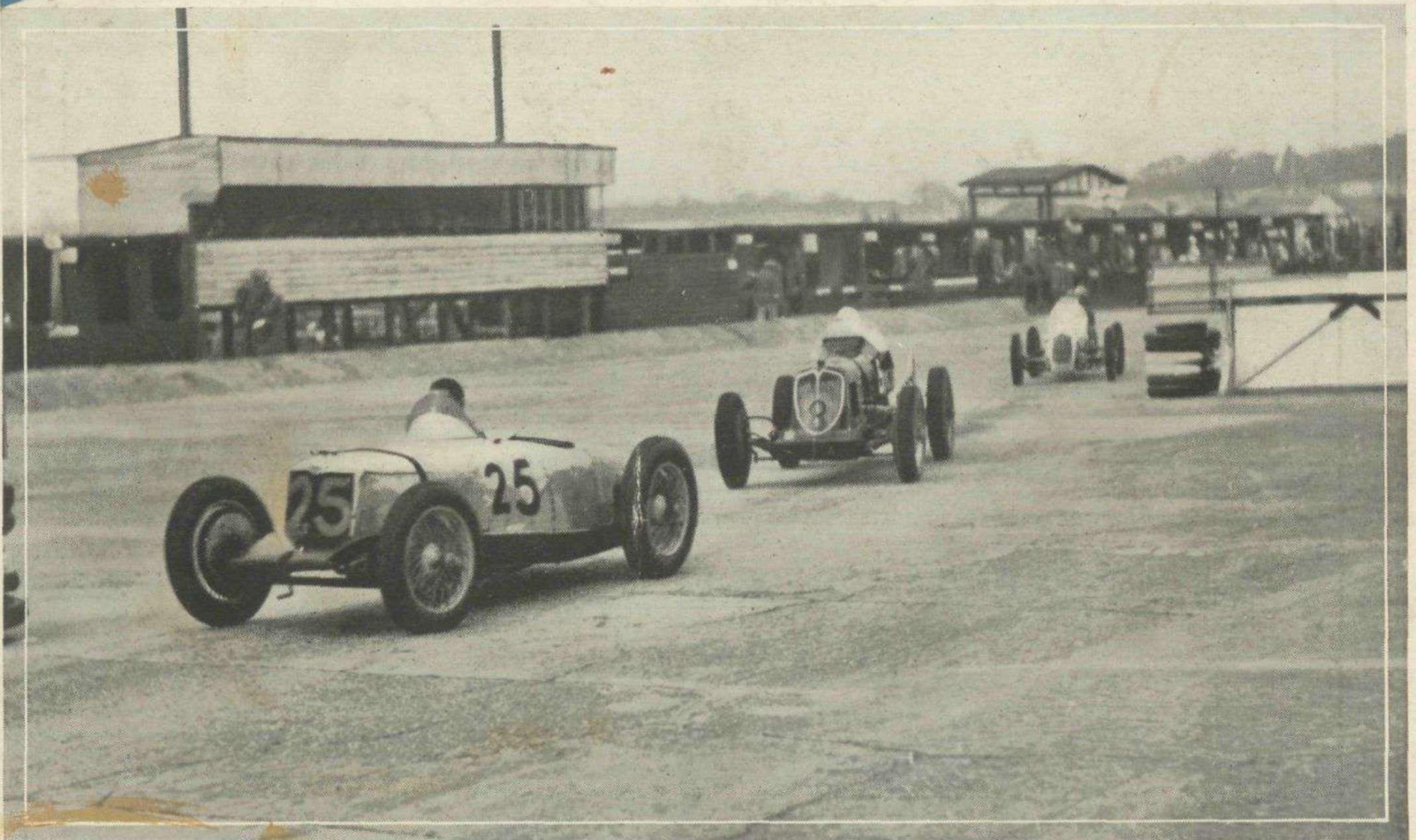


# MOTOR SPORT

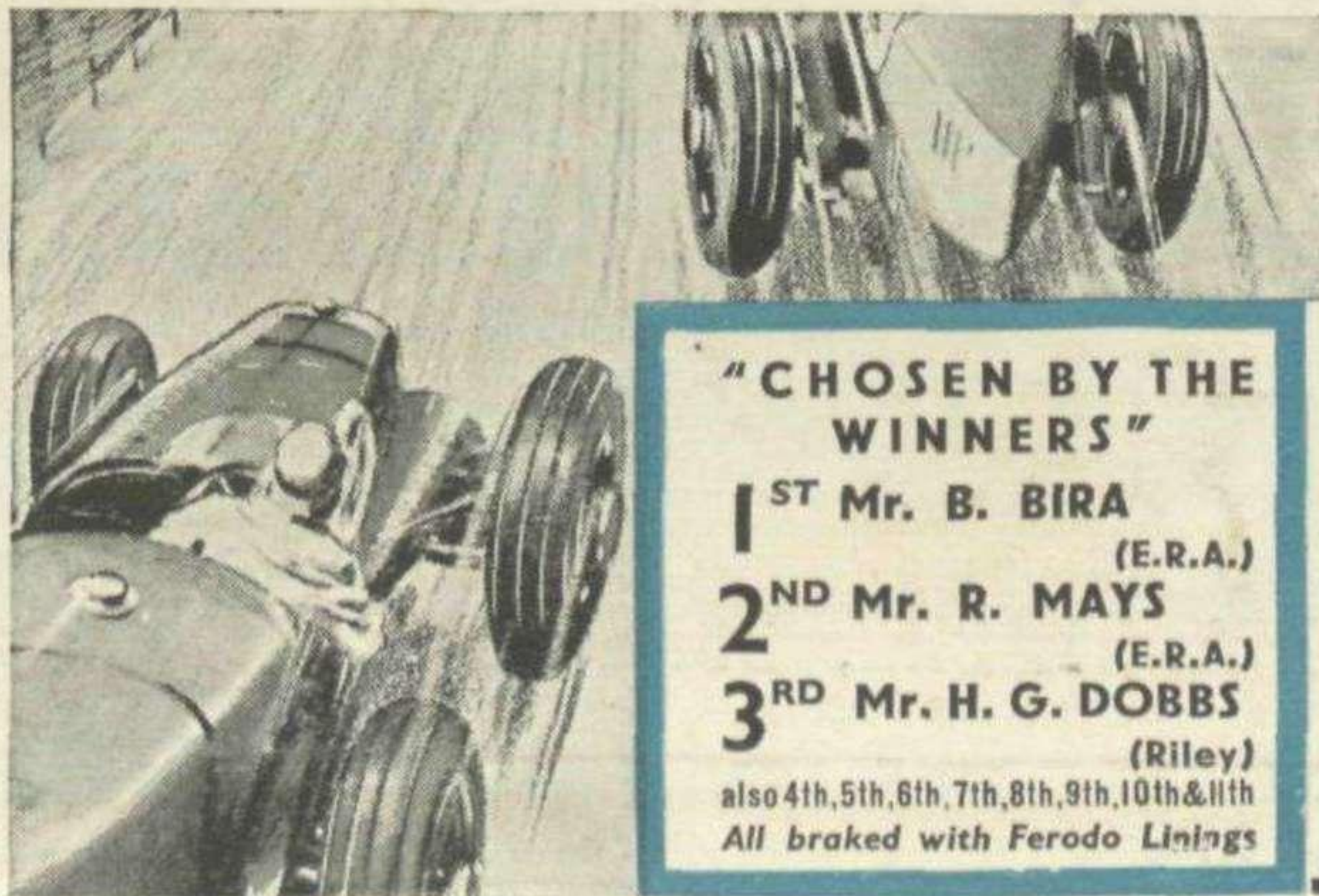
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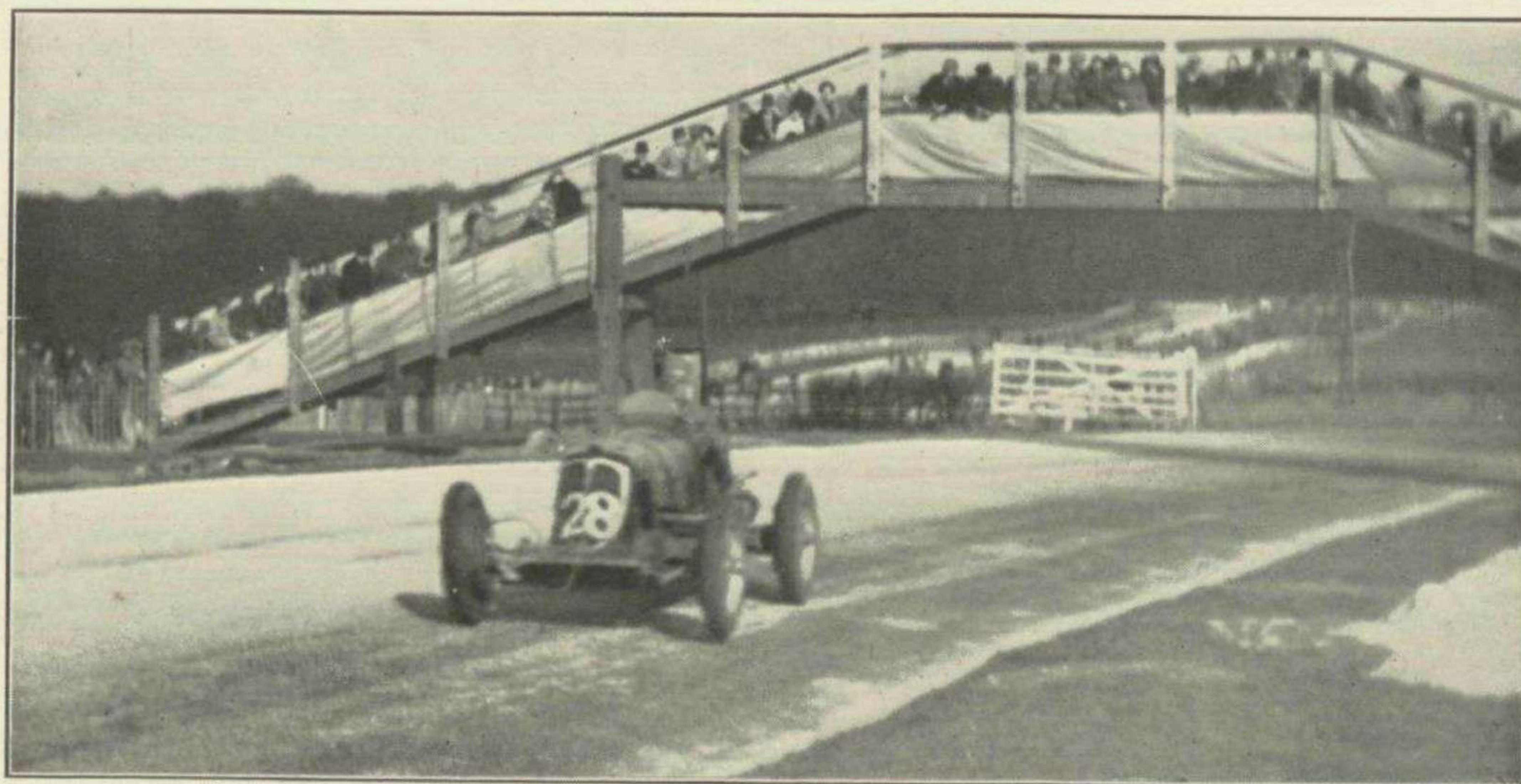


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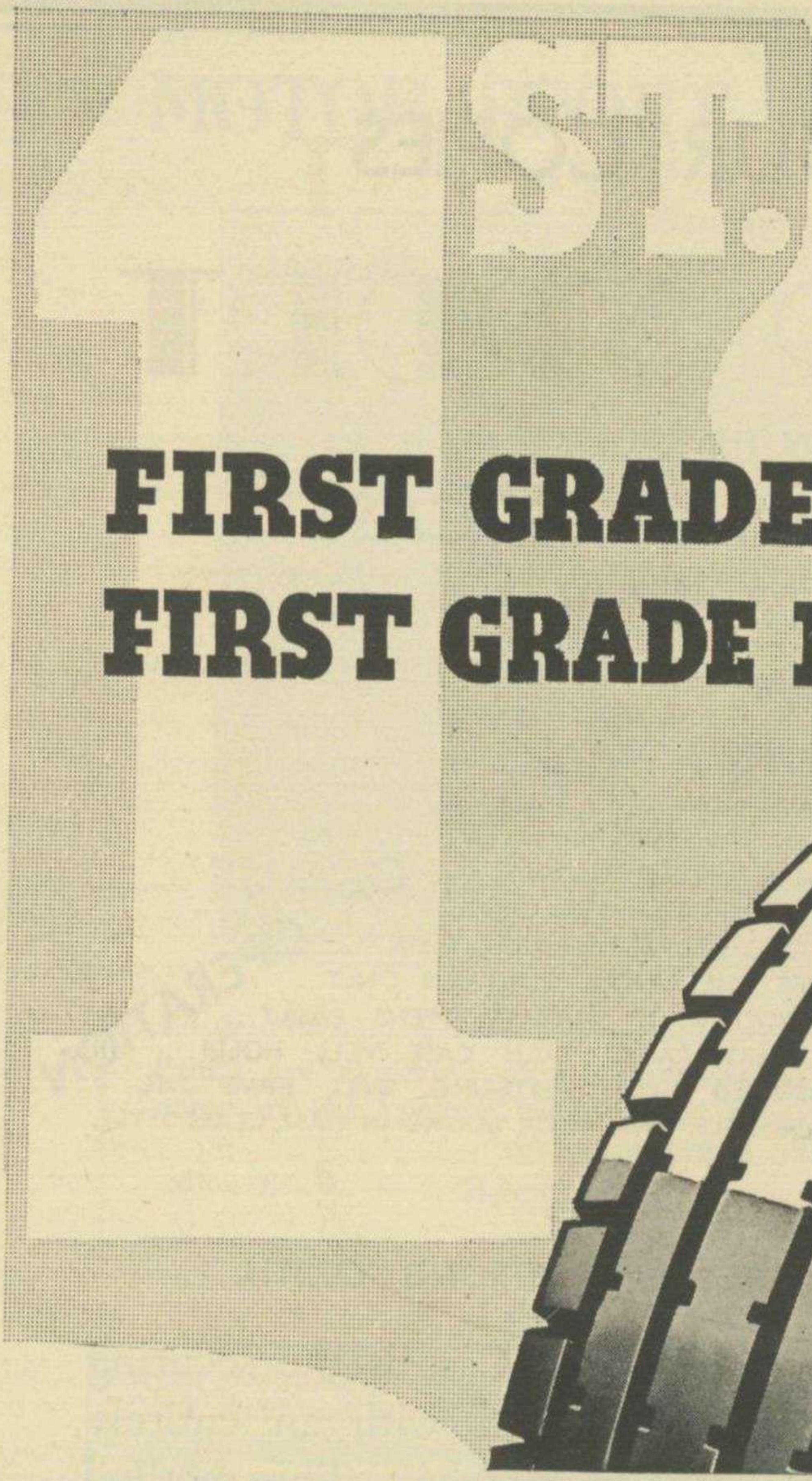
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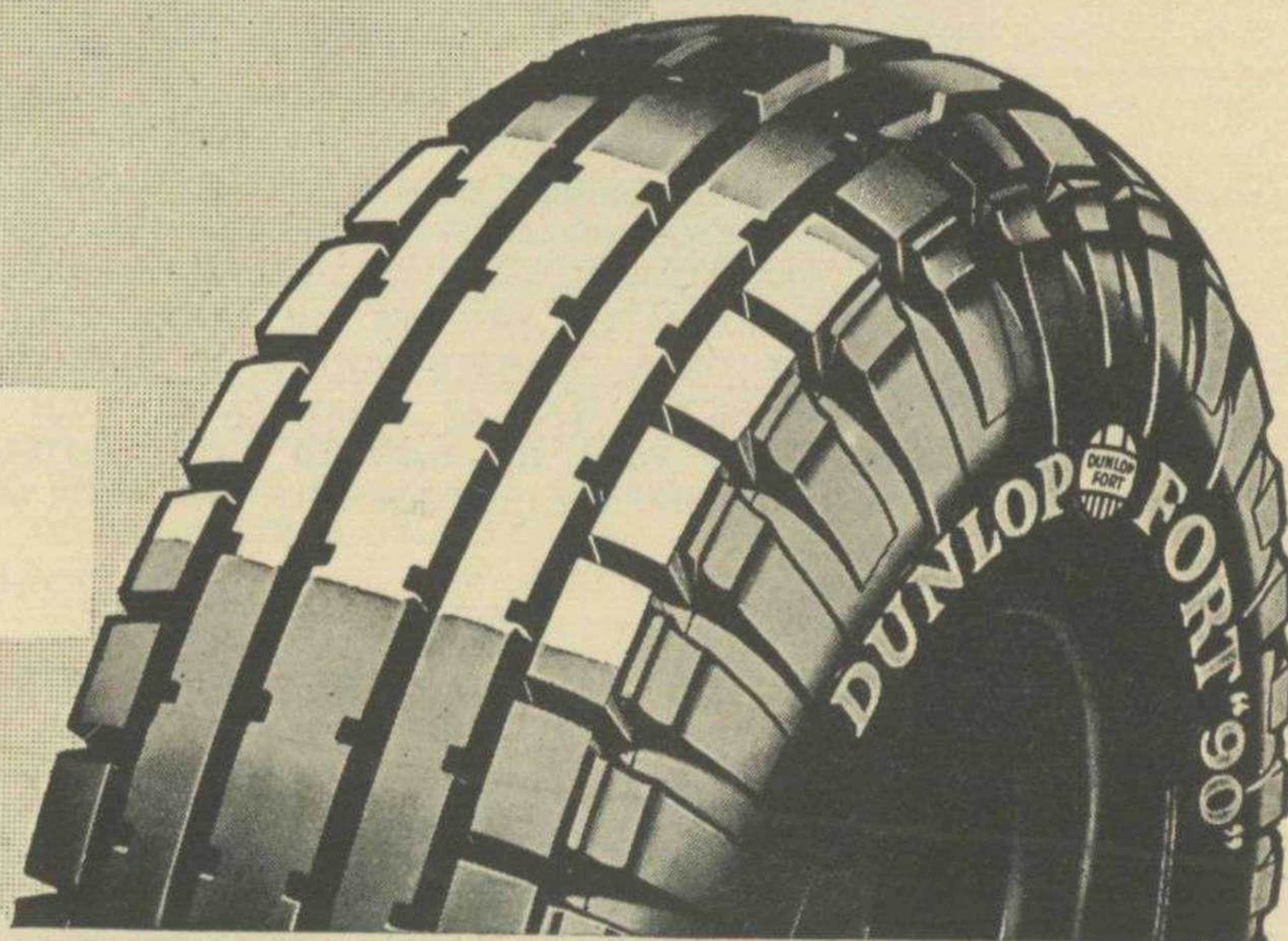
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## The Future of Trials and Some Suggestions.

A subject which has been widely discussed in motor-ing circles lately has been the future of reliability trials. The undeniable fact has to be faced that complaints from landowners and residents in the districts favoured by trials organisers are becoming more frequent. It is not a pleasant thought that the Chilterns and Cotswolds are becoming too hot for use, and that the inhabitants of several other districts are beginning to show signs of unrest.

The irritating part of the whole business is that not even the most enthusiastic trials driver can fail to sympathise with the man, who, having chosen his house in the most secluded and peaceful place he could find, is disturbed by a stream of small sports cars grinding up a narrow lane in bottom gear, only a short distance from his house.

Our confusion is more confounded when the said house-owner mildly complains, "I wouldn't mind if it happened only at long intervals, but this lane is used by clubs every single week-end of the year."

The careful reader, anxious to find a remedy to the satisfaction of all parties, will have deduced two important points from the foregoing. First, that motor clubs should avoid using hills which are within say a quarter-of-a-mile distance from a house, and second, that the number of trials should be drastically reduced.

The first point may seem a little hard, but the arguments in its favour are unanswerable. A club can use one hill just as easily as another, but a man who has bought a house and land should not have to move to another site just because the hill he chose for the view also possesses a fierce gradient and some hairpin bends.

The ideal trials hills are those on lovely tracks of land such as Exmoor, Dartmoor, the Lake District and the Welsh mountains, and trials

drivers should not object to the journeys involved in reaching these districts. It is here, that the R.A.C., as the governing body of motor sport, should step in. A committee should be formed to report on all recognised trials hills and to investigate whether the use of such hills inconveniences in any way the local residents. Clubs would then have a limited number of hills from which to choose their routes, and no other hills would be allowed, on pain of losing the R.A.C. permit for the trial.

Those who delight in finding fresh hills would have to submit them to the committee for approval, and from time to time new hills would be added to the R.A.C. list of recognised gradients. Naturally, in the event of a complaint being received by a club for using a "recognised" hill, the secretary would throw the onus on to the R.A.C., which is only as it should be. It would be far better for the sport if as many functions as possible could be filled by the governing body, and not just the granting or withholding of a permit.

The second point which needs immediate action on the part of the R.A.C. is that there are far too many small trials, and that their number should be strictly limited. What we should like to see would be the R.A.C. holding two or three really good trials every year, and inviting clubs to provide the organising committee and officials. The clubs could then regard the trials as their own events, with individual placings of their members, as well as taking part in the main trials. We believe that many small clubs, which at present run their own trials with great difficulty as regards marshals and entries, would welcome such a scheme and would be quite willing to cancel their own individual trials.

## CONTENTS

Continental Notes and News	...	...	...	...	283
An Old Master Revived	...	...	...	...	285
Rumblings	...	...	...	...	287
International Trophy	...	...	...	...	294
Tripoli G. P.	...	...	...	...	297
Club News	...	...	...	...	299
Fast Motoring at Donington	...	...	...	...	303
Another E.R.A. Success	...	...	...	...	306
The 2-litre M. G. in Production	...	...	...	...	308
The Relay Race	...	...	...	...	309
The 4½-litre Bentley	...	...	...	...	312
A V8 Sports Car	...	...	...	...	315



# Continental Notes and News

By

OUR  
CONTINENTAL  
CORRESPONDENT

## Germany Still Leads

What with one thing and another, the new Alfa-Romeos have not been able to show their true paces yet, with the result that the German cars continue to win all the races. The Ferrari people had the worst possible luck at Tripoli, with Farina crashing badly at Monza during a final tune-up for the race, and Nuvolari doing the same thing while practising on the course itself. The only redeeming feature was that neither of the men was more seriously hurt. Farina is apparently going along nicely, while, as you know, the lion-hearted Nuvolari turned out for the race with his torso encased in plaster and proceeded to finish seventh in spite of much tyre trouble. For sheer "guts" Tazio wins every time.

With nearly two litres more cubic capacity than the Mercs, it was only natural that the Auto-Unions were at an advantage at Tripoli, where the circuit allows very high speeds. However, I still consider the Mercedes-Benz to be the finest all-round racing car in the world, since men first decided it would be fun to race with horseless carriages.

Chiron's chance has yet to come, but I am sure we shall see him leading the field home in the near future. No driver is more universally popular in Germany and Italy as well as in his native land, a fact which is entirely due to his charming personality. At the wheel he is an artist, and the Continental race-crowds so much more knowledgeable of the finer points of driving than the blood-lusting Britishers, are quick to appreciate him at his true worth.

## One and a Half Litres

The 1,500 c.c. race has now passed from the stage of being a vogue to that of an established institution. The lion's share of praise for this welcome fact goes to the E.R.A. people, seconded by Maserati's. Probably the best aspect of the 1,500 c.c. racing is that it gives the independent driver a chance to compete on dead level terms with works teams. Indeed so far the private owners have cleaned up all the spoils.

At the moment the competition by marques is rather limited, but Seaman's Delage looks as though it will be a thorn in the sides of the more numerous E.R.A.s and Maseratis. There is no news of the rumoured 1½-litre Bugattis, which is a great pity, because in olden times—a decade ago—Molsheim could turn out

as pretty a 1½-litre as anyone. Mercedes-Benz, too, were supposed to be toying with the idea of tackling the 1,500 c.c. market, and if they do the job as thoroughly as they did the Grand Prix business the others will have to look out.

All of this, incidentally, is by way of introduction to the fact that the Picardy Grand Prix has been "lined down" to 1,500 c.c.. Last year, you may remember, the Bugattis were the only "works" entries, and the field was rather small. The new move on the part of the organisers is all to the good, and a big entry of British drivers is anticipated by the secretary, who can be found at 104, Rue Saint Fursy, Péronne, Somme.

From the spectator's point of view the race should be well worth a visit, because it is to be run in two heats of sixty-two miles each and a final of ninety miles. The course is an open one, set in flat country, and the cars can be seen for long distances. Nothing has yet been decided about the *chicanes* which disfigured the circuit last year. Let us hope that the organisers will dispense with these useless, dangerous and altogether unnecessary obstructions. I forgot to say that the number of starters will be strictly limited.

## June Events

Reverting for a moment to formula racing, the big events in June are the Eifel race on the Nurburg Ring and the Penya Rhin race at Barcelona. The latter city has been far from placid lately, what with revolutions, counter revolutions, strikes, riots and other old Spanish customs, but I understand that these little obstacles will not interfere with the course of motor racing.

The circuit lies in the Park of Montjuich, famed for its prison, in which many a bloodthirsty anarchist, revolutionary and assassin has been incarcerated. A few months ago it was the scene of a general amnesty, from which one would gather that the place is now empty. I dare say the people who came out have now had their revenge on those who put them in—after all, what's the use of a prison if you don't use it.

To return to the more pleasant subject of motor racing, the Penya Rhin race will

consist of 80 laps of a 2.3-mile circuit. Mercedes-Benz and Auto-Unions are in touch with organisers, while there is just a chance that the 4.7-litre Bugatti will be entered, and what is more, actually start.

## The French Sports Car Boom

Having exhausted the topic of Grand Prix racing, quite apart from my right wrist, let us turn to the more staid subject of sports-car racing.

Le Mans is to be as popular as ever, judging by the entries, which number the maximum permissible of sixty. For those to whom the fastest cars are the chief attraction, the promised duel between Bentley and Mercedes-Benz is a thing to be savoured and discussed at mighty length. The last time the two met was the historic occasion when Birkin set out to break up Caracciola's car by streaking ahead—regardless of lasting the distance. The resulting duel was one of the finest ever seen at Le Mans.

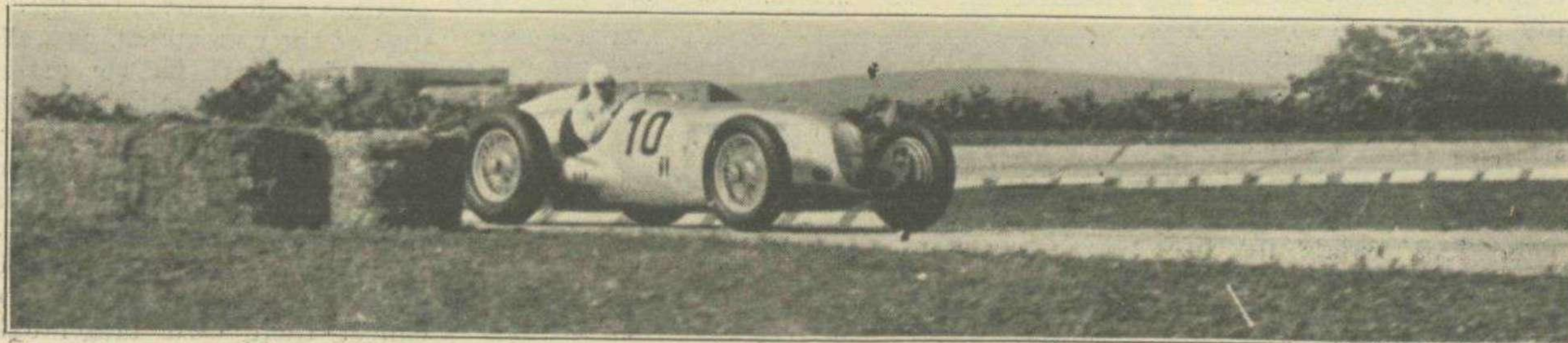
This year E. R. Hall has entered a 4½-litre Bentley, and the German opposition will come from a privately owned type 500 Mercedes-Benz. Rumour whispers that Hall is to drive single-handed for the whole 24 hours, which is by no means so terrific as it sounds. The competitors in the 24-hour Bol d'Or all have to do it by the rules, and on the much more winding road and tricky St. Germain Circuit.

In weighing up the pros and cons of this particular struggle one is apt to forget that the 4½-litre Lagondas will have quite a say in the matter. Ivermee, of Bentley fame, has been responsible for their preparation, and the cars ought to give a good account of themselves. The drivers will be anxious to repeat the victory scored for the marque last year by Hindmarsh and Fontes.

## The French "Grand Prix"

Everything is getting nicely keyed up for the French Grand Prix at Montlhéry in July. Probably the most interesting cars in this race will be the new Talbot-Darracqs, with which the manufacturers are making a determined effort to win fresh laurels in motor racing and on which France itself pins great faith.

A preliminary examination of the cars as they were undergoing trials at Montlhéry gave one a very favourable impression. They are extremely easy on the eyes, being low, but not too low, with trim



Caracciola, winner of the Tunis Grand Prix, cornering on his Mercedes-Benz.



CONTINENTAL NOTES AND NEWS—continued

coachwork and a general air of breeding. The headlamps are flush-fitting with the front mudguards, which are themselves strongly braced, and outside exhaust pipes give the cars a workmanlike appearance. The engines are unsupercharged, of course, but they have three down-draught carburettors. The power output is expected to be 50 h.p. per litre. They have independent springing.

While I write these lines the cars are on their way to Miramas for their first race. If they give satisfaction in the French Grand Prix, they will probably be entered for our Tourist Trophy. René Dreyfus is the chief driver, seconded by Morel and possibly by Stoeffel.

Quite apart from the opposition of English cars, the Talbots will have to fight hard in every race against the Delahayes and Hotchkiss, which have the advantage of previous experience. Altogether, the French people are making a pretty good effort to regain some of their lost prestige as sports-car manufacturers.

**Home Grown Fuel**

Talking of sports cars reminds me that the Alfa-Romeo "sports cars" entered by Ferrari in the Mille Miglia ran on a queer blend of 85 per cent. metanol, 13 per cent. free residues and 3 per cent. water. The resulting performance seems to have been satisfactory.

One thing leading to another, I am reminded that Thomas Clarke, who, with his co-driver Maurice Falkner, was the only British competitor in the Mille Miglia, has entered his Aston-Martin for the French Grand Prix, the Belgian 10-hour race and the sports-car race at the Nurburg Ring.

**The High-Speed Adler**

The 24-hour record at 99.79 m.p.h. established by the 1.7-litre Adler last month augurs well for the prospects of the marque in forthcoming races. It was all the more unfortunate that the car should have been completely burned out at the end of the run. Actually several attempts were begun before everything could be induced to work smoothly. The road used was the magnificent autobahn between Frankfurt and Heidelberg, and the drivers were Heckel, Sauerwein, Lohr, von Guilleaume, and Count Orsich. In addition to the 24-hour record aforementioned, the following distances were taken: 2,000 kms. at 99.33 m.p.h.; 3,000 kms. at 99.65 m.p.h.; and 12 hours at 99.20 m.p.h.

The car must have been extremely fast on the straights, because, like Stuck's Auto-Union, it had to slow right down in order to sweep round into the reverse road.

**Substitute for Dieppe**

While we are still bemoaning the demise of the Circuit de Dieppe, there comes the news that there will probably be a race at Deauville—for formula cars. The date chosen is July 19th, which is only booked by the Grossglockner Hill Climb and a small Swiss Hill Climb. The organisers are to be the A.C. de l'Ouest, who ought to make a thoroughly good job of it, and already there is a strong rumour that Mercedes-Benz will send Louis Chiron to uphold their colours.

The proposed course is in the neighbourhoods of the Normandie Plage.

**Not to be Held**

For divers reasons, economic, domestic and otherwise, the following events which appear on the International Calendar, have been scratched:—the Susa-Moncerisio Hill Climb (July 5th), the 24-hour Targa Abruzzo (August 9th) and the Stelvio Hill Climb (August 30th).

It will be noted by everyone that all these events were to have been held in Italy, where the sport of motor racing has naturally become of slightly less importance than certain other matters.

**Mercedes-Benz Have Their Revenge**

The defeat of the Mercedes-Benz team by the Auto-Unions at Tripoli gave rise to reports that the latter had at last found their true form and would be unbeatable for the rest of the season.

This belief was quickly confounded, however, for the very next week-end Caracciola piloted his Mercedes-Benz into first place in the Tunis Grand Prix. The race was held on the Carthage Circuit, which measures 22.1 kilometres per lap, and the full distance was 331.5 kilometres, or 30 laps.

The race was full of incident, for Brivio's 12-cylinder Alfa-Romeo burst into flames and slightly burned its driver, and Rosemeyer's Auto-Union was completely destroyed by fire. The most sensational event of the day, however, was a most terrific crash by Varzi on his Auto-Union. For some at present unexplained cause, the car got out of control when travelling at 180 m.p.h., and executed a series of prodigious somersaults before coming to rest, a tangled mass of wreckage. Varzi was thrown out, and by a sheer miracle escaped serious injury.

The fast pace at which the race was won had a devastating effect on several cars, and out of eleven starters only four finished.

Caracciola drove his usual steady race and was a deserving winner. Pintacuda scored his first success in a big race by bringing his Ferrari Alfa-Romeo into second place, while Wimille and Sommer deserve full marks for keeping going until the end.

**RESULT**

1. Caracciola (Mercedes-Benz) 100.2 m.p.h.
2. Pintacuda (Alfa-Romeo).
3. Wimille (Bugatti).
4. Sommer (Alfa-Romeo).

**Delahayes Wins a Miramas Race**

The most interesting aspect of the Sports Car Race Meeting held at Miramas Track on May 24th, was the first appearance of the new Talbot Darracqs. Two cars were entered for the three-hour race, and they faced stiff opposition in the form of a horde of ten Delahayes.

Dreyfus and Morel drove the Talbots, and Divo and Perrot handled the "works" Delahayes. Dreyfus was out early with trouble, but Morel held off the Delahaye challenge for 2½ hours and was lapping steadily at 82 m.p.h. Then he, too, was forced to retire, and the group of Delahayes promptly swept past to take the first five places in the race.

This main event was preceded by a French raiser for 1,100 c.c. cars, in which there were 17 starters. Gordini, driving a French-built Balilla Fiat, took the lead at the very start and was never once headed. The casualties were heavy, and only five cars were still running at the finish.

Miramas is an unlucky track, and the trouble this time was a strong mistral, which hampered the drivers and greatly inconvenienced the spectators. In spite of this, the meeting was a successful one, and encourages one in the belief that other races will be held there in the future.

**RESULT  
1,100 c.c.**

1. Gordini (Fiat) 63.30 m.p.h.
2. Pupil (Fiat).
3. Jourdan (Salmson).

**Sports Car Grand Prix**

1. Paris (Delahaye) 77.79 m.p.h.
2. Schell (Delahaye).
3. Brunet (Delahaye).
4. Divo (Delahaye).
5. Lebegue (Delahaye).



Framed in a patch of "local colour" Pintacuda flashes by on his Alfa. He finished second.



# AN OLD MASTER REVIVED

DAVENPORT'S FAMOUS FRAZER-NASH "SPIDER" REBUILT FOR SHELSLEY

Following my query in "Rumblings" about B. H. Davenport's famous old 1,500 c.c. twin Frazer-Nash, writes "Boanerges," I received a visit the other day from Mr. G. H. Symonds, who has now acquired the entire outfit from its late owner and is re-building the car in its original trim to run at Shelsley Walsh, Lewes and other sprint events.

When Davenport used to run at Shelsley he had two Frazer-Nashes, one with a two-valve-per-cylinder engine, which was fitted into a two-seater chassis, and which he used for practising. The other of course was the famous four-valve "Spider."

Mr. Symonds began operations by acquiring the two-seater car, lightened the chassis and fitted it with a razor-blade body identical with that of the sprint car. By continual tuning and aided by advice from Mr. Davenport himself he managed to get the old car functioning really well, and ran with success at Southport, Lewes and Brighton, his time in the 1½-litre class being 62.5 m.p.h. as against 63.38 m.p.h. of Fane's blown Nash. The latter car of course was fitted with a two-seater body and touring equipment.

Encouraged by this, Symonds naturally wanted to get hold of the "Spider" itself, but Davenport could not bear to part with the chassis and body of the car with which he had so often delighted the crowds at Shelsley, and which now stands in honoured retirement in his garage. After many entreaties he agreed to sell the four-valve engine, feeling that it was going into worthy hands, and after a hunt for one of the cylinder heads, which had come into the possession of another Frazer-Nash enthusiast down south, the new owner had the satisfaction of owning if not the original "Spider," at any rate a complete replica.

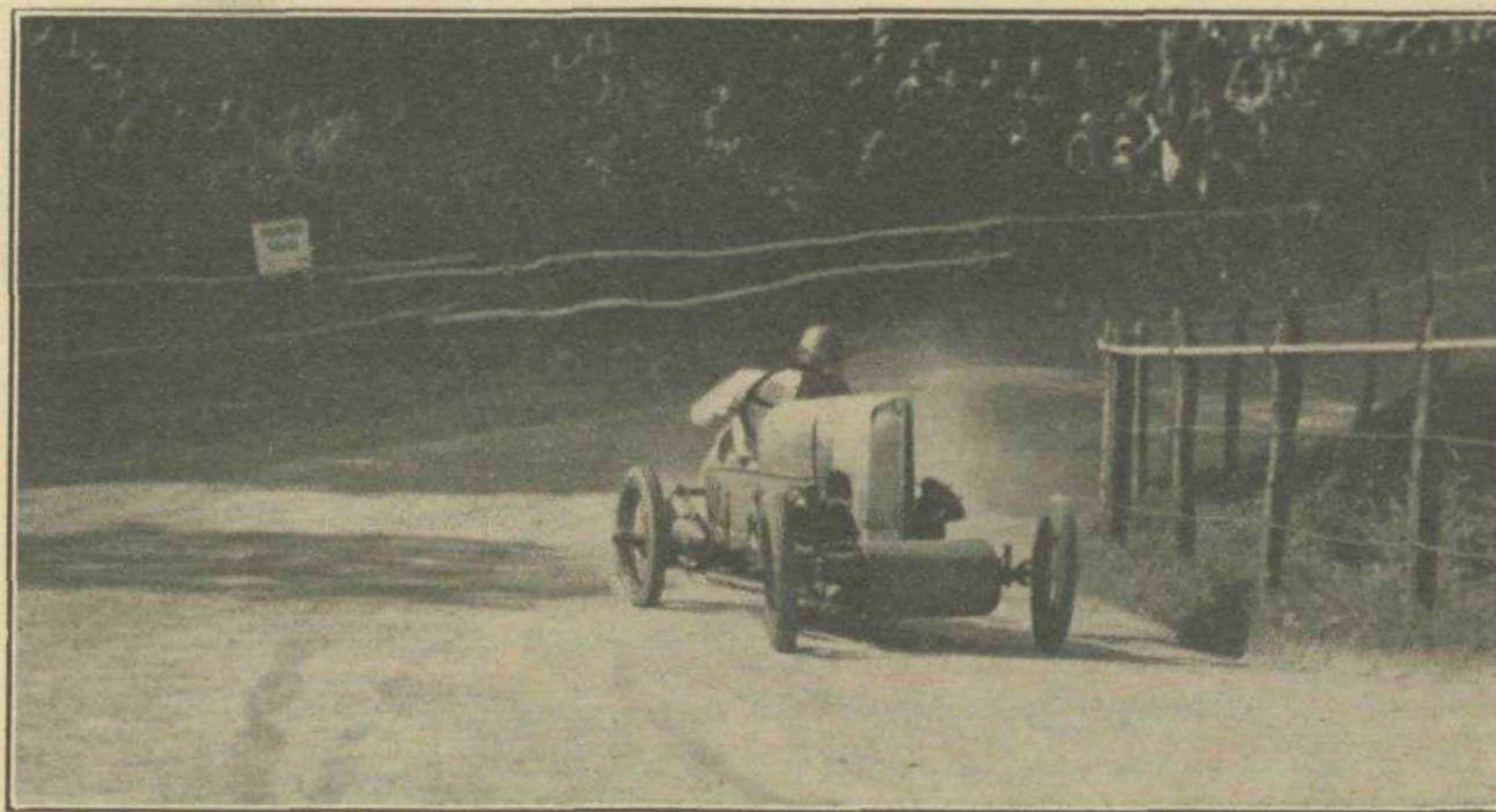
The V twin engines used by Davenport differed from any other of the G.N.-Frazer-Nash type in having the cylinders off-set, or in other words not opposite to one another on the crank-case. This did away with the necessity of a forked connecting rod, and the big-ends run side-by-side on the crank-pin. The crankshaft is unsupported at its forward end, and the "innards" of the engine

are of the simplest, consisting simply of the crank and its associated bob-weight. The big-ends and the crankshaft run on roller-bearings, and to reduce friction to the minimum, the crank-case is drained just before the car is brought to the line, sufficient lubricant being retained between the rollers to keep the motor from drying up on short runs like Lewes and Shelsley.

Overhead camshafts are used on both the two-valve and the four-valve engines. In the former case they were driven by a single "lawn-mower" chain which ran down from one cylinder head round a central jockey pulley and up to the other

unequal to the strain. A new one made of 110 ton steel and 1½ inch in diameter has now been installed, and should prove adequate. The complete outfit weighs about 8 cwt.

When Davenport held the Shelsley record, in 1926, 1927 and 1928, when he put up a time of 46.2 seconds, no front brakes were fitted to the car. In 1929 he tried a set but they were too heavy and tended to make the car turn tail first, and his supreme run of 44.6 seconds was made with rear brakes only. Symonds intends to try a pair of the type used on the latest Austin Sevens, in conjunc-



*Davenport's spectacular ascent of Shelsley in 1930, when he was second to Hans Stuck on the Austro Daimler.*

head. In the case of the four-valve, two chains are used driven from a double sprocket.

A fair amount of engine trouble was encountered when the "four-valve" was first acquired, but the pistons, connecting-rods, and crankshaft, the latter a component demanding the finest material, have all been renewed, and the engine is now as good as ever. It runs at 5,000 r.p.m., a really high speed when you consider that the stroke is 120 m.m. Davenport reckons that the engine is now delivering some 75 h.p., and not unexpectedly the rear axle has been found

tion with a straight front axle.

Whether f.w.b. are a success or not the car is now definitely as fast as it was in 1929, and with the revised Shelsley regulations, in which all unsupercharged cars in each class are grouped together, it should stand an excellent chance of pulling off a win in the 1½-litre class. In any case Mr. Symonds deserves all praise for his enterprise in bringing forth this famous record-breaker from its regretted retirement, and if enthusiasm gets its due should show some of the modern blown "sixes" and "eights" that there's still life in a Ten-Year-Old.

## PLEASANT PORTS OF CALL

A DIFFERENT TYPE OF GUIDE FOR THE WAYFARER IN ENGLAND

We have just received for review a copy of the second edition of "Signposts," by W. G. McMinnies, known to many of the older generation of readers as an ardent trials enthusiast on car and motor-cycle. This book has nothing to do with trials work, but is a new type of guide book to hotels.

These are in most cases, not the stereotype "George" or "Crown" of the market or cathedral town, but a new type of hotel which has grown up lately under the stimulus of motoring, and which offers in addition to good food, lashings of

baths and hot water and soft beds, riding, shooting, fishing, bathing, tennis and other amusements. Road houses and country restaurants are also included.

Many of the places described are off the beaten track, but their position is shown in almost every case by a small map, while for planning a stay in a locality in which one is interested, the eleven pages of maps covering England and Wales and marked with the page-reference of the various hotels are excellent, though we confess we got a little tired of

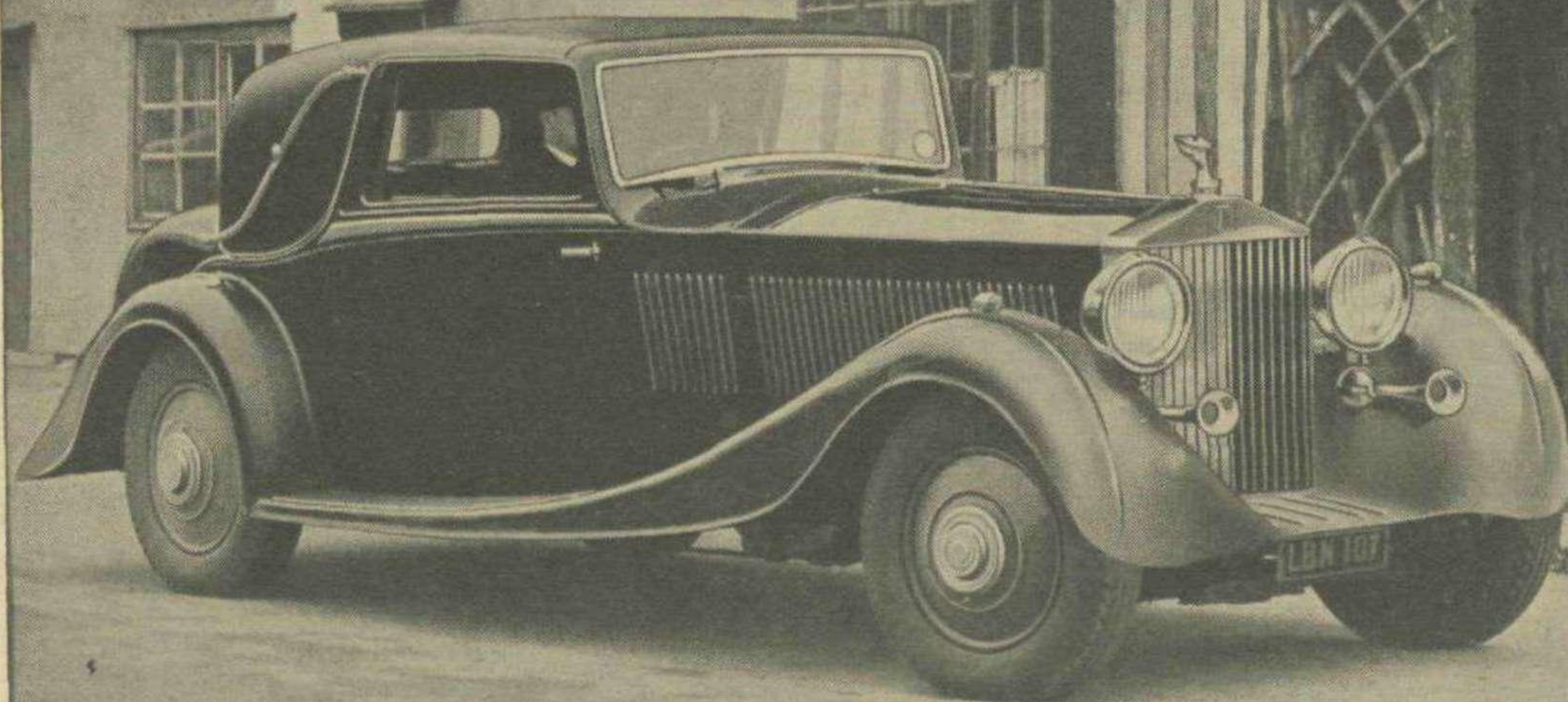
the phrase "from a Geographia Map" on every page.

Our own experience with one or two of the hotels mentioned has been less fortunate than was the author's but that does not lessen the value of the work as a whole. For anyone constantly travelling over the roads of England or planning a holiday a little out of the ordinary the book is a great acquisition and well worth the three shillings and sixpence it costs. The publishers are Messrs. Simpkin Marshall of Stationers' Hall Court, E.C.4.



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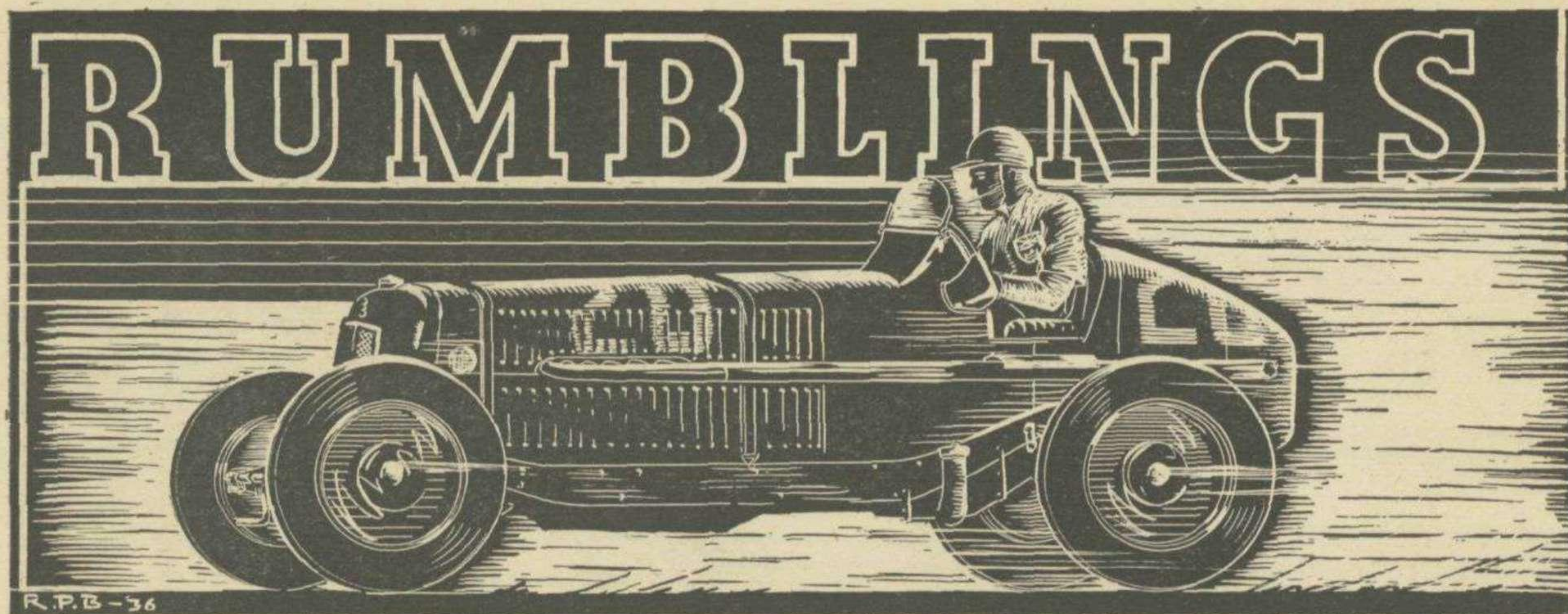
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### Alfas up again

There is always something new from Africa, and those two ferocious Grand Prix races, one in Tripoli and one in Tunisia, which took place last month, reveal a new and more healthy situation in big-car racing.

After a period of complete, albeit well-deserved, domination by the two German marques, the 12-cylinder Alfa-Romeo has at last arrived and the results of the two races show it to be a formidable rival to Mercedes-Benz and Auto-Union.

At Tripoli, neglecting tyre stops (if you can), Brivio's car was actually faster than Caracciola's, and the superior engine power of the Auto-Unions could only show to advantage in a race in which the slowest corner can be taken at 75 m.p.h. at least. In the Tunis young "Pinta" whose rise in the Ferrari stable has been rapid since his win as an unknown in the Giro d'Italia two years ago, secured second place behind Caratch's Mercedes. Comparison with the Auto-Unions was here difficult after Varzi had turned over and Rosemeyer's car caught on fire.

The horse-power developed by the Alfa-Romeo, 380 at present, is inferior to that of the other two, but Jano and Co. are not greatly worried by this, as they reckon that a greater horse-power with a forward engined 750 Kg. car simply makes the wheels spin and causes unnecessary tyre-wear. The Mercs. give 400 h.p. and the Auto-Unions 500. Imagine five-hundred horse-power let loose in a car the weight of a Singer or a Riley Nine.

### 1½-litre Competition

The situation in the 1,500 c.c. field is much the same as that of the big cars, with Maseratis offering quite effective opposition to the all-conquering E.R.A., while Seaman's Delage is another serious challenger. This is just as it should be, for no one wants to see the Isle of Man race and other 1½-litre events run entirely as E.R.A. benefits.

Rayson tells me that his "Maser" though 2 cwt. lighter than the English cars, cannot yet match them for all-out speed or acceleration, but as his engine is still running comparatively gently at 5,300 r.p.m., he feels that more power will be forthcoming when he gets the hang of the tuning. Tenni's car, which was streets ahead of the other Maseratis in the Prince

Rainier race, gave Lord Howe and "Bira" a good run until the brakes failed.

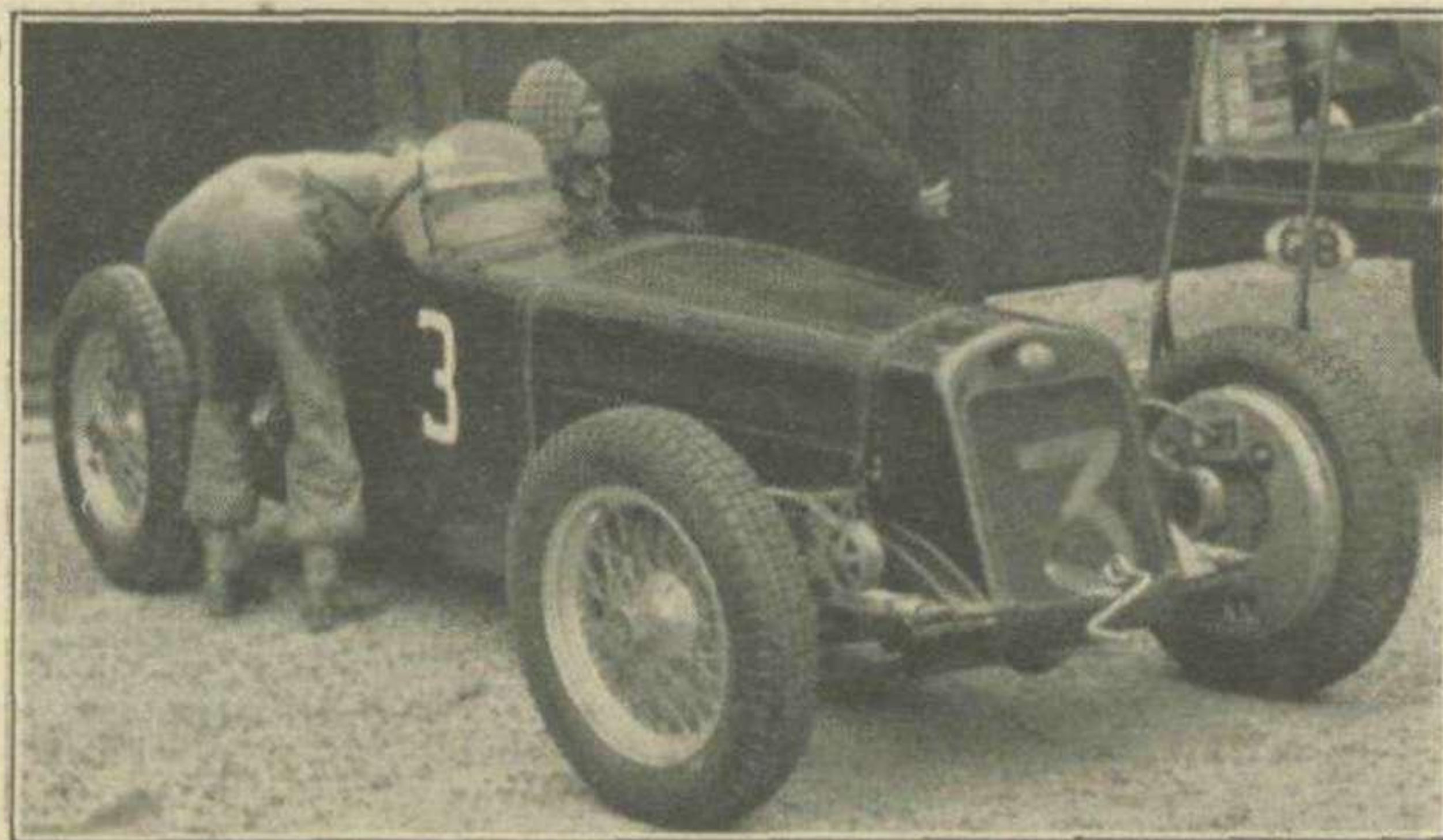
### Improving the Delage

Seaman's only complaint at Donington was that the front brakes of his car were now too powerful owing to his converting them from cable to hydraulic operation. This will be remedied by fitting smaller operating cylinders. The car has been lightened by 300 lb. and is now within one hundredweight of the E.R.A.s. As I write this the results are not yet in from the Isle of Man, but the outcome of the International Car Race (two foreign drivers) will tell you more than I can.

### Manx Matters

Another new or shall we say redesigned car which is having its first long-distance test is Freddy Dixon's supercharged Riley. This is of course Fred's first venture with a blown car, and if it shows the same superiority in speed as the unblown ones did over their competitors, "Bira," Seaman, and Co. will have to keep their feet firmly on the floorboards.

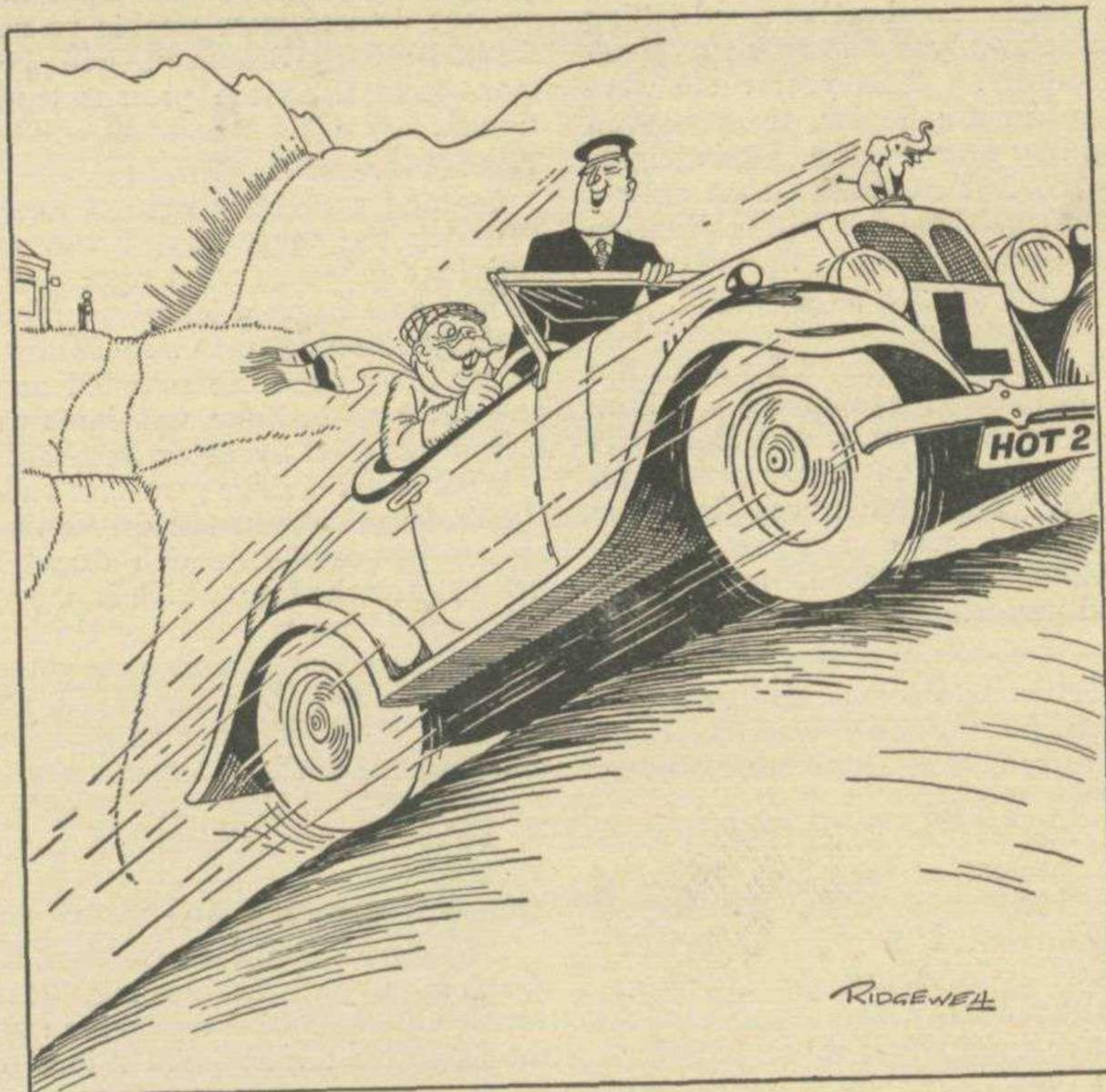
I hear incidentally that the course is not being too favourably received, the back leg leading up to Cronk ny Mona corner being twisty and the corners concealed by high hedges. Somehow none of the courses chosen for car races in the Isle of Man have been too popular, being either too twisty, too bumpy or too long or too short.



Final touches to Seaman's Delage, which distinguished itself at the Donington Meeting.



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RUMBLINGS—continued

**On Two Wheels**

The motor-cycle T.T. races reveal rather a sad falling off from the days in which sixty entries were received for each of the three events. This year there were only twenty-four entries in the Senior, twenty-seven in the Junior, and thirty-four in the Lightweight. The 500 c.c. bikes are so fast nowadays that only a handful of riders can manage them flat out, a situation not unlike that in Grand Prix car racing. Spring frames are now the rage, while the supercharged A.J.S. four seems, and will sound, interesting.

While on the subject of motor-cycles, did you realise that Italy still holds open road events on the lines of the Mille Miglia? One of the most strenuous was the Milan-Rome-Naples started in rain-storms and finished in blazing heat. The winner was Omobone (1½-litre Maserati). Tenni, who rode a Guzzi, covered the five hundred odd miles at an average of 60 m.p.h. A Guzzi performance?

**Brooklands**

Rumours about the future of Brooklands track have reached very high r.p.m. lately, and I was interested to get some definite information from Mr. Bradley the last time I was down there.

It appears that the sale of the Brooklands Estate to a syndicate is now almost certain, but that the Track and the Aero Club and other traditional features will not be disturbed. In fact, as Bradley pointed out, things will if anything, be improved, as the new syndicate will probably allot a considerable sum of money to making improvements in buildings,

catering, and other amenities, alterations which the present owners were unable to finance. A.P.B. and Colonel Moore-Brabazon will be on the board of management, so the present tradition will be maintained.

**That Mercedes Outline**

Leaning gracefully against one of the posts in the Paddock the other day, I was suddenly stirred into activity by seeing what appeared to be a G.P. Merc. being borne in on a lorry. I found it to be a 3½-litre Talbot belonging to Dr. Roth and fitted with a single-seater body with the rounded nose, the slender body and the high tail one associates with the German car. It was designed by Peter Berthon.

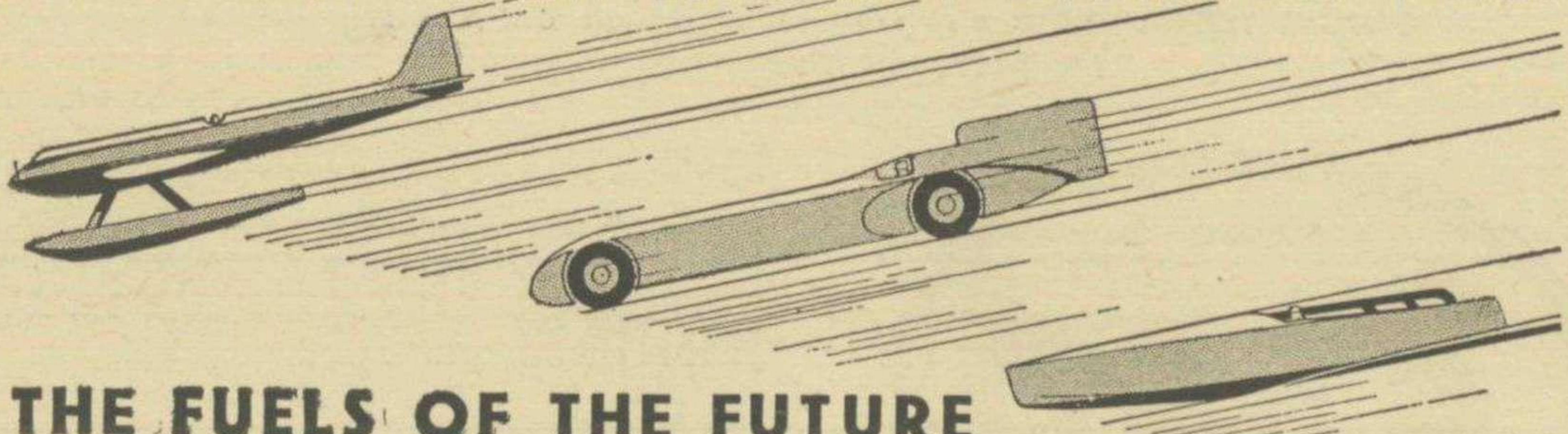
With a self-change gear-box and a selecting lever on the steering column the driver does not have to play at catch-as-catch-can with a central gear-lever coming up between the legs, which is one of the joys of driving a Maserati, but transferring the steering to the middle of the chassis presented some difficulties.

Not having driven the car on the track when I saw him, Dr. Roth was not prepared to tell me its maximum speed, but as Couper's 3½-litre car fitted with a four-seater T.T. body won a race at the last meeting at 112.29 m.p.h. the single-seater should be worth watching.

**Other Track-Wagons**

The 8-litre Barnato-Hassan also has a look of Mercédès about the cowling, but the bonnet comes very close into the engine, an unusual outline but rather attractive. The four carburetter intakes

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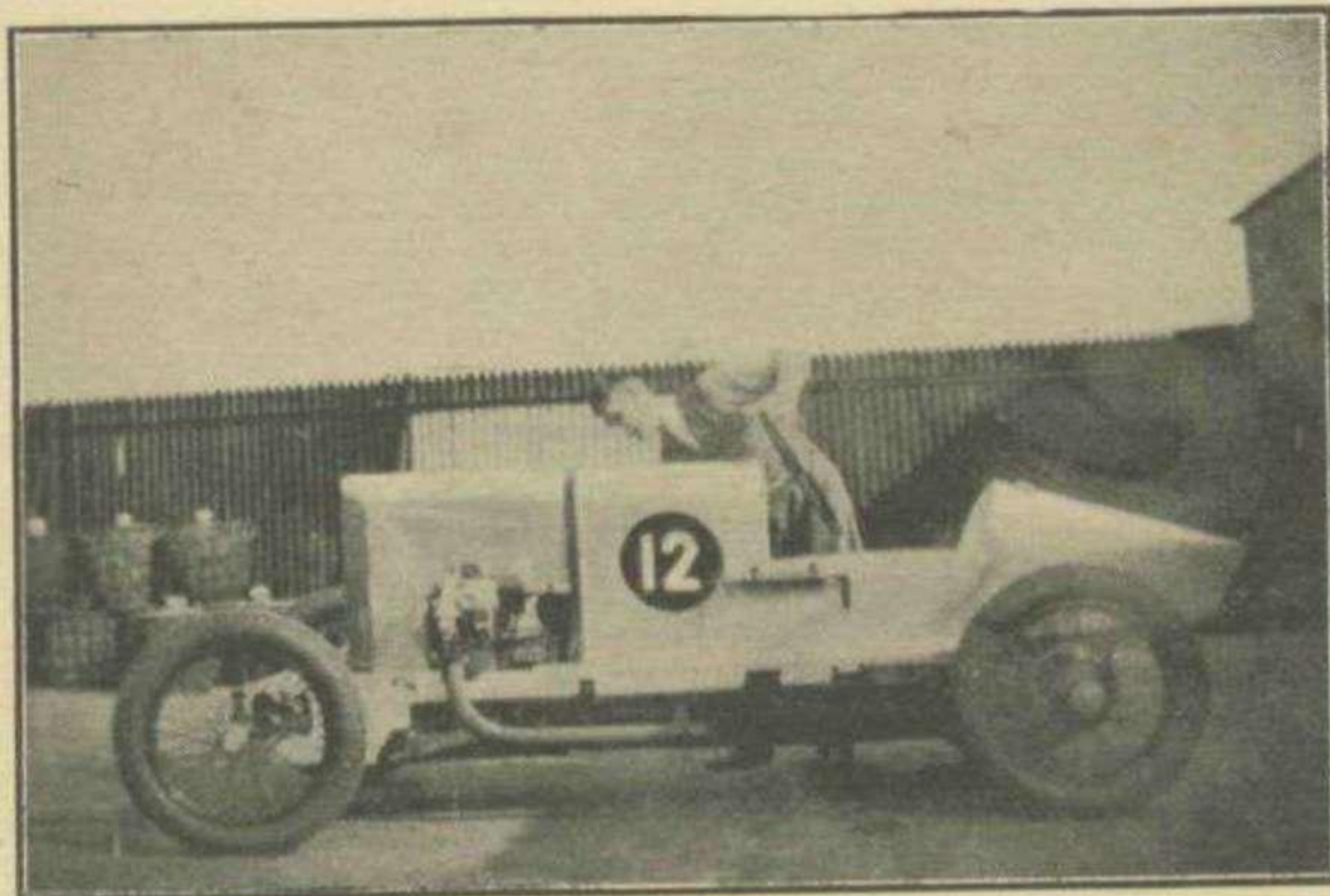
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*RUMBLINGS—continued*

project through the side panel, taking in all the air they can in an effort to snatch back the Outer-Circuit record from Cobb's Napier-Railton. Amongst the smaller cars Eason Gibson's supercharged 1,100 c.c. Ford follows the prevailing fashion, while the Alta and the Austin are at any rate in agreement as far as the curved radiator guard is concerned.

The 5-litre Bugatti once driven by Kaye Don has gone on its travels again; it has just been bought by Harvey Noble. Not an easy car to drive, but Dudley Froy, who is one of the few people brave enough to give it the gun, tells me that even at 130 m.p.h. on top gear the back of the seat hits you a hearty smack when you put the throttle hard down. His idea, and I think a sound one, is that the engine should be installed in another chassis. It would do well in one of the two 4-litre Sunbeams, formerly owned by Sir Malcolm Campbell and now in the hands of Cobb and Rose-Richards.



*Tuning-up the reconstructed "Spider"*

### The Bugatti Hill Climb

Except for International Shelsley there is a great shortage of hill-climb sites in this country, and when the proposal to enlarge and reconstruct the Dancer's End hill was sent out to members of the Bugatti Owners' Club last March the secretary received encouraging promises of support, financial and otherwise. Mrs. Good, owner of the hill, enthusiastic motorist and wife of Mr. A. P. Good, chairman of the new Lagonda Company, readily gave permission for trees to be cut down, paths to be cut, and the thousand and one other things one has to do to make the place safe for drivers and spectators.

Preparations have even got so far as the choosing of fields for car-parks, and it was hoped that the course might be completed in time for a full-sized meeting in September. As usually happens when one tries to organise a motoring event, a snag has cropped up, this consisting of a local personage who complained of the noise which would be caused by the cars in their four meetings a year, though he has no objection to the use of the hill by the local motor-cycle club. I have no doubt that the tact and charming manner of Colonel and Eric Giles, who are the moving spirits in the enterprise, will eventually win through, and hope they will not have to wait too long before they get permission to go ahead. One might almost suggest Brooklands silencers as a solution, though anyone who has had the trouble and expense of fitting them will hope that this restriction will not be necessary.

### Terrors of Shelsley

Never a Shelsley meeting without the rumour that Hans Stuck will be over again. He has often been asked, but the crowded state of the calendar and his importance in the Auto-Union team make it uncertain that he will be able to run in June. In any case he is down for the *Penya Rhin* race at Barcelona on the 7th, and 700 miles the day before a Grand Prix race is rather excessive, even by aeroplane. His cousin, whom I met the other day, thinks that Stuck will "cut" Spain in favour of England.

John Bolster is always one of Shelsley's star attractions, and his new car, which however will not be ready until the autumn meeting, promises to be as unorthodox as "Mary" herself. In my last notes on the subject I said the newcomer was to have three V-twin motor-cycle engines, but the owner now tells me that he has decided to use four! These will be arranged in tandem like the present "Mary," and each pair will drive through its own motor-cycle gear-box, by chain to the back axle. Independent springing will be used, with swinging "wish-bones." The driving position will be quite high, rather like that of the E.R.A.s, giving Bolster more freedom at the wheel than with the present coffin-like construction.

### Driving Methods

I had a visit the other week from N. S. Brockelbank, who was driving a Bugatti in the Empire Trophy, and felt that the remark made by our contributor that he was dangerous on corners was unjustified. He told me he had copied the technique of changing down right on the corner from Continental drivers he had seen in action, and, as he quite rightly remarked, his driving methods allowed him to stay on the road when quite a number of drivers left it. We shall have to send our race-scribe abroad again to "brush-up his cornering."

### Points worth Copying

How often do you find that a car performs perfectly except in one respect, quite easy to correct and which any private owner or independent individual could point out after an hour's driving? Matters such as heavy steering for instance. My own car errs in that respect, not surprising when you consider its weight, its 6 in. tyres, and the fact that the steering pivots have plain bushes which are never properly lubricated except within two or three days of its monthly greasing. Why not fit roller bearings, as is done on little racing Austins? With bearings of this type it should be possible to fit high-g geared steering once again, and not the traction-engine type which figure on so many sports cars nowadays.

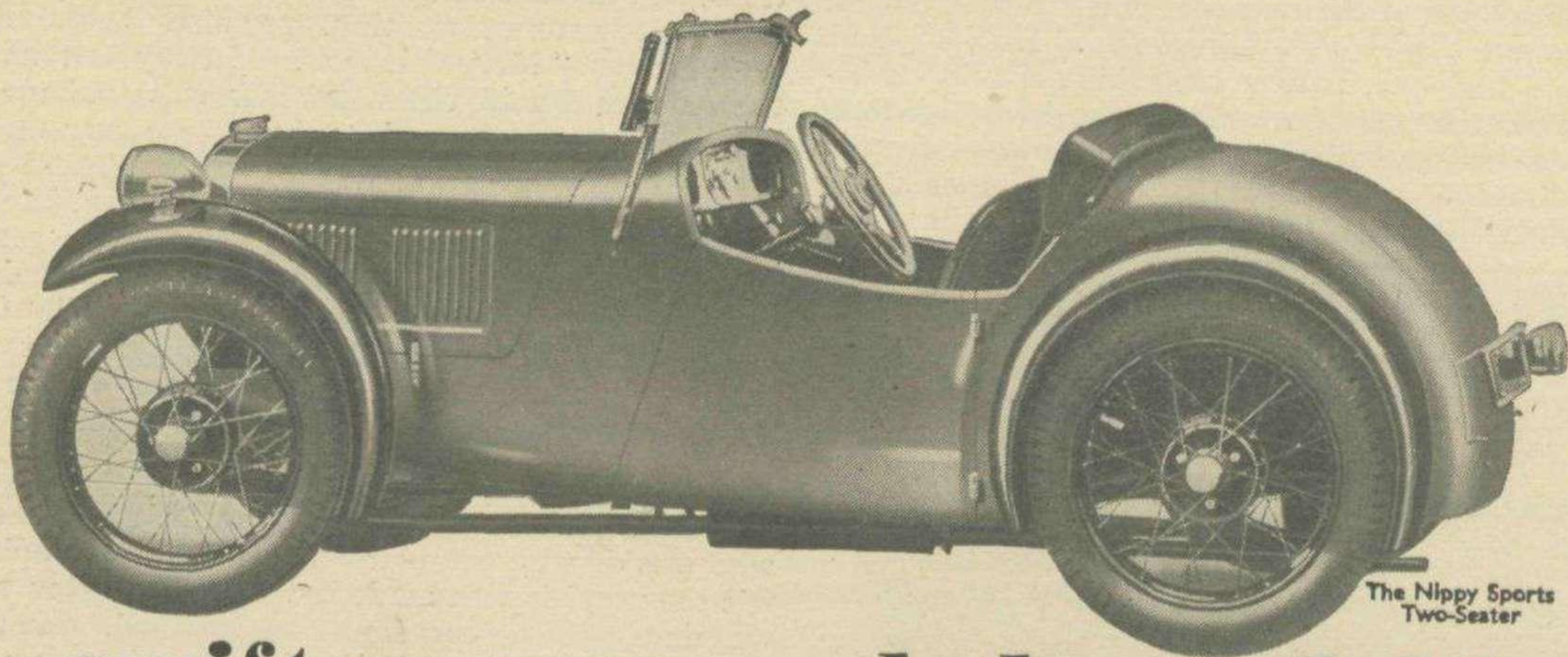
A neat point I noticed the other day on a Lancia Augusta saloon was the adjustment for the door-hinges. The bushes were eccentrically mounted in the supports, and when wear takes place or the doors start to sag, you simply slack off the securing nuts, slam the door and tighten up again. How useful this would be on an open two-door four-seater with 30 in. doors and a body which alters in shape after 10,000 miles.

### Incitement to Theft

Another fitting long overdue on all cars is an efficient anti-theft device. Even an ignition lock, secured



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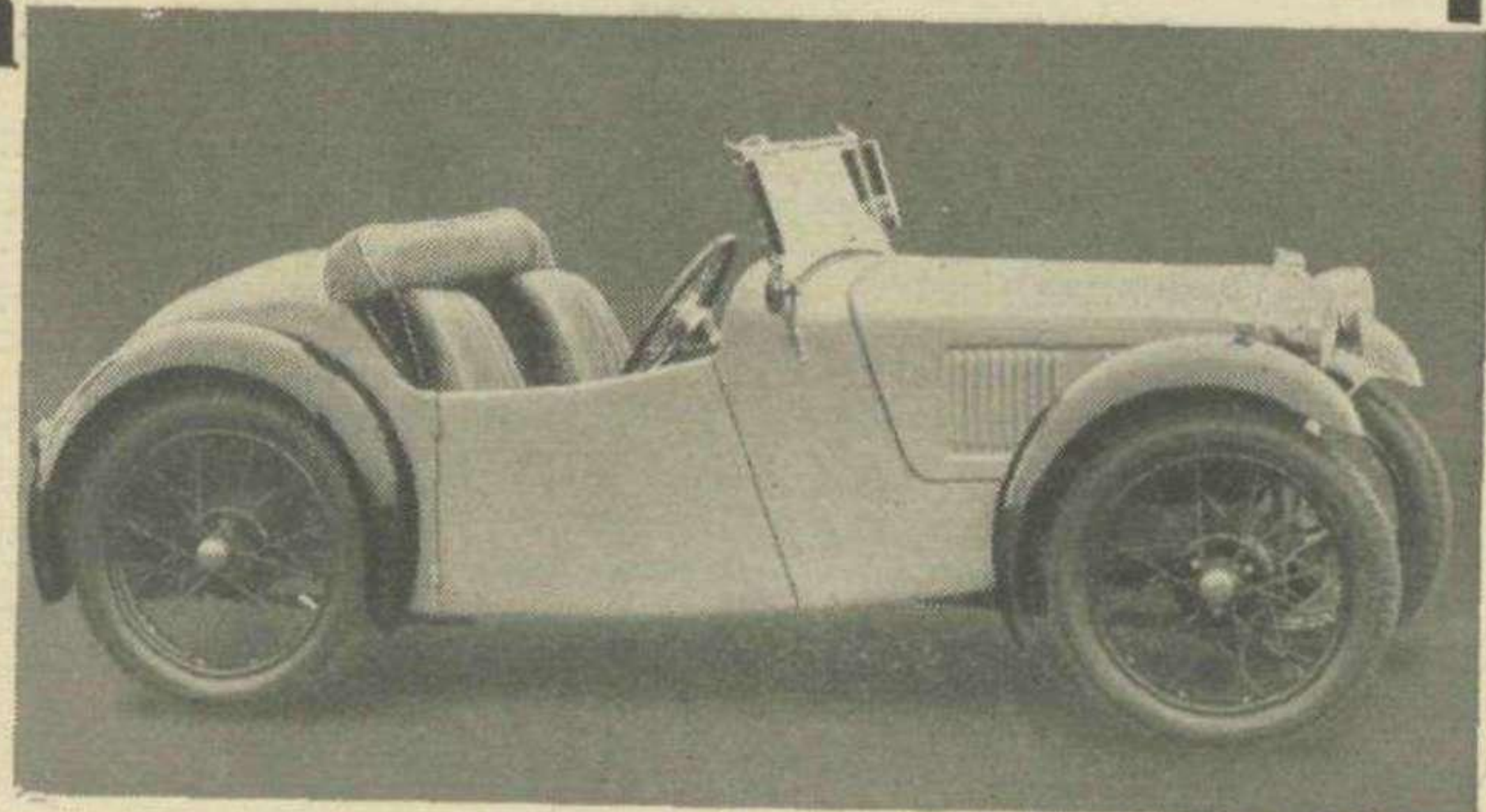


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# AUSTIN



RUMBLINGS—continued

with a key of distinctive pattern would be something, but there are quite a number of sports cars costing anything up to four figures, which are quite unprotected in this respect and which simply ask to be stolen.

A concealed battery switch is fairly satisfactory during the day, but offers no protection when the car has to be parked with lights on.

The only car which gives adequate protection, as far as I recollect, is the Talbot. By the turn of a key the starter button is locked, and also the ignition, and the lighting switch can be secured either in the off position or for side-lights only. Apart from all that, the lock fixes the switch-board firmly to the steel supports of the scuttle, and nothing short of entire rewiring will enable the engine to be started.

**Le Mans Preparations**

British cars will play their usual prominent part at Le Mans on the 13th and 14th, and many of the factory entries are already finished and on the road. One of the most interesting entries will be the new 2-litre Aston-Martins, two of which will be running.

Being over the 1½-litre limit, they have to carry four-seater bodies but these are so well streamlined that you would hardly know. The radiators are slightly different from those of the smaller cars.

Fairfield and Brackenbury are driving one of the 2-litres and Everitt and Davies the other. The works 1½-litres will be handled by Elwes and Benjafield, with a private entry manned by Headlam and Woods ("Happy" not Stanley). "Bert," otherwise A. C. Bertelli, doubles the part of designer and *chef d'equipe*.

**Light Lagondas**

A Lagonda Rapide entered by Fox and Nicholl secured first place in the Grand Prix d'Endurance last year, and Arthur Fox is having another cut at it with a brace of the latest cars. The engine is said to develop 140 h.p., and the complete cars only weigh twenty-seven cwt., so they ought to be adequate. The body frames, only weigh fifty-eight lb., not bad for a four-seater. Another interesting point is that the special hydraulic shock-absorbers will be retained, with friction dampers for use in emergency. The drivers are Brian Lewis and Tim Rose-Richards on one car, and Major Gardner and F. E. Clifford on the other.

Their closest rival will be E. R. Hall, who will be driving one of the new 4¼-litre Bentleys. I hear he plans to use a 40-gallon petrol tank, and to drive the whole way single-handed. Not much worse than the Mille Miglia, but still, twenty-four hours!

Two of the new 4½-litre Lagondas will be running in the French Grand Prix, driven by Lehoux and the Spanish driver Leoz. These will be fitted with two-seater bodies.

**The T.T. Regs.**

Talking of two-seaters and four, I gather that both will be permitted in the Ulster T.T., the handicap being altered to suit. This is rather complicated but fair to everyone, and it may attract Delahayes, Talbots and other cars competing at Montlhéry.

From all accounts the new regulations will set out in great detail exactly what alterations may be made and the restrictions imposed there will make the cars a good deal more standard even than last year.

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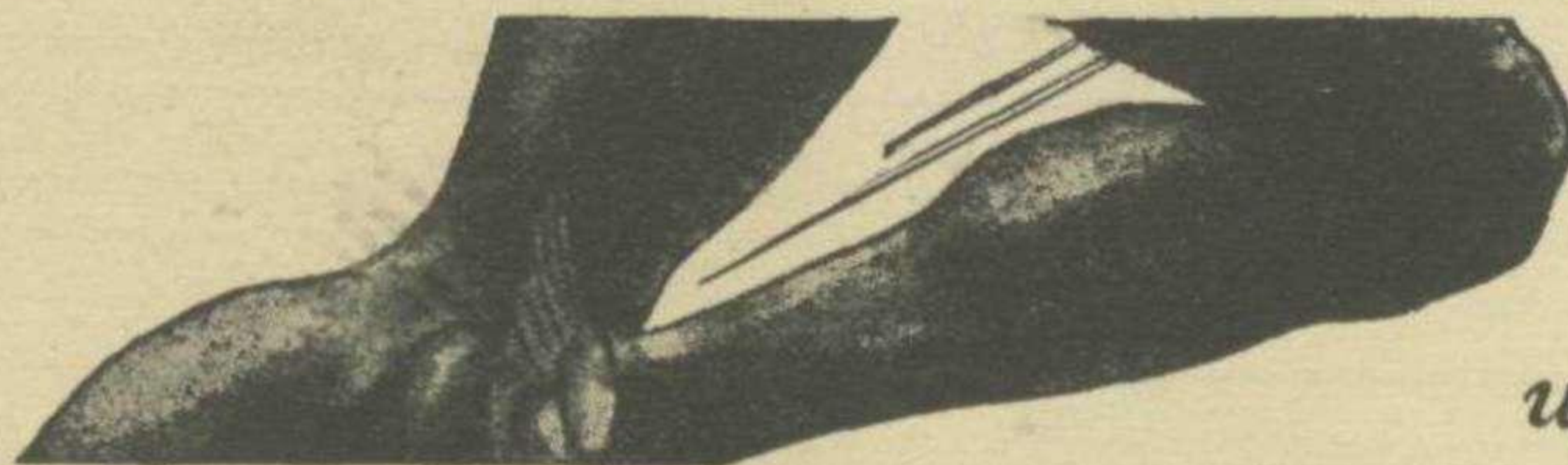
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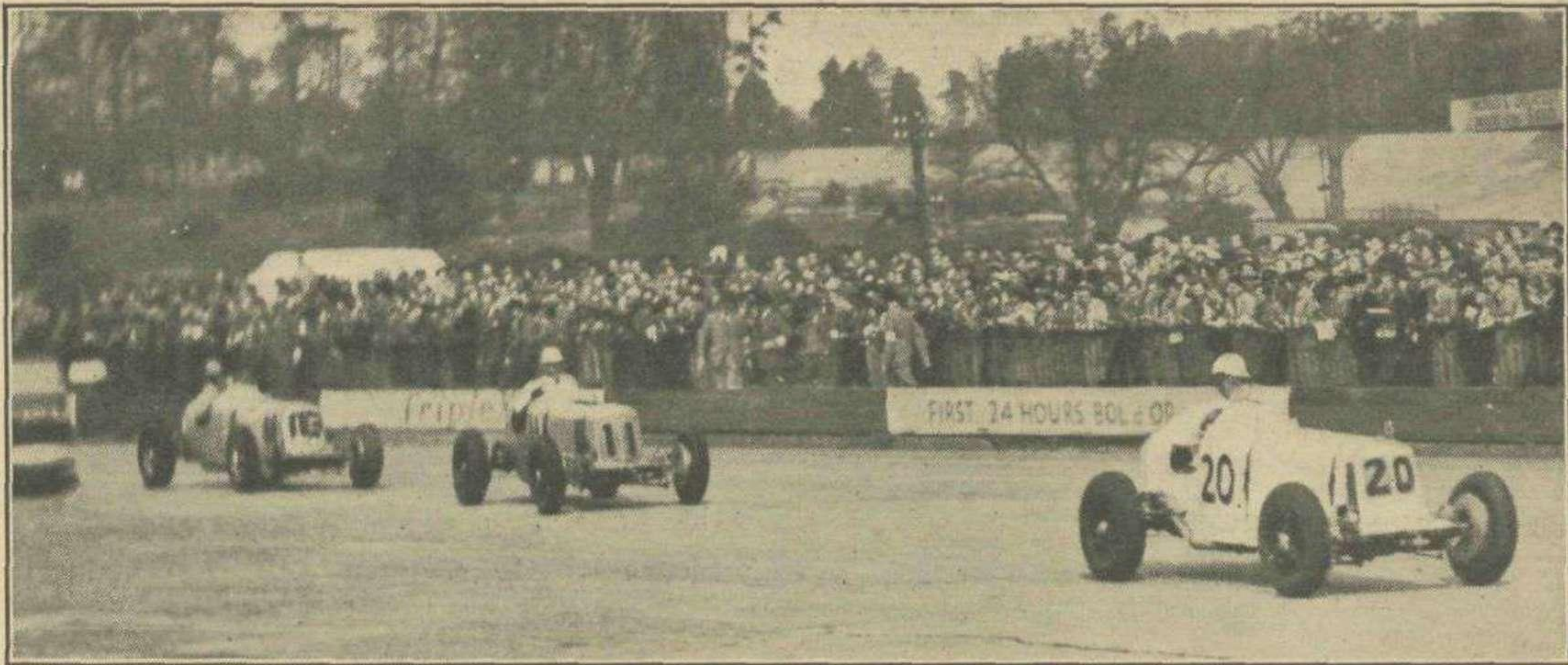
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An early stage in the struggle. Paul, Mays and "Bira" at close quarters, with an excited crowd pressing on the railings.

## INTERNATIONAL TROPHY WON AT 91 M.P.H.

A 1-SECOND WIN IN THE INTERNATIONAL TROPHY. "B. BIRA" AND RAYMOND MAYS BOTH DRIVING E.R.A.S IN A THREE-HOUR BATTLE. A GALLANT DRIVE BY DOBBS ON A 2-LITRE UNSUPERCHARGED RILEY INTO THIRD PLACE.

The 1936 International Trophy must stand out as one of the best and most exciting events staged at Brooklands. An entry of forty-two formidable cars faced the starter on May 2nd, and throughout the three hours of the race kept the leadership always in suspense, with the dual between "Bira" and Mays as a final thrill. Like the International Trophies of previous years, this year's race was blessed with fine weather, and large crowds gathered everywhere round the course.

The race was run over a course consisting of the Finishing Straight and part of the Outer Circuit, comprising the Byfleet Banking, the Railway Straight and the Home Banking, from which a difficult dropping turn swung the cars back to the Finishing Straight again. Half-way down this was situated an S-bend, while at the Fork were placed the "channels" which are a unique feature of the J.C.C. event.

One straight-through passage for the small cars, and four, each with bends of increasing severity, were traced out with sand-banks and flags, the one allotted to Group 5 being so severe as to be in effect a pair of hair-pin bends. In this way the lap times of cars of widely varying capacity were equalised, and a massed start and the race could be run off like a scratch event, avoiding time handicaps. Group 1 comprised cars up to 750 c.c. supercharged and 1,100 c.c. unsupercharged, Group 2, supercharged up to 1,100 c.c. and unsupercharged 1,750 c.c., Group 3 supercharged up to 1½-litres and unsupercharged to 2,750 c.c., Group 4, supercharged to 2,750 c.c. and unsupercharged above this figure, and finally Group 5 for supercharged cars over 2,750 c.c. The race distance was 260 miles, being 100 laps of the 2.6-mile course.

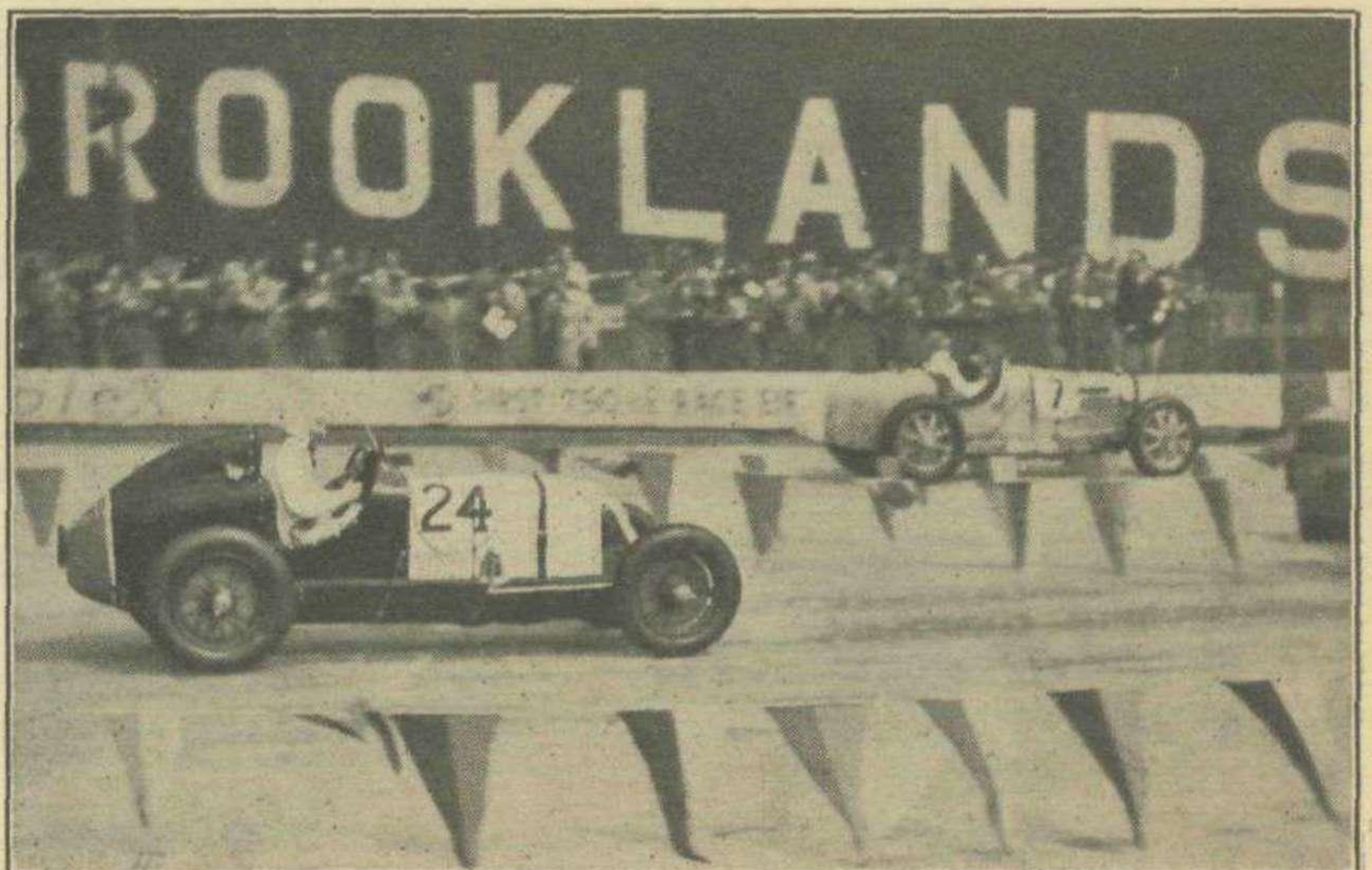
As to the cars, Staniland had his monopo Alfa, Eccles the 3.3-litre Bugatti,

and Austin Dobson his 3-litre Maserati. In Group 4, two 2.3-litre Alfas and Everitt's 2.6-litre were matched against Rose's 2.7-litre Maserati, the car on which Seaman won the Empire Trophy. In the third group there were no fewer than ten E.R.A.s, Mrs. Derby's ungainly looking Derby, Fane's Frazer-Nash, two 1½-litre Maseratis driven by Rayson and the Swiss driver Kautz, and two 2-litre Rileys with Brackenbury and Dobbs in charge. The most interesting entries in Group 2 were the new Riley racing-car with independent springing in front, driven by Mrs. Wisdom, and Dixon with one of his usual "silver" ones with a 1,750 c.c. engine. In the smallest category were the three overhead camshaft Austins in their first appearance as a team and

a bunch of R type M.G. Midgets, the three driven by Connell, Briault and K. D. Evans, also now furnished with "double-wipe" heads.

At 2.30 the Paddock Gates were opened and one by one the forty-two cars were wheeled up the Finishing Straight to their starting positions between the S-bend and the channels. The fastest men in each class occupied the front rows, and as the tail of each car was painted a distinctive colour corresponding to the group to which it belonged, and each channel was similarly marked by a painted board slung overhead, there was no doubt as to the destination of each vehicle.

Some of the cars showed reluctance in starting, and men were pushing about Mrs. Petre's E.R.A. in a distracted sort



Going in through the channels. In the foreground is the 1½-litre Maserati driven by Kautz, with Jarvis (2.3-litre Maserati) in the background



## THE INTERNATIONAL TROPHY—continued

of way, while Kenneth Evans seemed doubtful about his M.G. Unmoved by predicaments such as this the starter took his place, and an incredible din rent the air as forty at any rate of the engines came to life. "Bira" and Mays, the two fastest drivers during practising looked particularly resolute, their cars rocking on the line as they "blipped" their engines, but on the fall of the flag the first to reach the channels was Harry Rose on his Maserati. Behind them a great company of cars surged, leaving behind a surprising number of unfortunates such as Whitehead, the gear-box of whose E.R.A. seized on the line, Lord Avebury, whose Alta seemed reluctant to start, Connell whose car refused to fire at all, and Lord Howe. After much heaving from mechanics he was sent on his way, amid cheers, only to retire in three laps with a burst oil-pipe and other trouble "downstairs."

As this was happening the leading cars were already roaring down the Finishing Straight. At the head was Mays, closely followed by "Bira," Dixon, Cyril Paul (E.R.A.) and Dobbs, and after them a perfect cataract of cars poured through the S-bend, and steady driving was needed to avoid a collision as half-a-dozen cars made for the narrow opening. Last of all came Manby-Colegrave, who saw no point in hurrying at this stage in the proceedings, and Mrs. Stewart, whose Derby became increasingly slow and had already developed a partial seizure of the steering, which later compelled her to withdraw.

On the second lap Paul took the lead, keeping a few lengths ahead of "Bira." Mays fell back behind Hamilton (2.3-litre Alfa-Romeo) and Dobbs on his odd-looking Riley with the off-set body went up into third place. Then Paul slowed up for some reason, and a few laps later he came in for oil.

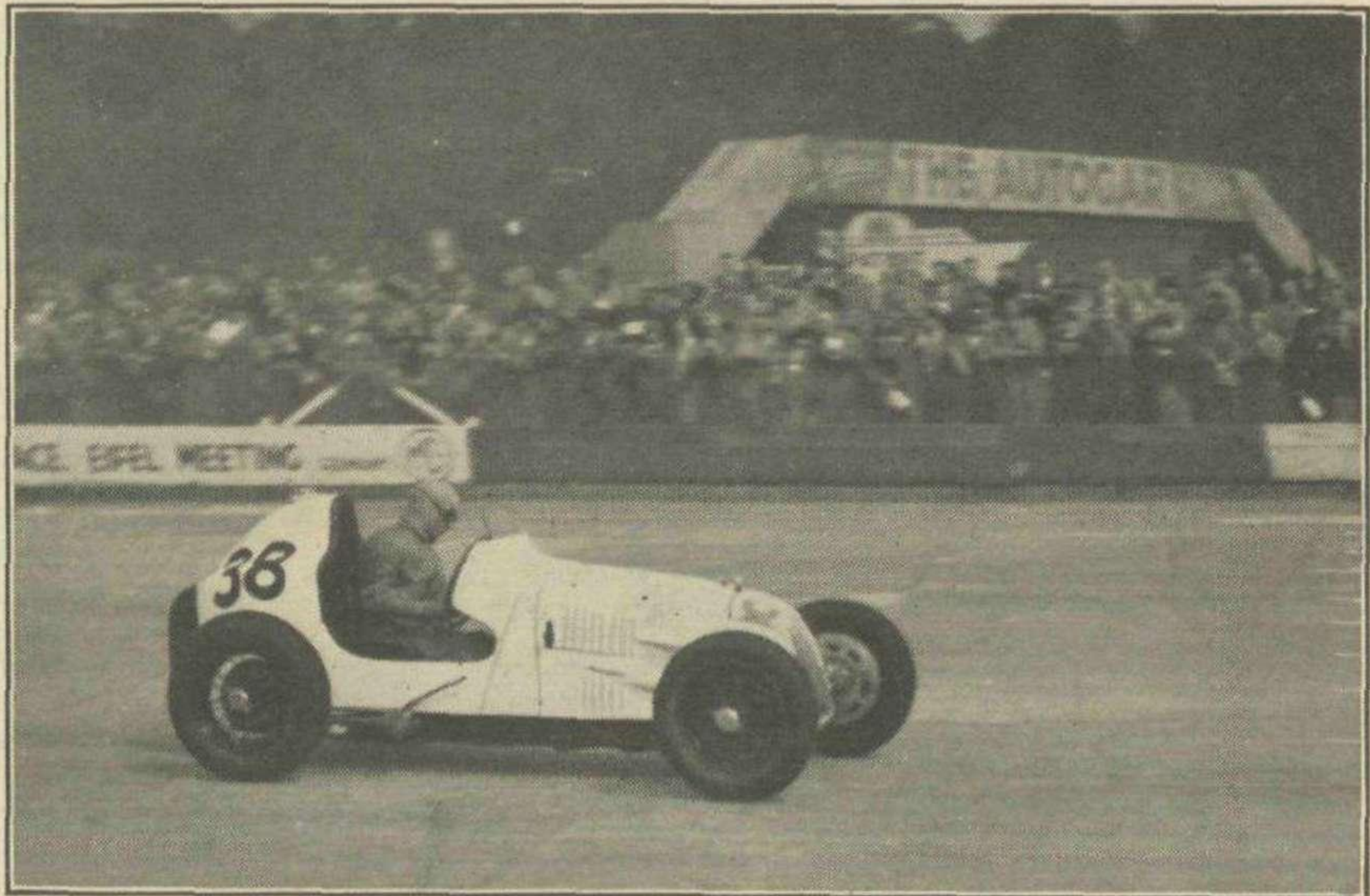
On the tenth lap the order was "Bira," Hamilton, Dobbs, Mays, Everitt (2.6-litre Alfa). Miss Evans led Group 5 with her M.G., the Austins running in team formation a few cars behind. Freddy Dixon quickly retired from the scene with a broken back-axle, and twenty minutes after the start there were already seven retirements.

With the "channel" system of handicapping the contest was as easy to follow as a scratch race, and with a closely bunched crowd of cars all disputing for first place, the race maintained its interest. At 15 laps Hamilton dropped back and amazingly enough Dobbs on the unblown 2-litre Riley pressed hard on "Bira" with his blown 1½-litre, and for a few laps held first position. The order at 20 laps was as follows:—

Dobbs, "Bira" (1 sec. behind) Mays (4 sec.) Everitt (6 sec.) and Hamilton (8 sec.). Dobbs' speed was 89.48 m.p.h.

afterwards she touched a patch of oil and turned the car right round, remaining somewhat disconsolately until mechanics arrived to give the car a push-start. Mere males were not without their anxious moments either, as when Driscoll's Austin stalled just after the S-bend and Manby-Colegrave's E.R.A. also nearly came to rest in the fairway.

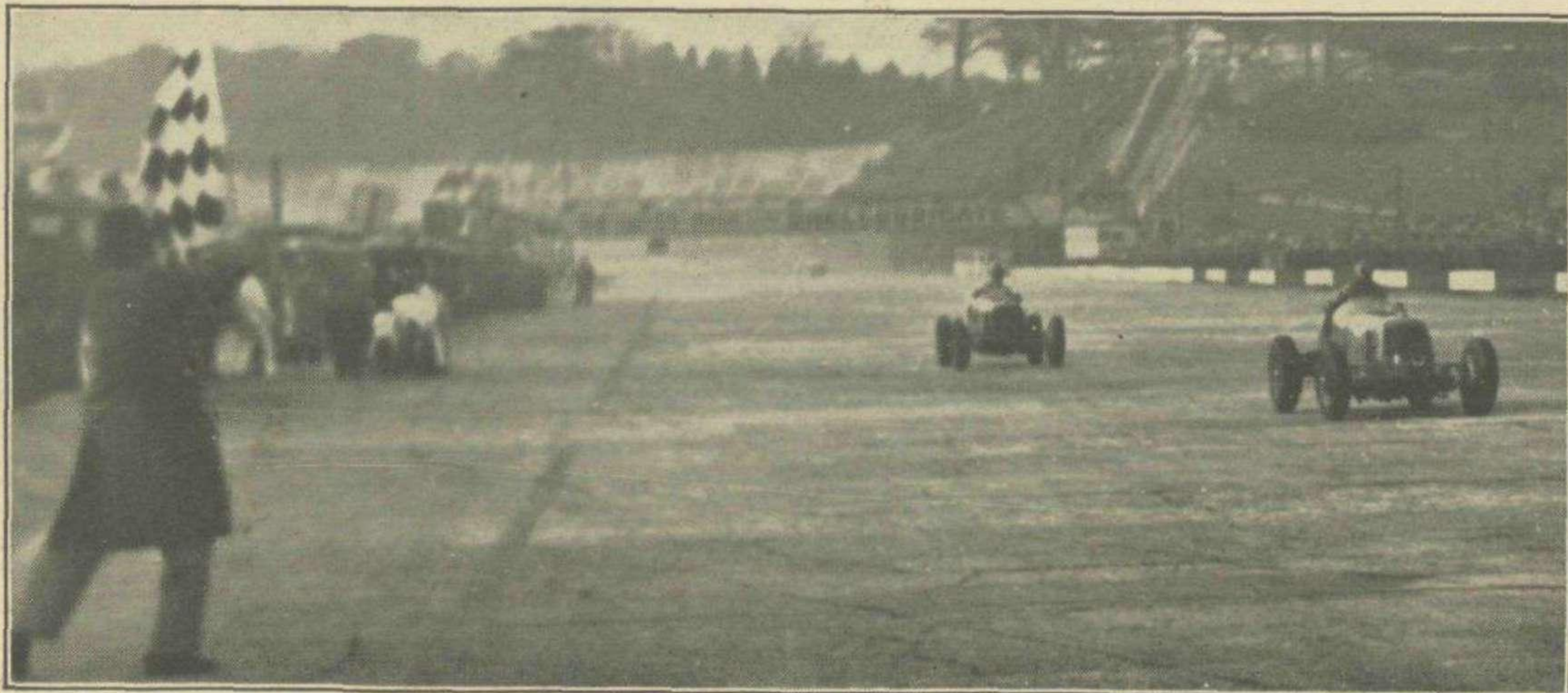
Mays and Dobbs had never let the blue E.R.A. get far out of reach, though "Bira" remained in front at the thirtieth lap, and thus secured the special prize



*Tiny cars and very low built, one of the new Austins, with Dodson at the wheel.*

Our prince was as usual unperturbed, and set to work to regain the lead from Dobbs on the white Riley, but it was evidently quite a difficult task, further complicated by the pair of them coming up on the slow-moving Mrs. Stewart just as she was negotiating her "channel." Another lady who had difficulty there was Mrs. Petre, the tail of her car sliding about in a way which threatened to beach it on the sand-bank barriers. Shortly

for the leading car at this stage of the race. Everitt and Hamilton held fourth and fifth places. Group 1 found the double bend too much for them, though Staniland's 160 m.p.h. all-out speed and Austin Dobson's inspired sweep of the wheel—he took his car round the hair-pins with a single sweep and uplifted elbow, and now ran level with Hamilton—ought to have brought them higher on the score-board. The small cars all



*The spectacular finish of a great race. "Bira" and Mays cross the line on their E.R.A.s a mere second apart.*



## THE INTERNATIONAL TROPHY—continued

seemed to be in trouble, Austin and M.G. alike, making frequent stops for plugs and various adjustments.

A newcomer to the score-board was No. 8, Rose in the 2.7-litre Maserati. Lying back in his car, like Count Campari of old, in what seemed a most uncomfortable driving position, he had brought his car to within less than a minute of the leading E.R.A.

"Bira" held grimly to his lead, and Mays' efforts to draw level were stopped for the moment on receiving the signal to come in and fill up. This took him just over a minute, and he pulled out again a short distance in front of "Bira" but of course nearly a lap behind. At 50 laps Dobbs was in second place, only 44 secs. in rear, Rose was 1 min. 17 secs. behind the leader, Mays 1 min. 42 secs. and Hamilton 2 mins. 5 secs. There was obviously going to be a stern struggle between the blue E.R.A. and the officially entered green one in the second half of the race, especially as "Bira" had not yet had a re-fuelling stop.

Retirements continued apace, Everitt on the 2.6-litre Alfa dropping out with a broken piston, while Briault on a double-camshaft Midget epitomised his troubles in the word "engine."

Unexpected and undeserved misfortune prevailed in the Austin camp. The oil-filter on Driscoll's car was smashed by a piece of metal deposited on the track early on by Lord Howe's E.R.A. and picked up by the Austin's front wheels. Goodacre's car just refused to play, the fault being thought to be in the ignition department, while the super-charger blow-off valve on Dodson's car refused to stay put, releasing all the pressure and causing the plugs to oil up.

So far the race had been happily free from accident but now occurred two which might have had serious consequences. The first was when Miss Doreen Evans' M.G. Midget which had been leading Group 5 caught fire, as a result of friction between prop-shaft and tunnel, a melted electric wire and petrol in the undershield. The car started to blaze just as it came off the Home Banking, but Miss Evans kept her head, and leapt out as she slowed the car down on the Member's Hill side of the Finishing Straight, leaving the car to roll driverless across the track into the railings. She escaped with slight burns. The other accident was when the E.R.A. driven by Norman Black suddenly seized. Black was thrown forward with such violence that he knocked out a tooth on the windscreen. Fortunately no one was following close behind.

At 60 laps Mays was once more back in second place, only 8 secs. behind "Bira," whose speed only varied a decimal point at 90.46 m.p.h. Charles Brackenbury on a Dixon Riley made a first appearance on the leader board in fifth place, and Hamilton had returned to fourth.

Nearing three-quarter distance there was just time for a look round the score board. In the first group Staniland's car was the only one running. Eccles' Bugatti coming to rest with the usual transmission trouble just as he was negotiating the twisty channel at the Fork. Hamilton and Rose were still running in Group 4. Of the ten 1½-litre E.R.A.s seven were

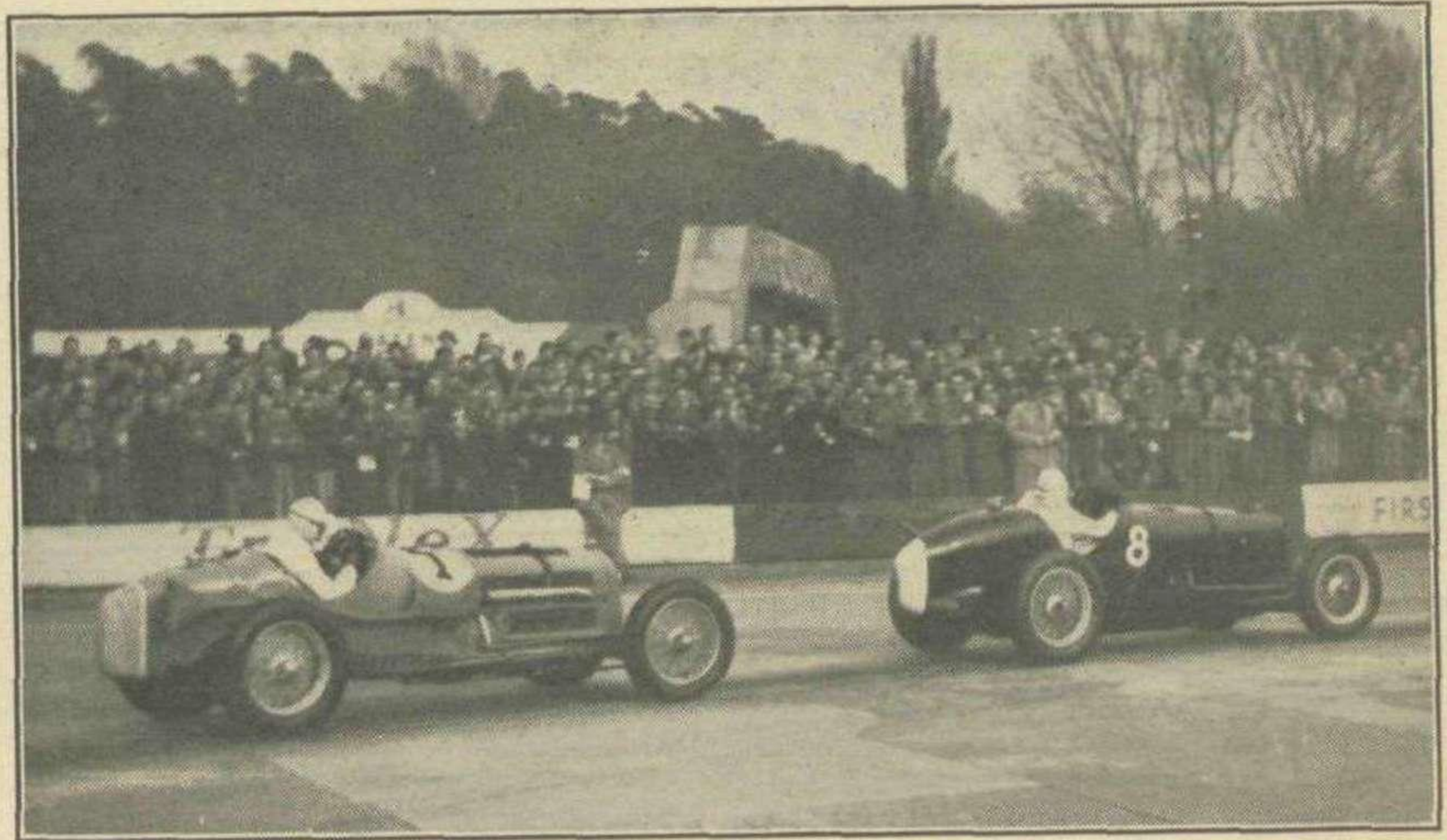
running at 4.30 but Scribbans then retired with piston trouble while Benjafield dropped out with damaged transmission. Manby-Colegrave's car now driven by "Buddy" Featherstonhaugh, all summery in shirt-sleeves, was creeping up steadily. Fane's Frazer-Nash had been going well until it went out with a broken valve-spring, and Christian Kautz, the Swiss Maserati driver whom at one time we timed to be the fastest through the S-bend, retired, with a damaged gear-box, after a couple of hours of steady driving.

Mays regained the lead at 65 laps, and "Bira's" pit-stop which took nearly a minute, set him still more firmly in the lead. "Bira" had evidently been reckoning on this delay however, and set off again at increased speed, being only

a mere 3 secs. ahead; the last hectic lap might spell one burst engine or two.

Mays had been running his willing engine at 6,500 r.p.m. for the last 9 laps, and with a great effort he succeeded in passing "Bira" on the Byfleet Banking. Now, when every scrap of speed was wanted, the revs. started to ease back, and just as he started to swing up the Home Banking, a mere half-mile from home the relentless "Bira" caught him, roaring down the Finishing Straight to cross the line a mere thirty yards ahead. It was a fitting end to the most exciting long-distance race seen for years on Brooklands Track.

If Mays had had one pit-stop instead of two, or if he had not overshot the mark in his fill-up he would probably have won. However, motor-racing is



A stern chase between Rose (Maserati) and Staniland on the Monoposto Alfa.

29 secs. behind at 80 laps. The team-car still sounded healthy enough however, and there was no reason to suppose that Mays with an identical car could not remain in the lead.

At 90 laps came a dramatic moment. Two fast-travelling E.R.A.s pulled over as they came down the Finishing Straight, just distinguishable as those driven by Mays and Featherstonhaugh. The plan in each case was to take on a small quantity of fuel for the last 10 laps, but Mays in his haste overshot his pit by ten yards and had to be pushed back by the frantic mechanics.

Ten gallons were shot into the petrol tank in 25 secs., and then Mays roared off again in pursuit, now 18 secs. in rear of the flying "Bira."

With only twenty-six miles to go, every one of the dozen or so surviving cars crammed on full speed, and fairly scuttled through the S-bend and the flag-decked channels. In two laps Mays had reduced his gap to 12½ secs. and Dobbs faithful to his black fur gauntlets and Featherstonhaugh coatless and without goggles strove to maintain their places on the leader-board. Another five laps, and eight secs. separated the two E.R.A.s and with two laps to go, just over six.

The penultimate lap found "Bira"

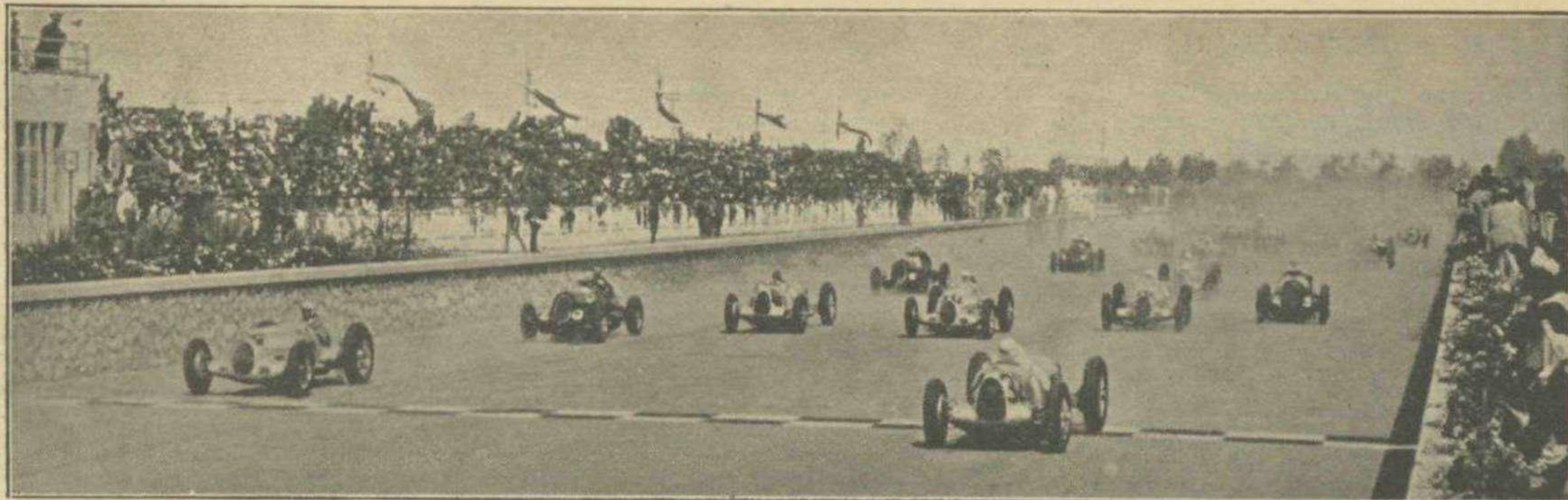
largely a matter of "ifs," and the extra stress he gave to his car in the last ten laps undoubtedly led to the partial failure of the sparking-plug which pulled him back in that last frantic lap. "Bira" drove extremely well and fully deserved his success.

A final and striking point about the race was that not a single car in Group I finished the race. The pace set them was much too hot for the "babies."

## RESULTS

1. "B. Bira" (1,488 c.c. E.R.A.) 2h. 52m. 29s. 91.00 m.p.h.
  2. Raymond Mays (1,488 c.c. E.R.A.) 2h. 52m. 30s. 90.99 m.p.h.
  3. H. G. Dobbs (1,985 c.c. Riley) 2h. 55m. 37s. 89.38 m.p.h.
  4. H. Rose (2,698 c.c. Maserati), 2h. 58m. 6s. 88.11 m.p.h.
  5. G. F. A. Manby-Colegrave and R. E. L. Featherstonhaugh (1,488 c.c. E.R.A.) 3h. 1m. 5s. 86.68 m.p.h.
  6. C. Brackenbury (1,985 c.c. Riley) 3h. 1m. 32s. 86.47 m.p.h.
  7. A. P. Hamilton (2,384 c.c. Alfa-Romeo) 3h. 1m. 40s. 86.40 m.p.h.
  8. A. Von der Becke (1,748 c.c. Riley) 3h. 3m. 50s. 85.37 m.p.h.
  9. P. G. Fairfield (1,090 c.c. E.R.A.) 3h. 5m. 54s. 84.43 m.p.h.
  10. C. Paul (1,488 c.c. E.R.A.) 3h. 6m. 39s. 84.09 m.p.h.
  11. C. S. Staniland (2,905 c.c. Alfa-Romeo) 3h. 7m. 13s. 83.83 m.p.h.
- Mrs. K. Petre (1,488 c.c. E.R.A.) covered 94 laps; C. Dodson (Austin) covered 79 laps; A. R. Samuel (M.G. Midget) covered 92 laps; E. K. Rayson (Maserati) 85 laps.





The start of the Tripoli Grand Prix.

## FANTASTIC SPEEDS IN TRIPOLI GRAND PRIX

VARZI (AUTO-UNION) HARD PRESSED BY STUCK, WINS AT 128.2 M.P.H. ITALIAN ACE ALSO SCORES RECORD LAP AT 141.3 M.P.H. MERCEDES-BENZ TAKE THIRD AND FOURTH PLACES

The Mellaha circuit, built with funds derived from the gigantic sweep-stake organised in connection with the Tripoli Grand Prix, is undoubtedly the fastest road-course in the world, last year's race being won by Caracciola on his Mercedes-Benz at a speed of 122.9 m.p.h. This year Varzi repeating his successes of 1934 and 1935, pushed the speed still higher, while the leadership changed no less than ten times during the course of the forty laps.

Tyres must always be a problem at such elevated speeds and the Germans brought with them no less than 300 covers. Oddly enough the most powerful cars in the race, the 6½-litre Auto-Unions got through with fewest tyre-changes, Varzi completing the race with only three replacements, while the Alfa team made incessant stops. This result is due partly to Varzi's driving skill and partly to the concentration of weight on the rear wheels of the Auto-Unions. With no weight-limit to conform to, incidentally, several of the cars weighed close on 1,000 kg. The rear tyres were of course, immense, the nominal measurement of those fitted to the German cars being 22 by 7.

The starters numbered twenty-five, of which a considerable number were "independents." Of the teams, Auto-Union was represented by Varzi, Stuck, and Rosemeyer, all of whom were driving the ponderous 6½-litre cars. Caracciola, Chiron, Fagioli and Brauchitsch, a formidable four, formed the Mercedes-Benz team. They drove the new low-built cars, which had chassis fifteen inches shorter than the old pattern, and eight-cylinder 4,250 c.c. engines.

The Italian hopes were centred principally in the new 4.1-litre 12-cylinder Alfa-Romeos, which were entrusted to Nuvolari, Brivio, and Tadini, while Pintacuda drove one of the 3.9-litre eights. Maserati took no official part in proceedings. Etancelin was the most formidable of the independent drivers.

During practice Nuvolari had yet another of his miraculous escapes from death. He punctured a tyre on the rough stones which border the road, and the car turned completely over. He escaped with slight injuries to the back, not serious

but sufficient to keep him in bed for a time.

Fastest times made in the practices were Stuck (Auto-Union) 3m. 40s., Caracciola 3m. 41s., and Brivio 3m. 42s., but Rosemeyer slipped in a final round of 3m. 33½s., which considerably damaged last year's record.

A strong westerly wind on the race-day made conditions unpleasant for the drivers, but it was at any rate better than the ghibli, which blows straight off the desert. The immense concrete stands were packed to capacity, not the least enthusiastic of the spectators being those who had drawn drivers in the sweep and who had been given free passages from Italy.

A terrific reception was given to Nuvolari, who had somehow managed to pass the doctor, and was now seen at the wheel of his Alfa.

The cars were drawn up in ranks according to the lap-speeds they had put up on the previous day, in the following order:—

Rosemeyer (Auto-Union); Chiron (Mercedes); Varzi (Auto-Union); Stuck (Auto-Union); Fagioli (Mercedes); Caracciola (Mercedes); Brivio (Alfa-Romeo); Nuvolari (Alfa-Romeo); Pintacuda (Alfa-Romeo); Brauchitsch (Mercedes); Cortese (Alfa-Romeo); Tadini (Alfa-Romeo); Severi (Alfa-Romeo); Gherzi (Maserati); Siena (Maserati); Etancelin (Maserati); Ruesch (Maserati); Battaglia (Alfa-Romeo); Balestrero (Alfa-Romeo); Magistri (Alfa-Romeo); Rosa (Alfa-Romeo); Barbieri (Alfa-Romeo); Soffietti (Maserati); Taruffi (Maserati); Carraroli (Maserati).

An almost unbearable sound rent the air as the twenty-five engines burst into life. Stuck (Auto-Union) was away like a rocket with the fall of the flag, with Chiron (Mercedes-Benz) close behind. Varzi for some reason was slow in starting and was actually last to get away.

There are no long pauses on the 8.1-mile circuit and three minutes later the first car came into view. It was Stuck in his Auto-Union, who had lapped in 3m. 33½s. or 139.3 m.p.h. from a standing start. 300 yards behind was Rosemeyer, then Nuvolari, Caracciola, Fagioli, Brivio, Chiron, Brauchitsch, Tadini, Varzi and Pintacuda, Gherzi, Siena and Etancelin indicating a well-mixed field which gave every prospect of a hard-fought race.

Siena only survived one lap and Balestrero two. Next time round "Caratsch" had overhauled Nuvolari, while Varzi

was fighting his way through and had reached eighth position. A lap later both Fagioli and Brivio had overtaken Nuvolari, who was not at his best after his shaking up, and Varzi gained another place, the next lap he had actually forced his way into third position, while the lead was now taken by the youthful Rosemeyer, speed 132.8 m.p.h. Auto-Unions first, second and third.

The order after five laps was therefore Rosemeyer, Stuck, Varzi, Chiron, Brivio, Fagioli, Caracciola, Nuvolari, Brauchitsch, Pintacuda, Etancelin.

With nine laps completed, Brivio and Tadini, both driving 12-cylinder Alfa-Romeos, came into the pits for a complete tyre change, and Varzi, whose car had more excuse after his strenuous effort to catch up, was in shortly afterwards, refuelling at the same time. Then came Nuvolari's turn, which rather suggests that the suspension of the new Alfas is not all that it might be. The tenth lap saw Stuck once more back in the lead.

### Order at Ten Laps

Stuck (Auto-Union) 37m. 1s. (131.9 m.p.h.).  
Rosemeyer (Auto-Union) 37m. 4s.  
Varzi (Auto-Union) 37m. 18s.  
Chiron (Mercedes-Benz) 37m. 45s.  
Fagioli (Mercedes-Benz) 38m. 4s.  
Caracciola (Mercedes-Benz) 38m. 5s.  
Nuvolari (Alfa-Romeo) 38m. 24s.  
Brauchitsch (Mercedes-Benz) 38m. 39s.

Two laps later there was another abrupt change in the order, for the three Auto-Unions pulled in for tyre changes, allowing the Mercs. to take their places. Then on the sixteenth Fagioli and Pintacuda were in with the same complaint, and Chiron and Caracciola visited the pits a lap later, so that the Auto-Unions once more regained their line ahead formation in front. Varzi lapped in 3m. 33½s. and then 3m. 33s., beating Stuck's lap record, but still remained third.

Barbieri, Rosa and Sommer of the independents had already disappeared from the scene, but the first of the team cars to go was the Mercedes-Benz driven by Brauchitsch, while Rosemeyer's car caught fire on the eighteenth lap, forcing him to retire. This let Varzi into second place, while Fagioli had overtaken Chiron to take third place, but the Monogasque returned the attack and returned to third on the twentieth lap.



THE TRIPOLI G.P.—continued

The Alfas were obviously quite a lot slower than the German cars and at the eighteenth Brivio came in for another change of tyres. Nuvolari preferred to drive more cautiously and so kept his treads in better condition.

The order at the twentieth lap was as follows:—

- Stuck (Auto-Union) 1h. 15m. 21s. (129.6 m.p.h.).
- Varzi (Auto-Union) 1h. 15m. 21½s.
- Chiron (Mercedes-Benz) 1h. 16m. 26s.
- Fagioli (Mercedes-Benz) 1h. 16m. 27s.
- Caracciola (Mercedes-Benz) 1h. 16m. 58s.
- Nuvolari (Alfa-Romeo) 1h. 18m. 42s.
- Brivio (Alfa-Romeo) 1h. 19m. 9s.
- Tadini (Alfa-Romeo) 1h. 19m. 9s.

Four-fifths of a second after 160 miles was racing indeed, and on the twenty-first lap to the crowd's delight Varzi clawed his way to the front, only to be passed again two laps later by the relentless Hans Stuck. Two laps later, the German pulled into his pit for a tyre change, then Caracciola, and at the twenty-eighth Pintacuda, Fagioli and Varzi. This reshuffling put Stuck again at the head, but Varzi, who had lost 52 secs. at the pit renewed his attack with vigour. The lap times of the various cars were still close, the Auto-Unions averaging 3m. 40s., the Alfas 3m. 47s., and the Mercs. 3m. 45s., and the final order would be decided on tyre changes more than anything else. At the thirtieth lap the order was as follows:—

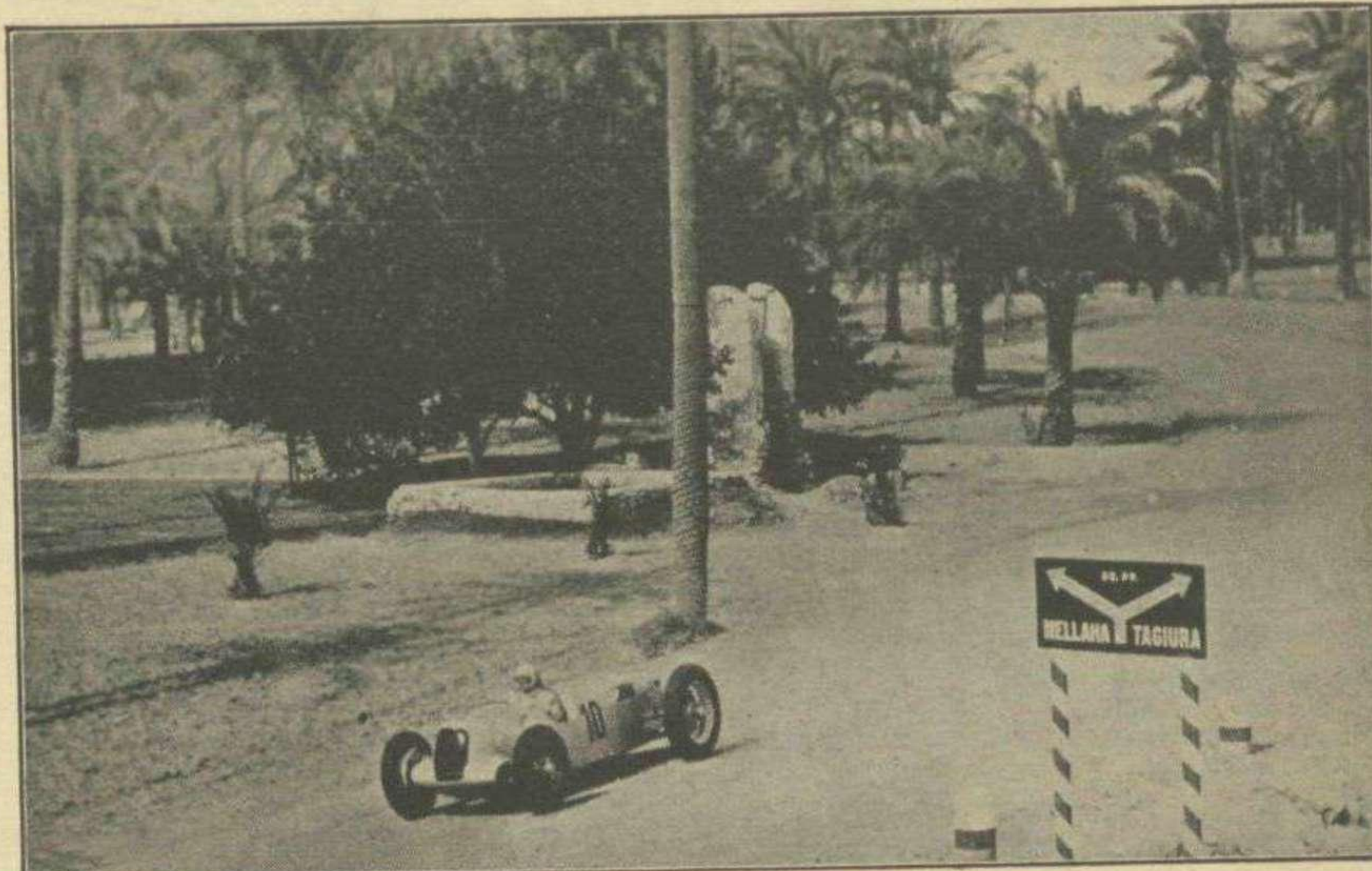
- Stuck (Auto-Union) 1h. 53m. 15s. (129.3 m.p.h.).
- Varzi (Auto-Union) 1h. 53m. 16s.
- Fagioli (Mercedes-Benz) 1h. 55m. 44s.
- Caracciola (Mercedes-Benz) 1h. 56m. 21s.
- Nuvolari (Alfa-Romeo) 1h. 57m. 57s.
- Tadini (Alfa-Romeo) 1h. 59m. 15s.
- Brivio (Alfa-Romeo) 1h. 59m. 20s.
- Pintacuda (Alfa-Romeo) 1h. 59m. 33s.
- Chiron (Mercedes-Benz) 2h. 4m. 6s.

The struggle between the two Auto-Union men at this stage became so fierce that the team manager waved them down, and they eased back some ten seconds a lap. On the thirty-third Varzi stopped to change a front tyre, losing 30 seconds, but had enough power in hand to win back 5 seconds in the following lap. Nuvolari was in again and those stout-hearted

independents Cortese and Magestri, who were driving early monoposto Alfas, made frequent calls but carried on in spite of it.

With four laps to go Varzi put up a lap in 3m. 35s., and was round with a lead of 15 seconds, much to the annoyance of Stuck, who had been running to team

proved their ability to beat the Mercs in a non-formula race over a fast course, and the Mercs. seemed to have lost some of their stability by the reduction in wheel-base. The new Alfas were not quite fast enough to compete with the German cars, but at any rate all four cars had finished.



The ultimate winner of the Tripoli G.P. A. Varzi at speed on the Mellaha circuit.

orders. The next lap they were closer and on the thirty-ninth only a few yards separated them. The crowd was on its feet for that final lap, ready for anything from a blow-up to a dead-heat finish.

There was nothing of a staged finish to the race however, for the fiery Varzi kept his foot down hard over those last eight miles and roared over the line with a quarter-of-a-mile to spare after an unbelievable last lap in 3m. 27½s. (141.3 m.p.h.). The Auto-Unions had

RESULT

1. A. Varzi (6.5-litre Auto-Union) 2h. 31m. 5½s (128.9 m.p.h.).
2. H. Stuck (6.5-litre Auto-Union) 2h. 31m. 29½s. (128.9 m.p.h.).
3. L. Fagioli (4.2-litre Mercedes-Benz) 2h 33m. 38½s. (127.2 m.p.h.).
4. R. Caracciola (4.2-litre Mercedes-Benz) 2h. 34m. 56½s. (126.1 m.p.h.).
5. C. Pintacuda (3.9-litre Alfa-Romeo) 39 laps.
6. C. Tadini (4.1-litre Alfa-Romeo) 39 laps.
7. A. Brivio (4.1-litre Alfa-Romeo) 39 laps.
8. T. Nuvolari (4.1-litre Alfa-Romeo) 39 laps.
9. L. Chiron (4.2-litre Mercedes-Benz) 37 laps.
10. Battaglia (2.9-litre Alfa-Romeo) 32 laps.
11. Magestri (2.6-litre Alfa-Romeo) 27.2 laps.

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# Club News

## VINTAGE SPORTS CAR CLUB SPEED PLANS

The satisfactory total of 61 entrants took part in this event, several of whom competed in more than one event; so that even though there was only time for one run in each class there were something like 125 runs in all during the afternoon, which is about the maximum for this course.

The course has now become appallingly rough, and a thunderstorm, which came on at the start of the racing classes, made it even more difficult; Miss B. Skinner (Morris S.), B. Spikins (Singer S.), and R. V. C. Bolster (Special 1,086 c.c.) in particular having very hectic passages.

The outstanding event of the day was the winning of four of the racing classes by A. F. P. Fane on his Shelsley 'Nash, and he also broke the record for the course in 16.7 secs. The car was amazingly stable and double back tyres were used. So easy, in fact, did it appear to hold, that Fane, who started on his record-breaking run in a felt hat, found it inconvenient about half-way up the course, leisurely removed it from his head and put it down on the seat beside him.

In the sports classes C. W. E. Windsor-Richards did well on his 30/98 Vauxhall, winning two classes, and he, J. V. Bolster, and T. H. Plowman must be congratulated in getting their twelve-year-old touring machines up the course in under 20 secs.

R. A. C. Sumner's 1923 G.N. was particularly successful with 19.3 secs. which was the fastest time of the day with a Vintage Sports Car.

Mrs. A. E. Moss ran consistently well in the sports classes on the Marendaz, but never quite managed to gain first place.

H. G. Robins gave a demonstration run on the H.R.G., and despite not very suitable gear ratios he put up a time of 20.7 secs.

An innovation was the running of a handicap class for cars made before 1915, and four actually came to the line. The formula takes account of age, weight and horse-power, and results are not yet available pending the weighing of two of the entrants, but the outstanding performance was undoubtedly that of J. S. Pole's 1908, 12-litre Grand Prix Itala, at 23.6 secs.

Despite a bottom gear of about 5 to 1, he went off with a lot of wheelspin and the huge car presented a most impressive spectacle as it crashed up the course. In particular one noticed how stable it appeared and the extraordinarily rapid gear changes effected.

The next speed trials of this club are on July 11th, and Mr. F. T. Lewis, of 31 Rusland Road, Harrow, is the secretary.

- Class A.** Sports Cars up to 850 c.c. (no entries).  
**Class B.** Sports Cars up to 1,500 c.c.  
 1. Miss M. Wilby (Frazer-Nash) 20.26s.  
 2. J. G. Clarke (Frazer-Nash) 20.8s.  
 3. F. T. Andrews, 22.3s.

- Vintage Award J. G. Clarke.  
**Class C.** Sports Cars up to 3,000 c.c.  
 1. A. S. Whiddington (Frazer-Nash) 20.3s.  
 2. Mrs. A. E. Moss (Marendaz-Special), 20.5s.  
 3. J. G. Clarke (Frazer-Nash), 20.7s.

- Vintage Award J. G. Clarke.  
**Class D.** Sports Cars up to 5,000 c.c.  
 1. C. W. E. Windsor-Richards (Vauxhall 30/98), J. V. Bolster (Vauxhall 30/98) 19.7s.  
 2. T. H. Plowman (Vauxhall 30/98), 19.8s.  
 3. Mrs. A. E. Moss (Marendaz Special), 19.9s.

- Class E.** Sports Cars over 5,000 c.c.  
 1. C. W. E. Windsor-Richards (Vauxhall 30/98), 19.5s.  
 2. K. Hutchison (Ford V8) 19.7s.  
 3. Mrs. A. E. Moss (Marendaz Special) 19.8s.

- Class F.** Racing cars up to 850 c.c. (only three entries).  
 1. Miss B. Skinner (Morris S.), 19.6s.

- Class G.** Racing Cars up to 1,500 c.c.  
 1. A. F. P. Fane (Frazer-Nash S.), 16.8s.  
 2. B. Spikins (Singer S., 972 c.c.), 18.2s.  
 3. R. V. C. Bolster (Bolster Special S., 1,086 c.c.), 19.1s.

- Vintage Award: R. A. C. Sumner (Sumner-Jap) 19.3s.

- Class H.** Racing Cars up to 3,000 c.c.  
 1. A. F. P. Fane (Frazer-Nash, S.), 17.1s.  
 2. B. Spikins (Singer, S. 972 c.c.) 17.8s.  
 3. R. V. C. Bolster (Bolster Special S., 1,086 c.c.), 18s.

- Class J.** Racing Cars up to 5,000 c.c.  
 1. A. F. P. Fane (Frazer-Nash, S.), 16.7s.  
 2. B. Spikins—driver B. Cole (Spikin-Hudson Special S.), 18.2s.  
 3. R. V. C. Bolster (Bolster Special S., 1,086 c.c.), 19s.

- Vintage Award: M. Chambers (Bentley) 21.1s.

- Class K.** Racing Cars over 5,000 c.c.  
 1. A. F. P. Fane (Frazer-Nash S.), 17.2s.  
 2. B. Spikins (Singer, S., 972 c.c.), 17.8s.  
 3. B. Spikins—driver, B. Cole (Spikin-Hudson Special S.), 19.1s.

- Vintage Award: A. S. Heal (Vauxhall 30/98), 20.4s.

- Class L. Handicap.** (Based on previous best time).  
 1. J. O. Stuart (Frazer-Nash).  
 2. P. J. Robertson-Rodger (Bentley 4½-litre, S.).  
 3. K. Burness (Vauxhall 30/98).

- Class M.** For cars manufactured prior to Dec. 31st, 1914. Judged on a handicap, taking account of age, weight and horse-power. The results are not available pending the receipt of information regarding this data. Times are therefore given.

- J. S. Pole 1908 Itala (12,000 c.c.), 23.6s.  
 M. Chambers 1907 Renault (7,270 c.c.) 30.7s.  
 A. Birks 1914 S. A. V. A. (3,000 c.c.) 31.3s.  
 E. K. H. Karlake 1908 Sizaire Naudin (1,470 c.c.), 45.7s.

### AWARDS :

Fastest time in each class. Club Tankard.  
 Fastest time in each class by a driving member of the V.S.C.C. driving a car made prior to December 31st, 1930, provided he does not also win the class Special Award. Fastest time of the day by a driving member of the V.S.C.C. driving a car made prior to December 31st, 1930 :—

R. A. C. Sumner. Silver Cup.  
 Fastest time of the day by any other competitor A. F. P. Fane. Silver Cup.

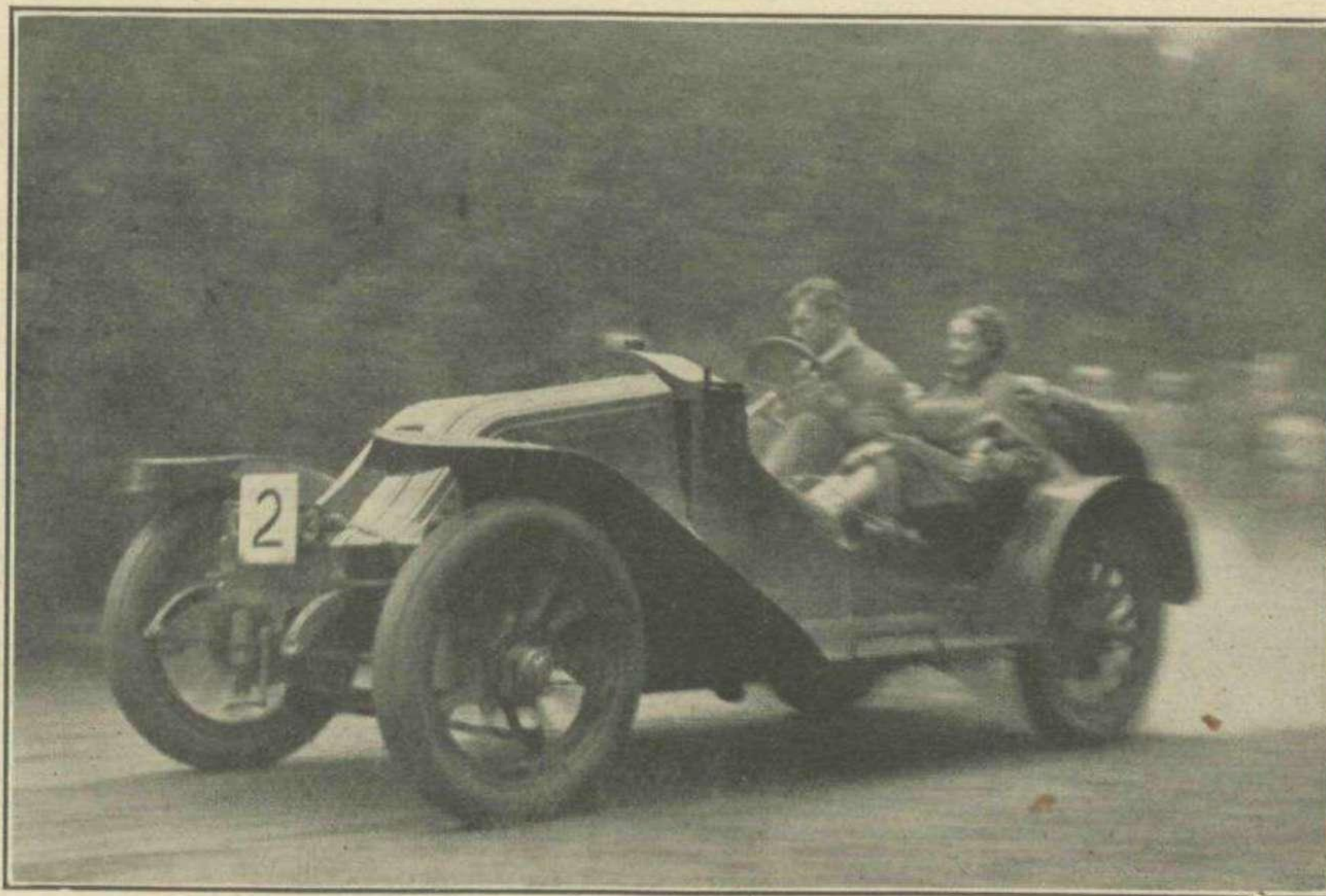
Fastest time by a member of the Frazer-Nash Car Club driving a Frazer-Nash (kindly presented by F.N.C.C.) A. F. P. Fane. Silver Cup.

Fastest time by a member of the F.N.C.C. driving a Frazer-Nash with s.v. Anzani Engine (kindly presented by F.N.C.C.) J. G. Clarke.

### E.R.A. CLUB

The E.R.A. Club, formerly the E.R.A. Supporters Club, which exists to hand money to the E.R.A. concern and to back up their efforts, is developing steadily, and now has nearly a hundred members. Earl Howe has accepted the presidency and the vice-presidents are Mrs. K. Petre, and Pat Fairfield.

Future happenings include a visit to E.R.A. works on July 5th. The first of the promised bulletin has now been produced and neatly summarises E.R.A. successes and gives some side lights on E.R.A. happenings. These amateur club publications are invariably amusing, and the E.R.A. bulletin is no exception. It is refreshing to learn that the seat of an E.R.A. racing car should be referred to as "the Exalted Seat." And that "Bira" got the "correct colour" for his car by asking a girl to give him a bit



M. Chambers, 1907 Renault (7270 cc.) puts up a fine run in the heavy rain at the Vintage Sports Car Speed Trials at Aston Clinton.



## CLUB NEWS—continued

of her dance frock—whether she was wearing it at the time isn't mentioned. Also how to pronounce "Bira's" name correctly, and what colours are used by different drivers of E.R.A. cars. Of course, the difficulty is to avoid too elementary an atmosphere, such as one associates with dirt-track supporters' clubs and small local motor-cycling bodies. Hon. Sec.: A. F. Rivers Fletcher, 25, Oakleigh Gardens, London, N.20.

## LAGONDA CAR CLUB

The re-organisation of the Lagonda Car Club has now been completed. The president is Mr. A. P. Good, Mr. Dick Watney is on the committee, and the joint hon. secretaries are Messrs. M. H. Selby and J. Sieger. An opening meeting was held at Hanworth Aerodrome on May 23rd, followed by tea and a general meeting. Members and friends first rallied at the Lagonda works at Staines. Owners of old and current Lagondas are welcomed. Sec. address: 2, Princes House, Kensington Park Road, W.11.

## LANCIA CLUB

A Club for Lancia owners has been formed, the opening gathering of which was scheduled for May 23rd. in the grounds of Goodwood House, near Chichester, by the permission of the Club's president, the Duke of Richmond and Gordon.

## BENTLEY DRIVERS' CLUB

An interesting club for those who own, or who have at one time owned, an old model Bentley, has come into being, thanks to the efforts of G. K. Pelmore, himself the owner of a 4½-litre Bentley. Incidentally, Pelmore recently stirred up the Bugattistic with a letter condemning the Molsheim marque, published in the Bugatti Owners' Club magazine "Bugantics."

Hon. sec.: G. K. Pelmore, H12, Sloane Avenue Mansions, London, S.W.3.

## B.A.R.C.

The Whit-Monday Brooklands Meeting will comprise two short handicaps, two long handicaps, the "Gold Star" Outer Circuit race, and five races over the Mountain circuit. Entries for the "Gold Star" contest, which has never been won at under 100 m.p.h., and which will be put on the air by the B.B.C., include John Cobb's Sunbeam, Marker's 6½-litre Bentley, Bertram's Barnato-Hassan, Lord Howe's 3.3-litre Bugatti, Duller's Duesenberg and the Pacey-Hassan-Special that won its first race easily at the last meeting. The race is for 110 m.p.h. cars, or faster, over about twenty miles, for a prize of £100 and the "Star." "B. Bira" (E.R.A.) and Tim Rose-Richards (Sunbeam 12-cyl.) are amongst the entrants for the Mountain contest, for which a record entry of seventy has been received, the prize money totalling £625. Racing starts at 1 p.m., and everyone who is anyone in the world of motoring will be present.

Admission is 3/6d. or 2/- for children, and a 2/6d. car park is available. Cheap rail and admission composite tickets are issued by the Southern Railway.

## W.A.S.A.

The Women's Automobile and Sports Association, ever go-ahead, recently held, on a Thursday afternoon, a Test Run for Good Drivers, for which non-members were eligible, the scheme being to encourage more ladies to compete in trials. The run was entirely straightforward, to a simple schedule, and there were a few tests to complete before tea. That the idea was a success is evidenced by the fact that although only women who had never before competed in any trial or rally were eligible, thirty-six faced the starter at the "Ace of Spades." There was an acceleration test over twenty yards on Ranmore Common, a climb of Hustwood Hill, two time checks and one secret check and some parking tests. Afterwards prizes were distributed by Lady Iris Capell, and Mrs. Gould, the secretary, rushed back home to meet her doctor, as she should have been in a sick bed.

## PROVISIONAL RESULTS :

1. Mrs. A. Wynne (Austin 10), 100 marks.
  2. Miss B. Schooling (Morris 8) 97½ marks.
  3. Mrs. V. Tindall (Singer 9), 95 marks.
- Second-class Awards: Mrs. Stanion, Miss E. May, Mrs. R. Richardson (Vauxhalls), Lady Annaly, Mrs. M. B. Few, Miss M. Norton (Fords), Miss W. Davis, Mrs. V. Tindall, Miss M. C. Sherer, Mrs. J. David (Singer 9), Miss L. Hoyt-Porter (Triumph), Miss B. Schooling (Morris), Miss M. Bond (M.G.), Mrs. E. Walch (Standard), and Mrs. Holdsworth (Sunbeam).

## M.G. C.C.

Fine weather conditions before the Abingdon-Abingdon Trial of May 9th made the course picked by F. L. M. Harris and his henchmen quite easy, but a very enjoyable trial resulted for all that. The trial commenced at 10.30 a.m., with a "garaging" test in the grounds of the M.G. Car Company. L. J. Onslow-Bartlett, driving a special, stripped Model M. M.G. Midget made best time of all, in 30.2 secs., the runners-up being R. J. Ebdon's 847 c.c. M.G. Midget in 31.2 secs., A. B. Langley's bored-out M.G. Magnette, also 31.2 secs., A. H. Langley's 1½-litre Singer 32 secs. dead, Norton Tracey's M.G. Midget in 32.2 secs., and H. K. Crawford's P.B. M.G. Midget in 32.4 secs. From this test cars proceeded along 45 miles of main road going to the stop and restart test on Bismore, where ten yards had to be covered against the watch, from a standing start on a gradient of 1 in 5. H. K. Crawford's P.B. Midget and S. H. Allard's special Ford V8 tied for fastest time, both taking 3.4 secs., while J. E. S. Jones (P.B. M.G. Midget) R. A. Macdermid (1½-litre M.G.), and J. A. Bastock (1½-litre M.G.) all recorded 3.6 secs.

So to the dreaded Nailsworth Ladder, which actually was in first-class condition from the viewpoint of competitors. Fourteen failures occurred here, four being the result of mechanical failings, though Onslow-Bartlett's gold-painted M model Midget, named the "Nugget" just got up with chronic mis-firing.

Seven miles from the lunch halt at the Bear Inn, a number of drivers failed on the unobserved section known as Sandford's Knoll. Only six cars failed on Axe Hill, which was in remarkably nice condition—again from the viewpoint of the pot-hunters. The unfortunates here were R. P. Pink's M.G. Magna, T. Welch's 750 c.c. M.G., P. G. Sharp's

P. Midget, A. R. Kendrick's P.B. Midget, T. H. Cole's sister car, and A. R. Bartrop's 1,087 c.c. M.G.

The acceleration and braking test over fifty yards followed, G. N. Mansell's blown M.G. Magna taking only 6.8 secs., a time equalled by C. H. Ellett (blown P.B. Midget), J. M. Toulmin (blown P.B. Midget), and A. B. Langley (supercharged 1½-litre M.G.). Old Hollow accounted for three drivers, P. G. P. Meadows (1,287 c.c. M.G.), P. G. Sharp (M.G. Midget) and T. H. Cole (P.B. M.G. Midget).

After this there remained a fifty-mile run back to Abingdon. The Team Prize went to the Langley-Barnes-Billingham Singer M.C.C. "A" team of 1½-litre Singers. They lost no marks at all and won on driving ability in the tests. The Sunbac team of G. L. Boughton (Triumph, S.), W. C. Butler (Singer) and J. G. Orford (Austin 7, S.) also lost no marks.

## RESULTS :

- M.G. Challenge Trophy: L. J. Onslow-Bartlett (M.G.).  
Chairman's Cup: L. J. Onslow-Bartlett (M.G.).  
Watkinson Cup: A. H. Langley (Singer).  
University Motors Trophy: H. K. Crawford (M.G.).  
P. J. Evan's Cup: A. B. Langley (M.G.).

## STANDARD CAR OWNERS CLUB

The Nomad Motorists were invited to compete in the Southern Counties Trial, in which all the thirty-one entrants started.

Narrow Surrey lanes caused a number of scratches on the coachwork, and an Avon Standard actually lost a wing on this section. The hills were Maysleith, Oakshott, Wheatham, Steep, Harting Down and Graffham. Failures on the four numbered five, two, nil, and thirteen respectively, the remaining two being in easy condition.

## PROVISIONAL RESULTS :

- Brierley Trophy: R. Blake  
Novice's Prize: K. Whiteley.  
First-class Awards: R. Wilkins, H. J. A. Thewles, A. H. Oxenford, D. B. Burrage, H. J. N. Robinson.  
Second-class Awards: Mrs. A. H. Oxenford, G. L. Boedeker, C. P. Waller, W. R. Rhodes, S. A. Fuller, G. Olive, junr., W. A. V. Davis, J. W. Stokes, A. P. Squire, R. J. Hughes.

## S.S. CAR CLUB

The Chilterns Trial was a sporting event. In the timed climb of Midmere, W. M. Haynes recorded 19½ secs., with a Jaguar saloon, W. Roberts (S.S. "90") being but ½ of a sec. slower. In Gussets Wood an acceleration test showed the superiority of Roberts' "90," which took only 7½ secs., E. Jacobs (S.S. I) needing 8½ secs., although in the stop and restart test on Kop Hill W. M. Haynes on the Jaguar recorded best time in 11 secs. dead. Everyone got up Maidensgrove, and a brake-test gave best time to A. Whittaker's Jaguar saloon, in 5 secs.

## RESULTS :

- First-class Awards: W. Roberts, W. G. V. Vaughan.  
Second-class Awards: T. Crumble, E. H. Jacob, W. Hetherington, Mrs. C. E. Hetherington, L. T. March, W. M. Haynes and A. Whittaker.

## LIVERPOOL M.C.

The Jeans Cup Trial was held in Derbyshire, and was notable for being run over two distinct routes, one for sporting entrants, the other for "tourists," separate awards being used for the two classes.



CLUB NEWS—continued

This interesting event started and finished at Buxton, and both classes covered the same general ground, the "tourists" conveniently by-passing the more severe hills.

Hollinsclough stopped J. P. Hill's Riley and G. Tyrer's M.G. Magnette, but most cars got up easily, the Frazer-Nash B.M.W.s and Wise's Ford V8 being most impressive.

On Westgate L. J. Onslow-Bartlett perhaps over-confident after his success in the M.G. C.C. Abingdon-Abingdon trial the previous day, turned his McEvoy-tuned "M"-Midget over on to his passenger and himself, his passenger sustaining injury, though not as serious as was rumoured at the time.

On Cow Lane Wise's open-bodied Ford V8 and C. E. Stothert's Balilla Fiat were outstandingly good, and very little less so were J. Tweedale's Frazer-Nash-B.M.W. and Mrs. Moss' Marendaz-Special.

Miss K. Taylor's M.G. Midget retired with severe rear-axle disorders, as did Williamson's Frazer-Nash-B.M.W.

RESULTS :

Class A.

- Jeans Cup : C. E. Stothert (Fiat).
- Wade Cup : N. V. Terry (Frazer-Nash B.M.W.)
- Blake Cup : T. C. Wise (Ford V8).
- Special Award : Mrs. Moss (Marendaz-Special).

Class B ("Tourists")

- Timson Cup : R. H. Gregory (Morris).
- Team Prize : J. C. Rigby (Morris), G. Good (Fiat), and A. R. Lowry (Rover). "Slowbellies" team.

SPORTING OWNER DRIVERS' CLUB

The Sporting Owner Drivers' Club Spring Trial started from Lechlade in Gloucestershire. On the first hill, Stancombe, a stop and restart was staged, and Niemayer's pre-war, racing Duesenberg found itself unable to stop, and ended up almost in a field, a course that its driver felt was preferable to running backwards downhill into the line of waiting cars. This incident caused a delay of some two hours. Eventually, when the Duesenberg was restored to level going, Mrs. Wood's 1½-litre Singer scored in the test, with Kirkman's elderly 12-50 Alvis, Dewey's P.B.-type M.G. Midget and Axworthy's Singer 9 her equal.

The acceleration test and reverse down Ferris Court showed up Dewey's P.B. Midget to perfection. Competition tyres being barred, Nailsworth Ladder not surprisingly stopped nearly half the entry—cars that up to then had been unvanquished by gradient alone. Warburton's fine specimen of 30/98 Vauxhall soared over the summit, Mrs. Wood's Singer re-started unaided after stopping, as if to show what the moderns can do, and Ramsay had the bad luck to switch off his Ford V8's life blood with his knee—which suggests that his leg was wrapped around the steering column; or that the switch position is non-standard.

Olley's wonderful bull-nosed Morris-Oxford, Axworthy's Singer, C. G. Vokes' 3-litre Lagonda and Stoke's Flying Standard were all commendable, but Dewey was "only just" in the Midget, and Shakespeares' neat O.M. prefers Italian passes to things like Nailsworth. So the Ladder still holds up its head!

PROVISIONAL RESULTS :

- Premier Awards: Guy Warburton (30/98 Vauxhall), E. P. Wells (Singer Le Mans), C. S. Dewey (P.B. M.G. Midget), I. G. Olley (Morris-Oxford).
- Second-class Awards: Mrs. H. Wood (Singer), D. B. Kirkman (Alvis), D. L. Evans (Morris 8), Flt.-Lt. Stokes (Standard), L. R. Swain (M.G. P-type)

GENERAL NOTES

In the days gone by, when cars were still judged on the score of reliability, one against another, trials crews used to practise such things as wheel-changing and plug-cleaning and tube-repairing against the watch, to be ready for any emergency that might rob them of an award under the time schedule. Then cars, even small, inexpensive cars, became really reliable that all that sort of fun faded out. How many of the Lands' End crews practised "pit work" beforehand, I wonder. Nevertheless, there has been some truly wonderful wayside repairing by certain handy mortals of late, when trouble has descended in the course of trials they have been keen to win.

For instance, in the M.G.C.C. Abingdon-Abingdon trial C. A. N. May stripped the crown wheel of his Magnette. Did he retire? Not he! One of the spares carried by the Three Musketeers team was fitted in place of the defective part and May got going again, though subsequently he retired. Those motorists who dread a puncture on a leisurely, pleasure jaunt are not the only folk who marvel at such work. It would seem that "pit work" is returning as a feature of the reliability trial!

The month of May was certainly a merry one for trials competitors, if not for the gentlemen who pay for the victors "golds," "silvers," and "bronzes." It is a dry month like this that gives the novice his big chance and inspires him to keep on medal-winning through the long, wet, winter week-ends.

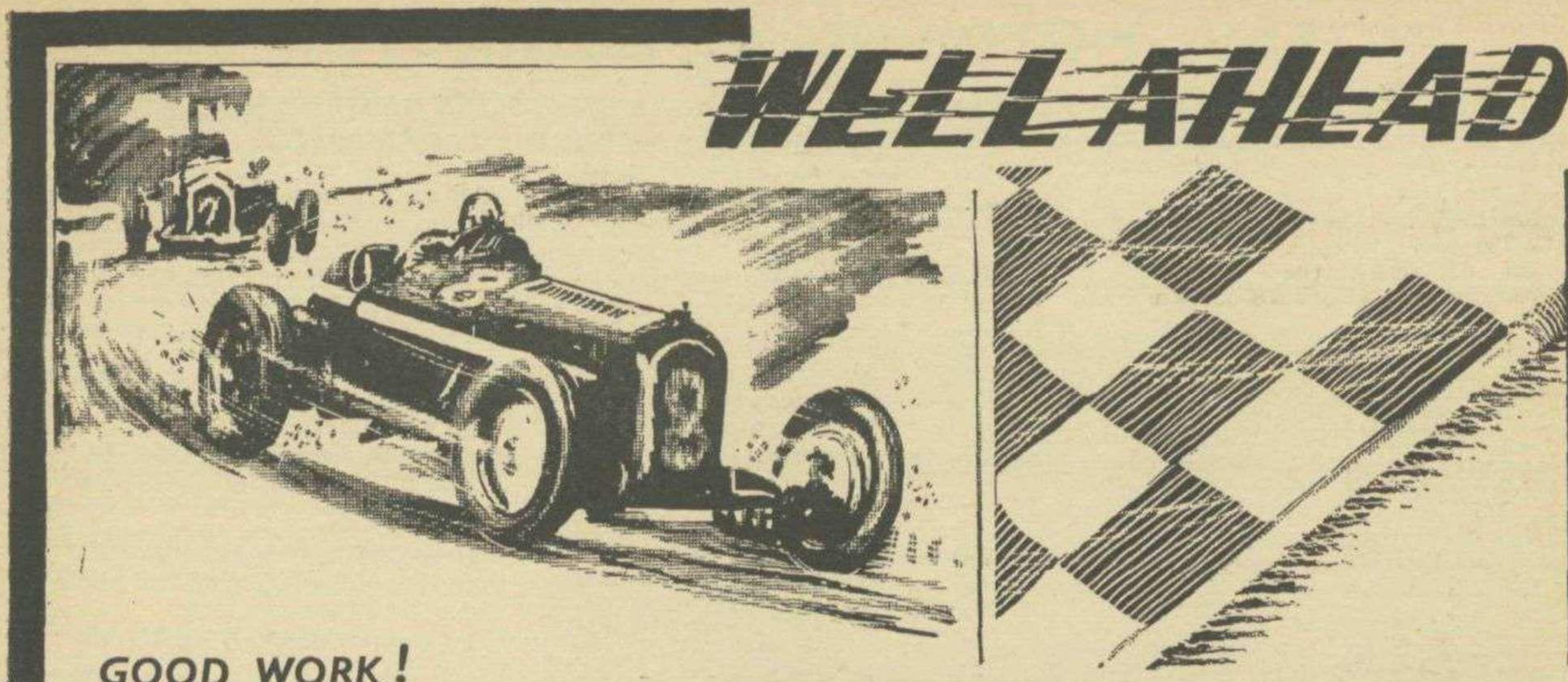
For an enthusiast who meets a good many different sorts of sports motors each month, I've thought of a new form of amusement.—namely, endeavouring to decide which is the ideal car for use as a trials mount. Performance capabilities and controlability are shown-up in trials results and are quite easily classified. Rather, I am thinking of the more obscure points relating to convenience and efficiency in the hands of owners whose motoring mostly comprises long week-ends spent in getting to a trials course, driving earnestly around it, then driving back home in time to earn some more bread and butter.

The first thing that strikes one is the need for pretty generous luggage accommodation under cover and within the wheelbase. The driver and passenger will each take a suitcase, there are the extra coats and scarves, the tool-kit, tyre-pumps, jacks, and eats tin, etc., to be stowed away. Most small sports cars are fairly adequately provided for in this direction, and I recall the neat tool-storage behind the seat backs on the 2-litre Frazer-Nash-B.M.W. But how many trials-pattern cars are provided as standard with secure provision for two comp.-shod spare wheels. Two spares are difficult to lash on to a flat-sided rear tank and when in place will promote

tail-wag. And to buy a wheel-carrier from an accessory firm will obviously entail more expense than would be the case if the makers had the foresight to provide it in the first place. How many sports cars have permanent competition number plates? Or normal number plates set up high where they will only get dust-obscured; not mud-caked? Or a lamp on the dash adequate for route-card contemplation in the small hours? Or, again, a licence-holder on the body so that the screen can be folded flat without infringing the law? Or even a cubby-hole with a conveniently locking-lid, in which the sweet-tin and duster and baulk-card and that pair of goggles will stay put over bad going? Think it over. And then ask yourselves if your pet trials motor-car has *really* adequate ground clearance everywhere, if there are sensible jack-pads on the axles, if the standard jack is conducive to rapid wheel-changing when you have been driving all day and half the night, and if you can see both front wings without taking all the drawing-room cushions with you. If any petrol gauges work, that sort should figure on the fascia of a trials car. Exhaust pipes still protrude out astern, and are so easily damaged in a muffed reversing test. So often you have to fight beneath the luggage to get at the important tools. Bright parts still add to eye-strain in the sun. Screens that fold sometimes put a wiper-gearbox in your line of vision. And so on. Suggestions as to which car approaches the trials man's ideal would be enlightening. Personally, most of my money goes on the British Salmson Six. I have not yet tried the car, but from what I saw of it at the last Olympia, and from what I have heard tell, it has some very good points for competitive purposes—and it is said to handle like a thoroughbred and to possess very fine accelerative capabilities. Anyway, you have only to look at it to see that there is very useful luggage accommodation, sensible mounting for two spare wheels, generous mud-slinging protection, cut-away doors, protection from the scuttle-cowls when the screen is down, auxiliary "aero" screens in addition, a large (340 mile range) fuel tank, and a four-wheel jacking system. Also a tonneau cover that could fully protect the seats while driver and navigator "have a quick one," before the commencement of a winter trial. I have been out in its small brother, the four-cylinder British-Salmson, which I drove lazily to Brooklands one glorious afternoon last month. Three points in particular impressed me. (a) Although the engine is a high-efficiency, double-cam unit developing 55 b.h.p., it is one of the smoothest, most unobtrusive, and accommodating four-cylinders I have ever sat behind. Usually when driving lazily in a sports job one feels a sense of worry lest one over-revs. on the indirect ratios, or lets the engine labour on the higher gears, and one wonders if the ignition control is getting sufficient attention. Not so with the British Salmson, which is quite happy if its driver is so foolish, or lazy, as to handle it like a family jug-box. (b) The makers claim a 70 m.p.h.

Continued on page 308

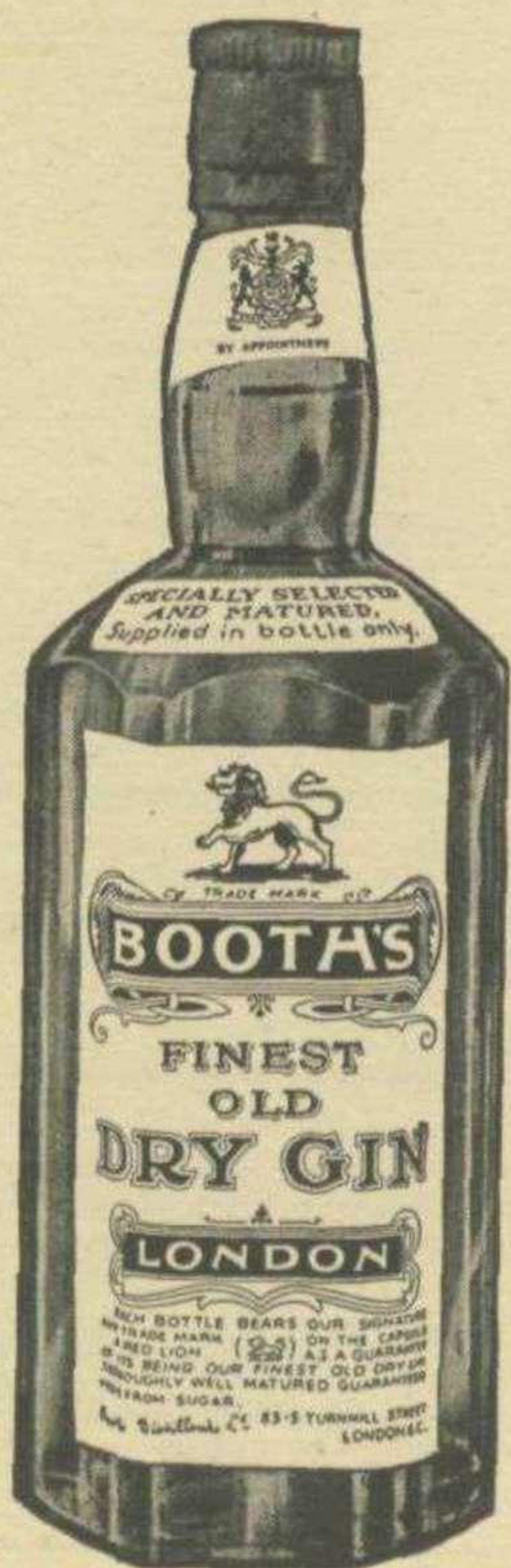




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## FAST MOTORING AT DONINGTON

**CHARLIE MARTIN (MONOPOSTO ALFA-ROMEO) BREAKS TEN-LAP RECORD AND RAISES SINGLE-LAP SPEED TO 71.55 M.P.H. SEAMAN'S REBUILT DELAGE SCORES WIN IN TWO RACES.**

After opening with the large-scale spectacle of the British Empire Trophy at the beginning of the season, Donington returned to something of its old ways with the series of five and ten-lap races which took place on May 9th.

But the cars and the course were very different, with Martin's Alfa, some very rapid E.R.A.s, the Grand Prix Delage, formerly the property of Lord Howe and purchased and refitted by Seaman during the course of last winter, not to speak of Rayson's Maserati and some fast Rileys, to compare with the unblown "750s" which formed the spectacle only a couple of years ago.

The course is now wide enough to allow a mass start of thirty cars, and something like this number would have been seen in some of the races if so many cars had not been withdrawn with mechanical troubles after blowing up in practice. Unfortunately the organisation of the meeting was marred by long and unnecessary delays between the races, a feature of the old days which might with advantage have been swept away when the other improvements were taking place.

The weather was dull on Saturday, and doubtless many intending spectators were kept away by the threat of rain from the heavy, low-lying clouds. Our sympathy incidentally goes out to the new caterer, who had provided great stores of sandwiches and other eatables, a great improvement on previous meetings, and who was faced with the prospect of living on ham and tongue for the following week!

The first race was for cars up to 850 c.c., and all the supercharged cars had scratched, leaving five unblown machines to fight it out.

What they lacked in speed was made up for by their smart appearance, Stancer-Beaumont was driving a particularly neat Ford Special, which had an eight horse chassis reduced in width and fitted with a single-seater body, while Else's M.G. was trim with its cowling and its red bodywork.

Stancer-Beaumont got away well with the Ford, with Else on his tail, followed by Prestwich (M.G.) and Mellor (Balilla Fiat). After two laps the Ford had gained a lead of 100 yards from Else, Mellor had moved up a place, while Wharton (Austin) was fourth. Next lap Stancer-Beaumont had increased his lead a further 100 yards, while there was a lively struggle between four cars, all of almost identical speeds for third place. Wharton emerged the victor with his little grey Austin, while D. S. Handley hung on closely to secure fourth position.

### RESULT

#### Five Lap race for Cars up to 850 c.c.

1. J. Stancer-Beaumont (849 c.c. Ford Special), 13m. 55½s. Speed 55.01 m.p.h.
2. N. J. Else (746 c.c. M.G.) 14m. 10½s.
3. K. Wharton (747 c.c. Austin) 14m. 14½s.

Event two, a ten-lap handicap race for cars up to 5 litres, promised to be interesting, even though only fifteen out of the twenty-six entries had reached the

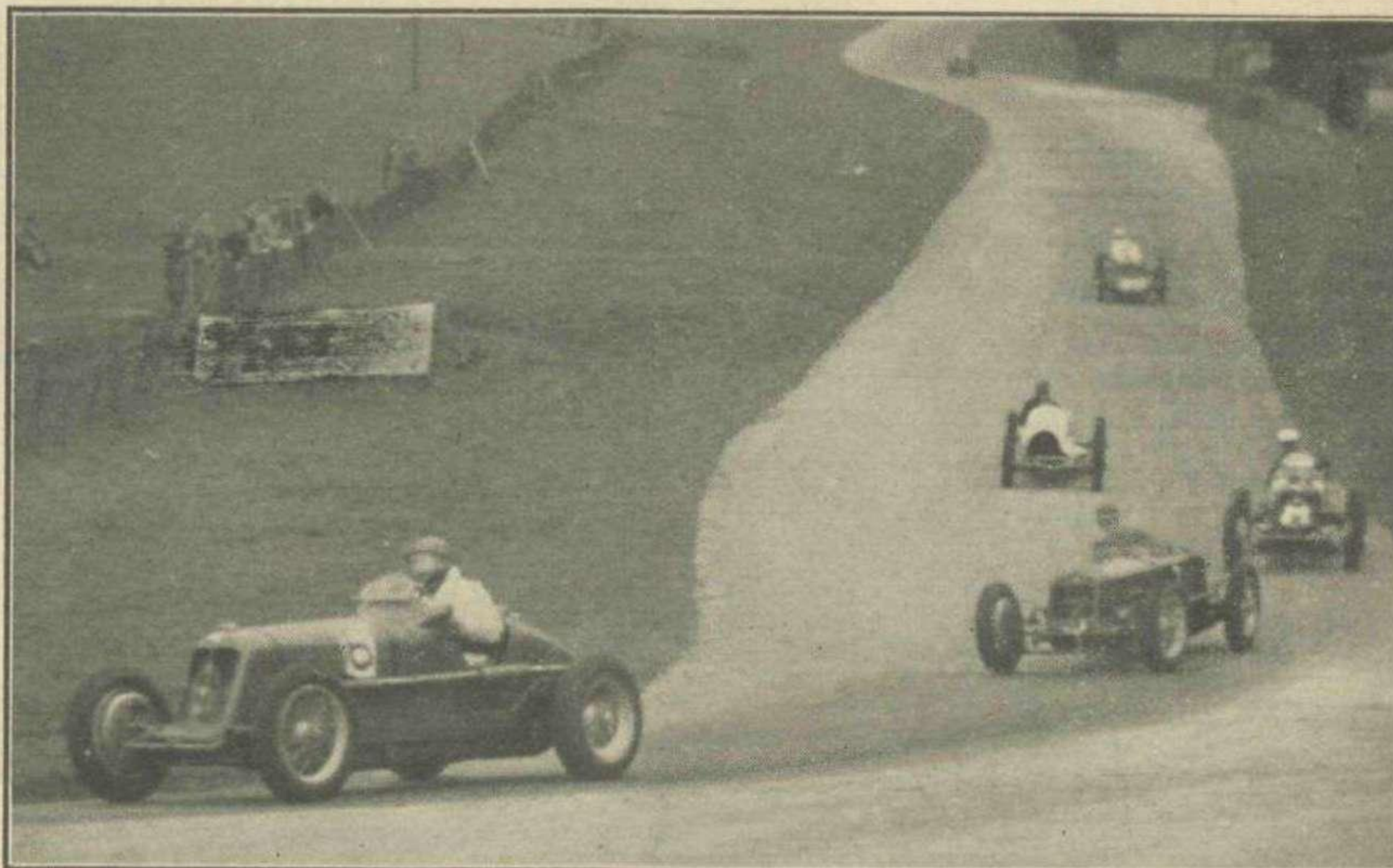
starting line. A notable absentee was Christian Kautz, the Swiss driver, who had entered his Maserati. The exhaust manifold of his car had melted as a result of the Brooklands silencer he had been forced to fit for the International Trophy, and a replacement was unobtainable in England.

What most people wanted to see in this race was a comparison between Seaman's Delage and the E.R.A.s on which he had been so successful last season. There were four of the latter cars in the race, driven by "Bira," Scribbans, Whitehead and Tongue. The blown 1½-litre cars received 30 seconds start from C. E. C. Martin with his 3.2-litre monoposto Alfa-Romeo, which shared the scratch mark with the Duke of Grafton's 2.3-litre, a car which until recently carried comparatively sober saloon coachwork.

neatly annexed second place, the other 1½-litres being Tongue (E.R.A.) Rayson (Maserati) and Scribbans (E.R.A.).

Second time round Maclure had widened his lead over the Fiat to 300 yards, while Dobbs was close on Parnell for fifth place. An announcement from Coppice Corner stated that "Bira" was still leading his gang, but by the time the cars appeared over the hill, the black bonnet of the Delage was several lengths ahead, a full justification of Seaman's faith in his ten-year-old car. Rayson had passed Tongue, who was treating his brand-new E.R.A. with respect, and Martin's efforts on the Alfa-Romeo had brought him up to the tail of the 30 sec. starters.

At half-distance, Maclure, who was cornering in magnificent style, was still leading the field, 500 yards ahead of Hadley on the Austin, 50 yards behind came Dobbs on his surprising Riley, with



*Taking the Hairpin in the fifth race. Rayson, Seaman, Tongue and Dobbs are the first four, with Parnell behind.*

Miss Chaff on a Balilla Fiat and Maclure on a special 1-litre four cylinder Riley were the first to be sent off, with a handicap of 160 seconds. Maclure's car seemed to choke just over the line losing him seconds which would have been valuable later on. Lord Avebury's Alta went off on two cylinders with a wake of steam and was soon afterwards jostled by the speedy fifteen-hundreds. As these latter went out of sight, "Bira" was in the lead, with Tongue (E.R.A.) and Seaman on the Delage following.

At the end of one lap Maclure had overhauled Miss Chaff, then came Hadley on the side-valve works Austin, which screamed like a miniature "Merc." as it came down to Starkey's Corner. Parnell led the 1,100 c.c. category and Dobbs on the off-set Riley the unblown 1½-litres. The "Bira" blue E.R.A. still led its group, though its exhaust note seemed to lack its usual hearty crackle. Whitehead went rather wide on Starkey's and Seaman

Seaman another 50 yards in rear, then "Bira," Whitehead, Parnell (Magnetite), and Rayson. Charlie Martin continued with the good work, having now overtaken Scribbans and Tongue, but in spite of his very rapid lapping it seemed doubtful whether he could get to grips with Seaman in the five laps that remained.

Eight laps saw Seaman in second place, and "Bira," who had just caught Dobbs, third. Seaman never looked like being caught by the E.R.A., but fear of Martin's Alfa kept him on the alert till the end. He passed Maclure's Riley coming down to Starkey's at the end of the ninth lap and swinging very wide across the tarmac past the pits set off on his last lap an almost certain winner. "Bira" hung on grimly till the end, while Charlie Martin finished a mere five seconds behind.

In his efforts to catch the Delage and the E.R.A. Martin had pushed his car to speeds previously unattained on the Donington circuit, and at the end of the



FAST MOTORING AT DONINGTON—continued

race was announced to have demolished three course records, the one lap, which he broke three times, the best figure being 2m. 8 $\frac{3}{4}$ s., (71.54 m.p.h.), 1s. faster than Eccles last year on the 3.3-litre Bugatti. His five and ten-lap were 11m. 7s. (68.86 m.p.h.) and 21m. 58s. (68.7 m.p.h.) as compared with those put up by Chris Staniland (2.3-litre Bugatti), 68.62 m.p.h. and 68.69 m.p.h. A very fine effort!

RESULT

Ten-Lap Handicap up to 5,000 c.c.

1. R. J. B. Seaman (1,500 c.c. Delage, S.) rec. 33s., 24m. 29s., Speed 68.55 m.p.h.
  2. "B. Bira" (1,488 c.c. E.R.A., S.) rec. 30s., 24m. 33s.
  3. C. E. C. Martin (3,205 c.c. Alfa-Romeo, S.) scr., 24m. 38s.
  4. P. Maclure (999 c.c. Riley), rec. 160s., 24m. 40 $\frac{1}{2}$ s.
  5. H. G. Dobbs (1,486 c.c. Riley) rec. 50s., 24m. 51 $\frac{1}{4}$ s.
- Fifteen ran.

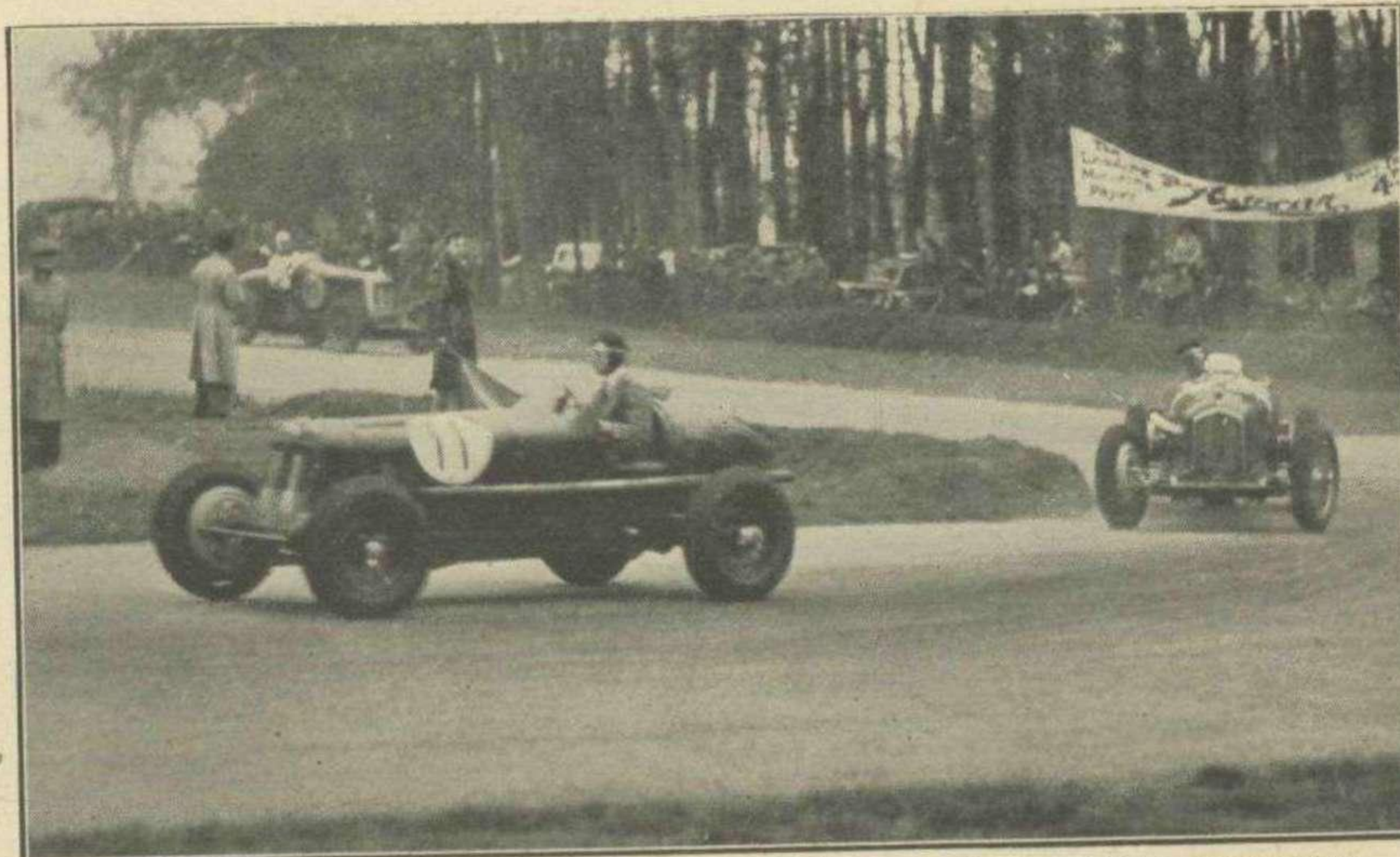
At the end of the second race there occurred rather a tedious incident, furnishing another instance of the lack of liaison between officials and drivers which makes racing in England less pleasant than it could be.

Several cars which had been taking part in the second race were also due to start in the third event. Instead of changing plugs or trundling their cars by hand 300 yards up a slope to the Paddock, the drivers concerned ran their cars on to the grass at the edge of the course and waited there within 30 yards of the starting line. This did not meet with the approval of the officials and the waiting cars were hustled off back to the "official" pen, "Bira," who ventured a protest, being greeted with such unpleasantness that Prince Chula, who acts as "Bira's" team manager, withdrew "Bira's" entries for the rest of the meeting as a protest. We know that "orders is orders," and that the regulations stipulate that all cars are to return to the Paddock between races, but when it is a matter of speeding

up the programme and making easier the work of drivers and attendants it seems unfortunate that parking in close proximity to the starting line could not have been permitted as an act of grace.

Half the cars in the next event, a five-lap handicap race for cars up to 1 $\frac{1}{2}$ -litres, had scratched for one reason or another, including Seaman's Delage. The fastest

Martin's Alfa was again on the line in the next race, in which unsupercharged cars received a flat start of 60 secs. irrespective of capacity. Dobbs with his 1 $\frac{1}{2}$ -litre Riley established an advantage of 50 yards from Maclure who was giving away 500 c.c. of capacity, with Powys-Lybbe on his rare old 2.5-litre Alvis in third place. Tongue actually led Martin



C. E. C. Martin (Alfa-Romeo) clips it close at Starkey's, preparatory to overtaking Whitehead (E.R.A.). W. G. Smith's veteran Lea Francis is approaching the corner.

cars were Rayson's Maserati, and the E.R.A.'s of Tongue and Whitehead, while an interesting newcomer was the Duke of Grafton's light two-seater Squire.

Maclure who as limit-man with Prestwich (M.G.) and Stancer-Beaumont (Ford Special) made no mistake about his start this time, and shot away round Red Gate Corner in a fashion which suggested he would take some catching. On the first lap the order was Maclure, Stancer-Beaumont, Prestwich, Parnell (M.G. Magnette) and Tongue (E.R.A.).

On the second lap Maclure had got clean away from the field, while Tongue, now apparently quite at home on his E.R.A. had come through the field in fine fashion to hold second place 45 seconds in rear. Parnell had come up into third place, Rayson was fourth and Whitehead fifth.

Tongue fought hard to reduce Maclure's lead in the third round, while Whitehead speeded up in pursuit to such effect that he captured third place. On the fourth round excitement grew higher, with Tongue 9 secs. behind the Riley, and Whitehead a mere three lengths behind, while the last lap saw them shooting down Starkey's Hill, half-a-dozen lengths covering all three, ending with a meteoric corner by Maclure which secured him first place by less than 2 secs.

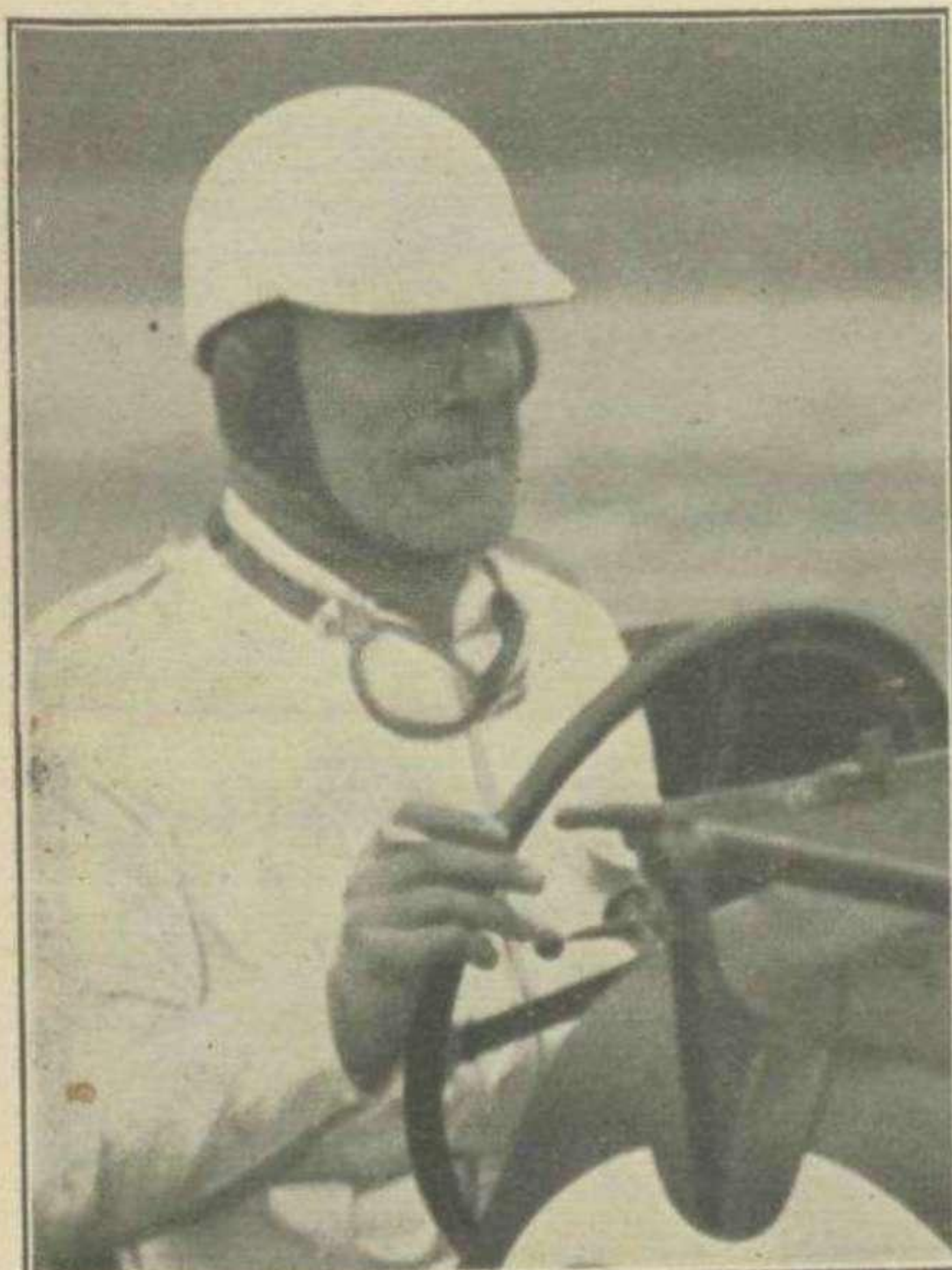
RESULT

Five-Lap Handicap up to 1,500 c.c.

1. P. Maclure (999 c.c. Riley) rec. 60s., 12m. 18 $\frac{3}{4}$ s. Speed 62.29 m.p.h.
  2. R. E. Tongue (1,488 c.c. E.R.A. S.) scr., 12m. 20s.
  3. P. N. Whitehead (1,488 c.c. E.R.A., S.) scr., 12m. 21s.
  4. E. K. Rayson (1,496 c.c. Maserati, S.) scr., 12m. 37s.
  5. R. Parnell (1,087 c.c. M.G., S.) 13m. 13s.
- Eleven ran.

as far as the Hairpin, but the Alfa shot in front coming over the hill down to the start, only to fall out before completing two laps with a broken half-shaft in the back axle.

Dobbs increased his lead to 200 yards in the second lap in spite of Maclure's utmost efforts, with Powys-Lybbe running third, but in the third lap Tongue had so far overcome his handicap as to displace the Alvis. Except that the



W. B. Caldwell (Riley) is cheerful in spite of being cut by flying stones. He had a surprise win in the last race.



Richard Seaman won two races on his rebuilt 1 $\frac{1}{2}$ -litre Delage.



## FAST MOTORING AT DONINGTON—continued

E.R.A. closed up on the leading two cars, the order remained the same on the last two laps, when the crankshaft of Powys-Lybbe's Alvis gave up the ghost, letting Caldwell into fourth place.

## RESULT

## Five-Lap up to 5,000 c.c.

1. H. G. Dobbs (1,486 c.c. Riley) rec. 60s., 11m. 54½s. Speed 64.24 m.p.h.
  2. P. Maclure (999 c.c. Riley) rec. 60s., 12m. 9½s.
  3. R. E. Tongue (1,488 c.c. E.R.A., S.) scr., 12m. 18s.
  4. W. B. Caldwell (1,486 c.c. Riley) rec. 60s., 12m. 55s.
- Nine ran.

The fifth race, a scratch event for 1½-litre cars, promised another Delage-E.R.A. duel, though made less exciting by the absence of "Bira." The E.R.A.s made terrific get-aways, and Scribbans and Walker, who was driving Whitehead's car, actually reached the Hairpin in front of the low black Delage. Seaman caught Scribbans before completing the first lap, but Walker by prodigious efforts held on to the lead until he reached the Hairpin, on his second lap, when he eased back and allowed Seaman to pass.

Tongue third, Rayson (Maserati) fourth, and then Dobbs and Parnell. Dobbs dropped out on the fourth lap but the order otherwise remained unchanged, 150 yards covering the first five, while Seaman was evidently roused by his duel earlier on and executed some startling slides down the slope to the Old Start, any hope of securing a record lap being however spoilt by the earlier efforts of Martin. He won by some 150 yards.

## RESULT

## Five-lap scratch up to 1,500 c.c.

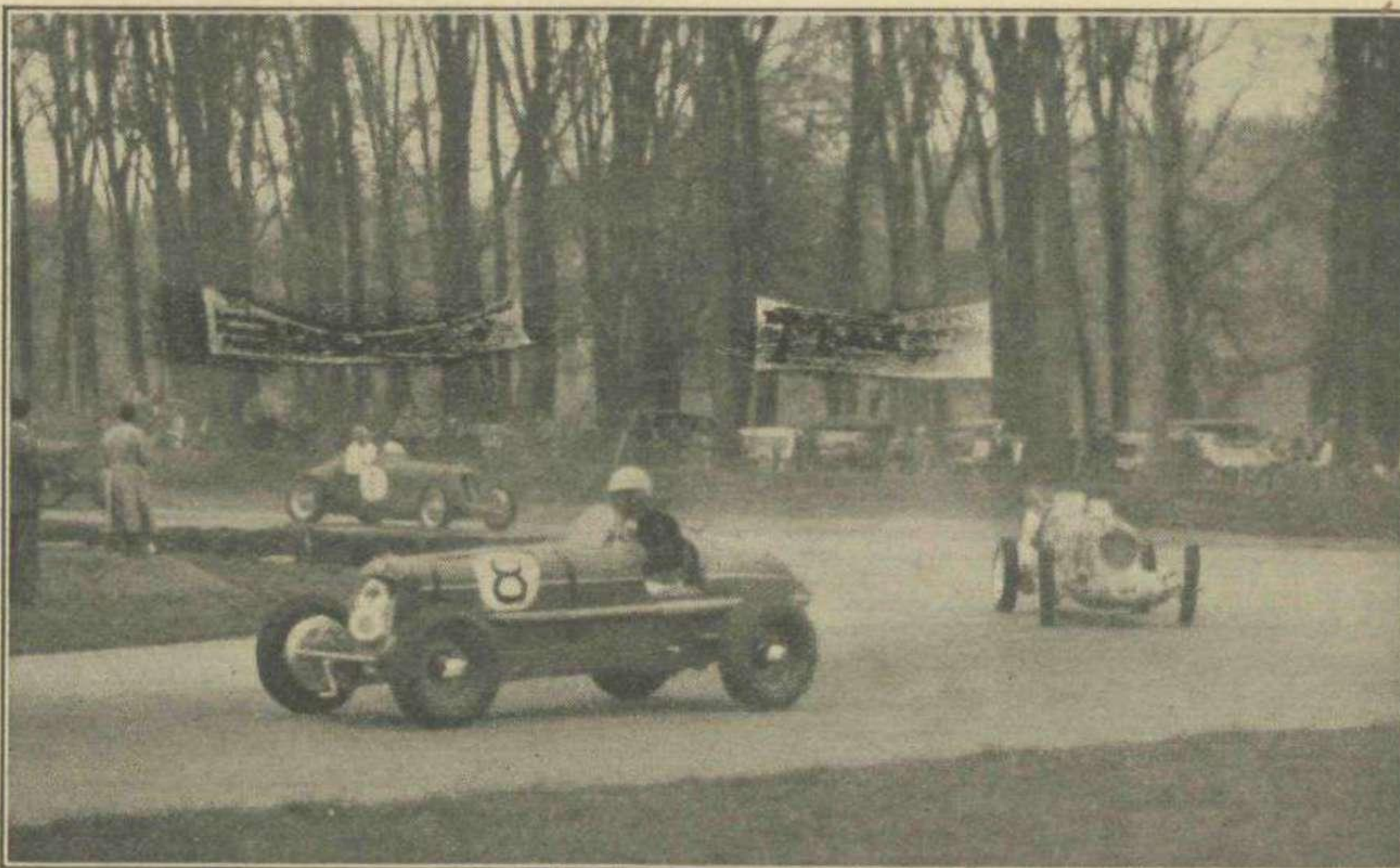
1. R. J. B. Seaman (1,500 c.c. Delage, S.) 11m. 10s. Speed 68.55 m.p.h.
  2. P. Walker (1,488 c.c. E.R.A., S.) 11m. 11½s.
  3. R. E. Tongue (1,488 c.c. E.R.A., S.) 11m. 20s.
  4. E. K. Rayson (1,496 c.c. Maserati, S.) 11m. 27s.
- Seven ran.

The final event was a ten-lap handicap race, the handicap being determined on performances in previous races. This involved the working-out of fourteen handicap times, and well over half-an-hour passed before the figures were settled and the cars placed on the starting grid. There had been considerable delay in the running off of previous races, and spectators, wearied of this final period of inactivity, protested loudly by keeping their fingers on the horn-buttons of their cars.

The limit car was Miss Chaff's Fiat, which received no less than 6 min. 24 secs. from Tongue and Whitehead (E.R.A.s) on scratch, and cars were still being started when the early starters had completed two rounds.

In two laps Else (M.G.) had picked up his ten-sec. handicap on the Fiat, and led the field. At the other extremity Whitehead got away from the line with a slight advantage over Tongue, but Tongue squeezed round Red Bridge Corner just

Caldwell and Briggs, on Riley Nines, had been keeping in close company and by the seventh lap had worked their way to third and fourth position. Caldwell then started to put on speed, got well away on the eighth, and on the ninth lap caught up Else and pipped the Ford at Starkey's. He held off the Ford without much difficulty and finished with a lead of 200 yards, with Parnell and Rayson pounding along a quarter of a mile behind.



Animated cornering at Starkey's. The drivers are R. E. Tongue (E.R.A.), Parnell (M.G. Magnette) and Rayson (Maserati).

in front. Richard Bolster on the M.G.-G.N.-Bolster Special, had been doing some dashing corners on Starkey's, one of which ended excitingly near the turf safety-wall when the track-rod broke.

While the slower cars were sorting themselves out, interest concentrated on Tongue and Whitehead. Tongue had the advantage each time as the cars reached Starkey's but Whitehead pulled up alongside—somewhat unnecessarily as it seemed and with no hope of getting round first.

At the sixth lap Stancer-Beaumont overtook the M.G. while the Tongue-Whitehead duel came to an end when Whitehead spun round three times at Red Gate Corner. In the confusion Rayson slipped by on his Maserati.

And so the meeting ended. The course has shown itself capable of attracting fast cars and skilful drivers, all that is needed to produce a worth-while spectacle. Attention to organisation and the avoidance of unnecessary delay would secure as permanent race-fans those who are accustomed to the slick presentation which characterises other forms of high-speed sport.

## RESULT

## Ten-Lap Handicap up to 5,000 c.c.

1. W. B. Caldwell (1,486 c.c. Riley) rec. 2m. 24s., 27m. 45½s. Speed 54.41 m.p.h.
  2. J. Harrison (849 c.c. Ford) rec. 5m., 28m. 1s.
  3. R. Parnell (1,087 c.c. M.G., S.) rec. 47s., 28m. 25½s.
  4. N. J. Else (746 c.c. M.G.) rec. 6m., 14s. 28m. 40s.
  5. E. K. Rayson (1,496 c.c. Maserati, S.) rec. 22s., 28m. 47s.
- Fourteen ran.

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# ANOTHER E.R.A. SUCCESS

R. E. Tongue, former driver of M.G. and Aston-Martin cars, scored a popular victory in the Irish Motor Racing Club's road-race at Cork.

The circuit used for the contest measured just under six miles to the lap, and comprised one long straight of two and three-quarter miles, cement-surfaced, and the remainder winding secondary roads of very difficult character.

There were twenty-four starters, and the cars were despatched in four groups, all going away almost together as the system of handicapping was on the basis of credit laps, with additional time allowances in some instances.

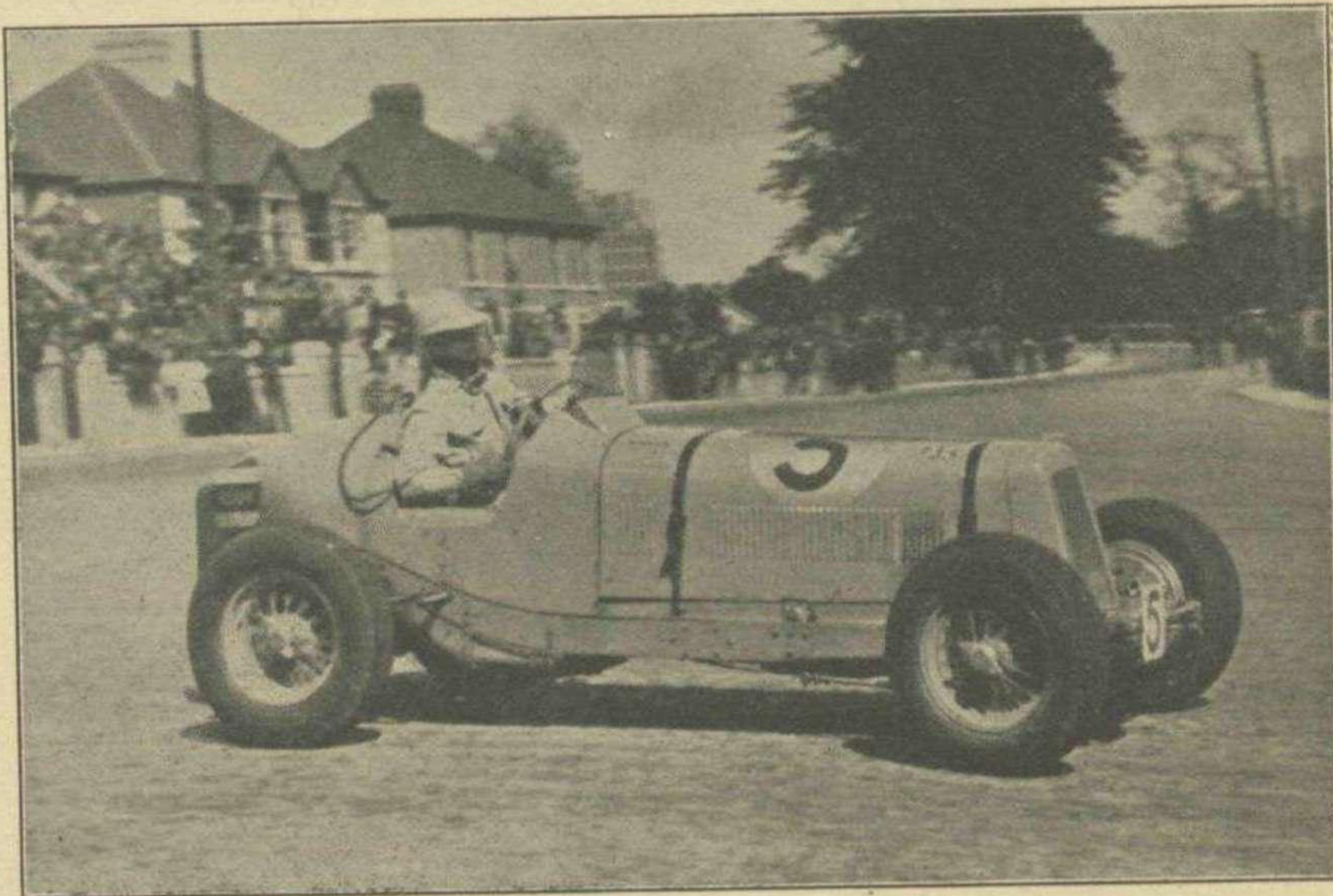
Charles Martin, driving his "monoposto" Alfa-Romeo was in the first line and he got well away when the cars were released, doing his initial laps at a speed of just above 88 m.p.h. Austin Dobson on another Alfa-Romeo engaged with Martin in an exciting dual. Down the long straight very high speeds were maintained, and Martin replied to Dobson's 87.31 m.p.h. with a lap at 88.01 m.p.h., and later recorded 88.37 m.p.h. Finally both Alfa drivers put in laps at 88.72 m.p.h. The field was being led by W. M. D. Montgomery, driving Carr's Austin 7, but "Bira" (E.R.A.), Tongue (E.R.A.), and E. K. Rayson (2-litre Bugatti) were actually beating their handicaps by the most useful margins, and excitement rose as it was seen that "Bira," driving magnificently, was making up on the Alfas. Martin eventually established a lap record at the fine average speed of 91.31 m.p.h.

The pits were the scenes of much activity, and in particular there was an exceedingly brisk demand for new sparking plugs. Trevor McCalla found his

Charles Martin began to slow as a result of over-oiling, though he did not bring the Alfa into his pit, carrying on with clouds of smoke issuing from the bonnet as he accelerated from the corners.

Incidentally "Bira" was driving "Remus" in this race; his other E.R.A. is named "Romulus"

C. Mervyn White, at the wheel of Earl Howe's old Bugatti, indulged in the only



"B. Bira" rounding Victoria Cross Corner in his 1 1/2-litre E.R.A.

Toohy, Dublin driver of the little Ford that last year won the Leinster Trophy race, was going well, but on the whole the slower cars seemed to be penalised by too heavy handicaps, while, if anything, the back-markers had been let off too lightly.

accident of the day, after a series of exciting slides on the wet tar. His Bugatti spun round and round, narrowly missing Frank O'Boyle's Riley, and smote the grass banking very hard, breaking the car's front axle and damaging White's hands and arms.

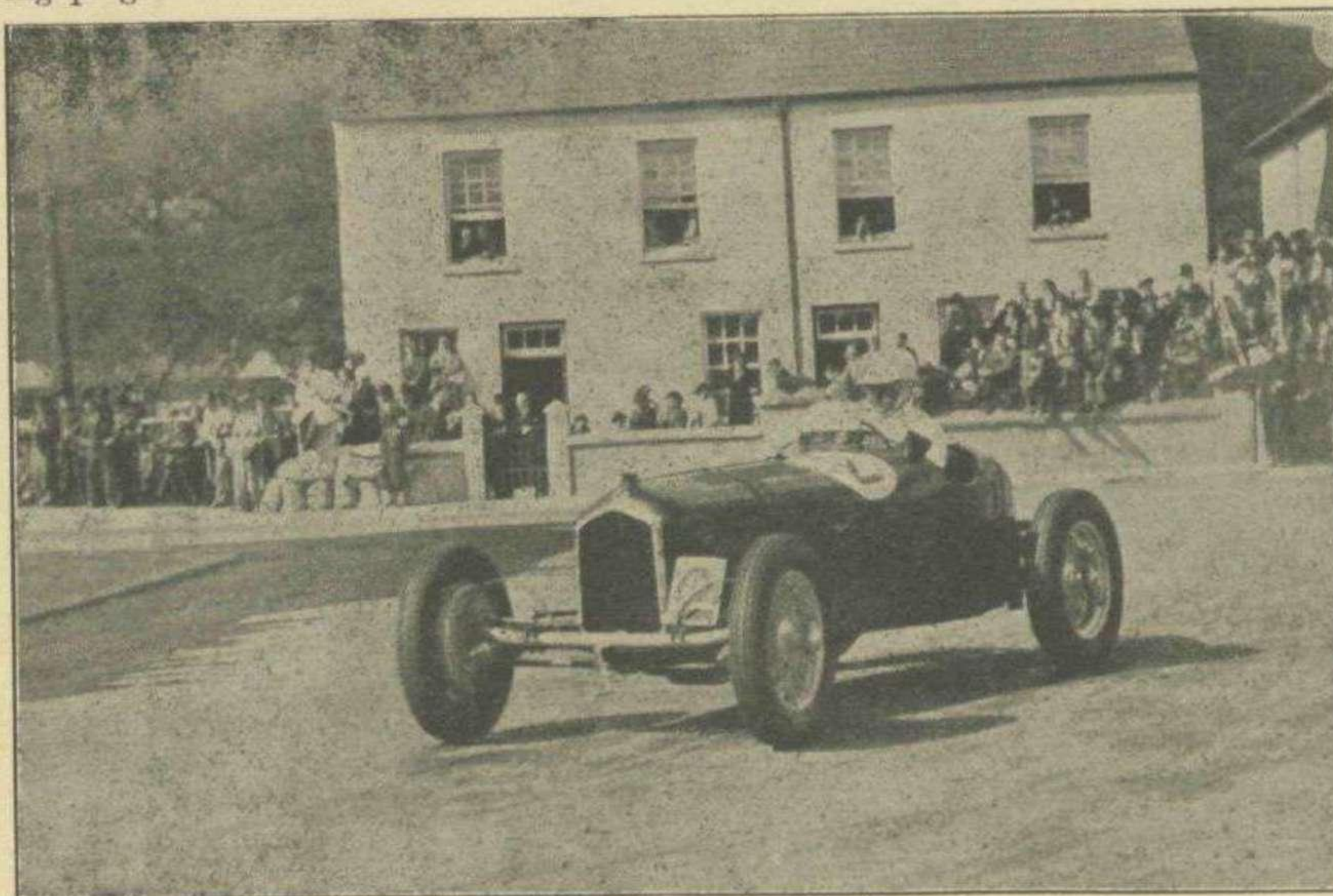
Tongue now found that his steady drive had brought him up to second place, with only the small Ford ahead of him, and on the 27th lap—the race for him numbered 33 laps—he went into the lead.

Dobson was signalled from his pit and made a gallant effort to catch the E.R.A., but fast as the new Grand Prix Alfa travelled, sliding fiercely on the sun-melted tar, Tongue had the race very nicely in hand, and put the E.R.A. up to a lap speed of 88.72 m.p.h. just to make quite sure of it. Now another steady drive received its reward, for Powys-Lybbe's Alfa-Romeo came right up steadily into second place.

Charlie Martin in his turn made a terrific effort with the sick Alfa but rotten luck alone rewarded him; the engine died on the lap last of all and although he pushed in real earnest for half-a-mile, the race was declared over when his car was but fifty yards from the finishing line. Hard luck indeed. It was afterwards found that the scavenge oil-pump had failed, the same trouble which defeated him in the Empire Trophy.

So Tongue brought in No. 8 E.R.A., a popular winner. No less popular was Powys-Lybbe who gave Tongue one minute start and was second, 3m. 23s. behind the E.R.A.

Austin Dobson was third on his new Alfa, and the Ford Eight was deservedly placed next.



A. Dobson, who finished third, on his 3-litre Alfa-Romeo.

Sullivan Special in continual trouble, Rayson's Bugatti stopped on the straight section of the course and was abandoned, and on the very first lap Manby-Colegrave's E.R.A. blew a plug clean through its bonnet and retired.

"Bira," after a splendid run, had the foul luck to experience a fuel-pipe chokage and he left his E.R.A. and retired. Tongue, seeing the other E.R.A. stationary, wondered if the fuel allowance was sufficient and came into his pit to check over.



## ANOTHER E.R.A. SUCCESS—continued

In spite of the fact that the sun materially assisted in destroying the road surface on the corners, and that there was a bit of a fuss before the race because two competitors were posted non-starters for not completing the necessary number of practice laps, the Cork race must be written down a signal success. These Irish road-races are remarkably good training for bigger events, and this particular contest was remarkable for the fine running of Tongue's 1½-litre E.R.A., the speed of the Alfa-Romeos, and of the rewards earned by those who drove steadily, supported by accurate control from pit managers. Tongue broadcast

after the event, paying a tribute to "Bira's" driving and to the enthusiasm of the tens of thousands of keen spectators who had watched throughout the contest. Undoubtedly the speed attained down the long straight leg of the circuit contributed to the retirements, which numbered sixteen; the heat of the day also had to be reckoned with.

The Duke of Grafton, who was one of the competitors and was not allowed to start on account of not completing all the qualifying laps, very sportingly gave all his fuel to D. C. MacLachlan, whose supplies had failed to reach him from England. Tongue averaged 85.53 m.p.h.

## RESULT

1. R. E. Tongue (E.R.A., S.) rec. 2 laps. Speed 85.53 k.p.h.
  2. A. Powys-Lybbe (Alfa-Romeo S.) rec. 2 laps less 1m. Speed 84.03 m.p.h.
  3. A. Dobson (Alfa-Romeo S.) rec. 1 lap less 2m. Speed 86.95 m.p.h.
  4. J. Toohey (Ford) rec. 9 laps less 3m. Speed 63.63 m.p.h.
  5. I. Peters (Frazer-Nash) rec. 6 laps. Speed 66.74 m.p.h.
  6. Sir A. W. MacRobert, Bt. (M.G. S.) rec. 4 laps less 1m. Speed 71.41 m.p.h.
  7. C. H. W. Manders (Adler) rec. 8 laps less 1m. Speed 60.48 m.p.h.
  8. D. C. MacLachlan (Riley) rec. 6 laps. Speed 64.89 m.p.h.
- Outside time limit: C. E. C. Martin (Alfa-Romeo S.) scr.

## THE SCOTTISH RALLY

Those who maintain that Rallies appeal to only a minority of drivers should note that for this year's Scottish Rally 176 entries have been received.

The event, which is in its fifth year, takes place from June 1st—5th, embracing six special tests, a road mileage of 262½, and a coachwork competition. This year there will be no night section, Tornapress Pass to Applecross has to be negotiated, and included in the event is a picnic lunch at the Sound of Raasay. The Royal Scottish Automobile Club has issued a very well-produced and conveniently arranged book of entries, while details of the special tests are contained very clearly in another well-produced booklet. Running through the 176 names on the entry list one's pen is arrested by such as C. Anthony (Aston-Martin), Donald Barnes (Singer), Max Billingham (Singer),

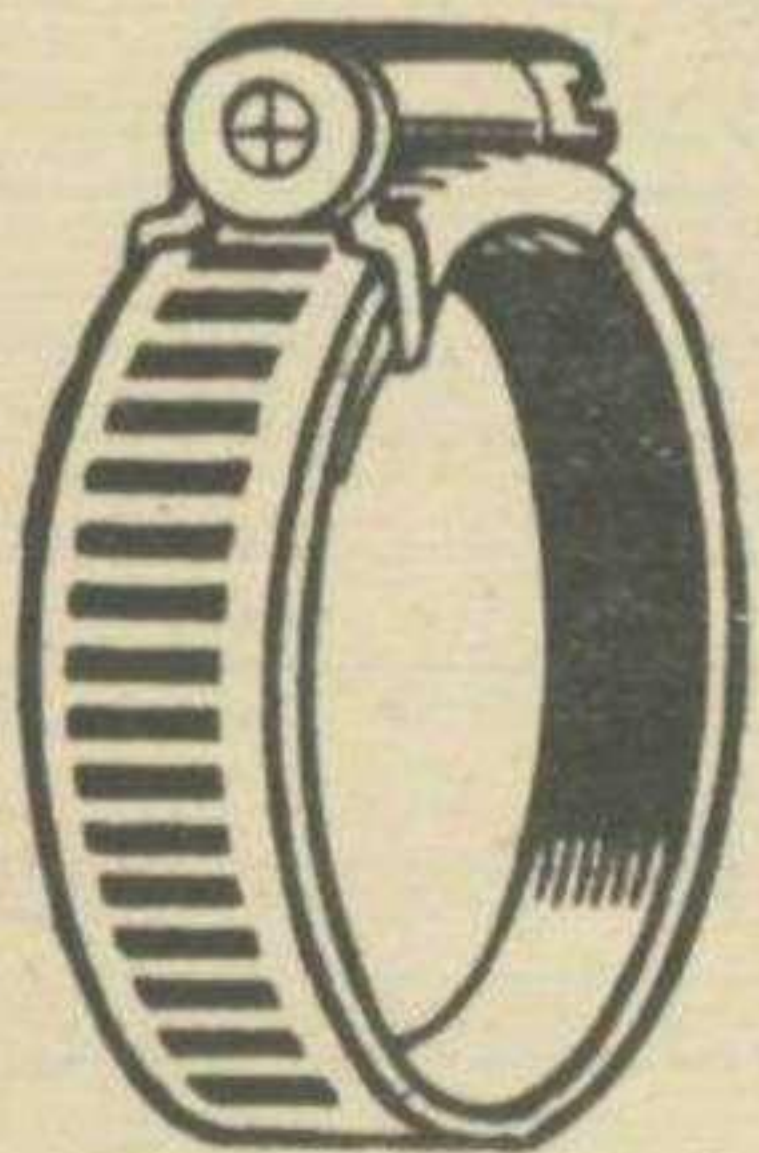
Viscount Chetwynd (Lincoln Zephyr), Douglas Cleese (S.S.), W. M. Couper (Talbot), Miss Dobson (Rover), C. G. H. Dunham (Talbot), J. Eason Gibson (Frazer-Nash-B.M.W.), Mrs. Good (Lagonda), Mrs. Moss (Marendaz Special), S. H. Newsome (S.S. 100), Miss Joan Richmond (Triumph), V. L. Seyd (Morris), H. G. Symmons (Frazer-Nash-B.M.W.), H. E. Symons (Lagonda), etc.

This Rally is certainly not confined to amateurs, and much interest attaches to the results. There are six classes; 1. Open cars up to 1,300 c.c. 2. Closed cars up to 1,300 c.c. 3. Open cars, 1,301—2,250 c.c. 4. Closed cars, 1,301—2,250 c.c. 5. Open cars, over 2,250 c.c. 6. Closed cars exceeding 2,250 c.c. The honour of starting first goes to S. K. Thornley (Bentley). Of the team entries, the W.A.S.A. has three teams, the

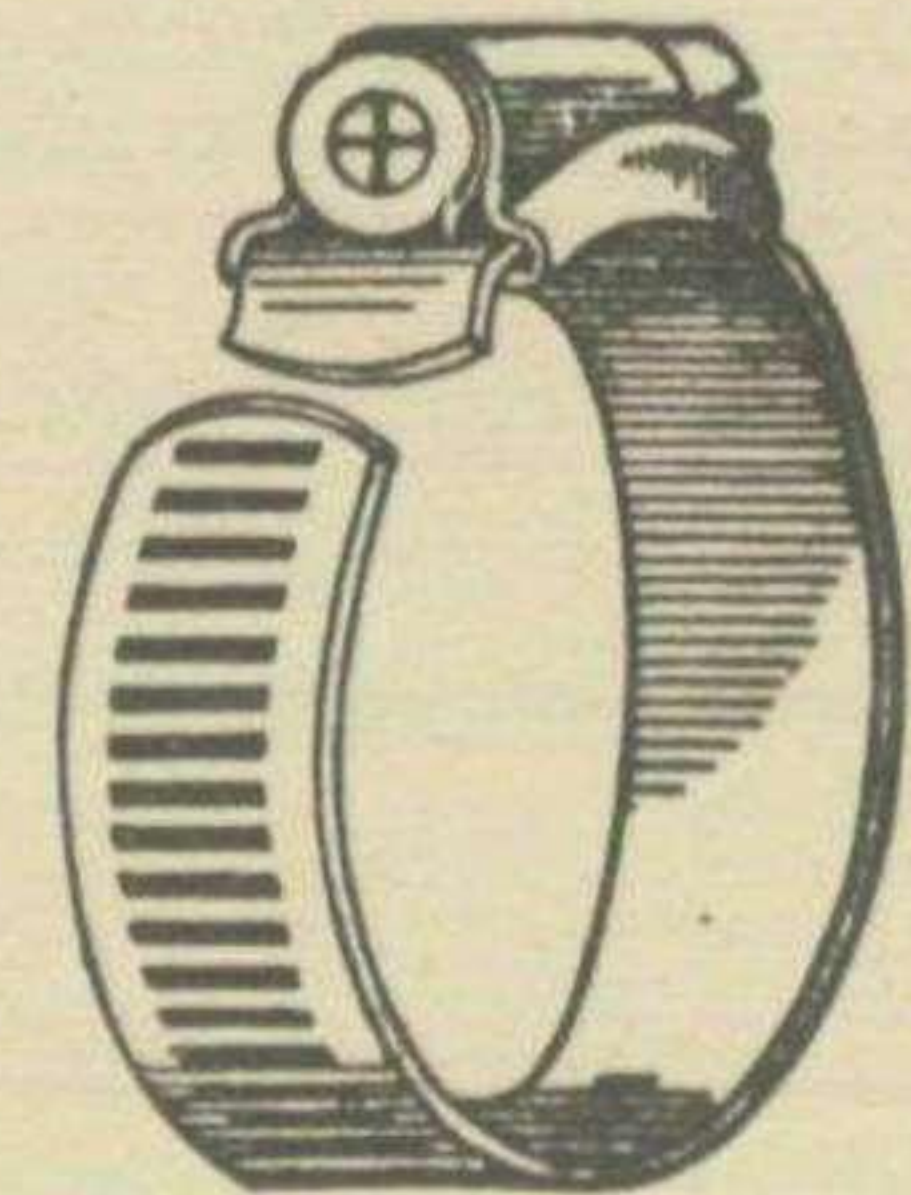
Frazer-Nash-B.M.W. C.C. has three, the Singer M.C.C. three, the Scottish Sporting C.C. seven, the M.C.C. two, the S.S.C.C. two, the Talbot O.C. two, and the Royal Scottish A.C., Aston-Martin O.C., M.G. C.C. and J.C.C. one team each. Incidentally, there are entries of cars that are at least 3½ years of age, these comprising a Riley, three M.G.s, a Lagonda, Miss Noreen Neilson's 1½-litre Alfa-Romeo, a Sunbeam, two 4½-litre Bentleys, a Rover and a Talbot. The coachwork competition is divided into seven classes: 1. Open cars not exceeding £250. 2. Open cars—£250—£500. 3. Open cars exceeding £500. 4. Closed cars not exceeding £250. 5. Closed cars—£250—£450. 6. Closed cars—£450—£800. 7. Closed cars exceeding £800. Thirteen trophies are offered for the Road Section and nine prizes for the coachwork competition.

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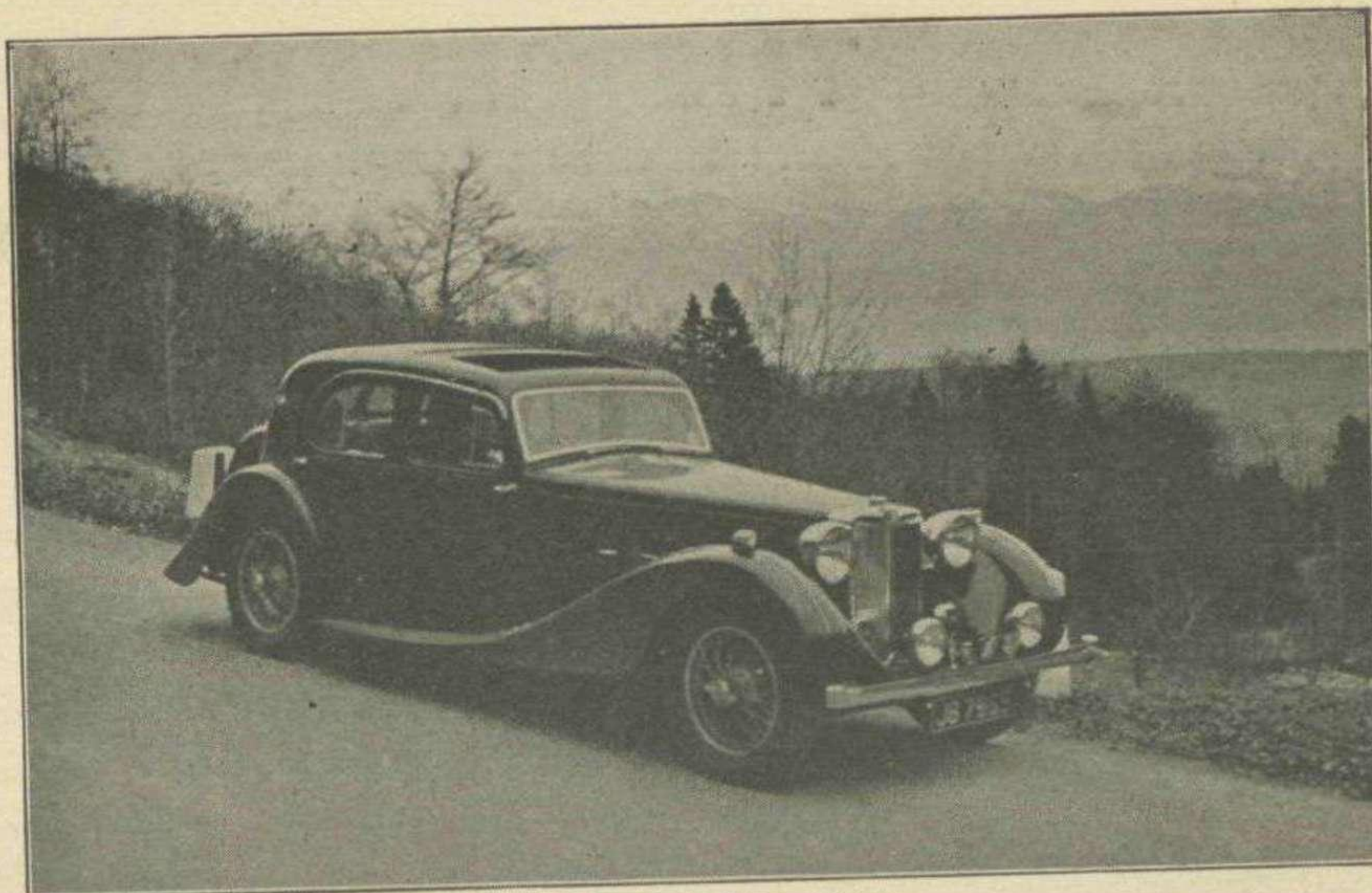
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# THE 2-LITRE M.G. IN PRODUCTION

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*The M.G. Two-Litre Saloon*

After concentrating for many years on the smaller type of sports cars, the M.G. Company sprang a pleasant surprise just before the Olympia Show by announcing a 2-litre model with a 10 ft. 3 in. chassis, affording space for luxurious and roomy closed coachwork. Certain improvements and modifications have been introduced since then, the principal ones being the increase of engine size to 2,290 c.c., the fitting of a special close-ratio gear-box with central control, and the use of knock-on Rudge wheels. The car is thus eminently suited for sporting use and fast touring, and the open-air enthusiast is now catered for by an open four-seater body by Charlesworth, which is available at the same price as the saloon, and a drop-head coupé made by Salmons of Newport Pagnell. In this latter body the front extension rolls back and by means of an ingenious winding mechanism the head is then lowered without effort into a recess at the back of the body. The coupé costs £398.

The Abingdon factory has now been completely re-organised, and four assembly lines have been fitted into the space formerly occupied by two. Conveyors for wheels and other heavy parts speed up production, though of course the chassis and bodies still have the same individual attention as in the production of the previous models. The output at present is one car per hour, but when production is in full swing, it will rise as high as 100 cars per week.

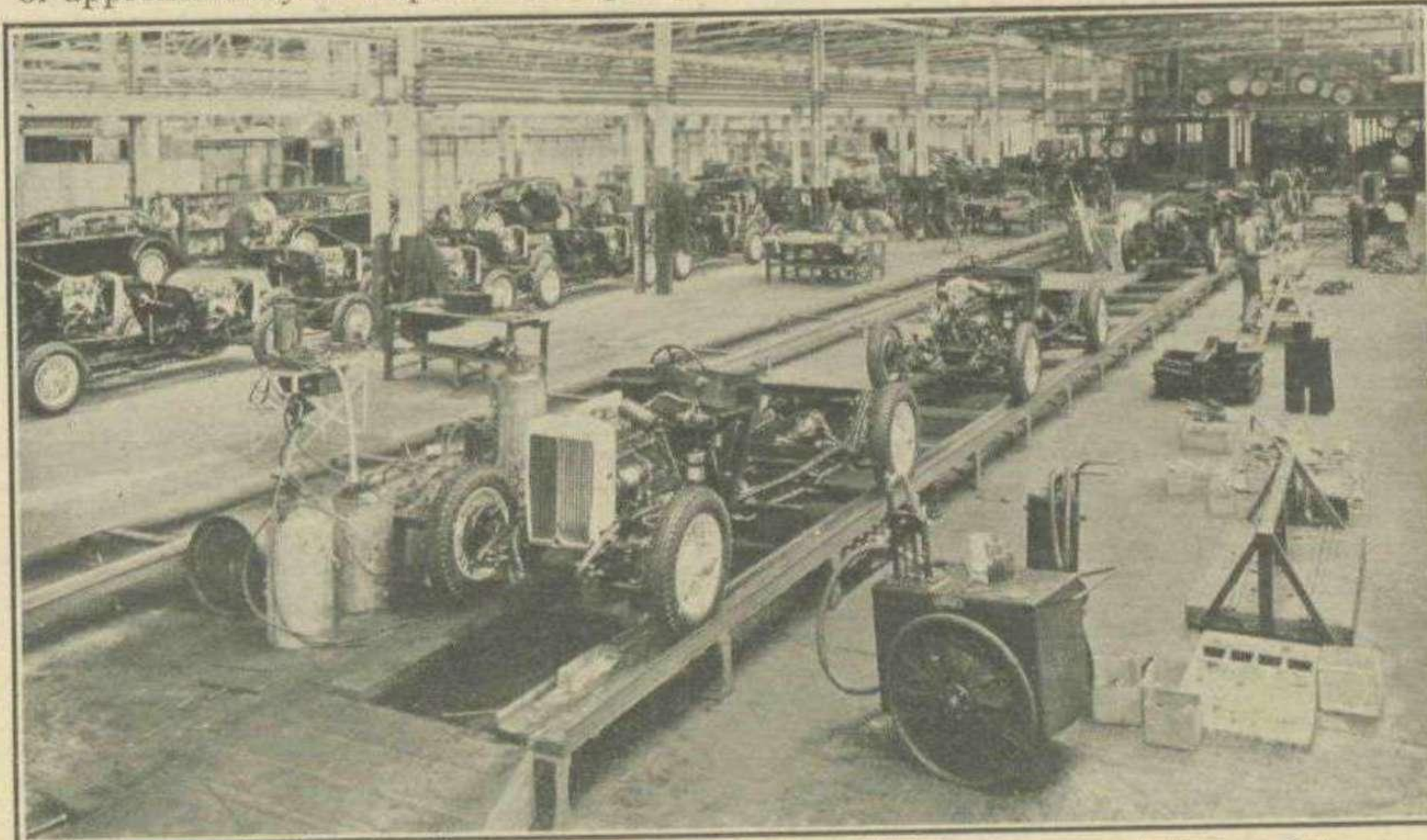
Another interesting feature of the factory is the new cellulose spraying plant.

This is in two sections, one of which applies the priming coats and the other a wide choice of finishing colours. Each section has its own oven for drying and hardening the paint, and is capable of handling each week 100 2-litre bodies and a similar number of bodies for the smaller cars.

A short run we had in a 2-litre saloon left us very favourably impressed. The car showed an excellent turn of speed, reaching 70 m.p.h. with very little effort on the winding roads near Abingdon and giving an all-out speed on the open road of approximately 80 m.p.h. The spring-

ing was comfortable without any tendency to unsteadiness, and the engine was unnoticed even at speeds around 4,500 r.p.m. The brakes, which are hydraulically operated, proved fully in keeping with the car's speed capabilities.

The seats are roomy and well upholstered and there is plenty of head room. With a sliding roof and ventilating windows there is no excuse for stuffiness on the warmest day. The lines are low and graceful, and a luggage trunk of outstanding size is part of the design. We can safely congratulate Mr. Kimber on his latest venture.



*Two-litre M.G.s on the assembly line. Four of these are now installed, making possible an output of 100 cars per week.*

## CLUB NEWS—continued from page 301

maximum for the single-curburetter job. I went down the Railway Straight at 82 m.p.h. by speedometer and though I didn't check it against the watch, I cannot imagine that the instrument would be anything like 12 m.p.h. fast. This lends confidence in the other claims, of 30 m.p.g. of fuel and 3,000 m.p.g. of oil. (c) I was at once impressed with the very

high quality of body and chassis, but mentally comparing it with that of other popular small sports cars, supposed this Sammy to cost at least half as much again, if not twice as much as the motors I had in mind. Consultation of the catalogue showed me that the price of the tourer is £325, which is only £40-£45 in excess of many sports cars which make no pretence of being hand-built, quality jobs. At this rate I think that

either the Salmson people will have to turn down orders, or else they will soon be extending their factory space and adding to their staff. £40 I consider a small price to pay for the possession of solid bodywork, a handsome rigid radiator shell, good minor controls and switches, and a beautifully placed, smooth-working handbrake. But I should have liked remote gear control—which you get on the sports tourer, at £345.



# THE RELAY RACE

SMALL ENTRY BUT PLENTY OF ENTHUSIASM IN L.C.C. EVENT. WON BY C. M. ANTHONY'S TEAM OF ASTON-MARTINS AT 87.91 M.P.H.

The Relay Race, organised each year at Brooklands by the Light Car Club, has come to serve both as an amusing event for the amateur driver and a stepping-stone to more serious racing. This year unfortunately there was a heavy falling-off of entries, with only thirteen teams instead of the usual thirty or so. This was attributed to various causes, including the counter-attraction of the Cork Motor Race, and the extension of the entries to cars over 1½-litres. Another and more probable reason was that the entry forms were not sent out until a week before the event, which made it difficult to get together the necessary groups of cars.

In spite of the small entry, further depleted by the absence of the Austin team and the Singers entered by Gordon Hendy, the interest of the race was well maintained, and the leadership was constantly changing for the first seventy laps between the Tuson, Strang, and Anthony teams, so that the few spectators had plenty of calculation to keep them busy. The Stewards too had plenty to occupy them, being required to return Solomon's judgments on such complicated matters as whether a spare driver who was suffering from the effects of an operation might take the wheel until she felt tired, then to hand over to a more skilful colleague!

The regulations were very similar to those in force in previous years. The fastest car of each team had to complete thirty laps of the outer circuit (about 83 miles) and then pull in at the pits, handing over the token, which was a red scarf, to the driver of No. 2 car, who thereupon ran to his car, parked on the track at the end of the pits, and set off to complete a further thirty laps, stopping then to hand over the token to No. 3. If a car were withdrawn before completing its thirty laps, the deficit had to be made up by the runner following, and if it chanced to break down on the other side of the track, the luckless driver had to proceed on foot back to the pit. A welcome innovation this year was that engines of the No. 2 and 3 cars might be warmed up before the drivers were due to take over.

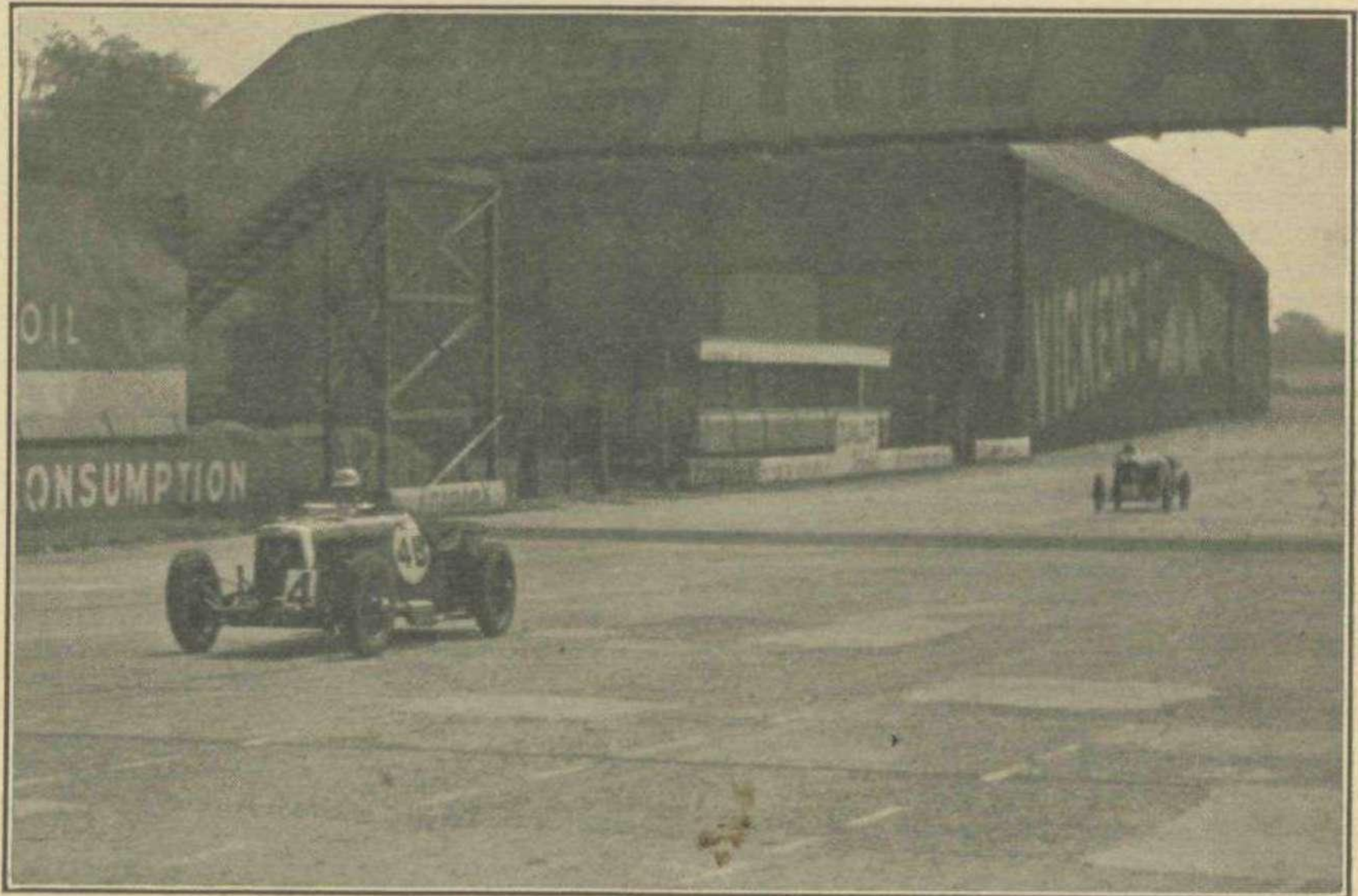
After a harangue round the loud speaker in the best Grand Prix fashion, the drivers dispersed to their posts, the No. 1 cars being drawn up in file at the Fork. There were no less than three teams of Balilla Fiats and Mrs. Wisdom, the No. 1 of Miss Chaff's team, was duly sent off at 2 o'clock, her get-away being somewhat hampered by starting on second gear. A minute afterwards Westwood pushed his Fiat to the Pits. He had seized a piston in practice and his second driver R. M. Sanford, sprinted off to his car with sixty laps in front of him. Tuson, leader of the third Fiat team, got away three minutes afterwards without incident, while Whitelock's supercharged Morgan had a staccato exhaust note which suggested speed if not reliability. It came in with a blown gasket after four laps.

Mrs. Petre led off the ladies' team of Frazer-Nash-B.M.W.s, the first time we recall seeing this marque performing on the track. Tuson overtook Mrs. Wisdom after three laps, though of course with its start of three minutes, Miss Chaff's team still led. At twelve laps however, Tuson secured the lead.

Meanwhile the faster cars were being sent off, Sumner on an M.G. Magnette displaying the Bellevue Garage colours, pulling away very easily from Campbell's Aston-Martin. Lord Waleran's 2.3-litre Alfa-Romeo, driven by the Duke of Grafton set off at a great pace but was

unblown 1,287 c.c. Magnette seemed almost to be holding him, reeling off lap after lap at 103 m.p.h. News then came through that Miss Hedges, the second member of the B.M.W. team had also retired with big-end trouble, and once again as ill-luck would have it, on the other side of the track.

Tuson's Fiat was the first to complete thirty laps, and Masters, the driver of the second Fiat had started on his second round by the time Gillham, the No. 1 of Strang's team, had completed his quota, handing over then to Haesendonck on another blown M.G. Another lap be-



*M. A. Morris-Goodall (Aston-Martin), the second man of C. M. Anthony's winning team.*

back at the pits in two laps with a broken piston. Finally A. R. Samuel (Q-type Midget) who was the No. 1 driver of the Cambridge team, flagged away and set off in full bore to chase up the limit man and his 38 minutes of handicap.

The order at twenty laps was Tuson's team, Miss Chaff's team (Mrs. Wisdom) and Strang's team, represented at the minute time by Gillham's blown P.A. Midget, Tuson was lapping at 84 m.p.h. The pits were less busy than in former years, but somewhere out on the course was Mrs. Petre's Frazer-Nash-B.M.W. The driver herself appeared shortly afterwards, having had an exhausting run from the other side of the track, where her car had run a big-end. Bochaton (Aston-Martin) paid several visits to the pits for plugs, while Campbell, the No. 1 driver of Anthony's team of Astons retired after twelve laps.

It was yet too early to assess the hopes of the scratch cars but, Samuel's M.G. put up some very rapid laps, at over 111 m.p.h., only to come in after twenty minutes with misfiring at full throttle. On his less spectacular laps Sumner on the

hind was Miss Chaff's Fiat team, while Chapman's team, thanks to Sumner's rapid lapping on the M.G., were less than a lap in rear. The second member of this oddly assorted team was Allard's ex-T.T. Ford, now fitted with what appeared to be a corrugated iron stone guard and a G.P. Bugatti tail and tank.

Samuel on the scratch M.G. was unable to overcome the misfiring on his car, so after several visits to the pits he handed over to Connell (1½-litre Vale Special) who was soon lapping at the creditable speed of 106 m.p.h. The car looked very steady on the track, but the driver's comfort was not improved when the back of the driving seat collapsed.

Meanwhile Allard on the Ford had brought Chaplin's team into second place, only to go out with a stripped timing wheel, and then Chaplin himself took on with a will on his blown Austin, and even looked like moving into first position, only to retire at the forty-first lap with low oil pressure. This was actually the only team retirement which took place, surely a record in a Relay Race.



THE RELAY RACE—continued

With Chaplin's team out of the way, Strang's team was safely in the lead, and Westwood's Fiats second. At half-distance Anthony's team of Aston-Martins came up into third place, averaging 90 m.p.h. to Strang's 75. Ten laps later the Aston team were second, while the Cambridge University team were coming up well, thanks to Connell's fast run on his Vale Special. At sixty laps Watson (105 Talbot) took over the Varsity sashand continued the good work, lapping appropriately at 105.97 m.p.h., when we clocked him. Then his fan-belt broke, the radiator cap started to leak, and he had to make frequent stops at the pit to replenish with water.

Anthony made unflinching progress at the wheel of his Aston-Martin and with twenty-one laps to go was only a minute behind Strang (Austin S.). Three laps later he passed into the lead and continued with undiminished speed. The team order then was Anthony, Strang, Miss Chaff, Bochaton and Westwood.

The rest of the race was uneventful. Anthony's car showed no sign of faltering, and Strang stopped once to take on more water, but got away running as well as ever in half-a-minute. Miss Chaff's last car made steady if not very rapid progress in third place, and Laws (Frazer-Nash) could not raise Bochaton's team above fourth. A burst front tyre on Watson's Talbot further upset the position of the scratch team, which was now ten laps behind the leader.

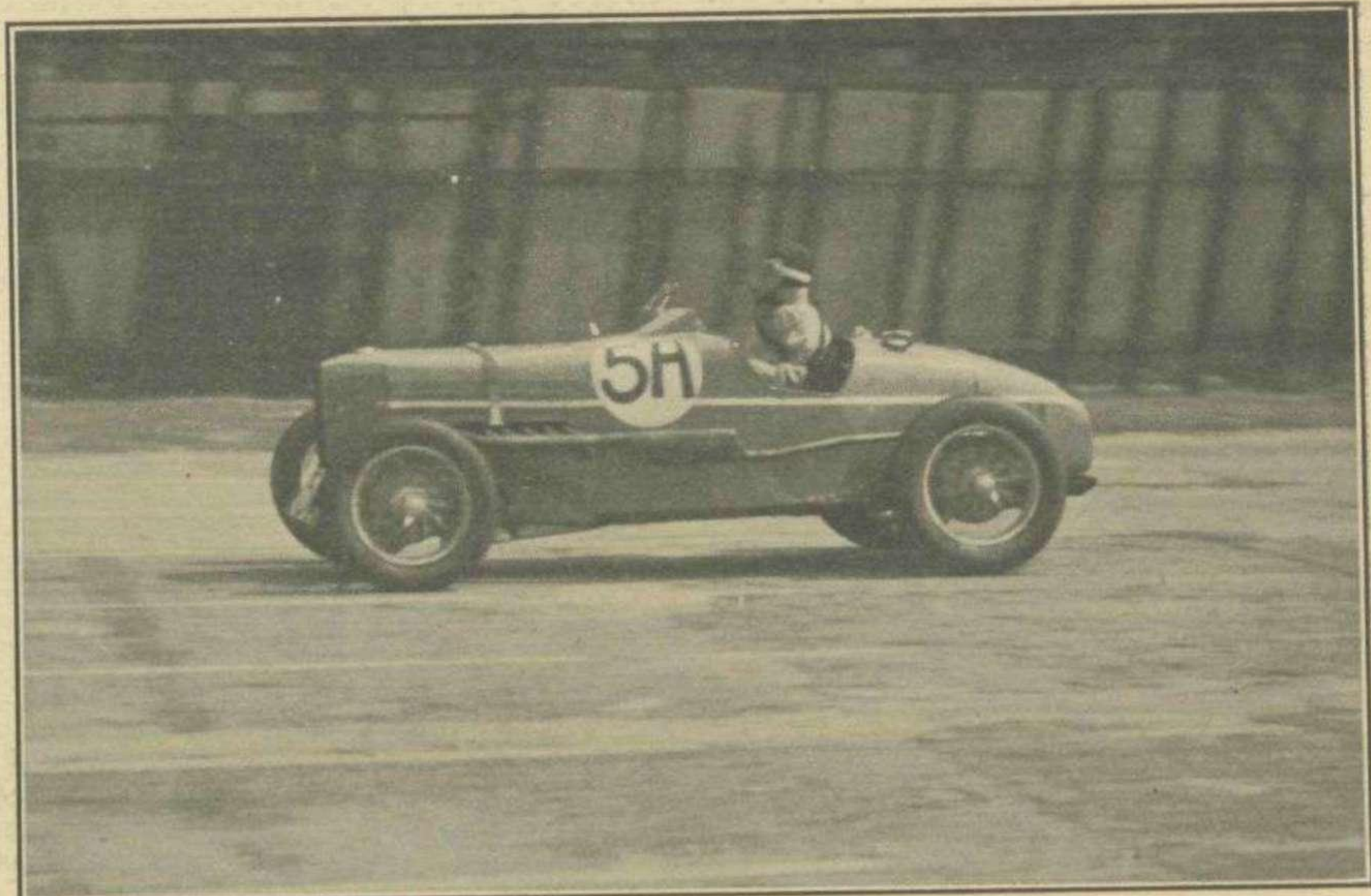
Anthony was flagged over the line at 5.5. p.m., winner by eight minutes. In spite of a small entry the race had been quite good after all, and anyhow for the first time in years the Light Car Club had managed to secure a fine day for their event.

RESULT

1. C. M. Anthony's team : D. Campbell (1½-litre Aston-Martin), M. A. Morris-Goodall (1½-litre Aston Martin), and C. M. Anthony (1½-litre Aston-Martin). Time : 3h. 9m. 29s. Speed 87.91 m.p.h.

2. C. H. Strang's team : H. F. Gillham (939 M.G., S.), E. J. Haesendonck (847 M.G., S.) and C. H. Strang (747 c.c. Austin, S.). Time : 3h. 17m. 21s. Speed 78.73 m.p.h.  
3. A. J. Bochaton's team : A. J. G. Bochaton (1½-litre Aston-Martin), H. B. Shaw (1,470 c.c. British Salmson), and T. F. B. Law (1½-litre Frazer-Nash).

team : A. R. Samuel (747 c.c. M.G., S.), I. F. Connell (1,494 Vale Special S.), and C. R. Watson (2,970 c.c. Talbot). 86.39 m.p.h.  
8. Miss G. Hedges' team : Mrs. K. Petre (1,911 c.c. Frazer-Nash-B.M.W.), Miss G. Hedges (1,911 c.c. Frazer-Nash-B.M.W.), and Lady Makin—Mrs. Petre (1,911 c.c. Frazer-Nash-B.M.W.). Speed 73.85 m.p.h.



G. B. C. Sumner (M.G.), the first car away of B. P. W. Twist's team. The C.A.C.U. team were virtually the scratch cars owing to the wet.

Time : 3h. 18m. 25s. Speed 82.59 m.p.h.  
4. Miss D. Chaff's team : Mrs. T. H. Wisdom (995 c.c. Fiat), Miss D. Chaff (995 c.c. Fiat), and Mrs. A. C. Lace (995 c.c. Fiat). Time : 3h. 19m. 7½s. Speed 75.12 m.p.h.  
5. A. C. Westwood's team : A. C. Westwood (995 c.c. Fiat), R. M. Sanford (995 c.c. Fiat), and S. G. E. Tett (995 c.c. Fiat). Speed 74.78 m.p.h.  
6. S. E. N. Whitelock's team : E. P. Huxham (990 c.c. Morgan S.), J. C. B. Kitson (1,087 M.G.), and S. E. N. Whitelock (1,604 c.c. Wolseley). Speed 74.00 m.p.h.  
7. B. P. W. Twist's Cambridge University A.C.

Flagged-in before Completing the Course  
V. H. Tuson's team : V. H. Tuson, C. H. Masters and M. P. Tenbosch (995 c.c. Fiats) two laps to go.  
J. W. Hopkins' team : Duke of Grafton (2.3-litre Alfa-Romeo, S.), W. E. Carr (1½-litre Aston-Martin S.) and J. W. Hopkins (1½-litre Aston-Martin), 5 laps to go.  
Retired  
G. H. R. Chaplin's team : G. B. C. Sumner (1,287 c.c. M.G.), S. H. Allard (3,622 c.c. Ford), and G. H. R. Chaplin (747 c.c. Austin S.) Covered 41 of the 90 laps.  
Distance of race : 90 laps (about 250 miles).

AN AMERICAN VIEW OF CURRENT AUTOMOBILE DESIGN

The following is a quotation from our light-hearted and ever refreshing contemporary the "New Yorker." While English touring cars on the whole have not yet quite reached this pitch of bulbous instability, who knows what a few years of progress will do ?

"Four or five years ago we uttered a complaint about the design of motor-cars, and were promptly booted off the lot. Now at last, after years of indulging our fanaticism all alone, we have discovered an ally—a Mr. Fales, who is an M.I.T. professor of automotive engineering. In a speech at the Astor recently, he took the modern car all to pieces, leaving nothing but a couple of old radius

rods and some tin ellipses. He pointed out, in brief : that clearance is not adequate ; that steering is sluggish (because the ratio has been steadily increased to make the wheel turn easier) ; that the driver can't see what he's up to ; that safety has been consistently sacrificed for style : that streamlining isn't streamlining at all ; that the driver's seat is a lounging seat tending to make the driver sloppy and ineffective ; that low roofs and rounded bodies cause blind spots at the wind-shield pillars ; that rear vision is so badly obstructed that backing a car is an adventure, not a manœuvre ;

that inclined wind-shields aren't as good for the eyes as perpendicular ones with visors ; that many sedans collect lethal quantities of carbon monoxide inside them because of vacuum ventilating systems ; that the power plant has been developed out of all proportion to the road-gripping, braking, and steering properties of a car. Now, all these criticisms seem to us substantially true and just ; they are almost word for word the complaints we made years ago. Happy are we to be simply echoing an expert this time, instead of standing out there taking it on the jaw."

A BOOK OF RECORD BREAKERS

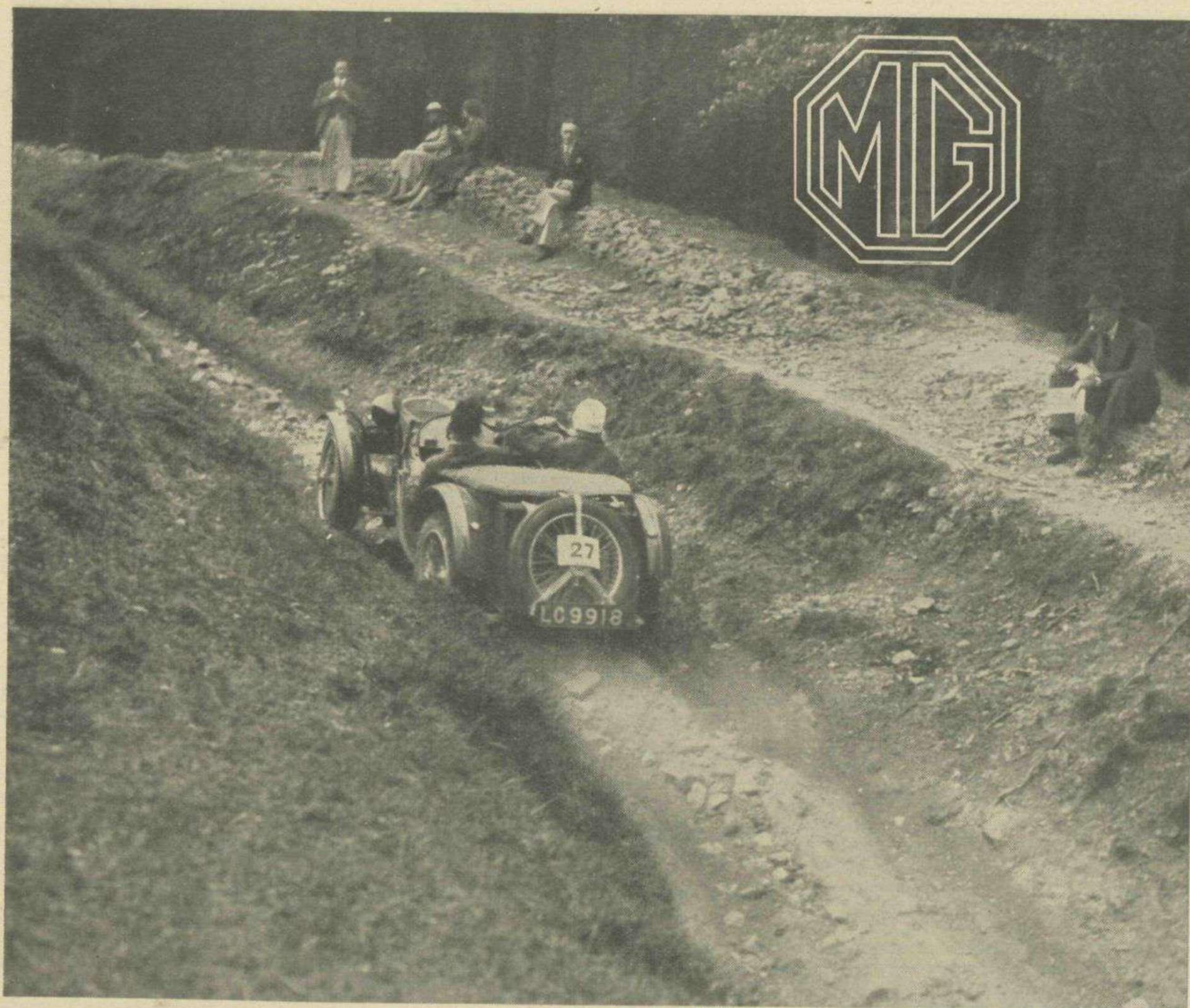
"Torpedo to Flat-Iron" might almost be the sub-title of a new Ferodo booklet which shows in pictorial form the evolution of the Land Speed Record holder from 1929 to the present day. Starting off with "Babs," the car on which Parry Thomas achieved the then unheard-of speed of 171

m.p.h. in 1926, we then see Capt. Malcolm Campbell's "Blue Bird," in 1927 looking not unlike a modern Grand Prix car, then in 1928, cowled, and with radiators over the rear wheels. Seagrave's "Golden Arrow" was entirely different in outline, but the shovel-nose and the stabilising fin were features which were embodied in

"Blue Bird" when Sir Malcolm put up his triumphant feat of 301 m.p.h. last year. The series of pictures forms an illuminating pageant of motoring history, and is finely reproduced in photogravure. Copies of the book may be obtained gratis from Ferodo Ltd., Chapel-en-le-Frith.



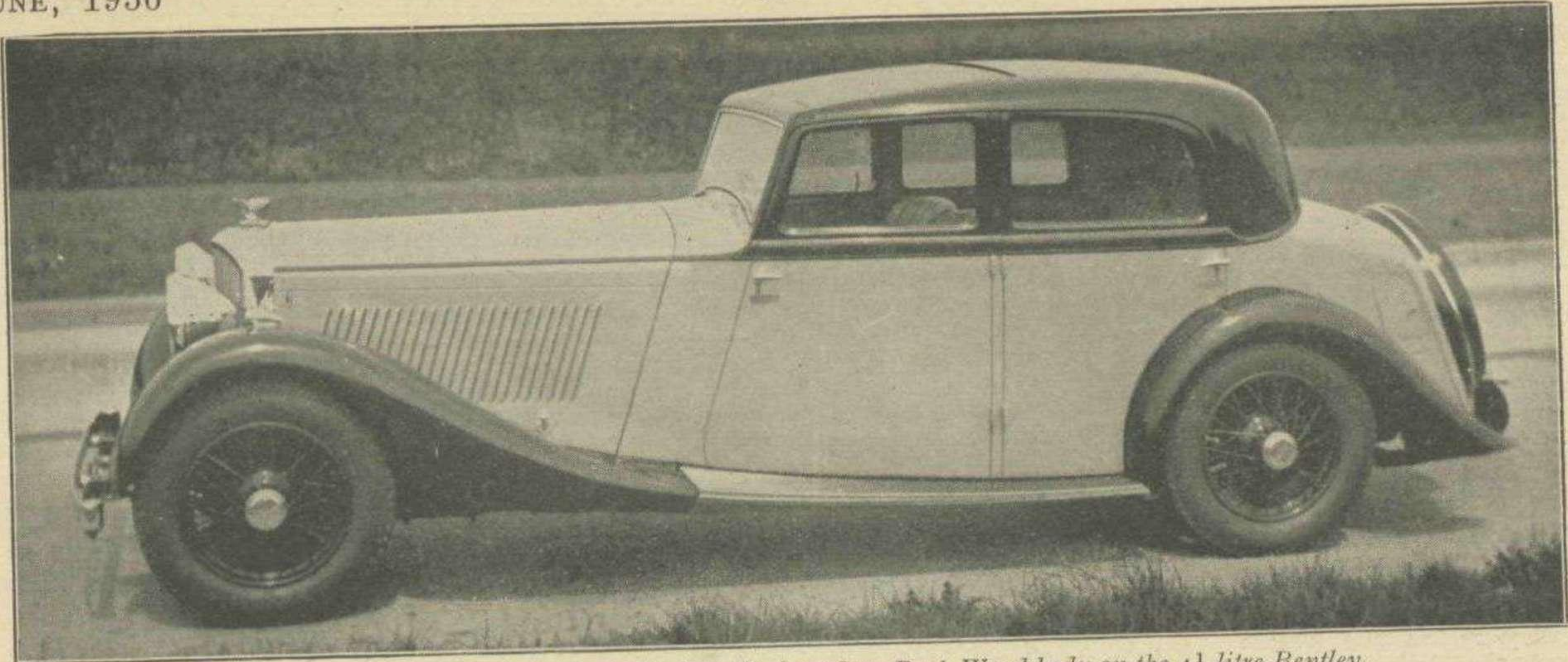
*Eternal duel! Callous Trials-secretaries forever searching out new Waterloos for sports cars. Hills that would scare a mountain goat. Surfaces which simply aren't. Trials which go from bad to worse. In the face of all this, the gallant M.G. Pitting its speed and its stamina against all comers. Seldom beaten. Going wherever human skill can pilot it. The M.G. feels unconquerable—keyed up from dumb irons to tail-light, waiting for the word 'Go.' Drive an M.G. once — you'll leave it never!*



- M.G. Midget 'P' Type 4-cyl. 847 cc., from £199 10s.
  - M.G. Midget 'PB' Type 4-cyl. 939 cc., from £222
  - M.G. Magnette 'N' Type 6-cyl. 1287 cc., from £280
- Dunlop Tyres : Triplex Glass : Above prices are ex-works. Buy a car made in the United Kingdom.

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*A handsome and perfectly balanced design, the four-door Park Ward body on the 4½-litre Bentley.*

## THE 4½-LITRE BENTLEY

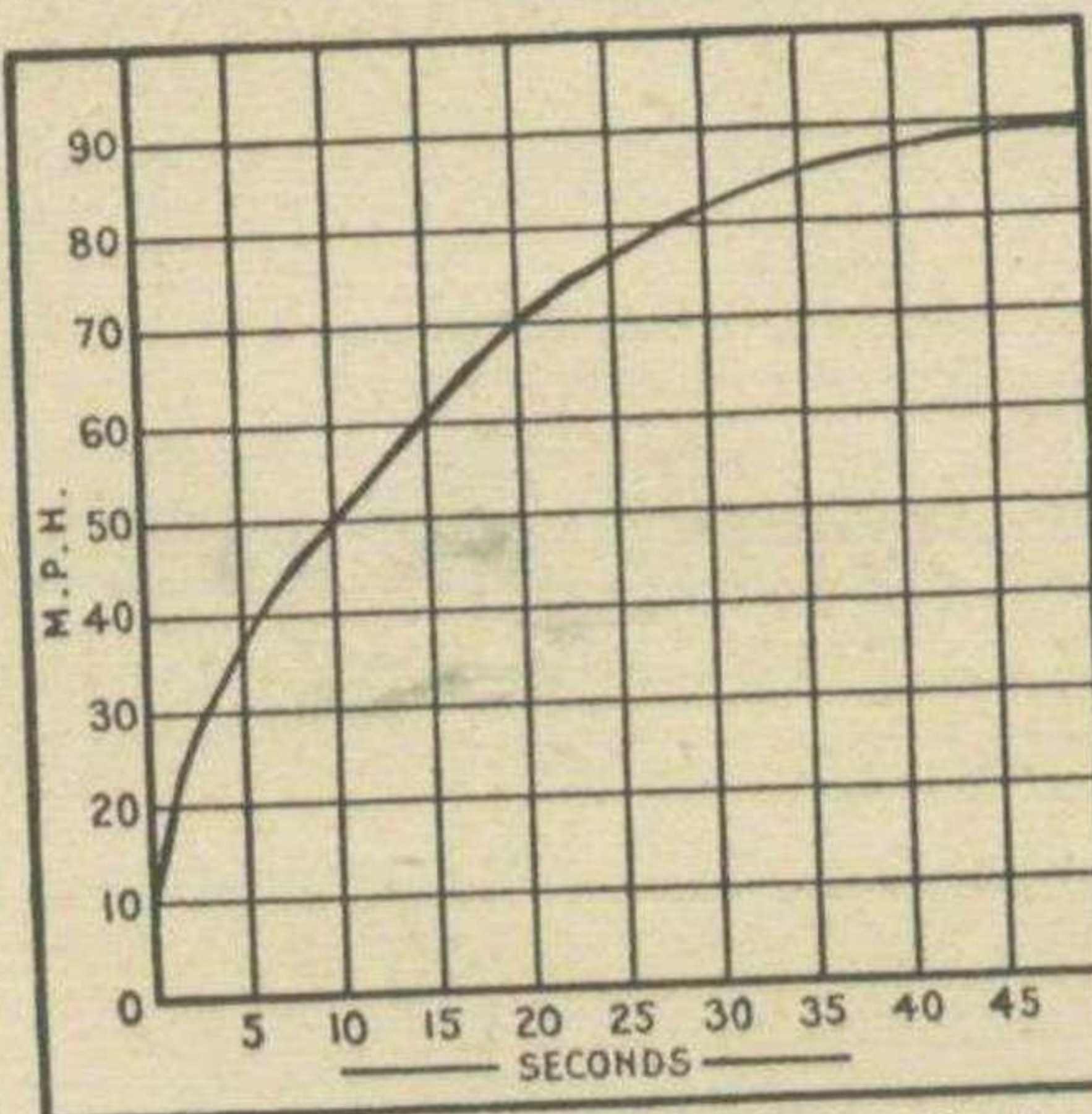
**A DE LUXE SPORTS CAR IN WHICH SMOOTH AND REFINED PERFORMANCE ARE SUPPORTED BY STRIKING ACCELERATION, AN ALL-OUT SPEED OF 93 M.P.H., AND SPRINGING AND BRAKES WHICH INSPIRE CONFIDENCE**

Two years ago a road test of the 3½-litre Bentley appeared in the pages of MOTOR SPORT and the writer still remembers vividly the lightness of control and the amazingly smooth and silent running which the trial run revealed. As one had hoped and anticipated these valuable characteristics have been retained in the new model, which differs from the 3½-litre only in having a larger engine. For all its smoothness the 4½-litre engine delivers a quite unexpected increase of power, and even when carrying a substantially built four-door saloon the latest Bentley sets up new standards of acceleration, while the all-out speed is naturally improved as well.

Driving the car through London traffic, there is little to suggest the high performance obtainable on the open road, though the close-set steering wheel, the controls all ready to hand and the good visibility leave no doubt as to its suitability for handling at speed when the opportunity occurs. A gentle murmur from the engine, coming as it appears from a great distance, is all one knows about the source of power, and the car wafts along noiselessly on top gear almost down to walking pace, picking up cleanly when the accelerator is depressed. In a word, a car of perfect manners, well suited for playing the town-carriage when the owner's work or pleasure takes him into streets and built-up areas.

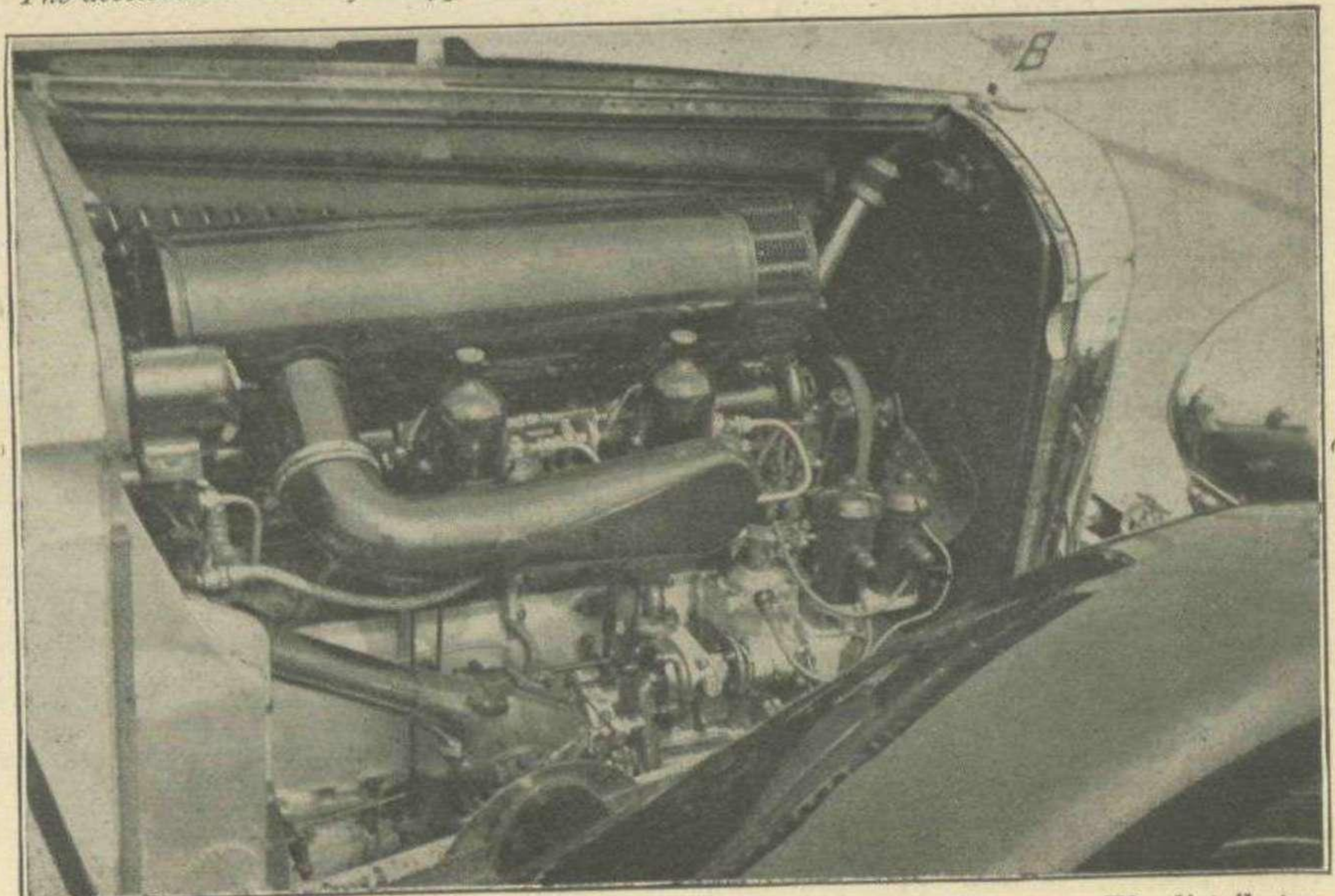
The performance in top gear is equally striking at higher speeds, and unless the absolute limit of performance is required, there is rarely need or even inclination on a main road run to drop down to third. Main road hills such as those leading up to the Devil's Punch Bowl near Hindhead, with a gradient of perhaps 1 in 12, and usually climbed at sixty on third by the average sports car could be negotiated at 65-70 m.p.h. on top with the Bentley in a silent and effortless climb. Undoubtedly the Magic Carpet up to date!

If there is a legitimate reason for the utmost haste, a train to meet, a forgotten appointment or just a fine summer day when one's feelings of *joie de vivre*



*The acceleration chart of the 4½-litre Bentley*

become irrepensible, the Bentley is more than competent to cope with the situation. The car has obviously been conceived as a whole, and the various components work together to make fast driving a thing of certainty. The springs are damped by special hydraulic shock-absorbers of Bentley design and the car can be cornered really hard without a sign of rolling. An adjusting lever on the steering-wheel boss allows the damping effect to be adjusted when travelling over bad roads, but except when running slowly over rough surfaces the self-compensating principle of the shock-absorbers makes it unnecessary to ease back the lever. The steering is pleasantly high-g geared, is remarkably light in action without being subject to snatch and has a useful self-centring action, while the steering lock speaks of extensive testing in the Alps.



*The engine of the Bentley is almost hidden by the enormous air-silencer. The distributor, coil and spare, with plug-in lead, can be distinguished below the fan.*



## THE 4½-LITRE BENTLEY—continued

The brakes work as suavely as do the other controls, giving a gentle slowing effect when lightly used and yet bringing the car to rest without a swerve in 57 feet from 40 m.p.h.

With a car like the Bentley no one speed can be given as the best cruising speed, since the engine is practically inaudible at any pace, and there is no suggestion of fuss even at the top end of the range. 70-75 m.p.h. with the engine running at 3,500 r.p.m. is a gait which eats up the miles with a minimum of effort. The all-out speed timed over a flying half-mile at Brooklands was found to be 93 m.p.h. At this speed the car ran perfectly steadily and quietly, though there was a certain amount of movement of the front wings.

As has already been noted, the excellent top-gear performance of the 4½-litre Bentley makes one almost forget the delightful gear-box, which is dead silent on the three upper gears and which on third and top has the smoothest and swiftest synchro-mesh mechanism we have ever encountered. At 4,500 r.p.m. the speeds on the indirect gears are 34, 55 and 75 m.p.h., while peak revs. are reached at 94 m.p.h. on top gear.

Even with a comparatively heavy saloon body the car seems to toy with the 4.1 to 1 back-axle ratio, and with open-coachwork one could probably employ with advantage the 3.9 to 1 gear which is also available, and which at 4,500 r.p.m. would give a speed of just on 100 m.p.h.

As will be seen from the graph, the acceleration of the car is remarkably good, especially the figure of 10 m.p.h. to 60 m.p.h. in 13½ seconds. A standing half-mile was covered in 32½ seconds, the speed on passing the half-mile post being 83 m.p.h.

The driving position was ideal with the controls all close to hand, and a high and deep screen and thin roof pillars. The seats needless to say were luxurious in their softness, with ample support for shoulder and thigh, our only criticism, a purely personal one, being that we should have preferred the driving seat with a rather more upright back. The rear of the car is set out so as to give a really high degree of comfort for two passengers, with ample elbow-room, foot-wells which give stretch to the longest legs. The back seats are well forward of the rear axle, and ample head-room is provided in spite of the low roof-line, so that for comfort there is nothing to choose between back and front seats.

The dash-board is laid out with characteristic good-taste, with the speedometer and the rev.-counter right under the driver's eye. Special points we liked were the map-light, a lamp concealed in the scuttle and shining down when required in front of the passenger. The other unusual feature was the lamp

switch, by which either one or both head-lamps can be used when in the dipped position. In many Continental countries it is compulsory to show two lights forward on all occasions—wing lights are ignored—so this system of switching provides for all occasions. P.100 headlamps are fitted, a guarantee of powerful driving light, and the dipping mechanism is controlled by a foot-switch on the floor-board.

The body fitted to the car we drove was a standard four-door saloon built by Messrs. Park Ward, and as the illustrations show, its distinguished and almost classic lines are perfectly in keeping with the fine workmanship and outstanding performance of the chassis. A sunshine roof

to the practised eye, for every nut looks hand-made, every flange fits as though it were the only one of its kind, while the very throttle and ignition controls work as smoothly as those of a microscope.

The engine is identical in design with that of the 3½-litre car. The cylinder-head is of cast-iron, the overhead valves are vertically disposed and are operated by push-rods, and one sparking-plug per cylinder is used. The ignition is by coil, and a spare unit is mounted alongside the one in use. By changing over a plug and lead, the spare coil can be brought into action in a matter of seconds. The ignition is automatically advanced by means of a centrifugal governor and a further hand-control, which is only required for starting or slow-running, is carried on the steering wheel.

Two S.U. carburettors are used, and an air-filter and silencer of remarkable size completely overcomes power-roar and the hiss of the incoming air. The carburettors are supplied by means of a double electric petrol-pump. The rear tank holds 18 gallons, of which two gallons are a reserve supply brought into use by a tap under the bonnet. The petrol consumption works out at 13 m.p.g., and what is really remarkable on a high-efficiency unit like the one under review, the engine runs perfectly smoothly on No. 1 petrol, without recourse to leaded mixtures. A mixture control is fitted to the steering column to facilitate starting in cold weather.

The cooling water is pump-circulated. Thermostatically-controlled shutters are fitted to the radiator, and a fan is also standardised.

Turning to the lower parts of the engine, the cylinder-block is made of cast iron, while an aluminium crank-

case is used. The crankshaft, which is statically and dynamically balanced, runs in seven main bearings, and the sump holds two gallons of oil. The engine is carried in the frame on a special form of rubber mounting.

Engine and gear-box form a single unit, with a single-plate clutch carried in the bell-housing between them. The perfect functioning of the gear-box which has synchro-mesh on third and top and constant-mesh on second gear, has already been referred to. Equally interesting is the servo-motor, which reduces the effort required to apply the brakes. A shaft driven by worm gears from the layshaft of the gear-box carries a disc and when the brake pedal is depressed what is in effect a disc clutch is forced into contact with the revolving disc. The drag produced is utilised to apply the brakes, in conjunction with the pressure exerted on the pedal, and if the servo were to fail, which is highly improbable, the pedal would still operate the rear brakes.



The front view of the car is enhanced by the plated radiator shutters.

is fitted and the rear panel hinges down to give access to a spacious luggage boot.

To appreciate to the full the thoroughness and care which goes into the construction of the chassis it is necessary to visit the works at Derby, and to see each part subjected to the closest scrutiny between each operation. A mere glance under the bonnet will tell almost as much

## BRIEF SPECIFICATION

Engine : 6-cylinders, bore 89 mm., stroke 114 mm., capacity 4,255 c.c. R.A.C. rating 29.4 h.p. Push rod operated overhead valves. Two S.U. carburettors. Coil ignition.

Gearbox : 4 speeds and reverse. Ratios 4.1, 5.1, 7.8 and 11.3 to 1. Synchro-mesh third and top gears. Constant mesh second. Right hand change.

Rear Axle : Hypoid bevel.

Suspension : Half elliptic.

Brakes : Cable operated, mechanical servo.

Dimensions : Wheelbase 10 ft. 6 in.  
Track 4 ft. 8 in.

Weight. With four-door saloon body 33 cwt.

Price : with Park Ward body as tested : £1510.



*THE 4½-LITRE BENTLEY—continued*

The drive is transmitted to the rear axle through an open propeller shaft with two needle-bearing universal joints. The rear axle is fitted with hypoid bevel gears, bringing the incoming drive below the centre line of the axle and so making it possible to get a low floor level without a shaft-tunnel.

The chassis is built with a view to the reduction of weight without sacrificing rigidity, and so is deepest amidships, tapering off towards the front and rear dumb-irons. The side members are swept up over the front and rear members in order to obtain a low centre of gravity. The springs, which are of exceptional length, have each individual leaf, ground and fitted together before assembly. In conjunction with the controllable shock-absorbers, which deserve a special word to themselves, they provide a suspension range, which gives equal satisfaction when ambling gently through town and driving flat out on a 300-mile journey.

The shock-absorbers are of the hydraulic double-piston type, partly self-compensating. An oil pump fitted to the gearbox is in communication with the control-valve of each shock-absorber by piping, and as the road speed mounts, the damping effect of the shock-absorbers is increased. The hand-control on the steering column has a further over-riding effect, limiting this damping to the amount which personal taste or road conditions dictate.

Two other items of technical interest demand mention. One is the worm-and-nut steering-gear. The principal working parts are a steel worm and a nut lined with white metal. In order to obtain the high standard of accuracy and lightness required by the makers, these pairs of components are "run-in" for several hours on a special machine, ensuring perfect freedom and response as soon as the car is put on to the road.

The other unusual feature is that all the electrical gear with the exception

of the lamps and the battery is made at Derby. Besides ensuring that it comes up to the high standard of accuracy achieved in the other component parts of the chassis, the beautifully finished switches and even the smoothly moulded bakelite covers for the coil and the distributor are a source of pride to the owner who shows a proper appreciation of his car.

After nearly three years in the hands of private owners it has not been found necessary to change a single item in the lay-out or specification of the 3½-litre Bentley, and our road-test of the "4½" suggests an equally trouble-free future for the latter car, which incidentally is guaranteed for three years. Mr. E. R. Hall has already demonstrated the speed and reliability of the smaller car under racing conditions by finishing twice in second place in the strenuous R.A.C. Ulster Tourist Trophy race, and the début of the 4½-litre car in the Grand Prix d'Endurance at Le Mans will be awaited with the keenest interest.

## LEWES COURSE - RECORD FALLS

R. G. J. NASH MAKES NEW RECORD IN 19.06 SECS. LARGE CROWD PRESENT

That unassuming and retiring young man, Richard Nash, who spends most of his time amongst his collection of antique motor cars at Brooklands, on Saturday, May 9th, broke the course record at Lewes before a big crowd, under pleasant weather conditions. For some years Nash held the record, in 20 secs. dead, with the Frazer-Nash "Terror." Then in 1935 Richard had to concede pride of place to John Bolster, who recorded 19.8 secs. Later in the season S. E. Cummings went up the ¼-mile, tarmac-surfaced course in 19.40 secs. On May 9th, Cummings, driving the same 3-litre Vauxhall-Villiers, got down to 19.25 secs., but Nash handled his double Centric-blown, 1½-litre Frazer-Nash-Union Special with his old fire, and established a new record of 19.06 secs.

John Bolster managed 20.24 secs. with the inimitable "Mary Tudor," and J. Lemon Burton's double-camshaft 2.3-litre Bugatti made one run only and clocked 20.74 secs. Credit for third fastest time of the day went to another Nash production, the Anzani-Nash "Spook," which recorded 19.74 secs. on its last run, in spite of its driver, G. S. Griffiths having difficulty in getting away from the line.

Miss Barbara Skinner did very well on her first run, the blown Morris Minor recording 22.78 secs. R. M. Strang's Hudson won the unlimited touring class in 26.15 secs., beating Donald Monro's 4½-litre Invicta quite easily.

Ivo Peters then produced the best Frazer-Nash in a class for this "marque" when he clocked 28.9 secs. Mrs. Majorie Lewis being second and Inderwick third.

In the class for super-sports cars up to 1,100 c.c., J. C. Elwes (M.G.) was a good deal quicker than his closest rival, A. Rogers (M.G.)

The next class was won by Ivo Peters' Frazer-Nash, with Inderwick's motor of the same marque second and Stafford's Magnette third. Peters also took the class for 2,000 c.c. standard sports cars, improving on his time. Fit's 2-litre Frazer-Nash-B.M.W. was second, and Alan Whiddington's Frazer-Nash Six third.

So to the super-sports category, the first-class being Elwes' affair, his Midget recording the creditable time of 23.7 secs. F. R. G. Spikins brought out his special 4.1-litre Hudson in the next division and won comfortably with a trip up the hill that only took 22.2 secs. Elwes was second, slower than his previous effort.

Then the racing cars were brought out of the "Paddock" and the crowd felt glad it had come. Spikins won the first class with his Midget Singer 9 "The Bantam" with a really useful drive lasting 21.89 secs. Elwes was next best (22.3 secs.) and Maclachlan's Austin 7 was third with a time of 22.4 secs.

The 1½-litre class went to G. S. Griffiths, the "Spook" showing its old form once again, though it lost time at the getaway, nevertheless recording 21.2 secs. R. King Clark (J4 M.G.) was second, and third place went to Dick Nash.

John Bolster made one of his grim and glorious ascents in "Mary" to win the 2-litre category, beating Griffiths by .04 secs., Spikins getting another "third." The class for the big fellows saw Nash make his record run in the business-like Frazer-Nash-Union Special, S. E. Cummings on the Vauxhall-Villiers being second and Griffiths next in order. A handicap class let R. A. Cookson's Bugatti into the picture, with Nash second and C. Windsor-Richards third. So ended a very enjoyable afternoon's sport and the large crowd of spectators

will undoubtedly make an effort to "spectate" again at the next meeting on June 13th. That Nash regained his record seemed to please everyone, and those who take more interest in the more exciting cars present than in fast times, had their fill, R. A. Waddy's 1-litre Fuzzi 9, G. B. C. Sumner's 998 c.c. Sumner J.A.P., N. B. Orlebar's 1,098 c.c. G.N., Cyril Moore's 1,093 c.c. Satan III, H. D. Carlmask's 996 c.c. G.N. J.A.P., T. B. O'Reilly's skeleton G.N., Mrs. Holdsworth's Holdsworth-Special, G. H. Symond's ex-Davenport B.H.D. Special and Bolster's famous sprint car being representative of the more special motors.

Incidentally, the runs were timed with the now well-known Bachelier timing apparatus, and so successful did this prove to be, that the club proposes to invest in this instrument for future events. Lewes has become a classic venue and merits accurate timing. Prizes, as usual, were plentiful

The class winners were:—

Touring cars, Unlimited : R. M. Strang (Hudson) 26.15s.  
 Frazer-Nash Class : Ivo Peters, 28.90s.  
 Super-Sports, 1,100 c.c. : J. C. Elwes (M.G.), 24.20s.  
 Standard Sports, 1,500 c.c. : Ivo Peters (Frazer-Nash), 28.10s.  
 Standard Sports, 2,000 c.c. : Ivo Peters (Frazer-Nash), 27.75s.  
 Super-Sports 1,500 c.c. : J. C. Elwes (M.G.), 23.70s.  
 Super-Sports Unlimited : F. R. G. Spikins (Hudson), 22.20s.  
 Racing Cars, 1,100 c.c. : F. R. G. Spikins (Singer Bantam), 21.89s.  
 Racing Cars, 1,500 c.c. : G. S. Griffiths (Anzani-Nash) 21.20s.  
 Racing Cars, 2,000 c.c. : J. V. Bolster (Bolster Special), 20.24s.  
 Racing Cars, Unlimited : R. G. J. Nash (Frazer-Nash-Union Special), 19.06s.  
 Handicap Class : R. A. Cookson (Bugatti) net. 17.40s.  
 Solomons Cup and Souvenir : R. G. J. Nash.  
 Caffyn Cup and Souvenir : F. R. G. Spikins.  
 Silver Cup : G. S. Griffiths.  
 Course Record : R. G. J. Nash (Frazer-Nash-Union Special) 19.06s.



# A V8 SPORTS CAR

**THE LEIDART 8, A NEW CAR WITH OUTSTANDING ACCELERATION AND A STATED SPEED OF 100 M.P.H.**

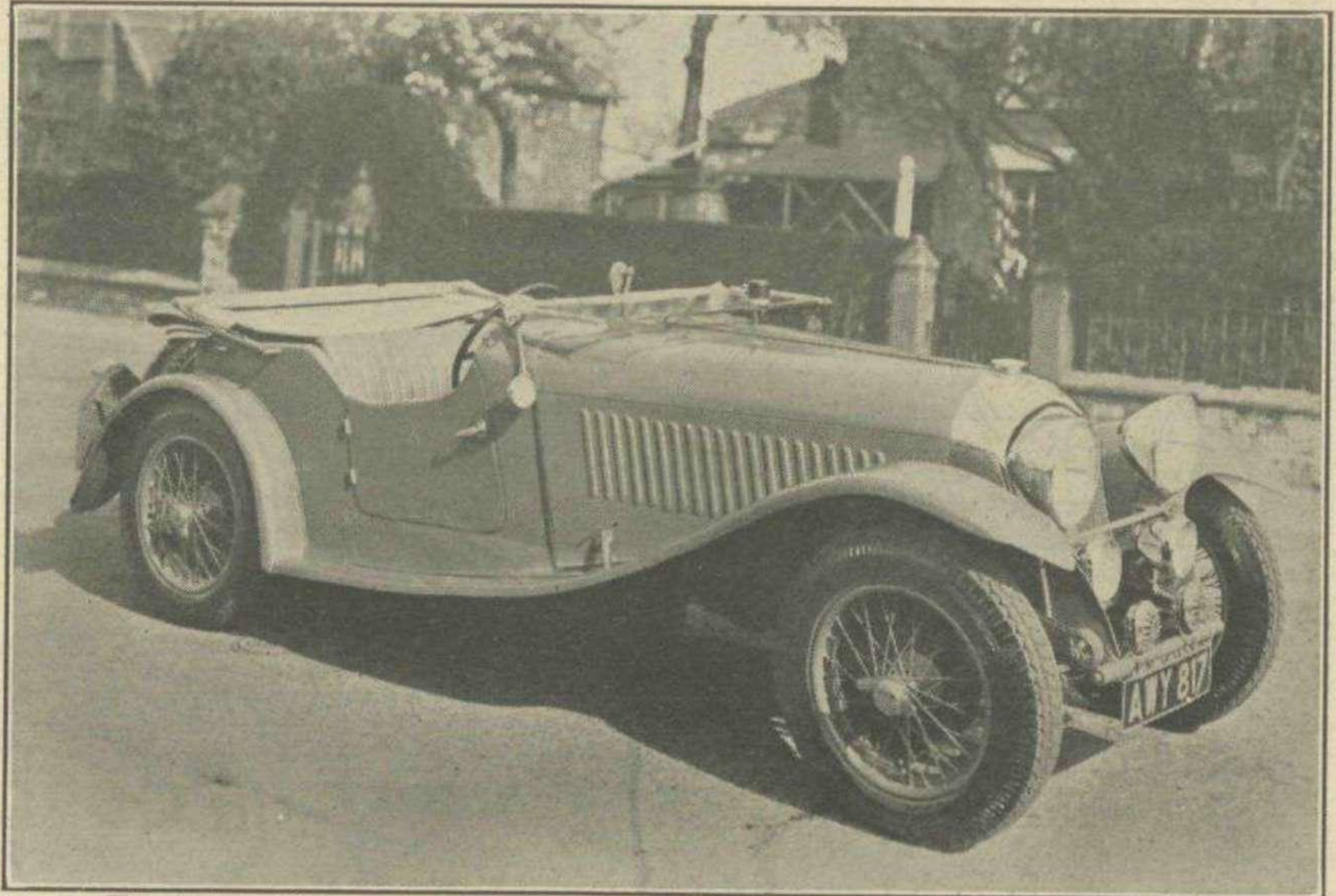
The V-8 Ford has acquired a reputation possessed by few standard cars for power and acceleration, and the performance put up both by the standard model and the lowered sports version derived from it in trials and hill-climbs has been encouraging. The Leidart 8, a new sports car produced by Messrs. Leith, Huddart & Co., of Pontefract, Yorks, breaks entirely new ground and embodies the V-8 engine and gear-box in a chassis which in springing at least follows the lead of Monsieur Bugatti, a combination which should make for acceleration and stability. The car is low and sporting in appearance, but in spite of this a ground clearance of 6 inches is provided at the lowest point. A speed of 100 m.p.h. is claimed, and should be possible with proper tuning.

The specification of the car is as follows:—Heavy section frame, slightly upswept at the rear, suitably strengthened by stiff cross members, engine, Ford V-8, carefully balanced and tuned, fitted with Scintilla Vertex magneto, dual carburettors, and mounted rigidly in the frame. Ford gear-box, fitted with remote control. Axle ratio at present is 4 to 1, but 3.6 to 1 ratios also available. Rudge triple spoked wheels, fitted with India Super 5.25 x 18 tyres, two spare wheels. Electric petrol pump. General equipment includes Scintilla electrical equipment.

The brakes are of cable and rod operation, but Lockheed hydraulic brakes may be fitted to future cars. Springing is reversed quarter elliptic at rear and half-

elliptic fronts, assisted by Hartford triple type shock-absorbers. An open propeller shaft is used in conjunction with

Two separate exhaust systems are used, incorporating Burgess silencers. A spring steering wheel is fitted, and high-g geared



*The Leidart 8 as a 2-4 seater. A maximum speed of 100 m.p.h. is claimed.*

a torque stay to the gear-box cross member.

The wheelbase of the 2-seater is 8 ft. 5 in., but, for the 4-seater and the sports saloon, a wheelbase of 9 ft. will be used.

steering is used. The total weight of the car is 19 cwt. 2 qr.

The prices are as follows: 2-seater from £400, according to requirements. 4-seater £425. Drop-head Coupé £550. Sports saloon £575.

## ISLE OF MAN T.T. RACE R. J. B. SEAMAN'S FINE VICTORY ON TEN-YEAR-OLD CAR

Seaman won the Douglas race at an average speed of 69.76 m.p.h., winning by 81 seconds. Herewith a list of the results. A fully illustrated report of this race will be published in our next month's issue.

**Result:**

1. R. J. B. Seaman, 1,460 c.c. Delage (S), 2h. 52m. 1s. Speed 69.76 m.p.h.
  2. "B. Bira," 1,488 c.c. E.R.A. (S), 2h. 53m. 18s. Speed 69.23 m.p.h.
  3. C. Paul, 1,488 c.c. E.R.A. (S), 2h. 55m. 2s. Speed 68.57 m.p.h.
  4. P. G. Fairfield, 1,488 c.c. E.R.A. (S), 2h. 55m. 23s. Speed 68.40 m.p.h.
  5. M. Lehoux, 1,488 c.c. E.R.A. (S), 2h. 55m. 47s. Speed 68.27 m.p.h.
  6. G. F. A. Manby-Colegrave, 1,488 c.c. E.R.A. (S), 3h. 4m. 57s. Speed 60.90 m.p.h.
- Still Running at the End  
Six finished. Nineteen started  
W. G. Everitt, 1,488 c.c. E.R.A. (S), 47 laps.  
C. J. P. Dodson, 744 c.c. Austin (S), 44 laps.  
L. R. Briggs, 1,087 c.c. M.G. (S), 43 laps.

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### BUGATTI

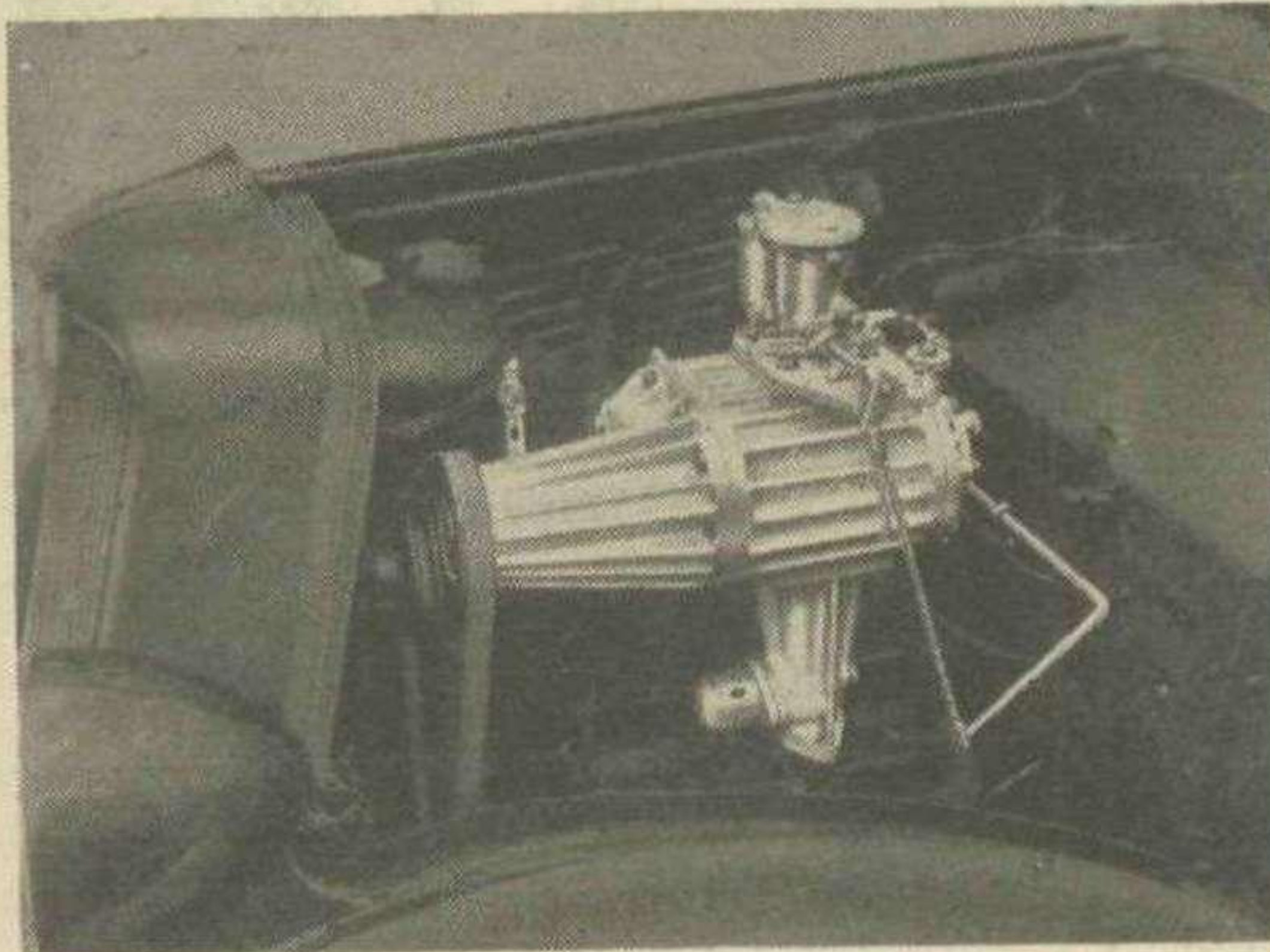
**MODIF.** Brescia 2-str. Recent £100 overhaul by Bugattis. (New front and rear axles, steering joints, universal, brake-drums, shoes, flywheel, camshaft, big ends, etc. Receipts shown). Full equipment. Speeds, 30, 50, 65 and 75 m.p.h., tractable and absolutely reliable £78. M. Bechervaise, 17 Granville Road, Sidcup, Kent. Temple Bar 4993 (Sidcup 603 after 6 p.m.).

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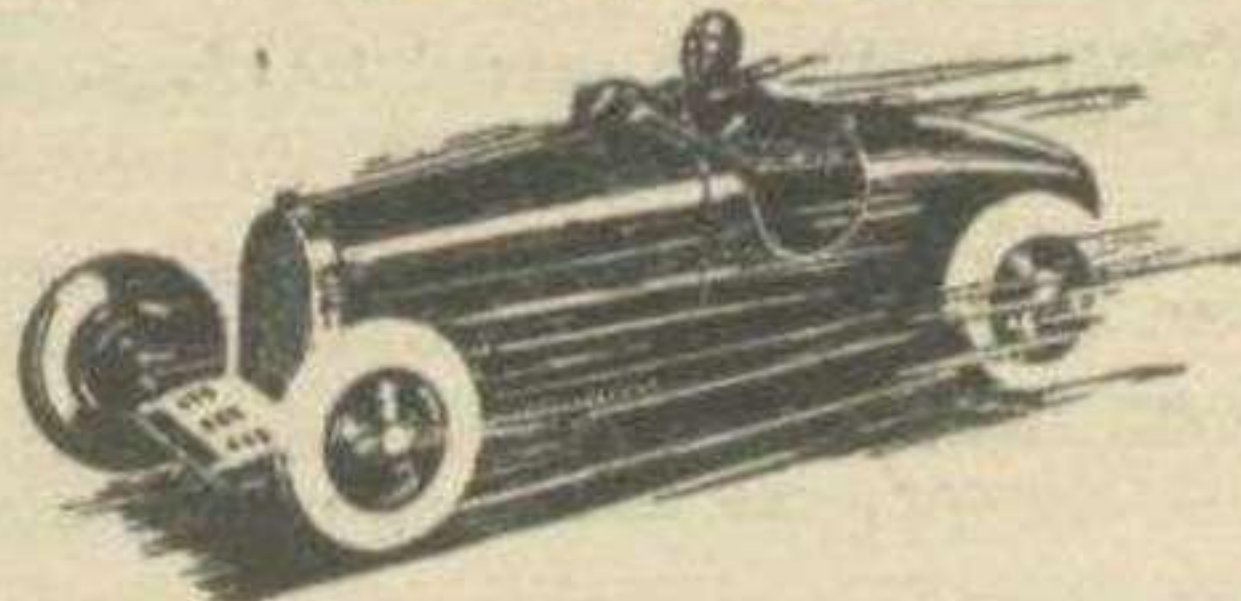
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## INDEX TO ADVERTISERS

	PAGE		PAGE
Anglo American Oil Co., Ltd.	288	Marshall Drew & Co., Ltd.	316
Arbuthnot, R.	318	M.G. Car Co., Ltd.	311
Austin	291	Monaco Garage	302
Bacca, Tony	316	National Benzole Co., Ltd.	293
Bellevue Garage & Service Stations Ltd.	292	Peacey, Robert Seton	317
Booth's Dry Gin	302	Pembridge Motors Ltd.	318
Booth & Croft	316	Phoenix Green Garage	316
Brooklands Engineering Co., Ltd.	319	Raymond Way Motors	317
Dunlop Rubber Co., Ltd.	281	Redgate Motor Co.	317
Ferodo Ltd.	front cover	Robinson, L., & Co.	307
Fort, A., & Co.	317	Rolls-Royce Ltd.	286
Gaspar, R., & Joshua, W. F.	318	Smith, Jack	315
Grenfell, J. Granville	317	Speed Models	317
Griffiths, G. S.	317	Sports Spares	319
Invicta Motor Engineering Works, Ltd.	318	Vintage Sports Cars	318
Lemon Burton, J.	316	Wakefield, C. C., & Co., Ltd.	back cover
Lewis, S.	319	Windrum & Garstin, Ltd.	319
McKenzie's Garages	316	Z.N. Motors	316

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