was third.

Then came the racing cars, and some real speed. J. V. Bolster was the star performer up to 1,100 c.c., his Special recording the wonderful time of 21.6 seconds. R. G. J. Nash appeared in the 1,500 c.c. class, but the "Spook" was not in its best form and could do no better than 22.2 seconds. J. C. Davis had a little trouble with the Delage but was second in 24.2 seconds. In the next class, however, Nash made a magnificent run, recording 21.0 seconds—only 1 second outside his own record time with the "Terror." Davis was again second, this time going really well and clocking 21.2 seconds, and Mrs. Kathleen Petre came third with a 2 litre Bugatti in 23.4 seconds.

In the unlimited racing class Bolster beat Nash, but could not better the latter's time of 21 seconds in the previous event. Whitney Straight was down to drive the Maserati, but was unable to appear. The afternoon closed with a handicap class, based on the competitors' best time in the first class in which he was entered. This resulted in a win for H. D. Johnson, with Windle second and Nash third.

RESULTS.

Touring Classes, unlimited.
1. F. Lycett (Bentley), 27 secs.
2. Miss J. Weekes (Ford V8), 28.2 secs.
3. G. L. Baker (Minerva) and J. T. Driskell (Ford V8), 30.2 secs.

M.G. Midget Cars.
1. J. M. Palmer (M.G. Midget), 37.2 secs.

Wolseley Hornet Cars.
1. R. R. Gush, 32.6 secs.
2. F. S. Hutchens, 33.4 secs.
3. L. Greenwood, 34 secs.

Super Sports up to 1,100 c.c.
1. Miss J. Weekes (Salmson), 32 secs.
2. J. W. T. Raynes (Riley), 32 secs.
3. J. T. Driskell (Rally), 38.6 secs.

Standard Sports up to 1,500 c.c.
1. J. D. Windle (Frazer Nash), 30.2 secs.
2. J. W. T. Raynes (Riley), 31.2 secs.
3. P. H. Bell (——), 32 secs.

Standard Sports up to 2,000 c.c.
1. J. D. Windle (Frazer Nash), 30 secs.
2. W. L. Allen (Bugatti), 43.4 secs.

Super Sports up to 1,500 c.c.
1. J. D. Windle (Frazer Nash), 29.8 secs.
2. Miss J. Weekes (Salmson), 36.6 secs.

Super Sports, unlimited.
1. D. Conan Doyle (Mercédes-Benz), 28.6 secs.
2. Miss J. Weekes (Ford V8), 28.8 secs.
3. Raymond Way (Rover), 29.6 secs.

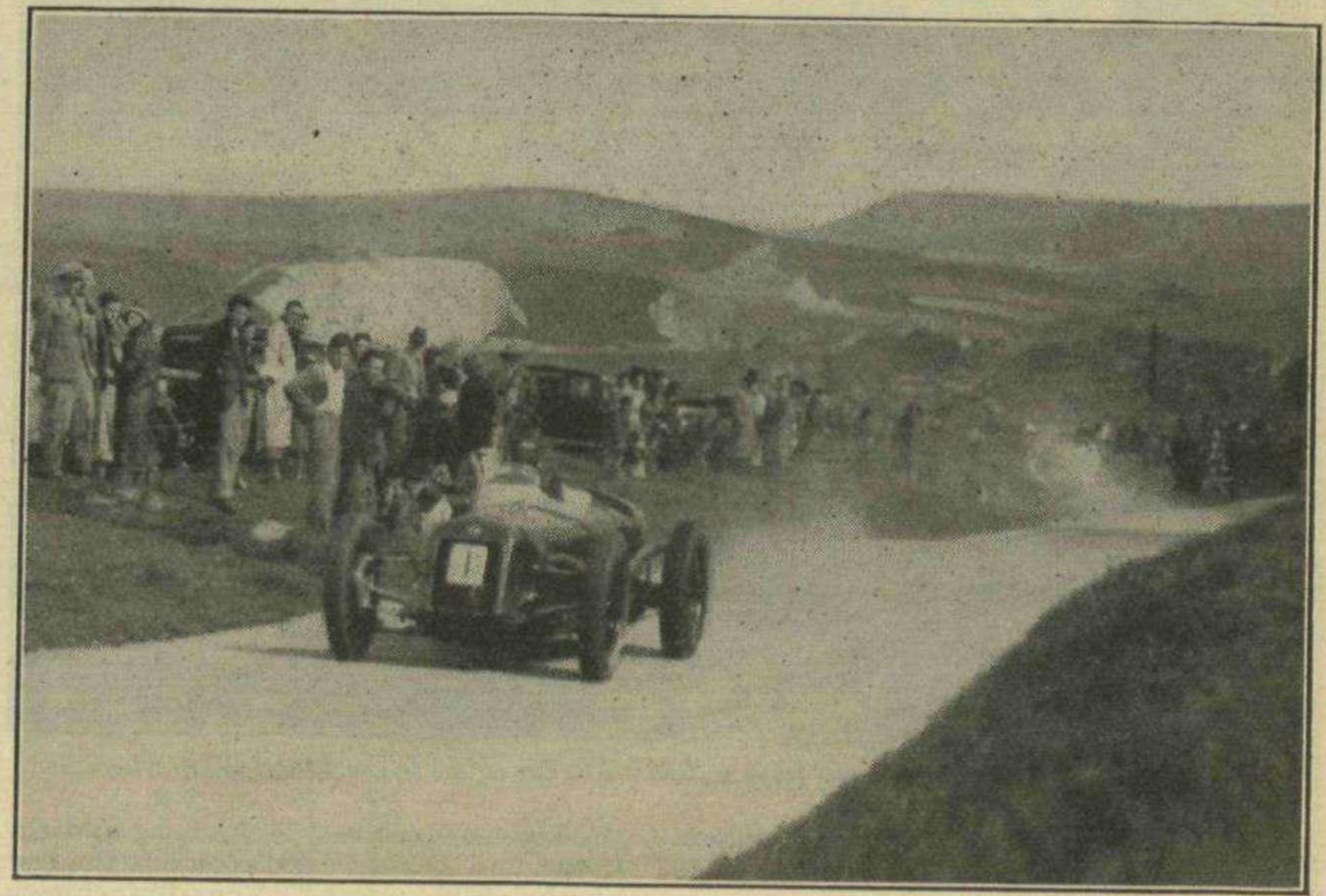
Racing Cars up to 1,100 c.c.
1. J. V. Bolster (Bolster Special), 21.6 secs.
2. R. V. C. Bolster (G.N.), 25.8 secs.
3. A. Baron (B.N.C.), 31.2 secs.

Racing Cars up to 1,500 c.c.
1. R. C. J. Nash (Nash Special), 22.2 secs.
2. J. C. Davis (Delage), 24.2 secs.
3. B. N. Wilmot (Aston Martin), 29 secs.

Racing Cars up to 2,000 c.c.
1. R. G. J. Nash (Nash Special), 21 secs.
2. J. C. Davis (Delage), 21.2 secs.
3. Mrs. Kathleen Petre (Bugatti), 23.4 secs.

Racing Cars, Unlimited.
1. J. V. Bolster (Bolster Special), 21.4 secs.
2. R. G. J. Nash (Nash Special), 22 secs.
3. B. N. Wilmot (Aston Martin), 29.6 secs.

Handicap Class.
1. H. D. Johnson (——), 19.8 secs.
2. J. D. Windle (Frazer Nash), 20.6 secs.
3. R. G. J. Nash (Nash Special), 20.8 secs.
4. A. Baron (B.N.C.), 21.6 secs.



[*Motor Sport Photograph*

Second fastest time of the day was made by J. C. Davis (Delage) at the Lewes Speed Trials.

What Do You Know About Cars?

Report on Problem No. 3.

THE first V8 automobile to be manufactured in Great Britain was the Rolls Royce of 1906. This car was a queer looking vehicle in which the driver sat right over the power unit, with no part of the car visible in front of him. One of these cars was purchased by Lord Northcliffe, and it was affectionately termed "The Legal Limit."

The first correct solution opened on the 15th of last month was that submitted by:

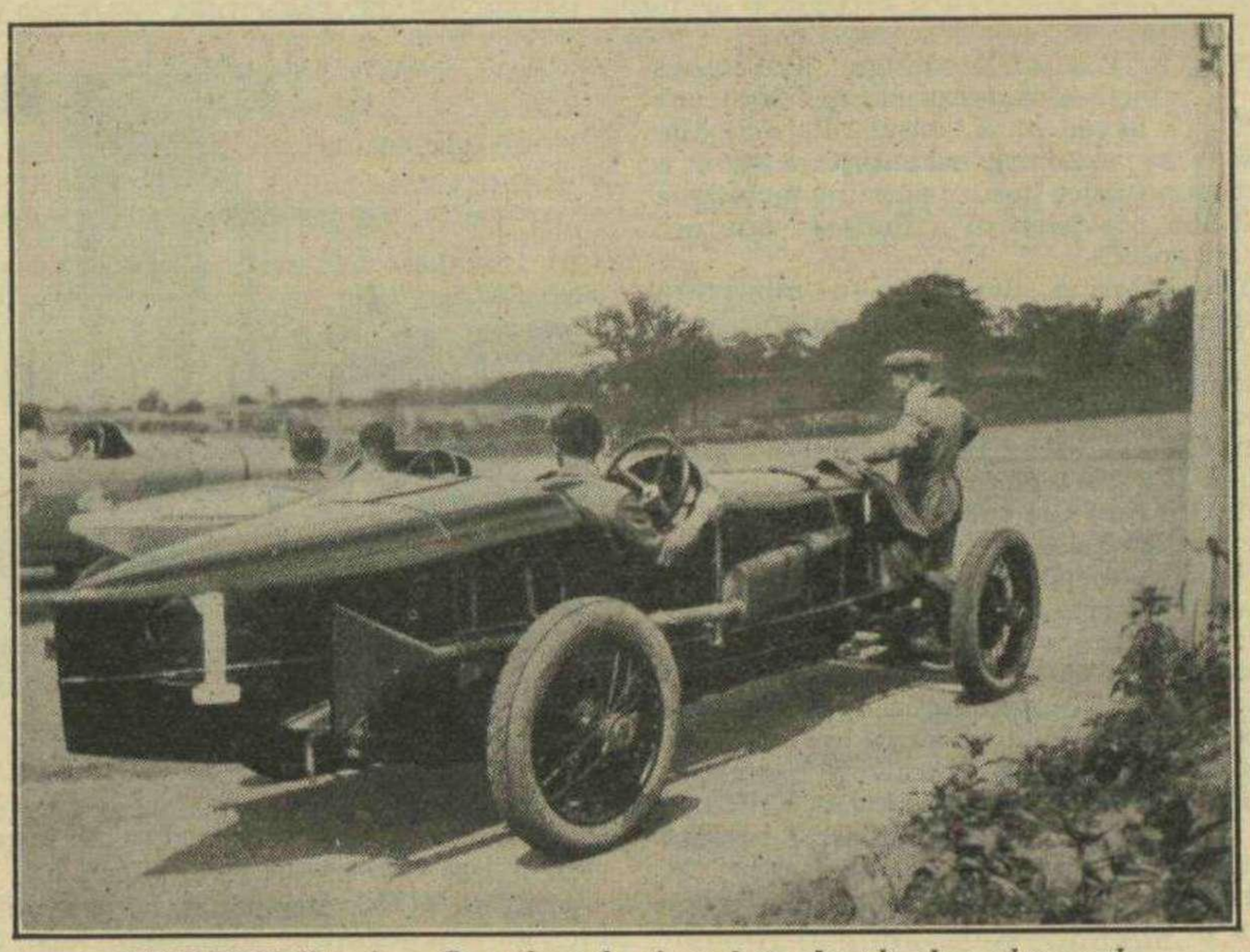
Mr. R. E. Baker,
36, Craven Gardens,
Wimbledon, S.W.19.

to whom we have sent a cheque of one guinea.

47% of the solutions were correct, and the remainder was made up of such widely different guesses as Guy (which was the most popular apart from the correct answer), Cadillac, Ford, Mors, Leyland, King, Napier, and Weigall.

Rules for Problem No. 4.

1. Cut out the coupon on the inside back cover, fill in your solution, and send it to us in a sealed envelope, marked *Competition*.
2. Write your solution and name and address in block capitals. Any alterations will automatically disqualify the entrant.
3. The Editor's decision is final.
4. Entries must reach this office, 39, Victoria Street, London, S.W.1, not later than first post, June 15th, and a prize or one guinea will be given to the sender of the first correct solution opened.
5. More than one coupon may be included in one envelope.
6. No letter must be sent with coupon.



PROBLEM No. 4. *State the make of car depicted in the above photograph.*

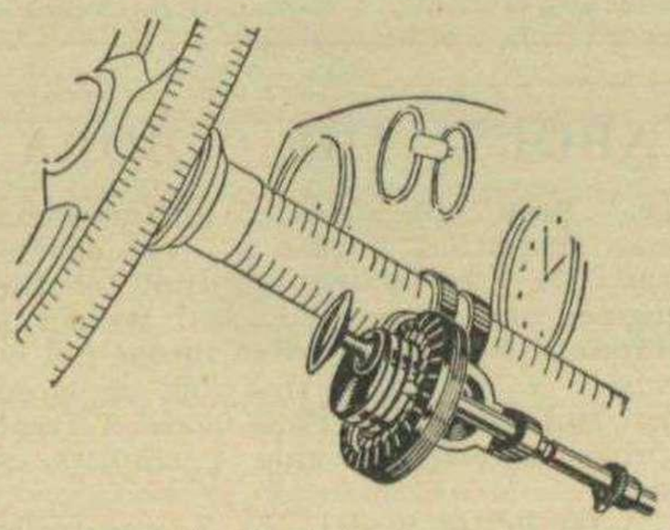
THWARTING THE CAR THIEF.

IT is a remarkable fact that in spite of all the existing methods of making a car thief-proof, nearly 6,000 cars were reported stolen in the Metropolitan Police Area alone during 1932. In the majority of cases, of course, the cars were found abandoned later, having served their purpose as a rapid means of transport to and from the scene of the bandit's activities.

Note the word rapid. Its significance lies in the fact that the essential quality in a car stolen by bandits is speed and acceleration, in order to cope with the fast cars of the Flying Squad in the event of a chase. This means that bandits have a strong leaning towards sports cars, as doubtless many of our readers have learnt to their cost. It can be argued that since the car is invariably found later there is no real need to worry about preventing theft. This is a fallacy, for it is well known that car-thieves stress the engines of the cars they steal to the utmost, and in many cases run them until there is no petrol nor oil left. To a sports car owner who takes a pride in the mechanical condition of his car such rough treatment is repugnant in the extreme, especially as no apparent damage may have been done—and therefore no relief may be obtained from an insurance company.

Now at last it seems that a positive means of preventing theft has been found in the Donford Car Lock. We recently had an opportunity of inspecting this device, both in model form and actually fitted to various types of cars such as Aston Martin, Lagonda, Wolseley Hornet Special, S.S.1 and Rover. Briefly, the idea of the Donford Car Lock is to control the ignition switch, and further to baffle the thief by locking the bonnet and so prevent tampering with wires. This is accomplished, not by a given means easily learnt, or by a lock and key which can be opened with ease by an experienced lock picker, but by a combination lock giving no less than 17,576 different combinations. These combinations can be set by the owner himself, and changed at will.

The combination lock—an attractive ebonite dial—is clamped to the steering column, below the dash, and has three pointers and a central push-and-pull button. When the driver parks his car he pushes the button in, thereby switching off. With a flick of his fingers he disarranges the three pointers, and the ignition cannot be switched on again until the correct combination is set. With the button in either of these positions the bonnet is automatically locked, and can only be released by sliding a slip ring below the lock downwards (with the pointers in their correct combination), and pulling out the button to its limit.



The Donford Car Lock.

The price of the Donford Car Lock is 2 guineas, and one of its great advantages lies in the fact that it can be fitted quickly and without difficulty to any make of car. It is certainly the most ingenious and practical fitment of its kind we have ever seen.

The address of the manufacturers is Car Lock Ltd., 11, Waterloo Place, London, S.W.1, from whom full descriptive literature can be obtained.

FREE!

A JOHNSON

OUTBOARD MOTOR

See Page 391.

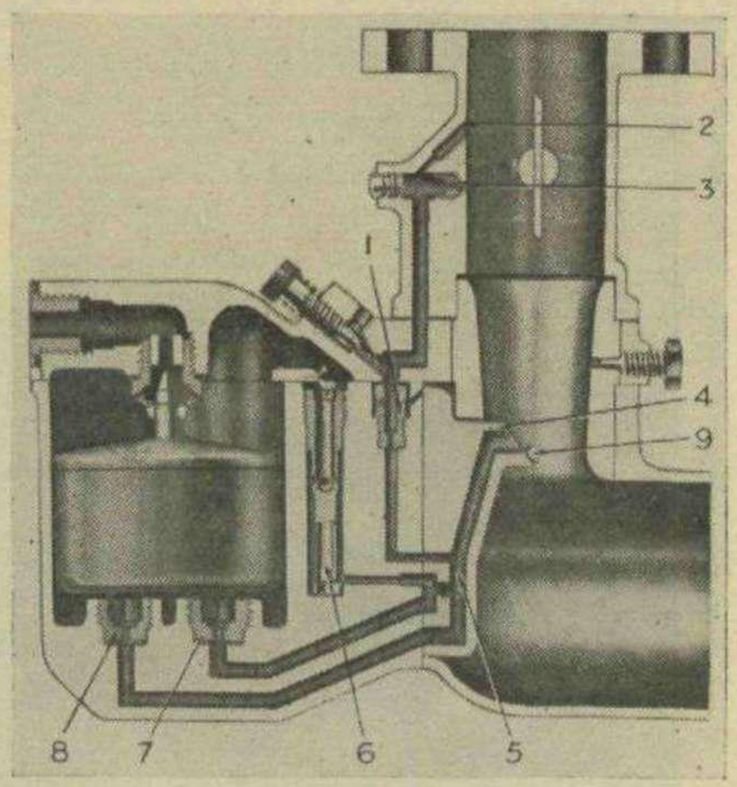
A NEW ZENITH CARBURETTER

LATEST V-TYPE INSTRUMENT EMBODIES SEVERAL NEW FEATURES.

CARBURETTER design, like other branches of motor car development is never at a standstill, and the new V type Zenith carburetters show a further advance in easy-starting technique and the provision of a uniform mixture at all speeds.

The starting device is a miniature carburetter of tubular shape fitted above the main instrument. Operating the easy starting control moves a valve in the interior of the tube, putting it into communication with the induction pipe. When the starter-button is depressed, air is drawn into the tube through a venturi opening and passing over a jet supplied through a special channel from the float chamber, forms a rich but properly emulsified mixture on which the car can be manoeuvred and driven without damage. An automatic air valve weakens the mixture as the engine warms up, when the dash control can be returned to normal.

The slow-running mixture is provided in the usual way by a jet and passage (numbered 1 and 2) opening into the induction pipe above the throttle. When this is rotated slightly, it uncovers the slow-running progression jet (3) and allows a greater quantity of mixture to be supplied. With a further opening of the throttle the suction above it becomes



less and less and is transferred to the lower end of the choke-tube.

Instead of having separate jet-tubes for the compensating and main jets, as on the "U" type, in the "V" they share a common jet nozzle (4) which projects horizontally (in the case of the vertical instrument) into the air stream, and which is cut off at an angle. The suction concentrated on the nozzle draws petrol from the passage (5) and from around the capacity tube (6). Further demands cause petrol to blow from the compensating and main jets (7 and 8) at the bottom of the float chamber and when it passes the passage from the well (6), now clear of petrol and in communication with the atmosphere, it is partly atomised by incoming air, this process being completed by coming into contact with the main air-stream through the choke tube.

Admitting air to the petrol stream in two stages ensures that it shall be fully atomised, and the only remaining problem is to distribute it evenly throughout the bore of the induction pipe, so that each cylinder shall receive a uniform charge. This is effected by fixing a circular bar (9) across the choke tube opposite the jet nozzle. When the incoming air strikes it, a reduction of pressure occurs on the top side and attracts the petrol stream into it, and distributes it evenly in all directions.

The "V" type carburetter is available as a vertical, horizontal or down-draught instrument in sizes up to 30 mm. Owners of cars fitted with carburetters of other makes are invited to try the new Zenith free of charge for one month.

THE BUGATTI HILL CLIMB.

CHALFONT ST. PETER was again the venue for the Bugatti Owners' Club Hill Climb, but the course was slightly altered, a hairpin consisting of two connecting roads being inserted in the main part of the gradient. This and the loose gravelly surface reduced the speed of the faster cars considerably, and vehicles of long wheel-base could scarcely negotiate the hair-pin bend at all.

Of the smaller cars, the André V6 put up a good performance, its short wheelbase favouring it on the corner. Bachelier's V8 Ford favoured by its spongy tyres and high power-weight ratio was also good.

Alan Hess (M.G. Midget) was the first of the many drivers who mounted the bank on the hair-pin bend. E. King (J.3 Midget) looked slow but his time proved otherwise. The same applied to Bachelier on a 2.3 Bugatti, while other drivers tended to put their foot down and run into the bank, or spun their wheels to no purpose on the loose surface.

The Gleggs turned out on Dorcas I, a very stripped chassis with an Austin 7 engine. The first run was unsuccessful, but driven by Gordon L. Glegg, it took the bend at the bottom of the hill so fast that it turned right round and shot off the course, luckily without hitting any spectators.

J. L. Burton on a 1½ litre car fitted with twin rear wheels was very fierce everywhere on his first run, mounting the bank and scattering stones in all directions, but greatly improved on his second attempt. Davis's straight-eight Delage, now at last running properly, was handicapped by the loose surface and only made one run, sliding all over the road.

Noel Carr, who usually makes a star performance in Bugatti events did a lot of skating on his first ascent, and finally stalled his engine when faced with the hair-pin. He was more careful on his second run, and restraining the tremendous power of his car equalled Bachelier's record time of 36 seconds.

RESULTS.

Touring Cars, 1,100 c.c.-1,500 c.c.
1. R. C. Porter (Andre V6 726 c.c.), 38 sec.
2. L. G. Bachelier (Bugatti 1,496 c.c.), 39 sec.
3. R. C. Porter (Riley 1,089 c.c.), 40 sec.

Touring Cars, 1,500 c.c., Unlimited.
1. L. G. Bachelier (Ford 3,622 c.c.), 39 sec.
2. J. S. Steele (Ford 3,622 c.c.), 40 sec.
K. W. Bear (Bugatti 2,996 c.c.).
J. S. Steele (Bugatti 1,955 c.c.).

Sports Cars up to 850 c.c.
1. E. King (M.G. Midget (S) 847 c.c.), 38 sec.
2. R. C. Porter (Andre V6 726 c.c.), 40.5 sec.
3. C. J. Fryer (M.G. Midget 847 c.c.), 42 sec.

Sports Cars 1,100-1,500 c.c.
1. J. G. Crowther (Wolseley Hornet 1,271 c.c.), 40 sec.
R. C. Porter (Riley 1,089 c.c.).
3. R. R. Jackson (M.G. Magnette (S) 1,087 c.c.), 41 sec.

Sports Cars, 1,500 c.c.-2,500 c.c.
1. L. G. Bachelier (Bugatti (S) 2,261 c.c.), 36 sec.
2. K. W. Bear (Bugatti (S) 2,261 c.c.) 38.5 sec.
3. J. R. Jeffress (Alfa Romeo (S) 2,336 c.c.), 39 sec.

Racing Cars up to 1,500 c.c.
1. J. L. Burton (Bugatti (S) 1,496 c.c.), 37 sec.
2. T. P. Cholmondeley-Tapper (Bugatti 1,496 c.c.), 38 sec.
3. R. R. Jackson (M.G. Magnette (S) 1,087 c.c.), 39 sec.
R. M. Walters (Riley 1,089 c.c.).

Racing Cars over 1,500 c.c.
1. Noel Carr (Bugatti (S) 1,990 c.c.), 36 sec.
2. A. Esson-Scott (Bugatti 1,955 c.c.), 37 sec.
3. H. L. Moscardi (Bugatti 1,955 c.c.), 41 sec.

MORE ABOUT THE "BORA" CAR.

SIR,—I notice your correspondent's query as to his "Bora" car.

This car was made by a firm of motor engineers at Horsham, Messrs. Boorer & Roberts (now at Broadwater, near Worthing) and was raced at Brooklands in 1920-21 not very successfully. It was sold to Sir R. Gunter, from whom I purchased it in 1922, selling it again after many alterations; after this I lost touch with the car. The engine is 1,496 c.c. "Sage" by Sages of Euston Road (now shopfitters I believe). The chassis was "M.A.B." much too frail for the engine, and when purchased it had ¼ elliptic rear springs and no torque rod or tube! I converted this and replaced rear springs by two Ford model T front springs inverted making ½ elliptics of them.

A far better model, No. 2, was made by the same firm the following year and did better at Brooklands, it was altogether a better designed job and had a very similar Sage engine but with higher compression. The car was named "The Bora," no doubt Mr. Boorer could give you fuller details if written to at Broadwater Green, Worthing.

C. L. CLAYTON.

10, Prince Albert Street,
Brighton.

A £23 JOHNSON MOTOR—FREE!

FULL DETAILS OF A GREAT COMPETITION OPEN TO ALL "MOTOR SPORT" READERS.

IT is with a feeling of gratification that we record a considerable measure of success for our campaign on behalf of the small powered motor boat. Our correspondence shows that many more people are interested in this branch of motor sport than one would at first believe.

There are still a large number of people, however, who hesitate to spend money on a new sport about which they feel they know too little. This is where our competition comes in. All they need do is to sit down and write a story of about 500 words on small power motorboating. It need not be true. It need not be technically accurate, but it must be about 500 words. Three of these stories will be published in three consecutive issues of MOTOR SPORT and the writer of the winning story will be presented with a Johnson Junior Motor. Not just an outboard motor, but a motor that comes from the world's largest manufacturers of outboard engines. A beautifully built and finished product, and the very latest model catalogued at £23.

We have decided to offer this motor as a prize, with the collaboration of Messrs. Vanadium, Ltd., of 64, Victoria Street, London, S.W.1., the British distributors of Johnson Motors, in the belief that it will serve to fan the glow of interest in motorboating into a flame of enthusiasm. Don't be afraid to write your story. Just think of the prize!

Read the rules carefully. They are quite simple.

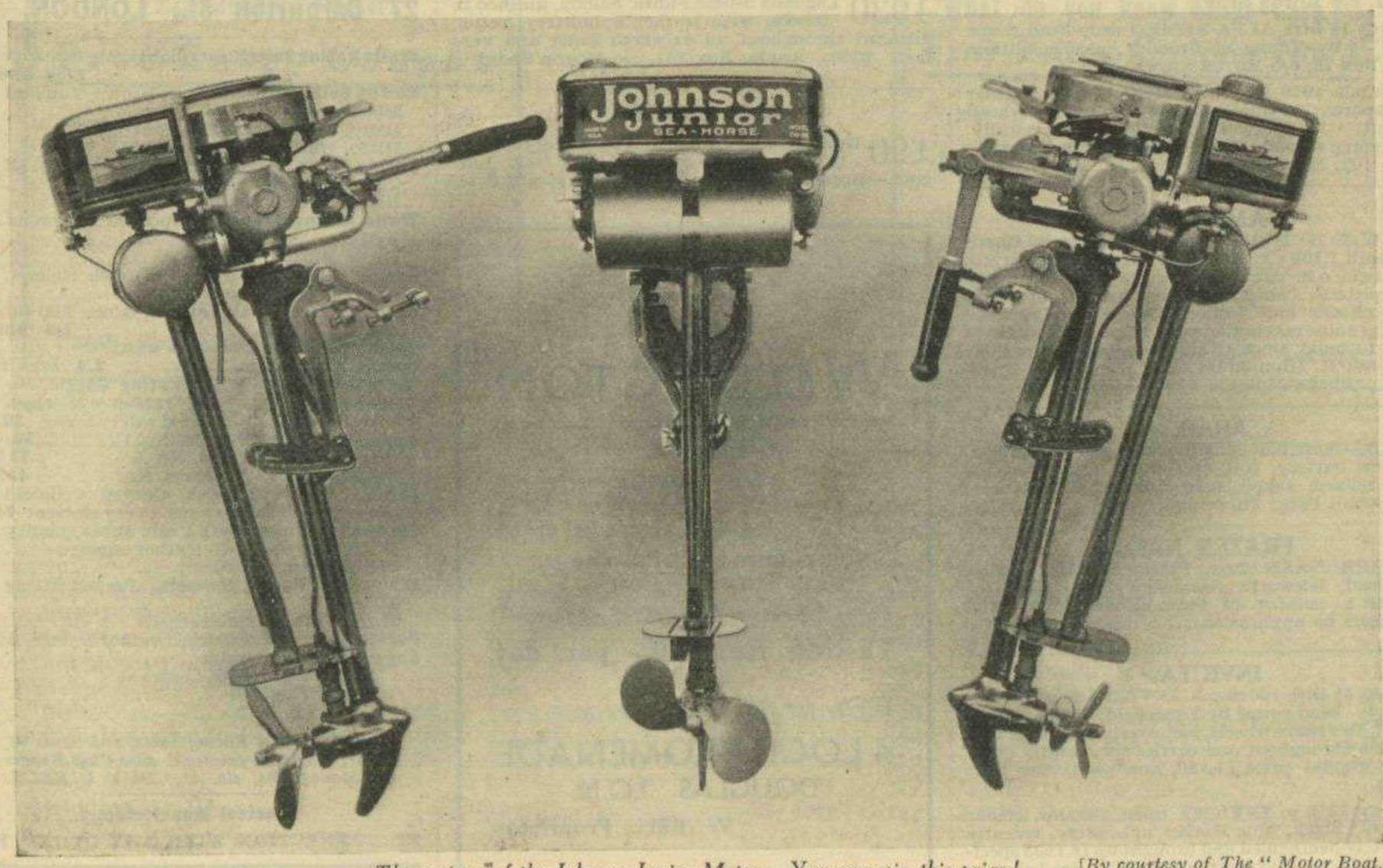
THE COMPETITION RULES.

1. Stories must be written on one side of the paper only, and must be approximately 500 words in length.
2. Competitors must submit their stories not later than the 15th of June, 1933.
3. Any number of stories may be sent in by competitors, but each must be accompanied by a separate coupon, which will be found on the inside back cover of this issue of MOTOR SPORT.
4. Stories must be about some incident connected with small-power motorboating, real or imaginary.
5. The Editor's decision is final.
6. No member of the staff of MOTOR SPORT is allowed to compete.

THE JOHNSON JUNIOR MOTOR.

As the public gradually awoke to the fact that the outboard motor offered the world's most free and least expensive means of mechanised water travel, so there came onto the market many motors designed especially for economy and ease of operation. Several were built here in England, but there came no move from the Johnson factory. But experiments were going on, just the same.

Then Mr. Millet, the American salesmanager made a sudden appearance in England, bringing with him a batch of beautifully finished little motors selling at the most reasonable figure of £23. The Johnson Junior represents the result of careful experiments to produce the last word in economy outboard motors. It is one of these motors that we are offering as a prize in our competition.



Three views of the Johnson Junior Motor. You can win this prize! [*By courtesy of The "Motor Boat."*

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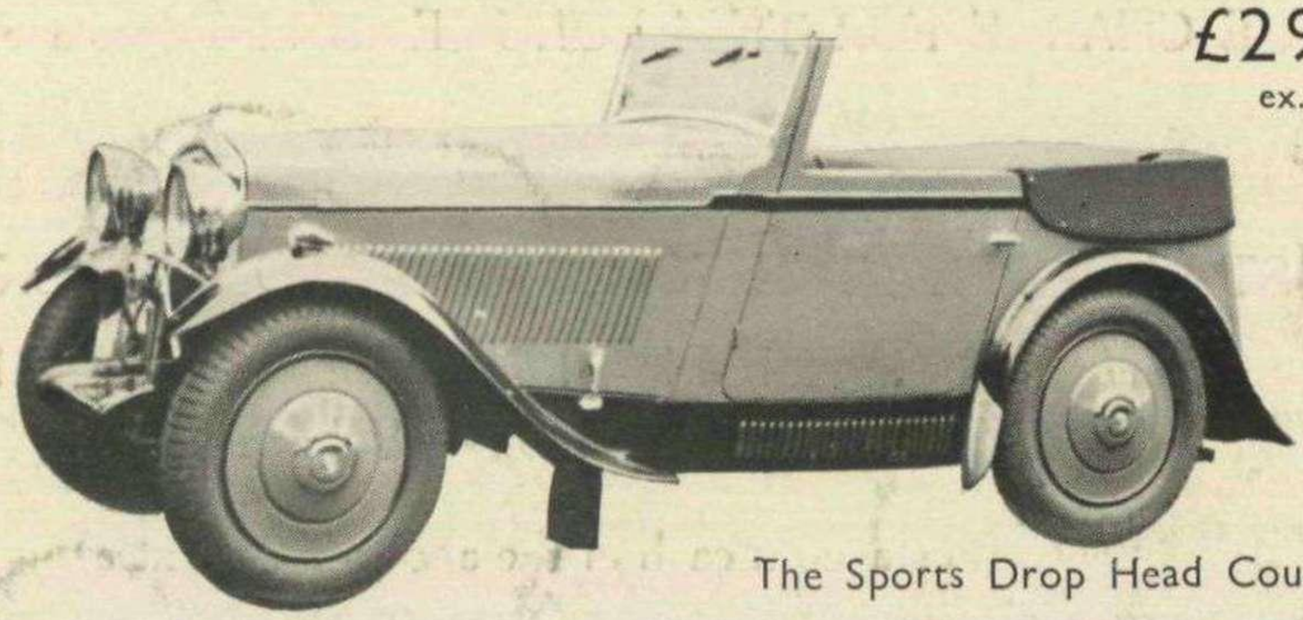
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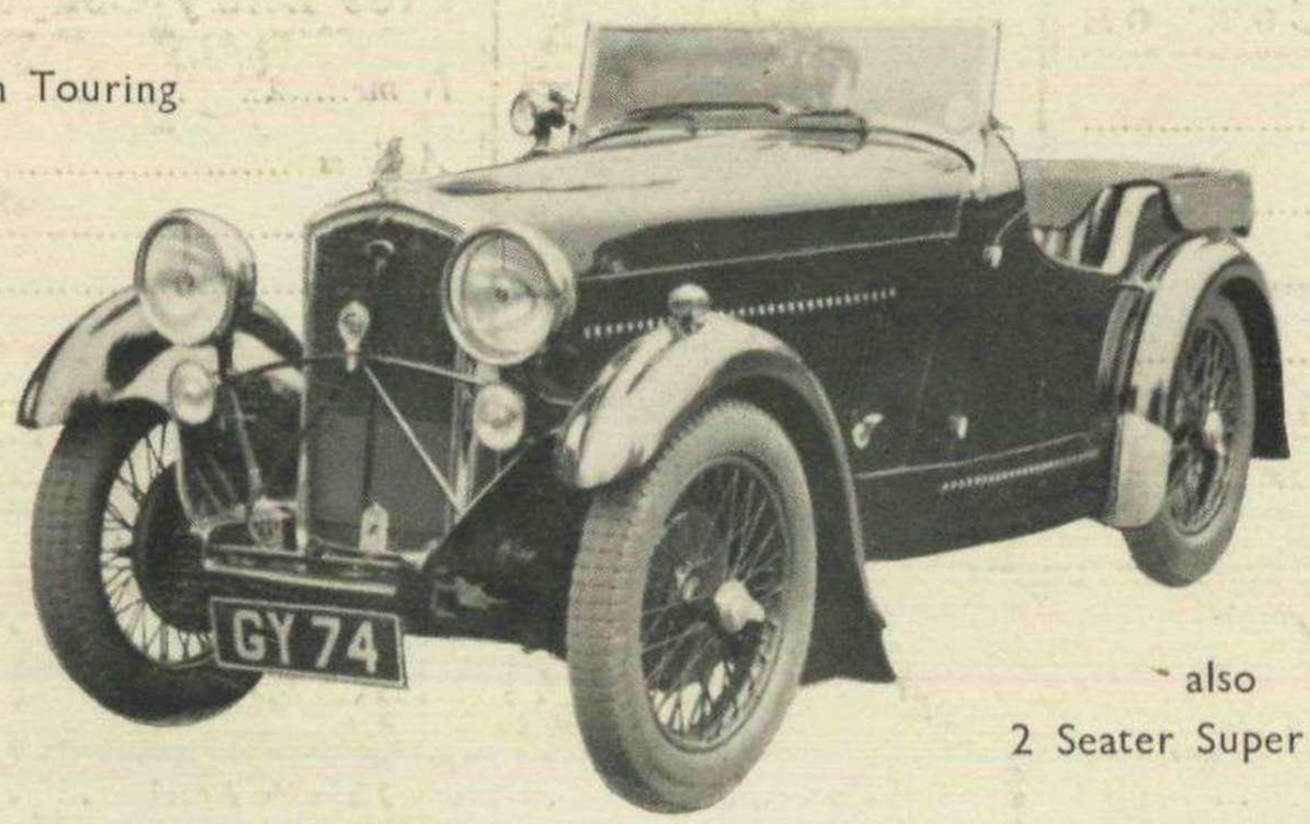
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