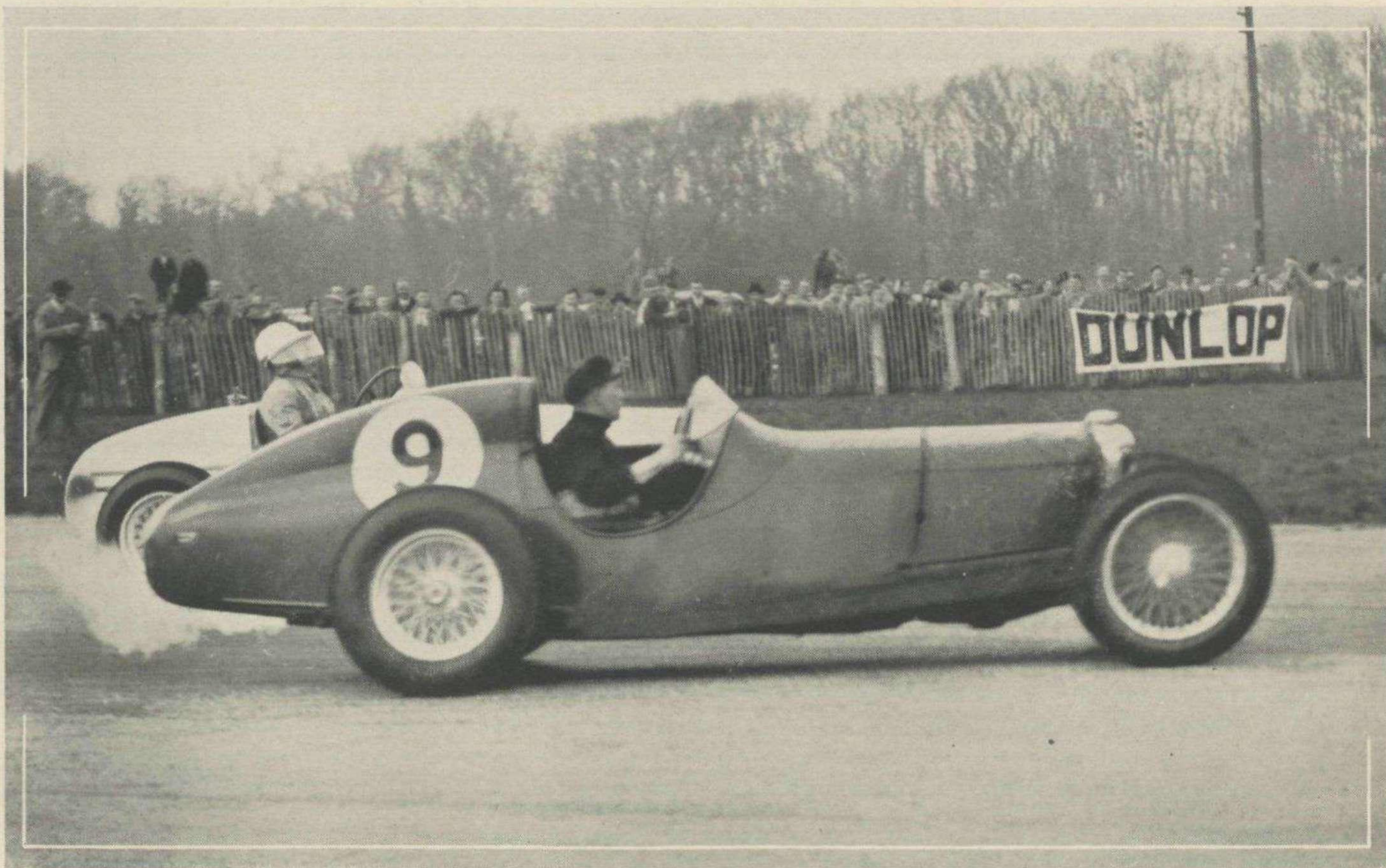


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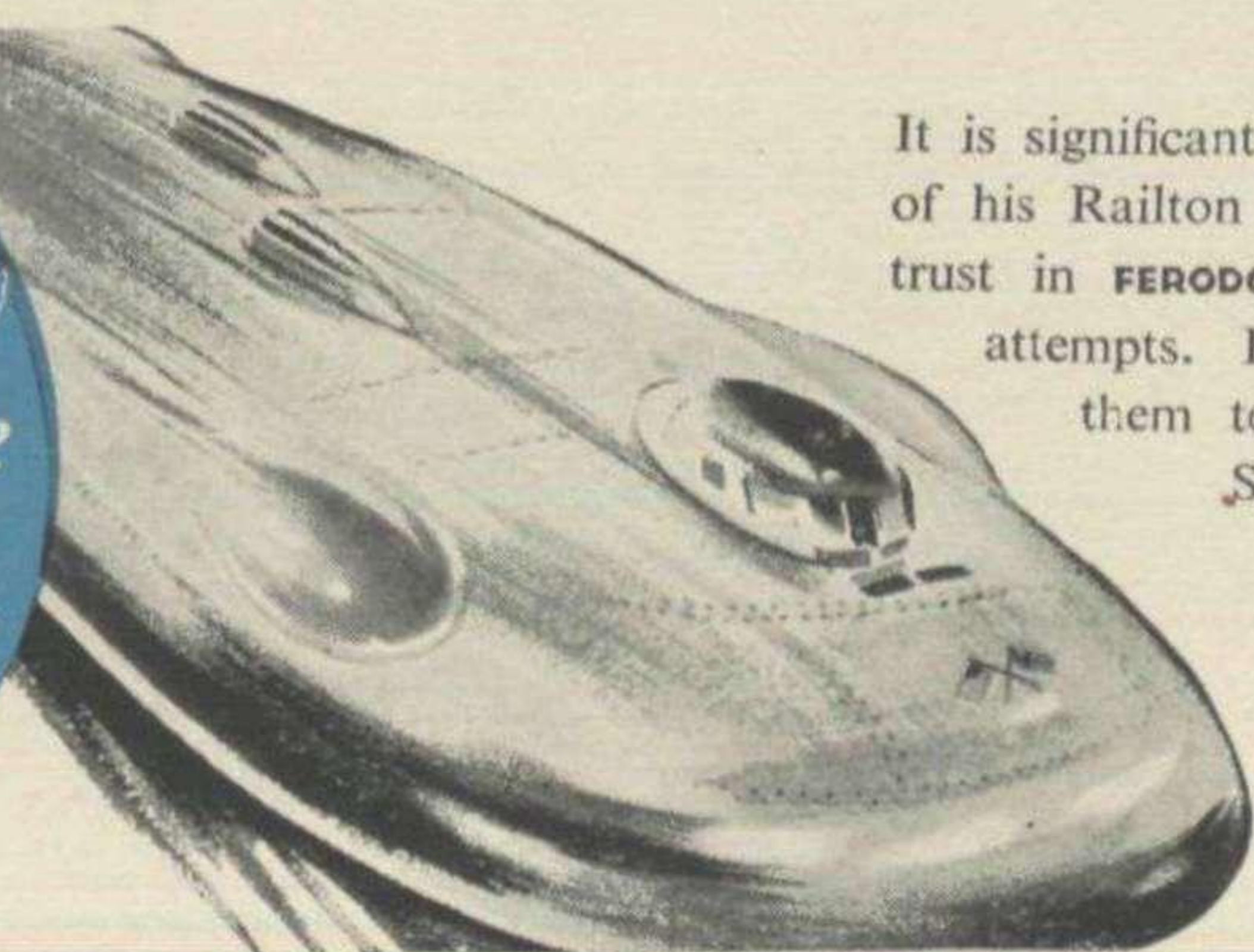
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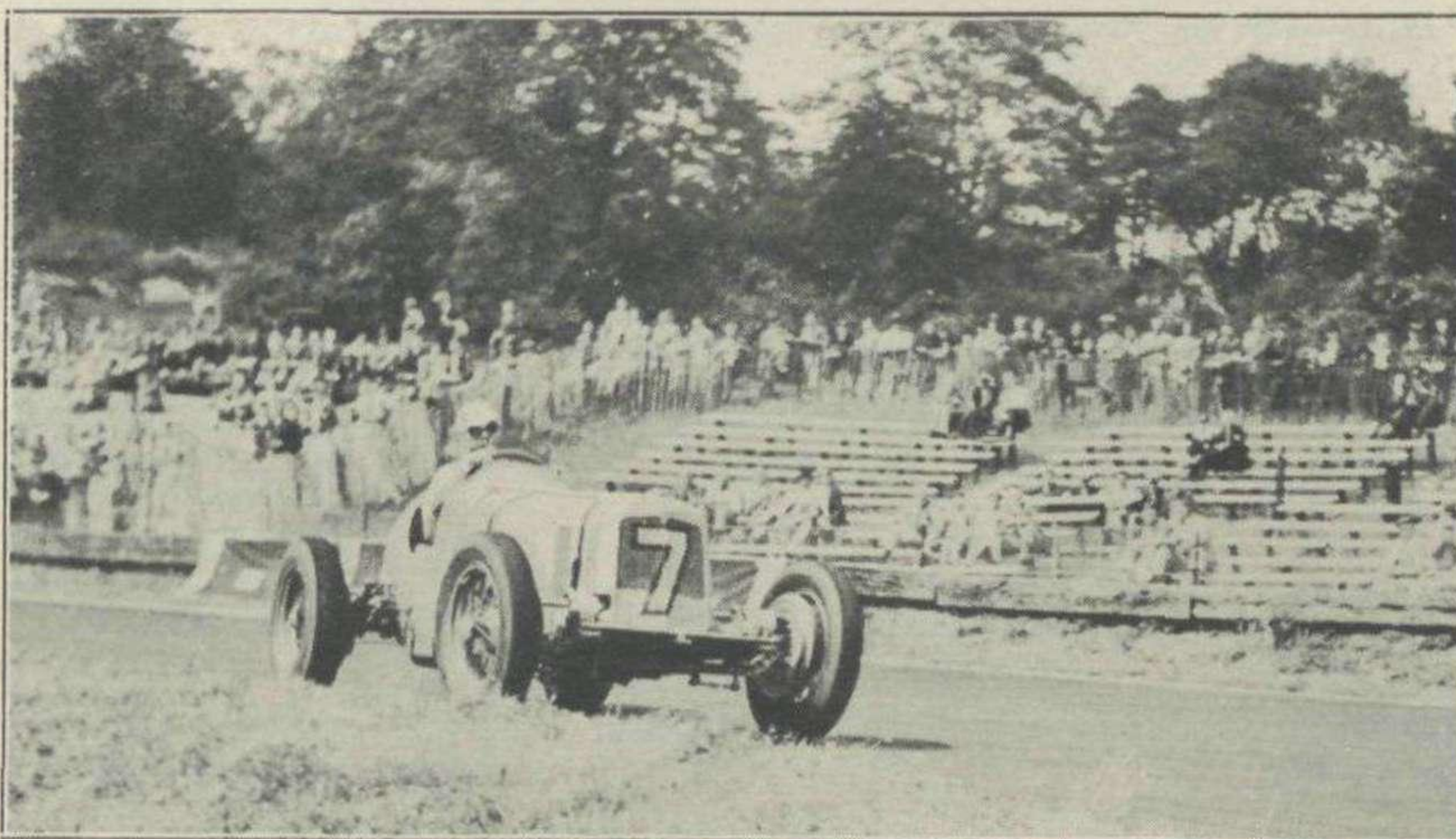
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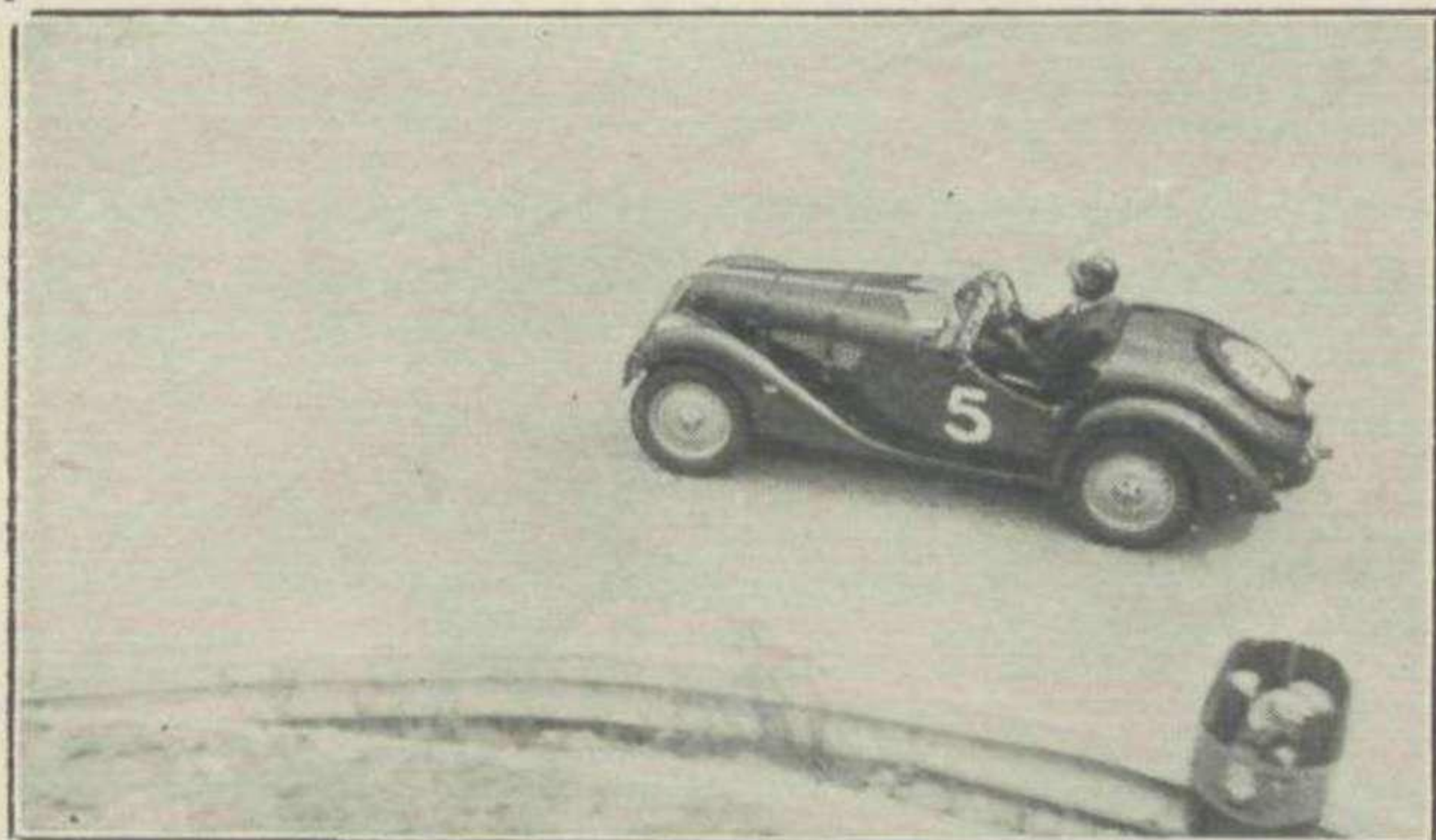


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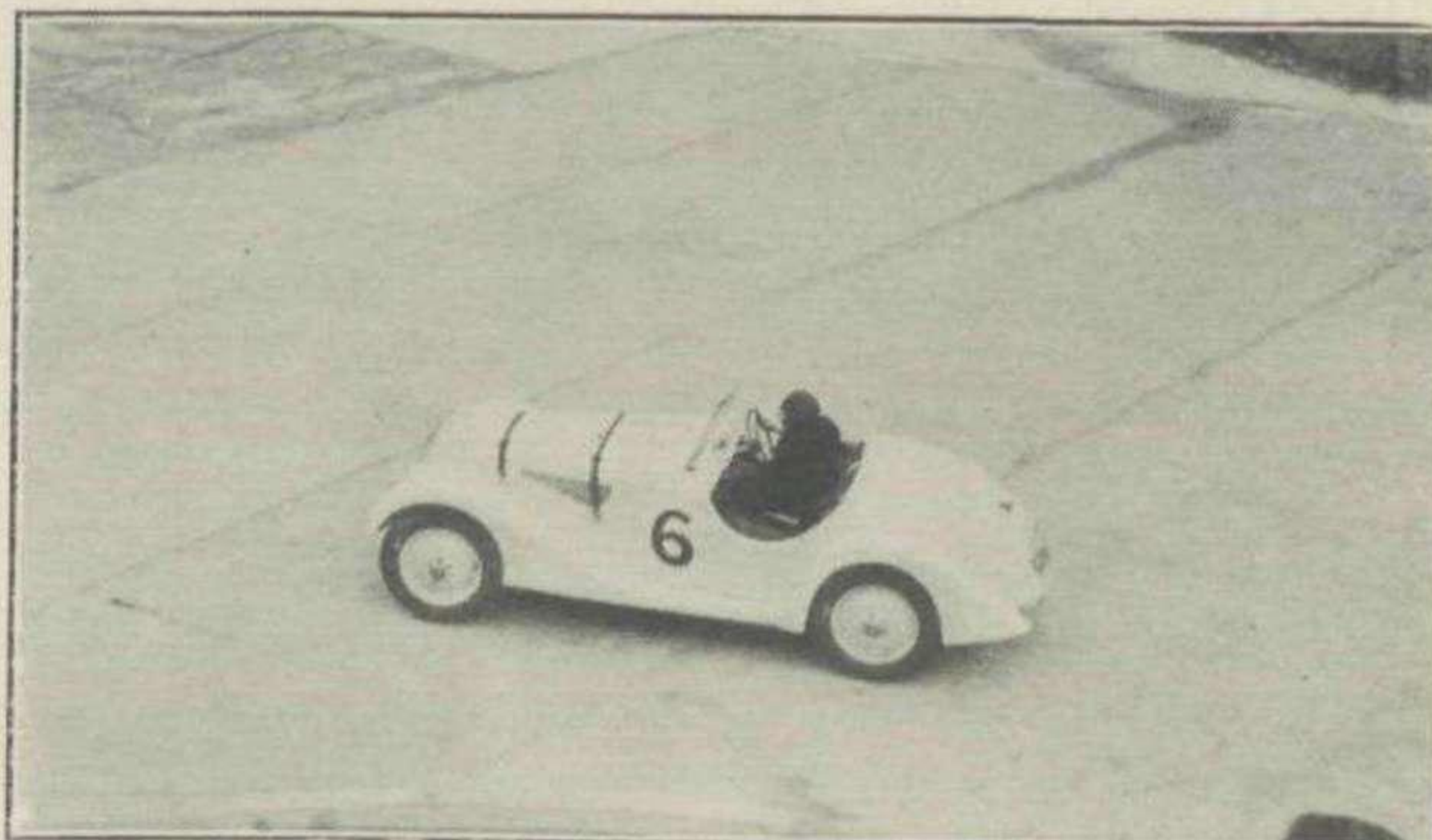


B. Bira, E.R.A.

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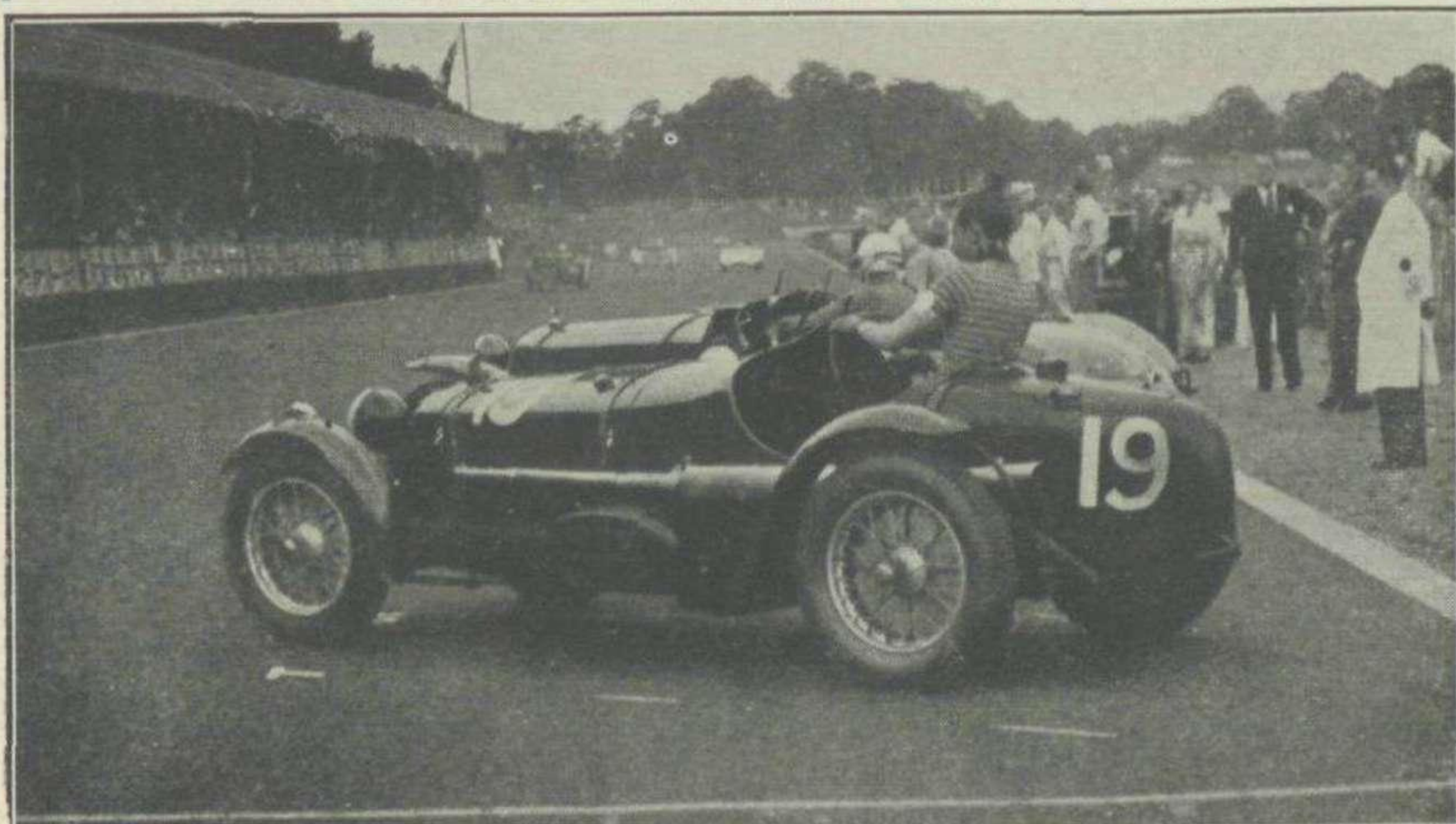


A. F. P. Fane (Frazer-Nash B.M.W.)



H. J. Aldington (Frazer-Nash B.M.W.)

THE CRYSTAL PALACE PLATE, 1938



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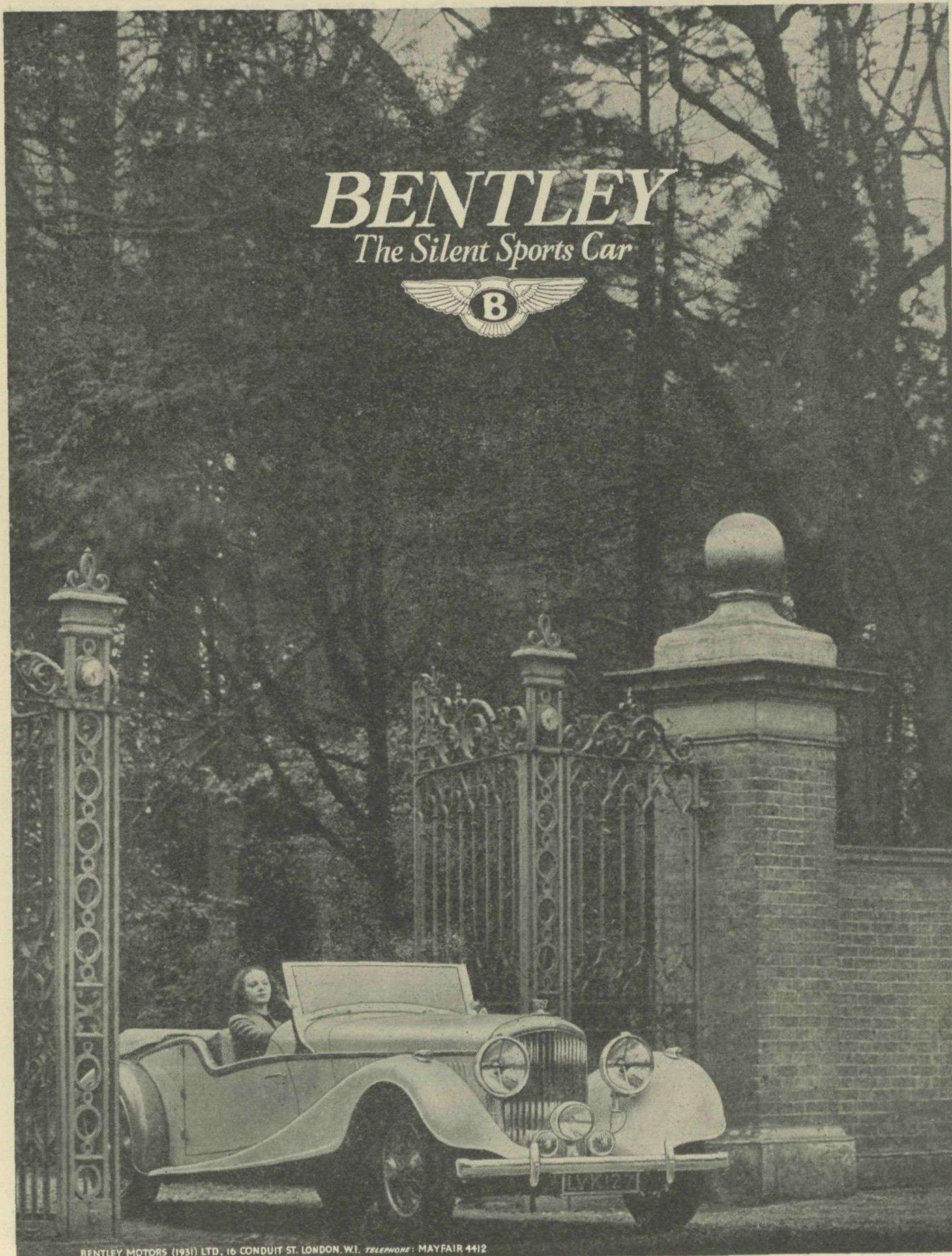
- Alvis, one set front universal steering for F.W.D., also two half shafts.....
- Amilcar spares 1924-1927. Chassis, engines, gear-boxes, axles, radiators, including complete car (underslung) first registered 1937
- Austin Seven Chummy body.....
- Austin Cylinder head, flywheel, clutch plate with fingers and thrust, front half propshaft, 2 Ferodo clutch linings with rivets (new) "chock-blocks" with pin (new), set king-pins and bushes (new), crankshaft with main bearing.....
- .. 60 m.p.h. speedo, petrol tank, bucket seat, cycle type mudguards, three pairs, doors, off sports model, 12v. electric hooter.....
- .. radiator and shell, starting handle and bracket, dished steering-wheel, carden shaft, fan complete with bearing and pulley.....
- Axle, front, cycle type guards, new wheels, large aluminium brake drums, new swivel pins and races.....
- Bentley, set of hour glass pistons, 20", oversize, complete with rings.....
- Bentley 3-litre Blue Label 1925/6, all spares.....
- .. 3-litre Red Label, set (4) hour-glass pistons, complete with rings, etc. Set (16) valve guides.....
- .. 3-litre, Blue Label engine, complete, and gearbox, etc.
- .. 3-litre, Blue Label, camshaft, 1925 3-litre Blue Label chassis, F.W.B., complete with scrap saloon body, less engine.....
- .. 1923, 16 h.p., 3-litre engine, complete with magneto, carburetter, clutch, etc.....
- Bugatti Type 43 and 37a, all spares.....
- .. Type 37 and 40 cylinder blocks, complete
- .. Type 37 and 40 connecting rods, Type 40 gearbox, clutch complete, Brescia gearbox and rear axle.....
- .. Brescia, con rods, crankcase, sump, gearbox parts, valves, springs, etc.....
- .. 1922, 12 H racing camshaft assembly, fit 1924/5 type.....
- Body 4-seater sports touring body, aluminium panelled for f.w.d. Alvis, set of good wings, bonnet and radiator.....
- .. and wings (aluminium) open four-seater with seats and hood. From 1927 O.M.....
- Carburetter, Solex, on horizontal 48 mm.....
- Carburetter, Track racing Amal, twin float, suitable 500 c.c. motor-cycle, horizontal clip fitting, with flange adapter.....
- Chassis, new frame for 1934 two-seater, Singer Le Mans.....
- Cycle Type guards, complete with brackets, suit Lagonda, Bentley or similar.....
- Cylinder Head for blown Lea-Francis, without valves and rocker gear.....
- .. aluminium, for Austin Seven "G.P." type.....
- Dissolved acetylene cylinder (6 cu. ft.) with gauge, by Allen Liversidge.....
- Engine, 26 or 27 E.W. twin Douglas, complete with clutch.....
- Engine, B.S.A. 496 c.c. Empire Star, 1937 model. Has run approximately 5,000 miles, also gearbox, rear wheel, tank and 2 tyres.....
- .. M.G. P type, has only run on test bench.....
- .. 5th series Lancia Lambda.....
- .. 1931 Wolseley Hornet with gearbox and electrical equipment.....
- .. 12/75, supercharged, 4 cylinder, Alvis. First rate condition. Originally F.W.D., now converted for rear engine rear drive, complete with gearbox and transmission, magneto, starter and dynamo.....
- Engine, Rover eight, 2-cylinder, horizontal-opposed air-cooled.....
- .. air-cooled V-twin, B.S.A. f.w.d., 18.9 h.p. (1,021 c.c.) 1931/2, Solex carburetter, new pistons, gudgeons and small ends.....
- .. Lea-Francis, total mileage 40,000. Rebores 1,500 miles ago. Complete magneto, dynamo, starter, etc., gearbox, back axle, wheels, hubs, brakes, etc.....
- Excelsior, 250 c.c. Manxman, racing spares, etc. 2/3 gallon sprint tank, twin feed, recessed for rev counter.....
- Frazer-Nash 1929 1½-litre s.v. Anzani engine, pair of front wings, prop shaft and clutch, 2 bucket seats, almost new hood and brackets, new tonneau cover, rear spare wheel mounting.....
- Frazer-Nash back and front axle.....
- Gears, rear axle, for 3-litre Bentley, giving ratios of 3.92 to 1.....
- Gearbox, 4 speed, complete with remote control, from 1½-litre Singer.....
- G.N. chassis, complete with 12/40 Alvis engine (Twin S.U.s), G.N. back and front axle and transmission, front and rear mudguards, aluminium bonnet and cowlings, new radiator and lamps, 4 wheels (G.N.) good tyres (19x4.50).....
- Headlamps, 8" chromium, two.....
- Heater, one "Hades" air conditioning, complete with all fittings.....
- Heater, 250 hour, under sump.....
- H.R.G., set of 3rd gear pinions (constant mesh, etc.) for H.R.G. Moss gearbox, 7 H.R.G. Aerolite pistons, "wide ring" type with gudgeons, 6 piston rings, 6 oil control, 2 compression, and 4 gudgeon pins (new), H.R.G. clutch cover plate (new), 3 bonnet fasteners, 2 special H.R.G. con rods, hand polished and balanced.....
- Lagonda 3-litre, all spares.....
- .. 2-litre speed model, wanted open four-seater body, also high (4.4-1) crown wheel, pinion and differential assembly
- .. 1928-29 2-litre, cylinder head, complete with rockers, pipes and valves (less two) also gearbox, less second gear.....
- Lea-Francis 12/40 back axle, 5 Rudge wheels, and large amount of other spares.....
- .. 12/40 or 12/50. Two complete engines, cylinder head and rockers (single carburetter) 2 cylinder blocks and pistons, one crankshaft, one camshaft, 3 flywheels (2 for cone, one for plate clutch). Three Lucas anti-clock magnetos, two complete 4 speed gearboxes, 2 Solex carburetters, 3 complete front axles, 2 complete rear axles, 6 4.50x19 Rudge wheels (large fitting) 2 sets of hubs and half shafts, one set of brake drums, one set of brake shoes, 2 steering columns, 4 crown wheels and pinions, 2 complete sets of front and rear springs.....
- Lucas S.F.4 fuseboxes (three) cutout, junction and fuse box, stoplight switch, magneto and ignition switch, Solenoid starter switch, and steering column switchbox.....
- Magneto M.L. racing, single cylinder motor-cycle.....
- Magneto, Simms, Verniers for Alvis 12/50.....
- M.G. "L" type crankshaft.....
- M.G. "L" type, set of 6 con rods, 65 tons tensile, require retapping.....
- M.G. Midget, 1933 J.2. Set of 4 pistons with rings and gudgeons, cylinder head oil drain housing, clutch centre floating plate, and 3 clutch fingers.....
- Motorcycle speedometer, front wheel drive.....
- Norton, 500 International racing spares, sprockets, etc.
- Plugs, 2 brass priming, to fit 18 mm. sparking plug holes.....
- Riley Nine (Monaco) 1929, crown wheels and pinion (5½ to 1), gearbox, engine, radiator, dynamo, starter, 5 wheels, front axle, 2 half-shafts.....
- Riley, 1931/2, 4-speed box (Alpine) and steering gear.....
- Scintilla Vertex magneto, type N.V.8, suit straight or V8 engine, new.....
- Scott Super Squirrel 1928, complete rebores engine and many spares.....
- Seats, two bucket.....
- Shelsley Special (uncompleted) 30 h.p. Ford V8, engine in Lea-Francis chassis, underslung at rear, SS. radiator, Lea-Francis steering, spring wheel, Scintilla magneto, four 50x19 wheels, main bearing, just line-bored, many spare parts, no pedals, seats or body.....
- Springs, special flattened rear, for Austin.....
- Steering Wheel, Blumel, 18" spring spoke.....
- Stoneguards, pair, chromium for P100 lamps.....
- Sunbeam 14/40 cylinder-head, cylinder block, 3 pistons, gearbox, clutch (refined).....
- Centric Supercharger and Fittings, suitable for C-type J.2 or J.4 M.Gs. driven from nose of crankshaft, 12 lb. pressure.....
- Sunbeam, 14/40 complete power unit.....
- Stoneguard radiator, suitable M.G.....
- Zoller compressor for Series Morris 8.....
- Talbot 8 h.p. 1923. 6 v. coil, 6 v. Benjamin electric horn, connecting rod, Zenith carburetter to take ¼ in. pipe, torque tube, silencer and extension tube, petrol gauge, 5 hub caps, 8 day clock, one piece 2-seater seat squab, celluloid side screens.....
- Tecalemit, automatic chassis lubrication outfit. Complete with chromium plated pipe lines.....
- Triumph Super Nine cylinder blocks (two) rebores with new pistons.....
- Tubes, 17" Dunlop Inner, new, for tyre sections, 4.50 up.....
- Tank oil, separate fascia-board, with drip feed attachment for filling crankcase whilst in motion, with snap-down cap.....
- Tyres, 2 Dunlop sports, and inner tubes, 5.25x16, very little used.....
- Wheel, New Ashby spring steering.....
- Wheel, Dunlop Magna 5½" section comp. tyre (new) off Morgan 3-wheeler.....
- Wheels, 5 Rudge 5"x20", complete with tyres.....
- Wolseley Hornet set of four springs, front axle complete with hubs and brakes, rear axle, complete, crown wheel and pinion (as new), set of five Dunlop Magna wheels, 18" six stud fixing, four Rudge knock-off hubs, 2 Lockheed master cylinders, special 2-seater body, 10 gallon.....
- Wolseley Hornet Special 1932. 2-4-seater Abbey sports body, pair cycle type wings, front axle assembly, complete, fold flat windscreen, fitted Triplex, radiator, five wheels, knock-off type, 2 30 mm. S.U. carburetters, mainfolds 6" 100 m.p.h. speedometer, 6" rev. counter, 12 volt dynamo.....
- Wing Lamps, 2 chromium.....
- Wolseley Special 1933. Rudge wheels and tyres, Rudge hubs and brake drums, four Rudge caps, complete back axle and springs, carpets (new), steering box, hood complete with frame and side curtains, tonneau cover with zipp fasteners, 12 v. battery.....

WANTED

- Alfa Radiator with shell suitable for Mille Miglia 34
- Bugatti Type 40 (1929) camshaft in good condition. Complete camhead, including camshaft, rocker fingers, two seater taper-tail body to fit Type 40 frame.....
- Fold Flat Windscreen complete with Triplex for 1934 Singer Le Mans 2-str.
- 45 h.p. Isotta-Fraschini, Delage, 10/50 Rolls-Royce, 6½-litre or 8-litre Bentley or similar chassis required for breakdown wagon.....
- Lanchester 1933 worm wheel and worm.....
- Lea-Francis 4.27:1 gear ratio for old-type Lea-Francis.....
- M.G. Midget J4 or C type connecting rods.....
- Morgan, 4-wheeler, Morgan conversion complete car or conversion parts.....
- M.G. J.2 oil and radiator thermometer (dash-board type) and Tapley motor.....
- M.G. J.2 brake handle with ratchet complete.....
- Gearbox, 4-speed, for a 1930 O.H.C. Morris Minor.....
- Four con-rods steel, suitable for Meadows engine, Crown wheel and pinion. 10x47.....
- Remote Control for Austin "Speedy" 4-speed and reverse gearbox.....
- .. for Austin Speedy 4-speed and reverse gearbox.....
- .. for 3-speed Wolseley Hornet.....

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PROSPECTS OF A NEW G.P. FORMULA

Motor racing is in an interesting state of change at the moment. The 1,500 c.c. category has now grown so suddenly into maturity that it threatens—or rather is almost certain—to rank higher in importance than the racing under the existing Grand Prix formula.

It all boils down to a matter of competition. Grand Prix racing to-day is frankly a monopoly of the Germans, Mercedes-Benz and Auto-Union. Neither Alfa-Romeo nor Maserati can be considered as serious rivals, and the same thing applies to the French teams, Darracq and Delahaye. It is not to be wondered at, then, that Grand Prix races have lost practically all interest as races, although they still continue to be magnificent spectacles. At the start of a Grand Prix one is faced with two questions: will Mercedes beat Auto-Union, or vice-versa? Beyond that it is possible to take an academic interest in such points as whether Muller and Seaman are definitely getting on terms with the older drivers, and to speculate as to whether Nuvolari or Caracciola is the world's finest driver. But that is as far as it goes.

How different it is, or is going to be this year in the 1,500 c.c. field. In the big races there will be no certain winners, and the interest will not be confined to two teams—but to four at least. Who can say which will triumph—E.R.A., Alfa-Romeo, Maserati or Mercedes-Benz? And the international element is strong, too, with teams representing Britain, Germany and Italy.

For there is absolutely no doubt that motor-racing rivalry between teams of cars is infinitely more interesting than that between independent drivers, however brilliant the latter may be. Not only does it permit of greater scope for tactics, one car in each team generally being given the

job of pace-maker to break up the first-string drivers of other teams, but the importance of victory and defeat seem far greater in the case of an organisation than with a single driver.

The competition of teams also makes the race of greater attraction to the casual spectator, without whom it is impossible to get a really worth-while "gate." And if those teams happen to come from different countries, so much the better.

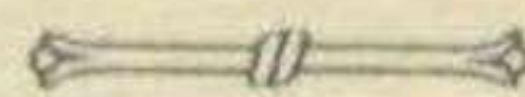
There are all the indications that next year the Grand Prix formula will be for 1,500 c.c. cars. Italy and Germany are both in favour of it. Britain, with her E.R.A.s, will plumb for it every time. As for France, no doubt the A.C.F. will try to arrange matters so that there will be room for her unblown cars of bigger capacity, but that need not be a difficulty.

The most gratifying part of the whole business will be that Britain will at long last have a representative team in Grand Prix formula racing—always providing, of course, that the British Motor Racing Fund achieves its object, which it is to be devoutly hoped

it will. In the matter of experience of obtaining the highest power output from small engines E.R.A.s have a good start on Mercedes-Benz and Alfa-Romeo, and there is no reason whatever why they should not be firm favourites for Grand Prix honours. The mere thought of a British car winning a real Grand Prix—it would be the first time for nearly twenty years—sounds like a fairy-tale. And a fairy-tale it will remain unless every motoring enthusiast comes forward with his donation to the Fund.

On Streamlined Form—Owing to pressure of space this article is unavoidably held over until the June issue.

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THE STANLEY CUP CONTEST AT THE CRYSTAL PALACE

VERY ENJOYABLE MEETING RUN BY FRAZER-NASH AND B.M.W. AND VINTAGE S.C. CLUBS.
 [JOHN MORRIS INVERTS THE BIG BENZ.

WITHOUT a doubt the Crystal Palace short-circuit, which the Frazer-Nash & B.M.W. Club, in conjunction with the Vintage S.C.C., used for the Stanley Cup Contest on April 15th, is highly suited to this sort of meeting. Not only is the course a very good one for amateurs to try their skill over and on which to demonstrate the qualities of their cars, but very friendly gatherings are possible in the grass-grown Paddock—wherein were to be seen a record number of marshals. Although lots of people left the course, the only really dangerous spot is Stadium Dip, where a tail slide on the adverse camber is apt to result in contact with the earth bank which guards the considerable drop beyond. Here the only bad accident occurred, when the unfortunate John Morris, having spun the 22-litre Benz round at the Link and skilfully kept it on the road, was caught out at the Dip and slid sideways into the bank, the big four-seater rolling right over and smashing axle, wheels, bonnet, scuttle and steering wheel. John looked to be badly crushed, but he bore up bravely and walked to the ambulance with bad head injuries, after receiving first aid on the spot. Of course, several papers used the crash scene, from a meeting which they would otherwise have scorned. Morris has been most unlucky with the Benz, but we hope he will not lose heart—the machinery did not appear to have suffered.

In the Paddock there were signs of real vintage enthusiasm. Bolster towed "Mary" behind a sports Morris Cowley, Bill de Selincourt had Orlebar's new Austin, with Alta head, Solex down-draught carburetter and three-branch "Brooklands" exhaust system, and Truett completed repairs to a broken half-shaft on his S.S. in record time. An ancient Overland lorry appeared on the course, Nash was concerned about new pistons in the Lorraine, and Shakespeare produced a new Edwardian in his 14.3 h.p. Enfield-Alldays tourer.

Tony Curtis gave us a commentary that was a lesson on how such things should be done—someone who is somebody in racing should always be chosen to mouth at the mike.

In the first 4 lap handicap Barson, on Clarke's Frazer-Nash (with new Dubonnet independent suspension) beat Smith's B.M.W. and Johnson's B.M.W. led Mallett's B.M.W. and Hudson's B.M.W. on initial get-away, and H. J. Aldington beat Fane. After a lap Barson led from Crozier's Frazer-Nash and Smith's, whose B.M.W.'s horn was "shorting." Greig's Frazer-Nash fell sick and on lap 3 Leslie Johnson came up to 3rd place, but in the end Hudson finished third behind Barson and Crozier.

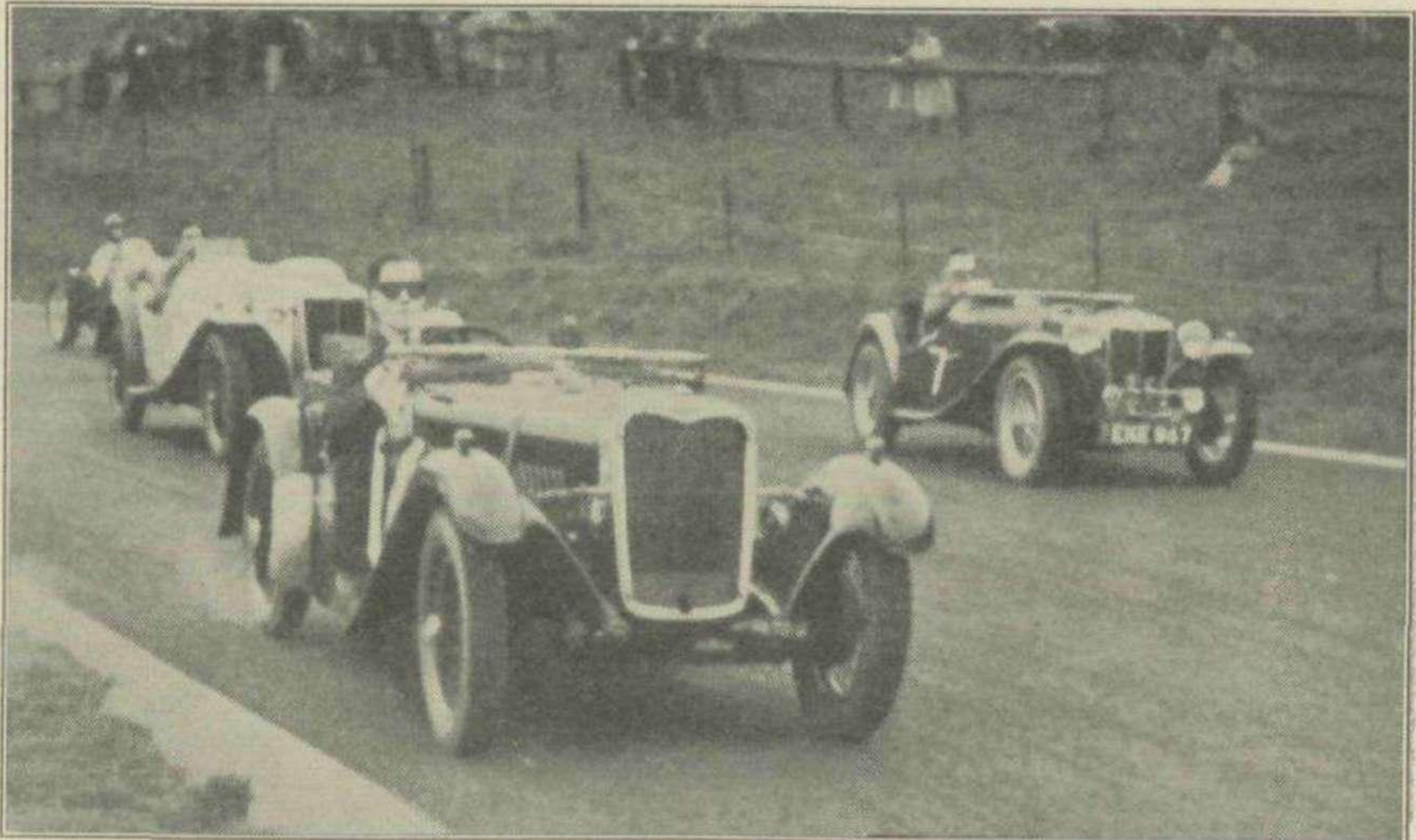
In the next race Van Essen's Bugatti would not start and Laing's Type 44 Bugatti tourer was slow off the line. Ellis led throughout with a blown "Hyper" Lea-Francis, and Hampton's 1922 Mercedes-Benz just pipped Peck's imposing 3-litre Austro-Daimler for third place. The next 4 lap handicap saw

exciting happenings, for on the first round, Barson, on scratch with the victorious Frazer-Nash, smote the bank wildly before Stadium Dip and damaged the new suspension before poor Clark had had a drive, and then Morris rolled the Benz over. Through it all L. C. McKenzie drove a beautiful race in the 4½-litre Bentley in which he incorporated some of his own ideas last year, now with a light two-seater, blue-hued body. He won easily from Fotheringham Parker's old Lambda Lancia, which was fairly flung round the Dip and N. Green's smart 3-litre Bentley. Spooner ran a 2-litre Lagonda fabric tourer, and Carson's Amilcar carried a delightful "pip-squeak" bulb-horn on its brake lever.

Another 4 lap handicap followed, Lady Mary Grosvenor's Riley accelerating away

responds to the name "Britain." Whereas Windsor-Richards hugged Stadium Curve, Culter cornered wider, while Gerard seemed to set baulked in some astounding bunching at Stadium Dip.

Next we saw L. C. McKenzie drive a model race and again win convincingly and quickly with his 4½-litre Bentley, in spite of a rehandicap of 8 secs.—a rather neat demonstration of his real understanding of a Bentley's "innards." Richards's trials Rover Ten was a surprisingly good second, with Parker's very stable Lambda-Lancia third. Radley's M.G. was in trouble, Greig passed inside Peck at the Dip on the final lap, and Darque's B.M.W. finished last. Leslie Johnson's familiar 328 B.M.W. won the next 8 lap handicap very nicely, wearing down the big lead built up by



The first short Handicap. J. S. Sandercombe (Singer) and R. E. Rushbrook (M.G.)

from Antell's Wolseley and Radley's M.G., Smith's B.M.W., likewise leaving Hampton's Mercedes-Benz, while Johnson's 328 B.M.W. beat Dyke-Acland's M.G. Lady Grosvenor led lap one from Sandercombe's Singer and Hampton, but by lap 2 Hampton was second and Johnson third and finally Johnson won at nearly 50 m.p.h. from Lady Grosvenor, with Turner's Riley—Gerard's blown car—third, very close behind. Smith ran out of road at Stadium Curve on the last lap.

Initial acceleration was in many instances most instructive, and in the next race Windsor-Richard's 30/98 Vauxhall beat Symons's blown T-type M.G., Truett's S.S. beat Mrs. Thomas's 328 B.M.W., and Aldington vanquished Fane. On lap one Shakespeare's Type 55 Bugatti passed Roberts's S.S. on the inside at Stadium Dip, where Goldman spun his S.S. round but continued. The old 30/98 stayed ahead for a long while, but was finally passed by Roy Cutler's Frazer-Nash, while Aldington retired, giving Fane third place on his new B.M.W. Goldman's S.S., we noticed, formerly called "Britain First," now

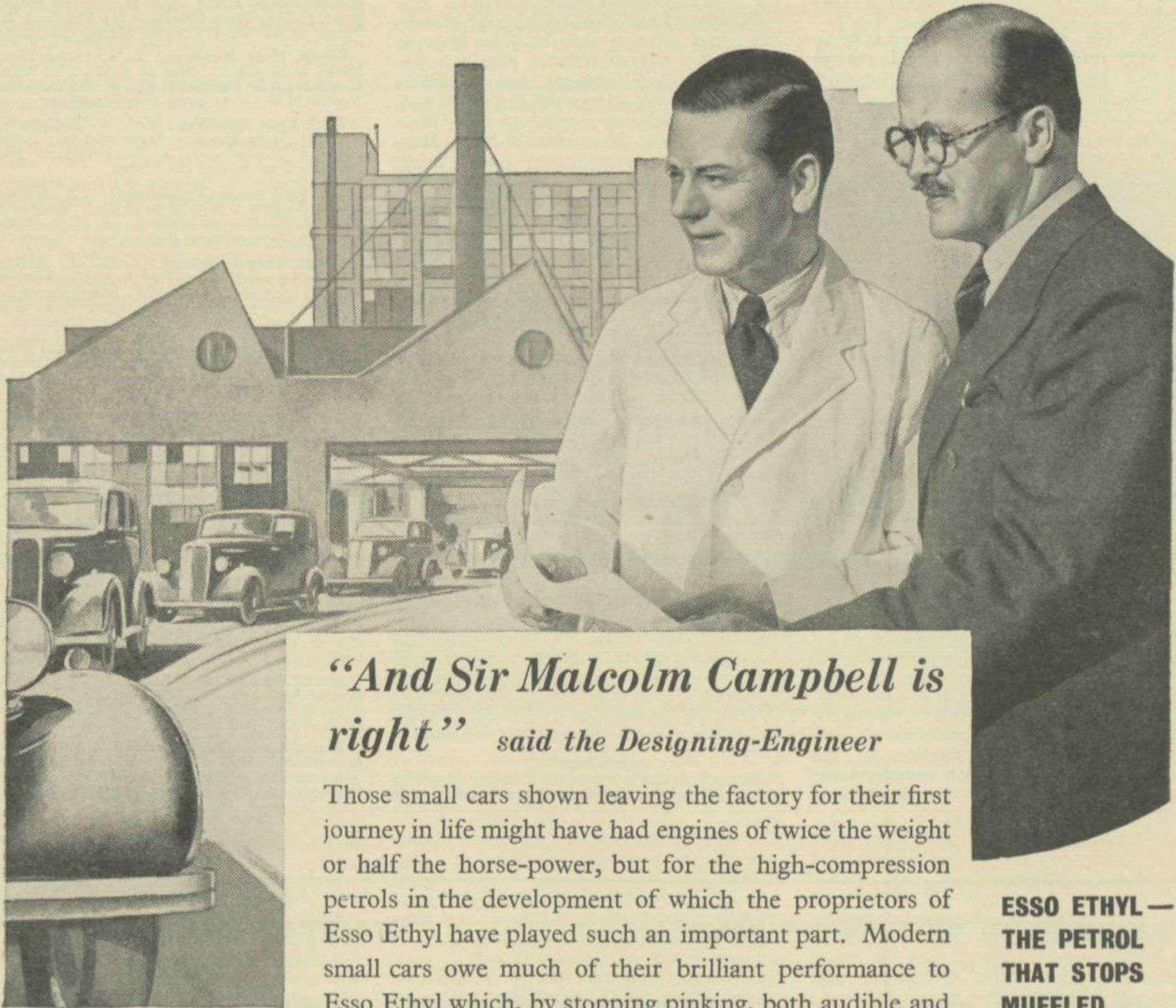
Thwaites with his limit T-type M.G. Johnnie looked much more wind-swept than he does after making best performance in a classic trial, driving as usual in a lounge suit and bare-headed—contrast to the garb worn by certain drivers of oh-so-slow cars and some non-competitors in the Paddock. Shaw's blown M.G. was second and Thwaites third. The winning B.M.W. averaged 52.28 m.p.h. In the following, long handicap Aldy beat Fane on get away and attempted a dead-heat at the end, but was judged to have won by $\frac{1}{10}$ of a second. Symons's blown T-type M.G. from limit was third.

Truett found his S.S. gyrating at Stadium Dip, where Stone's 6½-litre Bentley had exciting moments.

Another 8 lap handicap followed, Rogers' M.G. pipping Laing's four-seater on acceleration, while the Lambda-Lancia left Sidney's A.C. engined H.P.B., and Bochaton, with the well-used McEvoy, led Greig and Crozier on Nashes. Windsor-Richards forcefully stopped his 30/98 from taking a short cut at the Dip on lap one, and Green's 3-litre Bentley, steaming somewhat, looked like winning,

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THE STANLEY CUP CONTEST—continued

until passed on lap 7, first by Parker's Lancia, cornered as never before and appearing to have a binding hub and then by Crozier's Frazer-Nash, which ultimately won. Laing's Bugatti seemed to like the Dip, but in general the tyre scream was intense and on lap 4 Darque spun his B.M.W. round at Stadium Curve. Greig just got third place.

An involved and rather startling Relay Race was the next event, won by the United Hospitals team. Cutler's Frazer-Nash was started by foot-action on the handle.

Came the 3 lap Veteran's Handicap and very intense it was. The Lorraine-Dietrich was a little difficult to start and was beaten by Heal's Fiat on get-away. Clutton was soon out in front on the Sixty Itala, cornering by sheer brute strength, rear tyres smoking and a wheel first locked under the brakes and then revolved backwards on the dry! These three cars seemed very evenly matched, but the Itala had 12 secs. start, and it won at 43.7 m.p.h., lapping at some 49 m.p.h. Heal's Fiat was second and Nash third, both cornering with the inner wheels lifting, Nash rather wide at Stadium Curve. The '07 7.2-litre Renault "Agatha—That Scarlet Lady" went splendidly and the Enfield-Alldays did a most sedate, high-speed tour. This event again showed up the Edwardians very favourably indeed and the crowd just loved it.

In the 8 lap scratch race which followed, Roberts locked a front wheel at Stadium Dip and almost hit the bank. He recovered well, but "Aldy," Fane, Cutler and Turner got ahead of him. Fane caught Aldington on lap 3 and stayed in front to win the fastest race of the day by 1.9 secs., at 53.67 m.p.h. Fane is absolute master of that B.M.W. and we noticed that he looked casually over his right shoulder while sliding the Dip, coming back to the Paddock when the race was over. Turner was third with the blown Riley and Stone's big Bentley was lapped. Speeds, by the way, were announced with commendable promptitude.

In the next scratch race Johnson got an initial lead from Moffat's S.S. and Whincop's G.P. Bugatti. The last-named, and Hampton's Merc. had musical clutch-housings, Richards cornered his Rover faster and faster, and Moffat was trying hard. Johnson held his lead, winning his third race that day, and Moffat's 3½-litre S.S. 100 was second, but on lap 7 Mrs. Thomas got past Whincop, to take third place with her husband's black B.M.W. Johnson slid the Dip joyfully on his final lap.

Finally, the 15 lap Racing Car Handicap, when all eyes were on John Bolster. "Mary," if that is still the child's name seemed to lack anchors, but otherwise went like an eight-cylinder bomb. Hurst, aided by Bellevue, won on the M.G. Magnette from MacArthur's M.G. Magnette—also Bellevue nursed—and Winterbottom's 1,100 c.c. Alta, after Woodall's Morgan-like Chatterbox had faded from the picture. Altogether a most excellent meeting, for which the Aldington brothers and Harry Bowler, in particular, are deserving of high praise. The Crystal Palace certainly rather overshadows Donington for this class of meeting—although United Hospitals will hold a club meeting at the older venue on May 20th, to which the Vintage S.C.C. is invited.

When the point-totters had done their job it was found that the F.N and B.M.W. Club had won the Stanley Cup with 46 points, from the N.W. London M.C., which had 32 points, and the J.C.C. with 19 points. B.M.W. cars certainly motored convincingly all the afternoon; and so did a marshal's B.M.W. motor-bicycle.

STANLEY CUP (Provisional)

1. Frazer-Nash and B.M.W. C.C., 46 points.
2. North-West London M.C., 32 points.
3. Junior Car Club, 19 points.
4. United Hospitals and University of London M.C., 18 points; 5. Chiltern C.C., 17 points; 6. Kentish Border C.C., 15 points; 7. Vintage C.C., 10 points; 8. Berkhamsted M.C., 8 points; 9. S.S. C.C., 6 points; 10. Cambridge U.A.C., no points.

RACE RESULTS

Frazer-Nash and B.M.W. C.C. Members' Handicap (four laps): 1, E. C. Barson (Frazer-Nash), 49.56

m.p.h.; Won by 5.3s. 2, G. M. Crozier (Frazer-Nash); 3, G. Hudson (Frazer-Nash), 13.8s. behind Crozier.

Vintage Sports C.C. Members' First Handicap (four laps): 1, W. H. Ellis (1½-litre Lea-Francis S), 44.96 m.p.h. Won by 3.2s.; 2, C. W. P. Hampton (1½ Mercedes S); 3, W. G. S. Peck (3.0 Austro-Daimler), 2.5s. behind Hampton.

Vintage Sports C.C. Members' Second Handicap (four laps): 1, L. C. Mackenzie (4½ Bentley), 46.97 m.p.h. Won by 14.1s.; 2, J. Fotheringham Parker (2½ Lancia-Lambda); 3, N. Green (3.0 Bentley), 2.5s. behind Lancia.

First Short Handicap (four laps): 1, L. G. Johnson (Frazer-Nash-B.M.W.), 49.89 m.p.h. Won by 6.1 secs.; 2, Lady Mary Grosvenor (1½ Riley); 3, R. M. Turner (1,100 Riley S), 0.7s. behind the Riley.

Second Short Handicap: 1, R. Cutler (Frazer-Nash), 48.64 m.p.h. Won by 6.1s.; 2, C. Windsor-Richards (30.98 Vauxhall); 3, A. F. P. Fane (Frazer-Nash-B.M.W.), 6.3s. behind the Vauxhall.

Third Short Handicap: 1, L. C. Mackenzie (4½ Bentley), 48.66 m.p.h. Won by 2.2s.; 2, R. E. Richards (Rover 10); 3, Fotheringham Parker (Lancia), 3.6s. behind the Rover.

First Long Handicap (eight laps): 1, L. G. Johnson (Frazer-Nash-B.M.W.), 52.28 m.p.h. Won by 8.7s. 2, H. B. Shaw (1,100 M.G., S.); 3, K. E. Thwaites (1,292 M.G.), 3.6s. behind Shaw.

Second Long Handicap: 1, H. J. Aldington (Frazer-Nash-B.M.W.), 51.94 m.p.h. Won by a tenth of a second. 2, A. F. P. Fane (Frazer-Nash-B.M.W.); 3, G. M. Symons (1,292 M.G., S.), 1s. behind Fane.

Third Long Handicap: 1, G. M. Crozier (Frazer-Nash), 47.56 m.p.h. Won by 6.1s.; 2, J. Fotheringham Parker (Lancia); 3, D. Grieg (1,657 Frazer-Nash), 0.3s. behind the Lancia.

Team Relay Race (three cars per team, three laps per car): 1, United Hospitals and University of London M.C. Team—Turner (Riley), Barson (Frazer-Nash), Gerard (Riley). 47.61 m.p.h. Won by 5s.; 2, Frazer-Nash and B.M.W. C.C. Team—Aldington, Fane (F.N.-B.M.W.s) and Cutler (Frazer); 3, Chiltern C.C.

Veteran Car Race (Handicap), three laps: 1, C. Clutton (12-litre Itala), 43.7 m.p.h. Won by 3.7s.; 2, A. S. Heal (10-litre Fiat); 3, R. G. J. Nash (15-litre Lorraine-Dietrich), 0.6s. behind the Fiat.

First Long Scratch Race (eight laps): 1, A. F. P. Fane (Frazer-Nash-B.M.W.), 53.67 m.p.h. Won by 1.9s.; 2, H. J. Aldington (Frazer-Nash-B.M.W.); 3, R. M. Turner (1,100 Riley S.), 8.7s. behind Aldington.

Second Long Scratch Race: 1, L. G. Johnson (Frazer-Nash-B.M.W.), 52.09 m.p.h. Won by 7s.; 2, N. D. Moffat (3½ SS); 3, Mrs. E. M. Thomas (Frazer-Nash-B.M.W.), 17.8s. behind the SS.

Racing Car Handicap (15 laps): 1, A. H. B. Hurst (1,100 M.G.), 52.13 m.p.h. Won by 51.1s.; 2, A. MacArthur (M.G. Magnette 1,100 S.); 3, E. Winterbottom (1,100 Alta S.), 4.1s. behind the M.G.

PUBLISHED ON THE 1st OF THE MONTH

LATEST DATE FOR COPY THE 25th

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EASTER AT BROOKLANDS

ARTHUR DOBSON WINS THE BIG RACE CONVINCINGLY FOR E.R.A.—BEADLE'S ALTA VICTORIOUS AT NEARLY 71 m.p.h.—CONNELL'S DARRACQ WINS ANOTHER OUTER-CIRCUIT RACE, AT 116.83 m.p.h.—A HUGE CROWD.

BROOKLANDS was graced with ideal weather for its big meeting on Easter Monday, and it drew one of the biggest attendances it has had for a very long time—an excellent opening to a year which in other spheres has commenced pessimistically. The Hill was once again a sea of humanity and, as in the good old days, newspapers were strewn all over the place afterwards, so that the usually trim Weybridge Estate had nothing on other holiday spots like Hampstead Heath or Clapham Common.

In practice before the meeting the trouble which has been prevalent this season was rather much in evidence. Abecassis's Alta seemed to dislike the cold air on the Thursday and Rolt's famous E.R.A., which has stiffeners for the front suspension and a crash-type gearbox, driven by Horsfall and attended by Freddie Dixon, suffered minor bothers. Peter Aitken arrived in his new coupé, left hand drive Packard, which has fairings over the rear wheels. Dick Nash came over from the Aerodrome in the 1912 Lorraine which he was preparing for the Stanley Cup meeting on April 15th.

The Paddock presented a busy scene on the morning of Easter Monday. Several cars were present that had been on the "Land's End," including Lionel Martin's Lancia Aprilia, which had brought him back from a spectating holiday at Bluehills to observe at the Track. Mortimer made last minute repairs to the exhaust system of his M.G. Magnette and John Bolster confidently replaced the lid over the four motorcycle engines of "Bloody Mary," after the scrutineers had done their damndest. There were few really new cars present, but Maclure had his well-faired Riley with independent front suspension and the blown six-cylinder engine from Mrs. Petre's old car and Brooke had the new Brooke-Special, which has a neat triangular steering column bracket. Beadle's Alta made use of a steering damper. Arthur Dobson's own white E.R.A. was a non-runner.

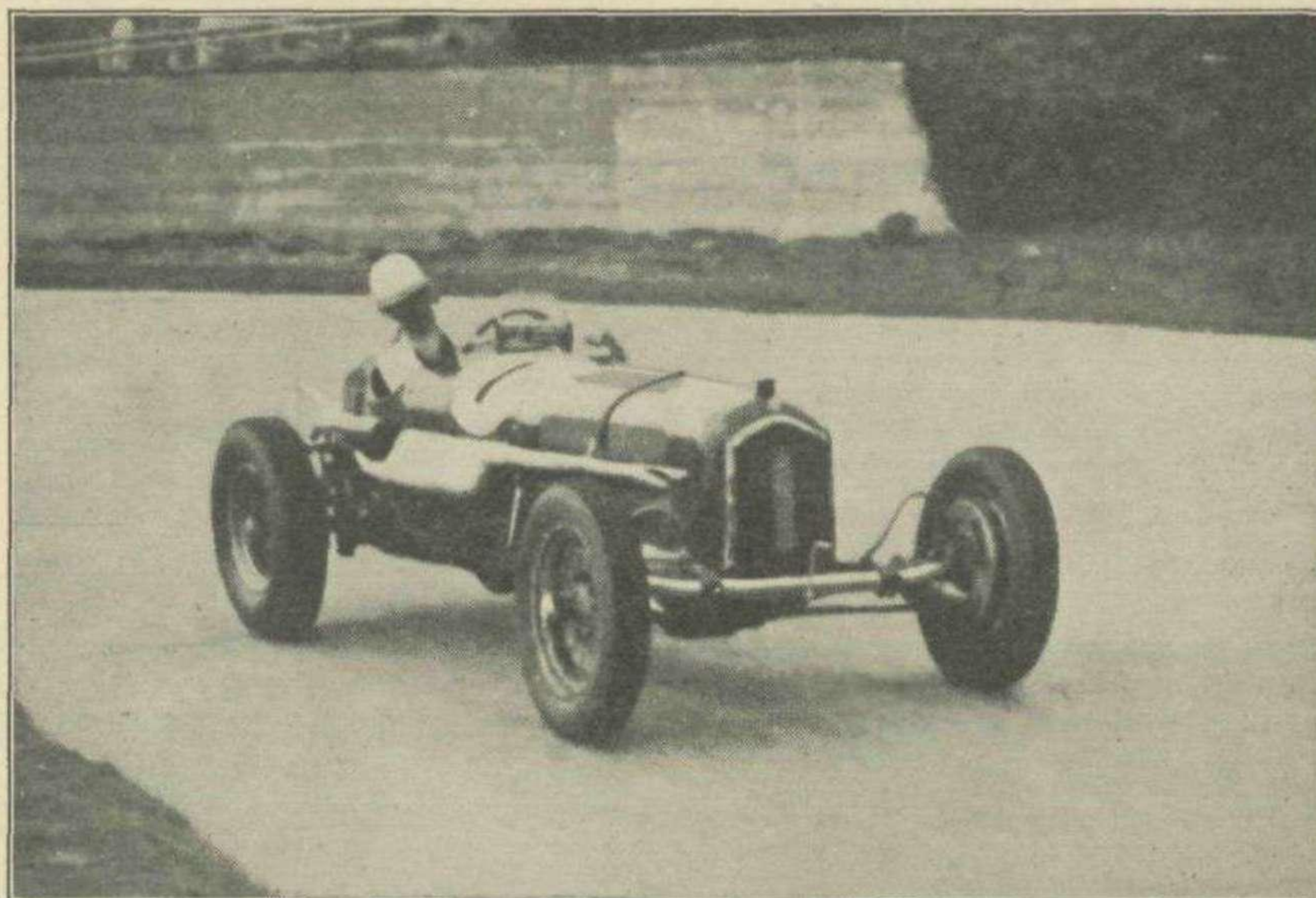
The first Easter Road Handicap found poor Castello in difficulties with the limit, ex-"Mrs. Jo Jo" Austin Seven. He only just reached the line in time and then shed such quantities of lubricant that the little car had to be pushed to one side and brooms used vigorously on the track. Clive Windsor-Richards and Gerard built up a useful lead with Rileys, the former's "Brooklands" model having a six-cylinder 1,808 c.c. engine. Wooding's single-seater Talbot filled third place, and from the first lap Hyde's 3-litre Maserati and Smith's Frazer-Nash fell sick. Curiously, Hyde's car seemed to recover on the next lap and it went like a bomb, but it was too late. Gerard closed with Windsor-Richards, and Beadle's 2-litre Alta was coming up sensationally. On lap 4 Beadle passed inside Richards on the Hill bend and led, to win at 70.97 m.p.h. with the Rileys second and third. Pollock's E.R.A. and Walker's ex-Bira Delahaye fell out.

In the next 5 lap Campbell circuit handicap Stoke-Roberts led for 3 laps with a rather staid "Brooklands" Riley Nine, but Maclure, going like a bomb on the blown 1½-litre Riley, got through to win at 70.72 m.p.h. Winterbottom, whose Alta suffered obscure maladies and was not too efficiently ministered to, made strange signals to his helpers, after starting with considerable wheel-spin and Connell's Alta and Innes's M.G. went feverish. For a time Tuson's Fiat looked well placed, but Mortimer on the "2.3" G.P. Bugatti pipped it for second place. Abecassis, from scratch, was unplaced.

fully-equipped, blown Alfa-Romeo on the last lap. Kerr-Bates's slow Riley-Amilcar retired.

Followed a bicycle race, won at an average of 24.4 m.p.h. for 6 miles. The onlookers were very tolerant and refrained from throwing folded newspapers through the spokes.

Next we had a long handicap on the good old outer-circuit. Elgood's Bentley most unfortunately did not appear, and though Harvey-Noble wound the 6½-litre Bentley-Jackson up fully from scratch, he had to be content with second place. H. J. Aldington was victorious



K. D. Evans (Alfa-Romeo) who finished third in the Brooklands Road Championship.

Came the big race of the day, a 10 lap scratch race over the Campbell circuit. With eight non-starters, a field of nine lined up opposite the Paddock stand—the turn, hairpin fashion, is still used in spite of the lesson which the Berg-"Bira" Beadle accident should have taught. In the initial rush, Dobson, with the works Zoller-inducted E.R.A. stole a small lead from Beadle's green Alta. And Dobson drove like a master throughout, broke the lap record unofficially, with a circuit at 75.57 m.p.h. (Abecassis is the holder, at 72.61 m.p.h., or 4.8 secs. slower), and won very easily at 73.27 m.p.h. Dobson was using Mays's 2-litre car. There was a grand battle for places, in which Billy Cotton (E.R.A.) finally pipped Evans (Alfa-Romeo) and Evans pipped Hyde (Maserati). Con Pollock had some nasty moments when his E.R.A. snapped its steering tie-rod and went to grass, and Beadle's Alta retired in a severe smoke screen.

Another road-circuit handicap followed, and Aitken came through nicely with the E.R.A., to win at 69.4 m.p.h. Fane's sports Frazer-Nash-B.M.W. lay second for most of the race, but had to give second place to Hugh Hunter's

with the original all-white sports Frazer-Nash-B.M.W., at 104.65 m.p.h.—a fine show, especially as "Aldy" was far from well. A. B. Hyde, now driving a Riley Nine, was third. Smith's blown Frazer-Nash was taken ill and the cylinder head was removed in the Paddock, presumably for "Aldy's" inspection, when a hole was revealed in No. 3 piston.

Another long, outer-circuit handicap followed, and though Harvey-Noble got the Bentley-Jackson really motoring, he was unplaced. Incidentally, the lower sections of the steering wheel and a spoke going right across the wheel were newly cord-bound. Peter Clark built up almost a lap lead before Noble was off and after 2 laps Dunham's 1,842 c.c. Alvis II led from the H.R.G. and Gerard's Riley. Then Ian Connell's Darracq came up fast, to win at nearly 117 m.p.h., with Dunham second and the Gerard-Riley, which Turner was handling, third. Thomas on the sports B.M.W. was a close fourth.

So over to the well-liked Mountain course. Three non-starters and three re-handicaps were posted before the first race. C. K. Mortimer on the ex-Bellevue unblown, multi-carburettor M.G. Magnette led the "whole thing," to win at

EASTER AT BROOKLANDS—continued

66.23 m.p.h. H. J. Aldington, after staying in third place for a time in the white B.M.W., came up to finish second, and Aitken's E.R.A. was right on his tail at the end. The Bolster-Special was not at all on form and retired.

In the second Mountain race, in which Dobson drove Cotton's green E.R.A., had a surprise result. Gerard's Riley led for 2 laps, then Wilkinson, on an M.G. Magnette, led. But it seemed that Dobson must finally win. Then, on the last lap, the E.R.A. lost its brakes and sailed amongst the Pressmen at the Banking bend, and Wilkinson won quite easily in the M.G. at 71.63 m.p.h., with Parnell's B.M.W. second, after gyrations at the Fork, and the Delahaye third. Dobson came up to the finish snaking painfully. This time Stoke-Roberts' Riley and Winterbottom's Alta found trouble. In the last race, of the day again 5 laps of the Mountain course, a very close finish ensued, although Fane, with his new, silver-hue Frazer-Nash-B.M.W., naturally with full equipment and with fairings over the rear wheels, led from start to finish. He won at 67.72 m.p.h. Nichols' 747 c.c. M.G. II was second, 1 sec. behind and Kenneth Evans, after a fine drive, finished only $\frac{1}{5}$ of a second after the M.G., in his Alfa-Romeo. Fane cornered very wide at the Fork turn. Innes's M.G. was still sick, and St. John Horsfall, driving Rolt's E.R.A., retired. Brooklands odds are very, very short, and the winners were actually priced as follows:— 3 to 1, 2 to 1, 2 to 1 on, 3 to 1,

3 to 1, 8 to 1, 4 to 1, 6 to 1, and 2 to 1. Backing for a place seemed more profitable. So concluded a most successful meeting. We shall all look forward to Brooklands on May 6th, when the J.C.C. International Trophy Race promises to be the finest race at the Track this year. It is said that the new E.R.A. will definitely run. Remember that there will be plenty happening from May 1st onwards, when admission on practice days is a mere 2/6 for the car and four passengers. Incidentally, does anyone know of a reasonable hotel, café, or what have you, where those who like to leave as soon as racing concludes at Brooklands, around 6 p.m., may get a decent and quickly-served tea, before possibly a long run home? If one goes via Byfleet, as lots of long-distance folk do, the problem appears acute.

RESULTS

1st Race. The First Easter Road Handicap
Distance: About 11 miles

1. A. H. Beadle (Alfa 1,960 c.c.), 15s. start 70.97 m.p.h.; 2. C. W. Windsor-Richards (Riley, 1,808 c.c.), 1m. 12s. start; 3. F. R. Gerard (Riley 1,496 c.c.), 1m. 12s. start.

Won by 6s. with 3 $\frac{1}{2}$ s. between second and third.

2nd Race. The Second Easter Road Handicap
Distance: About 11 miles

1. P. W. Maclure (Riley 1,488 c.c.), 10s. start, 70.72 m.p.h.; 2. C. K. Mortimer (Bugatti 2,263 c.c.), 35s. start; 3. V. H. Juson (Fiat 1,090 c.c.), 1m. 41s. start.

Won by 5 $\frac{1}{2}$ s. with 17s. between second and third.

3rd Race. The Brooklands Road Championship
Distance: About 23 miles

1. A. C. Dobson (E.R.A. 1,980 c.c.), 73.27 m.p.h. 2. Billy Cotton (E.R.A. 1,488 c.c.); 3. K. D. Evans (Alfa-Romeo 2,904 c.c.).

Won by 24 $\frac{1}{2}$ s. with 5 $\frac{1}{2}$ s. between second and third.

4th Race. The Third Easter Road Handicap

Distance: About 11 miles

1. Hon. P. Aitken (E.R.A. 1,488 c.c.), 19s. start; 69.40 m.p.h.; 2. H. C. Hunter (Alfa-Romeo) 2,904 c.c. 45s. start; 3. A. F. P. Fane (Frazer-Nash-B.M.W. 1,971 c.c.), 1m. 7s. start.

Won by 6 $\frac{1}{2}$ s. with 2 $\frac{1}{2}$ s. between second and third.

5th Race. Massed-start Bicycle Race

Distance: About 6 miles

1. R. N. Wallis (Fountain C.C.), time 14m. 50 $\frac{1}{2}$ s. speed 24.48 m.p.h.; 2. R. Berry (Clarencourt C.C.); 3. J. A. Friswell (Ripley C.C.).

6th Race. The First Easter Outer Circuit Handicap

Distance: About 9 miles

1. H. J. Aldington (Frazer-Nash-B.M.W. 1,971 c.c.), 45s. start; 2. G. P. Harvey-Noble (Bentley-Jackson 6,597 c.c.), scratch; 3. A. B. Hyde (Riley 1,089 c.c.) 1m. 9s. start.

Won by 1 $\frac{1}{2}$ s. with $\frac{1}{2}$ s. between second and third.

7th Race. The Second Easter Outer Circuit Handicap

Distance: About 9 miles

1. I. F. Connell (Darracq 3,996 c.c.), 18s. start, 116.83 m.p.h.; 2. C. G. H. Dunham (Alvis II 1,842 c.c.), 1m. 9s. start; 3. R. M. Turner (Riley 1,496 c.c.), 55s. start.

Won by 4 $\frac{1}{2}$ s. with 2 $\frac{1}{2}$ s. between second and third.

8th Race. The First Easter Mountain Handicap

Distance: About 6 miles

1. C. K. Mortimer (M.G. 1,087 c.c.), 39s. start, 66.23 m.p.h.; 2. H. J. Aldington (Frazer-Nash-B.M.W. 1,971 c.c.), 22s. start; 3. Hon. P. Aitken (E.R.A. 1,488 c.c.) 3s. start.

Won by 2 $\frac{1}{2}$ s. with $\frac{1}{2}$ s. between second and third.

9th Race. The Second Easter Mountain Handicap

Distance: About 6 miles

1. W. E. Wilkinson (M.G. 1,087 c.c.), 15s. start, 71.63 m.p.h.; 2. R. Parnell (B.M.W. 4,975 c.c.), 5s. start; 3. R. R. C. Walker (Delahaye 3,557 c.c.), 26s. start.

Won by 20s. with 9s. between second and third.

10th Race. The Third Easter Mountain Handicap
Distance: About 6 miles

1. A. F. P. Fane (Frazer-Nash-B.M.W. 1,971 c.c.), 36s. start, 67.72 m.p.h.; 2. I. H. Nickols (M.G. II 747 c.c.), 36s. start; 3. K. D. Evans (Alfa-Romeo 2,904 c.c.), 5s. start.

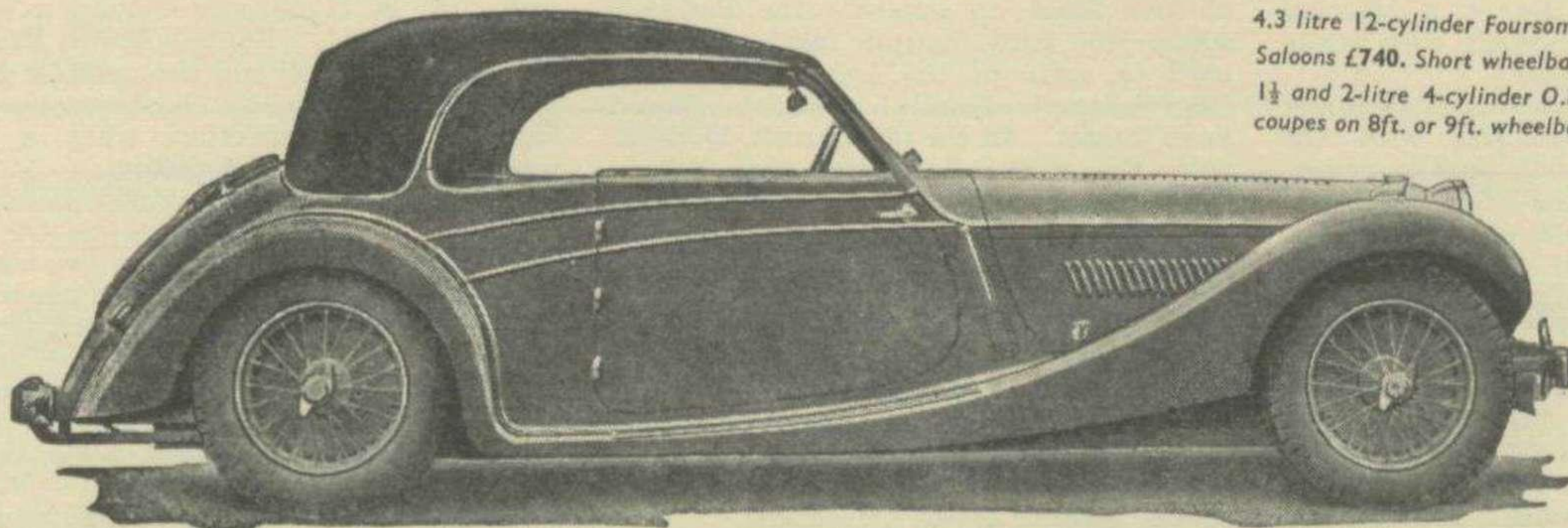
Won by 1s. with $\frac{1}{2}$ s. between second and third.

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WHAT KIND OF HILLS?

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WITH the beginning of another competition season, trials are settling down to the new order under the R.A.C. ban on competition tyres. Though the ban is a *fait accompli*, and "comps." are seen no more, there is still much discussion over the new state of trials, and the form which they are likely to take.

The underlying idea behind the R.A.C. ban was a very sensible one. It was argued that "comp." tyres enable cars to use paths and tracks where possibly there might be a technical right of way for wheeled vehicles—though nothing is so complicated as the local rules defining various kinds of right of way—but where local inhabitants had become accustomed to take a peaceful walk, or perhaps to ride or exercise the dogs.

The appearance of cars and motorcycles, necessarily creating noise and disturbance on such paths, was causing growing resentment against trials in general. An occasional competition was quite interesting to local residents. When a few weeks later another set of drivers used the same hill, comment began. Then as the hill became known and weekend after weekend, hitherto solitary lanes were crowded by vehicles, perhaps with drivers making up time against their schedule, bitter feeling began to be provoked. Ultimately, as is well known, protests reached the Ministry of Transport, and the R.A.C. was advised to take action.

The ban on "comps." is only part of that action, for it has merely a suasive effect on route-finders. Those organising a trial are still not prohibited in as many words from using many of the old terrors, but they know that only a few, if any at all, will have a chance of climbing them with ordinary tyres. Certain hills, however, are being put on the black list, where there is known resentment against their use for trials.

Moreover, under the new R.A.C. rules the organisers have to submit a proposed route to the county or borough authorities, and to the police, at least three weeks before the date of the competition, and until the R.A.C. is notified that this has been done the final permit is not issued. This is good in theory, but does not always eliminate cause for complaint, since neither county nor police authorities can strike out from a route sections over which there is a right of way, and which merely cause annoyance to residents.

Thus there is still freedom of action left to route-finders, who must beware lest that freedom be taken from us. The point is important, for there still exists a considerable section of trials drivers who would prefer routes to be exactly as they have been in past years, and who would circumvent the ban on "comps." by using more powerful engines, or other features to restore their mastery over gradients.

Such a policy may give satisfaction to a few individuals, who can defend themselves by maintaining that there is no law preventing the use of such-and-such a hill, and that they have as much right there as anybody else, local resident or

not. In the long run, however, it is a short-sighted policy. The system of local government and local rights is a long-standing and cherished British institution.

Protests may be suppressed for a time, and trials drivers may even be aided by the police to defy some irate land-owner not too certain of his rights. Yet in the end the protests trickle through to high quarters, and a notice "Bridle Path" or "Prohibited for Motors" appears, while even worse than such a notice is the resentment left behind, not only against that particular trial, but against all motoring competitions.

There is another point about these little used tracks. As well as leading to a hill, they often lead to a lonely country house, and the entire onus of maintaining the track probably rests upon the owners thereof, who have thus another reason

stones, will have been deposited in the hedge, and the whole aspect of the surface will have been altered.

The opposite school of thought maintains that "comps." cause less damage, because there will be fewer failures. When a car comes to rest with spinning wheels, it soon digs itself in, and a kind of pit, or at any rate a deep rut, is formed. This argument appears to pre-suppose that "comps." are necessary to have a fair chance of climbing that particular hill. If all the "comp." drivers climbed successfully, and all the "ordinaries" failed, the former might certainly claim to have done less damage.

On the other hand, the latter group would have a certain grievance that such a hill had been included at all. If any of the "comps." driver did happen to fail—as some almost certainly would—their spinning "knobbles" would in a very



The real Waterloo is difficult—Note passenger's jubilation at reaching of the top—but there is a bye-pass for less experienced drivers.

to view with dismay scores of wheels churning up the surface. Frequently this aspect is unknown to route-finders. Indeed, without local enquiry it is difficult to ascertain whether upkeep of a road rests with the council or with an individual.

In the past, it must be admitted, few such enquiries have been made, though there are notable exceptions, where the club concerned has agreed to indemnify a local resident against damage to his approach road, even if he has no actual jurisdiction over the use of such a road. Not many clubs can afford such generous action, and in consequence the courtesy has often been omitted.

It is the view of the R.A.C. that less damage is caused to surfaces by ordinary tyres, than by the huge projecting rubber knobs which embellish "comps." To appreciate this, one has only to inspect the track left by a big, powerful car using "knobbles." When several of these have been over a virgin surface, with the drivers turning up the taps, quite a lot of the top-dressing, be it mud or

short time have wrought as much damage as two or three times the number of "ordinaries."

A mixture of "comps." and "ordinaries" has often been attempted, in the days before the ban, but rarely with success. This does not refer to those events where one or the other type was regarded as normal, and exceptions were disregarded. On the M.C.C. events, for instance, there was no obligation to use competition tyres, and an entrant merely put himself at a disadvantage by not using them, though on most of the hills he retained a fair chance of success with clever driving. In the sterner events, however, a driver with "ordinaries" might just as well have saved his entry money.

Sometimes an attempt has been made to cater for both classes, either by allowing a bonus of marks for using "ordinaries," or by different starting lines before observed sections, or by laying down that "ordinaries" need not climb the whole hill, but must reach a certain point, or by different hills altogether.

WHAT KIND OF HILLS?—continued

Only the last method has proved satisfactory, for otherwise the poor "ordinary" people have had to bucket their cars over the fierce surfaces fit only for the "comps." and bent wings and broken parts more than offset the satisfaction that they still had a bonus in hand. The truth of the whole thing is that hills which will test a good car with competition tyres are not suitable for ordinary cars.

The "diehards" trials brigade, as mentioned, still wants these hills, even with ordinary tyres, on the score that with greater difficulty the fun will be more intense. They hope that in the end all the old terrors, even of the Cloutsham variety, will be conquered by "ordinaries," and, with the increased power of special machines, this may well be so, and one would be back where one was before.

Not to deny the diehards their fun, one might agree that any of the old terrors that they liked might be included in one or two super-sporting events, such as the Experts Trial, in which the ordinary driver would probably not be eligible to enter, and where in any case he would do so with his blood, or his axle-shaft, on his own head. With infrequent use, some of the local interest might return.

Cloutsham is not included in this argument, as it is private property, and the owner can therefore do what he likes. Local objections, indeed, are rare in Devon and Cornwall, where residential areas are sparse, and in any case there are far fewer events than round London. Fingle Bridge, for instance, although a local beauty spot, has aroused few objections, and it is a hill which is quite suitable for ordinary tyres, at any rate in the summer. Nor has use of the famous Simms ever created local resentment, though it is quite near the village of Ilington.

In the Chilterns, however, there have been many cases of objections, largely through constant use of well known hills. Alms Hill, now almost unknown to the present generation of trials drivers, was

a test for anyone, and it might still have been open if it had not been used week-end after week-end, often quite unofficially by people merely having some practice in hill-climbing.

Apart from a few events to cater especially for the expert driver—they should be few, or the R.A.C. will be compelled to take further steps to enforce its policy of keeping the backwoods private—it is sincerely to be hoped that committees will in fact resist the persuasions of the over-enthusiastic, and will not stick to last year's type, of course.

Only by a reversion to more normal surfaces, which can be quite difficult for ordinary cars, as compared with "specials" driven by experts, can the dwindling ranks of trials drivers be recruited. New drivers find almost any kind of trials hills so exciting at first that they are utterly intimidated by the terrors to test the expert.

This is actually one of the arguments used by experts, nearly all of whom mourn the passing of the competition tyre. They say that though the climbing powers of their own vehicles are to a certain extent reduced by "ordinaries," many standard cars are reduced to complete impotency, and are thus worse off than they were before. But this is only true if the course itself is of a type to favour the expert at the expense of the others. With a more reasoned state of affairs, the average driver with an ordinary car would find difficulties enough, but the complaint of the experts with their special cars would be that it was all too childishly easy.

The "comp." tyre of course was breeding a special brand of car. Some of these are also suitable for ordinary touring, but others are not. In any case there are now quite a number of them, and some of the more expensive sports-cars not built especially for trials come into the same category. Thus, even with the total abolition of "comps." one still has two distinct classes of competitors, distinct

enough without going into complicated definitions.

In most sports it is unusual for the top-notchers to want to take part in all the village green events, but if it is to be so in the case of trials, the best solution is that adopted for the recent Colmore event. Here there were two separate sets of awards, with different courses for the Trophy and the Goblet competitors, one for those who wanted a sporting course, the other for the milder type of enthusiast.

If the geography of all hills were like that of Kineton, used in the Colmore event, the problem would be easy of solution. At Kineton there are two hills starting from the same point, one much easier than the other, and each just suitable for the two different classes, so that both found difficulties according to their taste.

Such dual hills are not to be found everywhere, but they are not as rare as might be supposed. Waterloo, used on the Brighton-Beer Trial, has a bye-pass of quite considerable difficulty, whereas the hill proper is a real snorter. There is a hill parallel to Simms, though not starting quite from the same point, which would be interesting enough for many average competitors. Doverhay, though not an impossible obstacle even for ordinary cars in these days, might be rather startling to the novice, and there is a bye-pass known as Easy Doverhay. Litton Slack, too, has its Easy Litton, though in that case the bye-pass is usually rather too easy.

With a little extra trouble over the route finding, and some extra organisation in the way of additional marshals, many such bye-passes could be found, adjacent to more difficult hills. If the bye-pass is too easy, timed tests are always interesting and good practice for the inexperienced. Thus both classes would be satisfied, and new drivers could enter the field without feeling that they had to pit themselves against cars and drivers who demanded the uttermost difficulties.

PRESCOTT ON MAY 14th

The Bugatti Owners' Club will hold an Open Speed Hill-Climb at Prescott on Sunday, May 14th, commencing at 2 p.m. Entries close on May 4th. There are classes for sports-cars up to 1½-litres, of 1½-3-litres, and over 3-litres, subdivided into blown and unblown categories. The racing-car classes are: up to 750 c.c., 751-1,500 c.c.; 1,501-2,000 c.c., and unlimited. There is also a handicap class and a contest for pre-1915 cars on the Clutton formula. Entry fees are £2 for sports and veteran cars and £3 per entry for racing-cars. The awards include the Bachelier Challenge Cup, Percy Fawcett Challenge Cup, Brescia Challenge Cup, replicas, many silver cups, and cash prizes totalling £93. Victor Ludorum marks will be awarded to B.O.C. members. Sports-cars can run in the appropriate racing class, but cars cannot run in capacity divisions outside their engine size. Practising takes place on Saturday May 13th from 11 a.m. to 6 p.m. and on the Sunday from 10.30 a.m. to 1 p.m.—so there is plenty to watch.

The hill is 880 yards long, and electrically timed. The hill record is held by Abecassis (Alta) in 47.85 secs. and the sports-car record by Fane's Frazer-Nash-B.M.W. The bends are slower than those at Shelsley but instructive to watch and the course is definitely of a tricky nature. Spectators gain admission for 2/6 a head and an excellent view of almost the whole of the course can be had from the enclosures. The course is near Cheltenham, at Gotherington, in Gloucestershire, 95 miles from London on fast roads—not 120 miles as lots of people seem to think. Prescott opened only last year and is already world-famous. It should be even better this season and you should enter May 14th in your diary now. Incidentally, rules have already been published relating to the International meeting on July 30th. All particulars from: Eric Giles, 2, Queen Street, W.I.

SOME POSITIONS

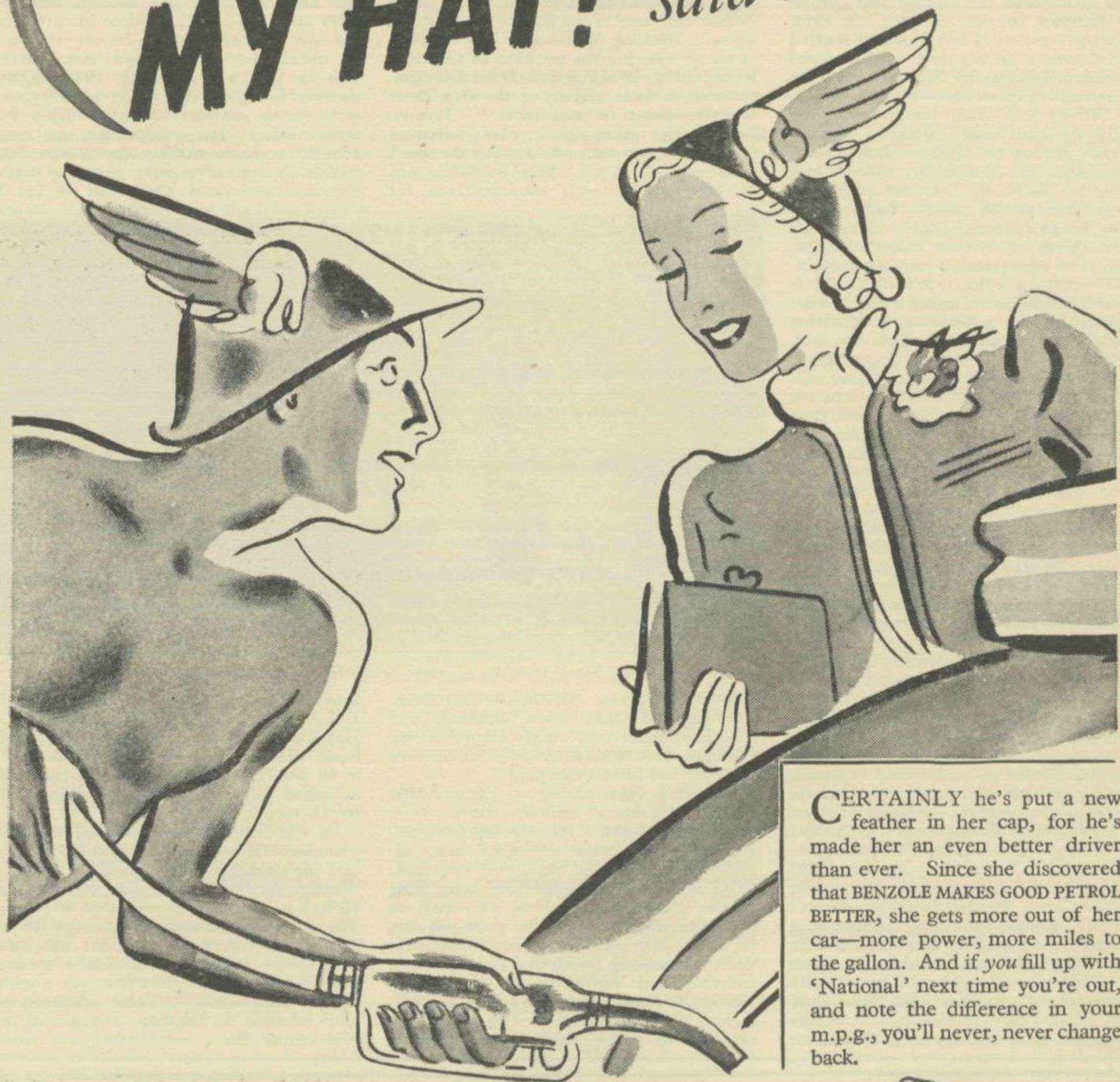
The positions for the B.R.D.C. Road Star, up to date, are: Peter Aitken 14 points; A. P. R. Rolt 10 points; A. B.

Hyde 6 points; J. F. Gee 4 points; Lord Howe 3 points and R. Parnell 2 points.

For the B.R.D.C. Track Star Ian Connell and F. R. Gerard led with 6 points each from C. H. Dunham, who had 4 points, prior to the Easter B.A.R.C. meeting, when Connell obviously strengthened his position.

For the B.R.D.C. Bonus Awards Hadley, Gee, Aitken, Pollock, Rolt, Hyde and Parnell are out in front, all with 6 points. For the B.A.R.C. Aggregate prizes Gerard has 14 points and Dunham 12 for outer-circuit racing and Connell had 14 points and Mortimer and Parnell 13 each for road and mountain circuit racing, before the Easter Meeting. The B.A.R.C. is giving three prizes, of £25, £15 and £10, to the entrants of the best placed cars on the season's aggregate in each section. Points are: 8 for 1st, 7 for 2nd, 6 for 3rd, and so on, down to eighth place, with the rather essential proviso that cars must finish within 10 secs. per lap of the winner in outer-circuit and road-circuit races, and 5 secs. per lap of the winner in Mountain races.

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OF FRENCH VINTAGE

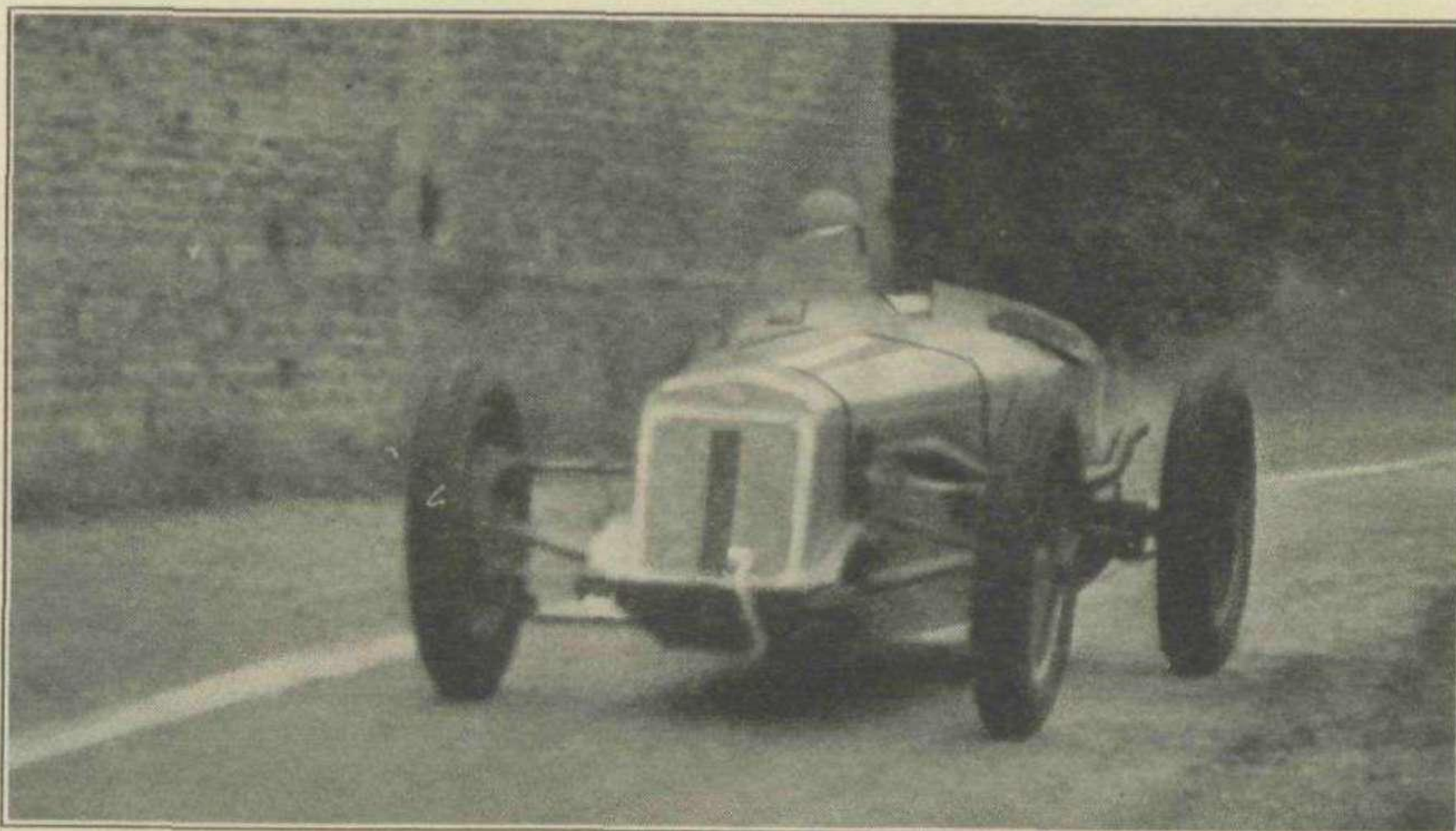
SOME OBSERVATIONS RELATING TO THE DISS DELAGE AND AM80 HOTCHKISS CARS

J. WATTEN was with the old London and Parisian Motor Co., in the capacity of works manager, until 1934. He started with this famous firm, which introduced the Delage and Hotchkiss marques to this country, in 1916. When the concern closed down he started up in business on his own account, and now runs a Delage and Hotchkiss service and repair shop at 55, Wandle Road, near Trinity Road tube station, London, S.W.17 ('phone: Bat. 7076). Watten naturally knows the Delage and Hotchkiss models very thoroughly indeed, and so does his assistants. Moreover, he has a very fine set of metric tools and a unique brake-relining plant. To watch him working on one or other of these makes is to appreciate a first-class engineer at work on a job with which he is absolutely familiar. During a recent visit we gleaned some interesting facts about the 14/40 Delage models, which can now be obtained very cheaply secondhand, and which are of interest to those who seek an individualistic vintage car of high performance. In 1923 and 1924 Delage made the s.v. four-cylinder DE model, and the o.h.v. "14/40"—the model Di—was made from 1925-28. The sports edition was the DISS model, made in 1926-7, followed in 1928 by the semi-sports DIS-type. The six-cylinder DM and DMS cars followed. The four-cylinder "14/40" was noted for excellent four-wheel-brakes, a nice four-speed gearbox Delage and a sound rear axle. It was notably fast for a push-rod 2-litre, and dependable into the bargain. MOTOR SPORT tested this particular Delage in June 1927. The DISS model is capable of 80 m.p.h. or a bit more in standard trim when in good condition, and thus merits the consideration of the enthusiast.

T. P. Breen, who is a friend of Wattens, has a beautifully re-conditioned example, which we hope to test in the near future. The Di model does about 65 m.p.h. and the performance of the later DIS model falls between this and that of the sports DISS-type. When buying a DISS Delage, first ascertain whether the starter is noisy. If so, trouble is likely to result from the internal gearing. London and Parisian replaced some 200 starters with dynamotors and it is desirable to purchase a car on which this conversion has already been made, as the cost is in the neighbourhood of £25. If the original Delage pistons are still in use, they should be

replaced by appropriate Zephyr or Aero-lite pistons. It is probable that the engine will be undesirably noisy, but £5 or so spent on new tappet-pins, rollers and guides will effect a cure. The single Zenith carburetter can hardly be improved upon. Braking inefficiency can be overcome by altering the position of the cam-levers on their segments. As the compression-ratio is already quite high there is little point in raising it. Indeed, hotting-up, involves a new balanced crankshaft, new rods, etc., and as the speed is already 80 m.p.h. there is little point in undertaking such modifications for

little point in raising the compression-ratio, though this can be done. The engine runs cool and the fan should be removed during the winter. The smaller 2½-litre car has extremely fine acceleration and does 70 to 75 m.p.h. Some idea of how cheaply a Hotchkiss can be acquired can be obtained if we mention that Watten has for sale a very smart 1934 2½-litre chassis for £35, the body having been put on to another chassis. This car was crashed, but everything has been rebuilt. Incidentally, the 3-litre has plates on the valve cover carrying maintenance notes and the clean design is



Earl Howe with the 1½-litre Delage in the Dieppe G.P. of 1932.

ordinary purposes. If the car has 820 × 120 high pressure tyres, braking and road-holding can be vastly improved by changing to 775 × 145 covers, which were used on the later examples.

Watten's own car is a Type AM80 3-litre Hotchkiss saloon, which type came out in 1930. He was servicing another example when we called and, admiring its lines and build, we enquired, what it would do, expecting something in the sixties. We were surprised to learn that these six-cylinder push-rod cars do 75 to 78 m.p.h. with closed bodywork, while possessing modern layout of the controls and functioning very silkily. The single Solex carburetter is quite satisfactory. The engine is especially susceptible to post-polishing, but there is

typically Continental—firing order is 1, 5, 3, 6, 2, 4. The later "Paris-Nice" Hotchkiss is now coming on to the second-hand market at attractive prices. It is 50 per cent. better all round than the standard 3-litre and it is capable of 90 to 95 m.p.h.

Of the later Delage models, the six-cylinder DMS achieves about 85 m.p.h. and the straight-eight, type D8S, of which Watten services a very fine saloon, does 95 m.p.h. and still gives about 16 m.p.g. The standard straight-eight does 70 to 75 m.p.h. Perhaps sufficient has been written of these individualistic French marques to indicate that they are worthy of the enthusiast. Their construction and manner of running is that of the real motor-car.

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Club News

HARROW C.C.

The Moss Trophy Trial used hills on the War Office ground in the Red Roads area—which might be described as something of a God-send to near-London trials organisers in these congested times. The hills were fairly easy and the entry small. D. W. Price won the Moss Trophy with his Ford V8 and Ken Hutchison's Allard was fastest in the figure-of-eight special test and established the best performance for cars over 1,500 c.c. H. Blackall's M.G. was leader of the opposite class and Lawson's H.R.G. was runner-up.

BRISTOL M.C. & L.C.C.

Twenty cars competed in the recent trial, and they found Ubley the most sticky hill of the day, only five cars climbing clean. Butler's Butler-Special, Boulter's Austin Eight saloon, and Cole's Talbot Ten climbed well. Butler won the first test and he tied with Morrish's model-T M.G. Midget in the second and so won the Full Moon Cup fairly easily. Morrish took a first-class award, Good-enough's M.G. a second-class award and Mobb's M.G. Midget a third-class award. There was also a touring class, which J. B. King's Standard headed, followed by the Austin Eight and Scott's Renault Eight. We know that there is plenty of very real enthusiasm in the West, and the Bristol M.C. & L.C.C. caters very well for keen sportsmen in this part of the Island.

N.W. LONDON M.C.

The Club's next big event is the classic Lawrence Cup Trial of May 20th. This trial will start from somewhere near Virginia Water about 3 p.m. and will embrace hills on War Office sand in the Bagshot and Pirbright areas. A most ambitious idea is that it is hoped to film the trial and then show the film at the supper and dance that very same evening. The Club has received invitations to the M.G. C.C. Abingdon Trial of May 13th-14th and to the Singer M.C. National Rally of June 17th. New members recently elected include Miss H. K. Ward, Douglas Ferring, G. L. Burroughs and F. Williams. The Club's Gazette will henceforth include outspoken reports of various events written by a special observer. Copy for this printed monthly publication is required by the 14th of the month. The Club subscription remains at 10/- per annum with an entry fee of 10/-, but at the Annual General Meeting held on February 22nd an amendment, put forward by Lawson, was carried enabling the subscription to be raised to a figure not exceeding 20/- from August 1939, if considered desirable. Prospective members kindly note.

Hon. Sec.: Paul Hardy, 33, Cypress Avenue, Twickenham, Middlesex. (Popesgrove 3842-evenings).

"THE LONDON-BOURNEMOUTH"

The Great West M.C. reports that its postponed and lamented London-Bournemouth Trial for 1939, which suffered from fixture-congestion, will be run on Sunday, June 11th.

THE MOTOR CLUBS AND HIKING

Following the article headed "Access to Mountains" which appeared in the March issue of MOTOR SPORT, a friend of ours reports that he has had some correspondence with the Rambling folk in their official capacities, and that they are by no means narrow-mindedly antagonistic towards motorists or motor-trials. For example, Mr. Philip Poole, organiser of the Progressive Rambling Club, agreed that motorists and cyclists could be very helpful in the campaign to gain access to moors and mountains and could probably be very helpful on other issues as well. And Mr. L. E. Morris, writing on behalf of The Ramblers' Association, said that any anti-motoring remarks made by speakers at the meeting on February 15th must not be taken to mean that the Association is hostile towards motorists. He pointed out that many ramblers are also motorists, albeit they regard motoring as a means to an end, and not an end in itself. He believed that it is a mistake, and unhealthy, to occupy the car all day and that the country cannot be appreciated by "separating yourself from it by a barrier of metal and upholstery and hurtling through it." He regarded the ideal motorist as the one who drives into the country early in the day, had a long ramble, and then drives home. On the subject of reliability trials his chief complaint is that they "use green trackways in a manner that churns the turf into a sea of mud," and some control and reform is suggested—actually, most present-day trials use sections already so slimy by nature as to unnerve the hiker, although we recall one pleasant grassy hill being badly churned-up and a lady pedestrian inconvenienced, on the last "Gloucester" trial; the reform and control is now strictly applied by the R.A.C. at the request of the M.O.T.

No broad-minded motorist can really find much amiss with the above views. We believe that lots of enthusiasts who do not follow any active sport could improve their health by hiking—only pukka motor-racing is intense exercise in itself. The enthusiast, unlike the glass house owner, sees no reason to follow someone else's tail light to the briny. He can, and does, appreciate the country. But as almost every week-end throughout the year is occupied with sporting fixtures he has little time to actually walk in the country—though he sees far more of it than those who regard football, the cinema or the speedway as their

chief passion. If the enthusiast ever does motor for motoring's own sake he will seek fresh scenes and new scenery and, unlike the family man car-owner to whom 100 miles is a stiff drive and 200 miles a full day's adventure, he will need to travel upwards of 600 miles in a week-end, which again leaves little opportunity for walking, save from the car to a photographic objective and back again.

However, in spite of the expressions, facial, nasal and verbal, of enthusiasts whom we have seen ascending such acclivities as Shelsley and Prescott on foot, we believe quite a lot of motorists would enjoy rambling if they knew where to go. Our idea is that so often motoring clubs find it difficult to put over successful social events. Though the variety is considerable, few such events seem to really bring together members as they should. To "butt-in" on a ramble would seem unwise, but we do suggest that it might be possible to invite one of the rambling bodies to organise a special *motoring-ramble*. One of the problems such organisations have to face is transport, because even a few shillings for rail fare is often difficult for members to find. We imagine about twenty souls normally hike together, so if a motor-club could get ten car-owners with two spare seats per car to co-operate, it would be possible to take the ramblers to their venue, after which they would show the motorist how and where to walk. Providing the anti-social instinct could be overcome, much of benefit to both parties might result and we commend the idea to the smaller motoring clubs, to those whose members are mostly Bright Young Dicers who would readily mix with country-lovers of both sexes, and to the larger clubs who are finding it difficult to cater for their associate members. [How the hiker would stand up to rapid, open-car, folded-screen motoring we certainly cannot say]. While we have not put it up to either body, we rather think that the Ramblers' Association, whose address is 86, Eccleston Square, S.W.1, or the Progressive Rambling Club, of 4a, Parton Street, W.C.1, would be glad to help.

THE 750 CLUB

The "750" Club held a most successful opening Rally at Virginia Water on April 16th. Twenty-seven cars followed Boddy's late-type Austin saloon on a 50 mile follow-my-leader run organised by the club captain, Mr. Kipps. Apart from two Morris saloons, an open Morris, and a f.w.d. B.S.A. three-wheeler, all were Austin Sevens, and three "Ulsters," a special "Brooklands" two-seater, a 1934 two-seater, an "Army"-type two-seater, a converted Army two-seater, an early saloon; three "Chummy" four-seaters; Brown's special sports two-

CLUB NEWS—continued

seater; an "Arrow" two-seater, a very well preserved Stadium two-seater; two "65" two-seaters, a special four-seater and two late type saloons took part. Fifty-one persons took tea together after the run, and they were addressed by Messrs. Hunter, Williams and Kipps. Several new members were enrolled on the spot.

A list of members' spares is being drawn up, so as to launch the jumble sales, and a social meeting will occur once a fortnight. On April 30th the Captain's Run, to Stonehenge, took place, and prizes were awarded for the best kept Austin Seven, and the oldest Austin Seven, present. On May 7th there will be a run to support the Dancer's End Hill-Climb, at which the Club's chairman, Mr. Williams, is competing, and a treasure hunt will be held on May 13th or 14th. Members who require technical information relating to the Austin Seven are invited to write to the secretary, enclosing a 1½d stamp, when he will ask Williams to reply. A badge is being prepared, embracing the Austin flying-wings, to sell for about 2/6. A trial will be held in June, when the R.A.C. has approved the date. The annual subscription is 7/6, with no entry fee, and associate members may join on payment of a like sum. Owners of other makes of 8 h.p. cars are especially welcome as associates. A book of rules is in course of preparation and the committee is composed of Messrs. Hunter (secretary), Kipps (captain), Williams (chairman), Butler, Brown, Head (spares secretary), Brymer (representing the Associates) and W. Boddy. Full details from and suggestions to: P. H. Hunter, 39, Warland Road, S.E.18.

THE VINTAGE SPORTS CAR CLUB

The next Bulletin was due at the end of April, to accommodate reports of recent events. The club announces an additional fixture, in the form of a Donington Race meeting on August 12th—it certainly is a live club. Those who have not paid their current subs. were asked to do so by April 30th, or be regarded as having dropped out.

THE SOUTHSEA MOTOR CLUB

A Scavenge Hunt was held on April 23rd, and the Half-Annual General Meeting on April 23rd. The fifth Annual Cannon Cup Trial will be held on May 21st and it will be an event of especial interest to those who drive quite normal motor-cars. Particulars from the Hon. Secretary, 47, Elm Grove, Southsea.

BUGATTI OWNERS' CLUB

The Opening Rally to Huntingdon went off very well indeed, with a fine array of Bugattis present, including Col. Giles's "4.9," Type 57SC and pre-war "Black Bess," Hampton's Type 57 coupé, Clark's G.P., Lind-Walker's G.P., and Pearce-Jones's Type 57SC. The Scuderia Prize went to Crowther, who brought five Lancias, and the prize for the Best Kept Bugatti went to Hampton, who came on his 1910, wooden-wheeled Bugatti. After lunch there was a run to Stevenage for tea, and with this was combined an Arrival Competition, won by Shakespeare.

The last issue of "Bugantics" contained a report of the dinner and dance; No. 16 of W. Boddy's "Special Bugatti Types" articles, dealing with John Smyth's Rebuilt Brescia; and a most informative article on Bugatti types from 1926-1939—racing models are to be dealt with in the May issue.

The next event is the Prescott Open Speed Hill-Climb on May 14th—a Sunday. Hon. Secretary: E. L. Giles, 2, Queen Street, Mayfair, W.1.

FORD ENTHUSIASTS' CLUB

Another of the successful Croydon Rallies will be held on July 16th and in the meantime some social events are being considered. Membership continues to increase and a very fine display of the Club's badge was seen on member's cars in the Land's End Trial. The Club was well-represented in the Highland Two-days' Trial, when the Tailwagger's Team won the Team Prize. Allard and Boddy may function the Club's 1912 model T Ford at the Ford Rally and Gymkhana at Brooklands on June 17th.

Hon. Secretary: S. H. Allard, 15, Millbrooke Court, Putney, S.W.15.

GENERAL NOTES

Easter motoring for enthusiasts involves the "Land's End," if that is at all possible, and so it was with us. The Empire Trophy Race had resulted in a good run in an Opel, but otherwise not much long-distance work had been put in, which made the prospect of Westwards-for-the-holiday all the more alluring. This time the car was a 1936 Austin Seven saloon and it had to be admitted that it seemed a painfully slow and unresponsive means of transport when the writer used it on the preceding Thursday to look in on Brooklands' practice, albeit it had been bought and put into commission without overhaul and badly needed a valve regrind. However, late on the same evening our companion for the journey advanced the ignition considerably, which made a vast difference, and not only were we quicker up hills, but cruised quite reasonably at 50 m.p.h. on the straights. A number of club badges were also fitted, to offset our rather pathetic means of transport, and it really is surprising the increased pride you feel in a car, no matter what its type, if you display the badges of clubs to which you genuinely belong and really respect. Anyone who belongs to a good club and has not obtained a badge is certainly losing a great deal. We eventually left about 11 a.m. on the Friday, and very dense traffic was experienced from Staines Bridge to as far as Basingstoke, after which, as we had expected, it thinned out and left us well nigh deserted roads after Salisbury. There was no especial hurry, and we paused first at a filling station to inspect a rather interesting "33-180" Mercedes-Benz which some unknown enthusiast had rebuilt, making it look very like a "Ninety," with cycle-wings outside exhaust and just two bucket seats, though the blower spied through the bonnet louvres and the front wheel brakes dated her as post-war. Next, we cast anchor to inspect a 1912 Vulcan

tourer at a garage at Parkhouse, where, by the way, the cross-roads are distinctly dangerous, and should be respected. She was an interesting old car, with s.v. motor having a brass inlet manifold and Bosch magneto and numerous whittle-belt drives, right hand levers, and an overhead worm rear-axle with a huge filler orifice. The front number plate was carried on the steering tie-rod and cut away to clear the starting handle, the side lamps were by Smiths and the headlamps were C.A.V. and he had a plain radiator reminding one of a certain model, pre-war De Dion. Apparently she was for sale and may well be in the Vintage S.C.C. by now—her condition was excellent, hood and side curtains intact, and she had transfers depicting coaching scenes on her body sides.

Next a very curious object compelled another hasty stop. At Bayford Garage, in Wincanton, we saw what seemed to be a painfully comic cut-down Austin sprint special, or perhaps, a dirt-track car. Enquiry revealed that it was actually an Austin Sixteen, converted for farm-use, the frame being cut to give an astonishingly short wheel base and no gearbox, and ballast carried to give wheel adhesion. The proprietors specialise in such jobs and have sold a considerable number, as the price—about £15—compares favourably with any tractor, even if purchased secondhand. They have some secret connected with lowering the rear-axle ratio very simply which my engineering friend would have given much to learn. If any one is interested, the telephone number is Wincanton 2207. We had rather decided to spend the night in Taunton, because some years ago the writer had seen a 1905 one-lunger Rover tonneau four-seater near that town and he was determined to see whether the owner still had the car, for when previously a special journey to see it had been made, incidentally also in an Austin Seven, but one of earlier vintage, the price had been too high. As it was, we got to Taunton in warm afternoon sunshine, and, after some difficulty, located the old Rover in a nearby village, by early evening. Alas, her owner knows her worth and we could not have had her for less than half the price of the thirty-years younger car which had brought us to see her. Certainly she is in fine order and has many unique features, including a swinging front seat to gain access to the tonneau and two plugs, arranged so that if one oiled up you went over to t'other. And what fun to attempt to drive her the 150 miles home . . .

Taking stern hold on ourselves—and our wallets—we proceeded in haste, observing near Honiton a London coach going at some 45 m.p.h., which my friend had seen drawing out of the Victoria Coach Station as he was leaving to meet me that morning. After an exciting bit of motoring over some rough stuff on the outskirts of Bodmin Moor, where we once had a camping holiday with a Clyno and a tent, we got to Porthcothen, near Newquay, about 10.15 p.m. and were accommodated most comfortably and economically at "Glencoe," where friends had arrived in the early hours of the morning, also from London, in a

CLUB NEWS—continued

Riley. Having appeased the inner man, we were quite prepared to believe that sane mortals would have retired beneath the sheets. As it was, one member of the assembly found he was lacking in vital Leica parts, so at one o'clock on the Saturday morning we dug out the Austin and went knocking up all sorts of unfortunate chemists at their private houses in Newquay. In such a state were we that, when someone explained the lack of response at one house (where you were instructed to ring a night bell) by suggesting that the chemist, hearing the bell, thought war was declared, and, fitting his spurs, fell over them coming downstairs, and landed on his head, everyone seemed completely satisfied . . .

We did arise eventually, and drove to Bluehills Mine to see the fun. The arrival of "Westcott's" Ford Eight radio van and its subsequent appeals for National Service helpers rather shook us, but, after all, you get fish and chip saloons, and hot-dog stalls, and even quite permanent fruit and sweet shops at Bluehills these days—a mere 50 miles or so from Land's End! The scene as the late numbers attempted the restart test in the beam of headlamps while Ligger Bay faded all but from view as dusk closed in over the headland, made our long stay worthwhile. The Sunday morning was occupied in conversation with some more friends from London, in an M.G. Magna—"Jackie" Masters might well get a bonus from the petrol people for the big mileage he prompts an untold number of enthusiasts to cover each Easter—and in making remarkable repairs to the automatic advance and retard mechanism of the Riley's distributor, mostly with bent nails and similar

primitive materials, the kind of work in which Tom Lush excels. At 3 p.m. we decided it was time to get away, sleepy as we felt in the surprisingly warm sunshine. Slow as the little Austin was up long gradients, it was held at 50 for mile after mile of level going and taken round corners at its limit, and we contrived to do a running average of just under 30 m.p.h. for the 250 miles, reaching London at midnight and again avoiding any appreciable congestion. Once, at night, a Type 57S Bugatti came past, to disappear at speed, and that was very satisfying indeed. Our only stop was at the Salisbury road-house for supper, where the writer was grieved when he could not have a distinctly mixed dish he had set his mind on, because, the proprietress explained, last Easter the hounds had got loose and eaten everything, so now the pantry was locked! However, very excellent bacon, and excellent eggs for those who can consume such things were certainly forthcoming.

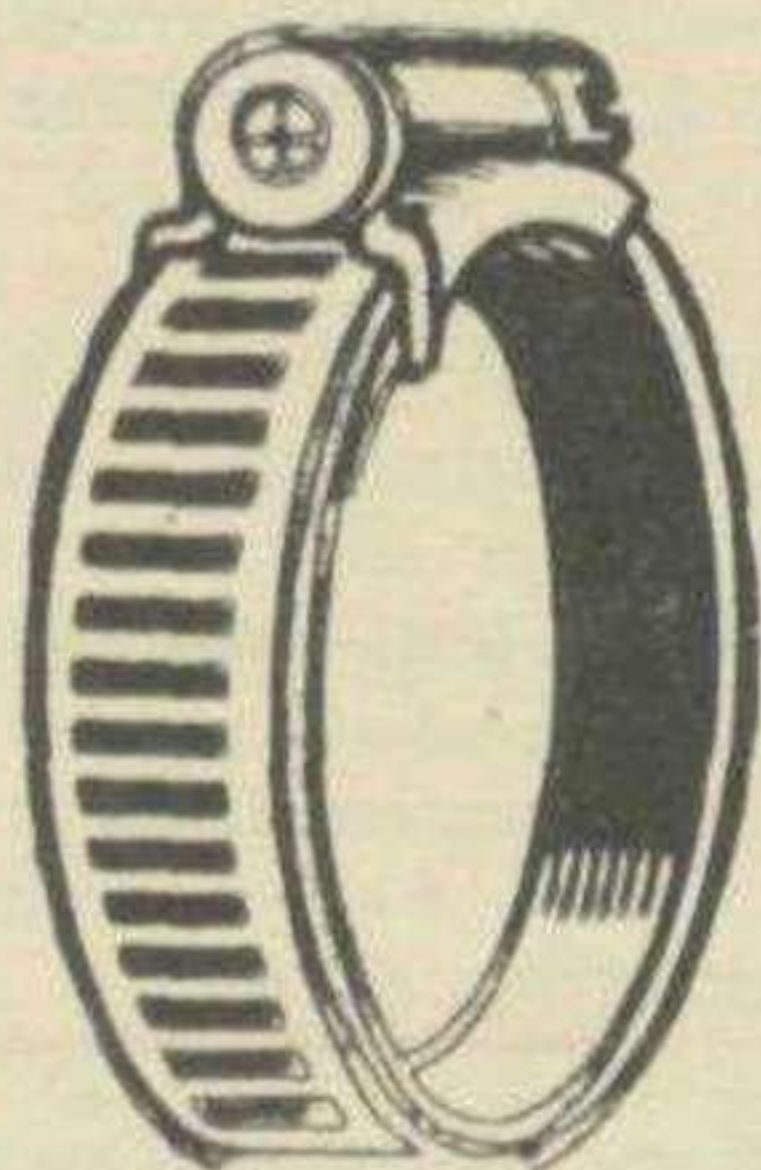
On the Monday the Austin set out for Brooklands, a quiet day intended. Even this, however, was not devoid of adventure, for in allowing the person who up to then had sat on my left to take the wheel, in the dark she somehow contrived to enter a large, private estate down what we took to be a narrow and little used, but otherwise public lane. After motoring for some considerable time in rather pre-learner-stage style we became confronted by two immense lodge-gates. There seemed only one course left—to go swiftly back the way we had come. Then, believe it or not, those gates opened slowly, ghost-wise, and, ere we had gained the main road, shut in like fashion behind us . . . We

made all speed to a hostelry, where we learned that this estate and its gated entrance really *did* exist and, indeed, is the residence of a Duke not unknown in the motoring world. That somewhat restored our nerves, so that we allowed our rightful driver, whose alcoholic revival had naturally to be extremely moderate, to try a local trials-type hill, which restored *him* to his former happy state and also served as a test for the Austin, which climbed faster three up than it had previously done with only two persons aboard, when the ignition timing was all over the shop. We then came back with a minimum of real inconvenience from the holiday traffic, in spite of being in a popular part of Surrey, and London-bound.

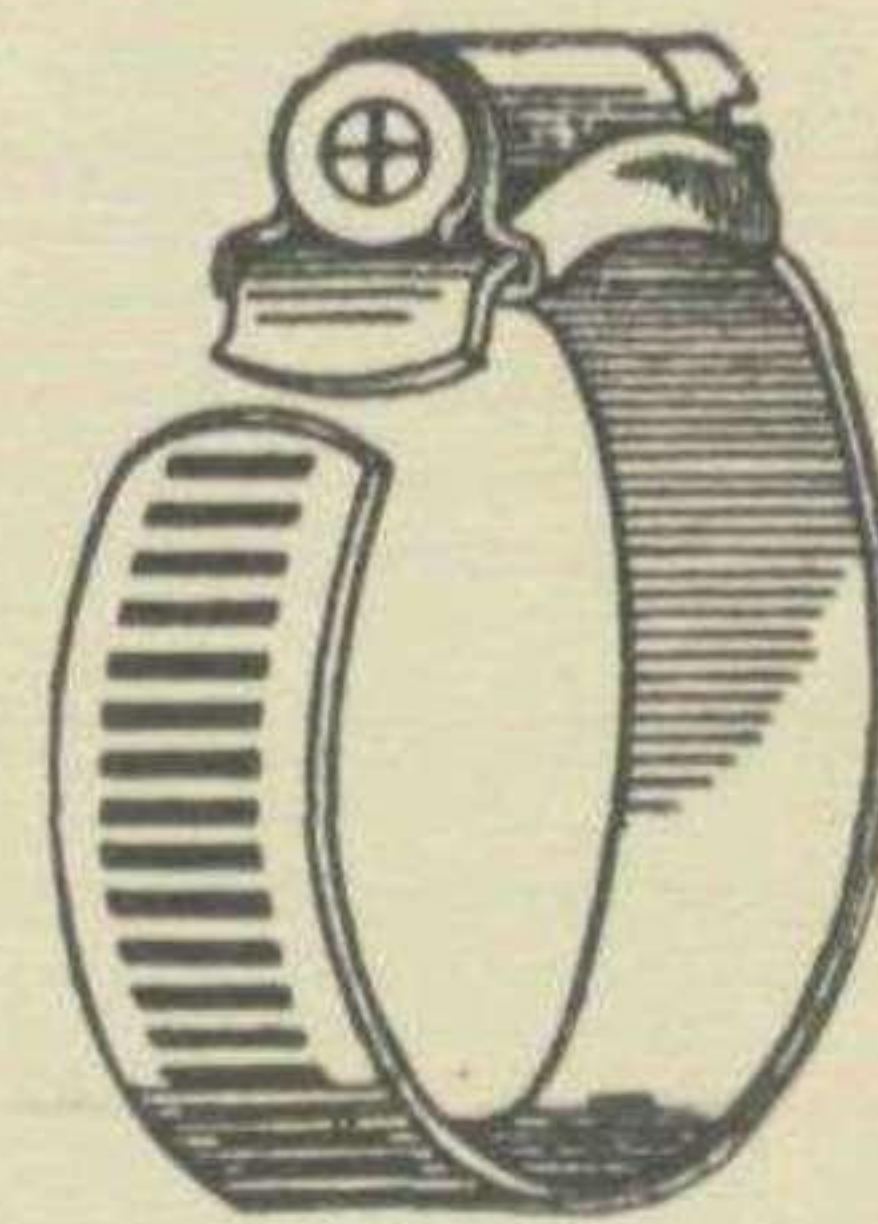
Incidentally, if you know of a good hotel or cafe near to places like Brooklands, Donington, Crystal Palace, Shelsley-Walsh or Prescott, would you like to name them for the good of fellow-enthusiasts? Lots of people who have long runs to make after a meeting at these venues like to feed before they really get down to driving. While ample facilities exist within the grounds, so often there is the feeling that one would do better to get clear first and avoid crowded catering places. Good places of the right sort near to motor-racing centres deserve all the patronage they can get, so we shall be glad to publish any genuine recommendations. So often such recommendations, when they refer to cafes or garages anywhere in the country, must fall on deaf ears, because they are so easily forgotten unless known personally.

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EMPHASIS ON ECONOMY

A COMPARISON OF PERFORMANCE OF THE SMALL CAR OF TO-DAY

A FIAT "500" recently completed an R.A.C. observed fuel-consumption test, in the course of which it was driven from the Fiat factory at Wembley to Newcastle-on-Tyne and back, a distance of 571½ miles, the fuel consumption working out at the remarkable figure of 63.97 m.p.g. The standard closed 570 c.c. car was used, it carried two adults, ran on No. 1 petrol and did a running average of 32.2 m.p.h.—the R.A.C. observer probably insisted on the speed being kept in the region of 30 m.p.h. average so as not to offend the non-autobahn-minded British public who might see the report of the test, because a good driver would be more likely to average about 35 to 37 m.p.h. on a car of the baby Fiat's qualities over this route and apparently speed was not specially restricted to humour economy. Certainly the result of this test gives one furiously to think. Here we have a 570 c.c. two-seater car averaging 32 m.p.h. and 64 m.p.g. for 570 miles of British going. As an eminent authority estimated last month that about 80 per cent. of new car buyers at the present time buy cheap cars of under 12 h.p., even MOTOR SPORT may be excused for devoting a little of its space to economical performance. The question arises, what is the smallest possible engine that will give us 55 m.p.h. cruising, from which a useful 35 to 40 m.p.h. average on main-road going will follow?—although the maximum will probably be around 60 m.p.h., because it is a characteristic of the baby car to cruise indefinitely almost flat-out. Generally speaking, the smaller the engine, the greater the economy of operation. For years one of the smallest units in serious service has been the Austin Seven of 747 c.c. The later examples give something of the speed-performance craved above and seldom less than 40, sometimes as much as 50 m.p.g. of No. 1 fuel, or an average m.p.g. of 45. Other really small engines have been the 719 c.c. Peugeot of 51 × 88 mm.—not the pre-war "Baby" or later "Quad" but the post-war 7-12 h.p. of which few are still in serious service; the Singer Junior of 56 × 86 mm. (848 c.c.); the earlier M.G. Midgets, the Morris Minor of 57 × 83 mm. (847 c.c.); the 7.5 h.p. Citroen, the 600 c.c. Jawa of Czechoslovakian origin (said to give 19.5 b.h.p. at 3,500 r.p.m.) and the 684 c.c. two-stroke D.K.W. Lots of other cars of 8 h.p. have been marketed, but they have had long-stroke engines, making their capacity considerably higher. The present Austin Eight, of 900 c.c., is a notable example, likewise the Austin Big Seven, the old Fiat Eight of 990 c.c., the vintage Gwynne Eight, which had a capacity of over 1,000 c.c. and the famous flat-twin Jowett of 7.35 h.p. but in size as large as 946 c.c. The modern tendency seems towards small bore, long-stroke eights, as witness the new Standard Eight; which actually has a capacity of over a litre. Incidentally, the first Austin Seven had an engine of 698 c.c., but it was increased to 747 c.c. for

racing purposes. Apart from the s.v. Morris Minor the Austin Seven was about the smallest car to adopt a four-speed gearbox some years ago. Most of the two-cylinder "eights" of earlier times that you may think up will be found to have a capacity in the region of 900 c.c. or more—the later Rover flat-twins, so popular in their day, were of 85 × 100 mm. and rated as 8.8 h.p. Modern motorists will not tolerate the roughness and noise of a twin, albeit we have frequently referred to the distinct possibilities of such an engine for a very potent, notably economical, enthusiasts' car. So far as the genuinely small four-cylinder engines aforementioned are concerned, nearly all would give around 40 m.p.g. and cruise a four-seater closed car at 40 to 45 m.p.h., but we believe the Austin Seven to have been the most economical of them all. Now Fiats have shown us 64 m.p.g. with a car which cruises at nearer 50 than 45 m.p.h. On our own test of a Type 500 Fiat, we found the cruising speed to be 50 m.p.h. and the fuel consumption about 45 m.p.g. and seem to remember averaging 37 m.p.h. and 47 m.p.g. on a later run, up to Donington, with a private owner in one of these cars. When we tried the 684 c.c. D.K.W. in February, 1938, we reported that it cruised comfortably at 40 m.p.h., and averaged 38 m.p.g.

Encouraged by these figures, we are going to suggest that it should be possible to produce a car that would give really useful performance with extreme economy. In fact, a sort of "55/55" motor-car, by which we imply a cruising speed of 55 m.p.h. and a fuel consumption of 55 m.p.g. A cruising speed of 55 m.p.h. would enable one to average about 40 m.p.h. almost anywhere, given reasonable road-clinging and braking—the average, present day baby hums along at 45 and averages 30 to 35 m.p.h. Fifty-five m.p.g. would be true economy. Certainly, it may be argued that as a good 40 m.p.g. baby can be had secondhand for £70 and as our "55/55" wagen will cost at least £120, it will take some eight years, covering 10,000 miles a year, before the extra cost of the new car will be washed out on its comparative fuel economy. Actually, of course, only a secondhand dealer in soiled babies would argue thus, because there is a distinct market for both new and used vehicles—witness the number of Fiat "500s" and D.K.W.s and Austin Big Sevens and Austin Eights on the road, in spite of the flood of late-type under 850 c.c. secondhand stuff for sale at attractive prices. On the other hand, the new car buyer would save some £27 in four years, the likely period of ownership, or over £50 if he did a really big annual mileage, on saving in fuel bills and taxation alone, apart from superior performance. So someone might do well to start experimenting with a British "Volkeswagen," to meet Italian and German competition—especially now the small Austin has swollen some 150 c.c. A 500 c.c. unit

might do the job, although o.h. valves and very careful construction would probably be desirable, which puts up first cost. High revs. are not a crime now that racing has taught us how to build reliable fast-revving units, and modern insulating and sound-proofing methods are available. In any case, we believe the proposed-performance and economy might be achieved with quite a simple 650 c.c. unit, if the designer knew his stuff, and certainly the bore might be limited so as to command the lowest annual taxation rate—£4 10s. per annum. To argue that if a man can find £120 for a motor a few extra fivers now and then cannot worry him does not hold water, when you recollect that the majority of our "55/55-wagens" would be purchased under a highly favourable hire-purchase system (much as we personally disapprove), or that ready-cash, essential for buying fuel away from home, is not always as easy to come by at the end of the week or money as it is at the beginning. Reverting to technical considerations, which we hope may be less depressing than the financial, we do not advocate supercharging, because of its adverse affect on fuel consumption—we know of a blown example of the Fiat "900" which gives some truly amazing acceleration figures and goes the astounding pace of 74 m.p.h., but its fuel consumption is about 35 to 37 m.p.g.; still very excellent but not in keeping with the Performance-cum-Economy car we have in mind. But we believe the necessary qualities could be got unblown.

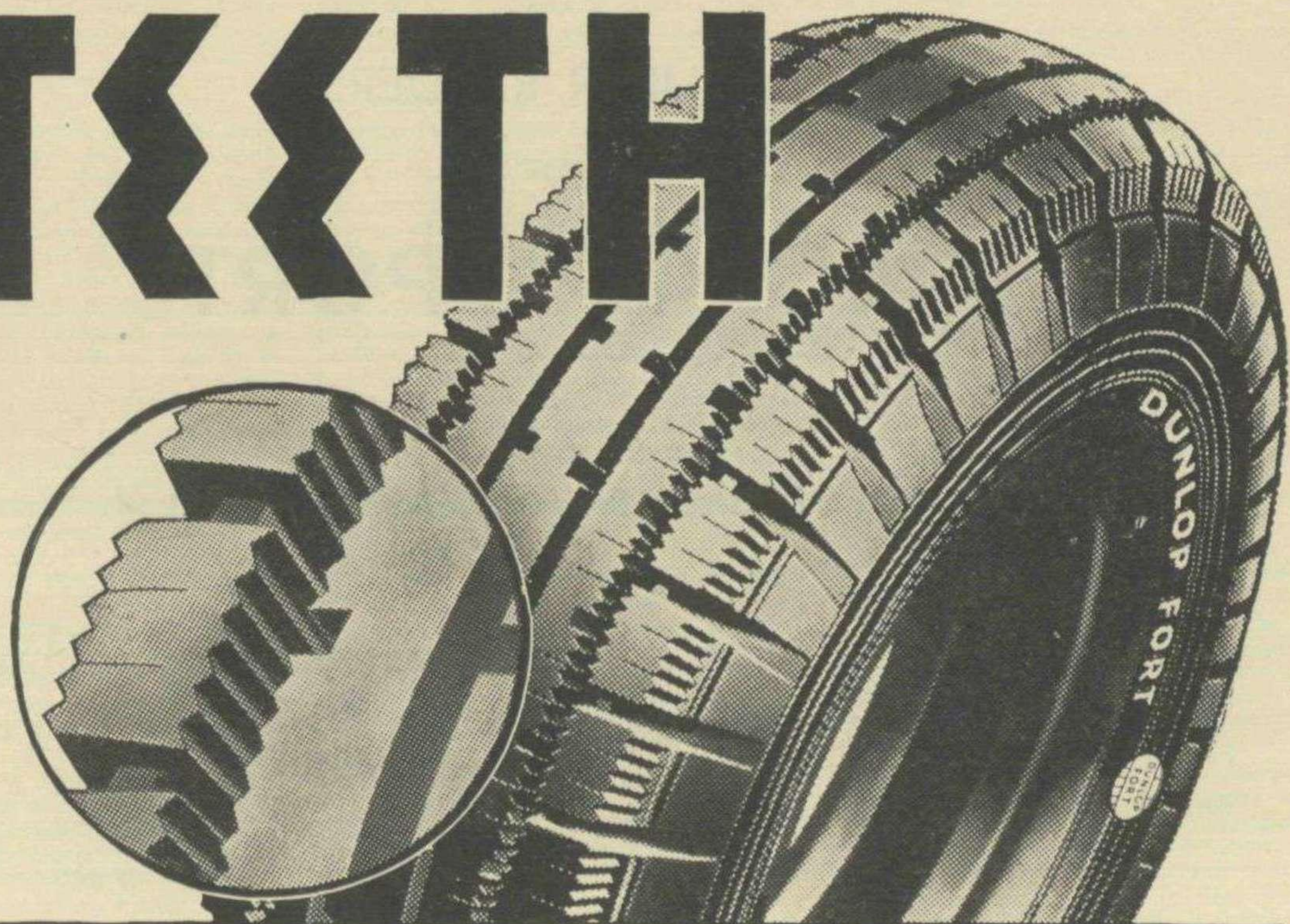
Even if the idea of 55 m.p.h. cruising at 55 m.p.g. proves impossible someone might give us a 500 c.c. engine of really sound design, which could give a performance akin to that of the wonderful little Fiat "500"—which, as we have said, means a 35 to 37 m.p.h. average almost anywhere—while giving something like 60 to 65 m.p.g. of fuel under all-round, day-in, day-out conditions, and commanding the £4 10s. tax. We hope someone will experiment with wide-gap ignition and weak mixtures on the little Fiat engine, and tell us how this car's 50 m.p.h. cruising/64 m.p.g. consumption is affected. Such modification might well make possible the existing 40 to 45 m.p.h. cruising of the Austin Seven, with a regular fuel consumption of 60 or more m.p.g.—the Vauxhall engineers get 40 m.p.g. from the very snappy Vauxhall Ten by this method. We believe there would be scope for a British economy car which is both more economical and faster about the place than any existing small car. But wouldn't it be terrible if we evolved the engine, only to find that the thing still only averaged 30 m.p.h. because of its road-holding and braking and steering . . . ? Meanwhile, congratulations to Fiat for proving that a car which we know can cling to the road and cruise at 50 on 570 c.c. will do 64 m.p.g. of fuel on a long, main-road journey.

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Letters from Readers

WHAT IS WRONG WITH SAND RACING?

Sir,

The undersigned riders are asking this question with a view to finding the reason for the apparent apathy now displayed towards this once popular and flourishing side of motor-cycle sport.

The most evident case is that of the Southport Motor Club, who used to run up to ten meetings per year; last year there were two . . . why?

Surely, with crowds averaging round the 10,000 mark (putting the number low) and with a shilling or sixpenny "gate" to the enclosure, in addition to car park fees, there can be no financial loss.

One is therefore entitled to ask who is to blame for this gradual demise of sand racing in the North-West, or if sand racing is dying a natural death because of its own shortcomings. Why this seemingly lack of enthusiasm amongst riders?

Some years ago there appeared in the Motor Cycling Press a letter from Mr. Bill Smith, late Secretary of the Chester Motor Club, in which he referred to sand racing as an expensive sport for riders and organisers alike, but went on to say that all who had participated in it were unanimous in declaring it to be the finest sport of all. To-day we would qualify that last statement by saying that it *could* be the finest sport of all, as the sand racing man's lot to-day is *not* a very happy one. Mr. Smith was referring, of course, to the Chester Motor Club's Wallasey meetings, and we know he was correct in his statement regarding the expense. What is more, we don't know how Wallasey could be made to pay. Southport, however, as indicated above, is another proposition entirely, but it is not to be wondered that it does not get the entries that it did. Take the case of the rider who finished first in the last 100 mile race at Southport. His prize after a really gruelling ride was £10. A similar race at, say, Donington, would have netted him at least five times as much.

Other cases which merit consideration are those of the sprint and sidecar exponents. Sprint tuning and racing are specialised arts, and they have a fascination all of their own (vide the Brighton sprint trials) but highly filleted motors are always liable to burst most expensively, and as things now stand a win in a sprint brings home about 10/- or 15/-. What is the result? There are hardly any genuine sprint motors left on sand and the tendency is to regard sprints as just something to be rushed off before the serious racing begins. Sidecars too seem to be looked upon as things to be tolerated but not encouraged. Why, we don't know. The skilful handling of a "chair" never fails to entertain the

crowd, and goodness knows the lads who ride them are keen enough.

It must not be inferred from our reference to cash prizes that we desire to professionalise sand racing. Far from it. What we wish is that meetings should be organised in sufficient numbers, and prizes arranged, so that a keen amateur can receive a reasonable return for his fairly heavy outlay. We also believe that after all those concerned with the organisation have received a fair remuneration, and the overheads have been covered, the surplus, if any, should be put to the credit of the riders who have provided the sport. In this connection we think that most winners and place-men would appreciate medals to commemorate their efforts, and surely these should not cost much.

All the undersigned riders have discussed the whole position and are of the opinion that beach racing at Southport can be made to pay, provide good entertainment for the crowd, and at the same time give that earnest trier, the enthusiastic and impecunious amateur, a genuine chance of being able to ride with the knowledge that he stands a chance of being amongst the winners. This latter point is worthy of discussion as one can say fairly definitely that at such places as Donington, the Crystal Palace, etc., the presence of works machines makes it almost impossible for the amateurs on home tuned motors to gain even a replica. On sand, the position is totally different, one can well imagine the different factories being shy of allowing works machines to be ridden on the beach.

We believe that with a properly advertised programme, which could include such events as challenge races with other centres, record attempts, match races between fastest cars and motor-cycles, 1 mile sprints, 10 and 25 mile races for solos and sidecars—no race to be longer than 50 miles—and the meetings whenever possible put "on the air," the sand racing would once more regain the huge following and former popularity which is its due.

Therefore, if racing on the sands were organised on the lines of the suggestions given below, and the prizes increased sufficiently to enable the riders to improve their machines and thus raise the whole standard of the racing, there would be an entry list for each sand meeting which would satisfy even the most exacting Club Secretary.

As most motor-cyclists are aware, the cost of maintaining a machine in racing fettle is a fairly expensive matter, and the general consensus of opinion amongst the racing lads to-day is that the expense involved in preparing and entering a machine for sand racing is not justified when the awards are too meagre to even balance the outlay of fuel, transport

and entry fees. This, we believe, is the reason the entries and enthusiasm at Southport have fallen off.

Could not Mr. Buttress, the efficient Saltburn organiser give us two meetings per year instead of the one, as at present.

The Saltburn meeting is, of course, unparalleled and stands alone as a real example of what can be done with sand racing. Last year due to a bad beach at Saltburn the meeting was held at Redcar and a terrific crowd lined the course from end to end.

Due to the thorough organisation, good prize money and trophies, there is always a bumper entry at Saltburn. This bears out our contention that providing the prizes are worthwhile the entries will be forthcoming.

After all Saltburn is a long way from Lancashire and Cheshire, the stronghold of Northern sand racing, indeed there have even been entries from Brooklands in the past.

If any interested club secretaries would care to discuss the points we have raised we could arrange a meeting when the whole question could be discussed and a situation arranged which would show a profit on both sides.

The first six names given below can be regarded as a committee and could voice the opinions of the rest.

So what, gentlemen? Shall we have properly organised sand racing or allow a grand sport to fade out?

Signed:

J. B. MOSS	H. TERRETA
R. BERRY	J. D. WALSH
R. G. CHAWNER	W. BROAD
A. R. AINSWORTH	L. J. METCALFE
F. HUTCHINSON	J. LEA
H. BILLINGTON	J. STEPHEN
C. N. LEATHER	R. PARKER
P. L. JONES	W. L. DAWSON
R. M. DAY	J. FOGG
W. L. TURNER	W. BOLTON
J. WILKINSON	

Lancs.

* * *

Sir,

THE SAGA OF THE SIX

I enclose the latest photographs of my Speed Six Bentley which I have been reconstructing which shows the car in the form in which it is now going to remain for this season.

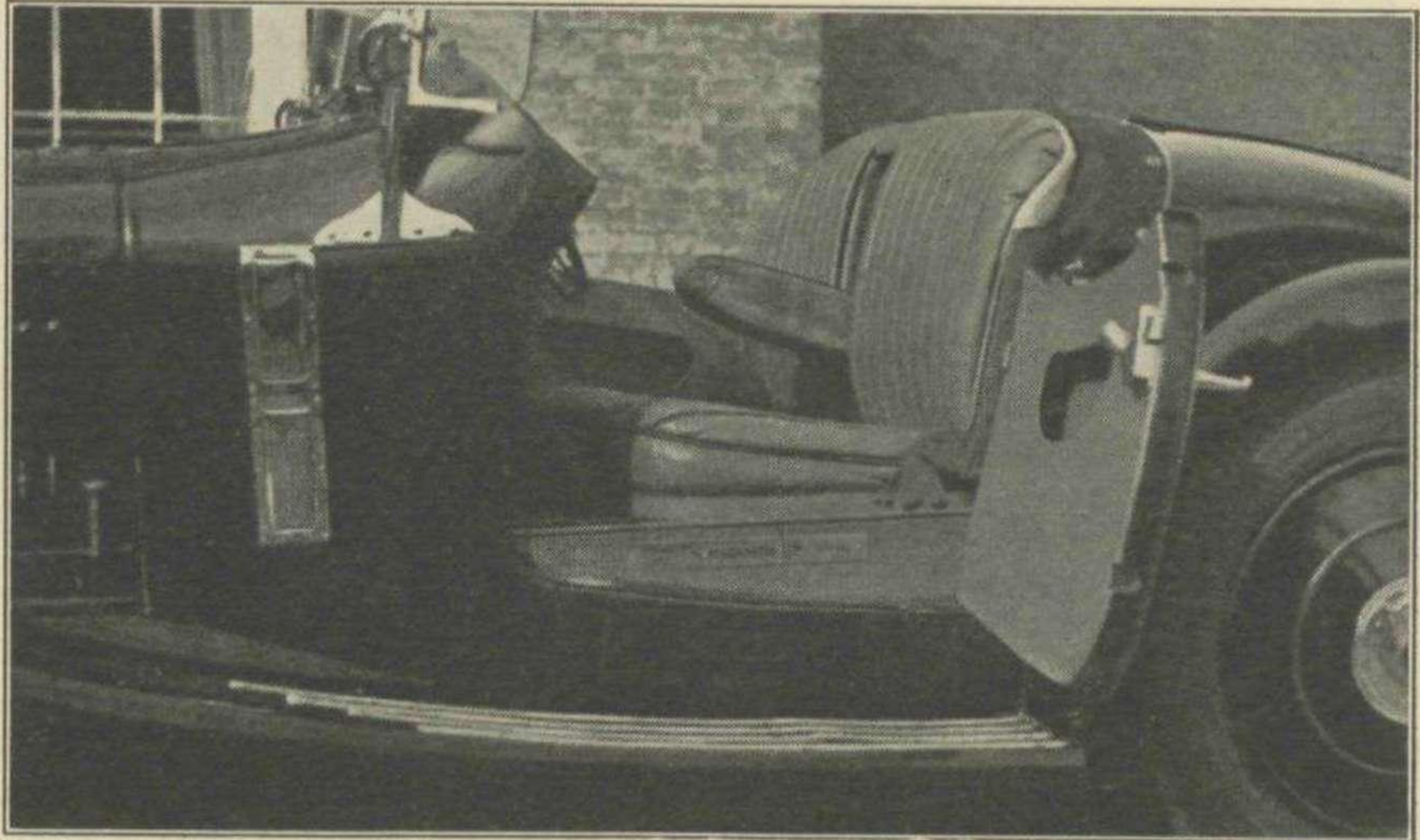
Here are some details. First, the chassis: the frame itself is of 1930 vintage, specially shortened to give a wheel-base of 10 feet. The front axle and gearbox which we are using at present were both taken from a 1931 Long-chassis saloon—the axle was fitted about 18 months ago, and the box four months ago. The engine, fitted in September, 1936, is a 1932 6½-litre—overbored thirty thou. This engine was equipped originally with an induction manifold incorporating twin up-draught Zenith car-

LETTERS FROM READERS—continued

buretters, but that layout has been replaced by a straight-through "pipe" carrying two vertical type S.U.s which are fed by twin Autopulse electric fuel pumps. Ignition is provided by an M.L. magneto and a Lucas Sports Coil and Delco-Remy Distributor, both of which deliver their "urge" to K.L.G. "K.I." sparking plugs. Apart from altering the water-pump to make it fit into a recess in the header-tank of the special low radiator no modifications have been made to the engine, or any of its accessories. In fact, we have deliberately refrained from tuning the big motor in any way because we are getting all the power we want from it and at the same time it is delightfully flexible, and, for its size, quite surprisingly economical. The clutch is absolutely standard; but a decidedly "non-standard" clutch-stop of gigantic proportions has taken the place of the rather flimsy original. This valuable component has been the means of obtaining a gear-change so rapid that, until the oil in the gear-box is thoroughly warmed, it is almost impossible to move the lever fast enough. The rear axle is of the "straight cut" variety; it is an ex Le Mans "blown" 4½-litre "back end," with a ratio of 3:1 and, although it produces a steady whine, it is by no means unpleasantly or annoyingly noisy. This axle, combined with 21 inch wheels carrying 7.00 tyres, gives an ideal set of gear ratios right through the box—high enough to be very easy on engine revs., and yet by no means too high to allow really savage acceleration from a standing start. (The original arrangements at the "stern" were 6.00 by 18 tyres and wheels—which we still use at the front

with large induction and extractor air scoops, and altering the shoes and drums to allow for the use of much stouter (Ferodo M.R.) linings—but, until we fitted a large Dewandre Servo a few months ago, the stopping qualities were not too good: now, however, the braking is really superlative for a big, heavy car

deserves all my gratitude for innumerable cups of tea, delicious snacks of food and cheerful words of encouragement at all hours of the day and night, and for never failing to save the situation even when tempers and knuckles were most frayed! So when that little word "we" crops up I would like it to be remembered



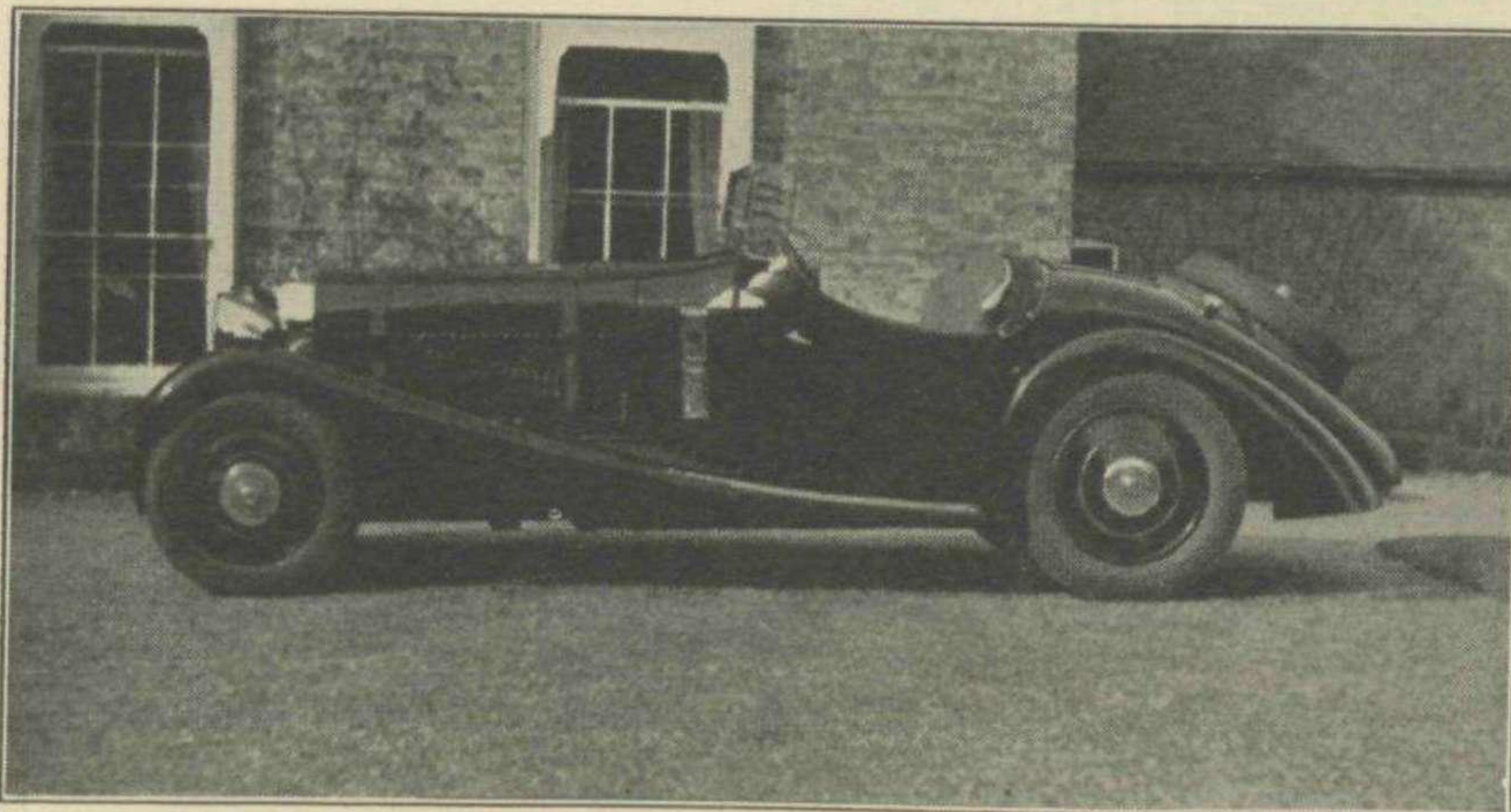
A view of the interior of the Bentley described on this page.

and the whole "anchoring" system works beautifully smoothly from any speed. And that brings me to the end of my description of the chassis.

Before going any further I want to explain the use of the editorial "we,"

that six people have all played their part in the conception and construction of a machine that I know has come to be so much more than "just a car" to all of us who have watched and assisted in its growth.

In July of last year I had grown tired of the body then fitted to the car—it was quite smart and fairly comfortable, but I felt that, now that the chassis was as near perfect as we were likely to get it, the car deserved something better. Accordingly we removed the old body, gave the chassis a last check over and then sent it into Messrs. Markham's Coachworks in Reading. A new body, beautifully built to my design, began to take shape, and when I returned from a summer holiday, I found my old Speed Six so changed that I had great difficulty in recognising the new vehicle. The new body is panelled in steel—with the exception of the doors and bonnet—and is far more roomy and comfortable than the old one: it is also far more pleasant to look upon, and very much heavier. A bench type seat provides ample accommodation for three people if need be, and, for solo driving, a dropping arm-rest—set a little to the off-side—eliminates that infuriating tendency to slide sideways on the seat when taking a fast right-hand bend which used to make my hair stand on end when piloting an American coupé I once owned. A roomy luggage locker, a really efficient hood and side-curtains and partially sunken spare wheels are all provided; the carpets and upholstery are of royal blue; the dashboard is of polished oak, with instruments by Smith's; and a Philco de Luxe wireless reposes beneath the scuttle. The extra weight of the new body has, as we hoped it would, greatly improved the car's road-holding at speed,



The imposing six and half-litre Bentley owned by Mr. Simonds.

end—but we soon discovered that the car was hopelessly low geared with these, and so we have worked up to the present rear wheel size via an intermediate period of running with 5.25 by 21s.). The difference between the front and rear wheel sizes is very marked when one is looking at a side view of the car, but the general effect, in my opinion at any rate, is rather pleasingly unusual. The braking system has been constantly subject to attention and modification—the two major alterations were fitting all the brake drums

which has cropped up several times in the preceding paragraph, and to do that, I want to pay a really sincere tribute to my great friend L. L. Hanks of the Garage, Theale, Berks. In his workshops at Theale the big Bentley has steadily grown and developed, and, although I have stood about fiddling with an imposing-looking spanner from time to time, all the credit is due to "Laurie" and his chief mechanic Colin Campbell—not forgetting those two stout-hearted lads, Bob and Jim. Mrs. Hanks, too, more than

LETTERS FROM READERS—continued

and a grand, solid "feel" is obtained by tightening up the Andre Telecontrol shock-absorbers which are a great aid to comfort at slow speeds over indifferent roads when one slackens them off. Incidentally, the car is now fitted with Double Hartfords, Telecontrol operated, front and rear, and, in addition, at the back we have fitted a second pair of ordinary Double Hartfords transversely across the frame in front of the axle, which are kept sufficiently tensioned to take the load off the rear Telecontrols when the latter are "soft." The increased weight at the rear has made it necessary to fit an extra leaf in each of the back springs, but the car's performance has remained unaffected by the additional cwts.

In conclusion, here is a short table of the car's best performance figures, and let me say that, although I make no wild claims for the machine as it stands to-day, I'm more than certain that the old "B" would make a good sparring partner for anything on two wheels or four that I am likely to encounter on the roads of this country or any other:

	m.p.h.
Max. Speed (Speedo. reading) ...	118
ditto (Third gear) ...	100
(2,000 revs. in top gear) ...	70
Safe max. speed in second gear ...	75
ditto in first gear ...	45

(My rev. counter is calibrated with green from 3,000 to 3,500, and red from 3,500 to 4,000).

Standstill to 70 m.p.h. (using 1st., 2nd., and 3rd gears) ... 14 secs.

Well, that's that. I hope this brief description may be of interest to some of your readers—and especially to all those who, like myself, have a soft spot in their hearts for the grand old Bentleys. There's plenty of life in lots of the old dogs yet!

I am, Yours etc.,
G. SIMONDS.

Berks.

* * *

Sir,

As a California motor-sport enthusiast, I resent the spirit of your article on American specials. It has the same tone as the article by Mr. Grey, of "The Aeroplane," attacking the quality of American aircraft on the occasion of your Air Ministry's order for 200-odd bombers from Lockheed. I consider it hardly in the tradition of British sportsmanship, at least as we understand that term on this side of the Atlantic.

These cars are used on the road all year round. They do not look queer. They are standard roadster bodies with the wings and windcreens removed, and the headlights moved to the dumb-irons. Smaller V8 wheels with large-section tires are usually fitted.

The cars, on the whole, are owned by youths in their late teens or early twenties. As you indicate, the owners are usually of modest circumstances.

As to mechanical alterations: 3 to 1 rear axle ratios are usually fitted, cams ground, hotter ignition coils and high-compression heads fitted. O.H.V. (push-rod) conversions are available for about £18. Usually Stromberg or Winfield carburettors and friction-type shockers are fitted.

The engines are, for the most part, four-cylinder A or B Ford, circa 1929-32, although O.H.V. heads may be had for V8s.

These cars would have to be reliable to carry their owners to school and work daily.

As to the names of the various clubs: As I have said the cars are mostly Fords. The individual clubs are small, and there may be three or four of such in each community. So you see, you cannot compare them with your English one-make clubs. At any rate, some of the English Motor-cycle and Cycle clubs have some pretty silly names.

In closing, I should like to make the observation that we consider our hotted-up motors much more sporting than the standard article used in a number of British cars, some of them called "sports-cars," whose makers often haven't the guts (American term meaning "courage") to admit that the power plants they use

a picture of it. It is called the "New Era Safety Car," and has already stimulated a great deal of interest in this country, and I hope it will influence design generally as to visibility, streamlining, and a low centre of gravity. It should cost £80 to build.

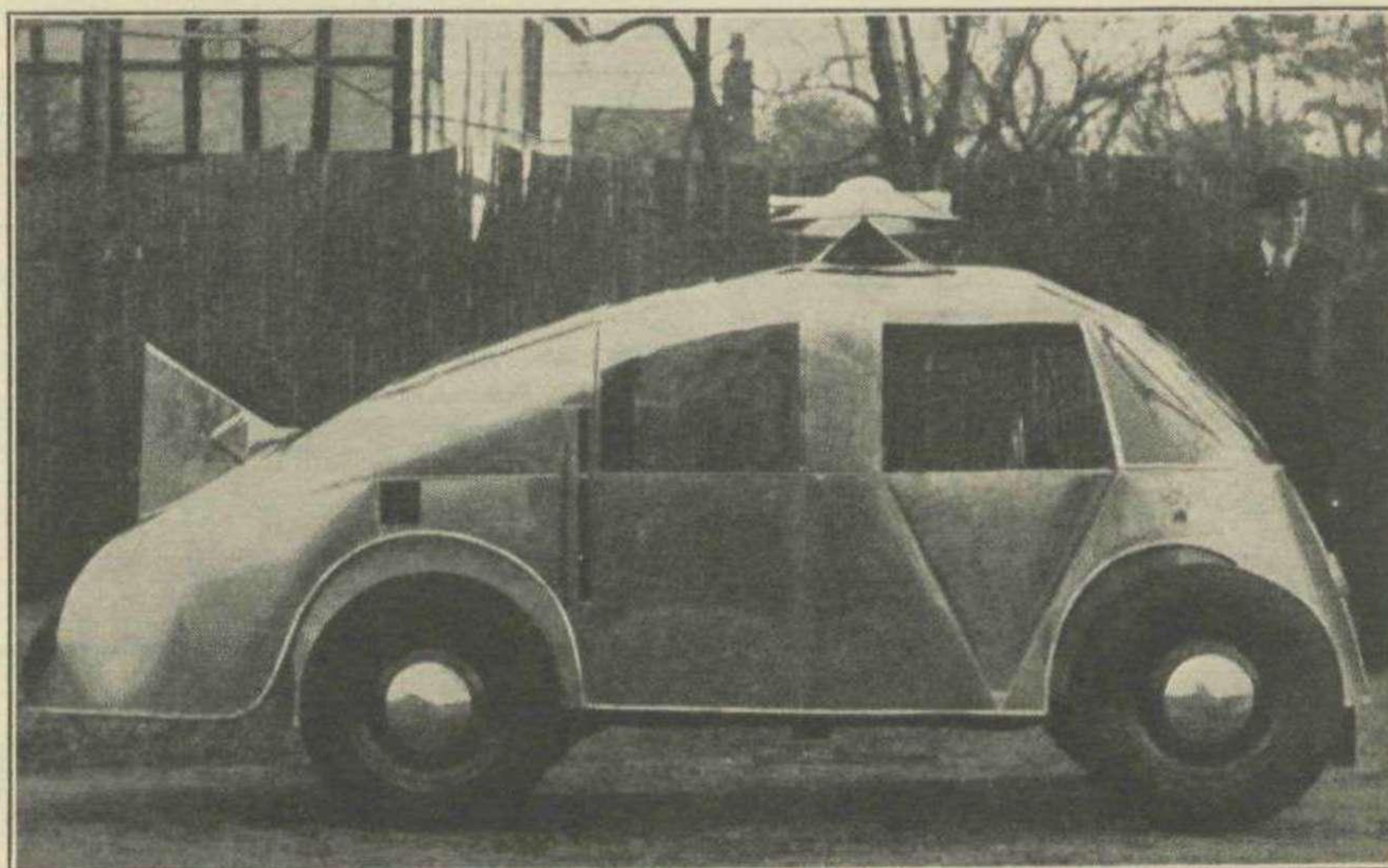
I am, Yours etc.,
SAMUEL ELIOT.

Boston, Mass.
U.S.A.

* * *
VINTAGE MOTORS

Sir,

While much space, is quite rightly, devoted to "Vintage" motors, very little is heard of that grand model from the factory of England's only Grand Prix winning marque—Sunbeam. The type is, of course, the "3-litre sports." The Bentley (all models) and the 30/98 Vauxhall seem to share all the admiration and attention of the "lads." While admitting their good points, I claim the



The New Era safety car mentioned by Mr. Eliot in his letter on this page.

are 100 per cent. American. The use of such engines should confute the oft-heard British contention that America has no real sports-cars.

I am, Yours etc.,
JOHN STOWE BARKER.

California,
U.S.A.

* * *

Sir,

THE NEW ERA SAFETY CAR

I am an enthusiastic reader of your excellent magazine, own an Aston-Martin sports-car, and am a member of the Automobile Racing Club of America.

I enclose a picture of a car which I have just built, with new type of frame, torsion-bar springing of a new adaptation, stainless steel body, new type of joystick steering, engine in rear air-cooled, and an entirely new method for lighting the road, the car and a slot-beam 100 yards ahead, with no glare. This car has many other new features, and I thought it might be of interest to you if you cared to print

'Beam is just a "wee bit" better! To back up this, may I quote from "The Autocar" April 21st, 1933—readers' experience section.

The car, built in 1927, was bought in January '28 with 11,000 miles to its credit. At 44,000 miles the performance was:—At 3,800 r.p.m., 2nd 50 m.p.h., 3rd, 62; top 90. The maximum was 98 m.p.h. and the unit ran up to 4,400 r.p.m. quite happily. No acceleration figures are given. Will the standard 3-litre Bentley do 98? The Sunbeam has a wheelbase of 10 ft. 10ins. and a chassis weight of 26 cwt.

Should any "3-litre" owner live within reasonable distance of such a "God-forsaken" hole as Woodford, I would like to get in touch with him, via our obliging and hard-working friend, the editor.

I am, Yours etc.,
H. PRATLEY.

Woodford,
Essex.

NEW MODELS

IN spite of the large quantities of armament work now being undertaken by the Motor Industry, new models have been appearing quite freely of late, so apparently the Industry has no intention of losing the civil market to other countries while it manufactures war materials, as our Aircraft Industry is doing. We have already announced in this paper several new small sports-cars in the under £300 category and have referred to the new "Continental" model 4½-litre Bentley. Amongst other recent announcements has been that of the Mercury V8, which is a Lincoln product, with rather the appearance of the famous Zephyr, but with a 3,917 c.c. 81 × 95 mm. V8 engine in place of the V12 unit. The gearbox gives ratios of 3.54, 5.66 and 9.98 to 1. The car weighs about 28 cwt., giving a power/weight ratio of .81 lb per c.c. It has a 9' 8" wheelbase and transverse suspension. The sedan costs £390. An oil-gauge is fitted.

Frazer-Nash-B.M.W. have introduced the Type 321. This is a 2-litre car of a

sustained output of 45 b.h.p. and a 4.3 to 1 top gear. The wheelbase is 9' 0", and the two-door saloon costs £355. A drop-head cabriolet is available at £445. The Type 326 Frazer-Nash-B.M.W. now develops a maintained output of 50 b.h.p. and a sustained cruising speed of 66 m.p.h. is claimed—why not 65 m.p.h. or 70 m.p.h., for no one would care about keeping his speedometer dead on a set speed quoted to its nearest m.p.h. reading. The Type 327 cruises at 75 m.p.h. and reaches 85 m.p.h. on a 3.9 to 1 top gear and 60 maintained b.h.p., and does 84 m.p.h. cruising and 95 maximum with the 80 b.h.p. T.T. engine—we imagine it would come to no harm if cruised at 85 m.p.h. The Type 335 gives 90 maintained b.h.p. from 3,485 c.c. and cruises happily at 87 m.p.h., or shall we say 90, and achieves 100 m.p.h. The famous Type 328 is now to be made in this country. It now has an axle ratio of 3.7 to 1, and does over 100 m.p.h. on 2-litres of reliable unblown,

push-rod engine. Dual Soxel down-draught carburetters are now used on all save the three carburetter T.T. engine and other improvements include the use of lead-bronze bearings and tin-coated alloy pistons.

Citroens have a most interesting new car up their sleeve, which will be available over here next autumn. It is a 23 h.p. edition of the f.w.d. car, for which 85 m.p.h. and 0-50 m.p.h. acceleration in under 13 secs. is claimed with closed body-work.

Triumph have just introduced a 70 m.p.h. 52 b.h.p. four-cylinder "Twelve" priced at £285 in saloon form.

Without writing blah-paragraphs, we may say that we approve each one of these marques and welcome these new models. Their sponsors are to be congratulated on introducing them in these troubled times and one can only hope that the Budget will not damp the car-buying spirit of those sane folk who do not allow political scares to affect their outlook on the future.

THE E.R.A. TEAM FOR 1939

The works E.R.A. team for this season is announced as Raymond Mays, Arthur Dobson and A. R. P. Rolt. The cars will be entirely new, with very well streamlined bodies. A new tubular chassis with independent front and normal rear suspension will be used, and the gearbox will be of four-speed "crash" type—the design was to have figured in the 3-litre G.P. car which was never built. The 1½-litre engine will have a supercharger beside the block and develop over 200 b.h.p. Four cars will be built,

but only two will be entered as a team, the remaining two cars being prepared for the next fixture—which seems a wise plan. Arthur Dobson has already proved convincingly that he is a fitting team-mate for Mays and everyone will be glad to see him at the wheel of a modern E.R.A. Rolt has risen to fame remarkably quickly and is very evidently a first-rank driver—might we be excused for labelling him as the British "Bira"? It will be interesting to see who keeps closest to Mays, Dobson or Rolt, inasmuch as

all three drivers will not appear together, and Raymond Mays will presumably be No. 1 of the team and so probably a runner in every race entered. The new E.R.A. will appear in the International Trophy Race on May 6th. In Continental fixtures the British team will be opposed by the straight-eight Type 158 single-blower Alfa-Romeo and the four-cylinder twin-blower Maseratis of Italy, and possibly by some German Mercedes-Benz as well.

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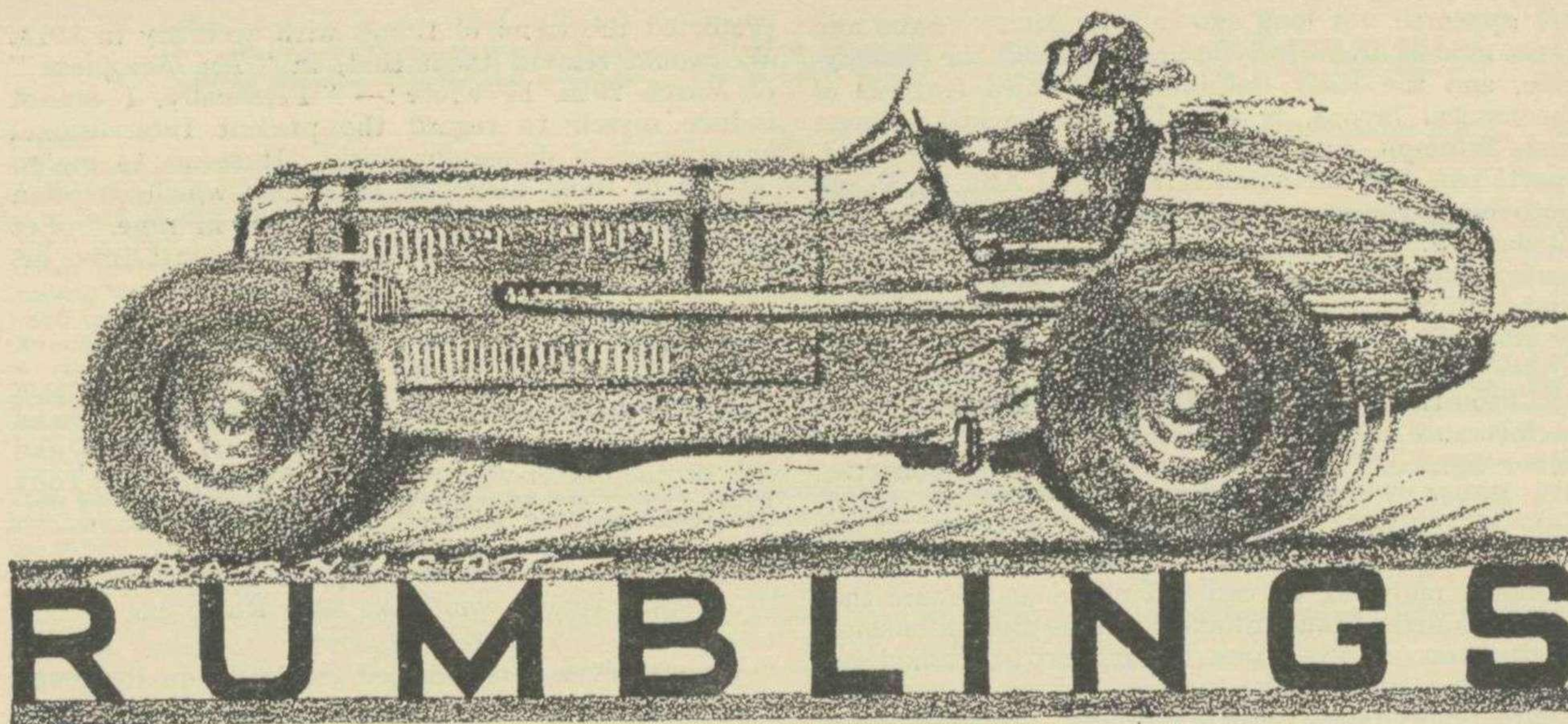
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British High Performance

ALTHOUGH at the present time International relationships are unpleasantly strained, we have no wish to slight foreign products, nor do we intend to discuss politics which have no place in MOTOR SPORT, except insofar as they influence motor-racing.

It certainly seems that International trade is essential to peace, and, without aiming Rudge hammers at foreign products, we have every reason to feel proud of our high performance cars—and, remember, nowadays high-performance cars, as distinct from the specialised sports jobs of earlier times, form a considerable proportion of the total sales' turn-over. The A.C. people have recently improved their cars and introduced a new coupé.

The Alvis models are selling very well indeed, and Armstrong-Siddeley has cars which combine all the luxury of the old-style town-carriage with modern requirements in the way of performance. We have heard that the 2-litre Aston-Martin has quickly got into full production and at Staines Atalanta motors are busy turning out the new V12, quite unworried by world politics. Rolls-Royce Ltd. have recently completed some extensive experiments on bearing materials and the far-reaching results find their place in the production 4½-litre Bentley and Rolls-Royce cars. Incidentally, we should not be surprised to see a Bentley with independent front suspension on the market in the near future. One of the latest customers to purchase a Rolls-Royce "Wraith" is H.R.H. the Duke of Connaught, and the new "Continental" 110 m.p.h. Bentley saloon was recently made a production model.

The Daimler Company introduced a new sports-bodied four-seater in the R.A.C. Rally and intend to put it into production right away. Plans are afoot to build the wonderful Type 328 B.M.W. in this country—not, however, as an emergency measure! The Humber-Hillman-Commer combine, which is responsible for the excellent Humber high performance cars, applies intensive testing and research to its productions, as must have been evident to all who

heard A. G. Booth, Chief Technical Engineer of that concern, deliver his paper "Factory Experimental Work and its Equipment" before the Institution of Automobile Engineers a few months ago.

Lagonda Ltd., while finding a steady demand for the 4½-litre six-cylinder cars, are now working at full pressure producing the already famous 4½-litre V12, certainly one of the world's very best cars. It has been the subject of improvements of considerable moment for this season and Le Mans is being used as a basis for further research. Incidentally, while on the subject of the Lagonda car, we inadvertently described in our article last month "The Le Mans Lagonda" that one of the cars to be driven at Le Mans was owned by Lord Waleran, and the co-driver would be Lord Selsdon. Actually, Lord Selsdon is the owner of this car.

The M.G. Car Co., Ltd. exists to produce high-performance cars alone and has a bigger sports-car output than any other British factory. The popular Morgan



A new model for the Allard range. The roadster supplied to Mr. D. G. Silcock.

RUMBLINGS—*continued*

4/4 appeared not long ago in "Le Mans" guise and these models are already appearing about the countryside, and the Riley, retaining its famed features of mechanical layout, is now Nuffield backed. Singer and Triumph have introduced entirely new semi-sports cars and the small H.R.G. and Alta works are both busy, the former on the new 9 h.p. job in particular. S.S. and Sunbeam-Talbot are supplying high-performance, allied to refinement and competitive first-cost, on a very big scale, and, if Vauxhall to-day produces nothing to compare with the "30/98," they utilise American testing and experimental methods at Luton that have resulted in the institution of high-performance in price-categories in which it formerly never figured. Other essentially British concerns, like Rover, Wolseley, B.S.A., and Standard, contribute their quota to the output of reliable, refined cars of high performance. And when it comes to economy motoring we can feel proud and secure that Austin, Morris, Standard and Ford are British business institutions. Those firms, making British bodied and modified sports models, such as Railton, Jensen and Allard, report a steady flow of business. Specialist coach-builders are by no means depressed and, so far as actual useage of cars is concerned, surely the popular highways were more crammed this Easter than ever before—while Brooklands drew a record crowd. People are spending money and spending it on motoring. The British Motor Industry is in a thoroughly healthy state and in a better position than ever before to give its clients good value for money and a genuinely sound deal. It is most cheering to learn that, crisis or no crisis, the new car registration total for February, of 23,509, is not only an increase of 23% over the January total, but is a new record in itself. Incidentally, amongst the higher powered classes, the 30 h.p. and 20 h.p. cars have increased in numbers.

As to whether war is coming or not, lots of folk in our world respect the views of C. G. Grey, who

predicted the trend of things with accuracy in 1914. We would remind them that, in "The Aeroplane" of March 29th, he wrote:—"Personally, I cannot induce myself to regard the present International situation as a dangerous crisis. It seems to me to be one of those awkward situations which so often arise between nations but drift over in time." Let us hope Mr. Grey is right—and take heart from his outlook.

Odd Spots

Before entries closed for the International Trophy Race three works E.R.A.s had been entered—two of the new cars, to be handled by Mays and Dobson, and one of the Zoller-works cars to be driven by Tony Rolt. St. John Horsfall will drive Rolt's car.

* * *

The Conan-Doyle's ex-mechanic is now assistant to Freddie Dixon, who looks after Rolt's car.

* * *

Twenty-seven cars followed the leader in the "750 Club's" opening rally on April 16th.

* * *

Gordon Wood has taken delivery of a very fine Vanden Plas 4½-litre Bentley coupé.

* * *

S. C. H. Davis is going into hospital shortly for a minor operation.

* * *

The Midland A.C. now has 685 members.

* * *

Mme. Itier and Jean Delorme have founded the Union Sportive Automobile Club, with premises a hundred yards from the Place de l'Opera, at 33, Rue St. Augustin, Paris.

* * *

Entries for the Crystal Palace Meeting on May 20th, closed on April 26th at single fees.

MOTOR SPORT IN SIAM

When Siam was not represented on the A.I.A.C.R., the Siamese driver, "B. Bira," could only compete through the courtesy of the R.A.C., which granted him a licence. This he used to such good effects that he won the B.R.D.C. Road Racing Gold Star in 1936-37-38.

The Royal Automobile Association of Siam is now represented on the A.I.A.C.R., and the first motor competition, held under the International Sporting Code, was staged in Bangkok on Sunday, March 19th.

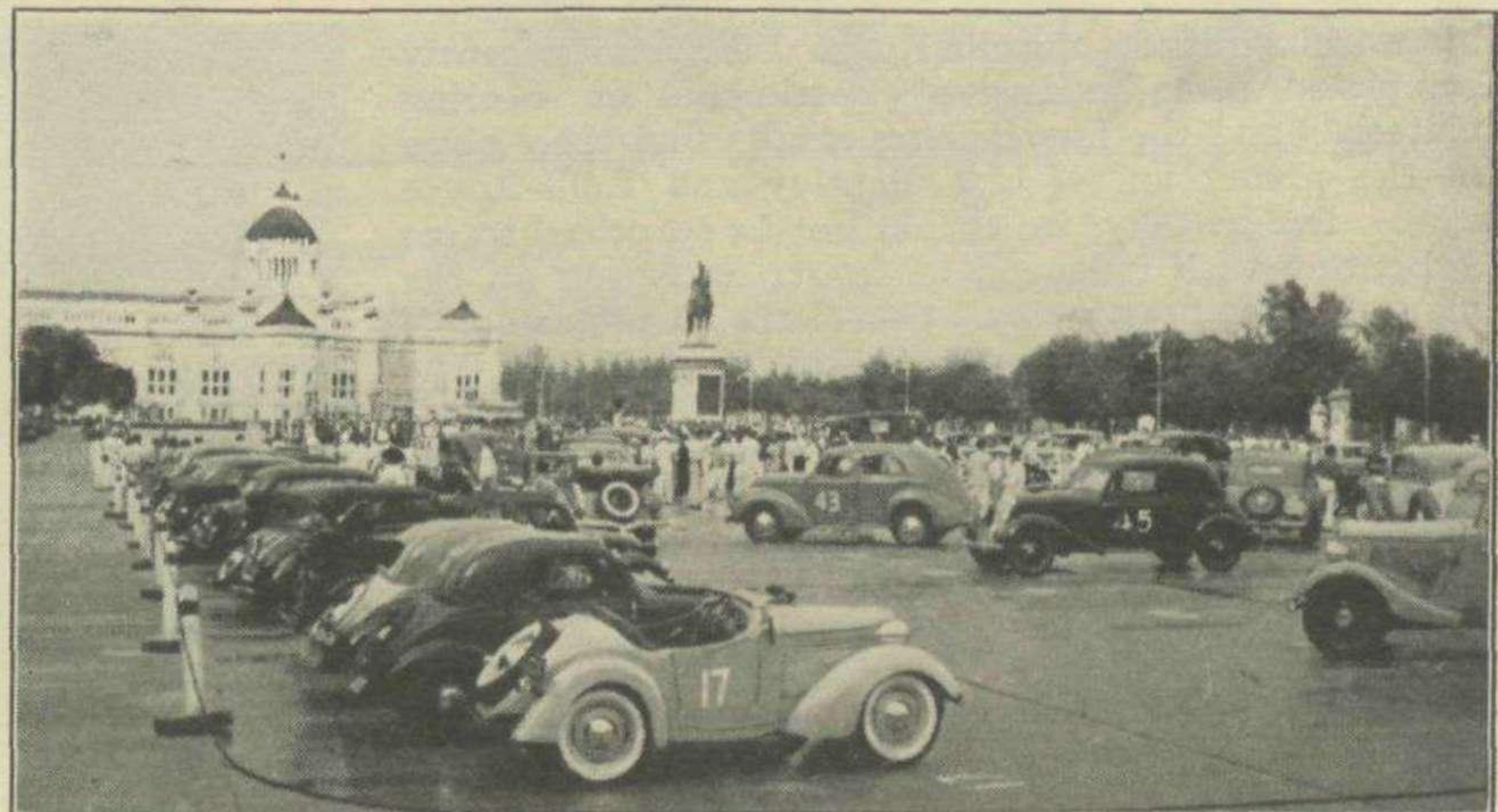
It took the modest form of a series of speed events and other tests on a 100 metre course laid out in the middle of a big square outside the City Park. Fifty-nine cars and five motor-cycles took part in the four separate events. These were speed trials, start, stop and restart tests, fine driving test through obstacles made of straw bales, and a turning test in a small space. Coach work competitions preceded the speed events in the morning. The latter were scheduled to begin at 2 a.m., but had to be postponed for an hour owing to a tropical downpour.

Several Europeans took part with R.A.A.S. Competition Licences. Cars

competed in separate classes, and a complicated system of allotting marks was devised to obtain an outright winner of the Premier Award, the King's Cup.

This resulted in a tie between Nai Sanit (Morris) and an Englishman Mr. G. Brockmann (M.G.).

"B. Bira" acted as Chief Marshal.



The cars lined up in the Paddock for the first motor competition held in Bangkok. Dusit Palace is in the background.

Continental Notes and News

Tripoli

The most important event in the offing at the moment is the Tripoli Grand Prix, to be held on that immensely fast desert circuit on May 7th. There is something rather amusing in the thought of the Italians carefully limiting the race to 1,500 c.c. cars so as to break the run of German victories in their great race, only to receive an entry of two Mercedes-Benz, after all. It would be even more amusing if the Mercedes won . . .

If they start (and with new cars it is never safe to assume that they will until you actually see them on the starting line), it is more likely that they will use the race as a try-out, instead of hoping to win. At present it is about as difficult to get any information as to their specification as it would be, I imagine, to delve into the secrets of the Krupp works. Somehow I think they will be "sixes," my only reason for this belief being that the Mercedes people have an admitted respect for the successes of the E.R.A. and M.G., which have shown that you can get a tremendous amount of power out of small units of this type. And it is just this knowledge of ultra power development in small engines of which they have had practically no experience.

Another thing is that they might be able to use one of the cylinder blocks of the twelve-cylinder 3-litre Grand Prix engine, which would save them a bit of money.

However, all this is guess work, and time may prove me to be entirely wrong. In the meantime it is splendid to think that 1,500 c.c. racing is looking up, and, as the Editor points out on another page, is actually more interesting at the moment than the G.P. kind.

Tripoli should provide an excellent pointer as to the relative form of the Italian cars, at any rate, particularly as to maximum speed. Last year, I should say that the Alfas were able to get up to about 140 m.p.h., while the Maseratis round about the same figure. Intensive tuning and research work during the winter, as well as the lessons learnt in South Africa by Maserati, should have added another 10 m.p.h. at least to this. From what I have heard, this should not worry the British E.R.A. people, who have found a lot more speed which can probably be attributed to the benefits of proper streamlining.

The problem that will face all the 1,500 c.c. factories this year, I feel, is to combine maximum speed with reliability. This is going to be the case at Tripoli, certainly, where the curves can be taken so fast that they give no real rest to the extremely busy power-units. In such circumstances it would appear wise to play the part of the tortoise, but the trouble is there is always the chance of a hare finding its second wind.

Caracciola and Lang have been mentioned as the drivers of the 1½-litre Mercedes-Benz at Tripoli. At first sight one would have said that it would be child's play to handle a small car after the big G.P. formula machines, but this doesn't follow, of course. Although it must be admitted that Nuvolari drove an M.G.

By AUSLANDER

Magnette at Belfast some years ago as it has never been driven before or since, in between a run of Grand Prix races on big cars.

Elaintarhanajo-Djurgardsloppet

In other words, the Grand Prix of Finland. This affair has attracted the Germans this year, and entries have been promised from both Mercedes-Benz and Auto-Union. Scandinavia, of course, is quite a good market for ordinary motor-cars . . .

It happens on the same day as Tripoli, hence the significance of Caracciola and Lang being nominated for the North African race, leaving Von Brauchitsch and Seaman to take on the Auto-Unions in Finland. The latter will therefore probably have a numerical superiority, and it wouldn't surprise me to see them win.

Both teams have improved their cars during the close season. Auto-Unions, taking the advice of their first-string driver, Nuvolari, have played about with the front end of their *bolide* with good effect, so that it responds more accurately to the intentions of the man at the wheel. The alterations, I gather, are confined to the suspension.

The Mercedes-Benz looks more like a whale than ever. A whale, moreover, with its mouth open and obviously intent on devouring its prey. At Monza the cars proved to be mighty quick, and Herr Neubauer is said to be purring quite contentedly at the prospects for the season. It is true that Caracciola had trouble at Pau, and that Lang's winning speed was only fractionally higher than Dreyfus's on the unblown Delahaye last year, but then Lang wasn't pushed at all. Modifications to the supercharger, brakes and front-end cowling are their chief alterations from last season.

International

Latest move on the international (motor-racing) chess-board is the exclusion of the Swiss, Armand Hug, from the official Maserati team, wherein his presence offended the feelings of lots of Italian amateurs who considered that their claims should not be overridden by a "furriner." Hug doesn't care much, and will continue to drive as an independent, in which capacity he will no doubt beat up some of the people who objected to him in Italy. For this Hug is no mean driver, and a pleasant personality withal.

As for the Italo-French crisis, it continues at fever pitch. No Italian drivers in French races, them's me orders. M. Perouse, of the Automobile Club de France, for his part, has made it plain that the French Grand Prix will take place with or without Italian entries. Good for him. Now it's your turn, Musso.

It is a pity, however, that the Mercedes-Benz will not be able to race in the Sporting Commission Cup for 1,500 c.c. cars. If the Italians all scratch, the

race will be a walk-over for E.R.A. As you know, the A.C.F. are frightfully strict about closing dates for entries, and I don't see how they are going to get round it, however much they would like to have the miniature Mercs. there. It is particularly ironic that the list now includes such vehicles as the Talbot-Plate and Gordini's Fiat, which are admirable in their way but are no match for the best 1,500 c.c. cars of to-day. If the Mercedes were allowed in now, there would be a terrific outcry from those drivers whose entries were refused because they were too late.

This is Flourishing, too

With all the talk about 1,500 c.c. Mercedes-Benz and new E.R.A.s, we are apt to overlook the fact that sports-car racing continues to flourish exceedingly.

On May 5th there is the Independent Drivers' Club Meeting at Montlhéry, which generally attracts a mixed lot of sports and racing machines, and the next big date is the 21st, when the Antwerp Grand Prix takes place.

This will be held in three races of about 60 miles each on that very fast circuit on the outskirts of Antwerp which was used for the first time last year. Only sports-cars are eligible, and blowers are permitted at an increase of 65 per cent. in capacity, providing that this increase does not bring the engine size over the maximum of 4½-litres. There will be separate prizes for each "heat," and the cars will be placed in a general classification at the end on their times.

The Antwerp circuit is particularly good to watch, and is quite easy to reach from England. Why not make a week-end of it?

At the time of writing the entries, which are by invitation only, consist of Mazaud, Paul, Chaboud and Conte (Delahaye), Connell and Levegh (Darracq), Gerard and Monneret (Delage) and Andre (Bugatti). There will be a lot more to come. In the meantime it is worth noting that Connell is the only British entrant, and that Paul, Chaboud and Contet are racing under the colours of the Ecurie Francaia, and that the Delages are the Walter Watney stable making their first appearance.

On May 6th and 7th, the week-end of Tripoli and Finland, there will be an international sports-car meeting at Hamburg, in the City Park, over a lap of 4 miles. The classes will be 1,100 c.c., 1,500 c.c., and 2-litres, so it will probably be a B.M.W. field-day.

On the same day as Antwerp there will be the Eifelrennen at Nurburg Ring, which includes a race for sports-cars of the same categories. In this case the 1,100 c.c. cars will have to do 4 laps (56.5 miles), the 1,500 c.c. cars 5 laps (70.6 miles), and the 2-litres machines 6 laps (85.4 miles). The organisers would very much like to have a good British entry at the Ring, where drivers like Fane have done so well in the past.

All these events are of international status, by the way. Farther afield there looms Le Mans, which with forty-six entries is assured of success and for

CONTINENTAL NOTES AND NEWS—continued

which much work is being done in factories and garages all over Europe. And on June 3rd the Dutch people are going to hold a Grand Prix for sports-cars at Zandvoort, which ought to be good fun. Even more distant is the Grand Prix de La Baule, held on the sands at that seaside resort. This race is going to be by invitation only, the invitees being people who have raced at Le Mans this year.

Desert Chariots

As a result of several accidents involving the deaths of spectators, you will remember, it was decided by the R.A.C.I. to drop the famous Mille Miglia, that thousand miles dash round Italy. However, they didn't like the idea of giving up the race altogether, so this year it was decided to hold it in the colony of Libya, where the distance between the towns of Tobruck and Tripoli measures 1,500 kilometres, which is not so far short of 1,000 miles. As the road runs for the greater part of the course along the coast, through deserts which I am sure must be arid, there was little danger of cars which ran amuck doing any harm to spectators. And so it proved.

In addition to the usual intense competition between hordes of Italian drivers, there was a duel of international (albeit interAxis) importance between

teams of Alfa-Romeos and B.M.W.s entered by Alfa-Corse and the official N.S.K.K. of Germany.

The B.M.W.s were the familiar white 2-litre cars, type 328, which have been seen in England and which have some amazing team performances to their credit. The Alfas were the new 2½-litre unsupercharged cars known as type SS, six-cylinder jobs with engines of 72×100 mm. capacity, and which are reputed to develop 120 b.h.p. at 5,000 r.p.m.

Well, it was all very interesting. The B.M.W.s were driven by the usual trio, Prince Schaumberg-Lippe, Briem and Heinemann, and the Alfas by Dr. Giuseppe Farina himself, Biondetti and Borato, who is something of a newcomer. The Italian spectators—of yes, there were some—made no secret of their burning desire for an Italian win, and luckily for them they got it. It was by no means a certainty, however, for Farina's car blew up, and the Alfas could never gain a really comfortable lead. In the end Borato got home with a time six minutes better than the best M.B.W., the one driven by Briem, with Biondetti on the second Alfa only 21 seconds slower than Borato.

The B.M.W.s had the consolation of cleaning up the 2-litre class, although not in the line-ahead formation that they are

so fond of. The 1,500 c.c. class was a Lancia benefit, the winner averaging 71 m.p.h. as against the Alfa's 87 m.p.h. and the B.M.W.'s 84 m.p.h. Both the 1,100 c.c. and 750 c.c. classes went to Fiats, Rossi's 1,100 c.c. car actually averaging 74 m.p.h. and thus handsomely beating the bigger Lancia. As for Baravelli's 63 m.p.h. on a Fiat "mouse," one stands amazed at such stamina over a distance of 980 miles.

RESULTS

Fastest Time :

1. E. Borato (2½-litre Alfa-Romeo), 1,500 kms. in 10h. 37m. 19s. Speed 87.86 m.p.h.
- Over 2,000 c.c.**
 1. Borato (Alfa-Romeo), 10h. 37m. 19s. Speed 87.86 m.p.h.
 2. Biondetti (Alfa-Romeo), 10h. 37m. 40s.
- 2,000 c.c.**
 1. Briem (B.M.W.), 10h. 43m. 10s. Speed 84.04 m.p.h.
 2. Prince Schaumberg-Lippe (B.M.W.) 11h. 1m. 11s.
 3. Heinemann (B.M.W.), 11h. 2m. 45s.
- 1,500 c.c.**
 1. Leoncini (Lancia), 13h. 2m. 52s., speed 71.5 m.p.h.
 2. Bellucci (Lancia), 13h. 9m. 22s.
 3. Spoletini (Lancia).
- 1,100 c.c.**
 1. Rossi (Fiat), 12h. 32m. 0s., speed 74.49 m.p.h.
- 750 c.c.**
 1. Baravelli (Fiat), 14h. 36m. 40s., speed 63.85 m.p.h.

EASY FOR MERCEDES-BENZ

HERMAN LANG WINS THE PAU GRAND PRIX, FIRST BIG RACE OF THE 1939 SEASON

THE Pau Grand Prix has come to be recognised as the annual curtain-raiser for the Grand Prix season. This year it promised to be a really good race until Mussolini forbade Nuvolari—and any other Italian driver—to take part in the race. The result was that Auto-Unions scratched, and any chance of Alfa Corse competing completely disappeared.

This left Mercedes-Benz, with three cars, in opposition to two 4½-litre unsupercharged Darracqs, four 3½-litre unblown Delahayes, Sommer on a 2.9-litre Alfa, De Graffenreid with a 3-litre Maserati, a couple of 2.3-litre Bugattis, and the Sefac.

From the start then, it was going to be an easy Mercedes victory, but we were all interested to see how the new Darracqs would shape up, especially as this particular chassis is later to have the sixteen-cylinder 3-litre blown engine installed in it.

The Pau course is of the type we used to know as "round-the-houses," and is only 1.6 miles long. Like Monaco, it includes quite a good hill, and lots of very awkward bends and curves. As a matter of interest, the race was won last year by Dreyfus (Delahaye) at a speed of 54.64 m.p.h., beating the Mercedes-Benz which were having their first race.

The weather didn't look too good at the start on Sunday morning, April 2nd. It had been raining hard all night, but the sun had managed to break through by the time the flag fell. The Merces. were in the front row, of course, and Caracciola got away like the proverbial

stag to lead from his team-mates Von Brauchitsch and Lang, with Carriere (Darracq) some way behind. Then came Raymond Sommer, hard pressed by Phillippe Etancelin on the second Darracq.

This was obviously going to be the rough order, based on form, and the first retirement came when De Graffenreid, the Swiss driving under American colours, fell out with a faulty gearbox after half a dozen laps. He was not the only one in trouble, however, for the Sefac was an early visitor to the pits.

With the German cars going round in procession, interest turned to the terrific duel being waged between Sommer and Etancelin, in fifth and sixth places. On lap 15 the fiery Etancelin scraped past his rival, who promptly got in front again on the next lap. And so it went on.

Then came a sensation. The leader, Caracciola, pulled into the pits after a third of the race with oil streaming out under the engine. At first we feared the worst, but it turned out to be broken oil pipes, and after what seemed an interminable delay the car was sent away again, well behind the leaders. A lap later a similar trouble befell Carriere's Darracq, which up to now had been going extremely well, displaying acceleration more like that of a blown car. However, Etancelin was still there to uphold the team's colours.

All this meant that at half distance the lead was held by Von Brauchitsch, who had a three seconds advantage over Lang on the second Mercedes-Benz. Then came Sommer, nearly two minutes astern,

Etancelin, Mazaud, Paul, Biolay and the rest.

It looked as though it was going to be a comfortable win for Von Brauchitsch, when suddenly he pulled in for a quick stop at the pits. As he got away again, Lang roared by into the lead. Sommer and Etancelin were still hotly contesting every inch of the race, lying third and fourth respectively, when the Alfa ran out of petrol with 15 laps to go. This let the grinning "Fifi" into third place behind the two Mercedes, in which position he was very pleased to finish the race. Sommer lost three laps before resuming the race, but even so he finished fourth, ahead of the three remaining 3½-litre Delahayes.

Altogether, it was quite an interesting affair, with the lead held in turn by all three Mercedes drivers, and a stirring battle being waged for third place. No doubt the Germans learned quite a bit from this dress rehearsal for the racing season proper, while, as for the Darracqs—they impressed everyone by their brisk acceleration at the lower range of engine revolutions.

RESULTS

1. Lang (Mercedes-Benz), 100 laps (276.96 kiloms.) in 3h. 7m. 25.2s., speed 88.66 k.p.h.
2. Von Brauchitsch (Mercedes-Benz), 100 laps in 3h. 7m. 42s.
3. Etancelin (Darracq), 98 laps in 3h. 9m. 57s.
4. Sommer (Alfa-Romeo), 95 laps.
5. Paul (Delahaye), 92 laps.
6. Mazaud (Delahaye), 92 laps.
7. Biolay (Delahaye), 88 laps.

Also ran: Caracciola (Mercedes-Benz), Carriere (Darracq), Contet (Delahaye), De Graffenreid (Maserati), Trintignant (Bugatti), Balsa (Bugatti), and Tremoulet (Sefac).

THE LAND'S END ON "ORDINARIES"

FINE WEATHER AND DRY HILLS; BLUEHILLS MINE CAUSES THE GREATEST NUMBER OF FAILURES

THE weather cleared up just in time for the Land's End Trial, and 194 car drivers enjoyed a glorious run to the West country. The hills were all dry, with the exception of Crackington and Hustyn, which have their own sources of moisture, but only sixty-four competitors were in the end credited with premier awards.

It was possible to form an interesting comparison with the previous year's event, also run in dry conditions, for this was the first Land's End trial to be run under the ban on competition tyres. The total car entry again showed a slight drop, with 212 entrants against last year's figure of 234. In 1937 there were 276 car entrants, and in 1936 the total was 327. Thus in three years the car entry has decreased by over a hundred.

The motor-cycle entry, however, continued on the up grade, so that this year's grand total of entrants was 459, five more than last year. No fewer than twenty Army teams of motor cyclists had entered.

On results, the ban on competition tyres seems to have made remarkably little difference to the car drivers, a fact due to the type of course which has always been used by the M.C.C., catering for ordinary cars and drivers. In spite of the drop in the car entry, and of the increased difficulty of Crackington, this year, with ordinary tyres, there were only four fewer premiers.

The principal sources of failure were again the two sections of the new Bluehills Mine, the last obstacles in the trial. In all there were ninety-six failures here, forty-five on the first section, which includes an artificial S-bend of great severity and fifty-one on the section higher up, where cars had to restart on a steep gradient of about 1 in 4. A short concrete stretch had been laid, however, for the restart portion, thus ensuring that the hill, otherwise with a loose and stony surface, would not get cut up for the later numbers.

Last year's total of failures was very similar. In all ninety-seven drivers stopped, thirty-nine on the first section, and fifty-eight on the second. This year twenty-two stopped on both sections, and last year twenty-one! A further basis of comparison is in the number of drivers who recorded their only failure of the event on one or the other of the Bluehills sections, and thus were cheated of their premier at the last hurdle. Last year there were twenty of these unfortunates, ten on each section, and this year the figure was exactly the same, made up as follows:—

No. 1 Section: S. K. E. Thwaites, C. W. Taylor, C. A. N. May, E. R. King, C. Loder (M.G.s.); G. D. Claridge (Frazer-Nash); A. L. Mason (Wolsley); H. J. O. Ripley, Viscount Chetwynd (Ford V8s); K. S. Richardson (Alvis); G. Wood (S.S. Jaguar); H. W. Burman (Lea-Francis); R. F. Peacock (Riley).

No. 2 Section: T. H. Jones (Morgan), C. H. Richardson, R. B. Carter (M.G.s.); W. A. V. Davis (Singer); W. Brindley (Riley); A. H. Langley (Austin Eight); W. M. Airey (Frazer-Nash-B.M.W.).

C. R. Y. King (Frazer-Nash) and M. H. B. Truscott (Opel) were particularly unfortunate at Bluehills, for they climbed

all the other hills in the trial with complete success, only to fail on both sections at the last obstacle, and thus fall to the bronze medal standard.

There was an enormous crowd at Bluehills, and fields all round were full of

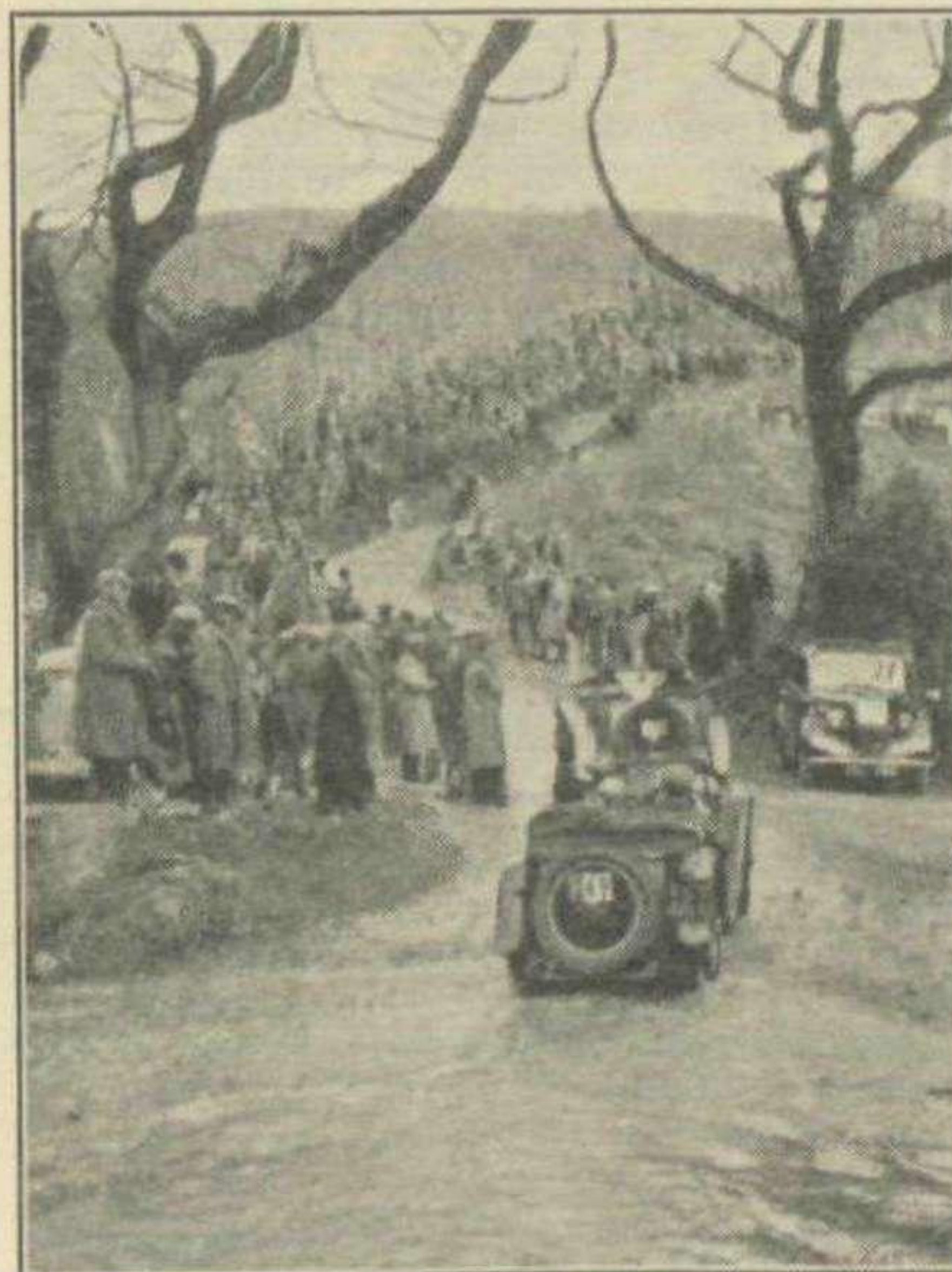
with long poles. A similar fate befell Lieut. Sherley-Price's Aston-Martin, H. W. Burman's smart new sports Lea-Francis, and C. V. Allix's Riley.

D. B. Hall and Viscount Chetwynd both stopped on the crest of the corner



J. M. Shields with his M.G. nears the summit of Bluehills Mine.

parked cars. It was indeed a most exciting spectacle, full of variety. The artificial S-bend, especially constructed by the M.C.C., involves a very acute right-hand corner, with a sharp gradient on the "hump," where several of the long wheelbase cars grounded amidships. Amongst them was J. F. Wood's 2-litre Lagonda, which was stuck so firmly that it had to be levered off the "hump"



A view of the winding Hustyn Hill, showing J. C. Murray's M.G. just leaving the water-splash.

with their Ford V8's, but J. McEvoy, J. Harrison, and J. W. Whalley, with the team of Ford Prefects, all got round in splendid style. The S-bend cuts out the old hairpin, once so famous on the Land's End, and this corner is now so despised that spectators were using it and the old track as a loop-way to reach the summit of the new M.C.C. hill, cut out of the side of the cliff.

G. E. Abecassis also had to take the old road, for he had started in the event without bottom and reverse gears for his two-seater S.S. Jaguar, and was doing the best he could with second gear. He got no award, it is true, but this was caused by being *early* at the Perranporth check. T. W. Dargue's Frazer-Nash-B.M.W. had got round the corner and was accelerating up the hill towards the second section, when an ominous clatter came from the transmission, and he had to reverse and take the escape road.

A. E. S. Curtis, with his new 1,100 c.c. H.R.G., regarded Bluehills as his "bogy" hill, remembering a disaster last year, but this year both he and Guy Robins, with a 1½-litre H.R.G. got round nicely. K. S. Richardson, on an old "12-50" Alvis, was not so lucky, for he smote sandbanks in the approved Bluehills manner and registered his only failure in the trial. However, to do so well elsewhere was a fine effort in a car which must be more than ten years old.

If the small cars had an advantage on the hairpin, the big machines could use their power at the restart higher up, and here the Ford V8s did well. Two small cars which got away in style were D. B. Payne's PB M.G. and W. H. Scriven's supercharged Austin Seven

LONDON AND LAND'S END—continued

saloon. Plenty of revs. were necessary, and car after car gave a convulsive jerk away from the chocks provided at the restart, and stopped, while a smell of burnt clutch plates soon began to pervade the air.

It was dark before the last cars got through, for there had been many delays earlier in the event. The early cars were held up for about an hour at their first observed section, Station Hill; Lynton, for the motor-cyclists had been failing in droves. The surface was covered in loose stones, laid for the occasion by locals in order to increase the holiday fun, but no fewer than ninety of the 183 solo motor-cyclists cannot have appreciated the joke, while in all, with the side-cars and three-wheelers, Station Hill caused ninety-eight failures in this class.

Havoc had already been wrought amongst the motor-cyclists by the inclusion of Doverhay, which caused some forty-seven failures. The car entry, however, did not have to tackle this hill. As a gradient it should not have been impossible for them, but the approach road is steep and narrow, leading right out of the middle of the village of Porlock, and the difficulties of clearing a large entry have prevented its use for cars on the Land's End.

Station Hill caused only a dozen failures among the cars, which were able to bite through the loose stones to the firm surface underneath. Then came Beggar's Roost, also carpeted in loose stones, which helped to add to the enjoyment of the crowds of spectators, and presented no more than fair difficulty for the cars. The Roost has never been a hill where "comps" were really necessary—indeed, its history as a trials hill goes back well beyond the days when "comps" were first brought out. This year there were thirty-two failures, compared with thirty-nine in 1938, not counting those who subsequently retired.

Fortunately, the times are past when spectators used to crowd the surface of the hill, opening out only at the last moment to allow a narrow lane for a car. A fence has been erected on each side to keep the crowds back. The team of supercharged T-series M.G.s driven by W. J. Green, J. A. Bastock, and A. B. Langley came up at terrific speed, scattering stones behind them, and H. C. Hunter with his Frazer-Nash-B.M.W. was able to use second gear with great effect. In contrast, A. F. Scroggs in his veteran Trojan demonstrated as usual, that a

very slow climb could be successful.

It is curious that Beggar's Roost, in spite of its respectable haul of failures, did not stop a single driver who maintained a clean sheet through the rest of the trial. In other words, everyone who stopped on the Roost failed on at least one other hill. As a matter of fact, W. R. Cottee's Talbot Ten was the only car with only one additional failure to the Roost (he failed to get away at the Bluehills restart), and even more striking is the fact that there were only four others with the Roost and two additional failures! All the rest must be relegated to the "lame dog" class, who stopped on at least four hills. So the conclusion is that Beggar's Roost, even in its stony Easter condition, is easy meat for the determined driver, even with ordinary tyres.

At Barton Steep there was a restart test, drivers having to stop astride a line, and clear it within 3 secs., and also a timed section to decide the team award. With the dry surface the restart proved easy for most, but a disaster occurred to J. E. S. Jones, the well known M.G. driver, who broke an axle-shaft on the restart line. This unfortunate failure put the Crackers team—in the Land's End composed of J. M. Toulmin with his T-series M.G., H. K. Crawford with a 3½-litre S.S. Jaguar, and Jones with a 1½-litre M.G.—out of the running for the team prize. This coveted award went in the end to Green, Bastock, and Langley, whose times as a trio at Barton Steep were unsurpassed. Green took 10.6 secs., Bastock 9.8 secs., and Langley 10 secs., giving an aggregate of 30.4 secs. No other team could do better than 32.4 secs., and this aggregate, made by the Nibelungs team of Frazer-Nash-B.M.W.s, was only reached through the prowess of L. G. Johnson, who recorded just 9 secs.

At Darracott there was another restart test, with the line placed just below the first left hand corner. It was by no means easy to get away, for the gradient at this point is steep, and the surface tricky, though dry. Thirty-three failures in the test were recorded, and six more stopped on the hill. Last year the result was different, for the test caused only fourteen failures, while twenty-two stopped on the hill, with its sharp, loose corners.

The surprise packet of the trial came at Crackington, with another restart, on a gradient this time on a surface of smooth rocky slabs which rapidly became slippery through water being

carried up by the wheels from a shallow splash at the foot. A considerable delay was caused as car after car failed to get away, and in all forty-three lost marks.

B. E. Fielding (SS. 100), L. Hyland (Morgan), H. E. Bradley (Ford V8), T. V. Howson (M.G.) and S. W. Cottee (M.G.) all registered their only failure in the trial, and others who were unlucky were A. S. Whiddington, whose only other failure with his Jensen was on Hustyn, and J. McEvoy and J. Harrison with the Ford Prefects. J. W. Whalley, however, with the third car in the team, got away well.

New Mill, introduced for the first time last year, was dry and easy, and caused only three failures (ten last year), and Hustyn, too, was not as formidable as usual, causing thirty failures compared with forty-seven last year. Hustyn also has a watersplash at the foot, and though cars are halted before beginning the climb water is carried up. There is in addition a hidden spring half way up the hill, which first burst out under the passage of wheels in the Land's End some years ago, and keeps the surface wet in the driest weather.

Hustyn was responsible for relegating J. R. Holdsworth, with a supercharged M.G., and C. G. Gibbs, with a T-series M.G., to the silver medal class, for both these drivers were clean elsewhere. The blown M.G.s of Green, Bastock, and Langley delighted the crowd, amongst which many had, as usual, found vantage points in the trees bordering the hill. One of these years a spectator is going to fall out of a tree at Hustyn, for the boughs were bending beneath the unaccustomed weight.

C. G. Fitt, wearing a deer-stalker hat, which caused cries of "There goes Sherlock Holmes!" made an exceptionally fast climb with his Frazer-Nash-B.M.W., and A. E. Frost, with a similar model, was also fast. G. C. Price, in a Standard Eight, and A. H. Langley, in an Austin Eight, both earned cheers, and there was much laughter when the exhaust pipe swung loose on R. A. Barnwell's Frazer-Nash, and was clutched by the passenger as the car proceeded on its way. F. Allott's Allard-Special was also good, and D. G. Silcock in a twelve-cylinder Allard made light of it.

The tale of Bluehills, last and most difficult hill of all, has already been told, and so out of 194 starters, 163 came to the finish at Land's End.

NOMENCLATURE

It strikes us that the naming of different types of bodywork is due for some fresh thinking. Open cars are still called "tourers." Isn't a modern closed car, especially one with a sliding roof, more likely to be used for serious touring? And how many owners of "touring" cars ever tour? A fortnight's holiday, perhaps, covering about 80 miles in a day in an area of some 1,600 square miles, but that isn't touring. In the same way, what is a "sports-car?" We know

that it can range from a racing-car equipped with sketchy wings and a small screen, to a 60 m.p.h. open four-seater possessed of dummy hub-caps and a bonnet strap (owner's additions). Why not merely refer to open cars and closed cars? And, of course, convertible cars, which are the most sensible type of all, unless you are expected to lift off the whole top-hamper and leave it on the lawn on fine days, as with a certain now defunct Lancia model. Open cars with a maximum of over 70 m.p.h. and decent acceleration

might be known simply as "Competition" cars, because they would do for one class of competition or other—whereupon the purist will suggest placing in brackets the class of competition to which our newly-named "Competition" type is best suited, as (slime-storming), (sprints), (Donington), or (High-Speed Trial, M.C.C., 2 laps). No! Perhaps we had better leave things as they are. In any case, we have always wanted to talk about our "Coupé de Ville" and one day we may be able to own one . . .

THE LATEST SPORTS BUGATTI

BLOWN AND UNBLOWN MODELS TESTED AT THE MOLSHEIM FACTORY

(The second part of this article will be completed in the June issue together with illustrations)

MASS production has done wonders in cheapening and popularising the motor-car and there is no lack of vehicles on the road to-day capable of 80 to 90 m.p.h. How many of them are safe and exhilarating to drive all-out on winding roads and to swing round corners at the limit of tyre adhesion is another matter, and to attain these qualities the discerning owner must still turn to one of the hand-made sports-cars, unhappily so reduced in number, which remain to delight the enthusiast.

Ettore Bugatti has long been a believer in road-racing as a proving ground for new developments, and as a consequence the cars which bear his name are always associated with high speed and exceptional road-holding. Some of the earlier models, it must be confessed, though fascinating to drive, required a good deal of "fiddling" to keep them running at the highest pitch of efficiency, but this criticism in no way applies to the latest Type "57" cars, which of course are fitted with 3.3-litre unsupercharged straight-eight engines. Important modifications were made last year to engine, transmission, springing and brakes, and a new supercharged model, the "Grand Tourisme," added to the range, so it was with the greatest interest that we accepted the invitation of Monsieur Jean Bugatti to visit the factory and to put the new cars through their paces.

The regular demonstrator cars were all out on runs in different parts of the country when we arrived at the factory, and so Monsieur Bugatti brought out his own car, a neat grey sports saloon with the swept-back windscreen and faired wings now.

We started away from the garage on bottom gear, went straight into top, and purred gently round the factory buildings at 8 m.p.h. to the main road. Here we swooped up rapidly to 60 m.p.h. and gained the open country beyond the Route Nationale from Strasbourg.

Clear hedgeless highways are an inducement to high speed, and the car sped along at 80 m.p.h. with the comfort and quietness one associates with the Type 57. What was astonishing and at first a little alarming was the way that one could charge up to a right-angle corner at something like 70 m.p.h., swing round on a slightly adverse camber without ill-effect and then negotiate a bumpy level crossing without feeling the suspension was in any way too hard. Furthermore this has been achieved with non-adjustable hydraulic shock-absorbers, capable of running a year or more without refilling or any other attention.

Further fast stretches brought us to a succession of old-world Alsatian villages, with pavé and winding streets to test further the springing and the slow-running on top. Proceeding in this way, we reached the pièce de résistance of the afternoon's tests, the twisting 600 feet climb to the summit of the Mont Ste Odile.

Running still on top we pulled slowly out of a village up a 1 in 15 bank, then encountered a winding ascent with a gradient of close on 1 in 10, culminating in a sharp bend which was almost a hair-pin, which we negotiated as smoothly as any "woolly" transatlantic saloon at 25 m.p.h. This point passed, Monsieur Bugatti exchanged a significant glance with our second passenger, who hooked his arm through an arm loop on the side of the body. A snick into second gear and down with the accelerator and we were shooting away up the remaining mile of the corkscrew ascent at anything between 50 and 75 m.p.h. So "right" was the suspension, still the good old system of semi-elliptics in front and reversed quarter-elliptics behind, that even on the sharpest corners there was no trace of roll and just a momentary trace of tyre squeal on two of the sharpest corners. The whole thing was a most striking demonstration of perfect suspension and weight distribution, and an induction system which functions equally well at five hundred r.p.m. and five thousand.

Returning to level ground at a more moderate speed, we then proceeded to check the all-out speed and acceleration, timing the car by stop-watch over a five-kilometre straight. The mean of several runs over a flying kilometre gave a maximum speed of 96 m.p.h., while the acceleration figures, in each case from 12½ m.p.h. (20 k.p.m.) being as follows:—

kms.	m.p.h.	secs.
20-40	12½-25	2½
60	37½	4½
80	50	9½
100	62	13½
120	75	21
140	87	28
150	93	33
155	96	43

BRIEF SPECIFICATION

Engine: Eight cylinders 72 mm. bore, 100 mm. stroke. Capacity 3,257 c.c. R.A.C. Rating 25.7 h.p. Tax £19 10s. Two overhead camshafts. Coilignition. Double body Stromberg carburetter. Mechanical petrol pump. 22 gallon tank.

Pump and fan cooling, radiator shutters controlled by thermostat.

Single dry-plate clutch.

Gearbox: In unit with engine. Four speeds and reverse. Gear Ratios, 1st 11.6 to 1, 2nd 7.5 to 1, 3rd 5.37 to 1, 4th 4.17 to 1. Central change.

Brakes: Hydraulic, separate actuating piston for front and rear axles.

Suspension: Front springs semi-elliptic. Rear springs reversed quarter-elliptic. Hydraulic shock-absorbers.

Transmission: Open propeller shaft. Torque arm to rear axle.

Dimensions: Wheelbase 10 ft. 8 in. Track 4 ft. 4 in. Dunlop 18×5.5 in.

Weight: With four door sports saloon 27½ cwt.

Chassis: Price in England £590.

These figures are extremely creditable for an unsupercharged car and also show a useful improvement over earlier models of the "Type 57" which actually took three seconds more to reach a speed of 75 m.p.h.

At 80 m.p.h. on top gear, the engine was running at about 4,000 r.p.m. In the indirect ratios it can be taken quite safely up to 77 m.p.h. in third and 55 m.p.h. in second, these figures representing 5,000 r.p.m.

The brakes proved fully adequate in dealing with the car's high maximum, and brought it to rest in 56 feet from 40 m.p.h. Monsieur Bugatti slammed them hard on at 60 m.p.h. without causing the car to deviate and repeated this several times on a wet stretch of road just to show there was no deception!

After these tests were finished we were invited to take the wheel and in a very short distance were confirming the high opinion we had formed in the passenger's seat. Running smoothly and silently at 75 to 80 m.p.h. the kilometre stones glided by almost unconsciously and we were quite willing to believe that Bugatti has achieved the 435 kilometres to Paris in just under 3½ hours, in this very car, an average of 77 m.p.h.

The top gear performance, as has been said, is quite up to touring car standards, while with a maximum of 75 m.p.h. in third, one can maintain high speeds even in hilly country. Second and third gears are virtually inaudible, the engine is free from vibration, and the gear-change a matter of finger and thumb. Synchromesh is not fitted, but one soon got accustomed to the neat rapid change. The clutch is lighter in action and smoother than on earlier models, but can still be let in with a bang at 2,000 r.p.m. if one wants to practise racing starts on the open road.

The brakes, which are now hydraulically operated on the Lockheed principle, with independent pistons for the front and rear pairs of brakes, are smooth and safe in action at ordinary pedal pressures, while capable of locking all four wheels if one treads really hard.

Steering is lighter and lower-g geared than heretofore, quite free from backlash, has a pleasant caster action, and is perfectly accurate even on loose-surfaced outer cambers. The front axle is no longer articulated, but is steadied on one side by a torque rod above the axle, with an anti-kick shackle on the driver's side, an arrangement which insulates the steering in from brake reaction and kick-back when passing over rough surfaces. In cornering the driver would never suspect for a moment that the wheelbase is nearly eleven feet, and with an ample lock hairpins can be taken with impunity.

The driving position was comfortable and alert, with pedals and controls to hand. The ignition control is on the fascia board, but with automatic retard is only used for slow running in towns.

To be continued

HERE AND THERE

FOR REAL ENTHUSIASTS

Vintage cars can be bought from a breaker for £5 or less, but such antiques need new tyres, a safety-glass screen, a new battery, and a repaint and very often are devoid of vital accessories and components. Unfortunately, when such things have been done, the value to a trader or breaker is still only a few pounds. Consequently, in view of the fact that young enthusiasts with seldom more than a fiver to spend, write in to us for advice about a car, we will gladly publish details of this sort for which any genuine individual seeks a good home. To keep the list brief we must emphasise that we are only concerned with cars for which less than £10 will be accepted and which are not only reasonably up to their original standard of performance, but which are ready for the road and in a condition to comply with the Law, as they stand. Too often have we seen really sound cars broken up by a ruthless breaker-man.

CLUTCH DESIGN

Home builders of specials which have to transmit the kick of many hairy horses to their rear axles may find "Some Aspects of Clutch Design," by W. H. Saunders, A.M.I.A.E., of Raybestos-Belaco Ltd., a useful little work. It can be had free of charge on application to the Bureau of Information on Nickel, Thames House, Millbank, S.W.1, and is very nicely produced.

A RACE FOR THE FASTEST ROAD CAR

"The Autocar" is to be congratulated on having arranged a race for road-equipped cars, which will take the form of an observed run from London to Brooklands, to check-up on the cars' road-ability, and thereafter a friendly race over the Campbell road course. The event may precede the International Trophy Race on May 6th, or it may be a feature of the B.A.R.C. Whit-Monday meeting. Hugh Hunter's Alfa-Romeo, Ian Connell's Darracq, H. J. Aldington's 2-litre Frazer-Nash-B.M.W., a Delahaye, Ned Lewis's Alfa-Romeo and Lt. Torin's Maserati are expected to compete. We believe that Forrest Lycett is unlikely to drive his 8-litre Bentley, as he believes timed runs to be a fairer means of proving a car's true worth. We hope a 57 SC Bugatti and Craig's "4.9" Bugatti will also turn out.

LEWES AGAIN ON MAY 13TH

In a busy month, the speed trials at Lewes stand out on May 13th as a fixture not to be missed. Although the course is devoid of bends it is very definitely a speed course in the traditional style and we can confirm the excitement if actually competing. On the other hand, if you can only spectate, there is the consolation of no charge whatsoever being made for parking or using the enclosures, while the course is situated on a glorious part of the Sussex Downs,

adjacent to some excellent scenery. The meeting starts at 2.30 p.m. and is open to Kent & Sussex L.C.C., Brighton, J.C.C., Bugatti Owners' L.C.C., and Bentley Drivers' Club members. The usual numerous classes will be contested, but the veterans' class is missing. Entry is 7/6 per entry, or 10/- per entry for invited members and the list closes on May 8th. Details from: H. V. Warren, 51, Ringwood Road, Eastbourne (telephone 339).

THE B.T.D.A. MEETING

The British Trials Drivers' Association is now 150 members strong. Forty members attended the meeting held at the Rougemont Hotel, Exeter, after the Land's End Trial. Chairman Maurice Toulmin expressed objection to the ban on the Competition Tyre, on the grounds that it had not achieved its object of reducing annoyance to the public, although it was felt that the Ban had not damaged the Sport—actually, owners of ordinary type cars who desire to drive in trials even welcomed it.

The Association has cast a watchful and, we believe useful, eye on organisation in general, even to supplying reliable marshals, where their presence seemed desirable.

Viscount Chetwynd favoured an extension of such activities to rallies and similar events—we agree, and would suggest to driving-skill tests held on public or semi-private ground, and treasure hunts and other events not under R.A.C.-permit control. The new committee is composed of Messrs. Clarkson, Haesendonck, Johnson, Jones, Langley, Macdermid, Norton, Ripley, and Toulmin. J. A. Masters is secretary.

A NEW ECONOMY CAR

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A.C. 2-litre, 16.40 h.p., 3-seater.....	Oct. 1927	Delage 8-cyl., sports saloon.....	April 1930	PACKARD V12-cyl., 57 h.p. coupe...	Feb. 1934
A.C. 2-litre, 16.66 h.p., 2-seater ...	March 1926	Delage D.8 120, drophead coupe.....	May 1938	Peugeot "201" 4-cyl., 1,122 c.c. saloon	Sept. 1931
A.C. 2-litre, 16.66 h.p., 4-seater.....	June 1934	Delahaye 3.5-litre "Coupe des Alps" drophead coupe.....	Aug. 1936	RAILTON Terraplane 4-seater.....	Oct. 1934
A.C. "Ace" 16/80 h.p.....	July 1937	Delahaye 3½-litre drophead coupe...	Dec. 1937	Railton Light Sports tourer.....	Dec. 1935
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Bugatti 2.3-litre 8-cyl., Type 55, supercharged, 2-seater.....	July 1932	M.G., 6-cyl., Mark I, 4-seater.....	May 1931	VALE-SPECIAL 832 c.c. 2-seater... Vauxhall 30/98 O.E. 4-seater (1925)	Aug. 1933
Bugatti 2.3-litre, 8-cyl., Type 43, supercharged 4-seater (1930).....	Dec. 1932	M.G. Magna, "L" 2-seater.....	Nov. 1933	Vauxhall 30/98 O.E. 4-seater (1924)	Dec. 1930
Bugatti 2.3-litre 8-cyl., Type 43, supercharged 4-seater.....	May 1930	M.G. Midget "P" 2-seater.....	Aug. 1934	Vauxhall 20/60 h.p. "Hurlingham" 2-seater	Feb. 1930
Bugatti 3-litre, 8cyl., Type 44, saloon	July 1928	M.G. Midget "J3" supercharged, 2-seater	May 1933	Vauxhall 17 h.p., 6-cyl., "Cadet" saloon	Sept. 1931
CITROEN, Twelve f.w.d. saloon.....	July 1938	M.G. Six Mark I, saloon.....	Aug. 1930	Vauxhall 14 h.p. "Stratford" 4-str.	Sept. 1933
Crossley 20/70 h.p., 4-cyl., s.v. 4-str.	Nov. 1925	M.G. Midget Double-Twelve racing 2-seater.....	June 1930 & Aug. 1930	WINDSOR 4-cyl., 11 h.p., "Special" 2-3-seater	Nov. 1926
Crossley Ten, 1½-litre "Regis" saloon	Jan. 1936	M.G. Midget "J1" 850 c.c. 2-str....	Sept. 1932	Wolsley Hornet Swallow 2-seater (1933)	April 1934
Crossley Ten, 1,122 c.c. 4-seater.....	April 1932	M.G. Midget "PB" 2-seater.....	April 1936	Wolsley Hornet E.W. "Daytona-Special" 4-seater.....	May 1932
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