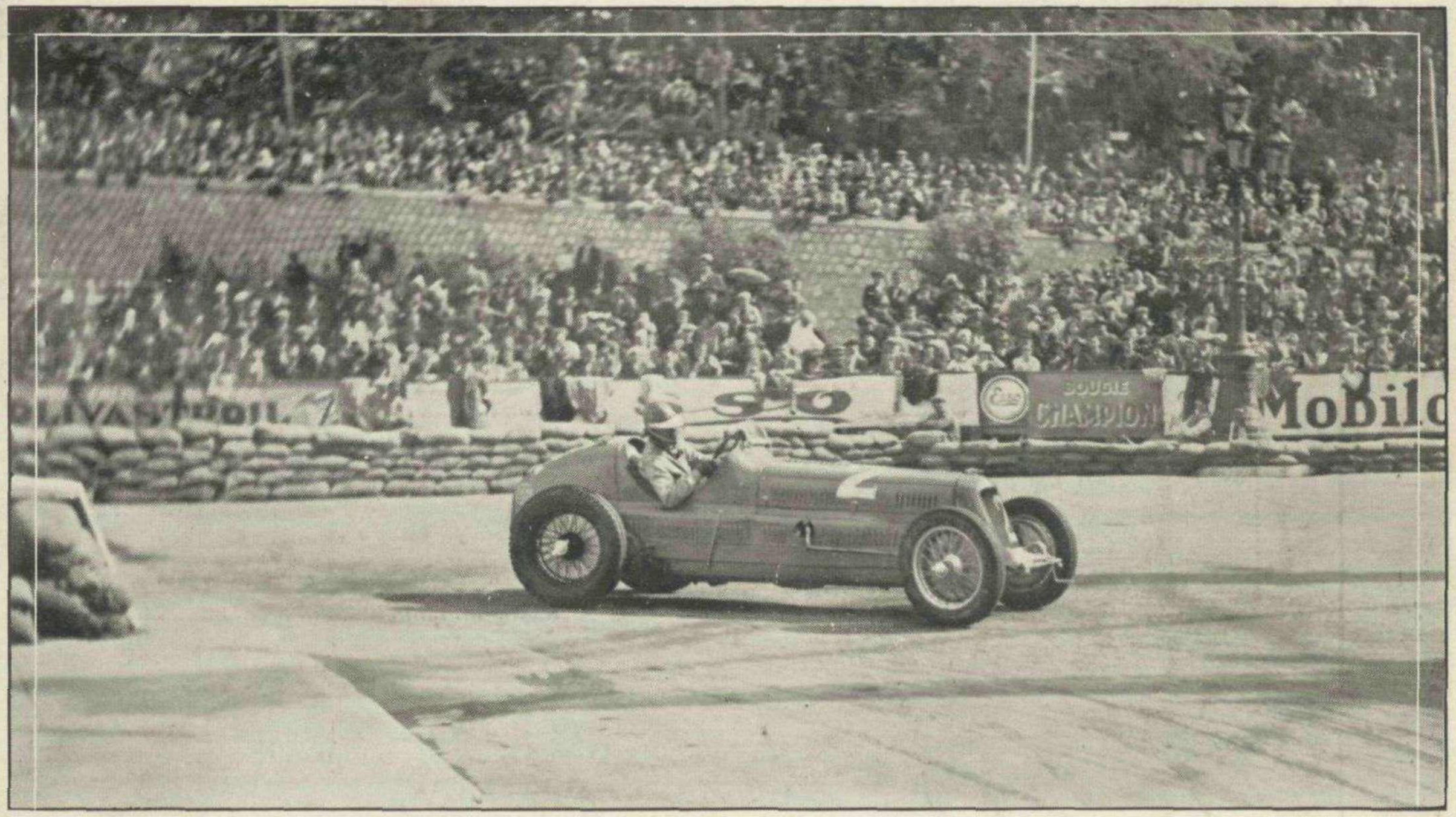
Vol. X. No. 7 Illustrated Accounts of the Monaco G.P. and The Mille Miglia. *May, 1934*

MOTOR SPORT

LAND - AIR - WATER

SIXPENCE MONTHLY



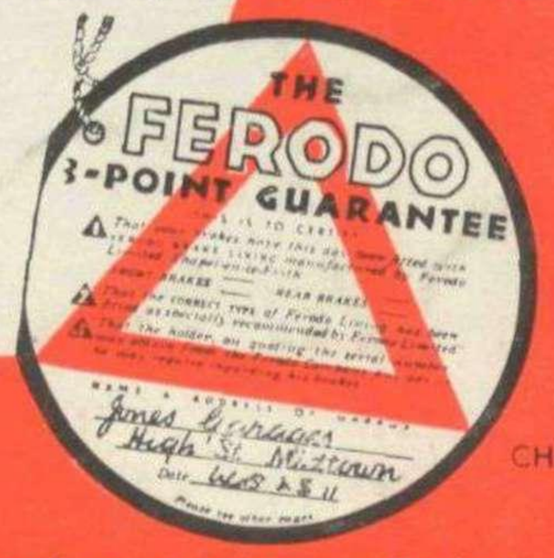
[Motor Sport Photograph

Monaco Grand Prix.—Earl Howe takes his new Maserati round the Gas Works Hairpin.

G.4

For speed you MUST have confidence-

FOR CONFIDENCE YOU **MUST** HAVE
GOOD BRAKES ——— *THEREFORE*



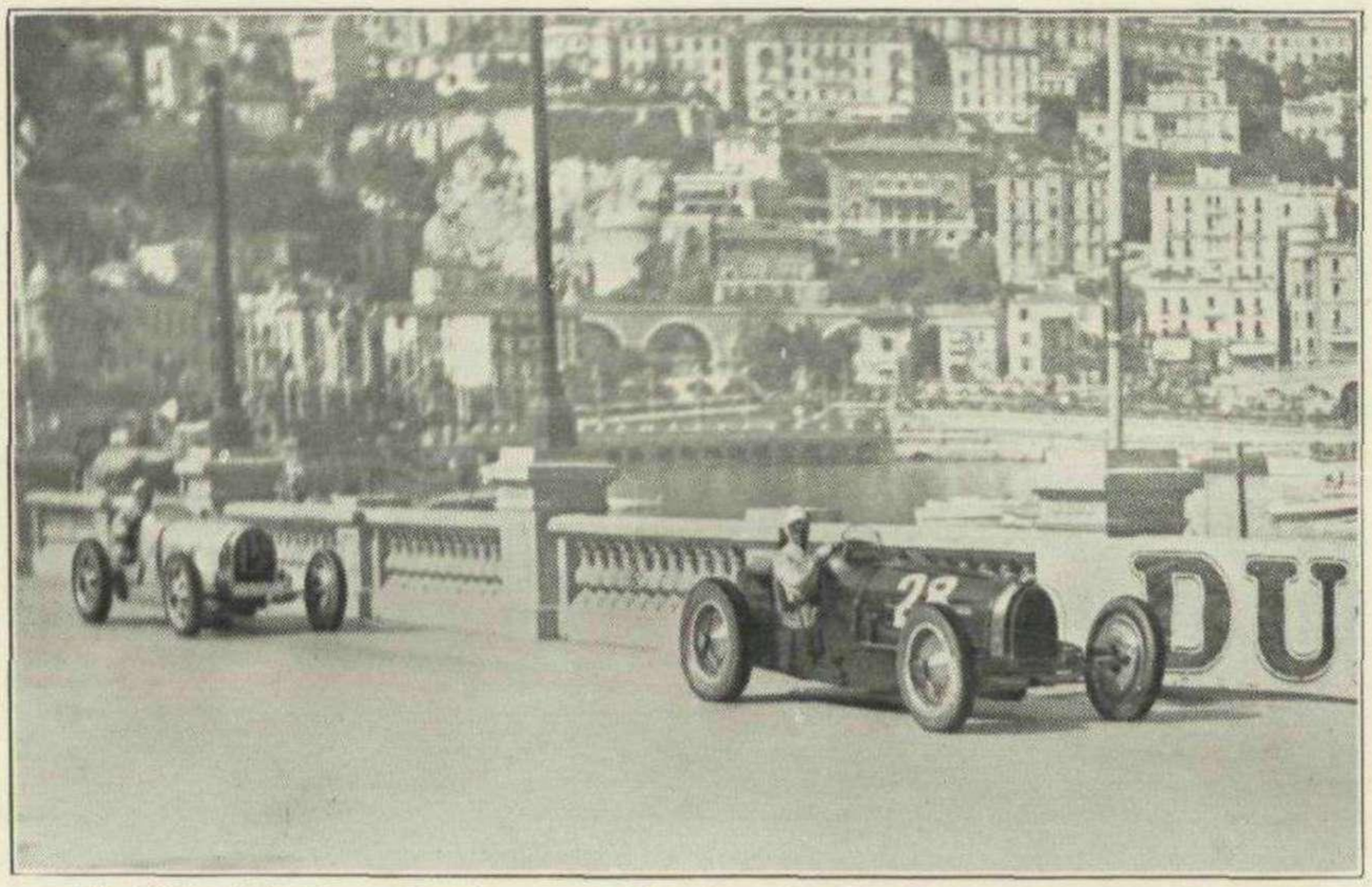
REGD. TRADE MARK
FERODO
BRAKE LININGS

Specify FERODO
BRAKE LININGS and get the 3-Point Guarantee

FERODO LIMITED
CHAPEL-EN-LE-FRITH

MOTOR SPORT PHOTOGRAPHS

THE MONACO GRAND PRIX, 1934



The Old and the New. Nuvolari on one of the latest 2.8 Bugattis passes Veyron on a "2.3."

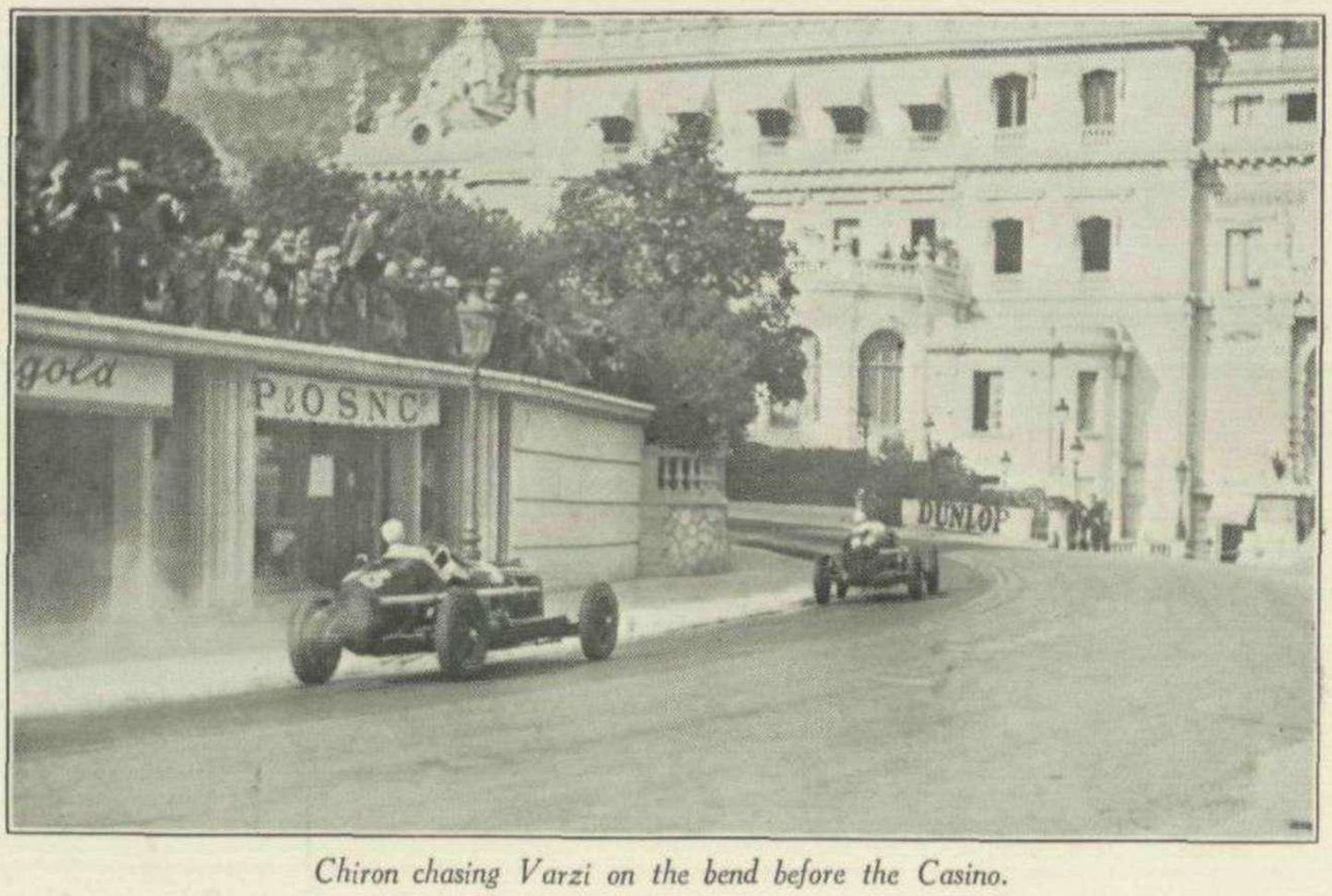
PRICES for "Motor Sport" Photographs are as follows:—

8" x 6" - - **2/-**

10" x 8" - - **3/-**

Cash with order

PRINTS are available of all Photographs Published, also many others taken at the various meetings



Chiron chasing Varzi on the bend before the Casino.

MOTOR SPORT (1929) LTD., 39, VICTORIA STREET, LONDON, S.W.1.

KEEP YOUR COPIES
OF
MOTOR SPORT
IN THE
NEW SELF BINDING CASE
(Price Five Shillings)

NO MORE LOST COPIES — SIMPLICITY OF OPERATION

WE HAVE NOW ARRANGED TO SUPPLY READERS WITH A PERFECT READING CASE AND SELF BINDER IN ONE. ISSUES CAN BE INSERTED ONE OR MORE AT A TIME, JUST AS DESIRED, AND NO MATTER WHETHER THE BINDER CONTAINS ONLY ONE ISSUE OR A COMPLETE VOLUME. IT ALWAYS OPENS EASILY AND LIES PERFECTLY FLAT AT EVERY PAGE. EACH CASE WILL HOLD TWELVE ISSUES AND, WITH ITS EMBOSSED GOLD LETTERING, WILL HAVE THE APPEARANCE, WHEN STANDING ON THE BOOKSHELF, OF A BOOK BOUND IN FIRST CLASS STYLE.

11¼ x 8¼ in. IN QUARTER BOUND STRONG CLOTH

The unique principle of the Self Binding Case is the securing of the parts on to strong tapes—coupled with an entirely new method of securing the end of such tapes. This method enables the tapes to be secured or released in a moment by the simple operation of inserting or removing a narrow wedge.

Price 5/- *post free, complete, with full instructions.*

Send this Coupon Today !

The Publisher, Motor Sport (1929) Ltd., 39, Victoria Street, London, S.W.1

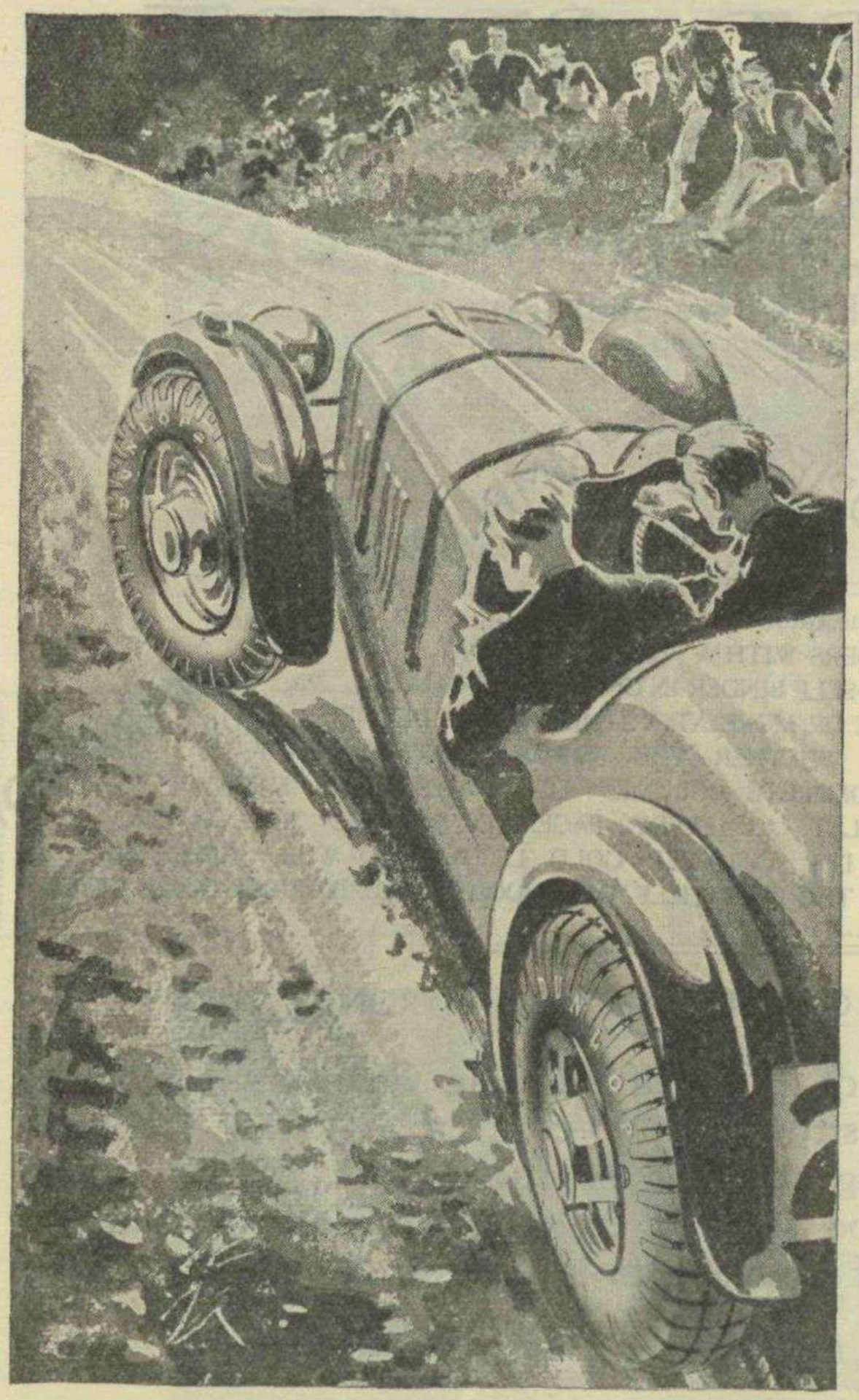
Please send me one Motor Sport Self Binder, remittance for 5/- enclosed.

NAME..... .....

ADDRESS.....

.....

DUNLOP TYRES



Dependable under the most exacting conditions

4H/130

DUNLOP RUBBER CO. LIMITED
FORT DUNLOP, BIRMINGHAM.
Branches throughout the World.

C.F.H.

VOL. X. No. 7. MAY 1ST, 1934. PRICE SIXPENCE
SUBSCRIPTION RATE
7/6 PER ANN. POST PAID

MOTOR SPORT

INCORPORATING THE BROOKLANDS GAZETTE
Editorial, Publishing & Advertising Offices
39, VICTORIA STREET, LONDON, S.W.1
Telephone: Victoria 5218.

EDITORIAL VIEWS

THE record entry of cars for the recent London to Lands End Trial follows closely on the biggest of all R.A.C. Rallies as further proof of the popularity of motor sport in this country. This taste for sports cars is amply satisfied by our manufacturers, practically every one of whom includes an open sporting car in his range of models.

* * * * *

Considerate driving on the part of competitors in trials has resulted in less lurid descriptions of these events by the Daily Press. Nowadays one seldom sees the Land's End called a "race," and the writers have concentrated on women drivers and passengers. The latter, if the Dailies are correctly informed, spend their time knitting complete jumpers *en route*. Such ignorance of the intricacies of route finding and the suspension of high speed small cars is delightful.

* * * * *

Our Daily Press writers, however, are as unbridled as ever in their reports of motor-races. The Mille Miglia, for example, provided them with ideal "copy." Earl Howe's accident was painted in the most sanguinary colours, and one writer, paying rather too much heed to the proverb "When in Rome do as Rome does," referred to Earl Howe as "Caesar of the British team." From the same reporter we gathered that Chiron, Varzi and Nuvolari, in an effort to hide their fears (!), were pacing up and down before the start muttering "The race will be hell!" presumably in French and Italian respectively.

The Second Reading of the Road Traffic Bill, 1934, revealed the House of Commons in its true guise of vacillating uncertainty.

Take the question of rear-lights for cyclists. Most of the speakers agreed that cyclists should be compelled to carry a rear light in their own interests, but not one of them felt strongly enough about it to press the matter. Plain common-sense demands that *every* road vehicle, whether on two wheels or four, should have a rear light, but M.P.'s and parties have one eye on the electorate the whole time, and are afraid of losing the cyclists' vote.

* * * * *

The talks on the wireless which followed were equally fatuous. One speaker, himself a motorist, admitted that he sometimes steps off the pavement without looking, and said that this would not necessarily be a dangerous procedure if only motorists put on their brakes as soon as pedestrians looked as though they were about to cross the road. Under the present laws which allow jay-walkers to get off scot-free, sensible motorists regard all pedestrians on sight as brainless, irresponsible menaces.

Some of the speakers condoned jay-walking and laid the blame for accidents on motorists. Careless vehicle-road-users are quite rightly punished, and careless foot-road-users should receive similar treatment. Why do the B.B.C. allow such slipshod rubbish to be broadcasted to millions of listeners?

But motorists fortunately had two able defenders in Earl Howe and the Earl of Cottenham, who gave common-sense hints on road safety.

CONTENTS

	PAGE
Editorial Views	291
Nuvolari crashes in Grand Prix Bordino	292
Continental Notes	294
Rumblings	297
1,000 Miles of Danger	301
Guy Moll (Alfa Romeo) Wins Monaco Grand Prix ...	305
A Bigger and Better Donington	309
1934 Racing Cars	312
Club News	316
A Silent Sports Bugatti	318
Easter Monday Meeting at Brooklands	322
Three Trials	327
A Record Lands End	326
Inexpensive Motoring the Italian Way	330
Cinder Shifting at the Crystal Palace	331
Isle of Man Races, The	333
A "follow my leader" Trial	334
A Debate on the new Road Traffic Bill	335

NUVOLARI CRASHES IN GRAND PRIX BORDINO.

Roads Treacherous with Heavy Rain. Varzi Wins at Over 85 m.p.h.

THE Grand Prix Bordino has gained in importance as a result of the reduction in the number of races held this year, and the Ferrari stable turned out in full force to take part in it. Apart from its intrinsic importance, however, it will be remembered as the race in which Nuvolari, the "man of steel," had his first serious mishap, while Pedrozzini, a less well known driver of a Maserati sustained fatal injuries.

The race was held on the Circuit of Alessandria, some 120 miles south west of Milan, and consisted of two heats, each of eight laps, with a 15 lap final. The circuit is eight kilometres in length. In the first heat there were the Ferrari drivers, Chiron and Tardini, on monoposto Alfa Romeos, the former driving a new 3 litre car, with Nuvolari on the latest 3 litre Maserati as their chief rival. Cormotti, Pietsch, Soffietti and Rovere were all Alfa Romeos bored out to 2.6 litres, while Cecchini was trying his hand on a Magnette. Four Maseratis and two 2.3 Bugattis made up the remainder of the field.

Heavy rain was falling as the first heat started, and the Maseratis proved very difficult to hold. Chiron and Tardini got into the lead at once, while Pedrazzini, who was driving a three litre Maserati, came into the corner leading to the bridge over the River Tanaro at too great a speed, skidded and crashed into the wall. The driver was flung out of his car and died almost immediately.

The second heat began even more disasterously, Minozzi on a 2.3 Alfa was forced off the course by another competitor just as he was getting away and charged the crowd, knocking down seven people, but fortunately only three were injured. He got going again without loss of time and finished fourth. Penn Hughes on a 2.6 Alfa was third, an excellent performance against 16 well-known drivers.

The five fastest cars from the two heats took part in the final, with Nuvolari's Maserati the only rival to the Alfas. By dint of tremendous effort Nuvolari managed to keep within striking distance of his rivals, then in the fifth lap came disaster. Approaching the same bridge at which Pedrazzini was killed, he found he was going too fast. He applied his brakes strongly, the car overturned and crashed into a tree. The unfortunate driver was removed from the car with a fractured leg and bodily injuries of a serious nature.



A. Varzi.

A few laps later the treacherous roads claimed another victim, this time Ferrari on a Maserati. His car struck a wall and caught fire, and the driver received burns but was otherwise uninjured. Meanwhile Varzi showed his usual brilliance on wet roads and lapped at over 85 m.p.h. with Chiron and Tardini at his heels, the final result showing a I—2—3 victory for Ferrari, with two of the type B monoposto Alfas heading the list.

RESULTS.

1st Heat.

1. Chiron (2.9 Alfa Romeo), 28m. 11s. (85.1 m.p.h.).
2. Tardini (2.6 Alfa Romeo), 28m. 46s.
3. Nuvolari (3 litre Maserati), 29m. 23s.
4. Comotti (2.6 Alfa Romeo), 29m. 55 4/5s.
5. Soffietti (2.6 Alfa Romeo).

2nd Heat.

1. Varzi (2.9 Alfa Romeo), 28m. 43 4/5s. (84.5 m.p.h.).
2. Trossi (2.9 Alfa Romeo), 28m. 59 3/5s.
3. Penn Hughes (2.6 Alfa Romeo), 29m. 57 3/5s.
4. Minozzi (2.3 Alfa Romeo), 29m. 58 2/5s.
5. Valpreda (2.6 Alfa Romeo).

Final.

1. Varzi (2.9 Alfa Romeo), 52m. 36s. (85.55 m.p.h.).

2. Chiron (2.9 Alfa Romeo), 52m. 37 1/5s.

3. Tardini (2.6 Alfa Romeo), 54m. 37s.

4. Comotti (2.6 Alfa Romeo), 55m. 12s.
5. Penn Hughes (2.6 Alfa Romeo), 55m. 55 3/5s.
6. Soffietti (2.6 Alfa Romeo

CIRCUITO DI ALESSANDRIA—1934.

THE Circuito di Alessandria is a Grand Prix which has come very much to the fore this year.

The circuit itself is 8 km. in length and includes two straights, and fast bends, and a tricky section with fast corners, similar in nature to the T.T. course.

The list of starters includes all the foremost Italian drivers. Nuvolari was to have driven his monoposto Maserati, the Scuderia Ferrari is represented by Varzi, Chiron, and Count Trossi, driving the new single-seater Alfas which were victorious at Alessandria. A fourth car, one of last year's monopostos which was driven by Chiron, will be in the hands of Tardini.

There are few foreign entries, but for the first time Great Britain will be represented in this race by C. Penn-Hughes on his 2.6 Alfa Romeo. An Italian-owned M.G. will also be running.

The new Alfa single-seater cars have been out testing on the Milan Autostrada during April, and their acceleration is so phenomenal that the existing world's record for the standing kilometre is already jeopardised.

LIST OF ENTRIES.

1. Cecchini, R. (M.G. 1,100).
2. Malaguti, R. (Maserati 1,100).
3. Casareto, U. (Maserati 1,500).
4. Scarnera, G. (Bugatti 2,000).
5. Pages, L. (Alfa Romeo 2,300).
6. Pietsch, P., di Berlino (Alfa R. 2,600).
7. Alloati, G. (Alfa Romeo X).
8. Scuderia Siena (Soffietti Luigi), (Alfa Romeo 2,600).
9. Scuderia Siena (Pedrazzini Carlo), (Maserati 3,000).
10. Scuderia Siena (Minozzi Giovanni), (Alfa Romeo 2,300).
11. Giussani, E. (Alfa Romeo 2,300).
12. Rovere, Gino (X).
13. Scuderia Balestrero (Balestrero R.), (Alfa Romeo, 2,600).
14. Scuderia Balestrero (Biondetti C), (Maserati 3,000).
15. Scuderia Balestrero (Maserati X).
16. Scuderia Balestrero (Maserati X).
17. Clifton Penn Hughes (Alfa R. 2,600).
18. Nuvolari, T. (Maserati 3,000).
19. Scuderia Ferrari (Chiron, Luigi), (Alfa Romeo 2,600).
20. Scuderia Ferrari (Varzi, A.), (Alfa Romeo 2,600).
21. Scuderia Ferrari (Trossi, C. F.), (Alfa Romeo 2,600).
22. Scuderia Ferrari (Tadini, M.), (Alfa Romeo 2,600).
23. X (Alfa Romeo).
24. Buesch, Hans (Maserati 2,994).
25. Maag, U. (Alfa Romeo 2,300).
26. Bonetti, F. (Alfa Romeo 2,600).
27. Scuderia Beccaria (Beccaria L.), X.
28. Scuderia Beccaria (X).
29. Scuderia Subalpina (X).
30. Scuderia Sulabpina (X).
31. Scuderia Subalpina (X).
32. Battaglia, G. (Alfa Romeo 2,600).
33. Delmot, A. (Bugatti 2,300).

FACTS FOR THINKING PEOPLE

In his article, "This Speed Business," Mr. H. S. Linfield says :

"The Real Factors in a Fast Journey.

"The things which really count are acceleration, giving the ability to overtake other vehicles with certainty and minimum loss of time; first class brakes—the better the brakes obviously the faster the car becomes from point to point; and real stability on the road, coupled with accurate steering, so that where vision ahead is open corners can be taken fast, yet safely.

"There is real charm in a car which will cruise at 55 to 60 m.p.h.—and by cruise I mean more than some people attach to that rather flexible term. The engine must be absolutely happy, not at or near the limit of comfortable revs., and the car itself must feel rock steady, on straight or curve, as well as answer to an inch to the steering. Gear ratios are often unduly low for ease of running at the higher speeds, and car weights too high for really brisk acceleration.

"Cannot makers concentrate on giving us this kind of car?" *"The Autocar," March 23, 1934*

The opinions of the writer of this article (well-known in the motoring world) are worth the serious consideration of the enthusiast interested in the ownership of a 'pukka' sports car. There is a striking similarity between his ideas as to what should be looked for in the high-average-speed sports car, and the official road-test of the Frazer Nash published in "*The Autocar*" nearly a year previously. The Frazer Nash has always possessed an outstanding all-round performance combined with absolute safety under any conditions—it is built to last and its high gears spell reliability and long life, in direct contrast to the average so-called sports car with its low gears and high-revving engine, of superficial appeal but strictly limited useful life.

Extracts from "The Autocar" road-test of a Frazer Nash, July 28th, 1933.

"A car that is definitely different, and a joy to the enthusiast to handle.

". . . the acceleration due to the ratio of power to weight and the direct drive on all gears is terrific.

". . . the car is rock steady on the road, and has steering which is unusually high geared . . . enables a most accurate control to be exercised.

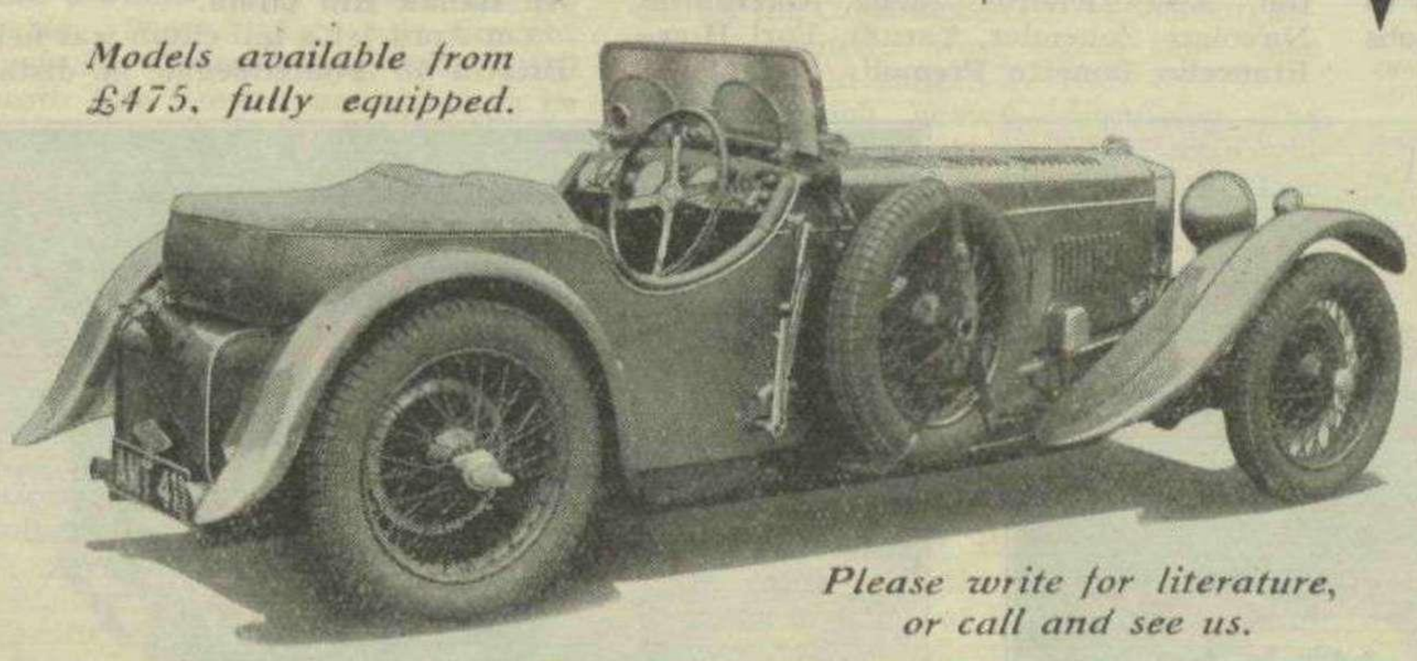
". . . there is a vast charm about a car that is able to pull as high a top gear ratio as 3.8, so that a cruising speed of 60 to 70 m.p.h. is maintained for miles at a stretch where feasible, with no suggestion at all of the engine being busy, the revs naturally being low, as they are, thinking comparatively, even at the maximum speed. Actually, regarding *third* gear of the Frazer Nash as equivalent of many sports car *top* gears, this machine has a good 'top gear' performance, a minimum speed of 6 or 7 m.p.h. being feasible. **Limit readings of 42 on first, up to 70 on second, and up to 88 on third can be reached....**

"Apart altogether from the maximum speed, the Frazer Nash is one of the fastest cars sold for ordinary road work without necessarily exceeding a maximum of 70. This is because of the remarkable acceleration, and quite as much due to the extraordinary "one-piece" stability in cornering. Actually, when the road is clear appreciable curves and corners can be rounded at what seem to be impossible speeds, if one is not accustomed to the car, or has not driven one for some time . . . the driver is absolutely at one with the machine, and able to do just what he likes with it, which is most fascinating.

". . . the feeling of safety on wet surfaces is a decidedly valuable thing.

"The brake power is exactly what is needed for a car of this description, and it seems natural to use the powerful outside hand lever principally, this being of racing type."

Models available from £475, fully equipped.



Please write for literature, or call and see us.

★ Have you realised that from *your point of view* as a private owner, the International Alpine Trial is your finest guide if you are interested in the ownership of a genuine sports car, and worth more in this respect than all the records and successes gained by special racing cars?

It is the most strenuous event in the motoring sport calendar, and tests as does no other competition the chassis, engine, body and equipment, while a successful car must be absolutely reliable, and possess acceleration, speed and hill-climbing capabilities beyond the ordinary.

A 1½-litre Frazer Nash was the *ONLY* non-supercharged car to climb the Pordoi, Stelvio and Galibier passes at the scheduled speed and to complete the Trial without losing a single mark—in fact, only two other cars (out of the total entry of 132 English, Continental and American cars) equalled this outstanding achievement, a supercharged 2,300 c.c. Bugatti and a 1,750 c.c. supercharged Alfa-Romeo.

FRAZER NASH CARS • ISLEWORTH
MIDDLESEX • HOUNSLOW 0011 & 0012

Continental Notes and News

By

HAROLD NOCKOLDS

The " Acceleration Record."

IT will be remembered that right at the end of last season a duel accured between Cobb on the Napier-Railton and Ruesch on a 3 litre Maserati for the world's standing start kilometre record. In the end Cobb gained the honours with a time of 25.27 secs., and a speed of 88.52 m.p.h.

All the winter Hans Ruesch has nursed his desire for vengeance. Once he went all the way to Tat, in Hungary, only to find the record-road covered with snow. As soon as finer weather came, Ruesch adjourned to Montlhéry for further attempts, but the timing apparatus gave trouble and still he had not broken the record.

At last on March 23rd he got his " break." The weather was fine, his Maserati in splendid form, and this time the timing arrangements functioned correctly. He covered the standing kilometre in 25.17 secs., at a speed of 89.39 m.p.h. which also ranks as a new Class D record, previously held by the same car and driver at 88.23 m.p.h.

Tyres are all-important for this record, and Dunlops were chosen by Ruesch.

The Lone Wolf.

While every racing driver of note has made some connection with a manufacturer to represent him exclusively throughout the season, or else has joined one of the " Scuderia," so much in favour at the moment, Tazio Nuvolari continues to play a lone hand.

Although lending his services to manufacturers and scuderias he does not bind himself down to one make, and thus we see him driving a Bugatti at Monaco and an Alfa Romeo in the Mille Miglia. He is driving a Maserati at Alessandria, and probably an M.G. in the T.T. There is a distinct possibility that he may be seen at the wheel of a new Mercédès-Benz in one race, and I hear that his negotiations to drive an American car at Indianapolis are by no means abandoned.

Braillard Injured.

One of those incidents, which organisers of hill climbs generally guard against very carefully, actually occurred during the practising for the Saint Le Hill Climb. Louis Braillard came tearing round a corner to find himself confronted by three other competitors descending the hill!

Deciding that anything was better than a head-on collision, Braillard ditched his Bugatti, being hurled out of the cockpit in doing so. At first it was thought that his collar-bone was broken but this was later found to be undamaged.

Fastest time at the hill-climb was made by M. Eonet (Bugatti) in 20.2 secs., with Falchetto (Alfa Romeo) a close second with 20.6 secs. M. Cattaneo made third best time in 21 seconds, driving a 5 litre Steyr.

An Awe-inspiring Tripoli G.P. entry.

The Tripoli Grand Prix on May 6th will provide a terrific spectacle. No less than 30 drivers have been invited to compete, and if the full complement turns up the massed start should be one of the finest in motor-racing history.

England will be represented by Earl Howe, H. C. Hamilton and T. E. Rose-Richards on Maseratis, and G. E. T. Eyston on an Alfa Romeo. There is a strong possibility of the Americans Lou Moore and Peter de Paolo taking part on Millers, while Count Trossi hopes to drive the Ferrari-owned 4 litre Duesenberg.

Here is the full list :

ALFA ROMEO : Balestrero, Pellegrini, Varzi, Chiron, Moll, Tadini, Trossi (or Duesenberg), Carraroli, Battaglia, Eyston, Widengren.

BUGATTI : Brivio, Dreyfus, Wimille.

DIESENBERG : Trossi (or Alfa Romeo).

MASERATI : Sommer, Straight, Hamilton, Rose-Richards, Siena, Gazzabrini, Nuvolari, Zehender, Taruffi, Earl Howe, Etancelin, Bonetto, Premoli.

MILLER : P. de Paolo, Lou Moore.

UNSPECIFIED : Biondetti.

It will be noticed that Robert Benoist is standing down in favour of Antonio Brivio, a new-comer to the Bugatti team. The 2.8 cars have already done 175 m.p.h. on the road, and so should stand a good chance.

If it runs, my own ' tip ' for the winner is Count Trossi's Duesenberg.

Bugattis and Auto Union at Avus.

The Avus race takes place on May 26th, and entries from Bugatti and Auto Union are already certain. The Auto Unions will be making their first appearance in a race, and will be watched with great interest, particularly on corners.

The Bugatti team will consist of two " 4.9's " and two " 2.8's," the drivers being Wimille, Dreyfus, Benoist and Brivio. Last year a " 4.9 " won the race in the hands of Varzi, with Czaikowski a close second on a similar car.

No Lorrain G.P.

Many difficulties have beset the A.C. Lorrain in their preparations for the Grand Prix de Nancy. The new permanent circuit which was illustrated in MOTOR SPORT recently cannot be completed before June 24th, the date booked for the race on the International Calendar, and so the organisers have reluctantly been compelled to cancel the event.

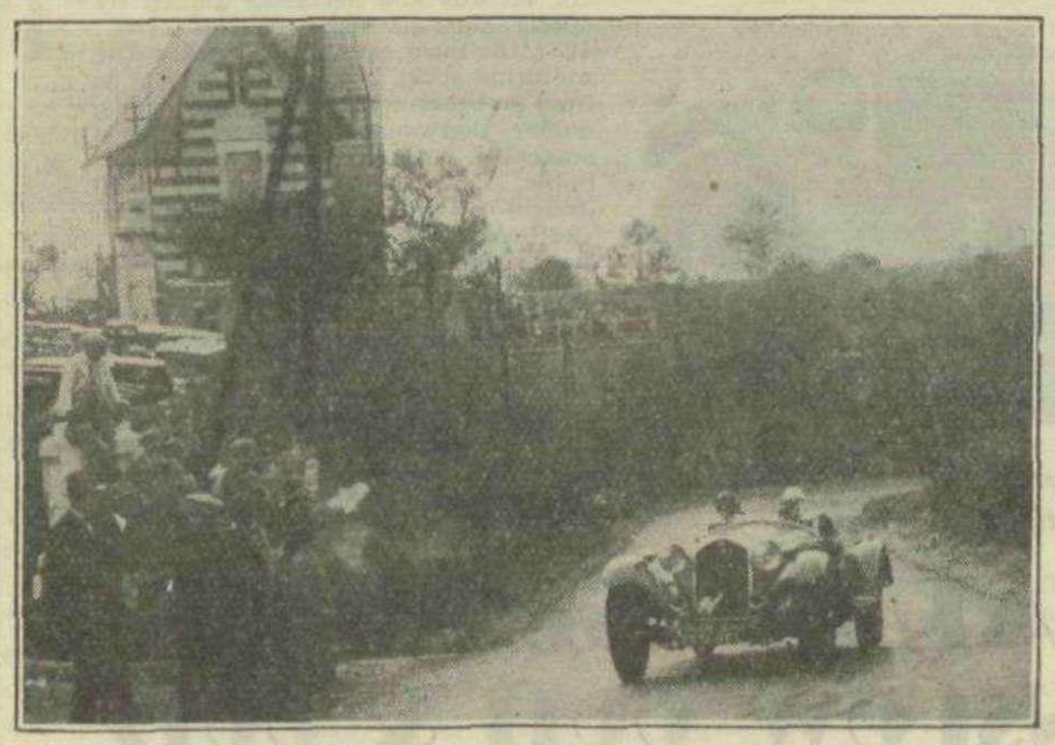
The Czechoslovakian 1,000 Miles Race.

On June 9th and 10th the A.C. of Czechoslovakia will hold its 1,000 miles Race for the second time over two laps of a circuit including the cities of Prague, Brno and Bratislava.

Only unsupercharged cars will be eligible, and there will be classes for 750 c.c., 1,100 c.c., 2,000 c.c. and unlimited capacity, and a special category for closed cars.

An Italian Hill Climb.

On April 1st a hill climb was held from Brescia to Pontedilegno, a distance of



The La Turbie Hill Climb. Weinberg is seen on his Alfa-Romeo, when he registered the time of 4 mins. 47 secs.



Balestrero (Alfa-Romeo) who recorded 4 mins. 7 secs. in the La Turbie Hill Climb.

CONTINENTAL NOTES AND NEWS—continued.

19 km. 500 m. It resulted in a fairly easy victory for G. Strazza, the well known Lancia driver, who beat Count Lurani's Maserati by 13 seconds.

GENERAL RESULTS.

1. Strazza (Lancia), 12m. 18.4s.
2. Count Lurani (Maserati), 12m. 31.4s.
3. Romano (Bugatti), 12m. 42.4s.
4. Coruggia (Alfa Romeo), 12m. 48.2s.
5. Giarratana (O.M.), 14m. 18.2s.
6. Ragnoli (Fiat), 14m. 49.8s.
7. Schena (Derby), 20m. 17.8s.

1,500 c.c. 1, Rès (Salmson), 41.8 secs.
2,000 c.c. 1, Roumani (Bugatti), 48 secs.; 2, Jamin (Bugatti), 49.8 secs.
5,000 c.c. 1, Mahé (Bugatti), 42.6 secs.

Racing.

750 c.c. 1, Jahan (Salmson), 46.4 secs.
1,100 c.c. 1, Desvaux (Girod-Salmson), 40.2 secs.; 2, Luc (Salmson), 1 min. 10.8 secs.
1,500 c.c. 1, Girod (Salmson), 35.4 secs.; 2, Cazeaux Bugatti), 38.6 secs.; 3, Decaroli (Bugatti), 41.6 secs.
2,000 c.c. 1, Jacob (Bugatti), 35.4 secs.; 2, Decaroli (Bugatti), 35.6 secs.; 3, Mougin (Bugatti) 37.2 secs.
5,000 c.c. 1, Cattanéo (Steyr), 37.2 secs.

A Famous Airman at Le Mans.

Aviators do not often enter the field of motor-racing, many of them indeed professing contempt for the earth-bound automobile. An exception, however, is to be found in Gustave Lemoine, one-time holder of the world's altitude record. Lemoine will be Roger Labuc's co-driver in the Le Mans 24 Hours Race, and is now training carefully for his first motor-race.

It is now announced, by the way, that Mrs. Stewart will share the driving of her Derby with Bonne, who has the reputation of being a good driver and a clever mechanic.

Dreyfus wins La Turbie.

That unusual vehicle, the 4-wheel drive Bugatti, emerged from its lair at Molsheim last month and in the capable hands of René Dreyfus beat the record for the La Turbie hill-climb. The previous record stood to the credit of J. P. Wimille, on a normal 4.9 Bugatti, with a time of 3m. 52s.

Dreyfus scored no narrow triumph, but clipped 6.6 seconds off the record and brought it down to 3m. 45.4s. Handled well, the 4-wheel drive Bugatti can be unbeatable. Second place was thought to be safe for Count Trossi, with a 2.9 monoposto Alfa Romeo, but although he succeeded in equalling Wimille's old record, he was not fast enough to beat Juan Zanelli on a Nacional Pescara, whose time was 3m. 51.4s. Zanelli's performance was particularly meritorious, for he won the 3 litre class from a host of Alfas and Maseratis.

One accident occurred, when Granvy crashed without injury at the *viage de l'Octroi*. Ruesch made a sensational about-turn at the Observatory and did not complete his climb. There was one English car in the sports classes, a Triumph "Gloria" driven by Kehoe, which was third in the 1,100 c.c. category.

Chateau-Thierry Record Unbroken.

The Chateau-Thierry hill climb is one of the oldest French motoring events. It is unusual in that it is also an acceleration-and-braking test, for the cars have to pull up at the finish astride a line.

Some disappointment was felt when the two best entries—Raymond Sommer (Maserati) and Jean Delorme (Bugatti)—failed to materialise. The result was that the record established some five years ago by Michel Doré on a 1,500 c.c. La Licorne was not beaten. Dore's time was 34.6 secs.

On April 8th the honour of making fastest time of the day was shared by Armand Girod (Salmson 1,500 c.c.) and Marcel Jacob (Bugatti 2,000 c.c.) with a time of 35.4 secs. Outstanding performances were also made by Druck (Salmson 1,100 c.c.) in 38.4 secs., the fastest sports car, and Periot (Delahaye saloon) in 41.6 secs., the best of the touring classes.

FULL RESULTS.

Touring.

7.50 c.c. 1 Jacob (Rosengart), 1m. 11.6s.
2,000 c.c. 1, Decaroli (Bugatti), 1m. 15.4s.
5,000 c.c. 1. Perrot (Delahaye), 41.6s.

Sports.

750 c.c. 1, Barrold (Salmson), 58.2s.
1,100 c.c. 1. Druck (Salmson), 38.4s.; 2, Jahan Derby), 41.6s.; 3, Mme. Bourdereau (A.C.I.), 1m. 6.4s.

RESULTS.

Sports.

1,100 c.c. 1, Venot (La Pintade), 5m. 56.8s.; 2, Massot (Amilcar), 6m. 40.4s.; 3, Kehoe (Triumph), 6m. 41s.
1,500 c.c. 1, Rey (Bugatti), 4m. 36.8s.; 2, Comtesse de Lesguern (Salmson), 6m. 30.6s.; 3, Smac (Peugeot), 8m. 3.4s.
2,000 c.c. 1, Ogez (Alfa Romeo), 5m. 40.8s.; 2, Dessertenne (Rosengart), 6m. 4.2s.
3,000 c.c. 1, Quartrara (Alfa Romeo), 4m. 16s.; 2, Ernbiricos (Bugatti), 4m. 18s.; 3, Morand (Bugatti), 4m. 26.4s.
5,000 c.c. 1, Trévoux (Hotchkiss), 4m. 33s.; 2, Mahé (Bugatti), 4m. 33.2s.; 3, Falck (Hotchkiss), 4m. 55.4s.

Racing.

750 c.c. 1, Viossat (Mathis), 4m. 46.4s.; 2, B. Maillard (M.G.), 4m. 58.5s.; 3, Thimo (Thimo), 5m. 8.8s.
1,100 c.c. 1, Chambost (Salmson), 5m. 8.6s.
1,500 c.c. 1, Boncly (Miller), 4m. 49.4s.
2,000 c.c. 1, Berrone (Maserati), 4m. 9.6s.
3,000 c.c. 1, Zanelli (Nacional Pescara), 3m. 51.4s.; 2, Trossi (Alfa Romeo), 3m. 52s.; 3, Braillard (Maserati), 3m. 56s.
5,000 c.c. 1, Dreyfus (Bugatti), 3m. 45.4s.

The Prix Royal Causes Trouble.

A storm in a tea cup was caused recently by the announcement that the R.A.C. of Italy intended to alter the date of the Prix Royal of Rome from June 10th to May 20th. The latter date had already been booked on the International Calendar for the Casablanca G.P. and the organising authorities were afraid that their entries would suffer.

After much heated discussion the R.A.C.I. finally postponed the Prix Royal of Rome until October 14th, and so all is well.

Mrs. Stewart in action with the Derby.

The Derby Special grows faster and faster! Perhaps "grows" is rather misleading, for the steady increase in its speed is no accident, but the result of sheer brains and hard work on the part of Douglas Hawkes, Mrs. Stewart and the Derby racing staff.

On April 14th the sleek single-seater was seen in action at Montlhéry, and Mrs. Stewart calmly collected three records in Class E (up to 2,000 c.c.). They were the 5 kilometres at 140.3 m.p.h., the 5 miles at 139.85 m.p.h., and the 10 kilometres at 139.76 m.p.h. All three records were already the property of Mrs. Stewart, at the following speeds:—139.81 m.p.h., 139.41 m.p.h., 139.49 m.p.h.

Heartiest congratulations to all concerned!

Eyston's 1,500 c.c. Records.

The battle between Eyston's 1½ litre Riley and Veyron's 8 cyl. Bugatti was carried a stage further last month when Eyston, in company with E. MacLure, set up three new records in Class F. (up to 1,500 c.c.). All were of the long distance variety, and were as follow:

1,000 miles, 102.35 m.p.h. (Alvis, 95.24 m.p.h.).

12 hours, 101.69 m.p.h. (Riley, 92.82 m.p.h.).

2,000 kilos, 101.25 m.p.h. (Riley, 91.68 m.p.h.).

An American-Roumanian Team.

Whitney Straight recently spent a day at Montlhéry with Prince Nicolas of Roumania, driving the latter's big Duesenberg touring car. It is possible that these two drivers will pilot the car at Le Mans, a race in which Prince Nicolas took part last year.

Incidentally Prince Nicolas is still running, and obtaining unfailing service from a 3 litre Sunbeam touring car which he bought in London in 1925.

Renault captures the Hotchkiss 48 Hours Record.

French manufacturers are always keen competitors in record work, and hardly had the stir of admiration caused by the Hotchkiss World's 48 Hours record died down than a Renault appeared at Montlhéry and proceeded to attack the coveted record.

The car was a "Nervasport" Renault, equipped with a straight-eight 4,800 c.c. engine. The drivers were Quatresons, Fromentin, Berthelou and André Wagner—the latter not to be confused with the renowned Louis Wagner.

As was bound to happen, the Renault soon began to beat class records in keeping up its schedule, but these did not only affect Hotchkiss, for the larger engine size of the Nervasport put it in Class C—and the records gained were at the expense of another French manufacturer, namely Delage.

WORLD'S RECORDS.

4,000 miles. 105.59 m.p.h. (Hotchkiss 95.76 m.p.h.).
48 hours. 104.05 m.p.h. (Hotchkiss 95.36 m.p.h.).
5,000 miles. 104.05 m.p.h. (Hotchkiss 94.73 m.p.h.).

CLASS C. RECORDS.

3,000 kilos. 106.33 m.p.h. (Delage 97.22 m.p.h.).
2,000 miles. 106.13 m.p.h. (Delage 97.43 m.p.h.).
4,000 kilos. 106.17 m.p.h. (Hotchkiss 83.41 m.p.h.).
24 hours. 106.21 m.p.h. (Delage 95.52 m.p.h.).
3,000 miles. 105.73 m.p.h. (Hotchkiss 93.40 m.p.h.).
5,000 kilos. 105.85 m.p.h. (Hotchkiss, 83.57 m.p.h.).
4,000 miles. 105.59 m.p.h. (Hotchkiss, 82.62 m.p.h.).
48 hours. 104.05 m.p.h. (Hotchkiss, 82.62 m.p.h.).
5,000 miles. 104.05 m.p.h. (Ford, 77.84 m.p.h.).

More Citroen Records.

The number of Citroen records in the official list is already colossal, but seven more were annexed last month by that inveterate record-breaker César Marchand. He had as co-drivers Fortin, Bodécot, de Présalé and Barbier.

The car was called Rosalie IV, and after a good run broke the following records in Class D (up to 3,000 c.c.).

3,000 kilos. 98.61 m.p.h. (Bentley 94.86 m.p.h.).
2,000 miles. 98.60 m.p.h. (Bentley 94.83 m.p.h.).
24 hours. 98.16 m.p.h. (Bentley, 95.03 m.p.h.).
4,000 kilos. 97.61 m.p.h. (Citroen, 80.75 m.p.h.).
3,000 miles. 96.55 m.p.h. Citroen, 80.72 m.p.h.).
5,000 kilos. 96.69 m.p.h. (Citroen, 80.82 m.p.h.).
4,000 miles. 96.16 m.p.h. (Citroen, 81.28 m.p.h.).

The "Helmhat"

"Woolwear" PRODUCTION

Pat.: Applied For



TWO HATS IN ONE!

A smart and comfortable helmet quickly converted into a chic beret. Jumper with Zip fastener, made from pure Botany Wool in all colours including "Bugatti Blue," "Alfa Red" & "Le Mans Green."

THE SET - HAT & JUMPER - 18/9

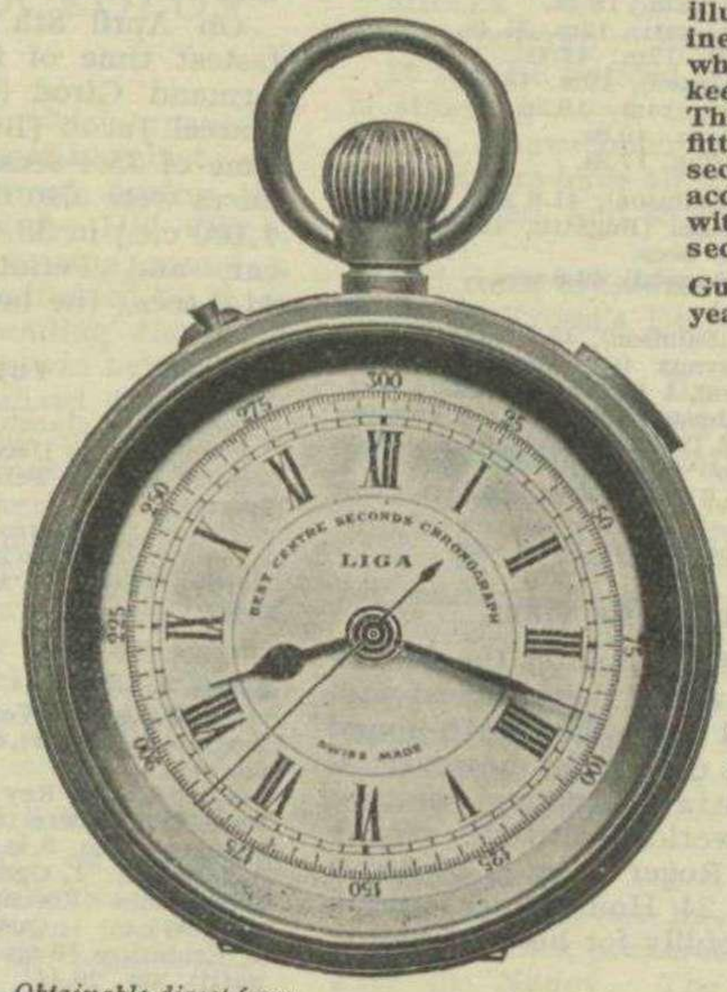
POST FREE 19/3

Make Remittance payable to G.M.N. and sent to BOX H. 99, Motor Sport, 39, Victoria St., S.W.1. Wholesale Distributors: East London Rubber Co., Gt. Eastern St., E.C.2.

Manufactured by Woolwear Ltd., E.C.1.

Accurate Time-keeping

The importance of 1/5th of a second!



Motorists and other users of stop watches will find the model illustrated here of inestimable value where accurate time-keeping is essential. The watch, which is fitted with a centre second hand, gives accurate readings to within a fifth of a second.

Guaranteed for three years.

The Sportsman's Model, *(as illustrated)*

15/-

3 Years' Guarantee.

SEND FOR ONE THIS MAIL.

Other Models with Fly-back Action,

25/-

Guaranteed for 3 years.

Obtainable direct from

A. ARNOLD & CO., 122 St. John St., Clerkenwell Rd., LONDON, E.C.1

Why not Visit the . . . .

ISLE OF MAN—*This Year*

and spend a few days at

The Hotel Majestic

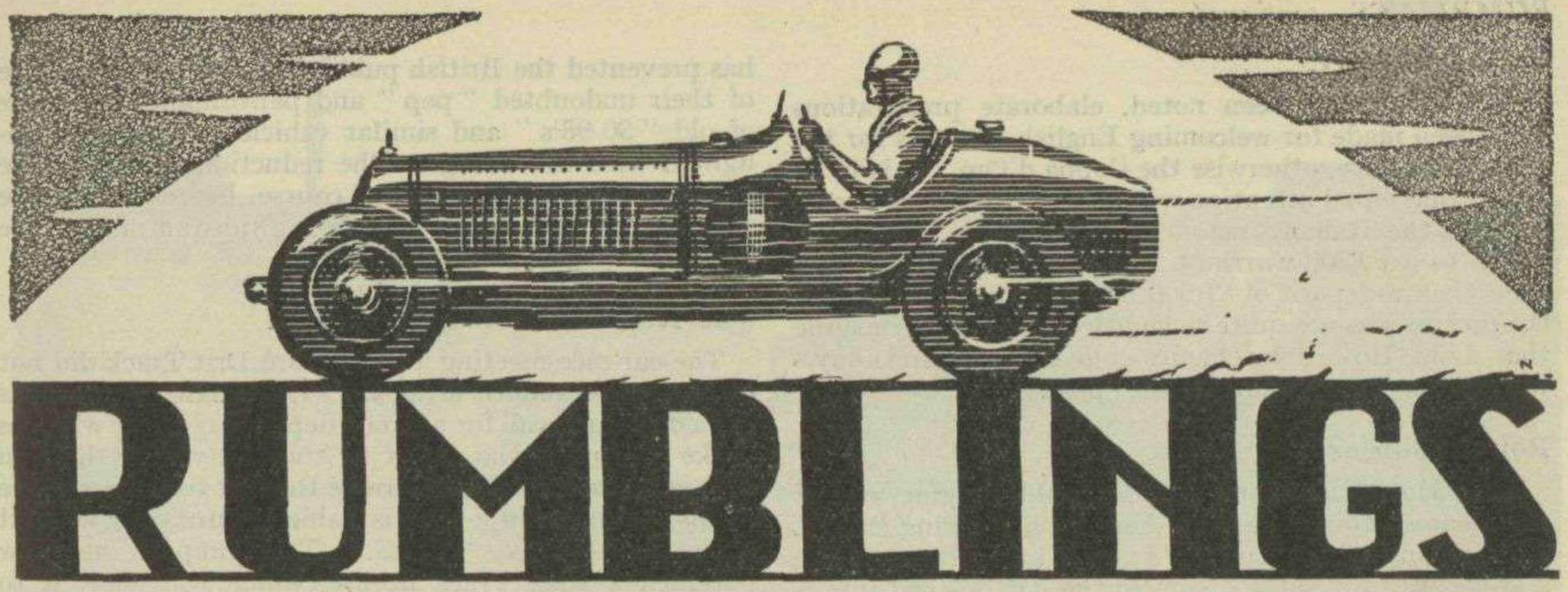
Situated on the coast, overlooking Douglas Bay, in its own grounds of eight acres. :: Within easy reach of Douglas

Fully Licensed. Hot and Cold Water in all Bedrooms, Large Sunny Lounges, Ball Room, Billiards, Tennis, Putting. Adjoins Howstrake 18-Hole Golf Course.

Book early for . . .

T.T. MOTOR CYCLE RACES

- R.A.C. CAR RACES -



Scandal Sheet.

THE daily newspapers seem to have discovered after some rather strident years that motor-racing has more in it than merely " dicing with death," and I only saw one mention of " speed demon " and that in an American journal. The old spirit dies hard however, and the worst offender was a woman journalist at Monte Carlo. " It was a very bad race," she said, " no accidents at all and the leading cars kept going all the time. I've such a headache with Mr. Nuvolari's car. You know it screamed like a railway engine. I'm sure I don't know what to write about the race."

A Successful Beginning.

The Monaco Grand Prix always attracts a fine crowd for apart from its spectacular nature, it is the first big race of the season, and 400 cars an hour were said to have passed through the Italian customs that day. Dr. Porsche, the designer of the Auto Union racing cars, was one of the spectators.

The course was opened by Rudolf Caracciola, who drove round in one of the new 2.8 litre Mercédês. Out of the car he walked with a stick, limping considerably, and I very much doubt whether he will be able to drive this season.

Welcoming the 2.8.

Bugatti racing drivers now in retirement inspected the new cars with interest, and amongst them I met Philippe, otherwise Philippe de Rothschild, who finished fourth in the first Monaco Grand Prix which took place in 1929.

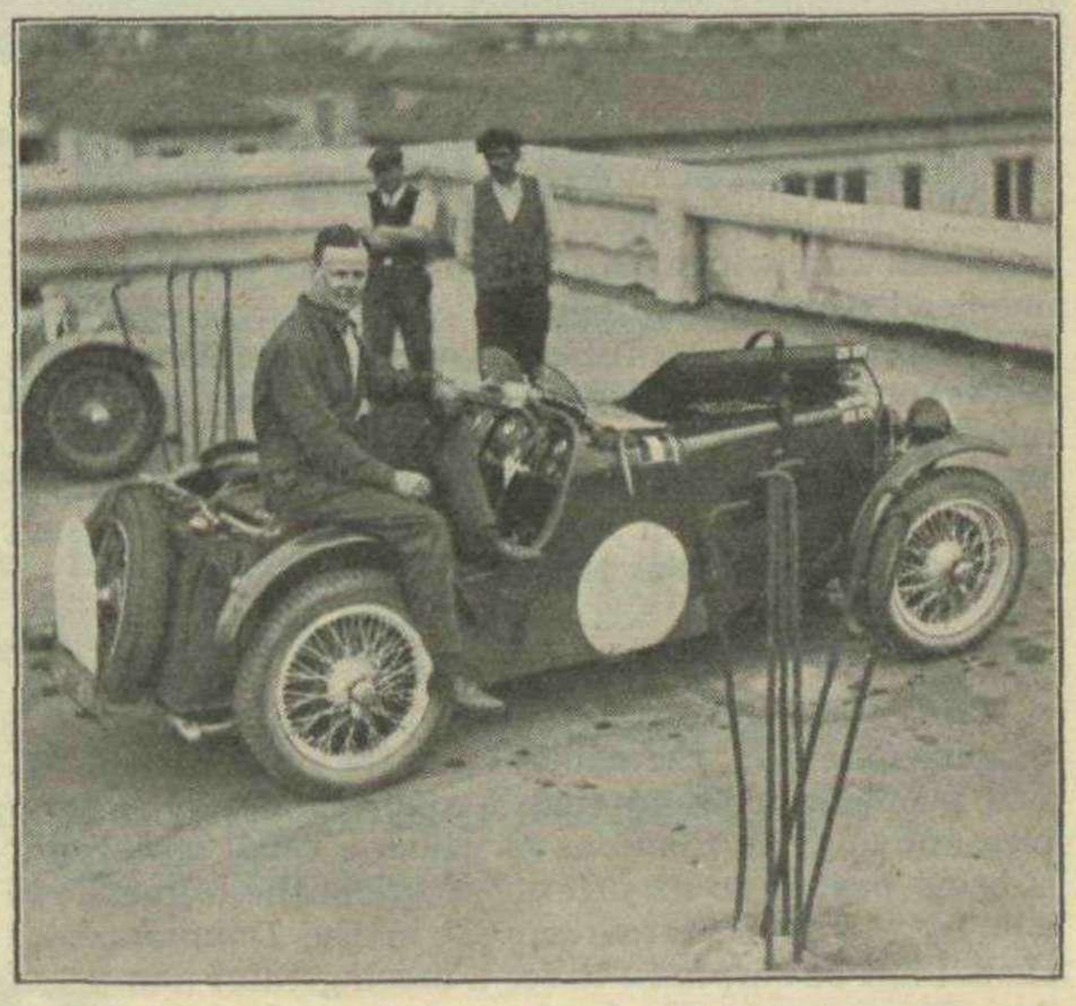
Benoist, who has not driven a racing car since the San Sebastian Grand Prix of 1928, proved himself quite capable of dealing with the 1934 machines, and lapped in 2 min. 2 sec. during practising. In the actual race, of course, only Dreyfus and Wimille drove, and the latter was eliminated by brake trouble at an early stage. All the rivets in the rear brake linings sheared.

Drilling Holes.

A surprising feature of this first race under the weight limitation rules is that 2.3 Bugattis and 2.3 Alfas can be brought within the limit with judicious lightening. No doubt John Cobb and Kaye Don, who own cars of the latter type, are looking out the old family breast-drill. Penn-Hughes was rather disgruntled that he had not realised the possibility of entering the 2.6.

Subject to Conformation.

Incidently I think Penn must be haunted by a poltergeist in the form of a thwarted and departed publicity agent, which is determined to muddle up all news about the unfortunate hauntee. Anyhow I was officially informed that Penn was driving an Aston Martin in the 1,000 Miles race, whereas what was meant was that he hoped to be driving one in the 4,000 Miles race which takes place at the end of May. Bertelli has decided to enter a single car to see how strictly the regulations are interpreted, with the idea of entering a team in 1934. In future all Penn Hughes news will be headed " subject to interference by spooks."



Polishing up! Penn Hughes with one of Earl Howe's Magnettes on the roof of the garage at Brescia.

RUMBLINGS—continued.

Racing in Italy.

As has already been noted, elaborate preparations have been made for welcoming English entrants for the 4,000 Miles race, otherwise the Coppa d'Oro. It is to be hoped that equal attention will be paid to getting spares through the Italian Customs. Last year it took three weeks to get £300 worth of M.G. spares into Italy, and even then a deposit of £1,000 had to be paid. This year the process was not quite so lengthy, but I don't imagine that Lord Howe's mechanics enjoyed their three day's wait at the Ventimiglia frontier post.

Rough Surgery.

Lord Howe's accident was, I should imagine, one of the nearest things he has had in his racing career. After sliding off the road at 75 m.p.h. and scraping along a stone wall for some distance, the car crashed into a telegraph post, which broke off and fell directly on the car. The windscreen and scuttle took some of the shock but the driver's crash helmet was forced hard down on his temple inflicting a nasty cut. Thomas, the mechanic, was not touched, and carried Lord Howe into a little farm house and asked for water. The farmers had no illusions about the purity of their water and insisted on bringing half a gallon of red wine in a basin. The shock of that on the wounds on head and arm must have had a very reviving effect.

E. L. Gardner took Lord Howe back to Brescia later that evening in his 8 litre Bentley, little the worse for his adventure, and he will be fit in time to drive in the International Trophy.

Perils of the Road.

While the Minister of Transport was introducing his Bill for the introduction of a 30 m.p.h. limit in built-up areas I was acquiring the Italian technique. All you have to do is to drive flat out through every village, making as much noise as you can, with thumb flattened on the button of your loudest horn.

The inhabitants understand that you are in a hurry and move back two or three paces to let you through. Occasionally the local authorities take an unfair advantage of the motorist by laying cobbles so rough that 25 m.p.h. is the highest speed at which you can drive a conventional car, which partly explains the popularity of independent wheel springing.

If a pedestrian is injured, however, the car and the driver are both arrested, and one's driving license is taken away until investigations have been made. I believe the percentage of accidents per car is actually lower in Italy than in England, and the system is said to work just as well as the English one.

The New Budget.

Hard feeling against the new Traffic Bill will be offset to some extent by the reduction of the horse-power tax. Few people would deny that a large engined car is more pleasant to drive than one in which a small power-unit is being pushed to its uttermost, while the former type will have a much larger appeal in the Dominions. I should not be surprised to see a much greater number of American cars in England next year, for the horse-power tax has been the only factor in many cases which has prevented the British public from taking advantage of their undoubted "pep" and performance. Owners of old "30-98's" and similar vehicles will also be delighted with the change. The reduction does not take place until January, 1935, of course, but no doubt the sales of big-engined cars will show a substantial increase in view of the future reduction.

The R.A.C. and Dirt Tracking.

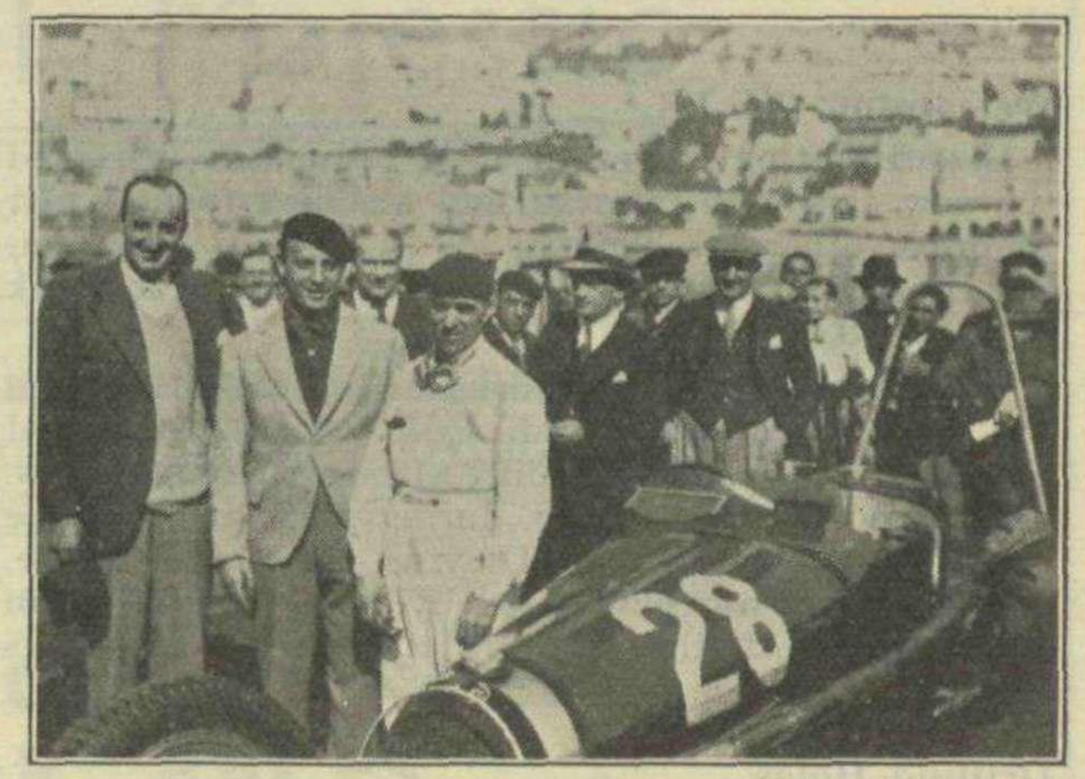
The car race-meeting at Greenford Dirt Track did not come off last month after all. The R.A.C. regulations for a dirt track call for a 2 inch depth of cinders, whereas Spike Rhiando, who ought to know, says that half an inch is the maximum, otherwise the dirt banks up at the bends and a car in a slide is liable to turn over when it strikes these heavy "drifts." The Company has now obtained a Race Track license, which will allow it to make its own regulations as to the surface and races to be run, so all should now be plain sailing. The first Meeting is to be on May 5th.

One-Sided.

Since Horton had the bright idea of fitting an off-set streamlined body on a normal M.G. Midget chassis, the idea has grown in popularity. J. Eason Gibson, whose Brooklands Riley has often been seen in Mountain Races has now succumbed to the craze.

The chassis is a 1929 Brooklands one, extended in front to carry the radiator. The engine has received a fair amount of attention and is fitted with an enormous crank shaft, but retains the normal two-carburetter induction system. The body, which was designed by Gibson and fitted by the Beecholme Motor Company, only weighs 50 lbs. against 2½ cwts. for the standard type. The petrol tank is carried alongside the body on the near side. For use on the outer circuit a small steering wheel will be used, and the driver will do his stuff inside a streamlined conning tower. I hope a tin-opener is included in the tool kit.

Gibson tells me he will be running the car at Donington on May 12th, and it will also be entered for the Empire Trophy. It should be a car to watch.



[*Motor Sport Photographs*

Nuvolari with his 2.8 Bugatti. With him is seen Philippe de Rothchild, who as "Phillppe" raced in the first Monaco G.P.



BIG BROOKLANDS TROPHY FOR GORDON HARKER?

Interviewed on the track, Mr. Gordon Harker said, as he proudly surveyed his half-litre Incredible with its specially hotted-up engine, "She's not much of a bus to look at, I admit, but give her Pratts High Test* and it's like feeding raw meat to a tiger. I know that if I can only get into gear, the Trophy will be mine." "There was a loud crash," continued Nellie Wallace, taking up the tale excitedly, "and I found myself in the press box. Later I heard that Gordon would have broken the record only he'd forgotten to take off the brake." — *Daily Tellacram.*

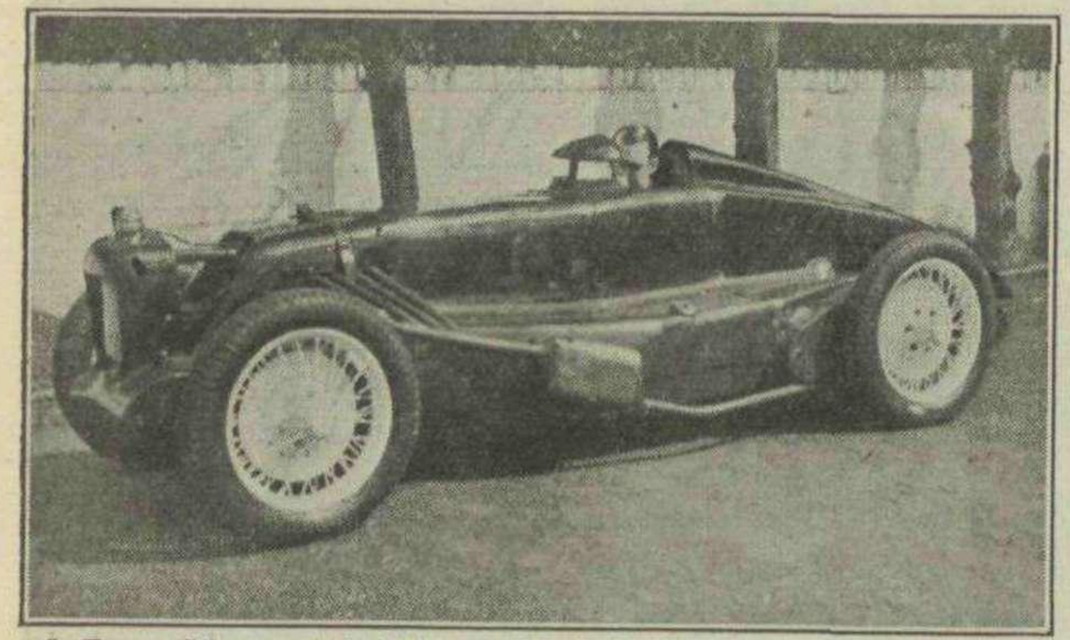
★
PRATTS HIGH TEST makes every car a better car

RUMBLINGS—continued.

Car or Driver.

On several occasions lately I have come across a belief among racing followers that the car counts a good deal more than the driver. Further investigation revealed that this statement was levelled particularly against young drivers who have distinguished themselves in racing, and I thereupon decided that the root of the matter lay in jealousy.

This is what generally happens. A man owns a small sports car, which he learns to handle with skill on corners. He then goes to Brooklands or Shelsley or the Continent as a spectator, and there sees a young man of similar age and apparently similar capabilities driving a Grand Prix racing car in first-class fashion, breaking records



J. Eason Gibson and his Riley, in wh ch he hopes to appear at Donington and Brooklands.

and winning races. It looks easy. The car brakes heavily for a corner, the front wheels juddering. With confident movements the driver holds it under firm control, sliding round the corner and accelerating with fierce wheelspin and instantly-corrected skids.

"I am sure *I* could do that," mutters the spectator. "That car has got such terrific brakes and acceleration that you can't go wrong with it. If only I had So-and-So's money . . . !"

It's only human, isn't it? But just a little childish, I'm afraid. By comparing the performances of different drivers on the same car or type of car it is obvious that to handle a G.P. car well requires just as much "flair" as to be a scratch-man at golf, or play tennis at Wimbledon.

Frank admiration of another man's prowess does no one any harm.

Watch Handley!

It is an aphorism to say that racing motor cyclists invariably make first-class car drivers. Nuvolari and Varzi abroad, Dixon and Crabtree over here, all testify to the truth of the statement.

This season a newcomer to car racing from T.T. work will appear, W. L. ("Wal") Handley. Now Handley is generally acknowledged among motor-cyclists to be a genius, literally speaking. Some of his rides in the Isle of Man have been uncanny, and for sheer brilliance he is unsurpassed.

Now among the riders to whom Handley used to hand out a sound beating was one Tazio Nuvolari, and a friend of mine who saw the two men in action several times tells me that there was no doubt as to who was the better rider. In his opinion (and he is a competent judge), Handley would soon become our No. 1 Grand Prix driver, given the opportunity, and he even goes so far as to say that he would back Handley against Nuvolari or Varzi on any road circuit—driving similar cars.

Handley's first appearance will be at Brooklands in the International Trophy, driving in Kaye Don's team of M.G. Magnettes. The course, however, will hardly give him scope to show his skill.

A New Bentley at Le Mans?

For some time there have been persistent rumours that one of the new 3½ litre Bentleys would be raced during the present season. It is now almost certain that one of these cars will be entered by Eric Burt for the Le Mans 24 Hours Race. The entry is of course an entirely private venture, and the makers will not be taking part in races during 1934.

The May Meeting at Donington.

The Derby and District M.C. are holding their next meeting on the Donington track on May 12th. A 25 mile scratch race for cars up to three litres will be the most important event, with a first prize of £20. There will be six five-lap scratch races for cars of various capacities, and single seaters will be allowed.

TEN YEARS OF MOTORS AND MOTOR RACING

By **LT.-COL. CHARLES JARROTT,** *the famous Pioneer Racing Motorist.*

". . . A book which everybody who is the least interested in motor racing should obtain at once. It is a revival of that old, famous and well illustrated book, practically the first of its kind, by Charles Jarrott, which remains one of the finest books on motor racing that has ever been written." —THE AUTOCAR.

PRICE 3/6 (*Post free 6d. extra*).

MOTOR SPORT (1929) LTD., 39, Victoria Street, London, S.W.1

A THOUSAND MILES OF DANGER

ALFAS DUEL ON WET ROADS IN THE 8th MILLE MIGLIA . RECORDS BROKEN IN LARGE AND SMALL CLASSES

ALFA-ROMEOS had it their own way in the large classes in this year's Mille Miglia, not a single Bugatti or Mercédès being entered, but the one-make character of the race was compensated for, by the internal struggles which occurred in it. Tardini, one of the lesser-known drivers of the Ferrari stable retained a small lead over his fellow-drivers till Rome. Then Varzi pushed in front, Nuvolari displaced him at Bologna, only to be overtaken again in the final section. Taruffi's terrific drive on the 1,100 c.c. Maserati was no less outstanding, while Penn Hughes and Count Lurani maintained British prestige on their M.G.

The course followed a route different from that used last year. Instead of taking the direct route from Brescia to Bologna over the pontoon bridge, it crossed the Po at Cremona and so ran westwards to Piacenza. The cars then took the main Milan-Bologna road, from Palma travelling over the same route as last year. From Bologna over the passes of Raticosa and Futa the roads were excellent, then rather rough over the Radicofani Pass to Viterbo. From that town to Rome, to quote E. R. Hall's classic expression, one encountered " soap on marble " if the surface were wet.

Narrow roads, many of them with rough surfaces, led to Ancona and the Adriatic coast, then some more " soap on marble " on the way to Bologna. A section of Autostrada was included near Venice, while the course was shortened to bring it down to the required length of 1,000 miles by avoiding the mountain roads round Feltre.

The classes for utility cars were abolished for 1934, and only sports cars took part. Virtually the only restriction was that the cars should have two seats, wings and electrical equipment as laid down by the A.I.A.C.R. rules, so there were a number of 2.3 G.P. Alfas. many of them running on dope. The Ferrari team, which consisted of Tardini, Chiron, Varzi, Bonetto and Ghersi had 2.6 litre cars, likewise Dusio and Battaglia. Nuvolari, who was driving with Siena, was using a " 2.3."

Lord Howe with his team of M.G. Magnettes made Milan their headquarters, and Hugh McConnell again proved himself invaluable as team manager. The various members of the team used their own cars for practising on the circuit, Howe and Penn-Hughes using their Alfas Hall was particularly satisfied with his 3½ litre Bentley fitted with a light body, which allowed it to reach 100 m.p.h. without difficulty. He found it particularly stable on greasy roads.

The new Magnettes were fitted with Roots type blowers, which overcame the oiling-up trouble experienced last year, but which did not deliver as high a pressure as the single rotor type. Consequently the cars were not so fast. For this reason the compression of Lord Howe's car was raised, giving it a maximum speed of over 100 m.p.h., while the others were left unchanged.

The only other English entry was the Le Mans four-seater Aston Martin driven by Petit and Esson Scott. It was prepared rather hurriedly, but behaved well in the single practise lap which the drivers were able to make.

Scrutineering was simply a matter of painting numbers, seeing that the exhaust gases did not stir up dust behind the car, and in a few cases checking driving seat dimensions. The formalities were carried out in the Piazza della Vittoria in Brescia, a magnificent square enclosed on one side with a range of grey marble buildings with pillared colonades and modern decorations. On the other sides stand the only handsome post office we have ever seen, banks and a fifteen story building in the clean-cut style of to-day. The cars were examined in a fenced-off space in one corner, the officials remaining there for the last three days before the race, and excitement reached fever-pitch on Saturday, when Nuvolari and the other " assi " appeared with their cars.

Under the new regulations, the race started at 4 a.m. instead of 7 in order to fit the whole race into one day. Consequently there were many fewer people at the Start than last year, and heavy rain further subdued those hardy ones who had put in an appearance.

The start and finish both took place on the Venice road, on the outskirts of the town, and as the hour of four approached, the 1,100 c.c. cars assembled there. Lord Howe and his team of M.G.'s were given a fine reception, and Taruffi on the Maserati and some of the Fiat drivers also found favour with the spectators. Out of 23 entrants, 18 were Ballila Fiats. Several of them had the Siata overhead valve gear.

No. 1 was a non-starter but at 4.1 a.m., amid gradually increasing rain, Facchetti on a Fiat was given the signal to go. Lurani and Penn Hughes on one of the team M.G.'s followed and Hall and Mrs. Hall at 4.5. Taruffi was No. 8, Lord Howe No. 16, while Fork and Charly, two German drivers on Nuvolari's T.T. M.G., completed the non-Fiat entry.

Twenty minutes elapsed before the five 1½ litre cars were sent off, headed by Petit and Esson Scott on the Aston Martin. There were only three cars over three litres, the ten two-litre Alfa Romeos and, finally after a further twenty minutes, the nineteen 2.3 and 2.6 Alfa Romeos.

Before even the whole field had been dispatched, rumours of an accident reached the start, and it was later learnt that Petit on the Aston Martin had run into one of the stone posts which border the road only twenty miles from Brescia. He brought up short against a house, without injury to himself or his passenger. Argentiero on a 1½ litre Alfa crashed at the same spot a short time afterwards and Borelli on a " 2.3." came to grief at the same spot later on.



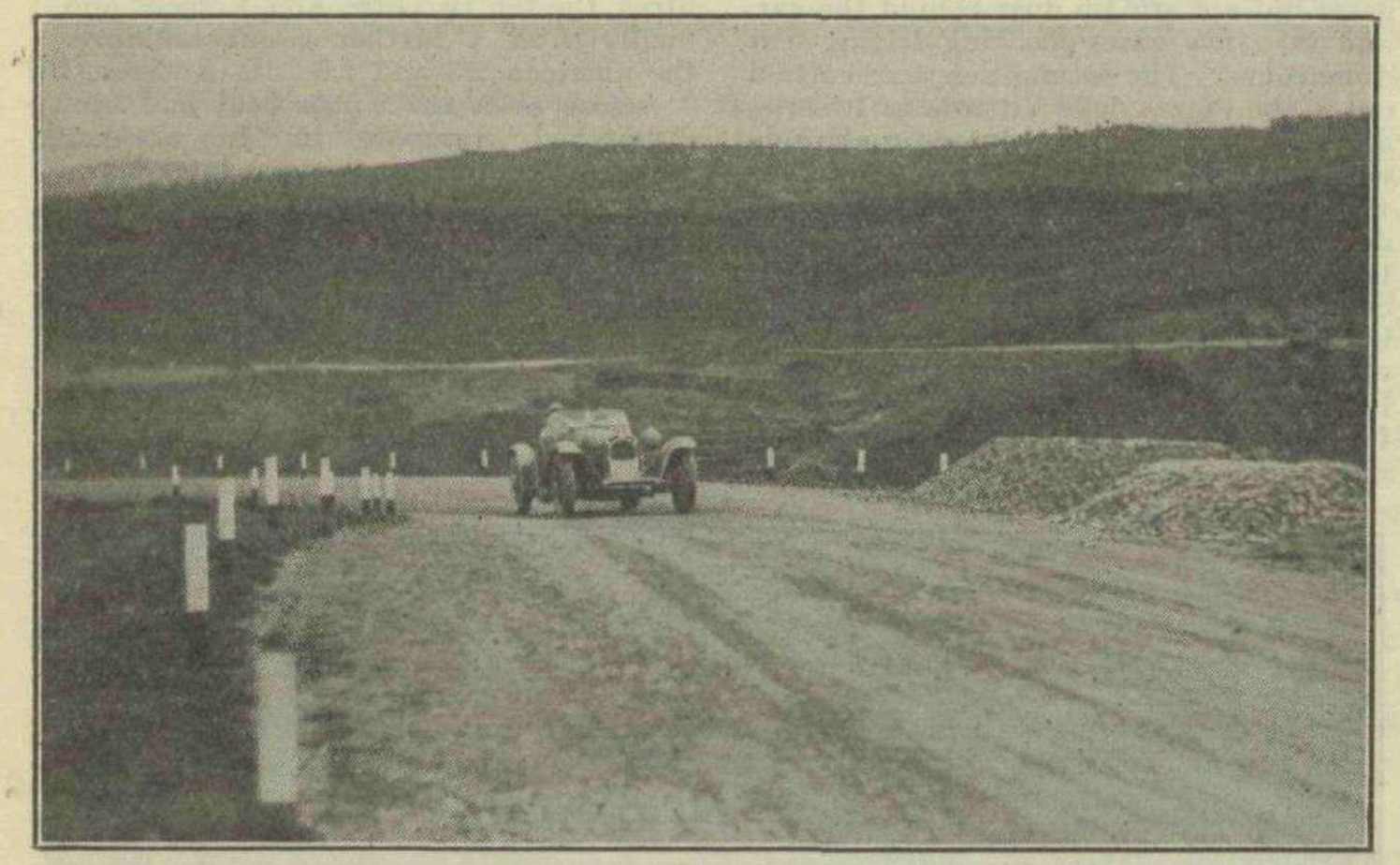
Taruffi (1,100 c.c. Maserati) leaving the Bologna control. He finished fifth in the General Classification.

Meanwhile Lord Howe had been driving most valiently on the M.G. despite the streaming roads, and reached Bologna with a lead of 6 minutes over Taruffi. Hall was a little behind and finally Lurani some distance in the rear. When the general classification came to be announced one was surprised to hear that Tardini held first place at the amazing speed of 95.5 m.p.h. Bonetti was three minutes behind with Varzi four minutes further back. Nuvolari at this stage was only seventh.

After negotiating the tramline repairs of Bologna, the cars began immediately the long winding climb to the summit of the Raticosa Pass, 3,200 feet above sea-level. The road is well-graded and banked and with a good surface, but the corners which occur at least every hundred yards provide a tremendous test for car and driver. The first cars still had their head-lights as they roared through the clouds and rain, with visibility at times down to ten yards. These conditions persisted over the Futa Pass,

A THOUSAND MILES OF DANGER—continued.

which follows immediately, and then a watery sun made its appearance. This sun proved Lord Howe's undoing, for the glare off the wet road made it impossible to judge a corner just before Florence. The car slid off the road at some 70 miles an hour, scraped along a wall, and finished up by knocking down a telegraph post. Lord Howe's crash hat undoubtedly saved his life, and he escaped with a wound on the temple, while Thomas, his mechanic was uninjured.



A new member of the Scuderia Ferrari, Tardini (2.6 Alfa) led the race as far as Rome.

The leadership of the race remained unchanged at Florence but Nuvolari had worked up into fourth place. Hall was two minutes behind Taruffi in the 1,100 c.c. class, but was forced to retire after Siena owing to a core plug shifting in the cylinder head, allowing water to escape into the cam-case and thus into the crank-case. In the open class Varzi had managed to displace Bonetto from second place.

One period of the race was watched from a vantage point at the lower end of the Radicofani Pass. The cars arrived considerably later than had been announced in the official bulletin, owing to the wet roads, but at last with much waving of green umbrellas the local inhabitants announced the sighting of a "macchina rossa" which was seen with the aid of binoculars to be Taruffi on the Maserati. His compact red car tackled the steep and rather loose bends fast and steadily and roared away with a ferocious exhaust note. A wait of twenty minutes and the surviving M.G. appeared driven by Lurani, whose knowledge of the mountain roads was proving useful. Gilera who came ten minutes later was the first of the Fiats. These little cars all looked very neat with their two-seater bodies but varied a good deal in performance. Next came Nardilli on his Astura Lancia saloon, going well, and then some time before he was expected Tardini on the 2.6 litre Alfa Romeo. Varzi was 8 minutes after him, which meant that according to the starting time Tardini was 4 minutes ahead. Nuvolari thundered up two minutes later, looking the picture of grim determination, but nevertheless nine minutes to the bad. Tardini was evidently no ordinary driver to have gained this advantage over the Mantovano. Ghersi, another of the Ferrari drivers was evidently well up but Battaglia, the "independant," whose 2.6 Alfa was self-tuned and "très modifiée" as he put it, had actually gained half a minute. Ruesch, the Swiss driver, who was the last man to start, was going at great speed, and presented rather a contrast to Giovanelli on the Itala which was actually running on heavy oil.

Rome Control. 427 Miles.

1. Tardini-Barbieri (Alfa-Romeo 2.6), 5h. 50m. or 73.11 m.p.h.
2. Varzi-Bignami (Alfa-Romeo 2.6), 5h. 51m. or 72.91 m.p.h.
3. Nuvolari-Siena (Alfa-Romeo 2.3), 5h. 55m. or 72.09 m.p.h.
4. Battaglia-Bianchi (Alfa-Romeo 2.6).
5. Chiron-Rosa (Alfa-Romeo 2.6).
6. Ghersi-Carraroli (Alfa-Romeo) 2.6.).

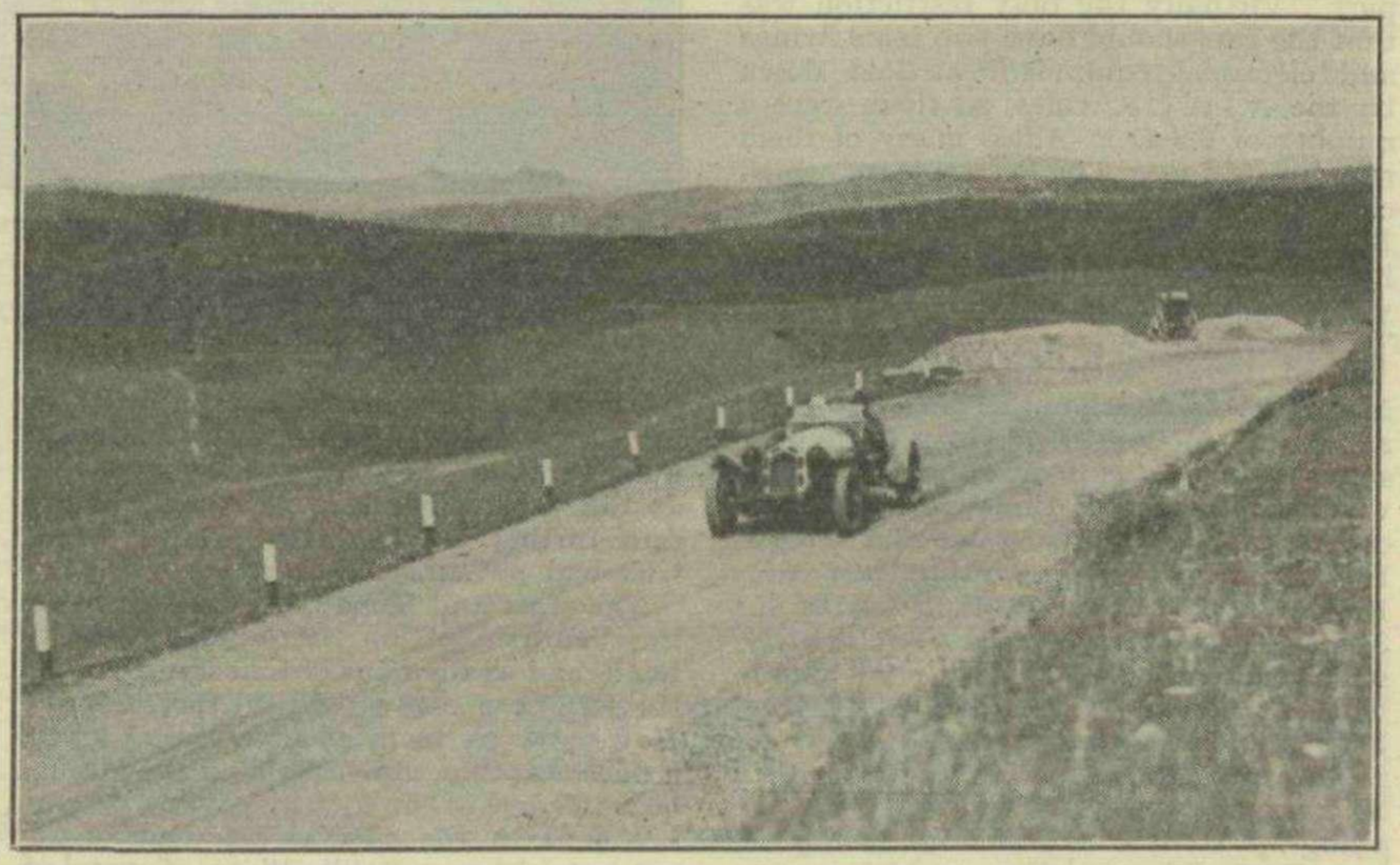
1,100 c.c. Class.

1. Taruffi-Bertocchi (Maserati), 6h. 25m. or 66.47 m.p.h.
2. Lurani-Penn Hughes (M.G. Magnette), 6h. 59m. or 62.59 m.p.h.
3. Gilera-Manzoni (Fiat 998 c.c.), 7h. 05m. or 60.22 p.m.h.

The first three drivers had therefore beaten Borzacchini's record of 71.23 m.p.h. from Brescia, put up last year, a truly magnificent effort in view of the weather conditions, and Tardini gained the cup presented by Il Duce for the first car to arrive at Rome. The first three cars in the 1,100 c.c. class also beat the record put up by Eyston and Lurani last year, which was a speed of 60.06 m.p.h.

In the winding roads which lead from Rome to Terni Varzi and Nuvolari both succeeded in passing Tardini, but Varzi managed to retain a two minute lead over his rival. Perugia, Tolentino, Macerata, winding amongst the mountains on rough roads sometimes not wide enough for two cars abreast, Varzi kept his lead, but at Ancona, on the sea-coast there was only a matter of four seconds!

Meanwhile at Bologna the crowds were waiting expectantly at the control, which is placed where the road from Forli meets the northbound route to Venice. Carabinieri with curious cocked hats, military officers and uniformed Fascists all talked excitedly, checked a little by a heavy downpour of rain. Suddenly a bell rang, and the murmur of the crowd grew into a clamour. Is it Nuvolari? No, it was Taruffi on his fierce little Maserati, which



Ruesch, the Swiss driver, corners at speed. The broken nature of the country can be appreciated.

Rain had fortunately stopped by this time, and the upper stretches of the rough-surfaced Radicofani Pass were for once free from mist. Fast times were made to Rome, and, as will be seen, Nuvolari had crept up another place.

was built in the factory not two kilometres away. His control disc was punched within ten seconds and he roared away round the corner amid cheers.

Heavy rain, and again the bell rang. "Nuvolari" piped the crowd, and this

A THOUSAND MILES OF DANGER—continued.

time they were right. Terrific excitement and cheers, a half-minute stop to refuel with an umbrella held over the drivers' heads and they were away again. A third time the bell rang, this time to announce Varzi. Consultation of stop-watches showed that he was over three minutes behind Nuvolari, and few drivers could catch the latter on his home ground of Lombardy. Chiron, who has been putting up a splendid performance in his first race on the Mille Miglia circuit was the next to arrive, and Tardini dropped back to fourth place.

Meanwhile something very peculiar had happened to Nuvolari, for when the arrival times at Venice were written up, Varzi was found to be in front again, this time with an eight minute lead. It was said by several people who saw Nuvolari on the wet roads that Varzi seemed very much steadier, which would discount Nuvolari's possible greater skill in cornering on dry roads. However this may be, we were informed by Penn Hughes that the surface on the Venice Autostrada was like glass that night, and that extreme determination was called for to exceed 60 m.p.h., even on the straights.

The belt of rain stretched at far as Brescia, and darkness was falling as the spectators gathered to welcome the finishers of the 8th Mille Miglia. Strings of electric lamps blazed almost with the power of sunlight, and the crowd, four deep behind ropes, made that half mile of road on the outskirts of the town a memorable scene. Almost before it was expected, the loud-speakers babbled some unintelligible remark and with the crowd swaying on tip-toe to see the first arrival, Taruffi, who from Florence had been first at each control in his 1,100 c.c. Maserati, crossed the line in triumph.

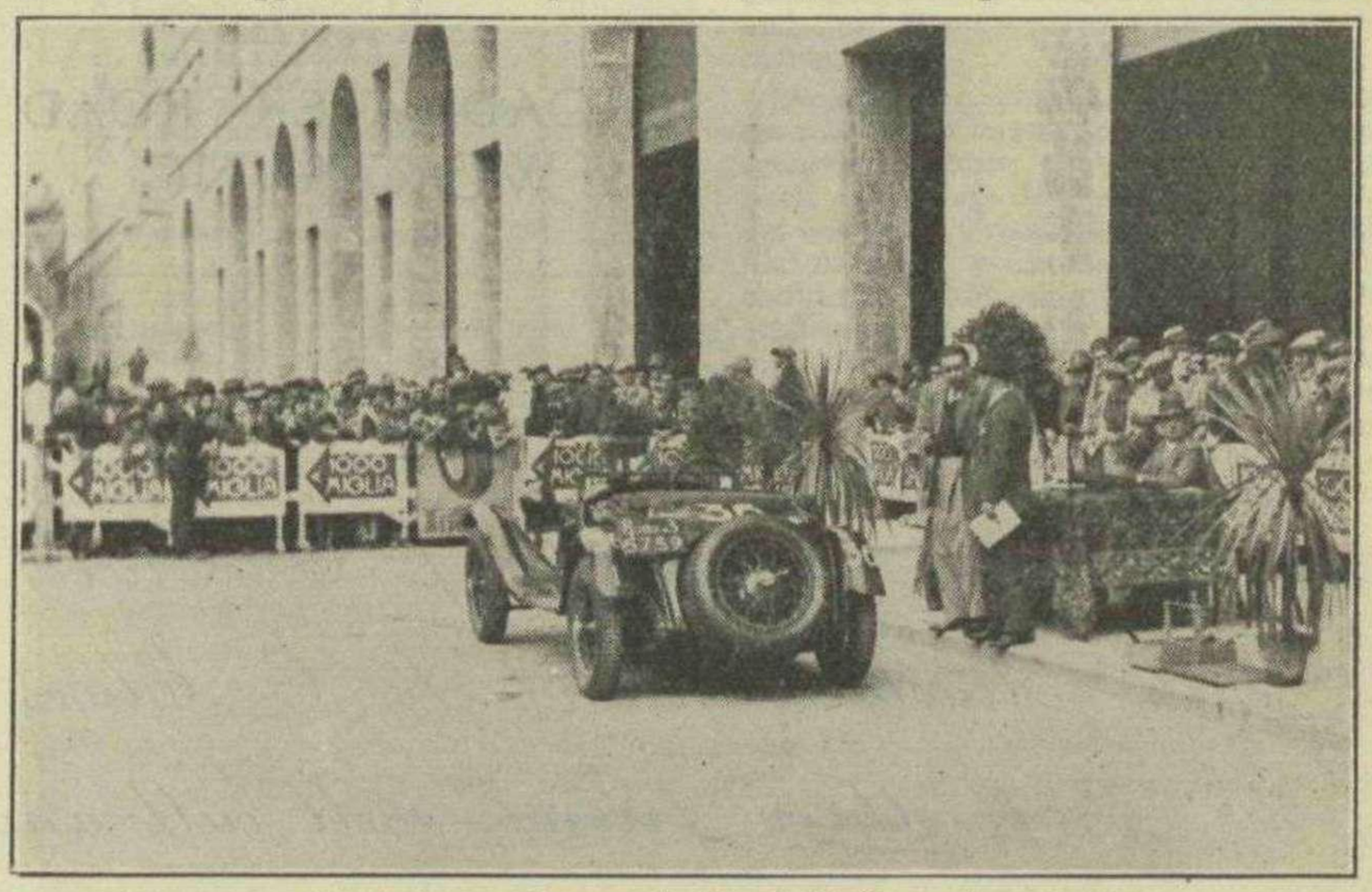
He beat last year's record time, set up by Eyston and Lurani, by two hours and twenty minutes, and was fifth in the General Classification.

Nuvolari at bay. The latter finished eight minutes later amid even greater cheering, but was so overcome with his efforts and possibly disgusted with the result that he retired into the time-keeper's box. How much the final result was due to Nuvolari only having a 2.3 litre car cannot be easily determined.

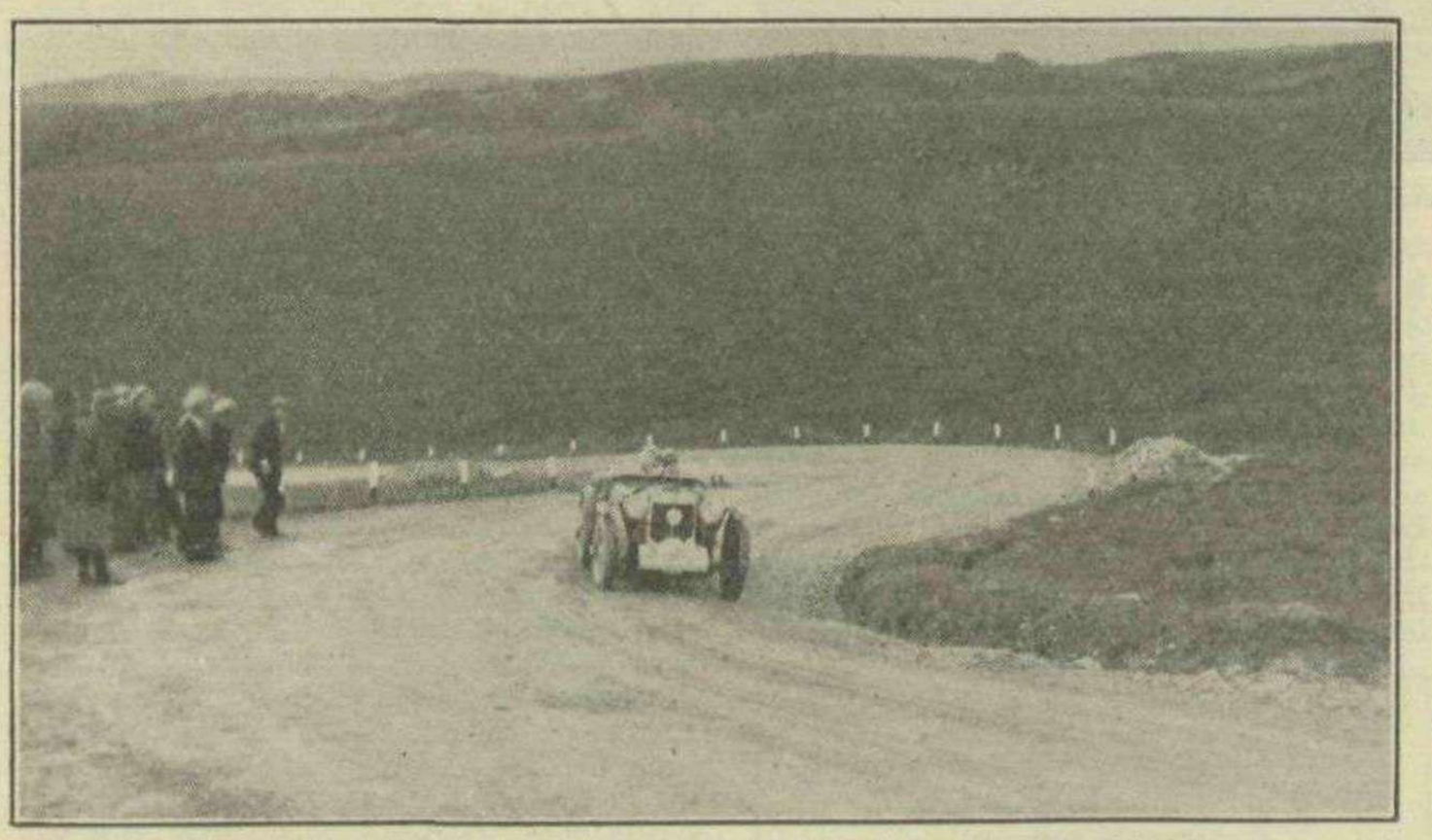
A pause of nearly an hour and another car was heard approaching. This proved to be Penn Hughes and Lurani in the M.G. Their car went perfectly though not as fast as had been hoped, and both drivers stepped out of the car fresh and not even deaf from their seventeen hours on the road. Chiron and Battaglia finished soon afterwards, and then a motley string of cars of all capacities.

So ended the Eighth Mille Miglia. In spite of the unfavourable weather conditions, which fully compensated for the faster course, both Varzi and Nuvolari beat Borzacchini's record of 14h. 59m. 19s. (68.29 m.p.h.) set up in 1932. As regards the British entries Count Lurani and Penn Hughes must be congratulated for their fine run which was just an hour faster than last year's best 1,100 c.c. time. Lord Howe's accident meant the loss of a car faster than and with quite as good acceleration as that of Taruffi's Maserati.

Fork's M.G. Magnette, incidently, finished. 21st. Another thing worthy of mention was the performance of Gilera's unsupercharged Ballila Fiat with Siata modifications, which averaged 56.3 m.p.h.



"Scrut'neering" at Brescia. The car is the 2-litre Alfa Romeo driven by Beneventano.



Count Lurani (driving) and Penn Hughes on their M.G. at the foot of the Radicofani Pass.

Hardly had this excitement died down when there was another announcement and a roar in the distance and a low red car shot into the lane of light. No. 48, Varzi, who had succeeded in keeping

RESULTS.

General Classification.

1. Varzi-Bignami (2.6 Alfa-Romeo), 14h. 8m. 5s. Speed, 70.98 m.p.h.
2. Nuvolari-Siena (2.3 Alfa-Romeo), 14h. 16m. 58s. Speed, 70.33 m.p.h.
3. Chiron-Rosa (2.6 Alfa-Romeo), 15h. 24m. Speed, 65.21 m.p.h.
4. Battaglia-Bianchi (2.6 Alfa-Romeo), 15h. 29m. 34s. Speed, 64.85 m.p.h.
5. Taruffi-Bertocchi (1,100 c.c. Maserati), 15h. 39m. 1s. Speed, 64.16 m.p.h.
6. Sanguineti-Balestrero (2.3 Alfa-Romeo), 16h. 21m. 31s. Speed, 61.16 m.p.h.
7. Dusio-Aymini (2.6 Alfa Romeo), 16h. 38m. 10s. Speed, 60.13 m.p.h.
8. Pertile-Jonoch (1,750 Alfa-Romeo), 16h. 55m. 29s. Speed, 59.06 m.p.h.
9. Pintacuda-Nardilli (Lancia Astura Saloon), 16h. 58m. 56s. Speed, 59. m.p.h.
10. Lurani-Penn-Hughes (M.G. Magnette), 17h. 1m. 14s. Speed, 58.78 m.p.h.
11. Marocchina-Comotti (1,500 c.c. Alfa-Romeo), 17h. 32m. 55s. Speed, 56.83 m.p.h.
12. Gilera-Manzoni (Ballila Fiat), 17h. 46m. 32s. Speed, 56.3 m.p.h.

Class Winners.

1,100 c.c. Class.

1. **Taruffi** (1,100 c.c. Maserati), 15h. 39m. 1s.
2. **Lurani and Penn-Hughes** (M.G. Magnette), 17h. 1m. 14s.
3. Gilera and Manzoni (Fiat), 17h. 46m. 32s.

1½-litre Class.

1. Signoria Marocchina-Comotti (Alfa-Romeo), 17h. 32m. 55s.

2-litre Class.

1. Pertile-Jonoch (1,750 c.c. Alfa-Romeo), 16h. 55m. 29s.

3-litre Class.

1. Varzi-Bignami (Alfa-Romeo), 14h. 8m. 5s.

Over 3-litre Class.

1. Nardilli-Pentacuda (Lancia Astura saloon), 16h. 58m. 56s.

Signorina Perduzzi, who finished 11th, was the first woman driver to figure in the classification of the Mille Miglia.

CRESTA
MOTOR · COMPANY · LIMITED

TELEGRAMS
AND
TELEPHONE
WORTHING 2585

BROADWATER ROAD
WORTHING

DIRECTORS
A. N. L. MACLACHLAN.
J. C. ELWES.
R. C. ELWES.

Messrs. J. C. Elwes, A. N. L. Maclachlan and R. C. Elwes, hope that all their friends will call and see them in their new premises at the above address.

They have decided to open on Sunday, May 13th, 1934, and everyone is welcome to assist at the christening ceremony.

R. S. V. P.

May, 1934

GUY MOLL (Alfa Romeo) WINS MONACO GRAND PRIX

CHIRON'S MISTAKE COSTS HIM THE LEAD. DREYFUS (BUGATTI) THIRD. WHITNEY STRAIGHT AND EARL HOWE FINISH 7th AND 10th RESPECTIVELY.

THOUGH lacking the terrific duel of makes and men which made last year's race such a thrilling spectacle, the famous " Race in the City " retained its reputation for last-minute surprises. Chiron who had led the race from the start, had a momentary lapse in the last few laps, and hit the sandbags at the railway station. Guy Moll, until this year only seen as a private entrant, replaced his fellow-driver of the Scuderia Ferrari, and won his first important race with comparative ease.

Quite apart from its appeal as a spectacle, the Monaco Grand Prix of 1934 was of great interest as being the first one of a new era. It was run under the International Formula which limits the weight to 750 kg. or 14½ cwts., while many of the drivers, picked men every one of them, were seen on cars other than those on which their reputations had been made. The transfer of Varzi, Lehoux and Moll to the Scuderia Ferrari was one of the major changes, while Nuvolari was seen as an " independent " driving one of the new Bugattis.

On the technical side it was disappointing not to see the new Mercédès team, which was not yet ready, and the Auto Union cars, which were considered too long for the twisting " Round the Houses " race. The new Bugattis were certainly things of beauty, with their low-hung chassis and tremendous brakes. The engine differs principally from the " 2.3 " type in having the timing gear at the rear, with two down-draught carburetters feeding the blower. Gear-box and transmission follow normal Bugatti practise, with the driver sitting alongside the transmission in the usual way. The front axle is a built-up unit.

A novel type of wheel is used. The side of the rim is supported by an alloy disk, while radial spokes are used on the outside. The brake-drum is secured to the disk and the wheel is carried on a Rudge serrated hub in the normal way.

Veyron was driving a normal " 2.3 ", brought down to the weight limit by careful weight saving all round.

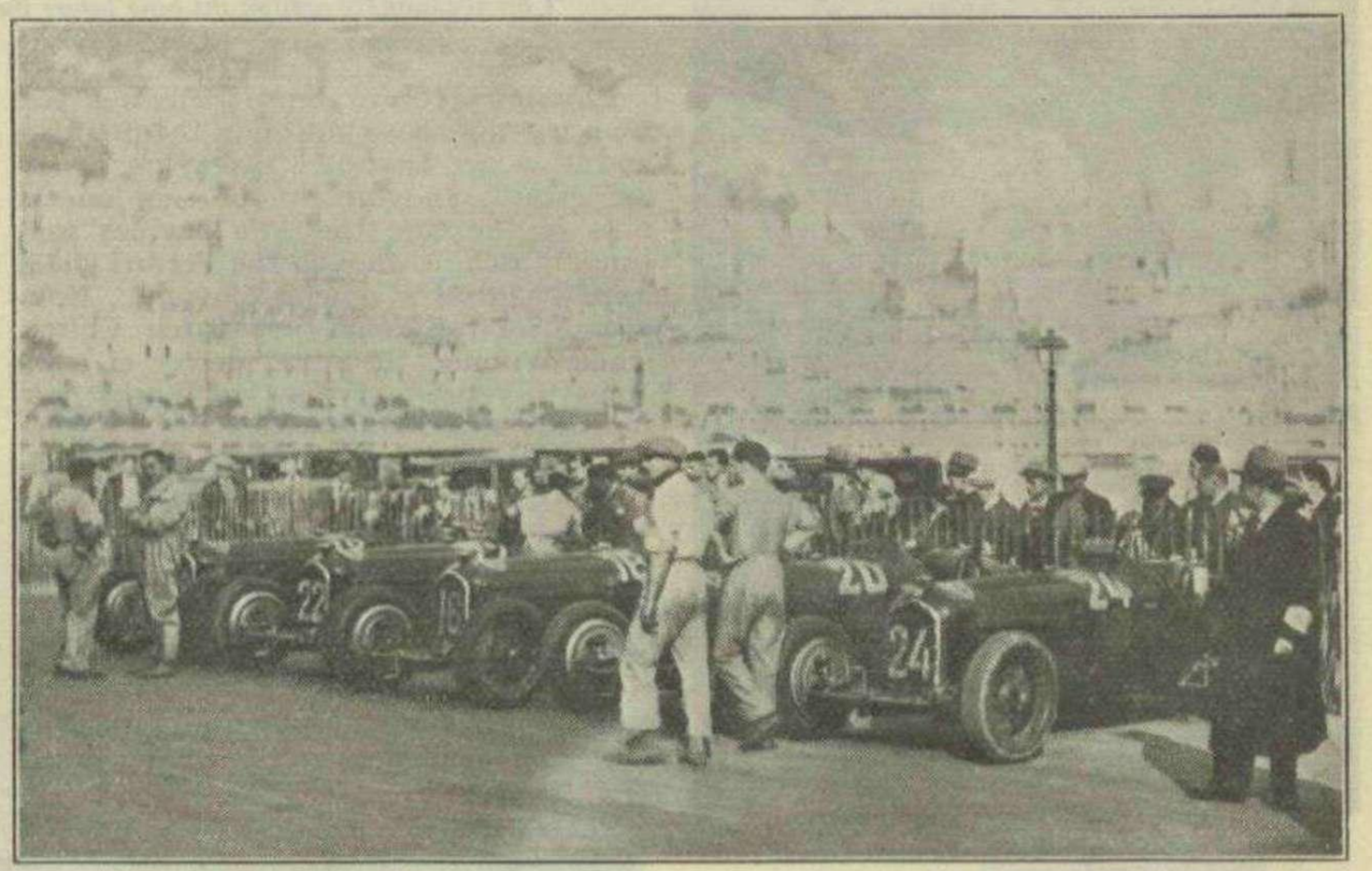
All the Alfa Romeos, with the exception of the one entered by Balestrero were 2.9 litre Type B single-seater cars. The last mentioned was a two-seater Grand Prix car bored out to 2.6 litres. Here again careful weight-saving had brought the total weight below the limit.

The Maseratis displayed their usual variations of type. Lord Howe had the latest model with a chassis 30 inches wide and radius rods on the front springs. Straight on the other hand had the narrow type, only about 20 inches in width. The car was fitted with a self-changing box of the same size as that used in the 20 h.p. Armstrong Siddeley, and also a re-inforced fuel tank.

Etancelin's car also had the 20 inch chassis and was so narrow that small aluminium wings, which counted as " carosserie," were fitted at a level with the driver's seat to comply with the regulations. All these cars were fitted with straight-eight 2.9 litre engines giving some 250 h.p. Siena had a narrow two-seater car while Taruffi, the works entry, completed the confusion by having a four-cylinder 2.3 litre engine in the normal Monoposto chassis.

STARTERS.

Earl Howe (Maserati 2.9).
Whitney Straight (Maserati-Straight 2.9).
R. Dreyfus (Bugatti 2.8).
J. P. Wimille (Bugatti 2.8).
P. Veyron (Bugatti 2.3).
P. Etancelin (Maserati 2.9).
L. Chiron (Alfa Romeo 2.9).
M. Lehoux (Alfa Romeo 2.9).
G. Moll (Alfa Romeo 2.9).
Count F. Trossi (Alfa Romeo 2.9).
A. Varzi (Alfa Romeo 2.9).
R. Balestrero (Alfa Romeo 2.6).
T. Nuvolari (Bugatti 2.8).
E. Siena (Maserati 2.9).
P. Taruffi (Maserati 2.3).



A formidable array. The Scuderia Ferrari Cars at the weighing-in.

Unlike other years, the first day of practise produced really fast times. Count Trossi who usually drives fast and steadily rather than at maximum speed, equalled Varzi's record time of 1 min. 59 secs., and Nuvolari on his 2.8 litre Bugatti was one second slower. On the Saturday Trossi took another second off the record time. Benoist hit the sandbags at St. Devote, thus depriving Bugatti of one of its official cars. On the final day Etancelin struck the tail of his car on the sand-bags at the Gas Works Hairpin without damaging any vital part. Straight hit the kerb coming out of the tunnel and turned round twice, damaging a back wheel and a brake-drum, and Lord Howe's petrol tank split at the seams.

Weighing in proved an anxious time for many of the entrants and tyres were removed, sumps, gear-boxes and even back axles were drained in the effort to get below the weight limit. The Maseratis had to resort to alloy wheels before they could get through, and in the case of Etancelin the officials even had to take into account the weight of the blocks used for supporting the wheels. The Monoposto Alfas got through without difficulty, with their tyres still in place.

Weather conditions on the morning of Easter Monday were as unfavourable as they could be, and showers and heavy rain followed one another from a grey sky. However by eleven o'clock there were signs of clearing and at midday the sun was blazing down in an endeavour to make amends. Swarms of people of all nations converged on the stands around the course, and the houses and the hill of Monaco seemed to carry even more people than usual.

By 12.30 the cars were lined up in front of the pits, and there was no one missing except Benoist, who had damaged the back axle of his Bugatti. The tank of Lord Howe's car had been repaired by artificers from H.M.S. Delhi, a light cruiser which at the minute swung in the narrow harbour of Monte Carlo, her yard arms and control tops alive with men. Straight had received the spare parts for his car from Sommer in Paris, and after 36 hours of continuous work it was ready to take its place with the others.

Race run on April 2nd, 1934.
100 laps of 3 km. 180 circuit.
Total length of race, 318 kilometres.
Lap record during race : 1m. 59s., made by A. Varzi (Bugatti) 1933.

Previous Winners.

1929. W. Williams (Bugatti 2.3), 50.12 m.p.h.
1930. R. Dreyfus (Bugatti 2.3), 53.94 m.p.h.
1931. L. Chiron (Bugatti 2.3), 54.41 m.p.h.
1932. T. Nuvolari (Alfa Romeo 2.3), 56.13 m.p.h.
1933. A. Varzi (Bugatti 2.3), 57.38 m.p.h.

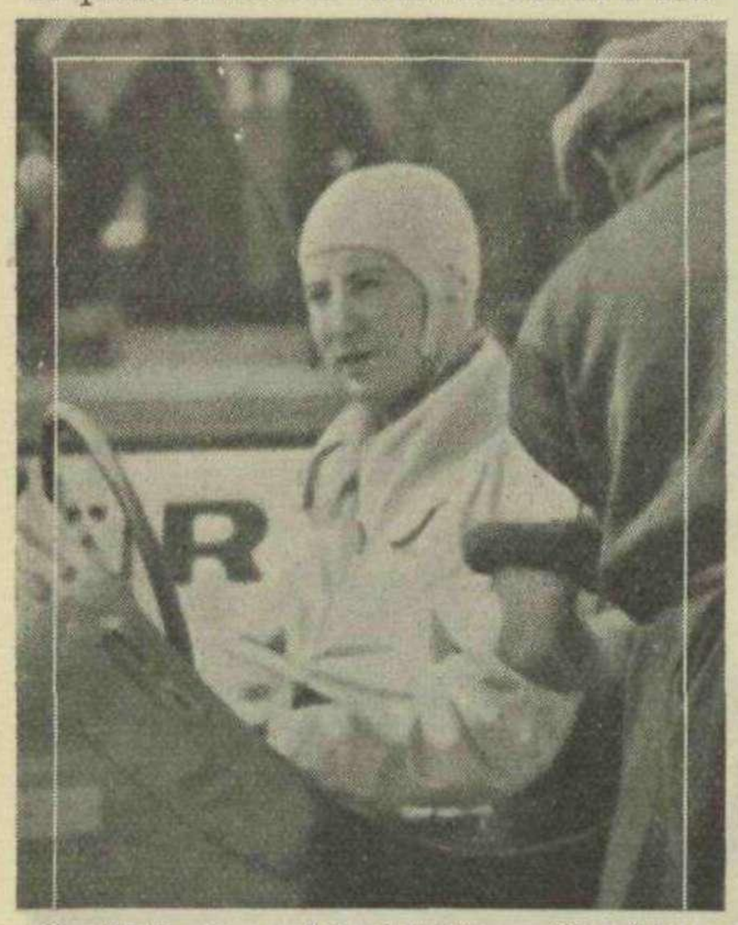
MONACO GRAND PRIX—continued.

A short time before the start the cars were lined up three abreast in the Boulevard Albert I, with Trossi, Dreyfus and Etancelin in the front row, by virtue of their practise lap times. Beind them were Chiron, Nuvolari, and Varzi, an uncomfortable trio to have at one's back! Pandemonium broke out as the cars were started up, and mechanics ran hither and thither in the clouds of exhaust smoke. M. Charles Faroux raised his flag, the roaring increased, and the whole jostling crowd was released. Chiron by some remarkable driving dodged his way between the three cars in front of him, and had a clear lead from Dreyfus as they streaked up the Avenue de Monte Carlo. Etancelin was thirty yards behind, followed by Varzi, Wimille, Moll and Nuvolari, all some distance in the rear. After a single lap Trossi came into the pits to change plugs and was off again like the wind.

Chiron and Dreyfus were setting a fast pace, and Varzi made strenuous efforts to pass Etancelin. This he did in a few



Chiron chasing Varzi on the bend before the Casino. Both are driving monoposto Alfas.



Guy Moll, winner of the 6th Monaco Grand Prix.

laps. Wimille soon lost his speed and was passed by Straight on the Quai de Plaisance. Lord Howe was slow and came in to fit a smaller jet and to change plugs. His car ran badly during the whole race and he could effect no improvement despite frequent pit stops.

Varzi had to do some very hard driving to catch Etancelin, and lost two minutes in adjustments to brakes, magneto and plugs. This put him back to 10th place, the order after 20 laps being :—

1. L. Chiron (Alfa Romeo), 41m. 32s. Average speed 57.2 m.p.h.
2. R. Dreyfus (Bugatti), 41m. 37s.
3. P. Etancelin (Maserati), 41m. 50s.
4. G. Moll (Alfa Romeo), 42m. 10s.
5. T.Nuvolari (Bugatti), 42m. 28s.
6. P. Taruffi (Maserati), 42m. 31s.
7. W. Straight (Maserati), 42m. 51s.
8. M. Lehoux (Alfa Romeo), 43m. 3s.
9. E. Siena (Maserati), 43m. 45s.
10. A. Varzi (Alfa Romeo), 44m. 24s.
11. R. Balestrero (Alfa Romeo), 44m. 31s.
12. P. Veyron (Bugatti), 45m.

Straight was seventh at this stage, and his steady driving was remarked on by the spectators.

Chiron's average lap speed was less than most of those put up in the practises and it seemed that he was playing a waiting game. Judging by the soot on the tails of the cars the Alfa engines were running rich, as though the Ferrari stable were afraid of a general blow-up. However, Dreyfus could not catch Chiron, while Wimille, the other driver of a 2.8 Bugatti, retired at the Gas Works hairpin with seized rear brakes.

Nuvolari, it seemed, was also going steadily in the first twenty laps, but later had a terrific scrap with Taruffi driving the four-cylinder Maserati. The latter was little if any slower than the Bugatti and got past the great " As du Volant," only to be overtaken after a tail-to-bonnet struggle which lasted several laps. The Maserati then started misfiring and Taruffi, in a moment of absent-mindedness, drew in at the near side of the pits only to be flagged away furiously.

The four-cylinder crackle of the Maserati was actually the most penetrating of all the exhaust notes, but the noise, when any of the cars were passing between the Gas Works and the St. Devote corner, was almost incredible. Fortunately Alfa Romeos had forsaken their " boot polish " fuel and the passage down by the station was less choked with fumes.

Trossi caused some excitement in his efforts to regain the time he had lost, and spun round in the road just after the tunnel. He actually succeeded in passing Chiron in the stretch past the grand stand and went round St. Devote corner in an unpleasant series of broadsides. He was of course some five laps behind in actual order.

Chiron was drawing away from Drey-



Straight goes wide to allow Chiron to pass. They are seen at the Station Hairpin.

BROOKLANDS LAP RECORD

139.71 m.p.h.

by Napier-Railton on Easter Monday



"If there were a better oil, I should use it"

John Cobb.

ALSO
4 FIRST PLACES
including
The Fastest Race of the Day
ALL ON CASTROL

WAKEFIELD
Castrol
XXL

MONACO GRAND PRIX—continued.

fus, and Etancelin was hot on his heels for some time. He tried to pass Dreyfus just after the Gas Works as Dreyfus was passing Straight, and succeeded in doing so on the hill up to the Casino.

The Maseratis seemed much easier to hold than last year, though Etancelin did some snaking up near the Casino, and blue smoke always came from his tyres as he accelerated away from the Gas Works Corner. Their brakes were not always too happy, and the front of Straight's car bounded up and down for nearly 100 yards along the Quai Albert leading to the Hairpin. The Alfa Romeos were also a little unsteady under heavy braking, while the new Bugattis seemed steady and easy to control under all conditions.

Order at 50th lap.

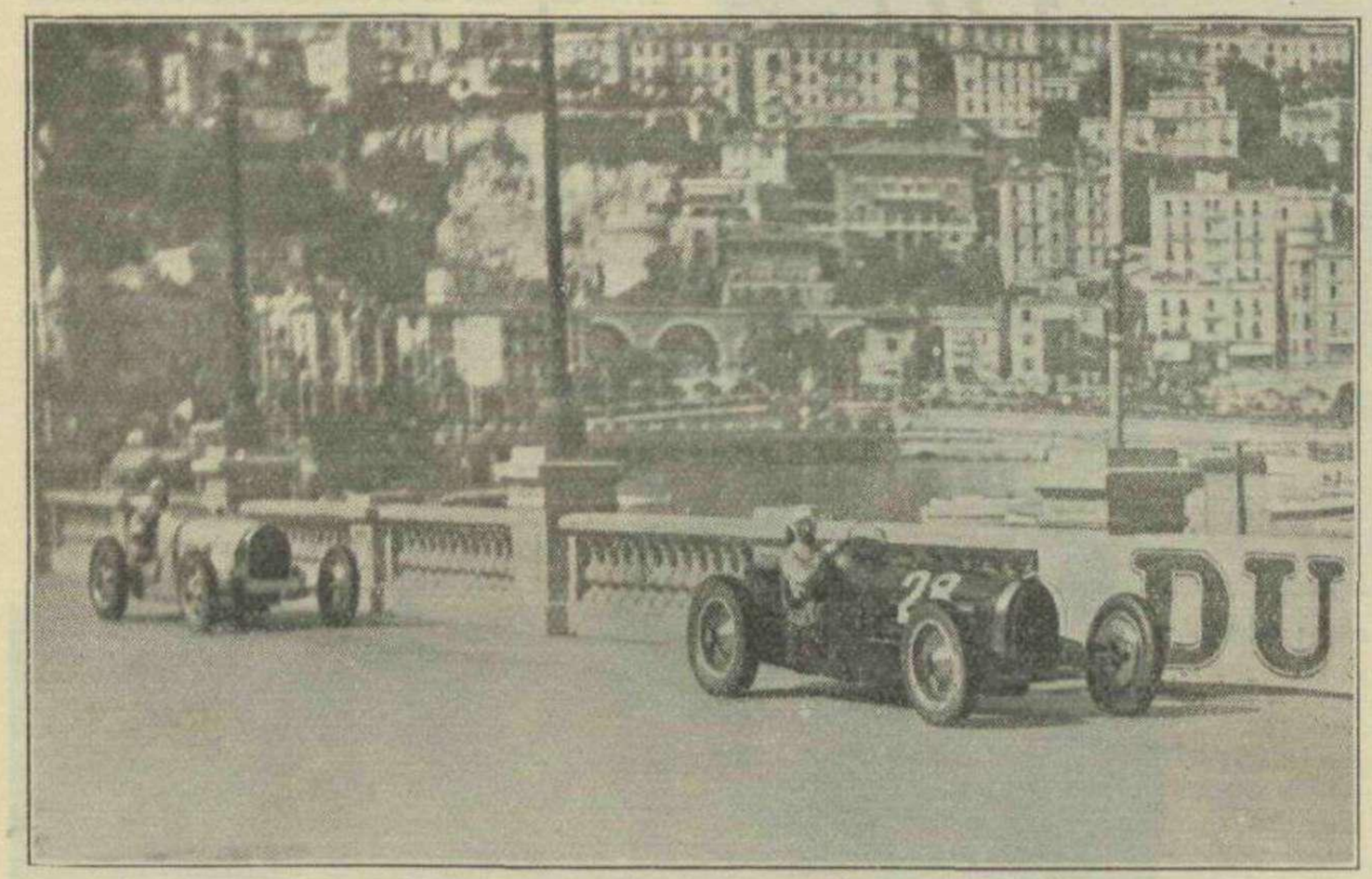
1. L. Chiron (Alfa Romeo), 1h. 44m. 6s., 56.9 m.p.h.
2. P. Etancelin (Maserati), 1h. 44m. 52s.
3. R. Dreyfus (Bugatti), 1h. 45m.
4. G. Moll (Alfa Romeo), 1h. 45m. 20s.
5. T. Nuvolari (Bugatti), 1h. 46m. 43s.
6. P. Taruffi (Maserati), 1h. 48m. 27s.
7. A. Varzi (Alfa Romeo), 1h. 48m. 38s.
8. W. Straight (Maserati), 1h. 48m. 48s.
9. E. Siena (Maserati), 1h. 49m. 42s.
10. M. Lehoux (Alfa Romeo), 1h. 50m. 37s.

The stress of the course was telling on some of the cars, and Balestrero retired just beyond the Casino with a damaged differential. Trossi stopped for brake adjustment, likewise Varzi, as the result of a Scuderia struggle between these two and the more fortunate Moll. In spite of the reduced efficiency of the brakes, no driver even looked like being dangerous down the steep slopes to the station and the cornering there was a joy to see. Straight handled his car very neatly at this point and made good use of his self-changing gear-box in getting away. Apart from skill in handling, one needs to watch the driving mirror, as was shown when Moll and Varzi came down the hill together to pass a third car before the hairpin.

Varzi at this stage was actually smoking a cigarette.

Chiron was driving superbly in the lead while Etancelin was not so steady in his efforts to catch him. A hump in the road outside the Hotel de Paris proved his undoing, and he shot across the road into the sandbanks, and retired with damaged steering. Dreyfus stopped to rectify a slipping clutch, and Moll moved into second place. Nuvolari, who had been occupying an unaccustomed fifth place, then made a tremendous effort and drew up to third. This proved too much for his brakes, however, and he lost four minutes at the pits adjusting them.

Order at 80th lap.



The old and the new. Nuvolari on one of the latest 2.8 Bugatti's passes Veyron on a "2.3."

8. A. Varzi (Alfa Romeo), 2h. 55m. 12s.
9. E. Siena (Maserati), 2h. 58m. 24s.
10. P. Veyron (Bugatti), 2h. 59m. 44s.
11. Count F. Trossi (Alfa Romeo), 3h. 7m. 14s.
12. Earl Howe (Maserati).

The average speed this year was slightly lower than Varzi's time last year, in spite of the lightness and increased power of the cars taking part.

The interest of the crowds was still unabated, and they followed eagerly every movement of their champion, Chiron, and of Nuvolari, who seemed equally popular. Of the single-handed entries, Taruffi was still going great guns and Veyron, whose 2.3 Bugatti seemed as strong as ever, got an occasional cheer. Straight's white car with blue chassis emitted sheets of flame from its exhaust pipe on several occasions and marshals stretched nervously for fire extinguishers but the driver continued undisturbed.

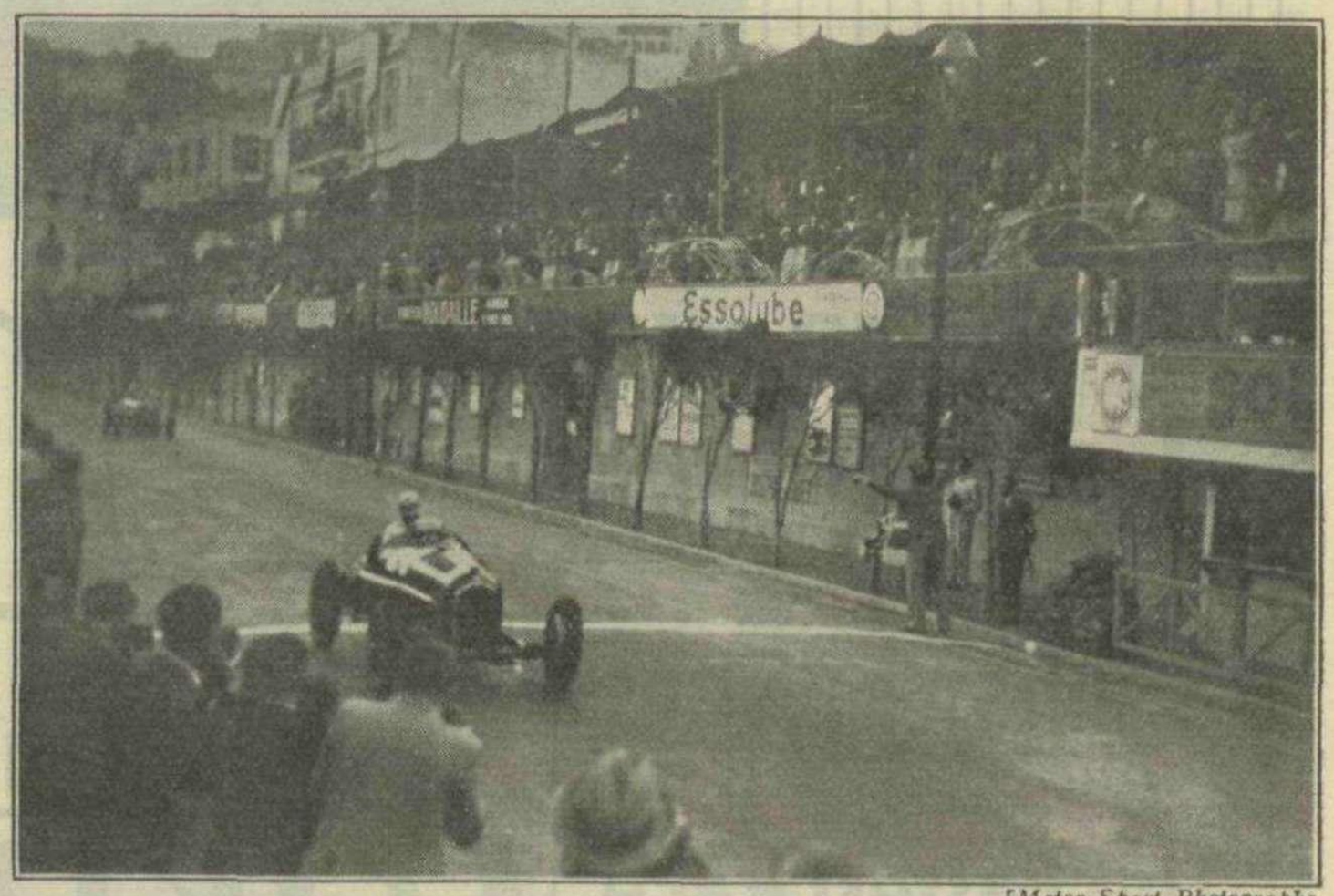
The times of the 90th lap had gone up then with Chiron nearly a lap in front, and at the 98th round his car failed to appear.

With only two laps to go he had misjudged the Station Hairpin and charged the sandbags, loosing 3 minutes through this accident. This gave Moll a one minute lead, and he roared over the line in company with Varzi before the crowd had realised that Chiron had missed the first place.

The Monogasque must have been a little compensated in coming in second and gaining all but one of the prizes for leading each ten laps. Taruffi was even less fortunate, retiring in the last lap when running in fourth place.

THE FINISHERS.

1. Guy Moll (Alfa Romeo), 3h. 31m. 31s. Average Speed, 55.86 m.p.h.
2. L. Chiron (Alfa Romeo), 3h. 32m. 33 (55.8 m.p.h.).
3. R. Dreyfus (Bugatti), 3h. 32m. 39s. (55.2 m.p.h.), 99 laps.
4. M. Lehoux (Alfa Romeo), 3h. 33m. 18s., 98 laps.



[*Motor Sport Photographs.*

Moll crosses the line. It was his first victory in an International Grand Prix.

1. L. Chiron (Alfa Romeo), 2h. 47m. 0.6s., 56.8 m.p.h.
2. G. Moll (Alfa Romeo), 2h. 48m. 38s.
3. R. Dreyfus (Bugatti), 2h. 50m. 59s.
4. P. Taruffi (Maserati), 2h. 54m. 11s.
5. M. Lehoux (Alfa Romeo), 2h. 54m. 30s.
6. T. Nuvolari (Bugatti), 2h. 54m. 44s.
7. W. Straight (Maserati), 2h. 55m. 9s.
5. T. Nuvolari (Bugatti), 3h. 33m. 35s., 98 laps.
6. A. Varzi (Alfa Romeo), 3h. 33m. 38s., 98 laps.
7. E. Siena Maserati), 3h. 32m. 0s., 96 laps.
8. W. Straight (Maserati-Straight), 3h. 32m. 47s. 96 laps.
9. P. Veyron (Bugatti).
10. Earl Howe (Maserati).

Fastest lap, Trossi, 2m. 0.2s.—59.7 m.p.h.



W. G. Everitt (M.G.) makes a good start in Event I. He is rounding Hairpin Bend.

A BIGGER AND BETTER DONINGTON

Successful First Meeting on Enlarged Course

THE season of racing at Donington Park opened last month, and in spite of a fairly small entry list, some excellent finishes were seen. The weather was showery and the sky was overcast, but the number of spectators, especially at Starkey's Corner, seemed not far short of the number who witnessed the races last year.

The course has been altered by straightening out almost entirely the S bend at Starkey Hill and the straight stretch beginning there has been extended a further 300 yards from Old to New Starkey Corner. This latter is a right-angle turn, and the road comes back on itself, after a more gradual bend, to rejoin the old course by a second right-angle corner between Old Starkey and Red Gate Lodge. The thousand yard stretch from the S bend to New Starkey gives full scope for passing, and the total length of the course is now 2 miles 1,000 yards.

The programme consisted of seven five-lap scratch races.

The first race was for unsupercharged cars up to 850 c.c., and there were five starters. Everitt (M.G.) was first away, followed by Harrison (Ford). The Ford had been giving forth dense clouds of smoke when waiting on the line, and the next time round had dropped back to last place. Everitt was now closely pursued by Levy on a Montlhéry Midget and Lim, a Japanese driver, on another M.G. Some very unsteady cornering was seen at Hairpin Bend, but Everitt drew ahead without difficulty and won by quarter of a mile. Levy made himself very unpopular by stopping opposite the paddock and reversing across the course to get in. Luckily Lim was a long way behind so there was no danger of a collision.

850 c.c. cars unsupercharged. 5 laps.

1. W. G. Everitt (M.G.), 14m. 50 1/5s. Speed 51.9 m.p.h.
2. L. Levy (M.G.), 15m. 4 1/5s.
3. P. H. Lim (M.G.), 17m. 12 1/5s.

The second race, for 850 c.c. supercharged cars, was well-supported and the cars were run in two heats. In the first of them Parish (Austin) was closely pursued by Hood, and followed by Allen, both on blown M.G.'s.

Hood soon passed Parish, though there was only a few yards in it, while Allen was eliminated through losing his petrol tank just before he reached Starkey's. The hotly-contested duel lasted throughout the five laps, and Hood won the heat by about 60 yards.

The second heat was dominated by R. F. Turner, whose spirited driving on an Austin has become one of the features of Donington. During the practising incidently he had upset in Holly Wood without damaging himself or his car. Anderson on a curious low built Austin, was close behind him on the first lap, but his cornering was rather erratic and Simister passed him when he took to the grass. He was in trouble in other parts of the course too, and his car finished up against a tree at Coppice Corner. The car was badly damaged but the driver was only shaken. Bailey on a supercharged Austin, with the normal Ulster chassis, also took to the grass several times, but stayed the course, while the leader gradually drew away from Simister. The final placings were as usual decided according to the times put up in each heat. Turner's fastest lap was 2 min. 40 3/5 sec.

850 c.c. Cars, supercharged.

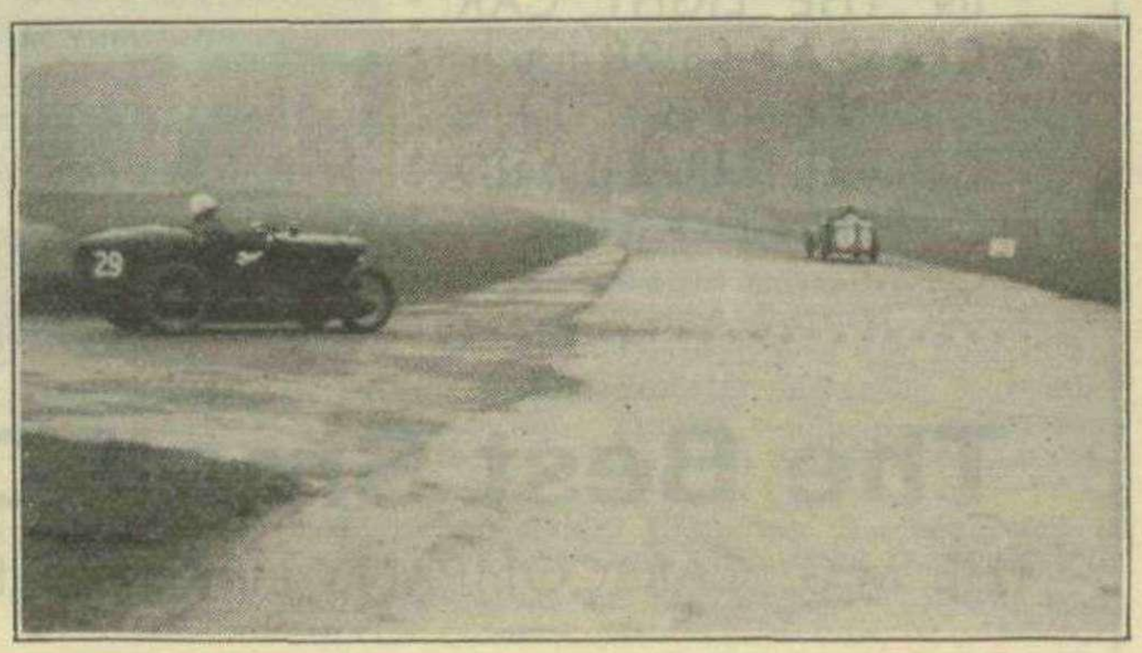
1. R. F. Turner (Austin S), 13m. 32 2/5s. Speed 56.9 m.p.h.
2. T. Simister (M.G. S), 13m. 49 4/5s.
3. W. E. Hood (M.G. S), 14m. 4s.

The 1,100 c.c. race was also well-supported, with slower cars on the first heat. Hood on his blown M.G. Midget got into the lead right from the start, but was closely followed by Hodges whose Singer was notably steady on Starkey. Appleton (Riley) was rather wild on his first time round, and Dobson on a Brooklands model made no attempt to slow down, but broadsided his car on to the grass each time. He was also in trouble at other points of the course.

Hood's superior speed and acceleration were just sufficient to keep him ahead of the Singer, while Appleton, in spite of misfiring retained his third place till the end.

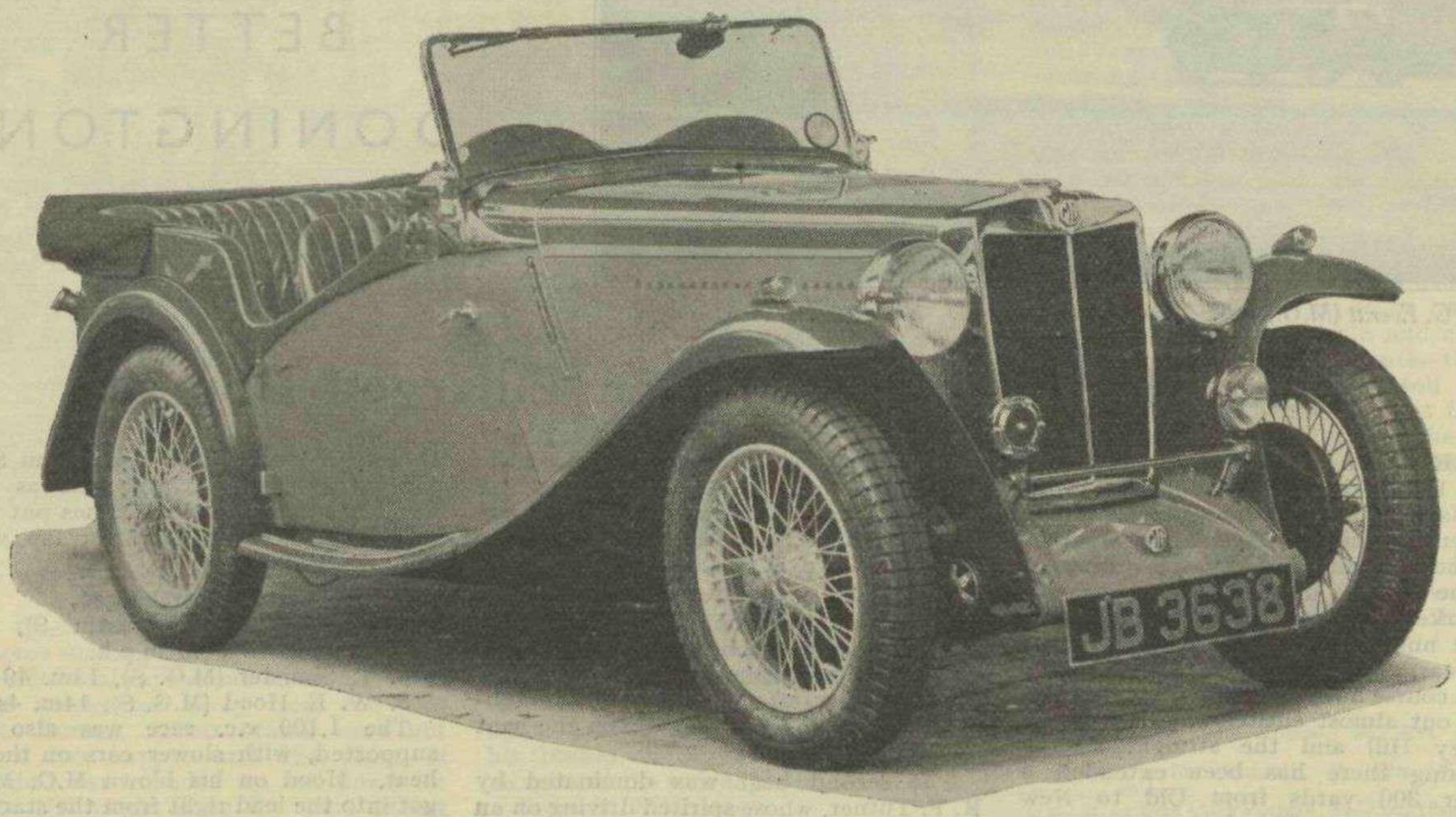
Some fast cars were seen in the second heat, and Rayson's supercharged Brooklands Riley took the lead on the first lap.

Hood (M.G.) and Par'sh (Aust'n) rega'n'ng the old road after New Starkey.



THE NEW MG MAGNETTE 'N' TYPE

A true Thoroughbred—perfected by - successful racing experience -



MILLE MIGLIA
(Italian 1,000 miles Race)

MG

MAGNETTE

2nd

IN THE LIGHT CAR CLASS AT 58·98 m.p.h. DRIVEN BY THE COUNT LURANI AND C. PENN-HUGHES.

(Subject to official confirmation)

Data compiled after a year's successful racing which included winning the fastest road and track races in the British Isles has made possible the performance of this new M.G. Magnette 'N' type, the very latest in Sports car motoring available at moderate cost.

The new underslung chassis, which follows very closely the lines of the racing prototype, has all its attributes—Brakes, Steering, Suspension, designed for a 100 m.p.h. car—a safety factor far higher than any other sports car can give.

Two new body styles are available, two- and four-seater open models, with the new M.G. "Independent Shock Absorbing" body mounting. Special attention has been paid to accommodation, there is ample room for four "grown-ups" in the four-seater, and an unusually large amount of luggage space in the two-seater.

Two-seater - - - **£305.** Ex works.
Four-seater - - - **£335.** Ex works.
Two-four-seater **£350.** Ex works.

Triplex Glass.
Dunlop Tyres.

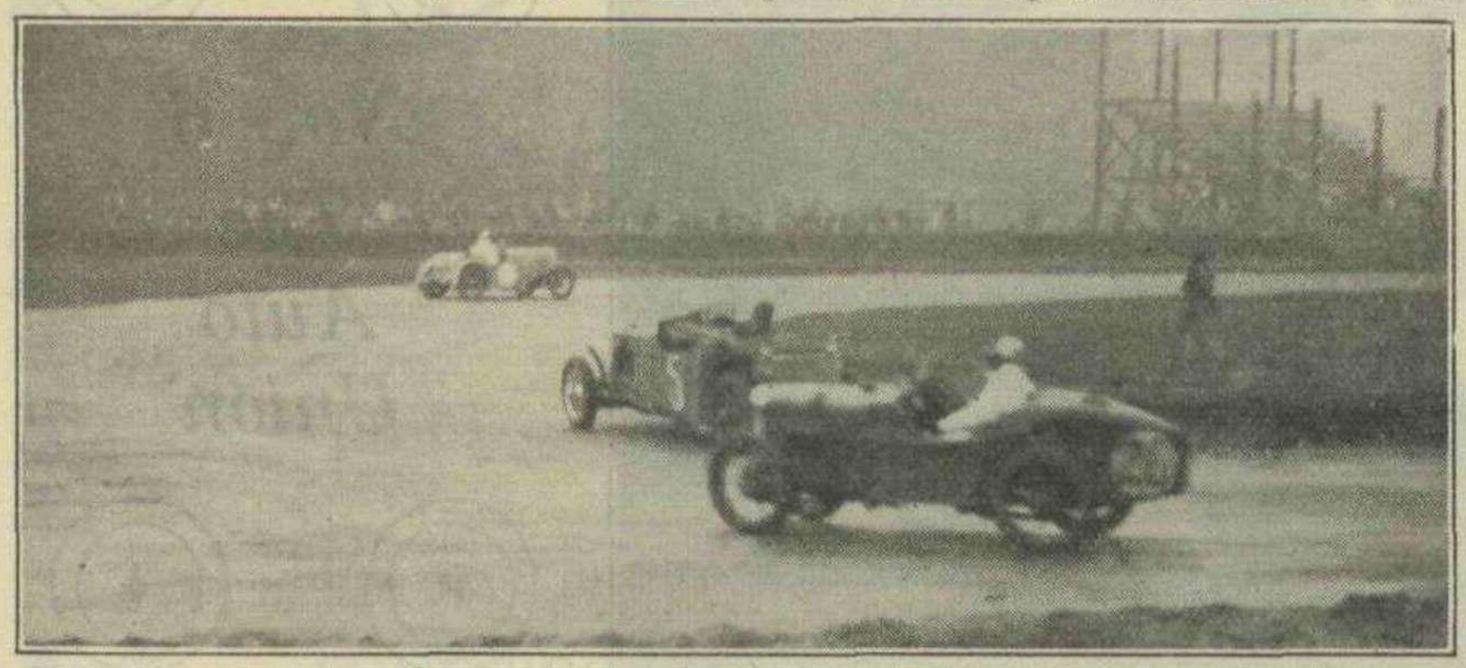
Ask your dealer for a trial run.

The Best Small Car in the world

THE M.G. CAR COMPANY LIMITED, ABINGDON-ON-THAMES, BERKSHIRE

A BIGGER AND BETTER DONINGTON—continued.

Next came Seaman on the Magnette which Whitney Straight drove last year, but the car was only running "on four" and soon withdrew. Simister whose M.G. was noticeable for its piercing exhaust note made great effort to catch up with Rayson, but seemed to be troubled with a locking front brake, finishing in the end 100 yards behind.



Hodges (Singer), Appleton (Riley) and Bailey corner in varied fashion. The new Grandstand is seen in the background.

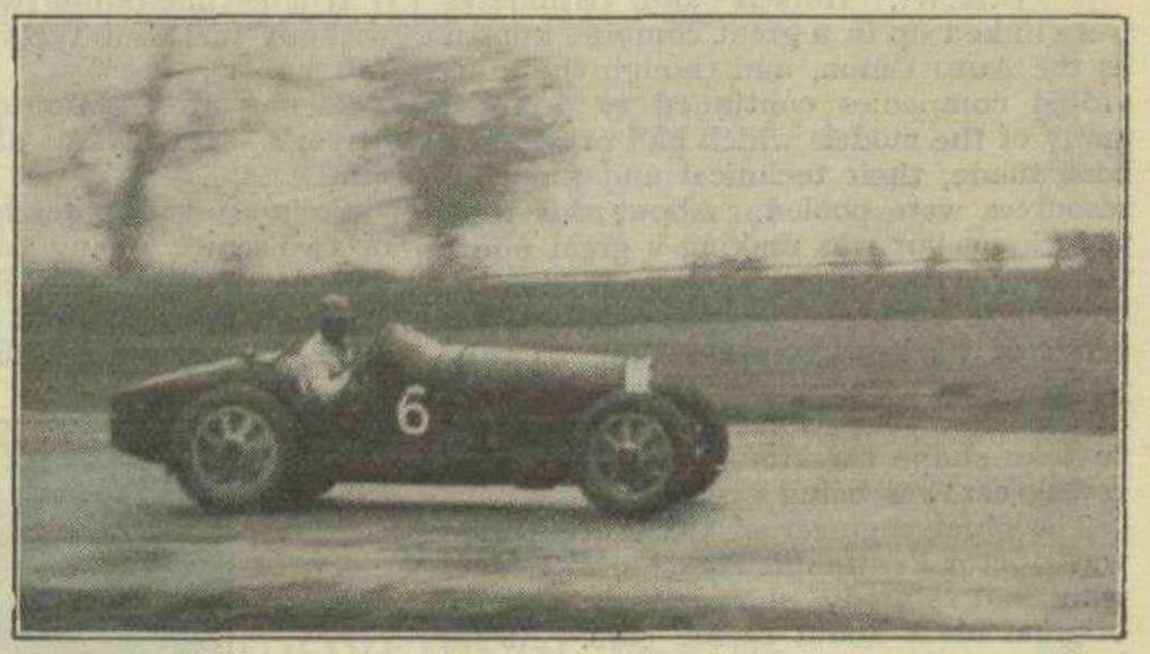
Up to 1,100 c.c. supercharged or unsupercharged.

1. E. K. Rayson (1,089 Riley S), 13m. 13 2/5s. Speed 58.6 m.p.h.
2. T. Simister (746 M.G. S), 13m. 45 2/5s.
3. W. E. Hood (746 M.G. S), 14m. 0 3/5s.

In the next race Greaves (Frazer Nash) took the lead in the first lap followed by Dobson on his Riley. The latter carried out his usual broadside at Starkey's and soon afterwards finished up by skidding off the road at Hairpin Corner. Meanwhile Appleton's Riley had found its form, and he finished 400 yards ahead of Greaves. Grylls (Aston Martin), who was driving steadily gained third place.

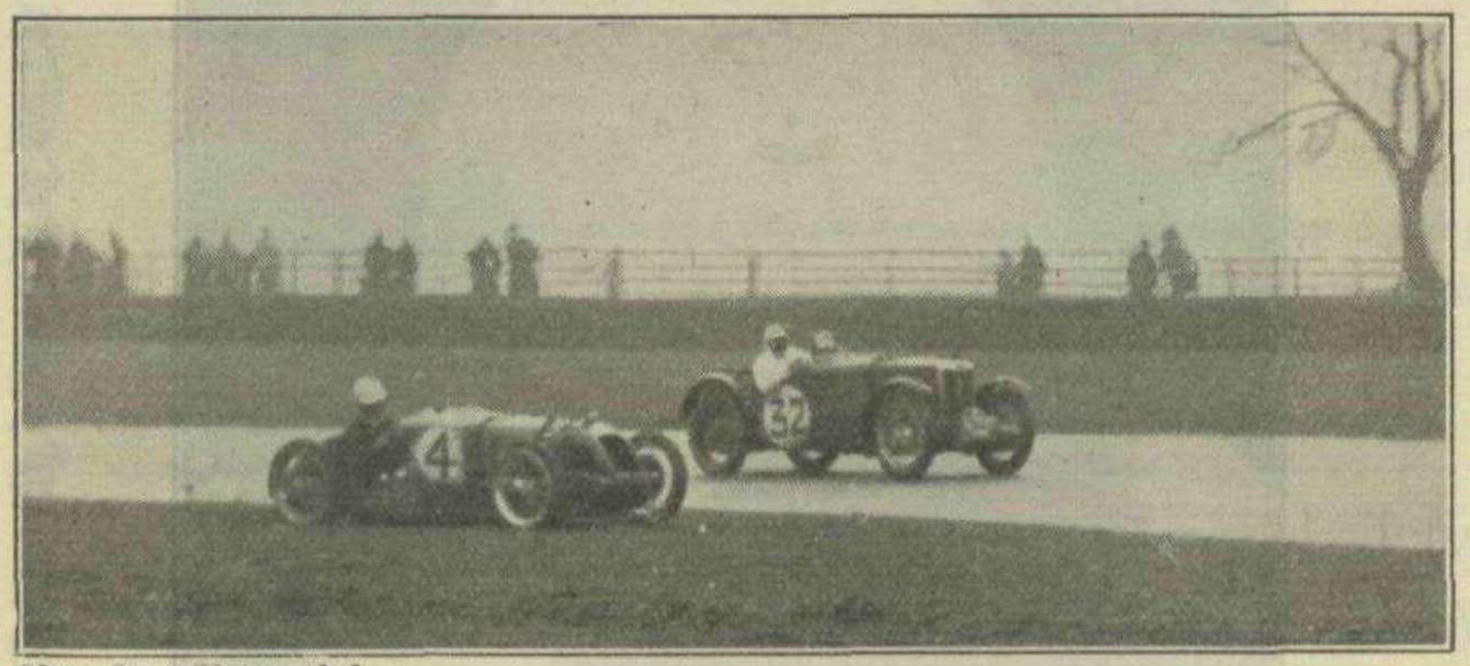
Then followed a fine duel between Laird, driving a bored-out McEvoy Hornet, and G. Casswell (Frazer Nash). The first time round Laird was in the lead with Thorpe and Casswell close behind, but when next they appeared Casswell was right on the tail of the McEvoy. Seen on the fourth round at the old S Bend, Casswell was faster and steadier round the fast bend which remains and with a great effort drew level with Laird and then passed him. A hectic corner at Starkey however put him on the grass, while the other two swept round, and he was unable to catch them in the run down to the Finish. Laird's fastest lap, incidentally, was 2 min. 38 4/5 sec. or 58.2 m.p.h.

A. H. Eccles on New Starkey. He led throughout the 3 litre event.



Up to 1,500 c.c., unsupercharged.

1. H. Laird (1,454 McEvoy Special), 13m. 23 4/5s. Speed, 57.5 m.p.h.
2. T. A. W. Thorpe (1,496 Frazer Nash), 13m. 25s.
3. G. Casswell (1,496 Frazer Nash), 13m. 32 4/5s.



Motor Sport Photographs.]

Simister, who was second in several races, on New Starkey. The unconventional car in the foreground is Anderson's Austin.

In the fifth race there was a fine battle between Simister, Rayson and Turner. In the first lap they came round with 50 yards covering all three, then Rayson started to gain on Simister. The latter made a tremendous effort to keep ahead, flames seeming to come from his car at one time, while Rayson found it difficult to pass since his rival kept in the middle of the road. Finally by taking to the grass Rayson succeeded in passing, only to slide off the road again at Starkey's, but on the last lap he made no mistake and finished up 30 yards ahead of his rival.

1,500 c.c. supercharged or unsupercharged.

1. E. K. Rayson (1,089 Riley S), 13m. 26 4/5s. Speed 57.3 m.p.h.
2. T. Simister (746 M.G. S), 13m. 28s.
3. R. F. Turner (747 Austin S), 13m. 29 4/5s.

There were only four cars in the Three Litre Race, but a keen struggle had been anticipated between A. H. Eccles and Shuttleworth on 2.3 Bugattis. It was, however, the latter's first public appearance since his accident in the Mannin Moar race last year so he drove rather carefully, contenting himself with keeping comfortably in second place. Eccles incidentally found that he was reaching 100 m.p.h. at the end on the "straight" and the surface which was not yet fully bedded down made the car quite difficult to hold. Rayson and Simister once again fought out their private battle and Simister was again flagged for not keeping to his own side at Starkey's.

Up to three litre supercharged or unsupercharged.

1. A. H. Eccles (2,263 Bugatti S), 13m. 0s. Speed 59.27 m.p.h.
2. R. O. Shuttleworth (2,296 Bugatti S), 13m. 18s.
3. E. K. Rayson (1,089 Riley S), 13m. 20 1/5s.

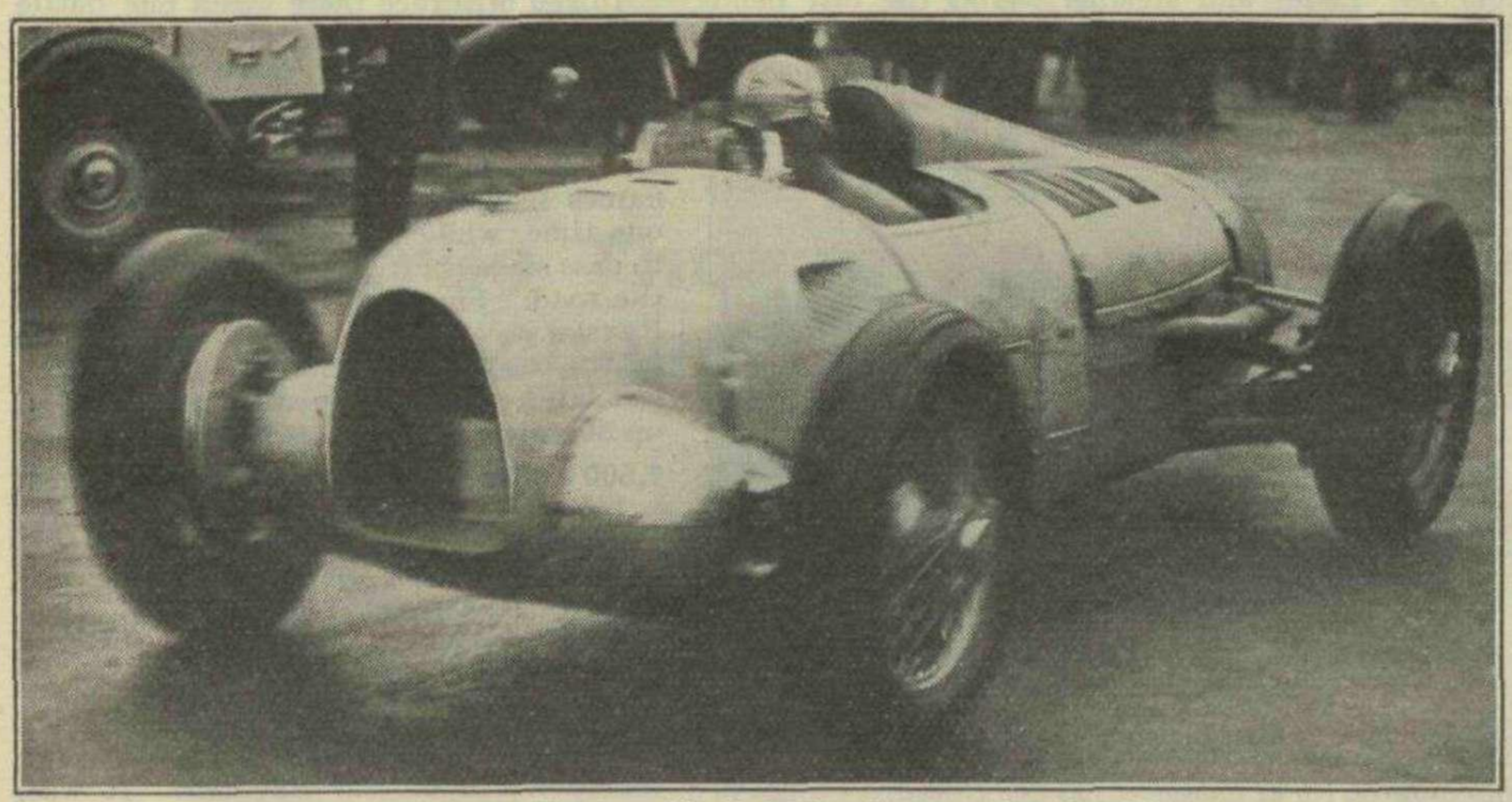
Record lap for new course.

A. H. Eccles, 2m. 31s. (61.23 m.p.h.).

The last race attracted a varied field led by Casswell (Frazer Nash), followed by those spirited duettists, Rayson and Simister. Casswell was not long in the lead, and Simister succeeded in passing Rayson. Flames could be seen coming from the M.G. each time it took Starkey's corner, apparently through over-revving, and finally there was a great burst of fire and the car came to rest hurriedly. Seaman on the Magnette retired, while Cormack (Alta) skidded round at Hairpin

Continued on page 315.

1934 RACING CARS



AT SPEED on the Avus Track. Von Stuck in the Auto Union.

No. 6 The Auto Union

EARLY last year the four well-known German motor firms of Audi, D.K.W., Horsch and Wanderer were linked up in a great combine known as the Auto Union, and though the individual companies continued to produce many of the models which had previously been made, their technical and financial resources were pooled. About this time the Chancellor was making a great effort to revive the German motor industry, and there could be no more convincing proof of its healthy state than to take part in international motor races. Almost at the same time as the Mercédès started to take shape therefore, an Auto Union racing car was being evolved.

The chief engineer of the Auto Union was Doctor Ferdinand Porsche, a designer who had already shown that he had original ideas about racing cars. As far back as 1926 he had produced the Benz "Drop" racing car, a single seater blunt in front and tapering off to the rear, with the engine carried behind the driver. It was not a great success at the time, but the lessons learnt from it came in useful later on.

The new car was built with the utmost secrecy, and not even Stuck and his fellow drivers saw it until last December, when it was given a short run on the Nürburg track. Surprisingly low and following the lines of the "Drop" car already designed, it was a complete break-away from current racing practise. The car was taken to Italy for its preliminary road tests and after some ten days high speed work on Monza reached a speed of 155 m.p.h. on the Milan-Varese Autostrada. A final proof of its qualities was given by Stuck's successful attack on the World Hour Record on the Avus road in March, where it put up the terrific speed of 134.9 m.p.h.

Unfortunately, like the Bugatti and the Mercédès, the details of the Auto Union are still very much "on the secret list," but we have received from the makers information revealing some of the problems to be faced and the solutions evolved by the designer of a modern racing car.

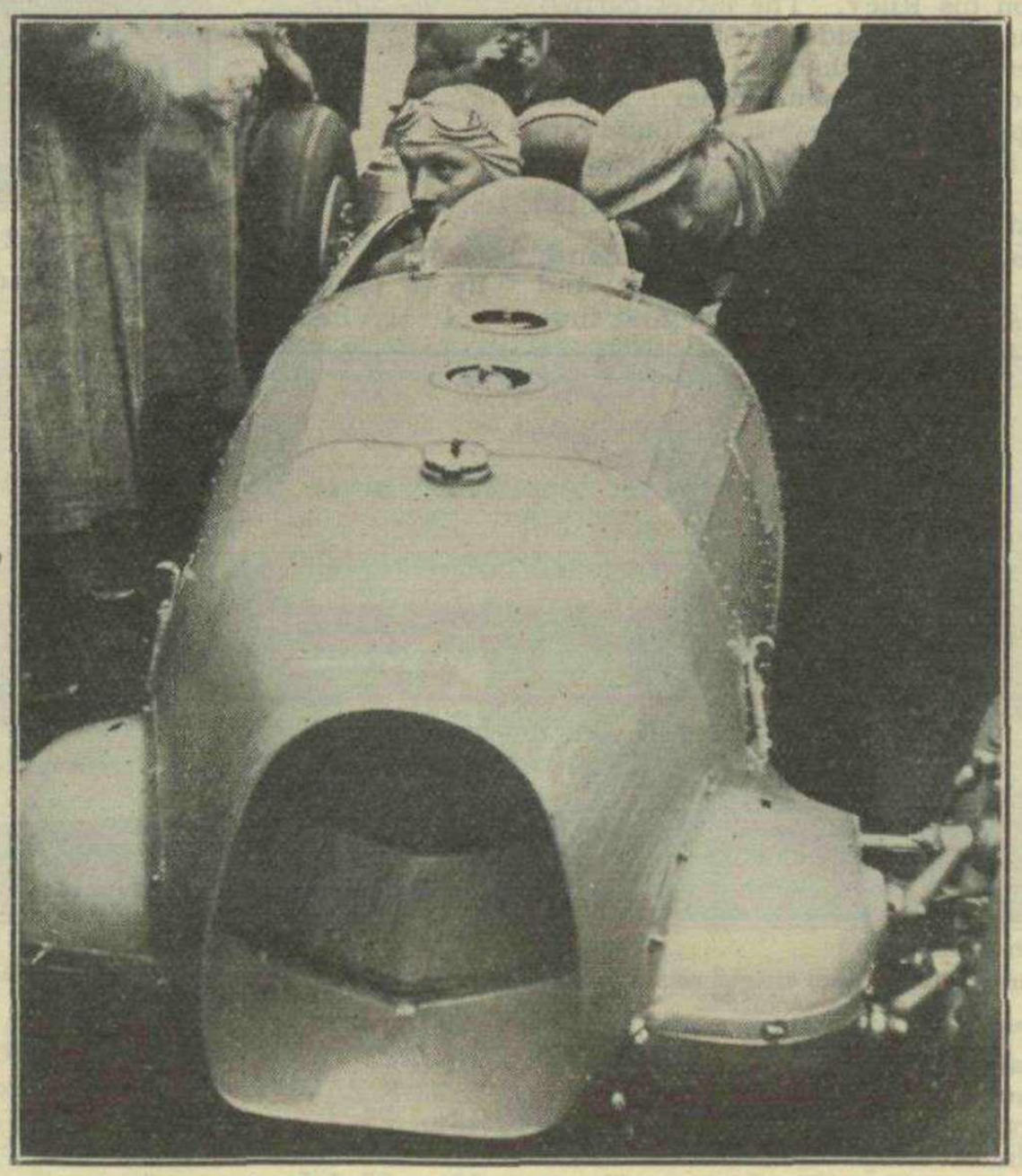
The last International Racing Formula lays down the following requirements :—

1. The maximum weight of the car without fuel and tyres shall not exceed 750 kg.

2. The cross section of the body at the driver's seat must be at least 850 by 250 mm.

Comparing the weight limit with that of two-seater racing cars of the present day, e.g., Mercédès S.S.K. 1,400 kg., Bugatti and Maserati 1,100 kg., it is clear how great the difficulty would be in order to reduce it by 30%. Present day constructional methods were deemed out of the question, and the solution was found in the shape of a new lay-out and a careful saving of weight on each single item.

Much weight was saved in the transmission, not to speak of the ease with which the driver's seat could be kept low, by mounting the engine at the rear. The fuel tank was placed in front of the driver on a level with the centre of gravity, so that the amount of fuel remaining should not affect the handling of the car, making



A close up of the Auto Union Racing Car, showing the front suspension.

ROLLS-ROYCE

The Best Car in the World

THE NEW SHOCK DAMPERS

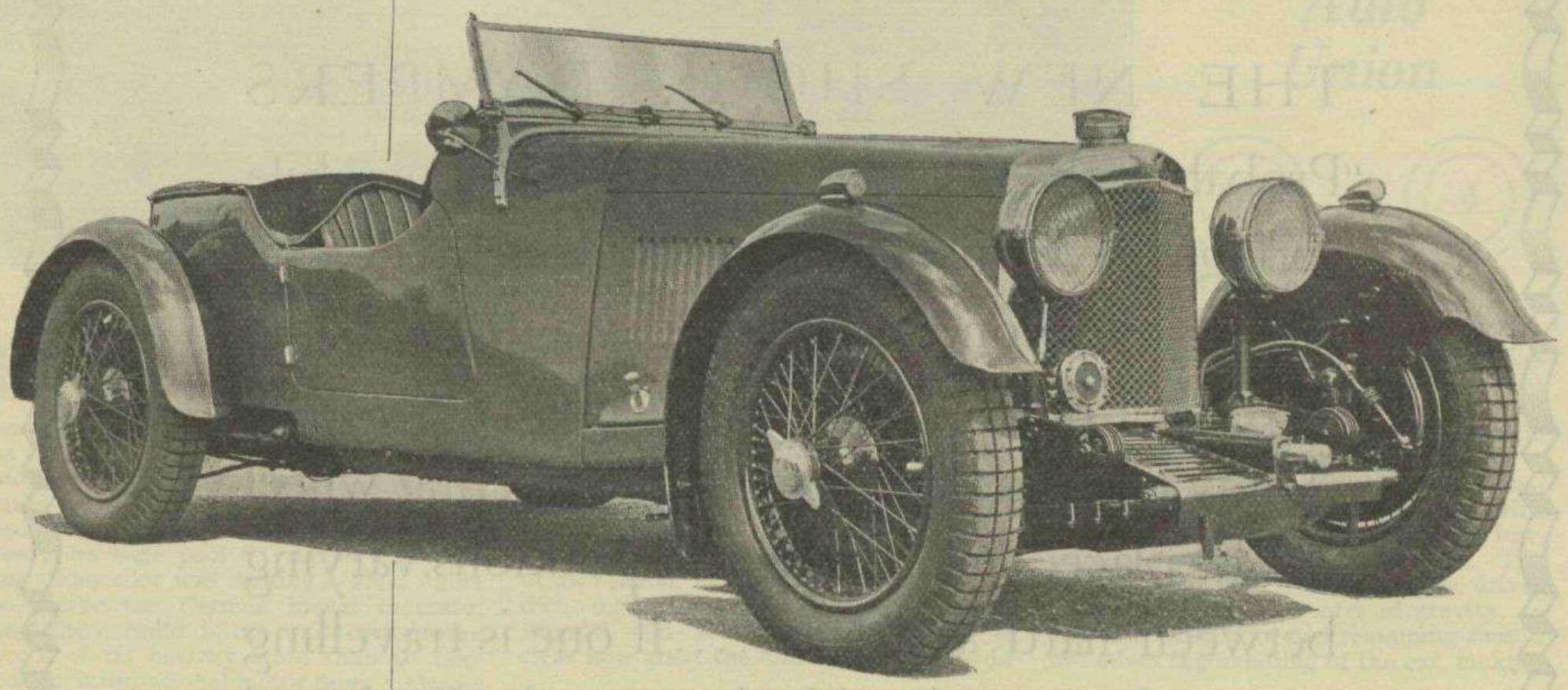
"Probably the greatest advance in automobile springing ever made is due to the initiative of the Rolls-Royce concern. A few day ago I was able to try out this remarkable invention for myself. A tiny lever in the centre of the steering wheel can be placed in any one of 12 positions, varying between 'hard' and 'soft'..... If one is travelling at a good pace and suddenly a stretch of bad road appears ahead, the lever is merely flicked over to 'hard' and excessive spring movement is immediately damped out."—*H. E. Symons*
Sunday Times, 8th April 1934

Rolls-Royce Ltd have some excellent reconditioned and guaranteed Rolls-Royce cars for disposal at moderate prices

ROLLS-ROYCE LIMITED
14-15 Conduit Street London W1
Telephone Mayfair 6201

ASTON MARTIN

The internationally famed British Sports Car



THIS is a sports car of which every owner expects an exceptional performance—out of all proportion to its 12 h.p. rating—and gets it as a regular thing. From stem to stern the Aston-Martin is a study in masterly design and fastidious construction. To look into it in detail is more than a matter of interest . . . to handle it is an experience beyond description. Do both—and write us now to fix the appointment.

DRY SUMP LUBRICATION

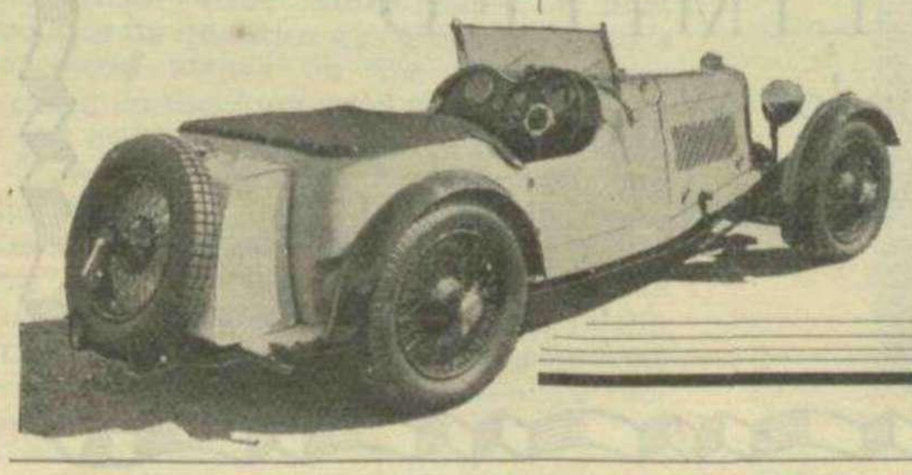
is a unique feature of the Engine. From the 2½ gal. cooling tank oil is constantly pumped through the engine and returned for cooling at the rate of 2 galls. per minute at 3,000 r.p.m. Consequently the oil temperature cannot rise above 75° C., even under racing conditions.

LE MANS MODELS: 2/4 Seater (8′ 6″ Chassis) 85/90 m.p.h. ... **£595**

Four-Seater "Special" (10′ 0″ Chassis) 80/85 m.p.h. **£625**

TOURING MODELS: Tourer (10′ 0″ Chassis) 75 m.p.h. **£550**

Saloon, Sunshine Roof optional (10′ 0″ Chassis) 75 m.p.h. **£595**



ASTON-MARTIN LTD.

FELTHAM - MIDDLESEX

'phone : Feltham 218

POPES

1934 RACING CARS—continued.

the best use of a space otherwise unused. The driving seat is well placed for good visibility, ease of handling and good streamlining in front of the petrol tank, while the radiator occupies its usual place in the front of the machine. Large ports in the sides of the scuttle allow the air to escape.

The frame is tubular and is braced by tubular cross bracings, and this construction, and particularly the rigidity of the joints provides very great bending and torsional stiffness. This is particularly necessary on the Porsche Wagen, since the light metal streamlined coachwork plays no part in stiffening the vehicle.

In order to obtain good road-holding, directional stability and certainty of steering it was considered essential to have independently sprung and driven wheels. The front wheels swing in planes parallel to the side members of the chassis and are therefore free from tramp or shimmy.

The actual suspension is carried out on the Porsche torsion rod principle. There are two hollow tubes one above the other which serve as the front axle. The wheel pivots are carried on swinging arms pivoted on the ends of the hollow tubes and the movement of the arms are controlled by a steel rod which passes through them and which twist or untwist as the wheels encounter road-shocks. The position and design of the steering pivots, the makers claim, makes the steering unaffected by the movement of the wheels. Hydraulic operation is used for the brakes.

The back wheels swing vertically on axle tubes operating through slots in the differential casing. Engine and braking reactions are transferred from the wheels via the axle tubes to the differential casing, and so to the chassis. Vertical movement is controlled by a single leaf spring which is carried above the axles.

The advantages of a rear-engined car were manifest, but brought with them limitations of length and breadth. The power of the modern racing engine makes even its mounting a matter of some difficulty, and the makers therefore decided to use 16 cylinders in order to get as smooth a torque as possible. The two blocks of eight are set at 45 degrees and have a total capacity of 3,080 c.c.

This unusual construction brought with it other advantages. Being compact, it was easily built into the space at the back of the body, which was unusually narrow on account of the streamlined body. In addition the designer acchieved a short crankshaft which was free from the usual periods. The engine is carried in front of the axle, but is started by a handle which goes in at the rear end of the tail.

In the construction of the engine light alloys were extensively used. Engine gearbox and back axle are built in one unit, and a five-speed gear-box is used.

The lines of the coachwork have een determined as the basis of extensive research in a wind tunnel and follows the most efficient shape discovered in this way, as far as practical considerations of racing will allow.

The équipe consists of Stuck, Prince zu Leiningen and Sebastian or Burggaler, with Willi Walb, who at one time used to drive the Benz streamline car, as team manager. Momberger was also mentioned at one time as a likely member of the team. Stuck's successes on the Austro-Daimler in 1928-29-30 are too well-known to need further comment, and it will be remembered that he visited Shelsley Walsh in 1930 and gained one more victory towards the European Hill-climbing Championship. He was equally successful in the following years on Mercédès.

Sebastian has generally been spare driver, and in 1931 was with Caracciola in the Mille Miglia and various other races and hill-climbs. Leiningen gained most of his experience on Bugattis.

Unfortunately the Auto Union cars were not ready in time for the Monaco Grand Prix, but will be closely watched at the French Grand Prix, while there is a possibility of their being ready for the Avus Race in the middle of June. These rear-engined machines may well be the pioneers of a new racing car era.

A BIGGER AND BETTER DONINGTON—(continued from page 311).

Corner and slid off the road down the bank. In the end only Rayson and Vickers remained still running.

Up to 1,500 c.c. supercharged and 2,500 c.c. unsupercharged.

1. E. K. Rayson (1,089 Riley S), 13m. 29 1/5s. Speed 57 m.p.h.
2. R. C. Vickers (1,496 Lea Francis S), 14m. 10 3/5s.

Making allowance for a certain amount of moisture on the corners and the fact that drivers have not yet had time to become fully acquainted with the new course, one would expect an average speed at later meetings similar or higher than last year's figures. The extra length of straight road gives the fast cars a chance to pass one another, and Eccles found that the Bugatti reached 100 m.p.h. before he had to cut out. With the new twin camshaft car he expects something not far short of 120 m.p.h.

By having a right angle turn at New Starkey's instead of the fast bend as was formerly the case, the possibly only unfair hazard on the course has been removed. Incidently a small grandstand is being erected overlooking New Starkey. The only other alteration which may be effected is to enclose the road round the Hairpin corner with sandbags, which would prevent the dangerous tail swinging which has several times involved a dive down the bank on the opposite side.

The improved course will certainly add to the interest of drivers and spectators, and the first big meeting, on May 12th, will be eagerly awaited.

FORTHCOMING EVENTS

MOTORING FIXTURES FOR 1934.

MAY.

4-5th. *R.A.C. Caravan Rally.*
5th. *Southport M.R.C. Sand Race Meeting.*
5th. *Sutton Coldfield and N. Birmingham A.C. Inter Club Trial.*
5th. *Cemian M.C. Reliability Trial.*
6th. *Bugatti Owners' Club Rally.*
6th. *Grand Prix of Tripoli, Italy.*
11th-12th. *W.A.S.A. Reliability Trial.*
12th. *Derby and District M.C. (Prop.) Ltd. Race Meeting, Donington.*
12th. *Kent and Sussex Lewes Speed Trials.*
12th-13th. *J.C.C. Inter Centre Rally.*
18th-19th. *M.C.C. London-Edinburgh Trial.*
20th. *Grand Prix of Casablanca. France.*
20th-21st. *Grand Prix of Nimes. France.*
20th. *Grand Prix of Frontieres. Belgium.*
21st. *Grand Prix of Budapest.*
21st. *B.A.R.C. Whit Monday Meeting.*
21st-25th. *R.S.A.C. Rally.*
26th. *Bugatti Owners' Club Speed Trial.*
26th. *N.W. London M.C. Coventry Cup Trial.*
26th-31st. *Tour of Italy.*
30th. *500 Miles Race. Indianapolis.*

MAY *(continued)*
30th-1st June. *R.A.C. Isle of Man Races.*

JUNE.

2nd. *Southport M.R.C. Sand Race Meeting.*
3rd. *Course de Cote de Sezanne. France.*
3rd. *Internationales Eifelrennen. Germany.*
5th. *Grand Prix de Lwow. Poland.*
9th. *M.A.C.-Shelsley Walsh Hill Climb.*
9th. *M.G. Car Club. Night Trial.*
10th. *Royal Prix de Rome. Italy.*
16th-17th. *Le Mans 24 Hours Race. France.*
16th-17th. *Tour de Alpes Autric Lionnes.*
16th-17th. *Brighton and Hove M.C. Brighton-Beer Trial.*
17th. *J.C.C. Derbyshire Trial.*
17th. *Internationales Kesselbergrenen. Germany.*
17th. *Grand Prix Pena Rhin. Spain.*
17th. *Pontedecimo Giovi. Italy.*
22nd-23rd. *Riley Motor Club. 24 Hour Trial.*
23rd. *B.R.D.C.-B.E. Trophy.*
23rd-24th. *Liverpool M.C.—Reliability Trial.*
24th. *Circuit de Lorraine. France.*
30th. *Sutton Coldfield and N. Birmingham A.C. Vesey Trial.*
30th. *J.C.C. Members' Day, Brooklands.*

Club News

"MOTOR SPORT" CORRESPONDENCE CLUB.

THE Club Library is growing apace. The following books are now available to members under the usual conditions: "Full Throttle," "Ten Years of Motor Racing," "Flat Out" and "Motor Racing" four copies; "Combat" and "The Lure of Speed" two copies; "All Out," "Sicilian Circuit," "Wheels Take Wings," "Speed, the Life of Sir Malcolm Campbell," "The Life of Sir Henry Segrave," "Casque's Sketch Book," "Collins' Motor Annual," and "Motor Sport," Volumes 4, 7, 8 and 9, one copy.

These books have been generously offered to the Club by the following members:—E. Straker, Beverley, Yorks; N. Dyer, Cheltenham; J. Colquhoun, Dundee; N. Smith, Stockport; and S. Moore, Newton Abbott.

A design for a Club coat-badge is now being worked on, and these will be available shortly to members at a low figure.

The address of the Secretary is Mr. Lewis E. Miles, 4, High Street, Fordington, Dorchester, from whom a full list of correspondents can be obtained.

HARROW CAR CLUB.

In view of considerably extended activities the above title has now been adopted by the Kynaston Car Club.

An excellent private course for speed trials has been secured, and an ambitious programme has been planned for the season.

Visitors will be welcome to all events, which commence at 2.30 p.m. on Sundays from the Club Headquarters: Kynaston Court, Box Tree Road, Harrow Weald.

The Hon. Secretary is Mr. W. Bumford, of that address.

H.B. AUTO SPORTING CLUB.

The purpose of this Club is an unusual one, and should have a wide appeal to owners of sports cars who are anxious to prepare their mounts for competition events without heavy expense.

The average man has no machinery and workshop at his disposal, and the cost of these two essentials for an individual is just as expensive as having a car tuned by a garage. This is where the club comes in. The idea is that a communal workshop will cost members only a fraction of what they would have to pay independently, and at the same time put them in touch with fellow enthusiasts who will be able to exchange useful ideas on tuning.

Starting in a very small way, the Club has now outgrown its original premises, and a new workshop of larger dimensions is now in course of erection. New machinery and tools will be installed and every facility given to Members to work on their cars throughout the year. The cost of using the fully equipped workshop is 2s. per week, or £1 6s. per quarter, or £5 per annum.

The Hon. Secretary of the Club is Mr. A. Charlton, 37, Coquet Terrace, Newcastle-on-Tyne, and the Competitions Secretary is Mr. S. C. Holbrow, 58, Baret Road, Walkergate, Newcastle-on-Tyne, from whom full details can be obtained.

BUGATTI OWNERS' CLUB.

The Fourth Annual Monte-Honiton-Carlo Rally will be held on Sunday, May 6th. The entry fee is 10s. per car for members and 15s. per car for their friends. Competitors may start from any of the specified starting places as set out in the Regulations, finishing at the Angel Hotel, Honiton, Devon, where lunch will be served at 1 o'clock.

In the afternoon a Speed Hill Climb will be held in the grounds of "Coombe" near Honiton, by kind permission of Mr. R. R. K. Marker. The timed portion of the hill will be about half a mile in length, and has gradients varying from 1 in 7, to 1 in 10. Weather and time permitting, each competitor will be allowed two runs, and there will be two classes under and over 1,500 c.c.

The Fourth Annual General Meeting was held on April 9th at The Small House, 9a, Cumberland Terrace, Regents Park, N.W.1 at 9.15 p.m. A pleasant gesture was enacted when, at the suggestion of Messrs. K. W. Bear and Lional Martin, Mr. E. L. Giles was elected an Honorary Life Member of the Club in recognition of his services to the Club as Hon. Secretary and Treasurer.

A satisfactory state of affairs was revealed by the Club's Balance Sheet.

THE BRITISH MOTOR CYCLE ASSOCIATION.

An Inaugural Luncheon was held at the Savoy Hotel on March 28th, with Lord St. Oswald in the chair. In his speech the chairman pointed out that no organisation exists for the 600,000 motor-cyclists in this country, and that the British Motor Cycle Association would therefore fill a long felt want. Road scouts will patrol the roads of England, Scotland and Wales, and give similar service to motor cyclists as that of the road scouts of the motoring organisations.

The membership of the B.M.A. is only one guinea, and its foundation is due to three years of unremitting work on the part of Mr. A. Charlton Elliott. The Club's Headquarters are at Criterion Buildings, Piccadilly Circus, London, W.1.

YORKSHIRE SPORTS CAR CLUB.

On Sunday, May 8th, the Club met at Wetherby at 10.30 and proceeded via the Great North Road to Richmond, where lunch was taken. At 2.30 the cars proceeded to Reeth, and thence to the scene of the Hill Climb at "Crack Pot."

The hill proved to be in moderately good condition. The surface was very loose, but as there had been little rain previously, it was not as slippery as is sometimes the case.

Most of the cars attempted the hill, with varying success. The smaller cars seemed to lack power, whilst two front wheel drive Alvis's found the climb beyond their capabilities, being brought to a standstill in the first fifty yards with chronic wheelspin, the front wheel drive being unsuited to so loose a surface. Good climbs were made by Taylor (24 h.p. Ford), Hewitt (Triumph "Gloria"), Cowling (Morris 10 Special), Gilbert (Ford V-8), White (Ford V-8), while the following eventually reached the summit after two or more attempts:—Wilson (M.G. Magna), Booth (Frazer Nash), whose car appeared to be somewhat overgeared, Jackson (M.G. Magna), Raw (Riley 9).

For those cars who reached the top of this climb, an acceleration test was held over a half mile stretch of an average gradient of about 1 in 10, when the best time was made by White (Ford V-8), 1 min. 6 secs., Wilson (M.G. Magna) being second with a time of 1 min. 20 secs., Taylor coming third in 1 min. 24 secs.

The weather was almost perfect for the event, though as the afternoon drew on it became very cold and some snow lay in the hollows of the hills. Many photographs were taken, whilst a member from Hull, Mr. Deaton, took several feet of moving film with a cine-kodak. It is hoped to show this film, with others, at the Club house at a later date.

G.W. MOTOR CLUB.

The Club has now been in existence for a year, and a satisfactory state of affairs is published in the current issue of "The Exhaust." There are 4 Vice Presidents, 47 Full Members, 1 Hon. Member and 12 Social Members. It is interesting to note that the organisers find that the Trials are well supported, other competitions receive fair support, while ordinary social events have not received the support expected.

The Rt. Hon. Lord Ashley and Mr. L. P. Simon have kindly consented to become Vice-Presidents. Lord Ashley is a keen Talbot owner, and Mr. Simon is the Chairman of Brentford Football Club.

The Anniversary Dance was held on April 7th at the Star and Garter Hotel, Kew Bridge, and proved a great success. The affair was organised by the Ladies.

KENT AND SUSSEX L.C.C.

The first of the Club's Speed Trials will be held at Lewes on May 12th, starting at 2.30 p.m. There will be classes (with sub-divisions) for touring, standard sports, super sports, and racing cars, with special classes for M.G.'s and Wolseley Hornets. The course is the Race Hill,

CLUB NEWS—continued.

a strip of road one-third of a mile in length, with a good surface.

Entries close on May 9th, and forms can be obtained from the Hon. Secretary, Mr. H. V. Warren, 51, Ringwood Road, Eastbourne.

MID-SURREY A.C.

The Grand Cup Trial takes place on Saturday, May 5th, over a sporting course in Surrey. The start will be given at the Talbot Hotel, Ripley, and the trial will end at the Huts Hotel, Hindhead, by which time 60 miles will have been covered by competitors. Non-stop sections, observed hills, and a special test will be encountered en route.

The chief car-award is the Sopwith Cup, value £200, which is held for one year by the winner.

The Hon. Secretary is Mr. M. W. May, 18, Austin Friars, London, E.C.2.

The Editor invites Club Secretaries to send details of their fixtures, sporting and social, for publication in these columns. These items should be sent to reach this office not later than the 16th of the month.

THE MOTOR CYCLING CLUB.

Entry forms and regulations are now available for the London to Edinburgh Trial, to be held on May 18th and 19th.

The start will be from the Hatfield Aerodrome, on the Barnet By Pass Road, the first motor-cycle leaving at 8.30 p.m. and the cars following. The route will be via Grantham and Doncaster to Harrogate and the first observed section, Park Rash. There the competitors will travel by way of Askrigg to West Stonesdale, where a stop-and-restart will be held, and so to Honister Pass, after passing through Penrith and Keswick. Talla Lin is the last observed section before reaching Edinburgh. There will be controls at Harrogate and Carlisle.

Entries close on May 7th, and must be sent to the Hon. Secretary, Mr. J. A. Masters, 22, Norland Square, London, W.11.

THE N.W. LONDON M.C.

The April number of the "Gazette" makes interesting reading, in spite of the apparent effort it causes among the editorial contributors! There are two R.A.C. Rally "logs" by members, and a criticism of this event by the Captain, Mr. C. F. Dobson, which should cause a good deal of controversy, particularly among those who are proud of finishing high up in the results.

The Secretary, of course, is Mr. C. V. Wells, of 816, High Road, Tottenham, N.17.

DO YOU WANT TO SELL YOUR CAR?

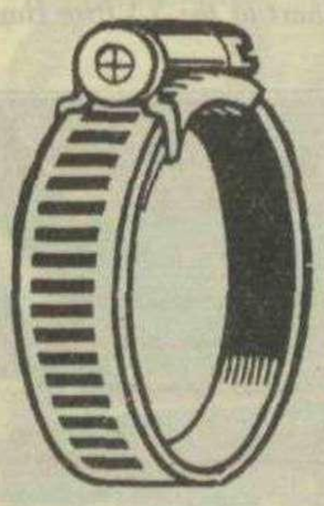
21 words in our Classified Advertisements Section will cost only

3/-

The Latest time for receipt of Advertisements is the 25th of the month previous to publication.

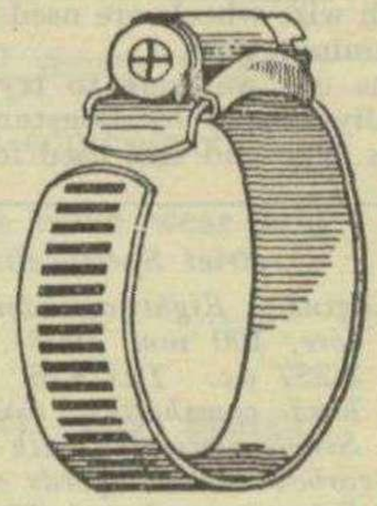
Apply—The Publisher,
Motor Sport (1929) Ltd.,
39, Victoria Street,
London, S.W.1

Jubilee Worm-Drive Clips



THE BEST POSSIBLE TO GET.

MAKE SURE YOU HAVE THEM FITTED ON YOUR RADIATOR JOINTS, LEATHER COVERS, ON UNIVERSAL JOINTS, AIR, OIL AND WATER HOSE JOINTS.



ALL IN ONE PIECE. NO PARTS TO LOSE.
EASY TO FIT. GUARANTEED NEVER TO LEAK.

A KEEN MOTORIST WRITES: *"I cannot understand anyone using any other pattern, as yours are the last word in satisfaction and efficiency."*

STOCKED BY ALL GARAGES & ACCESSORY DEALERS.

MANUFACTURERS:
L. ROBINSON & Co.,
2, London Chambers, GILLINGHAM, KENT.



A "SILENT SPORTS" BUGATTI

IMPRESSIONS OF THE NEW 3.3 LITRE CAR

THE existance of a new Bugatti sports car, said to have almost the acceleration of the blown "2.3." up to 80 m.p.h., has for some time been known in England, and a visit to Molsheim to try the new machine seemed indicated. When we did get there we found that the Type 57, as the new model is called, was already in good demand and a number of chassis were coming through. In fact, with two other widely differing activities, that is, preparing the racing teams and building the new rail-cars, the famous factory was very busy indeed.

In appearance the new car is not unlike the previous 3.3. litre model Type 49, except that it has shutters on the radiator and a built-up front axle. Rudge Whitworth wire wheels are used instead of the aluminium type.

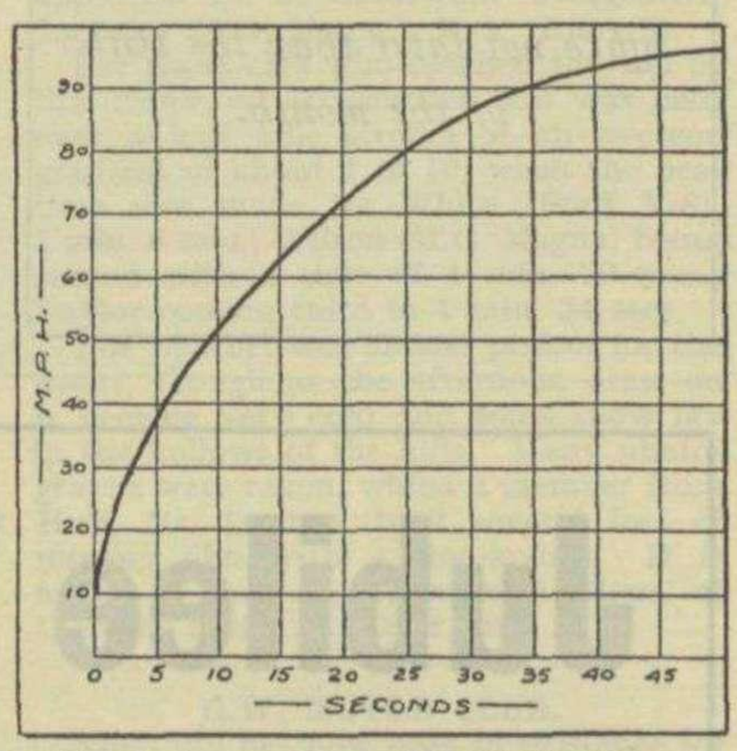
The car we were to try was the one usually driven by Constantini, the first of its type and still used for testing purposes. René Dreyfus, for some years past one of the star performers in the Bugatti racing team, was at the wheel.

After three minutes of warming up we took our seats, and the car moved off smoothly. "Delightful cars, these," said M. Dreyfus, and thereupon changed from bottom to top gear. In this ratio we burbled along perfectly smoothly to the factory gates, and so out on to the fine straight road between Molsheim and Strasbourg.

After a fast run up and down to get the oil circulating Dreyfus pronounced himself satisfied. "First of all notice the flexibility," he said, and ran down to 10 m.p.h. on top gear, "now the smooth pick-up," and proceeded to put his foot down hard. The speedometer needle swung round at an ever-increasing rate without any trace of hesitation. "All-out speed," and we reached 95 m.p.h. "Finally the road holding," so we drove down a minor road at 75, slowed to 60 with a gentle application of the brakes, and took a 60 degree bend without any reduction in speed. The car neither rolled, slid or gave any indication that the manœuvre was at all unusual. "Vraiment une voiture fantastique," a remark with which we could not fail to agree as soon as we could think of an adequate reply.

The brakes were extremely efficient, and from a speed of 40 m.p.h. the car came to rest in approximately 53 feet, without any tendency to swing or for the wheels to lock. This test was in fact considered too tame, so we tried again, this time from 75 m.p.h. The retardation was equally safe and sure, the distance being about 70 yards.

Instead of the shrill scream which usually comes from third gear on a Bugatti, on the "3.3." there is a complete absence of noise. Constant mesh gears are used for second and third gears, and the change is further simplified by having a single-plate clutch lined with Ferodo



The Acceleration Chart of the 3.3 litre Bugatti.

Brief Specification.

Engine: *Eight cylinders* 72 *mm. bore,* 100 *mm. stroke. Capacity* 3,257 *c.c. Tax* £26. *Two overhead camshafts. Coil ignition. Single vertical Zenith carburetter.*

Gearbox: *Four speeds and reverse. Silent second and third. Ratios,* 4.17, 5.37, 7.51 *and* 11.6 *to* 1. *Central change.*

Brakes: *Cable operated, internal expanding.*

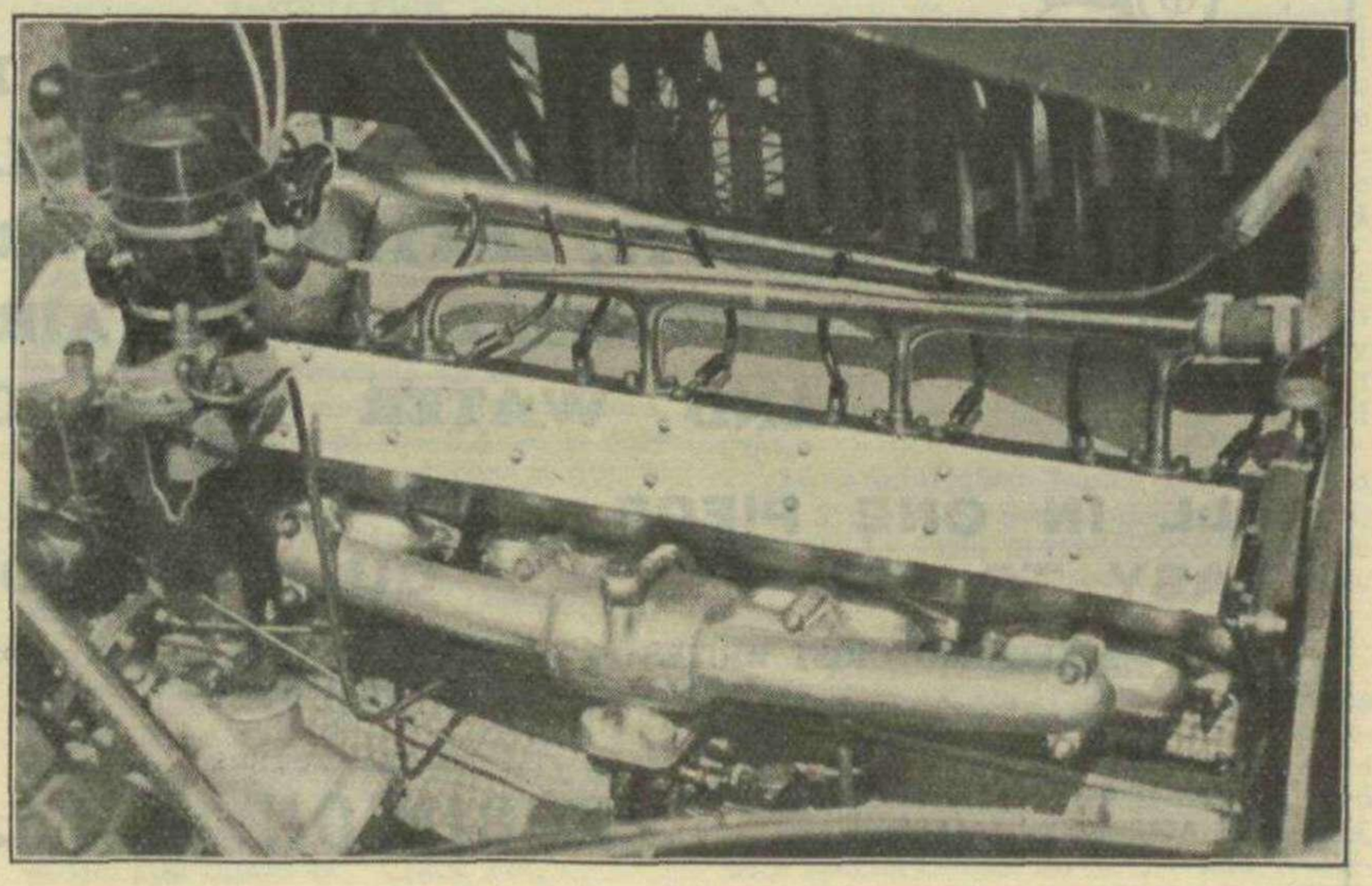
Suspension: *Front springs semi-elliptic. Rear springs reversed quarter elliptic.*

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

Dimensions: *Wheelbase* 10*ft.* 9*in. Track* 4*ft.* 5*in.*

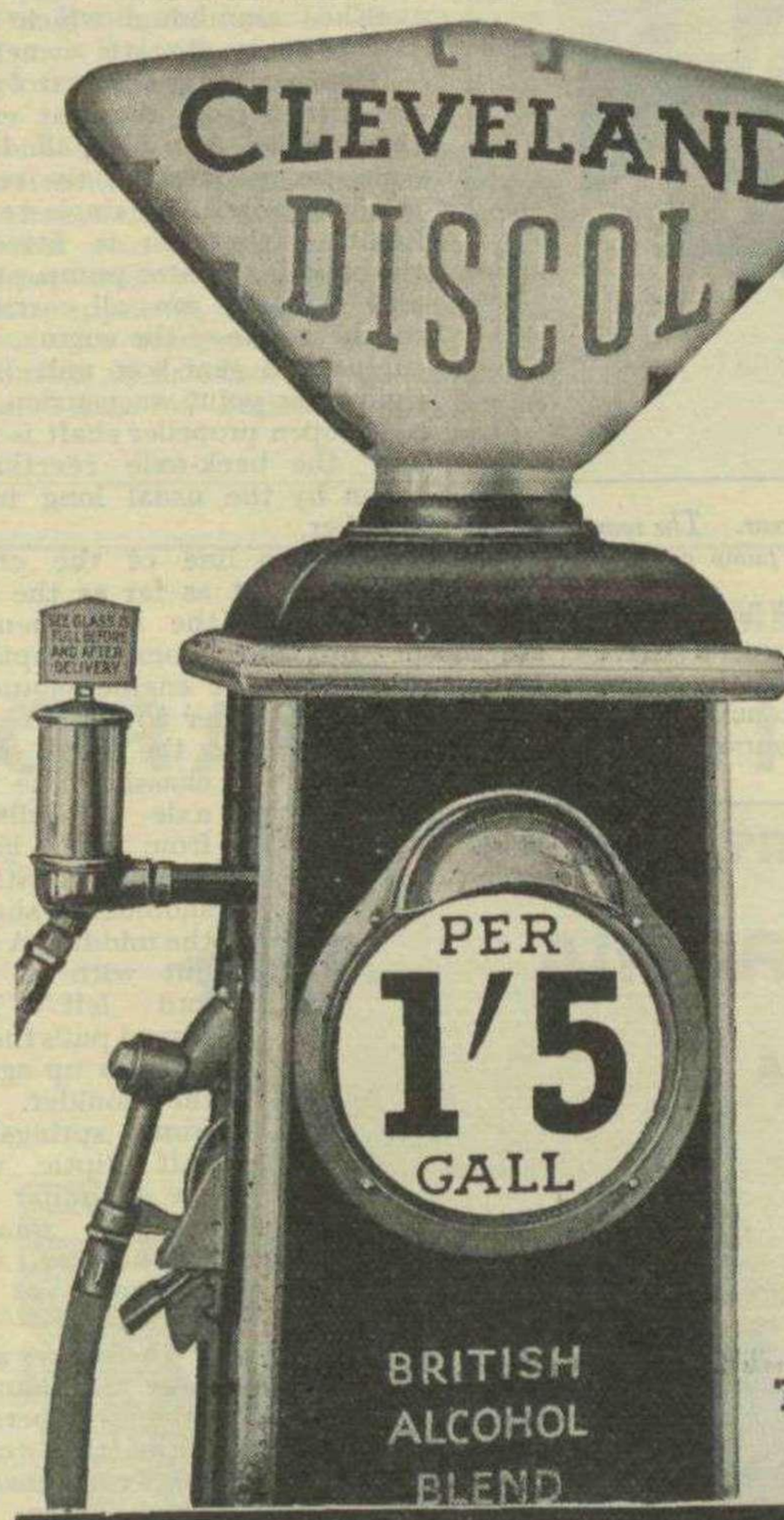
Weight with four-door saloon body 27½ *cwt.*

Price in England: £975.



A general view of the 3.3 engine, which gives some idea of the high finish.

1,500 PETROL STATIONS ARE NOW SELLING



CLEVELAND DISCOL is the kind of spirit which makes a man out of a mouse. It transforms a 12 horse-power car into a 20, and a four-speed gear box into a 3-speed by its extra power and absolute elimination of all pink. It is good for your engine and good for your purse, too. You get 10% to 15% more miles to the gallon.

CLEVELAND DISCOL is an anti-knock spirit, and will not knock in any car on the road with compression ratios of 7½ : 1 and over. The high latent heat factor of Alcohol means a cooler engine, better and more even combustion, less carbon, and eliminates excess valve wear and pitting.

DISCOL is a British product. Buy British!

THE SPIRIT OF THE FUTURE IS HERE TO-DAY

CLEVELAND DISCOL

"Cleveland" is the Trade Mark of the Petroleum Storage & Finance Corp.: and "Discol" the Trade Mark of the Distillers Company, Ltd.

A "SILENT SPORTS" BUGATTI—continued.

in place of the multiple-disc pattern which is usually fitted to Bugatti cars. The exhaust note is subdued and even when all out there is nothing more than a slight rumble.

Owing to the limitations of the Works insurance policy, we were not able to drive the car ourselves, but the ease with which it cornered and the accuracy of the steering could not be doubted from what we saw. The suspension was good throughout the range, aided by friction dampers controlled from the dashboard.

After lunch at the famous "Hostellerie du Pur Sang," that unique inn-cum-clubhouse which M. le Patron has built to accommodate those who visit the factory, Jean Bugatti came with us instead of Dreyfus, and we went out on to the high-road to obtain a series of acceleration figures. They are shown in the graph which appears with this article and as will be seen, at the lower end are equal to the best we have recorded for an unsupercharged car, and the curve shows little sign of falling off, even up to 80 m.p.h. Altogether an extremely fine performance.

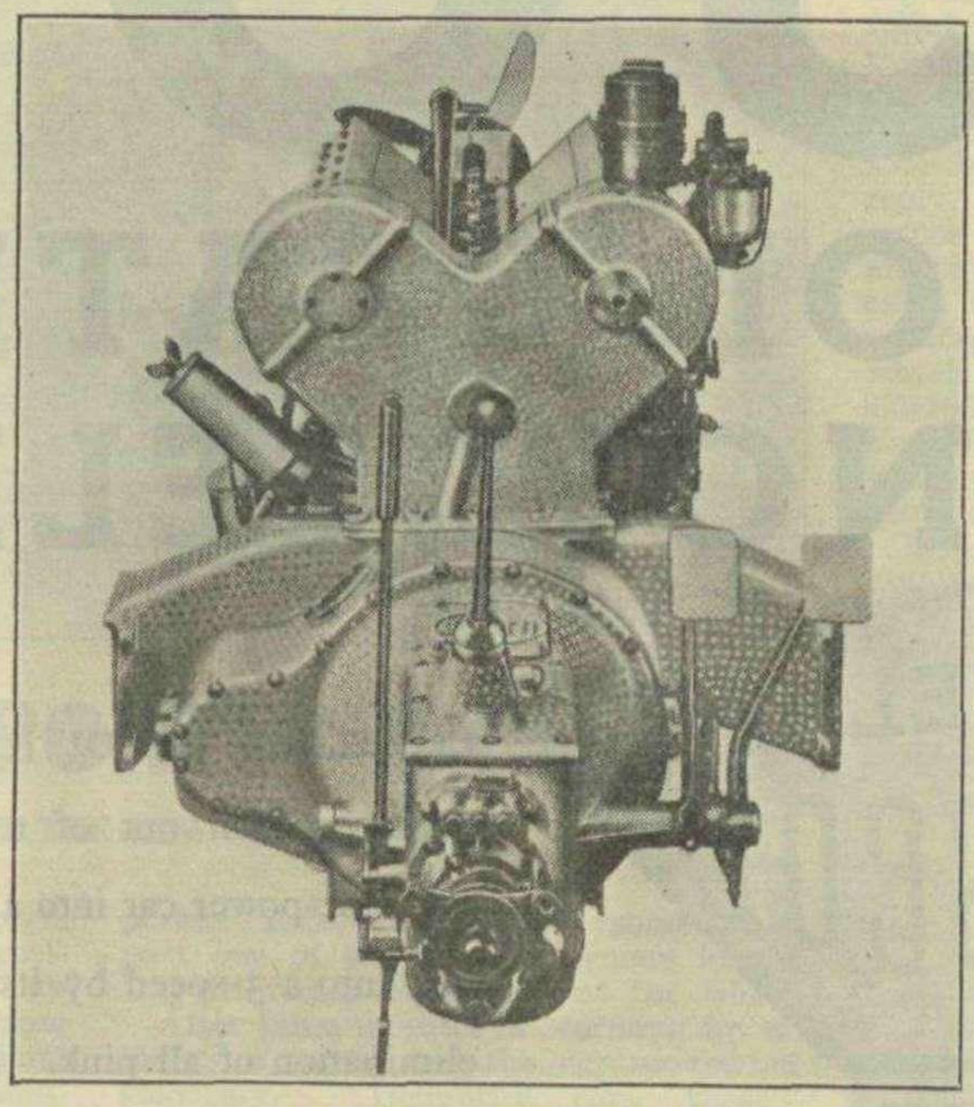
There was no feeling of effort as these figures were being recorded, just a smooth and silent surge of power. The car is of course substantially built and felt as though it could be driven flat-out indefinitely.

Without doubt this latest product of the Molsheim factory is "une voiture de pur sang," and no one can deny the benefits of racing when they experience the high performance and ease of handling which are directly derived from high-speed international competition.

The maximum speed on the level is about 95 m.p.h., with closed bodywork, and would be comfortably over 100 in the case of an open car. 70-75 m.p.h. can be obtained in third gear, and 50 in second, and at 60 m.p.h. on top gear the engine is doing approximately 2,500 r.p.m. A rev.-counter is not fitted, as no harm results even if the engine speed reaches 5,500 r.p.m.

In the course of the timed tests the car several times reached 105 m.p.h. on slight down-hill slopes, and a flying kilometre was covered at over 100 m.p.h. The standing kilo was done in 39 seconds. All this was carried out with hardly a murmur from the engine, and Jean Bugatti finds that a fast average, even of over 60 m.p.h., can be kept up with much less effort in a closed car than an open one.

After completing the tests we had occasion to go to Strasbourg, a drive which was performed with all the verve for which Jean Bugatti is famous. We arrived there too early of course, so the time was spent in driving through the crowded streets of the town at 70 to 10 m.p.h. on top gear. Another feature was shown on the return journey, when the driver suddenly executed a series of zig-zags at 60 to demonstrate the absence of rolling, but our new passenger, who had not yet become accustomed to Jean's virtuosity at the wheel, did not seem to appreciate it.



The engine and gear-box unit seen from the rear. The rear drive for the camshafts, and the greaser for the water pump on the left will be noticed.

Turning to the technical side of the car, the engine is a straight-eight unit with two overhead camshafts, and gives 140 horse power at 4,800 r.p.m. The valves are inclined to one another at 90 degrees with the sparking plugs in the centre of the head, and the camshafts are driven by gears at the rear end of the engine. White metal is used in the nine main bearings and for the big-ends. The cylinder head and block are in one unit and the cam-cases are made in that hand-polished aluminium which is the joy of every Bugatti owner.

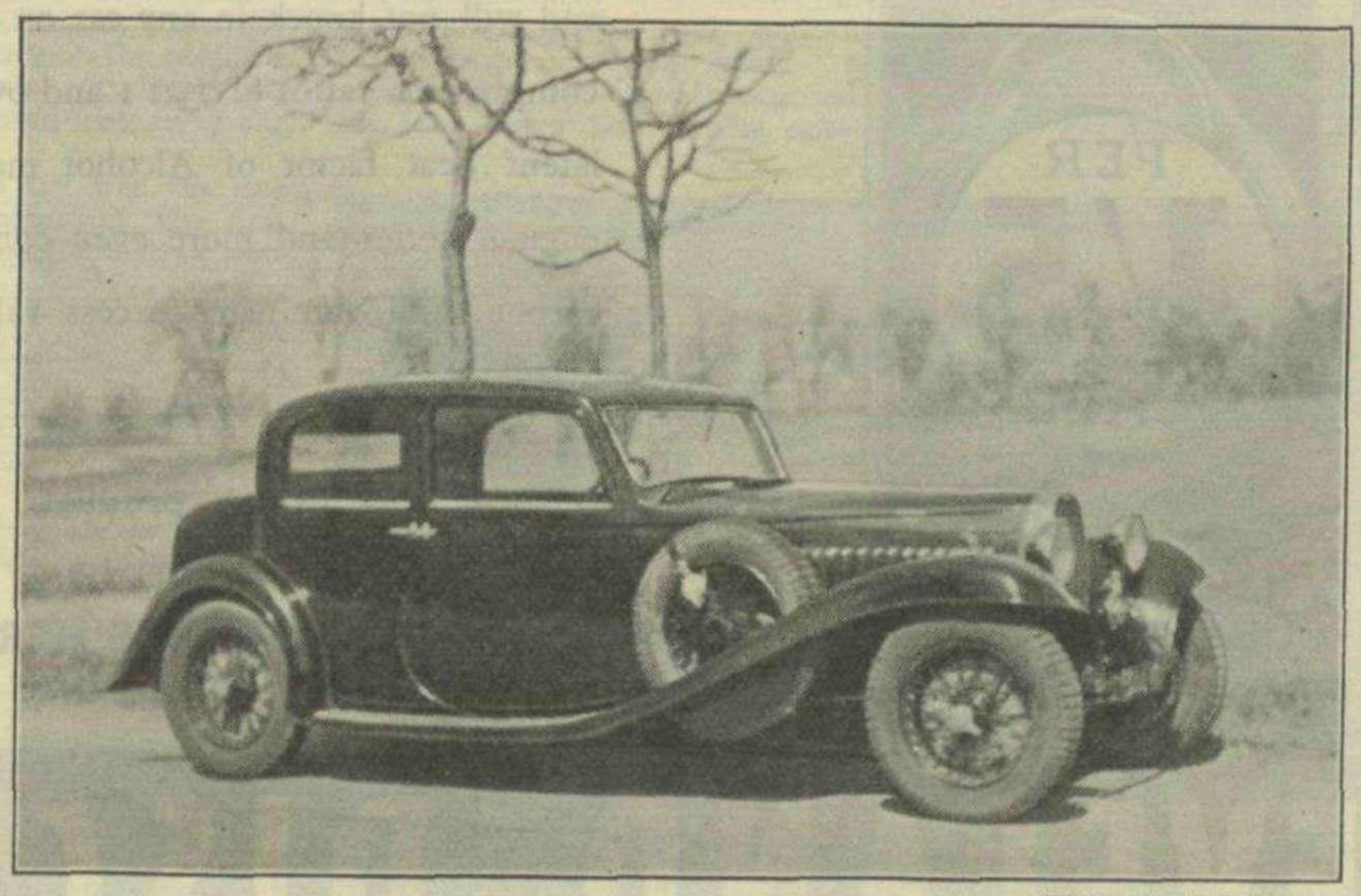
The distributor and petrol pump are driven from the rear end of the off-side camshaft, and two coils are mounted at the rear of the dash-board. A single vertical Zenith carburetter is fitted on the off-side. Water pump, starter and dynamo are all carried at the near side of the engine. The engine and gear-box unit has a rigid four-point suspension.

An open propeller shaft is used, and the back-axle reaction is taken by the usual long torque member.

The top line of the chassis runs straight as far as the back axle, where the side members are swept up, but from a depth of 10 inches at the rear engine mounting, the side members taper to the size of a normal dumb iron at the front of the chassis. The front axle is built up from two hollow sections with a shouldered shaft in the middle. A large nut with a right and left hand thread pulls the two sections up against the shoulder. The front springs are half elliptic, while the familiar reversed quarter-elliptic springs are used at the rear.

The brakes are of large diameter, cable-operated, with the cycle-chain compensators which have long been a feature of Bugattis. The engine sump holds four gallons of oil and the petrol tank 22 gallons of fuel.

Jean Bugatti has for some years been responsible for Bugatti coachwork, and has designed many striking closed bodies



[*Motor Sport photographs*

Light and airy, with the body well within the wheelbase, the 3.3 Bugatti is definitely a car of action.

A 'SILENT SPORTS" BUGATTI—continued.

with ultra-sloping windscreens. The car we tried was of more moderate design, and combined comfort and good visibility with attractive lines. The seats were constructed with tubular frames, with a large number of coil springs running horizontally from one side to the other. Over this foundation a padded cloth cover is sewn, the whole construction giving a firm but yielding support. The seat at the rear was light enough to be carried with one hand and could be removed bodily for cleaning the interior of the car. A large metal trunk was built into the back of the body.

The price of the car in France is 76,000 francs, some £700 at the old rate of exchange. With the present rate of exchange and the 33⅓% duty the price in England works out at about £975. Ettore Bugatti Automobiles, 1-3, Brixton Road, London, S.W.9, is a direct branch of the Molsheim factory and can give full information on this point.

Rolls Royce Profits.

FOR the year ended December 31st, 1933, a net profit of £216,725 was made by Rolls-Royce Ltd. Added to this was the amount £85,040 carried forward from last year, making a total of £301,765. An interim dividend of 5% was paid on October 16th, 1933, and a final dividend has now been paid, making 15% dividend and a bonus of 2% in all. After deducting Income Tax, Pension Reserve Fund and Special Contingencies Reserve, a balance of £85,999 has been carried forward to next year.

A Car Badge to be Prized.

THE collection of different car-badges has many adherents among sports car owners, national club-badges being particularly esteemed. Now a new one has appeared, and a specimen has reached the offices of the Automobile Association in London. It is the badge of the "A.A. of Finland," the Suomi Touring Club, and is of most attractive design.



The Car Badge of the Suomi Touring Club.

A most interesting proviso is made before the badge can be obtained. It can only be secured in the Petsamo region, at the end of the journey to the Far North, and so it is only issued to motorists who reach the Arctic Ocean across Finland and the "midnight sun" regions of Lapland.

An Alternative Upper-Cylinder Lubricant.

THE Filtrate Company has had on the market for many years now an upper-cylinder lubricant known as "Petroyle." Now, in response to a steady demand from discerning motorists, they have introduced an alternative grade known as "Colloidal Petroyle," containing the specified quantity of Acheson's Colloidal Graphite.

"Colloidal Petroyle" is available in pint tins only, at the identical price of "Petroyle," viz., 3s. per tin.

★ SUPREME ON THE ROAD ★

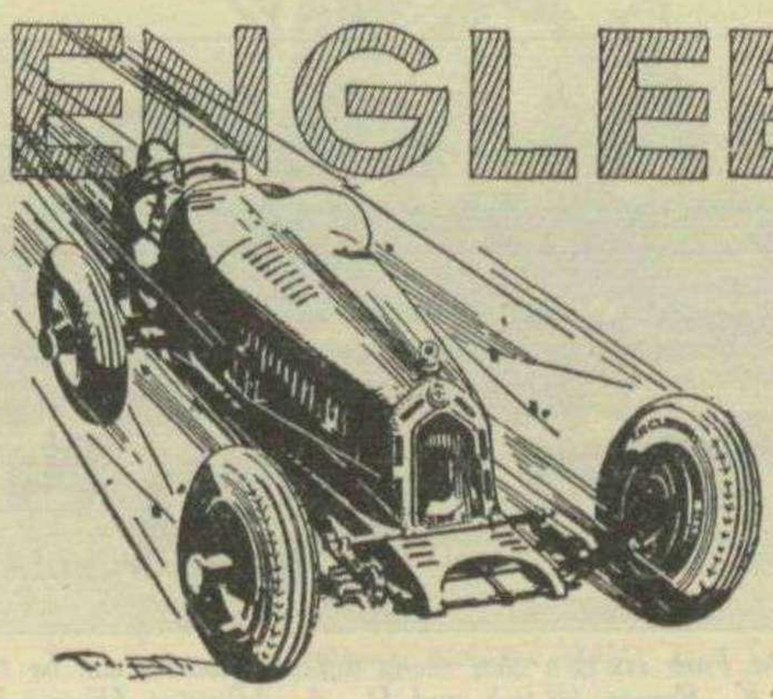
GRAND PRIX DE MONACO

APRIL 2nd, 1934

1ST. Alfa-Romeo (Moll) Average Speed 55.36 m.p.h.

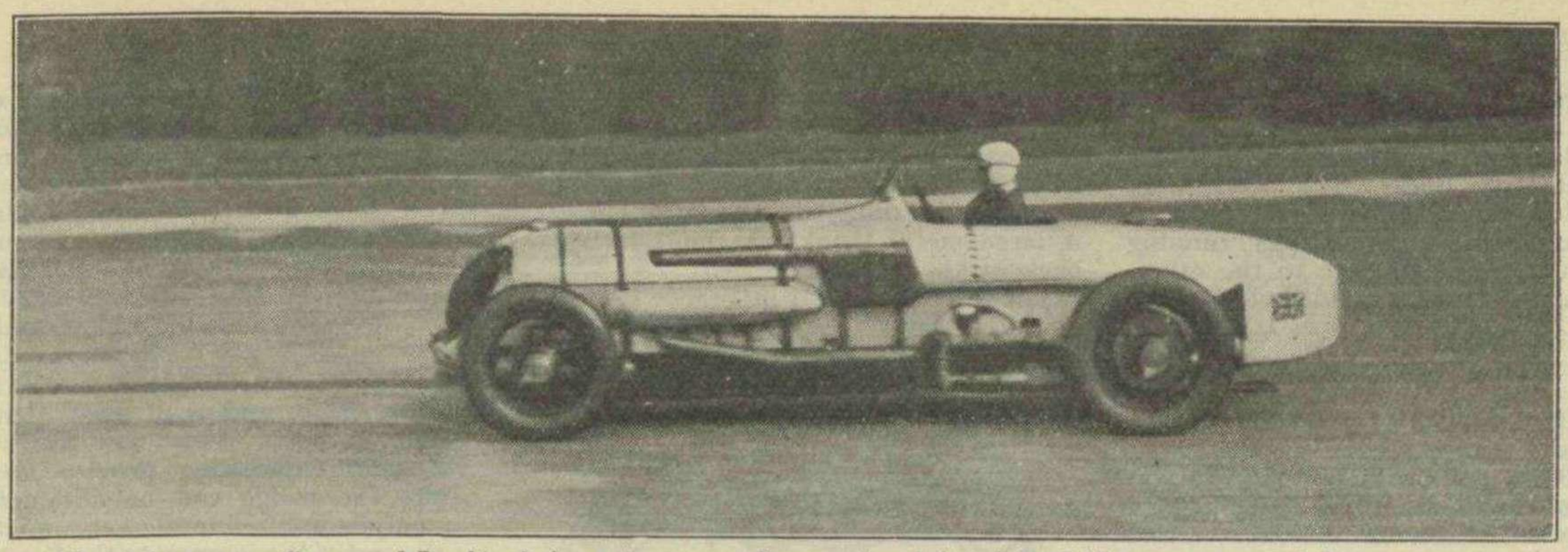
Also 2nd, 4th and 6th, all on

ENGLEBERT CORD TYRES



ENGLEBERT TYRES LIMITED
162 GREAT PORTLAND STREET, LONDON, W.1.
3a, NEW HALL LANE, PRESTON, LANCS.
MOON STREET, STOKES CROFT, BRISTOL.
65a, PERCY STREET, NEWCASTLE O/T.
56, SOUTH WILLIAM STREET, DUBLIN.
19a/25, GREAT VICTORIA STREET, BELFAST

Factories: LIEGE, BELGIUM



Although he was travelling round Brooklands faster than anyone has ever done before, John Cobb was not too quick for our cameraman, who took this picture as the Napier-Railton came off the Byfleet banking.

HIGH SPEEDS AND GOOD RACING AT BROOKLANDS

A FEW years ago the season always opened at Brooklands with the Easter Meeting, held on the Bank Holiday. In recent times, however, an earlier start has been made, but judging by the comparitive attendances, the Easter Meeting is still the real beginning of motor-racing at Weybridge.

Of course, the announcement that John Cobb was to make an attempt on the coveted lap record was responsible for a fair portion of the large crowd, which thronged the enclosures, but in any event a fine "supporting" programme was arranged and good sport was assured.

The new stand at the Fork on the Aerodrome side was in operation, but most visitors seemed rather surprised to be charged an extra half-a-crown on top of the 15/- admission, for the privilege of seeing the racing at the Fork at all. The stand itself is a simple affair, and could not have cost a great deal to erect. If it had tip-up seats, or seats of any description, an extra charge would have been reasonable.

And now for the racing. Sixteen cars came to the line for the start of the first race, the only absentee being Stanley Smith's 1½ litre Bugatti. E. L. Meeson, one-time famous for his 30/98 Vauxhalls, held his initial lead of 1m. 36s. for well over a lap, driving a Hillman Minx. D. L. Briault had bad luck with the supercharged Alta, which misfired wretchedly right from the start. A good dog-fight developed between Jack Robinson (Bugetti), F. Allen (M.G. Midget), D. A. Aldington (Frazer Nash) and W. E. Humphreys (Amilcar), but none of them was fast enough to catch A. H. L. Eccles, who took the lead early on lap 2 and held it to the finish. His 1½ litre Bugatti won by 75 yards from Robinson's old "Brescia" at a speed of 88.76 m.p.h, with F. Allen a good third.

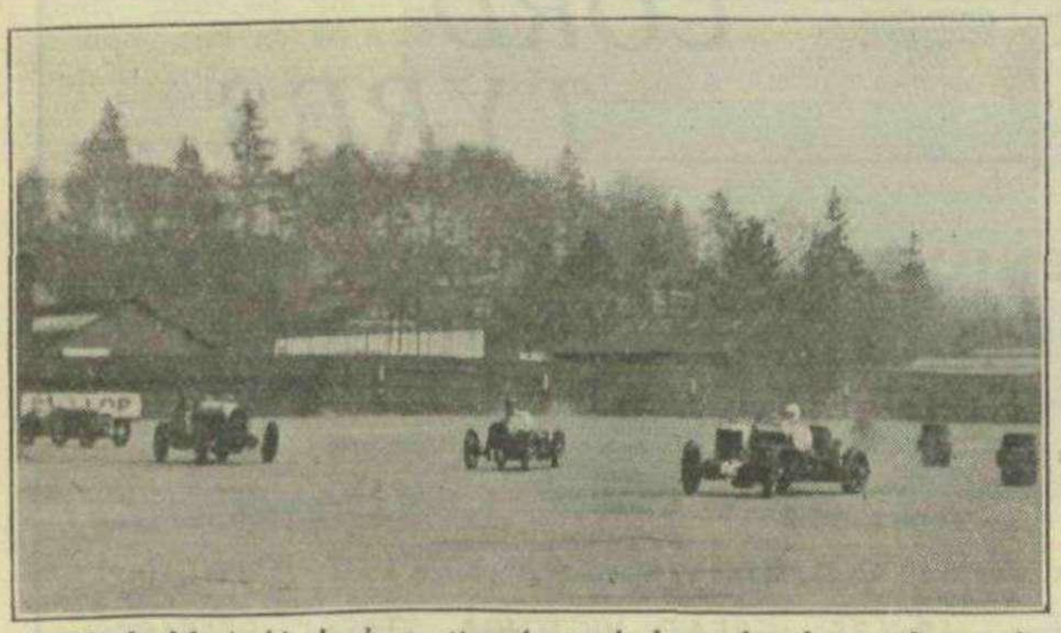
Some very fast cars turned out for the "Lightning Short." P. L. Donkin was limit man with a 1,750 c.c. Alfa Romeo, followed 15 seconds later by A. F. Ashby (Riley), who was making a very welcome re-appearance at the track. Then Fred Dixon (Riley) and L. P. Driscoll, driving the beautiful little Austin which did 122 m.p.h. at Southport, got off the mark together three seconds after Ashby, and were in turn followed by R. T. Horton (M.G. Midget) and H. Widengren (Amilcar) after an interval of 4 seconds. Then came a pause of 12 seconds, at the end of which R. R. K. Marker moved off with his Bentley which now carries a body not unlike that of the late Sir Henry Birkin's famous single seater. T. S. Fothringham was next away, 5 seconds later, 18 seconds ahead of the two scratch men, Kaye Don (Bugatti 4.9) and Oliver Bertram (Delage). Dixon was a hot favourite, and had passed Ashby before the Railway Straight was reached, while Widengren had drawn ahead of Horton. On the next lap Dixon was in the lead, followed by Widengren, Donkin, Horton, Driscoll, Ashby, Fothringham, Bertram and Don. Marker had dropped out of the running.

By this time Horton had really got going, and he streaked ahead of Widengren to make a new Class H lap record at a speed of 116.64 m.p.h. Bertram and Don were completely out of the picture, but Fothringham's 2.3 Bugatti was in fine form and was lying third behind Dixon and Horton as the cars swept round the Members Banking on the last lap. Just before the "bump" Fothringham opened out, passing Horton to take second place in the race. This was a good race, keenly fought out by cars capable of 120 m.p.h. and an example of handicap racing at its best.

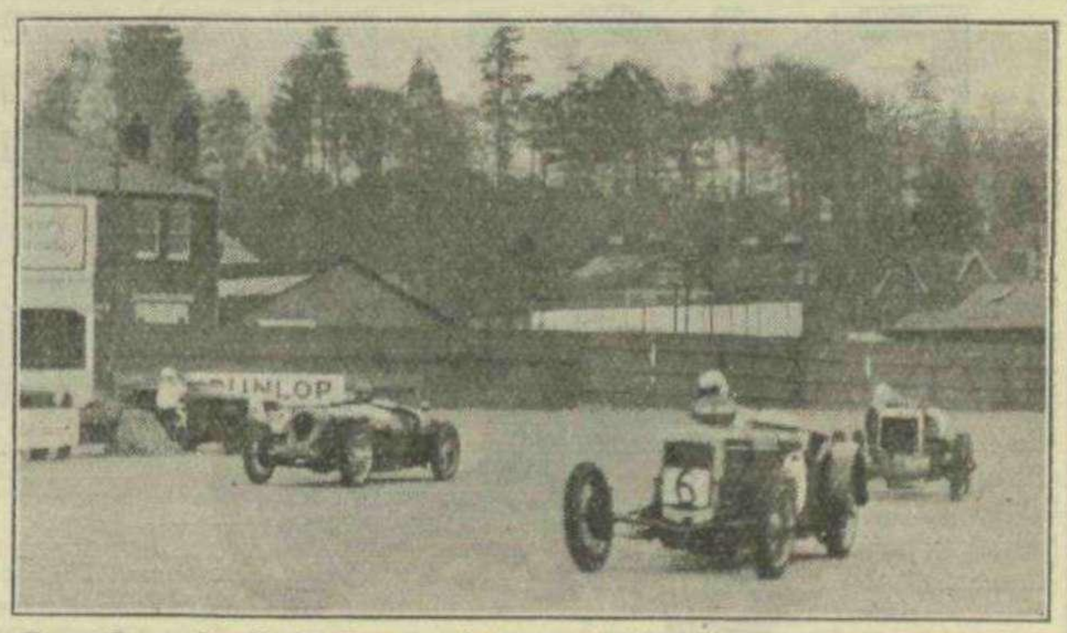
Horton's new lap record is a wonderful performance. His two workmanlike M.G.'s, Magnette and Midget, were a great attraction in the Paddock. Both cars were spotlessly clean, and the whole outfit seemed efficient to the last detail.

In the first "Mountain" race there were 13 starters, all cars of under 1,500 c.c. capacity. V. S. Gilbert (Austin) made good use of his start as limit man, cornering neatly and fast on the first lap. By the time the Fork was reached T. P. Cholmondeley-Tapper (Bugatti) had passed six cars, while J. Day (M.G.) had dropped a similar number of places.

On lap 2 Gilbert's Austin was still in



A. N. L. Maclachlan's diminutive Austin looks as though it is about to be sandwiched between G. F. Manby-Colegrave's M.G. Magnette and A. Baron's Bugatti. However, he emerged safely from the jaws of impending disaster.



So wide is the Fork Hairpin that many different courses can be taken. Here are E. K. Rayson (Riley) and D. A. Adlington (Frazer-Nash) demonstrating the point, followed by two other competitors



The use of
RUNNING-IN COMPOUNDS AND UPPER CYLINDER LUBRICANTS containing

Acheson Colloidal Graphite

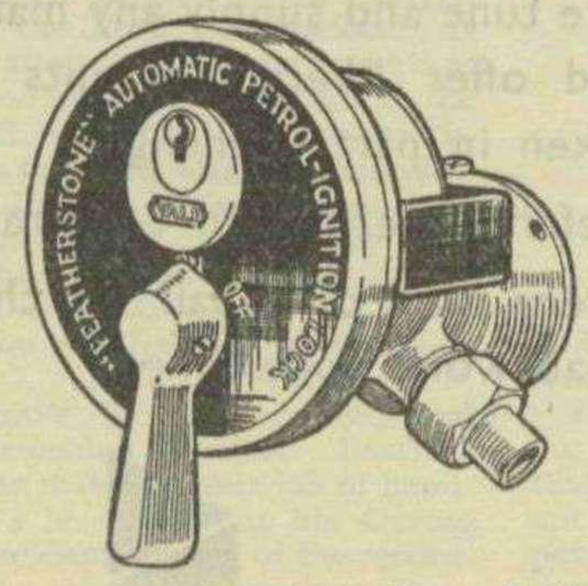
ensures the formation of adsorbed Graphoid Surfaces on the working parts

and thus enables the lubricating oil to spread more readily. Tendency to seizure is also reduced and maximum power output under cooler running conditions obtained.

A list of companies marketing Compounds containing Acheson Colloidal Graphite —— will be supplied on request. ——

E·G·ACHESON. LTD.
THAMES HOUSE.
MILLBANK, LONDON, S.W.1.
TELEPHONE: VICTORIA, 5646

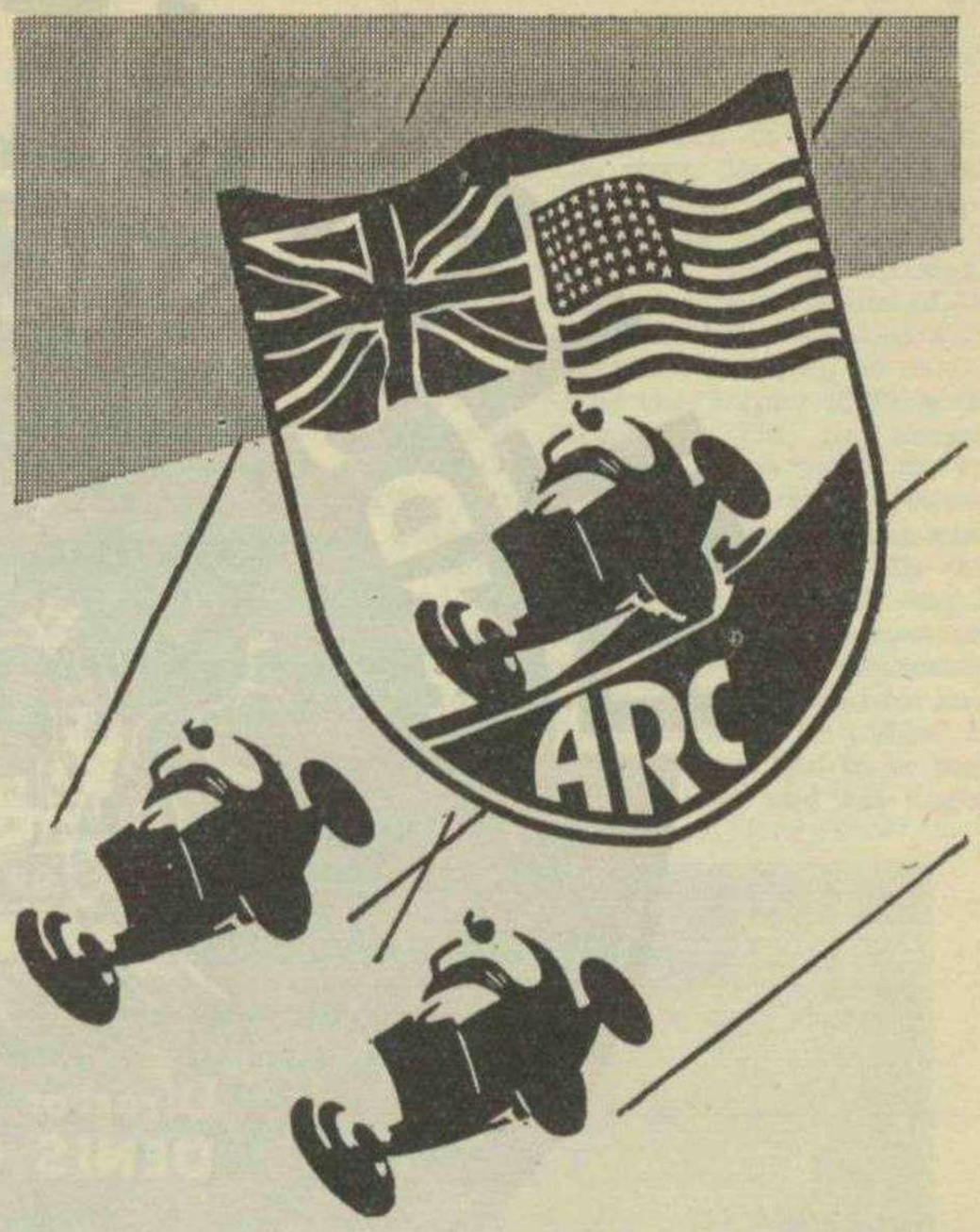
PROTECT YOUR CAR
AGAINST
UNAUTHORISED USE OR THEFT



- The normal action of switching off the engine secures the car, by automatically locking both the ignition and petrol supply in the "off" position.
- This is done without using a key. The Yale key is only used for starting.
- Easily fitted to the instrument panel of any car or lorry.
- The price, with two keys, is **27/6**

Ask your Dealer to show you one, or write to:

ALLEN, RAE & COMPANY, LIMITED
Thames House, Millbank, S.W.1
'Phone: Victoria 2349



AUTODROME RACING CLUB

COMMITTEE:
Denis P. S. Conan Doyle, F.R.G.S., F.Z.S.
Adrian M. Conan Doyle.
C. S. Dickson-Geertz.
H. Dawson Higham, J.R.D.C.
G. R. Gahagan.

MEMBERSHIP:
Racing - - - £2 2 0
Associate - - £1 1 0
Supporters' Club being formed.
Appearance money.

TECHNICAL ADVISER:
Alvin "Spike" Rhiando.

THE GREATEST THRILL OF YOUR LIFE!!

Dirt track racing in real American style at

GREENFORD TRACK

(Near Western Avenue)

ADMISSION 1/6, 2/6 & 5/-

Frequent trains from Paddington to Greenford. Fare 9d. return. Bus route, Wood Land - Western Avenue.

RACING EVERY SATURDAY

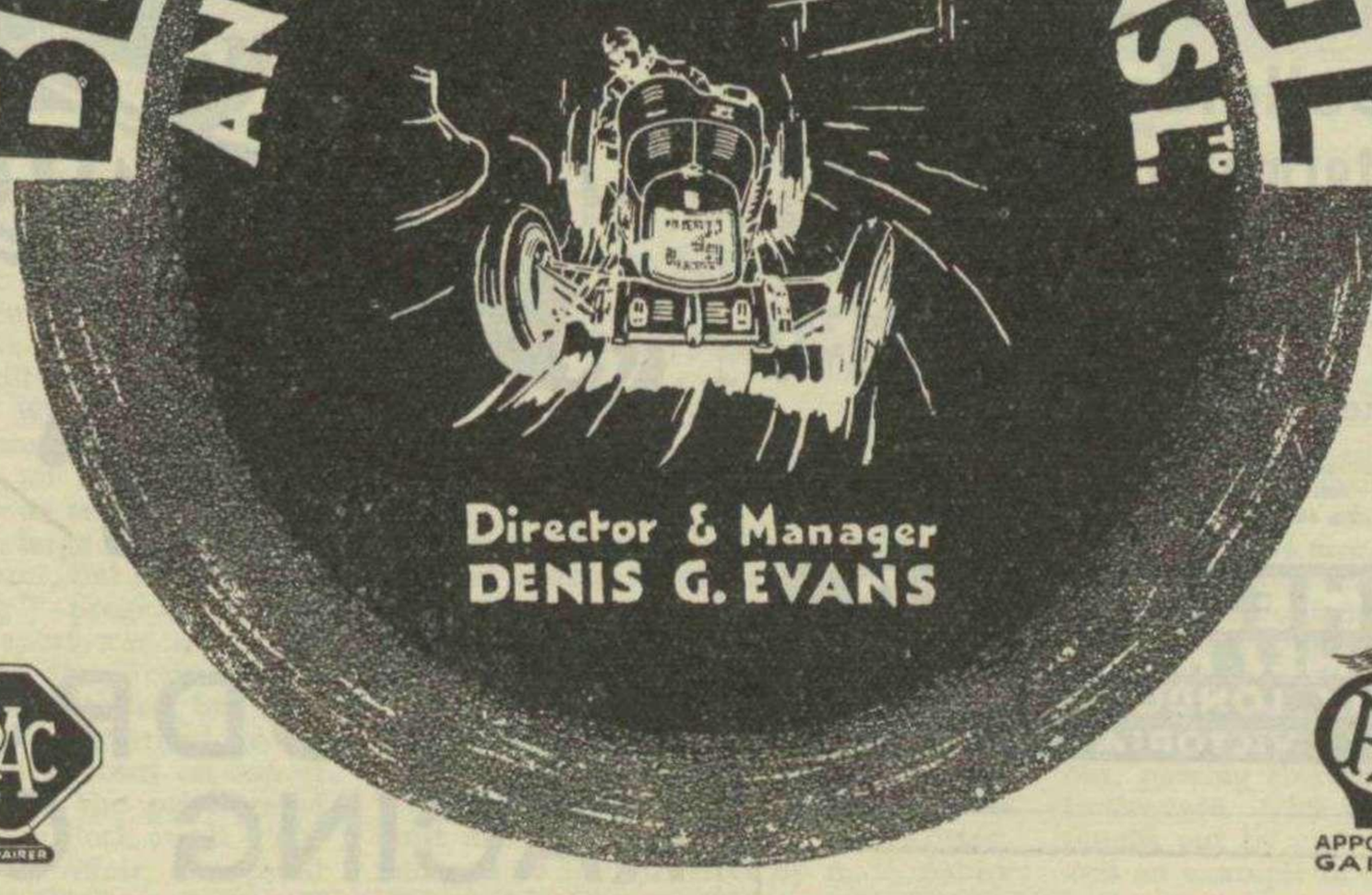
OPENING MEETING MAY 5th

Write Secretary C.

AUTODROME RACING CLUB,
54, WARREN ST. LONDON, W.1.
TELEPHONE: MUSEUM, 3368.

BELLEVUE GARAGE

AND SERVICE STATIONS Ltd.



Director & Manager
DENIS G. EVANS

R4C REPAIRER

AA APPOINTED GARAGE

Every mechanic on our staff has had long experience in the tuning of cars for reliability trials, track and road racing. Our long list of racing successes during 1933 fully endorse their abilities in this important phase of motoring activity.

Agents for MG and Austin CARS

We shall be delighted to advise you and submit our estimates free.

We tune and supply any make of car, and offer liberal amounts for cars taken in part exchange.

Deferred terms can be arranged.

Every kind of repair to chassis and coachwork undertaken.

18 & 19 BELLEVUE ROAD
WANDSWORTH COMMON, S.W.17.
TELEPHONE BATTERSEA 0479.

HIGH SPEEDS AND GOOD RACING AT BROOKLANDS—continued.

the lead, followed by H. G. Dobbs (Riley), K. W. Marten (M.G. Midget), Cholmondeley-Tapper (Bugatti), A. Cormack (Alta), P. G. Fairfield (Riley), M. P. Simpson (Riley), D. M. Dent (Frazer Nash), R. C. Vickers (Lea-Francis), and G. Casswell (Frazer Nash). C. A. Richardson, driving a very smart Riley, turned completely round at the Fork and went off the course backwards.

On the next lap Gilbert was also a little too enthusiastic at the Fork, but after a hearty broadside he carried on. Dobbs found he couldn't stop, so he drove straight on, making a wide sweep and returning to the fray. This let Cholmondeley-Tapper into the lead, a position he deserved, for he was driving fast and well. The same could be said for the scratch man, Casswell, who had crept up to 7th place.

Gilbert was again in trouble at the Fork on the next lap, but he cleverly dodged a marking-barrel in a slide, regaining the course through the next gap, thereby disqualifying himself. The first man past the post was Cholmondeley-Tapper, but after the race the stewards found that he had been guilty of anticipating the fall of the starter's flag, and so he was deprived of victory. Dobbs was accordingly declared the winner, with Cormack second and Casswell third. During the extra lap following the finish Fairfield struck one of the barrels at the Fork, which sailed merrily away down the track delicately balanced on a rim.

The field in the next race was an odd mixture of large and small cars. C. T. B. Carr's 4½ litre Bentley was the limit car with Straight's Maserati (driven by R. E. L. Featherstonhaugh) on scratch. The "middle field," however, was made up of M.G. Midgets, a Magnette, an Austin Seven, two or three Bugattis and a Riley.

Carr did not hold his lead for long, being passed by E. K. Rayson's supercharged Riley before the Fork was reached. A surprise alteration on the programme was the appearance of H. C. Hamilton at the wheel of A. H. L. Eccles' Bugatti, marking his return to racing after his convalescent trip to India. He seemed to lack practice, however, and overshot the Fork hairpin on the first lap.

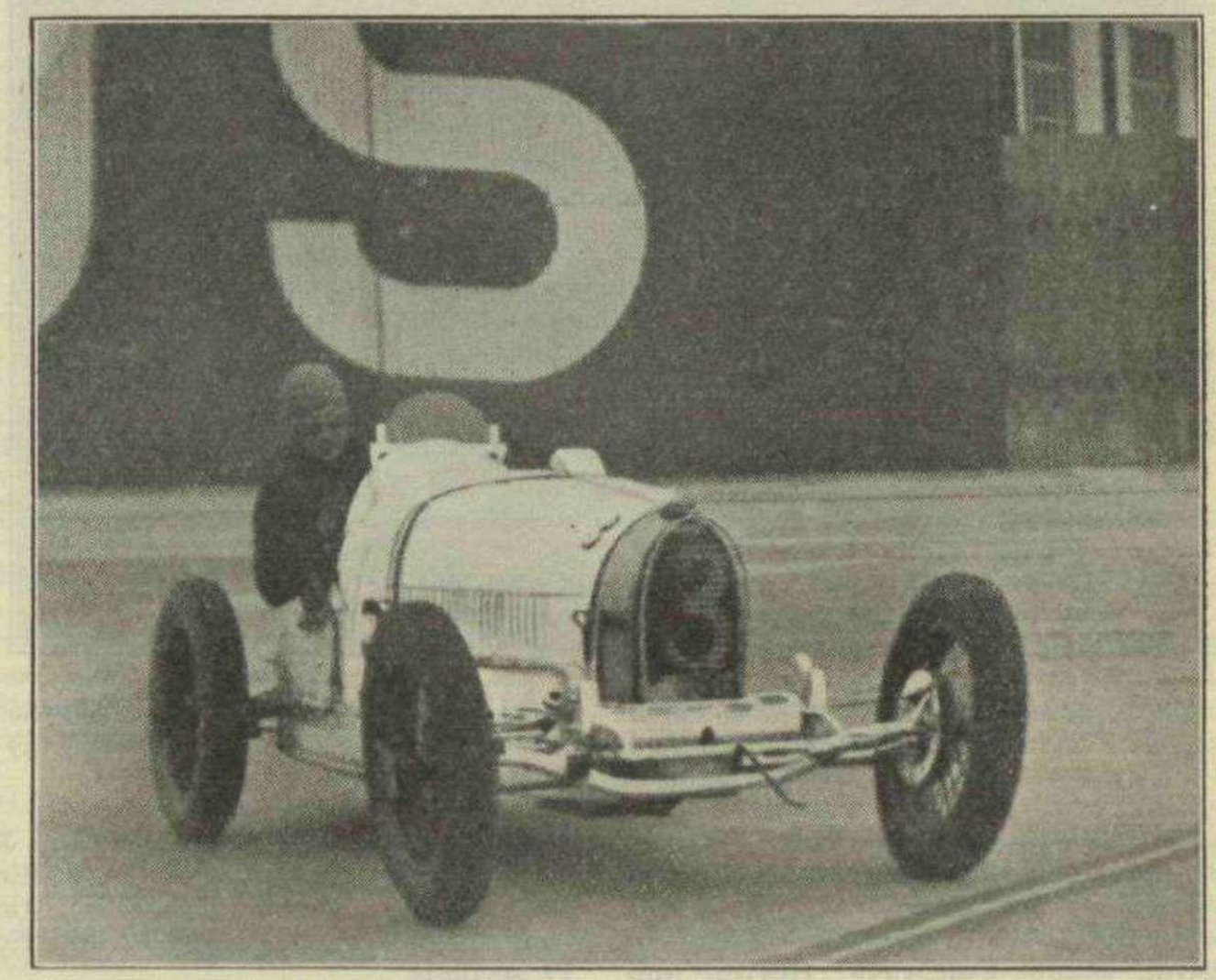
By the end of lap 3, changes had taken place. Rayson still led, but he was now followed by G. Shapley (Bugatti), G. F. Manby-Colegrave (M.G. Magnette) and A. N. L. Maclachlan (Austin). Featherstonhaugh was making a fair job of handling Straight's Maserati, but his driving lacked the confident control of the record-holder. Of the other back markers, Raymond Mays picked up a few places, but his cornering did not seem to be of the fastest technique.

Shapley managed to overtake Rayson on the last lap, scoring his second "Mountain" win this season. Rayson was second and Manby-Colegrave third.

The next event was the first of the Long Handicaps, and proved to be the most unexciting race of the day. The handicappers vastly under-rated the capabilities of Miss Margaret Allan and her 4½ litre Bentley, with the result that she won with the greatest of ease by no less a distance than ¾ mile. The rest of the field, including the Hon. Brian Lewis driving Charles Follett's Alvis "Firefly," were simply nowhere. A. H. L. Eccles succeeded in taking second place, in spite of being re-handicapped 14 seconds. Miss Allan's speed was the very creditable one of 91.97 m.p.h.

Now came the long-awaited attempt by John Cobb to break the Brooklands Outer Circuit Lap Record, standing to the credit of the late Sir Henry Birkin at a speed of 137.96 m.p.h. with his 4½ litre supercharged Bentley. This record was established on 24th March, 1932, the time being 72.2 secs.

Conditions were not ideal for the attempt, a gusty wind causing a good deal of unpleasantness on various parts of the Track. The car looked very impressive as it covered two warming-up laps, being so well turned out that it was awarded the new Appearance Prize. Cobb's colour scheme of mottled aluminium and green is a good one, giving the car a look of clean efficiency.



A "Close-up" of T. P. Cholmondeley-Tapper (Bugatti) rounding the Fork Hairpin. His fine driving was in vain, for he was disqualified for starting before the fall of the starter's flag.

There is something particularly exciting about a lap-record attempt. The fact that there is only one car on the track does not matter, rather does it accentuate the purposefulness of the driver, who is unhampered by the presence of slower cars.

On his third circuit Cobb unleashed the mighty power of the 500 h.p. Napier engine, and all eyes followed his progress round the track. We were standing at a point where the Byfleet Banking flattens out and the unbanked curve past the Vickers Sheds begins. On the Byfleet the Napier-Railton seemed to be in a steady slide, the tail a little higher on the banking than the front. The Fork presented difficulties, and the car gave a most unpleasant lurch away from, and then towards the corrugated-iron fence, raising a cloud of dust. A moment later came a deep rumble as the driver opened out once more.

As a whole the car looked beautifully steady, a tribute both to designer and driver, and the steep Members Banking was taken very fast. The "bump" sent the car flying in the air before it swept down into the Railway Straight, along which Cobb reached a speed of 160 m.p.h. Never before have we seen a car go on to the Byfleet Banking at such a colossal speed as the Napier-Railton did on Easter Monday. The car seemed to start fairly low, and then rise to the top of the banking in a terrific upward swoop.

Cobb received a splendid ovation when he returned to the Paddock. His new record of 71.3 seconds, or 139.71 m.p.h. is a wonderful feat, on which everyone will congratulate him. Some indication of the strength and skill required for such a speed at Brooklands can be judged by the fact that Cobb's arms had to be massaged after the attempt and his fingers gently relaxed from their grip of the steering wheel.

The next race was the Senior Long, for which 11 cars left the Paddock-stalls and congregated at the Pond Starting Line. Once again E. L. Meeson was limit man, with a start of nearly 2 minutes, and he held his lead for a long time from the next man, the Hon. Brian Lewis (Alvis). Two M.G.'s followed, driven by A. Ashton Rigby and H. L. Maddick, then Humphrey's Amilcar, W. L. Thompson's Austin, Donkin's Alfa Romeo, Dobbs's white Riley, Manby-Colegrave's Magnette, and Fred Dixon's Riley re-handicapped to virtual scratch on the "owes 6 seconds" mark.

In spite of his re-handicap of 10 seconds, Dixon proved to be the winner—his second of the day. He easily overhauled the whole field, and won by 150 yards from Maddick's M.G. at a speed of 107.94 m.p.h.

The Lightning Long Handicap gave us another chance of seeing the Napier-

HIGH SPEEDS AND GOOD RACING AT BROOKLANDS—continued.

Railton in action. This is how the field started : 1 min. 20 secs., C. G. H. Dunham (Alvis) ; 1 min. 2 secs., L. P. Driscoll (Austin) ; 59 secs., G. F. Manby-Colegrave (M.G. Magnette) ; 56 secs., H. Widengren (Amilcar) ; 47 secs., Fred Dixon (Riley) ; 44 secs., R. R. K. Marker (Bentley) and R. T. Horton (M.G. Magnette) ; scratch, John Cobb (Napier Railton).

Dunham held his lead for a lap, at the end of which he was being pursued by Widengren, Driscoll, Manby-Colegrave, Dixon, Horton and Cobb. Marker came in slowly with his Bentley and retired. Widengren continued to make good progress, with Dunham sticking to his guns in second place. Dixon had now moved up to third position, ahead of Driscoll, Manby-Colegrave, Horton and Cobb. On the last lap it was clear that Widengren's Amilcar would be the winner, but he was being threatened by Dixon and Horton, the latter coming into the picture with a rush. Widengren's speed was 107.81 m.p.h.

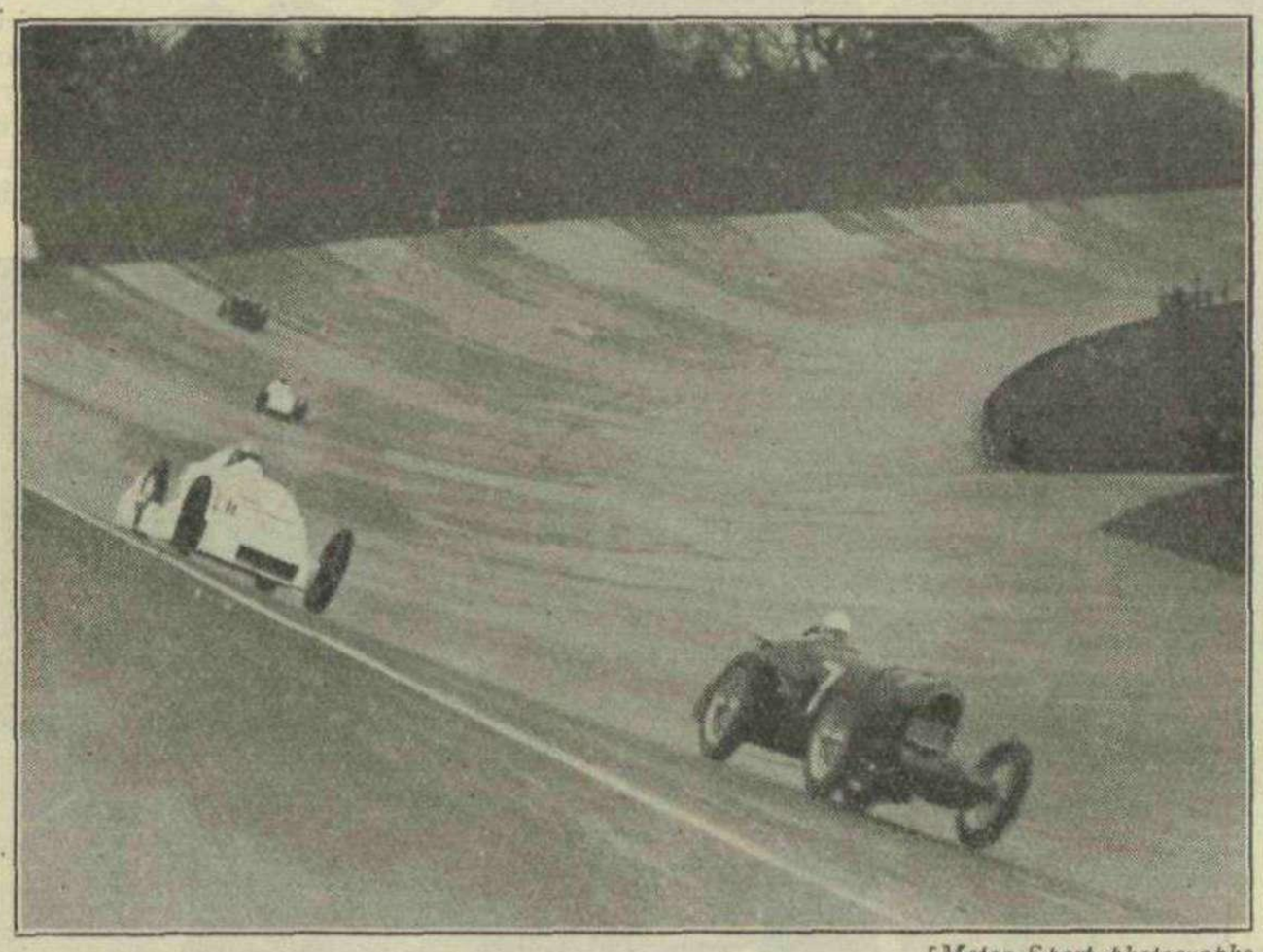
So far the scratch men had not been among the winners (with the exception of Dixon in the 6th race), but the 3rd Mountain Race resulted in the first three places being filled by the back markers. On the first lap the only material change of position was made by D. A. Aldington (Frazer Nash) who picked up a couple of places. Manby-Colegrave was a little rough in his cornering with the Magnette, but was fast nevertheless.

By the third lap Aldington had got into the lead, ahead of Rayson (Riley) and Manby-Colegrave, but the back markers were bearing down on the struggling leaders, and the ultimate result of the race was a very open one. Featherstonhaugh was driving well with the difficult Maserati, and a great duel was being waged between this driver, Raymond Mays (Riley) and A. H. L. Eccles (Bugatti). Featherstonhaugh had started from scratch, giving Mays 12 and Eccles 17 seconds.

On the third lap the order, after Dobbs, was as follows : G. Casswell (Frazer Nash), M. P. Simpson (Riley), C. T. Baker-Carr (Bentley), F. Allen (M.G.), P. G. Fairfield (Riley), C. M. Lewin (Austin), and A. Cormack (Alta). Casswell was driving superbly, rounding the Fork hairpin faster than anyone we have seen this year. He adopts almost dirt track methods, throwing the car sideways just before the corner and taking it in a long slide, controlled by the throttle. In the end he just failed to catch Dobbs by 50 yards.

It was not until the very last lap that these three got through to the front, and in a fine finish Eccles kept ahead to win at 70.4 m.p.h. by 75 yards. Featherstonhaugh and Mays crossed the line almost together, the Maserati just gaining second place by half a length.

The last race of the day was another "Mountain" affair, and brought 9 cars to the starting line. H. G. Dobbs started first with his black 4 seater Riley, and from beginning to end was never headed. C. A. Richardson (Riley) set off at great speed but repeated his skidding at the Fork in the 3rd race, turning right round in a wild swerve.



[*Motor Sport photographs*

The incredible increase in the speed of 750 c.c. cars which has taken place during the last few years is illustrated in this photograph of L. P. Driscoll (Austin) and R. T. Horton (M.G.) high on the Members' Banking.

RESULTS.

Ripley Junior Short Handicap (6½ miles).

	H'cap. m.	s.
1. A. H. L. Eccles (Bugatti, 1,496 c.c.)	0	54
2. J. Robinson (Bugatti, 1,496 c.c.)	0	48
3. F. Allen (M.G., 747 c.c.)	0	48

Won at 88.7 m.p.h. by 1 2/5s.; 2 1/5s. between second and third.

Ripley Lightning Short Handicap (6½ miles).

1. F. W. Dixon (Riley, 1,089 c.c.)	0	35
2. T. S. Fothringham (Bugatti, 2,263 c.c.)	0	18
3. R. T. Horton (M.G. 747 c.c.)	0	31

Won at 104.93 m.p.h. by 2 4/5s.; 5 2/5s. between second and third.

Ripley Mountain Handicap (6 miles).

1. H. G. Dobbs (Riley, 1,039 c.c.)	0	13
2. A. Cormack (Alta, 1,074 c.c.)	0	6
3. G. Casswell (Frazer Nash, 1,496 c.c.)	scr.	

Won at 60 m.p.h. by 1/5s.; 5 1/5s. between second and third.

Second Ripley Mountain Handicap (6 miles).

1. G. Shapley (Bugatti, 2,263 c.c.)	0	40
2. E. K. Rayson (Riley, 1,089 c.c.)	0	52
3. G. F. A. Manby Colegrave (M.G., 1,087 c.c.)	0	45

Won at 67.29 m.p.h. by 2/5s.; 1 4/5s. between second and third.

Ripley Junior Long Handicap (9 miles).

1. Miss M. Allan (Bentley, 4,398 c.c.)	0	34
2. A. H. L. Eccles (Bugatti, 1,496 c.c.)	0	20
3. A. Ashton-Rigby (M.G., 1,087 c.c.)	0	34

Won at 91.97 m.p.h. by 25 4/5s.; 26 1/5s. between second and third.

Ripley Senior Long Handicap (9 miles).

1. F. W. Dixon (Riley, 1,089 c.c.)	Owed 6s.	
2. H. L. Maddick (M.G., 1,087 c.c.)	0	55
3. H. G. Dobbs (Riley, 1,089 c.c.)	0	21

Won at 107.94 m.p.h. by 3s.; 15s. between second and third.

Ripley Lightning Long Handicap (9 miles).

1. H. Widengren (Amilcar, 1,093 c.c.)	0	56
2. F. W. Dixon (Riley, 1,089 c.c.)	0	47
3. R. T. Horton (M.G., 1,087 c.c.)	0	44

Won at 107.81 m.p.h. by 6 4/5s.; 9 4/5s. between second and third.

Third Ripley Mountain Handicap (6 miles).

1. A. H. L. Eccles (Bugatti, 2,263 c.c.)	0	17
2. R. E. L. Featherstonhaugh (Maserati, 2,494 c.c.)	scr.	
3. R. Mays (Riley, 1,486 c.c.)	0	12

Won at 70.4 m.p.h. by 2s.; 2 1/5s. between second and third.

Fourth Ripley Mountain Handicap (6 miles).

1. H. G. Dobbs (Riley, 1,089 c.c.)	0	20
2. G. Casswell (Frazer Nash, 1,496 c.c.) ...	0	12
3. C. T. Baker-Carr (Bentley, 4,487 c.c.) ...	0	18

Won at 61.94 m.p.h. by 1 1/5s.; 11 1/5s. between second and third.

A few Copies of Back Numbers of

MOTOR SPORT *and* **The Brooklands Gazette**

Are still available.

Volume I Nos. 1-12	...	2/- each	Volume IV Nos. 1-12	...	1/- each.
„ II Nos. 1-12	...	1/6 „	„ V No. 1	...	1/- „
„ III Nos. 1-12	...	1/- „	„ VI., VII., VIII., IX.		6d. „

KINDLY SEND REMITTANCE WITH ORDER TO:— (POSTAGE ON EACH COPY 1½d.)

MOTOR SPORT (1929) LTD., 39, VICTORIA STREET, LONDON, S.W.1

THREE TRIALS

The Brighton and Hove 12 Hour Team Trial.

THE idea of a team-trial is a thoroughly sound one, for there is a greater demand for all-round consistency when three drivers instead of one are involved. One of the most successful events of this description is the 12 Hour Teams Trial organised by the Brighton and Hove Club.

This year the start was given at Bolney at midnight on Saturday, April 7th, and 60 cars moved off in the direction of the early breakfast stop at the "Jack o' Lantern" near Ringwood, in the New Forest. This journey was not as easy as it sounds, however, for a thickish fog hindered and exasperated the competitors for a good deal of the way.

Abbotsbury was the first hill, that long winding "road" which can be so difficult in certain circumstances. The recent fine weather deprived the hill of its sting, however, and only 5 cars were penalised for failing to keep on the move.

The dry condition of the hills was likely to make the whole trial easy, for Knowle Lane provided no failures at all. On Eggardon Hill there was planned a special test, but a few cars got up before the marshals arrived (they had been delayed by a faulty motor-car) and so it was washed out.

The next test was the braking one on Whitesheet Hill, and this gave the organisers a definite "slant" on the relative team performances. The test was not easy, for cars had to accelerate downhill for about 30 yards and pull up between two lines—all as quickly as possible. A lot of people lost marks here, but on the brighter side of the picture the fastest time was made by that excellent driver, G. M. Denton (Ford V8) in 6.8 secs. Unfortunately one of his team-mates, E. H. Banfield (M.G. Magna) failed. Next fastest were A. Powys-Lybbe (Alvis) 7.2 secs., T. H. Winterborn (Alvis) 7.4 secs. and R. A. Macdermid (M.G.) 8 secs.

The best team performance was that of Ashton-Rigby's Brighton and Hove team, consisting of F. W. Quero (M.G.) and M. H. Lawson (Singer) 8 secs., and Rigby himself (M.G. Six) 8.2 secs.

Two old favourites in Meerhay and Ibberton completed the route, and of the two, Meerhay was the more difficult, stopping 14 cars. And so to the finish at Blandford, where it was found that the Brighton and Hove team were the deserving winners of the team prize.

RESULTS.

Team Prize.—B. and H. M.C. II: F. W. Quero (M.G.); M. H. Lawson (Singer), A. A. Rigby (M.G. Six).

Runners-Up.—Hastings and D. M.C.: E. G. Benge, C. A. Hall, G. A. Thomas (Singers).

First-class Awards.—T. H. Winterborn (Alvis) F. W. Quero, R. A. Macdermid (M.G.'s), A. A. Rigby (M.G. Six), G. M. Denton (Ford), M. H. Lawson, W. J. B. Richardson, D. Loader, C. A. Hall (Singers), G. H. Goodman, C. M. Davis (Austins), R. J. Appleton (Riley).

Second-class Awards.—M. W. B. May (Alvis), C. V. Wells, A. J. K. Debenham, L. E. C. Hall, H. M. Avery, F. A. Thatcher, E. G. Benge, G. A. Thomas, C. A. Parrott (Singers), E. A. Dicks, W. F. C. Greenleaf, J. G. C. Bond, W. E. Chandler (Morris Minors), R. Westlake (Morris), S. S. Randall (Austin), I. Creek (Ford).

The Lancashire and Cheshire Club's Sporting Trial.

Considering that it was their first attempt to run a reliability trial, the recently formed Lancashire and Cheshire Club are to be congratulated upon securing an excellent entry of 48 cars, of whom only 4 were non-starters.

The trial took place on April 7th, starting and finishing at Buxton, in the heart of a favourite trials district. A brake test on Cowdale, not far from the start, was first encountered and resulted in "premier" performance being made by H. P. Holden (Frazer Nash). Blackermill was a little farther along the valley, and performed its usual function of racking the springs and chassis of the cars, to say nothing of the uncomfortable occupants.

A new hill known as Chelmorton followed, being a grassy track which soon caused violent wheelspin. Litton Slack, famous Derbyshire "terror," was next attempted with varying degrees of success. The first man up was H. D. Wyatt (M.G. J2) but he failed to go through the gate at the top, turning right instead of left. Fine climbs were made by H. P. Holden and R. Tweedale (Frazer Nash), also by Mrs. Needham and Miss V. Wild on V8 Fords.

Two easy gradients followed, Monsal Dale and Eyam Bank, but the "storm" was reached when the cars arrived at Jenkins Chapel. Here again fortunes were varied. Cars of over 8 ft. 6 ins. were allowed one reverse on the sharp hairpin, and Lady Mary Grosvenor (Riley) effected this manœuvre very neatly. Big cars can be coaxed round by skill, and Mrs. Needham was very confident with her V8 Ford. Tweedale and Holden failed with their Frazer Nashes, in spite of climbing the smooth "banking" made by the efforts of many trials cars to get round. R. T. Gardner, on another Nash, was more successful, however, and made a splendid ascent.

Finally on Goyts Bridge Hill an acceleration test was held, in which Ford V8, and Singers were very fast, as was Miss E. V. Watson on a P type M.G. Midget.

A dinner-dance at the Palace Hotel concluded a most enjoyable event, which bids fair for the success of the Club.

RESULTS.

Gentleman's Cup and £5 5s.—J. R. H. Baker (1½-litre Le Mans Singer), 98 marks.

Ladies' Cup best performance by a lady).—Miss E. V. Watson (847 M.G., P. type), 97 marks.

Team Prize.—Singer Club (Le Mans Singers): J. R. H. Baker, 98 marks; J. A. M. Patrick, 97 marks; A. H. Langley, 88 marks; total marks, 283.

Runners-up.—Singer Club (Singer Nine Sports): R. C. Tibbey, 91; M. G. Billingham, 97; T. E. Price, 88; total 276.

First-class Awards (95% marks).—D. E. Harris (Singer), R. T. Gardner (Frazer Nash), V. Sutton (Riley), J. A. M Patrick (Singer), M. G. Billingham (Singer), 97 marks; R. Duckworth (Riley), J. Harrop (M.G.), 95 marks.

The Scottish Sporting Car Clubs 2 Day Trial.

Easter motoring events can be assured of a good field, and the 2 Day Trial organised by the Scottish Sporting Car Club was no exception.

As it turned out the hills were not so difficult as had been expected, the first three being Collium, Logie Kirk and Fornought. A special test at Stoneybrae followed, consisting of three hairpins which had to be negotiated non-stop. Good performances were made by J. K. Nisbet (M.G. Midget J2), K. W. B. Sanderson (Speed Twenty Alvis), Murray Frame (Singer) and Cockbun (Singer). The last hill of the first day was Hudson, near Aberfeldy. There were one or two failures, notably Smith's Singer and Murray's Frazer Nash, but on the whole the hill was coped with satisfactorily.

Next morning another hairpin-hill still further eliminated competitors, Anderson accidentally switching off the engine of his "Special" and Potter stopping with a faulty battery lead. Special tests concluded the trial, which was well organised throughout.

COACHWORK FOR THE CONNOISSEUR

A COMPREHENSIVE display of Talbots was staged by Messrs. Pass and Joyce at their Hanover Square showrooms last month, fitted with a series of bodies to their own design.

On the "105" chassis, in addition to the attractive Vanden Plas open four seater, which costs £735, three interesting closed cars by Young, of Bromley, were shown. The first was a grey drop-head coupé upholstered in green leather, in which the head could be folded right down, or left up like a coupé de ville.

The Sports Foursome Saloon afford almost as much air as the drop-head model for in addition to the usual large window in each door, quarter lights, which wind rearwards into the quarters, are fitted. With the sliding roof open one has virtually an open car. The third body was a four-door saloon of graceful proportions. All these cars have useful luggage accommodation in a built-in trunk. The price in each case is £545.

A spacious "95" saloon was shown, a replica of the car with which Mr. C. J. Joyce won the Coachwork Competition at Monte Carlo this year. In contrast to this there was a new departure in the shape of a two-four seater body open by Abbot, of Farnham, mounted on a "Seventy Five" chassis. This graceful little body normally has the appearance of a two-seater, with a coachbuilt panel behind the two front seats. When the four seats are required the panel swings back and forms the back of the rear seat. Needless to say the hood, when erected, protects all the passengers. The complete car costs £545.

Philco radio was fitted to several of the cars and at sixteen guineas is an attractive proposition. It is interesting to know that it can be fitted successfully to open cars, and that the flexible wire aerial in the hood functions perfectly even when folded down.

A RECORD LAND'S END TRIAL

A huge entry dealt with satisfactorily by good organisation. Barton Steep and Hustyn the chief difficulties. 135 Premier Awards out of 343 starters.

THE enthusiasm of sports car owners was never so great as it is now. No less than 366 drivers signified their intention of competing in the 22nd London to Lands End Trial, organised by the M.C.C. at Easter, and of these 343 actually started.



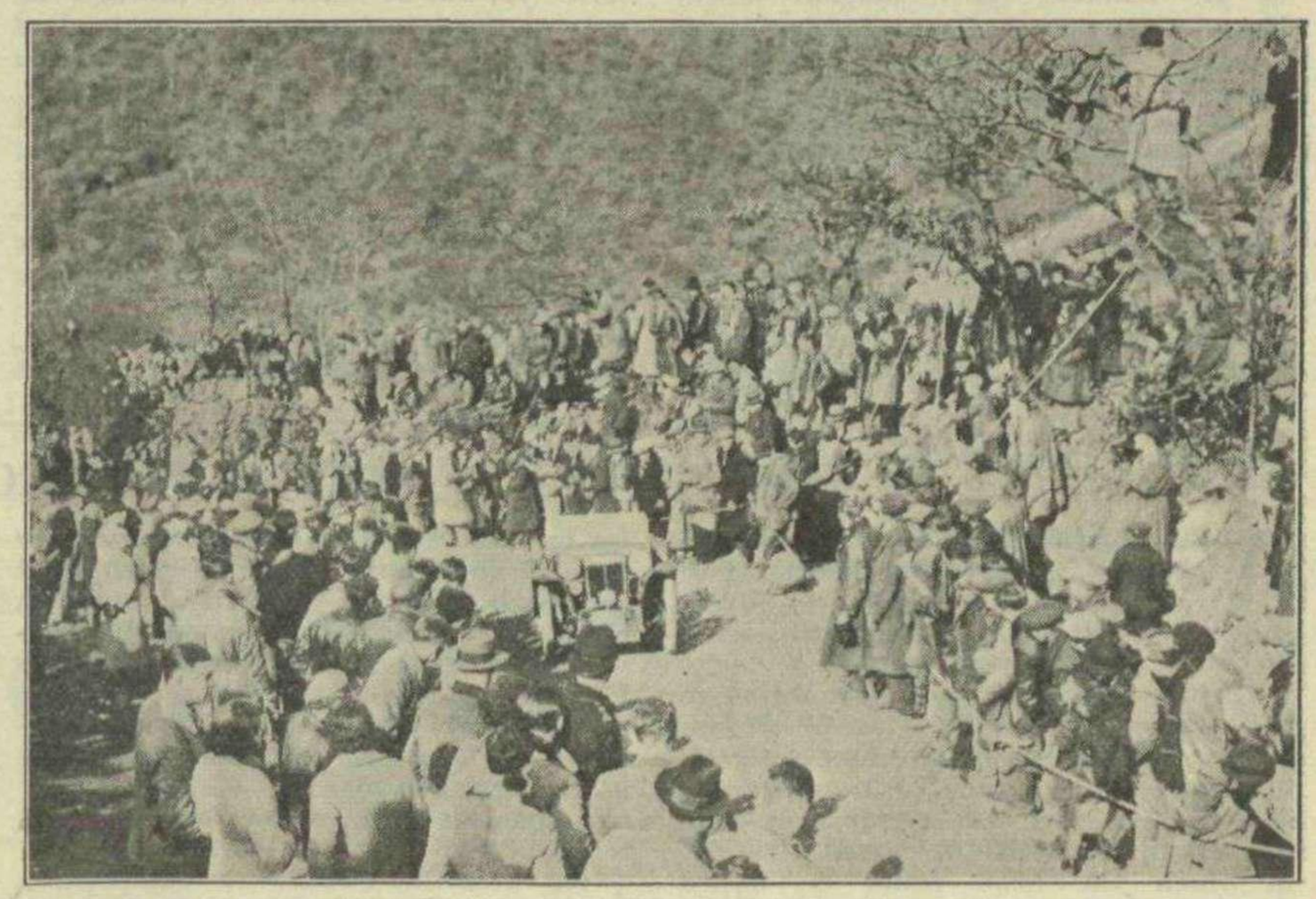
M. H. Lawson in his Le Mans Singer ascending Station Hill, Lynmouth.

Virginia Water was the starting point, and from 10 p.m. on Friday night until 5.22 a.m. on Saturday morning a steady stream of motor cycles, three-wheelers and cars (the latter in far the greatest numbers) were dispatched at intervals of one minute. A clear night encouraged competitors with the prospect of a trouble-free run to Taunton, the breakfast stop, and the only drawback was the rather low temperature which was the inevitable accompaniment of an early Easter.

Not a few drivers, however, were caught out by a secret check at Andover, while many were not quite sure of their time and half-suspected that their later performances on the hills would be to no avail. The scheduled check at Deptford caused little trouble.

After an hour and a half of rest at Taunton the serious work was begun, and 28 miles further on came the first hill, Grabhurst. This hill presents two difficulties, a sharp left-hand corner at the top which is dangerous to fast climbers, and a possibility of dazzle from the sun rising over the brow. It was the former which caused the failures this year, and A. S. R. Payne and A. H. Bartley were both driving their V8 Fords too fast to negotiate the corner. Other failures we noticed were G. H. C. Goodban (M.G. Six), R. J. T. Marston (Sunbeam), R. J. W. Appleton (Riley), who hit the rock a tremendous clout and damaged his steering, F. F. M. Ryde (Wolseley Hornet), and R. W. G. Collins (Morris Cunard Special).

Lynmouth Hill is still observed, but the majority of small family saloons can quite easily cope with its hairpin and long gradient nowadays. M. P. Tenbosch (Hillman Aero Minx) came to rest, as did S. G. A. Crowhurst (Riley). The sharp hairpin bend at the top was not observed this year, although it served in 1933 as a useful test of driving skill and steering lock.



A General view of Beggars Roost. H. J. Symmons is seen on his 847 c.c. M.G. Midget.

Station Hill is deceptive. It is steep—about 1 in 4—but is free from corners, and therefore looks fairly easy. The surface is a snag, however, for it consists of loose tarmacadam, and this brought 22 cars to a palpitating standstill. Two drivers experienced mechanical trouble, K. D. Evans running a big-end on his J2 Midget, and J. F. Parker's Lancia discarding its propellor shaft on the way up—a mere detail.

Fast cars get a chance to show their speed here, and honours were fairly evenly divided among Ford V8's, Frazer Nashes, Singers and M.G.'s. We were particularly impressed with J. C. Elwes's new P type Midget, a sturdy little car which looked very comfortable.

Beggar's Roost is not what it was. Even up to a couple of years ago this famous hill could be depended upon to stop a good many cars, but this time the surface was good and the "hump" at the top not so much in evidence. Actually we only counted 20 failures, and the good climbs were so frequent that it is almost invidious to single out individual performances for praise. No one can accuse us of favouritism, however, if we mention A. G. Bainton, who made quite the fastest and most impressive climb of the day with a 2.3 litre Bugatti. Among the failures were N. A. Prince and K. W. Mahony (Austins), G. A. Ladwig (Jowett), A. L. Mason (M.G. Midget), H. I. A. Thomas and D. B. Burrage (Morris Minors), S. G. E. Tett (Riley), C. V. Glass (Singer).

The next obstacle was a new one, namely the stop and restart test on Barton Steep. The procedure was that cars had to climb the hill from a standing start, stopping on a line placed on the steepest 1 in 4½ section, get away in the space of 4 seconds and continue non-stop to the summit. This caused a lot of difficulty, and no fewer than 197 competitors were

A RECORD LAND'S END TRIAL—continued.

penalised. Cars with high low-gears were at a disadvantage, as was found by W. M. Couper, R. J. Richardson and K. W. Mahony on Austins, C. F. Widman, N. A. Watkins, H. C. Hunter, J. L. Higgins, and J. H. Wrohan, driving Frazer Nashes, M. P. Tenbosch (Hillman Minx), and a whole lot of M.G. Midgets, among them being such a seasoned warrior as J. A. Bastock. The Singers as a whole were excellent, as were the V8 Fords with the exception of E. F. Tompkinson.

Fifty miles of winding Devon lanes brought the field to Darracott—erstwhile Gooseham. The task here was a formidable one, for the starting line was placed at the very foot of the gradient, again necessitating a fairly low bottom-gear. Some of the best climbs were made by the Ford V8's, H. C. Hunter's 6 cylinder Frazer Nash, A. Mays' fully laden 30/98 Vauxhall, R. Yager (Talbot), B. Alan Hill (Standard), and D. G. Evans (M.G. Midget). Among the failures were M. May, G. May and C. G. Talbot (on Alvises), J. L. Higgins (Frazer Nash), D. H. C. Hull (Lancia), A. E. Moss (Marendaz Special), G. M. MacGregor, G. S. Sanders and I. F. Connell (M.G. Magnas), G. A. Fitt, H. Metchim, P. M. Walters, B. A. Roy, J. A. Bastock and A. Cairns (M.G. Midget), S. H. Roe, H. J. Frewing, S. G. E. Tett, and R. B. T. Watson (Rileys), T. E. W. Durrans, and A. G. Shepherd (Singers), J. R. Edwards (S.S.I.) and A. H. Crubb, H. W. Wells, and S. J. Skinner (Triumphs).

The lunch stop at Launceston was a quick affair for many competitors who had been delayed at Darracott, and they had perforce to rush on to Hustyn. Here the surface was bad, owing to the water dripping on to it from the cars after they had passed through the water-splash at the foot.

Again the Fords were good, as were the Frazer Nashes—all but the Big Shot "Aldy," who disdained such precautions as a reduced tyre pressure and consequently stopped with wheelspin.

The Singers were good, only 3 out of 41 coming to a standstill. M.G.'s, too, were fast and sure, and so were some of the Wolseley Hornet Specials, notably that driven by N. A. Bracey. The new speed model "10/12" Standard, in the hands of B. Alan Hill, made an impressive climb.

A tractor, out of sight at the top of the hill, hauled the failures quickly out of the way, having to deal with about 100 cars altogether.

Tea was dispensed to all competitors at Perranporth at Healey's Garage, Mrs. Healey earning the gratitude of everyone by her unfailing cheerfulness. Thus refreshed the drivers were faced with the last big hill, Bluehills Mine, where a festive air was given to the proceedings by the presence of a large crowd and foodstuff stalls of all descriptions.

Bluehills Mine is really a driving test, for the left-hand bend demands a combination of good lock and driving skill. A number of cars rammed the wall heartily, among them being G. Dracups' Alvis, G. May (Alvis), T. H. Winterborn (Alvis), F. E. Elgood (Bentley), C. V. Glass (Singer), W. T. Booth (Frazer Nash). Neat performances were made by drivers of some of the large cars, notably P. D. Walker (Talbot '95'), H. A. Nash (Talbot '90'), G. M. Lenton (Ford), and E. Urlwin-Smith (Invicta).

Then the weary competitors had an easy run of 35 miles to the finish at Lands' End, albeit the sudden corners on the road from Penzance occasionally caught heavy-lidded drivers unawares.

No account of this 1934 Lands End Trial, the biggest event of its kind in the history of reliability trials, would be complete without a word of praise to the organising Club, the M.C.C. and their willing band of helpers. Their efforts were magnificent.

Successful Debut of F. Allen (M.G.), who wins Six Events. A Full Programme.

A GOOD attendance, a fine entry, and some close racing combined to make the second meeting at Southport, held on April 7th, a more pleasant affair than the rain-spoiled opening meeting.

In the straight mile races, which set the ball rolling, F. Allen (M.G.) showed good form by winning three out of seven events. In the 850 c.c. and 1,100 c.c. classes he was faster than W. L. Thompson and P. Stephenson, both driving Austins, while in the 2,000 c.c. category he beat J. Allan Arnold, at the wheel of the famous "Terror." Arnold reversed the positions in the 1,500 c.c. class.

C. J. Jackson's old 8 cylinder Sunbeam went really well to win the 3,000 c.c. and unlimited divisions, beating the "Terror" twice. There were two races for M.G. club members, D. Walker winning the "850" and H. B. Prestwick the "1,100."

In the 3 mile events, Allen came into his own, and cleared up all four classes—a remarkably good performance. He continued to do well in the 5 and 11 mile races, winning six out of seven classes. In one class he had a magnificent tussle with J. Walker (1½ litre Bugatti). Both car and drivers seemed evenly matched, but slightly better cornering gave Allen the victory. The last corner before the finish was most hectic, but the men kept going in spite of wild skids which roused the crowd to great excitement.

Somersaults seem popular at Southport this year. In the first meeting Aked inverted his A.C., and B. G. Bailey did likewise with his Austin on April 7th. Neither driver received more than a bad shaking.

As usual the afternoon's sport closed with a 25 mile race, in which J. Walker (Bugatti) proved the winner, with W. L. Thompson and P. Stephenson second and third respectively.

RESULTS.

STRAIGHT MILE EVENTS.

850 c.c.—1, F. Allen (M.G.); 2, W. L. Thompson (Austin); 3, P. Stephenson (Austin).

Up to 850 c.c. (For M.G. Car Club Members)—1, D. Walker; 2, P. D. Worthington; 3, M. G. Burrows.

Up to 1,100 c.c. (Cars and three-wheelers)—1, F. Allen (M.G.); 2, P. Stephenson (Austin); 3, W. L. Thompson (Austin).

Up to 1,100 c.c. (For M.G. Car Club Members)—1, H. B. Prestwick (Magna); 2, D. Barr (Magnette).

Up to 1,500 c.c.—1, J. Allan Arnold ("The Terror"); 2, F. Allen (M.G.); 3, J. Walker (Bugatti).

Up to 2,000 c.c.—1, F. Allen (M.G.); 2, J. Allan Arnold ("The Terror").

Up to 3,000 c.c.—1, G. J. Jackson (Sunbeam); 2, J. Allan Arnold ("The Terror").

Unlimited c.c.—1, G. J. Jackson (Sunbeam); 2, F. Allen (M.G.); 3, J. Allan Arnold ("The Terror").

Unlimited c.c. (Sports cars)—1, G. A. Mangoletsi (Lea-Francis); 2, D. Bar (M.G. Magnette).

THREE-MILE EVENTS.

Up to 850 c.c (cars and three-wheelers)—1, F. Allen (M.G.); 2, W. L. Thompson (Austin); 3, P. Stephenson (Austin).

Up to 1,100 c.c.—1, F. Allen (M.G.) 2, P. Stephenson (Austin); 3, B. G. Bailey (Austin).

Up to 1,500 c.c.—1, F. Allen (M.G.); 2, J. Walker (Bugatti); 3, W. L. Thompson (Austin).

Up to 2,000 c.c.—1, F. Allen (M.G).

FIVE-MILE EVENTS.

Up to 850 c.c. (for M.G. Car Club members)—1, D. Walker; 2, P. D. Worthington; 3, A. H. Watson.

Up to 1,100 c.c. (ditto)—1, H. B. Prestwich (Magna); 2, P. D. Worthington (Midget); 3, D. Barr (Magnette).

Up to 850 c.c. (cars and three-wheelers)—1, F. Allen (M.G.); 2, W. L. Thompson (Austin).

Up to 1,100 c.c.—1, F. Allen (M.G.); 2, W. L. Thompson (Austin); 3, P. Stephenson (Austin).

Up to 1,500 c.c.—Same placings as in 1,100 c.c.

ELEVEN-MILE EVENTS.

Up to 850 c.c. (cars and three-wheelers)—Same placings as in 1,100 c.c. five-mile race.

Up to 1,100 c.c.—Same placings as in 1,100 c.c. five-mile race.

Up to 1,500 c.c.—1, F. Allen (M.G.); 2, J. Walker (Bugatti); 3, P. Stephenson (Austin).

Up to 2,000 c.c.—1. P. Stephenson (Austin).

TWENTY-FIVE MILE EVENT.

For Cars and Three-Wheelers—1, J. Walker (Bugatti); 2, W. L. Thompson (Austin); 3, P. Stephenson (Austin).

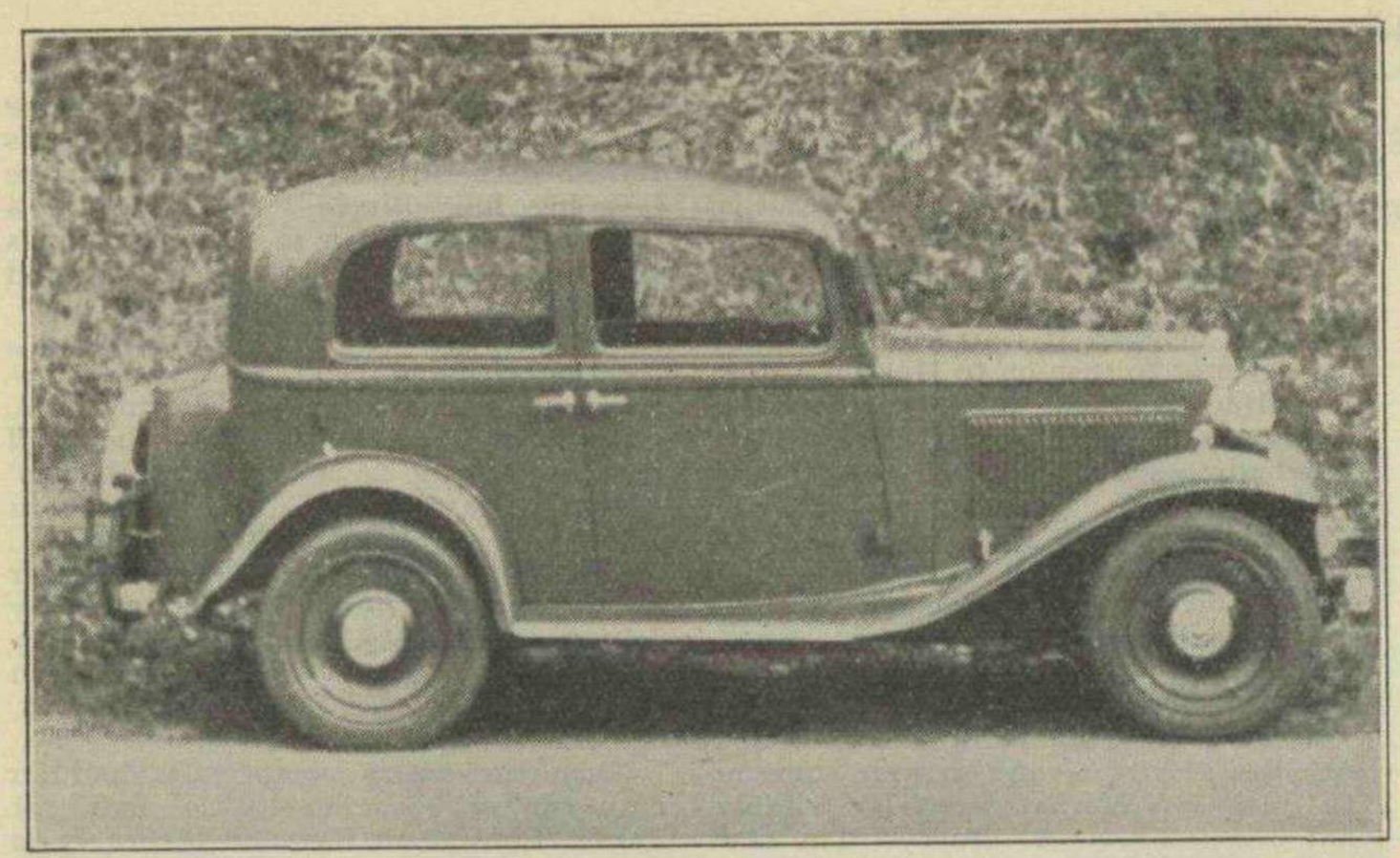
R.A.C. TOURIST TROPHY—(*continued from page 330*).

3,000 c.c.—78.06 m.p.h.
5,000 c.c.—78.43 ,,
8,000 c.c.—78.81 ,,

Only fuel which is obtainable in the ordinary way in most parts of the country may be used, and not more than fifty per cent. benzole will be permitted.

Prize money will be allocated as follows: £500 to the winner, £300 to the second, and £200 to the third. To the winner of each class in which there are at least three starters, £100. There will also be a team prize, and trophies for the winning drivers, whilst the Tourist Trophy will be held by the entrant of the winning car.

Copies of the Regulations may be obtained on application to the Secretary, R.A.C., Pall Mall, London, S.W.1.



INEXPENSIVE MOTORING— THE ITALIAN WAY

Impressions of the "Ballila" Fiat, the Italian popular car which in sporting tune has performed well in road races

THE motoring journalist does not generally look forward to a road test of a small family saloon with feelings of lively anticipation. He can find interest in the value-for-money of such vehicles, and appreciate them as remarkably cheap and comfortable motor-cars, but these qualities are not likely to provide rich material for his critical instincts.

In the case of the " Ballila " Fiat, however, two factors aroused the curiosity of the writer as to its performance on the road. The first was that cars of this type, altered as to cylinder-head and rear-axle ratio, have performed consistently well in the Mille Miglia, averaging about 55 m.p.h. for the 1,000 miles of varied road conditions, and secondly it would be interesting to discover how the Italians —a country of motor-racing lovers— motor as a nation.

As will be seen from the accompanying photograph, the " Ballila " bears a certain resemblance in outward appearance to the 8 h.p. Ford, and in actual fact its selling price in Italy is similar to that of the Ford in England. The rate of exchange and the import duty are against its selling in large quantities in England at present, but that Fiat owners (and therefore enthusiasts) still recognise the quality of the famous Italian cars can be confirmed by the growing number of " Ballilas " seen on our roads to-day.

As on most Italian cars, the first impression of the driver is that the steering control is extraordinarily neat. There is plenty of self-centering action, although not enough to make the steering heavy, and complete accuracy is assured without regard to the road surface. On narrowish country roads the Fiat can be driven along the extreme verge, so often rough and bumpy, without slackening speed.

Admiration of the suspension naturally follows, and for a car of its short wheelbase the " Ballila " is outstandingly comfortable. There is never any of that unpleasant pitching which is so tiring to passengers, while at high speed the bumps disappear completely. These two factors, steering and suspension, combine to give the Fiat one of its chief assets, namely the ability to corner at very high speed in comfort and safety. From the driver's point of view the weight distribution is such that he can feel that excessive speed would cause a controllable skid, not an " inversion." As for the passengers, absence of rolling takes away any lurching sensations, so that they hardly realise that a sharp corner has been rounded a good deal faster than is normal.

The brakes are up to Fiat standard, and that is as good as saying they are extremely powerful, smoothly progressive, and free from any pull either to right or left. The hand brake works on the transmission.

The little side valve engine is not the least important or impressive of the " Ballila's " attributes, although it comes last on our list. It will propel the car at a comfortable cruising speed of from 40 m.p.h. to 50 m.p.h. according to the driver's inclination. As to maximum, the speedometer showed 65 m.p.h. on several occasions, and we should say that this instrument is not more than 3 or 4 m.p.h. fast. On second gear a maximum of 40 m.p.h. is possible, but 30 m.p.h. is a more usual changing-speed.

Although of extremely compact lines, the " Ballila " Fiat saloon can accommodate four people in comfort. The front seats in particular are very well designed, and support the driver in an alert position necessary for complete control.

The price in England of the saloon is £198, while another model we inspected at the showrooms of Messrs. Fiat (England) Ltd., Albermarle Street, London, W.1, who placed the car under review at our disposal, was an open two seater selling at £190. This has a higher back-axle ratio, giving a maximum speed of 70 m.p.h.

REGULATIONS FOR THE R.A.C. TOURIST TROPHY

THE most drastic alteration to this year's Ulster T.T. regulations is the prohibition of superchargers. The R.A.C. consider that these appliances have not established themselves as a feature of British sports cars as a whole, but whether the loss of such interesting cars as the Alfa Romeos and the M.G. Magnettes and Midgets will be balanced by the support of the manufacturers who only make unsupercharged vehicles has yet to be seen.

Further changes which have been effected should ensure a race for cars very similar to those available to the general public. In the first place the cars must be shown in a catalogue, and a sufficient number produced to show that they are commercial models. The specification of the car must correspond with that laid down in the catalogue, and alternatives to the standard specification will not be allowed.

Only crankshafts which are similar in design to the standard crankshaft employed, will be permitted. Extensions to the webs, circular webs, balance weights etc., may not be used if they are not employed on the standard crankshaft.

Bodies will be the same as heretofore and must comply with the International Rules.

Full equipment must be carried throughout the Race—hood, screen, wings and lamps. In order to demonstrate that the hood is a practical one, the driver and a mechanic must put it up and take it down within five minutes. This test will be carried out at the official examination.

The carrying of mechanics is optional. Two pit attendants will be permitted to assist the driver at the pits. Driving mirrors will be compulsory.

The Race will occupy six hours, and the scratch cars will cover thirty-five laps, a total distance of approximately 487 miles. It will take place on Saturday, September 1st. July 2nd is the closing date for entries at single fees which amount to £26.

The following are the speeds for each class on which the handicap is based :—

750 c.c.—70.45 m.p.h.
1,100 c.c.—74.17 ,,
1,500 c.c.—75.08 ,,
2,000 c.c.—75.08 ,,

(*Continued on page 329*)

CINDER-SHIFTING AT THE CRYSTAL PALACE

MINIATURE DIRT-TRACK RACING DRAWS A GOOD CROWD
VICTOR GILLOW (RILEY) THE MOST SUCCESSFUL COMPETITOR

ON Easter Saturday a new form of motor-racing was inaugurated at the Crystal Palace, when a race-meeting was held on the ¼ mile cinder-track which surrounds the football ground.

The first race was due to start at 3.30 p.m. but long before then the sharp roar of open exhausts in the Paddock betokened lively preparations, and so thither we moved to inspect the competing cars.

Most of the "racers" were modified B.S.A. 4 wheelers, with front wheel drive and called Palmer Specials. All had 4 cylinders engines except that driven by F. Hagborg, which had a 2 cylinder unit. With a very short wheelbase and a high, tub-like body they looked very different from anything built in accordance with modern racing design.

There were three Rileys, two Brooklands models driven by G. Prevost and T. Raynes, while Victor Gillow's mount bore a close resemblance to the 12 h.p. racing car he used at Brooklands some years ago. For the rest, Tommy Sulman's "Special" was a G.N. chassis, Brescia Bugatti radiator, and two-cylinder engine once raced by R. R. Jackson. Budge Long's Bitza Special seemed to be derived from "Bits and Pieces," and R. J. G. Nash's "Spook" was there for a lap record attempt. P. Talbot had an early-type M.G. Midget. Finally Cyril Mann turned up with his 4 seater Vale Special, complete with mudguards and full equipment.

A Triangular Match between Wembley Park, Wimbledon Park and Crystal Palace occupied the first half of the programme, and some confusion must have been caused among the uninitiated spectators by the fact that the cars and drivers were variously described as orange-and-black and red, the first referring to the car and the second colour being that of the driver's helmet.

There were nine heats of three cars each, and in most cases the winner outdistanced the rest and won fairly easily. Gillow was the star performer, and gave a hint of what might be seen on a larger and faster track. He threw his Riley sideways just before the bends, holding it in a long slide on the throttle.

The Palmer Specials were curious. Their gear ratios had been carefully chosen for the work, and ensured adequate wheelspin on the corners, which appeared to be taken flat out. At first it looked as though the short cars would turn over, but the confident abandon of the drivers contradicted this impression and the cars were found to be merely very safe—providing the front wheels were kept spinning.

P. Talbot handled his Midget extremely well, and he seemed to possess better initial acceleration after the rolling start than the others. The Bitza Special was hardly fast enough to be exciting, and the same could be said for the Vale.

After the interval Gillow made a 2 lap solo lap record in 46.8 secs., at a speed of 39.23 m.p.h. and Dick Nash promptly beat this by taking the "Spook" round in 45 secs. dead, at 40.81 m.p.h.

A series of scratch races followed, a feature of which was the performance of the Sulman Special. This machine seemed to round the curves without sliding at all, no doubt a tribute to the driver, Tommy Sulman, who has had considerable experience on larger tracks in Australia.

NEWS FROM THE U.S.A.

De Paolo and Moore Sail for Tripoli.

TWO of the finest drivers in the States, Peter De Paolo, and Lou Moore, sailed for Tripoli and the Tripoli Grand Prix early last month. The drivers carried £8,000 worth of racing machinery on their invasion to Europe, with Ernie Olson, veteran mechanic, accompanying them to see that the two Millers are in perfect condition for the races. De Paolo will drive the $20,000 Miller 4-wheel-drive machine, which has been especially rebuilt under his direction for foreign races. Moore will handle the 4-cylinder Miller rear-drive, mounted in a Duesenberg chassis. Both these drivers are veteran cracks, and have captured races on all types of tracks throughout the United States.

According to plans announced, Moore and De Paolo will drive at Tripoli on May 6th, and return immediately to America for the Indianapolis classic. Following the 500-mile race they will again sail for Europe, scheduled to appear in several events in Italy in the summer.

* * *

Indianapolis Notes.

Officials of the Indianapolis Motor Speedway have selected a La Salle roadster to act as pace-car for the flying lap at the start of the 500-mile race this year.

Earl Haskell, who owns three Miller race cars on the Pacific Coast, has announced his intention of entering two of them in the Indianapolis event. They are both 4-cylinder, 225-cubic inch rear-drive cars, and are expected to be driven by the two veterans, Wilbur Shaw and Tony Gulotta.

Babe Stapp, almost completely recovered from a serious accident during the winter, hopes to "tool" the Miller "4" front-drive car in which he set the pace at Indianapolis for 200-miles last year.

Al Reinke, a promising young driver on the Pacific Coast, is to get his first chance in "fast company" in the 500-mile race. He will drive a Miller 4-cylinder speedster under the direction of Babe Stapp and Jack Duffy.

The fast Miller Special in which Louie Meyer rode to victory in the 1933 classic is expected to be driven by Ralph Hepburn in the race this year. Hepburn is the owner of the machine.

FOR CAR

SALVAGING

MECHANICAL REPAIRS

C.A.V., LUCAS & ROTAX ELECTRICAL SERVICE

MACHINING OF PARTS

ACETYLENE WELDING

VALETING

PAINTING

ACCESSORIES

ALL GRADES OF PETROL & OIL STOCKED

OPEN 365 DAYS IN THE YEAR

E. B. CHRISTIAN & CO.

AUTOMOBILE, MARINE & GENERAL ENGINEERS

NORTH QUAY DOUGLAS

I.O.M.

Telephone: DOUGLAS 129

Telegrams: "ENGINEERING, DOUGLAS, MAN

A.C.U. & R.A.C. APPOINTED

NEAR STEAMER AND RAILWAY STATION

The GRANVILLE HOTEL

NEW PROMENADE

DOUGLAS - Isle of Man

This HOTEL has a central situation on the New Promenade and commands a most Charming View of the Bay and Landscape The handsomely furnished Coffee Room, Smoke Room, Private Sitting Rooms and many Bedrooms overlook the Bay

H. & C. WATER IN EVERY BEDROOM

Book Early for the
R.A.C. RACES

From 10/6 per day inclusive

Proprietors:
Mrs. LOWTHIAN
and Miss KELLY

Telephone:
DOUGLAS 417

The BUGATTI OWNERS CLUB
LTD.

A GENUINE NON-TRADE CLUB RUN
BY AMATEURS FOR AMATEURS.

THE CLUB MAGAZINE "BUGANTICS" IS SENT TO ALL MEMBERS BI-MONTHLY.

FULL PARTICULARS FROM
E. L. GILES, Hon. Secretary,
2, QUEEN STREET, MAYFAIR, W.1

CLOTH BOUND EDITIONS OF VOLUME IX
OF
"MOTOR SPORT"
(contains all the issues from November, 1932—October, 1933).

THE CHARGE FOR THIS VOLUME IS 12/6 (postage 9d extra).

WE CAN STILL SUPPLY THE FOLLOWING FROM STOCK:

Volume 3 at £1 - 1 - 0 Volume 4 at £1 - 1 - 0
Volumes 6 at 15/- Volume 7 and 8 at 12/6
(Postage on each of the above is 9d. extra).

MOTOR SPORT (1929) LTD.,
39 VICTORIA STREET, LONDON, S.W.1

The Isle of Man Races

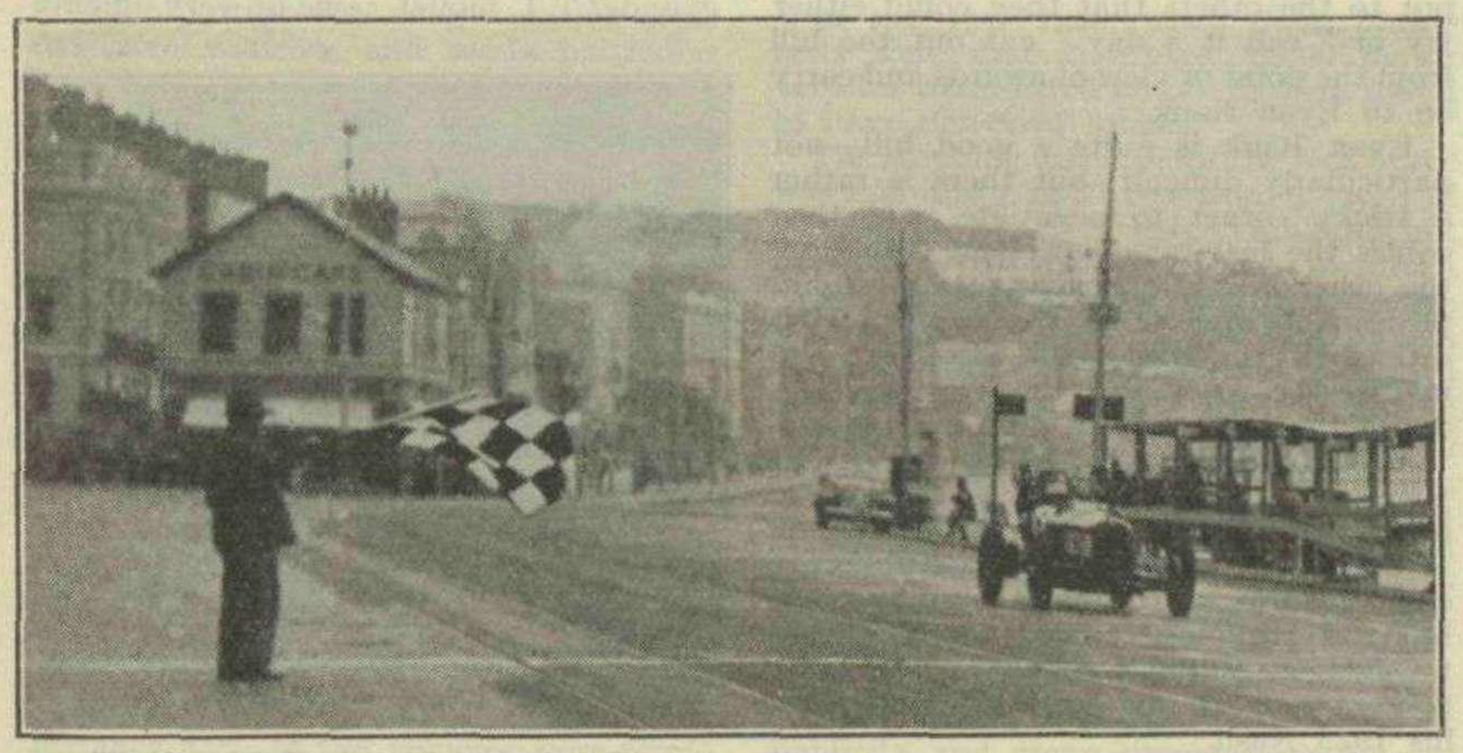
An encouraging list of entries have been received by the R.A.C. for the Mannin Beg and Mannin Moar Races which take place at Douglas on May 30th and June 1st. The former is confined to cars up to 1,500 c.c. unsupercharged and 1,100 c.c. supercharged, with the Moar race, as last year, for cars above those capacities. The start will take place at 10 a.m.

Beg and Mannin Moar races are given respectively by Lord Wakefield and the M.G. Car Company. The following prize-money is offered in each race; first £200, second £150, third £100, and fourth £50. A team prize will also be awarded in each race.

Twenty-two entries have been received up to the date of going to press.

Brian Lewis will be driving a Monoposto 3 Magnettes and A. H. L. Eccles and Horton have each entered one. Dixon has two entries, Rayson will be driving his supercharged Riley, and Raymond Mays has decided to run two of the E.R.A. cars, which are of course based on 1,500 c.c. Rileys.

All indications point to a successful session in the Isle of Man, especially now that the stands have been arranged in positions from which the spectators can see something interesting. Bridges are also to be erected at several points of the course.



The finish of the 1933 Mann.n Moar Race. "Cabin Café."

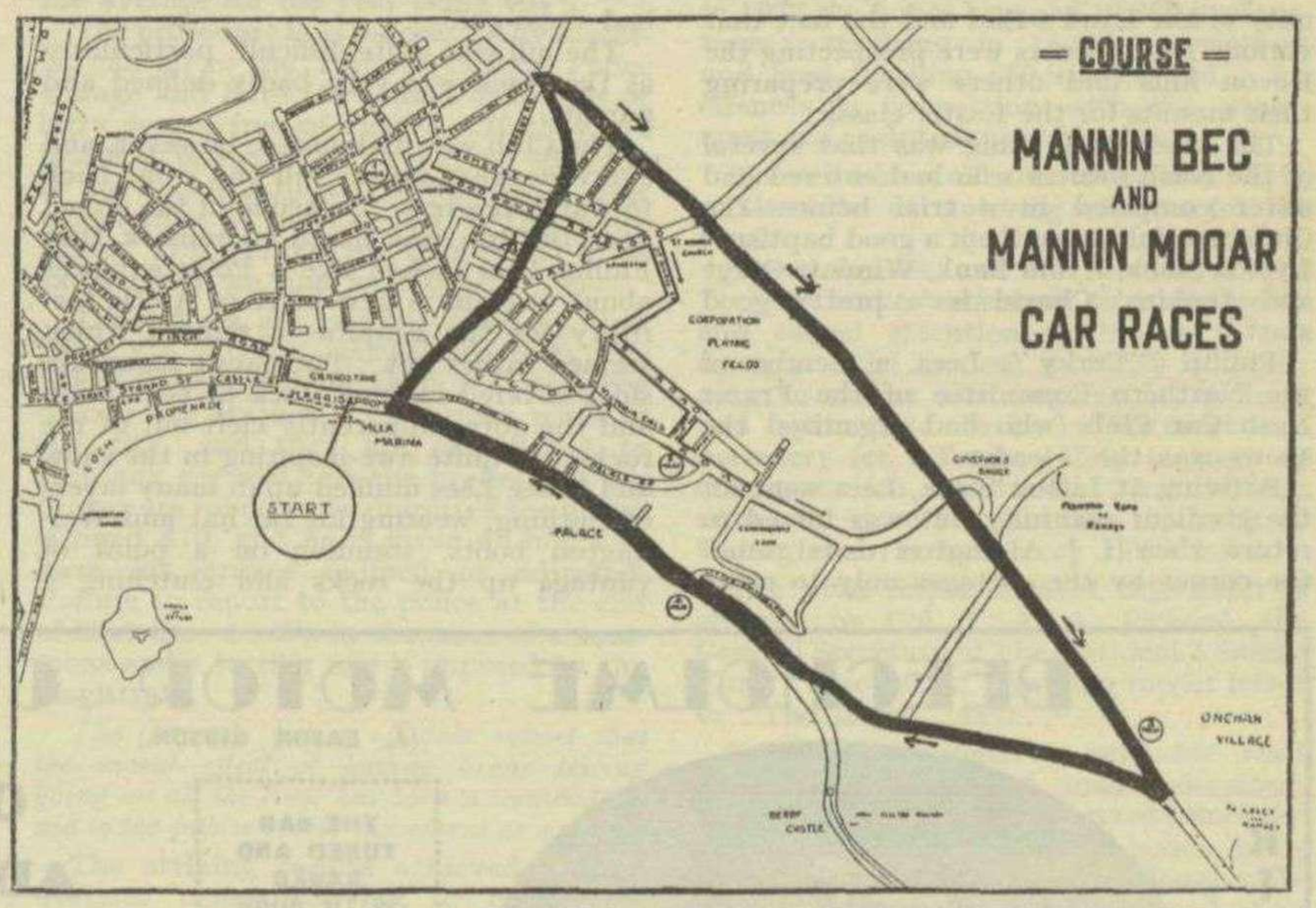
Th's year the cars turn sharp right round the

Cars will be run in racing trim, without any restriction as to type, single seater bodies may be fitted, no mechanics will be carried, and two pit attendants will be allowed for all replenishments, repairs and so forth in addition to the driver.

The course has been altered as shown on the plan. The principal grand-stand will be on the Promenade on the inside of the course, midway between the arrow and "Villa Marina," and should command a view of a mile of the fastest stretch of the course. The pits will be on the outside of the course opposite the grand-stand. As will be seen the cars will turn off the Promenade at right angles up into the town and descend quite steeply to the hairpin at the foot of Bray Hill. Here they rejoin the motor-cycle T.T. course which they follow past the stands in a reverse direction to Governors Bridge. Thence onwards to Onchan and down Summer Hill back to the Promenade they use the same roads as last year.

The new circuit includes two straights over a mile in length and some high speeds should be seen. The race will consist of fifty laps, making a total distance of approximately 200 miles. Practising will take place on Monday and Tuesday, the 28th and 29th May, between 5 and 7 a.m.

The principal trophies for the Mannin Alfa and John Cobb his two-seater. Matheson has entered his 2.3 Bugatti. In the small race, Eyston has entered



VOLUNTEERS FOR THE ISLE OF MAN CAR RACES.

VOLUNTEERS are asked to come forward for this year's Douglas Car Races to assist with the Breakdown Parties.

Members of the Breakdown Parties are required to keep the course clear of any cars which may come to grief in their section. As they are stationed at the most thrilling places round the course, members naturally have a first class view of the Race.

Anyone who feels he would like the job and will be in Douglas during the practises or the race days, should write to Colonel H. W. Madoc, C.B.E., M.V.O. at the Chief Constable's Office, Douglas, Isle of Man, marking his letter 'Car Races.'

What Do You Know About Cars?

REPORT ON PROBLEM No. 10.

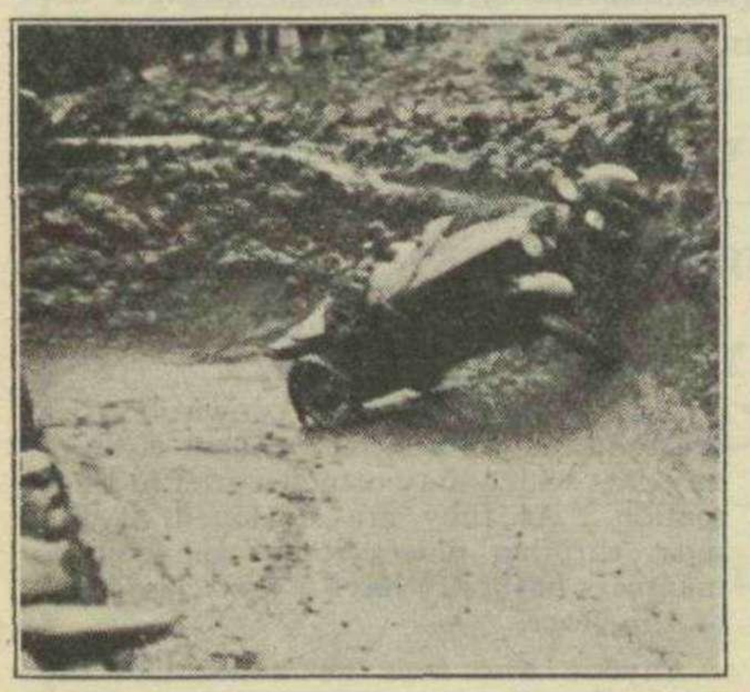
THE winner of our Competition last month was: **Monsieur L. Michaux, Avenue Britannique 14, Antwerp, Belgium,** to whom we have sent a cheque for one guinea.

The car in the photograph was the 4 wheel drive Bugatti, and it was seen getting away from the starting line at Shelsley Walsh. Jean Bugatti was at the wheel, and the car crashed later, on a practice run.

A "FOLLOW MY LEADER" TRIAL

FRAZER NASH enthusiasts, resident in villages or towns on the London-Bedford or Coventry roads in particular, or any roads leading to Buxton probably enjoyed themselves on Saturday, March 18th because Nashes in ones, twos and threes were converging from all quarters on Buxton, the rallying point and headquarters for their first Club Trial.

It had been snowing heavily during the week and while the cars were being marshalled into starting order outside the hotel there was a brief fall of snow, a



N. A. Berry tak'ng the Jenkin's Chapel hairpin. The car did not turn over!

taste of what the crews were to have later in the day. There were 26 Nashes entered —a goodly entry remembering the proximity of the Land's End and the fact that various Nash owners were prospecting the Devon hills and others were preparing their mounts for the Easter classic.

The interesting thing was that several of the Nash owners who had entered had never competed in a trial before—the Club certainly gave them a good baptism! Lytton Slack, Eyam Bank, Winnats Gorge and Jenkins' Chapel is a pretty good start!

Phillip ("Porky") Lees, a member of the Northern Committee of the Frazer Nash Car Club (who had organized the show) was the "leader."

Arriving at Litton Slack, Lees went for the gradient manfully but was forced to return, then H. J. Aldington roared round the corner by the cottages only to come to a standstill right at the top. In fact they all got to about the same spot more or less, somewhere round the top corner. F. B. Robinson made a gallant effort and had the honour of getting up further than anyone else, while Mrs. Needham also put up an extraordinarily fine effort. The hill was in an appalling condition, and it is very doubtful indeed whether even competition tyres and low gears could have got anyone up that day! After about ten or twelve Nashes had tried it, it was put to the others that they could either try or "call it a day," cut out the hill from the point of view of awards and carry on to Eyan Bank.

Eyan Bank is quite a good hill—not particularly difficult, but there is rather a tricky corner to negotiate, and then comes the last bit of gradient. Like all the other hills the surface was most unpleasant by reason of the weather conditions of the past week—the sun had melted the snow and the cars soon reduced the surface to a glutinous mess.

Most competitors got up but the climbs varied. Hopkins climbed well, three up in his 1931 Colmore model as he did on all the other hills. Berry stubbornly edged his way up through the mud almost but not stopping, picked up revs. and finished at speed. Cundey (the Club Secretary) made an excellent climb with his 1925 Nash.

Mrs. Gripper and Mrs. Needham seemed to be indulging in a friendly rivalry on the hills. They both made very fast climbs of Eyam Bank.

The next, Winnats, is quite long with a severe gradient and a number of quite bad cross-gullies.

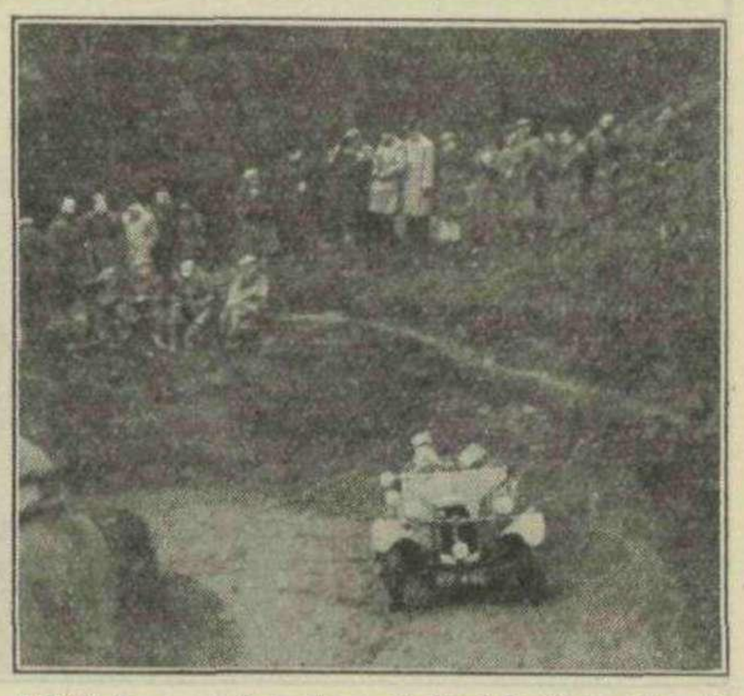
The hill was quite difficult, particularly as the track was very badly defined and narrow.

The Club was undaunted, however, and everyone went up the hill and came back to watch the rest. Someone in the crowd near the top was heard to remark that Phillip Lees looked like a Polar explorer about to claim a new piece of Arctic territory for the Empire—a remark which seemed rather apt. The gaunt mountain sides covered in snow, lack of vegetation and the gorge apparently cleft out of the rocks was quite awe-inspiring in the snow and to see Lees muffled up in many layers of clothing, wearing his fur hat and Wellington boots, standing on a point of vantage up the rocks and clutching a Union Jack (which he used to start the cars) in the snowstorm, at least rather supported the idea behind the remark.

At the next hill, Jenkin's Chapel, Mrs. Needham made an excellent well-judged climb and took the hairpin quickly but quietly and with absolute confidence—short chassis T.T. Replica in the Needham family colours—grey and blue!

H. J. Aldington made a clean and quick ascent.

Tweedale's black and chromium six-cylinder T.T. model, came up very quickly



Phillip Lees made a clean climb of Jenkin's Chapel.

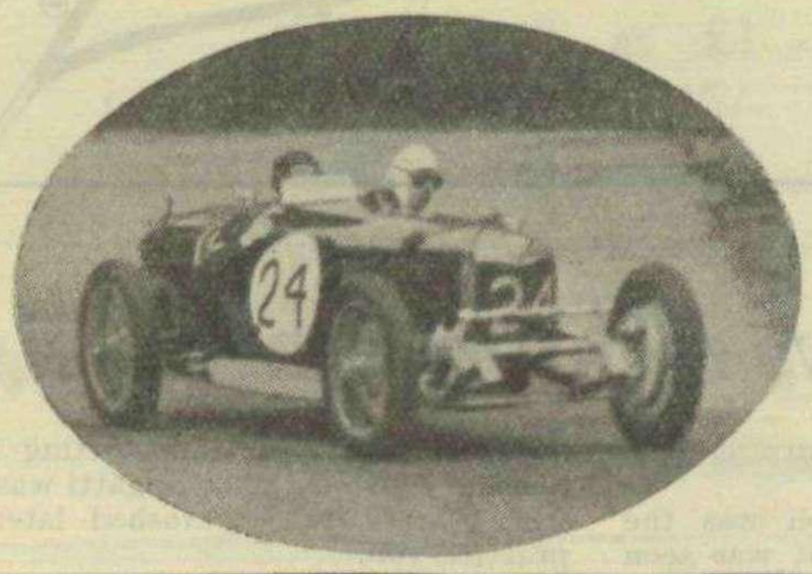
to the hairpin and fairly tore round, although he rather hit banks and things in the process and rocketed away to the top. Obviously the "six" has tons of power—this was very obvious earlier on when he attacked Litton Slack.

So the climbs went on—Mrs. Gripper in her long chassis Colmore model—more difficult to get round than a T.T.—came up well, got round most of the hairpin taking to the bank, but whereas others continued and came down on the road again she pulled up, probably thinking she could not get round and might damage things up front.

The premier awards (for climbing all hills non-stop) are cigarette lighters duly engraved and a miniature Frazer Nash badge, mounted on the other side—the two claimants for a "special award" (failure on all hills) have the same but with the addition of a certain fruit engraved thereon!

BEECHOLME MOTOR COMPANY
(J. EASON GIBSON.)

RILEY



THE CAR TUNED AND RACED WITH SUCH SUCCESS BY Mr. J. EASON GIBSON DURING THE SEASON OF 1933

OUR ADVICE IS FREE!

SPECIALISTS IN THE PREPARATION OF CARS FOR RELIABILITY, AND ROAD OR TRACK RACING EVENTS

FRAZER NASH

Write, Call or 'Phone
39, NIGHTINGALE LANE, BALHAM, S.W.12
BATTERSEA 1392

A DEBATE ON THE NEW ROAD TRAFFIC BILL

The Toronto Brake Tests show that Braking Offences are 12½% of the Total of Motoring Offences for the Year.

ONE of the most practical contributions to the second reading debate on the new Road Traffic Bill, in the House of Commons on April 10th, was made by Mr. Isaac Foot, M.P.

He drew the attention of the Minister of Transport to the danger arising from defective vehicles, and made particular reference to the remarkable results achieved by the Toronto police, who, by imposing brake-tests, had succeeded in reducing road accidents by 50%. Among other things he said :—

"I understand that when the tests were applied in that city it was found that 81% of the vehicles were defective and could not pull up within the space allotted. As a result of three year's experiment in braking tests Toronto has reduced the accidents in that city by 50%, and the boast now is that Toronto is the safest city in the world. All these facts, of course will be well known to the Minister in his Department. I have gone through such statistics as were submitted to me in this matter. I understand that the experiments started in 1928. In the first instance 81% of the vehicles were found to be defective and a reduction of accidents has been made to the extent of 50%."

Speaking later in the debate Mr. Aled. Roberts M.P., said :

"I would like to support the suggestion with regard to brake tests. I attach a good deal of value to that suggestion. It is no use testing a brake after an accident has happened. If it is in order, nothing more is said, but, if it is not in order, the victim is dead. I think the Minister might give serious consideration to a test of that kind. A commercial vehicle under the Act which was passed last year has to be efficient, and there is no reason why a test of this kind should not be applied to ordinary motor vehicles. There are plenty of appliances for carrying out the test rapidly and efficiently without causing anybody inconvenience."

Still later in the debate, Mr. George Hall, among other things, said :—

"I certainly was very impressed with a portion of the speech of the Hon. Member for Bodmin (Mr. Isaac Foot). He referred to the fact that, however careful you might be concerning the driving of these vehicles, something should be done concerning the inspection of the vehicle itself. He specially referred to a report which came from Toronto, where it was said that upon an inspection it was discovered that 80% of the brakes of the vehicles that were inspected were defective, and, as the result of periodical inspections that took place, the condition of the vehicles was gradually improved and accidents decreased in a very short time by 50%, not because the driver had in any way improved, and not because of any legislation, but because precautions were taken as to the condition of the vehicles when they were taken out."

The results achieved by the Toronto police department since they first instituted brake-tests in 1928, have been nothing short of remarkable, so that it may be well worth while to indicate how the Toronto brake tests have been conducted.

In the year 1928, when these brake-tests were first instituted, 8,000 motor vehicles were tested and 81% were found to have defective brakes.

The stopping distance for the foot brake was laid down as 37 feet from a speed of 20 miles per hour. So many cars could not pass this test however, and so much opposition was aroused among motorists that the enforcement of this limit proved to be difficult. Thereafter a new standard was laid down ; namely 50 feet for the foot brake and 75 feet for the hand brake, and this is the standard in operation today, and which has now the full support of the motoring public. It is recognised on all hands that it has done much to eliminate a large percentage of the preventable accidents.

In the year 1929, 71,059 vehicles were tested ; which was after a good deal of publicity and many prosecutions for defective brakes ; and the defective brakes were brought down to 19½% for the year.

In the year 1930, 114,883 vehicles were tested and the number of vehicles with defective brakes was reduced still further, the average for the year being 10½%

The procedure is as follows. Any motorist can go to the Toronto Central Police Garage and have the brakes of his car or lorry tested free of charge. If they are found to be defective he is given 48 hours to have them adjusted or put right, after which time he must report to the police again. If his brakes are then found to be satisfactory no fine is imposed.

These tests are purely voluntary, but there are surprise compulsory tests too. When these are undertaken, mobile police officers are stationed in various parts of the city, and they are empowered to stop any car and test the brakes. If the brakes are found to be defective the driver is fined $10, and he is given 48 hours to have his brakes re-lined or adjusted. Failure to report to the police at the end of that time results in the issue of a summons and a further fine is imposed by the magistrate.

The Toronto police officials report that the moral effect of having brake testing going on all the time has been a tremendous aid to the public safety movement as a whole.

The striking results achieved by the Toronto police has led to brake-tests being enforced by other large cities on the North American continent, and the New York police have also paid special attention to the efficiency of brakes, though their procedure is somewhat different to that employed in Toronto.

Braking standards and performance limits have been laid down by the Police Department. These are not enforced on the streets, but all vehicles involved in an accident have their brakes tested. If they are proved to be defective a fine is imposed irrespective of whether they were a contributory cause of the accident or not.

The brake testing meter that is used by both the Toronto and New York police is a British instrument, made by Tapley & Co., the scientific instrument makers of Totton, Southampton ; and it is marketed in this country by Messrs. Ferodo Ltd., the manufacturers of the well-known Ferodo brake and clutch linings.

Braking limits are now imposed in most of the states of America, in Belgium, in Holland and Switzerland, in Rhodesia, Japan and Shanghai.

In this country there is no precise standard of braking efficiency, the matter being covered by Section 63 of The Motor Vehicles (Construction & Use) Regulations of 1931 which states :—

"All brakes prescribed by these regulations shall at all times while the motor vehicle or trailer is used on a road be maintained in good and efficient working order and shall be properly adjusted."

That there is need for some official standard of braking efficiency in these islands is shown by the last return of Motoring Offences, issued by The Home Office in May, 1933. These showed that in 1932 the police brought 19,869 prosecutions ; resulting in 14,937 convictions and fines totalling £10,949 7s. 11d. ; for offences in connection with the equipment and maintenance of brakes.

These braking offences comprised 12½% of the total of motoring offences for the year.

These figures, and the results of the Toronto brake tests show that spasmodic and casual attention to brakes is not enough. The modern motorist is beginning to realise that regular brake tests and systematic brake adjustment are necessary for his own safety in cases of emergency on the road. That is why more and more are adopting the habit of testing their brakes every 1,000 miles.

The vital importance of this habit is stressed by Col. J. A. A. Pickard, the General Secretary of The National "Safety First" Association, who in a recent letter to "The Times" said :—

"The most effective cure for road accidents is improved road behaviour. Consequently, first and foremost comes the more effective use of mobile police, combined with continuous educational publicity. These have already proved their value. Two other important remedies which we advocate are (1) a uniform standard of non-skid road surface and (2) a high standard of brake efficiency and maintenance. If a higher standard of safety is to be achieved which public opinion demands, drivers, riders, and walkers must all submit to closer regulation, compulsorily if they will not do so voluntarily."

Motor Sport Classified Advertisement Section

HEAD OFFICES :
39, VICTORIA STREET,
LONDON, S.W.1
Telephone : VICTORIA 5218

Rates (prepaid) - 1/- per line (minimum 3 lines).

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

USED SPORTS CARS FOR SALE.

ALFA ROMEO

1928 ALFA-ROMEO 1½-litre 6-cylinder 4-door saloon, recently thoroughly overhauled and in faultless condition, taxed, £195. Apply Box 27, c/o MOTOR SPORT.

1928 1½-litre ALFA-ROMEO drop-head coupé by Young of Bromley, nice condition. Apply Box 28 c/o MOTOR SPORT.

80 m.p.h. 1929 ALFA ROMEO 1½-litre 2-seater sports. 6 cylinder engine with twin overhead camshaft. In perfect condition mechanically. Owner going abroad. Will take £450. No dealers.—Box Q 102, MOTOR SPORT.

E.H.P.

2 1496 c.c. E.H.P. racing cars, fitted with Cozette Superchargers one equipped for track and one for road racing, all parts interchangeable, both recently overhauled. Price £200. Bruton Garages, Ltd., 4, Blenheim Street, New Bond Street, W.1. Mayfair 4737.

FRAZER NASH

FRAZER NASH Cars, Falcon Works, London Road, Isleworth (Hounslow 3172 have for disposal a number of reconditioned cars.—Full particulars on application.

Speed—Power—Efficiency

"MARTLET" PISTONS

were fitted in Mr. R. T. Horton's Magnette.

Six new International Class G Records at Speeds exceeding 117 m.p.h.

Brooklands Engineering Co., Ltd., Brooklands Track, Weybridge.
'Phone: Weybridge 489.

LORRAINE DIETRICH

1926 Le Mans Type 2 Str. Just overhauled. Terrific performance. Perfect lighting and starting. Full sports equipment. Body rough, £30. Apply Box S177, c/o MOTOR SPORT.

LAGONDA

1930 Lagonda 3-litre Fabric Saloon, finished in brown, with leather upholstery, reconditioned throughout, in excellent order and very fast. £350. Apply, Box 351, c/o MOTOR SPORT.

M.G. MAGNA

1932 M.G. MAGNA Foursome Coupé, black and green, sliding roof, excellent condition £145. Bruton Garages Ltd., 4, Blenheim Street, New Bond Street, W.1. Mayfair 4737.

30/98 VAUXHALL

SECOND-HAND spares for Side Valve and O.H.V. models. Everything in stock. Warburton, 420, Walkden Road, Worsley, Manchester.

WOLSELEY HORNET

1931 HORNET, C.B. Saloon, carefully used. Very fast. Perfect. Cash only, £52. Wheeler, 12, Carlton Crescent, Cheam, Surrey.

1931 WOLSELEY HORNET, Abbey close coupled 4 seater. Mileage 20,000. 5 good tyres. Brooklands Steering Wheel, stoneguards, and rear mudguard protectors. Fog Lamp, indicators, etc. Engine recently overhauled by E. C. Stearns & Co. A genuine 65 m.p.h. car. Finished in black and red. Price £85. Apply Box O175, c/o MOTOR SPORT.

ENGINE

G.N. Engine, Davenport built, Re-bored, J.A.P. Pistons. Roller bearings. Hemispherical heads. What offers.—Relle, Wellington House, Leyland, Lancs.

MAGNETO and DYNAMO OVERHAULS

21/-—Flat rate magneto overhauls (no extras whatever); 12 months' guarantee, repair while you wait, or exchange. The Johnson Engineering Co., 86, Great Portland St., W.1. Museum 7852.

No Connection With Any Other Firm.

S. LEWIS

Museum : 4793. *OF* *Museum :* 4793.

Racing, Flying & Motor Clothing Fame.

27 Carburton St., LONDON, W.1.

10% Discount to all Club Members and Readers of MOTOR SPORT.

RACING CLOTHING.

White Racing Suits, Best Quality Zip Fronts	27/6, 25/-
White Racing Suits, Zip Front, Lightweight	22/6
White Racing Trousers, Zip Front ... Waist Measurement Please.	15/6
Unbleached Racing Suits, Zip Front... ...	21/-
Black Racing Suits, Zip Front	27/6
Also in Kharki, Blue, Brown, Fawn ...	27/6
Also made to any design.	
White Mechanic Suits, Button Front ...	11/6
Mechanic Suits in Blue, Brown, Khaki	8/6, 9/6, 10/6
White Racing Helmets, perfect fitting ...	7/6
White Leather Racing Helmets, super quality	8/6, 10/-
Unbleached Helmets, cheap line	4/-
Helmets in all colour leathers ...	7/6, 8/6

RACING VISORS.

Racing Visors in all colours, to wear with Crash Helmets	7/6
Racing Visors to wear with ordinary Helmet or cap, Green Top	7/6, 8/6
Crash Helmets, Super Quality, Leather Covered in White or any colour	42/-
Crash Helmets, ordinary pattern	32/-
Cheaper pattern	29/-
Racing Body Belts, *all size waists* ...	9/-
Racing Gloves, Nett Back, Chamois Palms	5/-
Racing Gloves, Cape Palms, Nett Back ...	8/6
Sponge Rubber, one inch thick	3/4
Sponge Rubber, one inch thick, 3/4 square foot.	

RACING GOGGLES.

Lewis's New High Speed Racing Goggles, fitted large rubber cups, adjustable nose-piece and ventilator, fitted Triplex lenses	34/6
Racing Goggles, rubber cup, fitted safety lenses	21/-
Luxor Racing Goggles, Model 10	50/-
" " " Curved, Model 6 ...	77/6
" " " Small pattern, Model 4	40/-
Racing Goggles, curved celluloid lenses	7/6 pair
Triplex Featherweight	6/6
Large Oval, Triplex lenses	5/6
Small Oval, Triple lenses	4/9

We have some wonderful new lines of Racing Goggles now in manufacture.

Waterproof Sleeves in Black or Brown ...	4/6
Electrically heated Gloves, 12 volt circuit	3/- pair
Gaberdine Slip-on Coats, good quality, oilskin lined	42/6
Double Breasted Trench Coats, oilskin lined	45/6

LEATHER COATS.

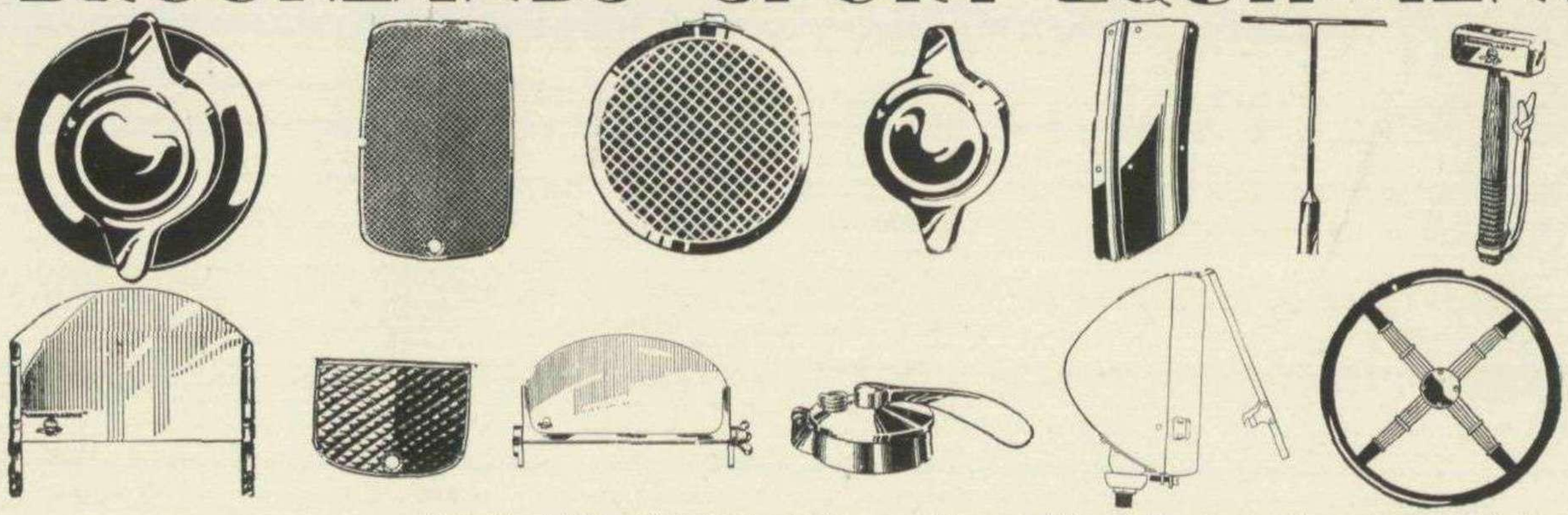
Leather Coats, Full Chrome	75/-, 85/-
Leather Coats, R.A.F. Pattern ...	85/-, 95/-
Leather Coats, Double Breasted, Black or Brown	65/-
Ladies Coats in all colours ...	55/-, 65/-, 75/-

We specialise in Combination Suits in any colour or or design for Garage or Retire Pump Stations.
Badges made to any design.
Actual Manufacturers. Trade Supplied.

S. LEWIS, 27 CARBURTON STREET, LONDON, W.1.

FLYING EQUIPMENT OF EVERY DESCRIPTION.

"BROOKLANDS" SPORT EQUIPMENT



"Brooklands" Sport Equipment comprises a complete range of fitments for enhancing the appearance and the handling of your car. Eared Hub Caps, from 21/- set, Radiator Stoneguards, Chromium, from 30/-. Headlamp Grilles, fixed or Hinged, from 19/- pair. Rear Mudguard Protectors, from 16/6 pair. Racing Plug Spanners, 8/6. Copper Hammers for Rudge Whitworth Wheels, 12/6. Detachable Flarescreens, 12/6. Sportmuff—the fabric blanking-off plate, from 10/6. Aero Screens, 17/6. Quick Action Filler Caps and the unique "Brooklands" Fully Flexible Steering Wheel—Standard Equipment on all Britain's leading Sports Cars. Complete Lists on request.



Here

POST TO-DAY

- ONLY 15,000 AVAILABLE
- 20 PAGES
- A COMPLETE RACING RECORD & CALENDAR
- FACTS & FORMULA

We are issuing for 1934 a 20-page Booklet which should prove very useful during the coming Season. It comprises a Calendar, a complete International Fixture List of 170 fixtures, including trials, races, hill climbs, etc., a complete record of 1933 Race Results, giving the first three and average speeds, also provision for entering 1934 results. Information about Brooklands, various records, together with useful information and formula. The supply is strictly limited and immediate application is advisable. Complete coupon and send 3d. in stamps.

Frank Ashby & Sons, Ltd., Stirchley, Birmingham

NAME .....

ADDRESS .....

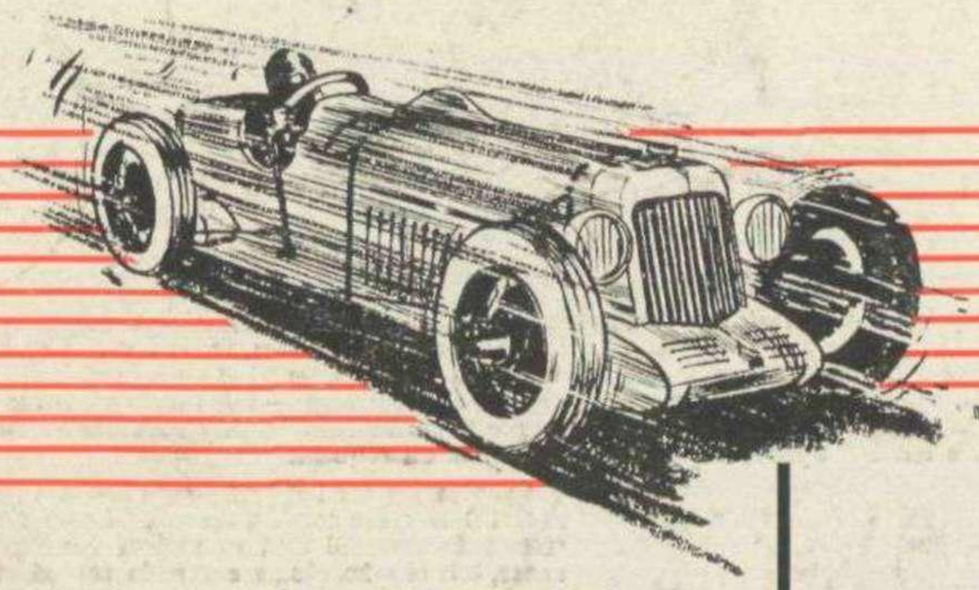
ENCLOSE 3d. IN STAMPS .....

M.S.

INDEX TO ADVERTISERS

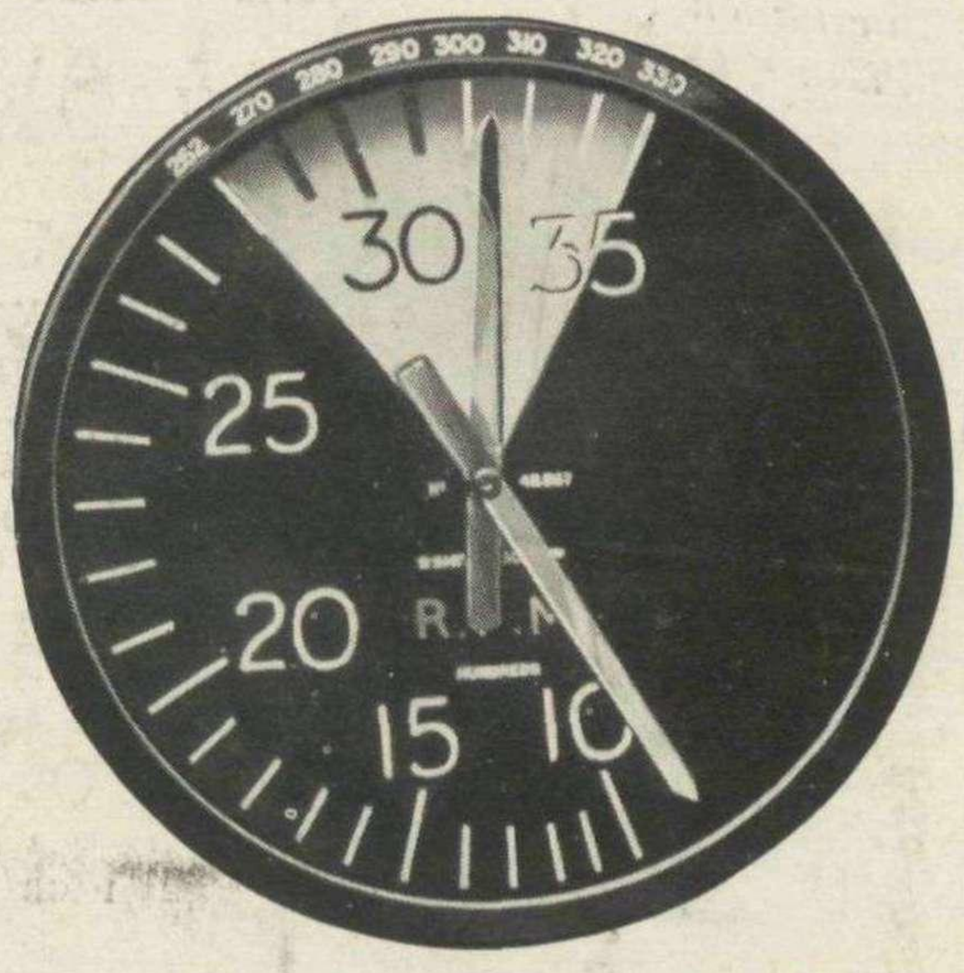
	PAGE		PAGE
Acheson, E. G., Ltd.	323	Englebert Tyres	321
Allen, Rae & Co.	323	Ferodo, Ltd.	front cover
Anglo American Oil Co., Ltd.	299	Frazer Nash Cars	293
Ashby, F. & Sons, Ltd. ...	inside back cover	Granville Hotel	332
Aston Martin, Ltd.	314	M.G. Car Co., Ltd.	310
Autodrome Speedway Club	323	Petroleum Storage & Finance Corpr. ...	319
Bellevue Garage & Service Station ...	324	Robinson, L. & Co., Ltd.	317
Bugatti Owners' Club	332	Rolls-Royce, Ltd.	313
Christian, E. C. & Co.	331	Smith, S. & Sons, Ltd. ...	back cover
Cresta Motor Co.	304	Wakefield, C. C. & Co., Ltd.	307
Dunlop Rubber Co., Ltd.	290		

Suppliers of Instruments to the World's Record Breakers

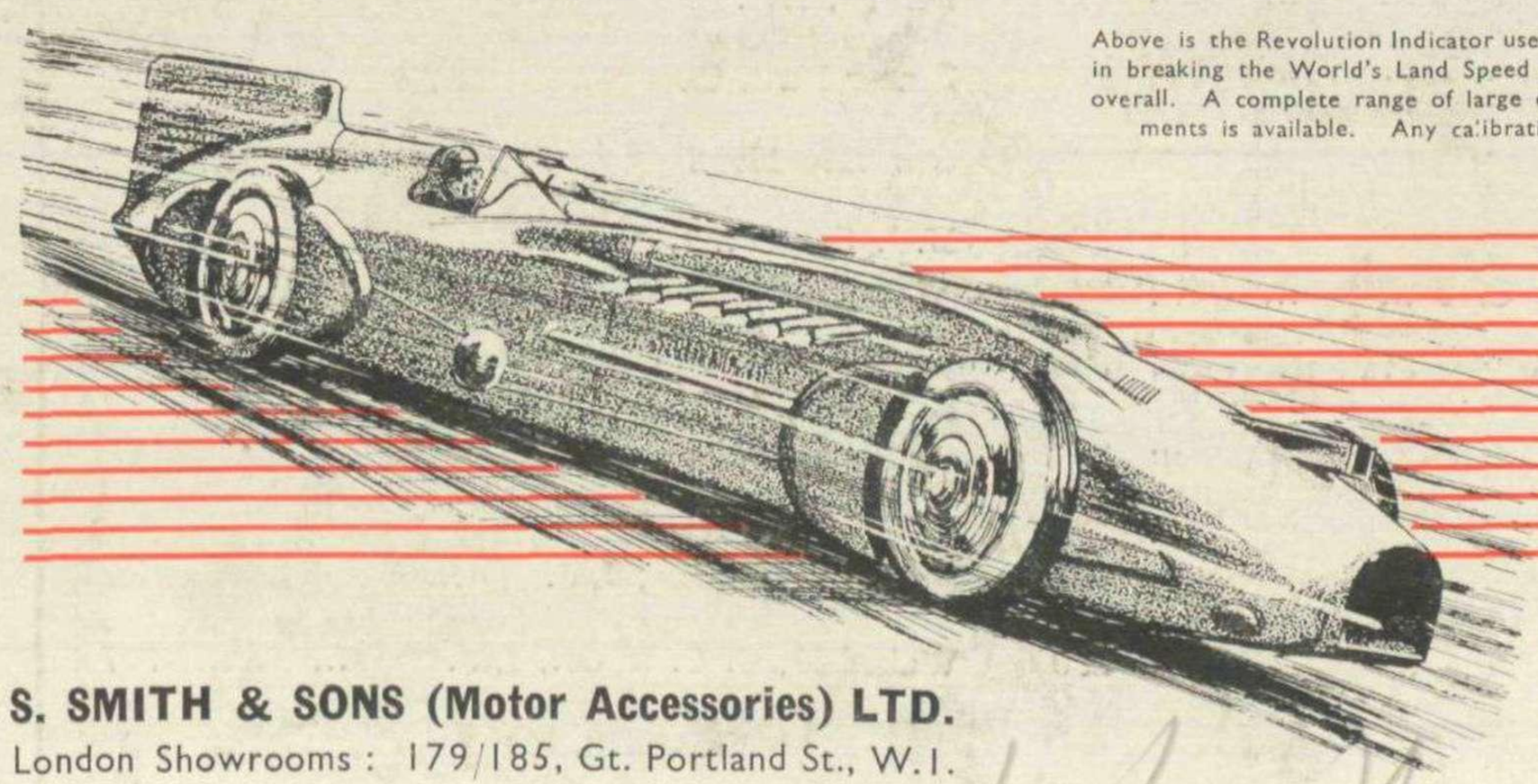


On road or track Smith's Instruments are indispensible to the Sports and Racing Driver. Built up to the highest standards of precision known to man, they offer a degree of accuracy and reliability which will survive the severest tests.

SMITH'S INSTRUMENTS



Above is the Revolution Indicator used by Sir Malcolm Campbell in breaking the World's Land Speed Record. Actual size 6⅝" overall. A complete range of large dial and combined instruments is available. Any calibration supplied to order.



S. SMITH & SONS (Motor Accessories) LTD.
London Showrooms: 179/185, Gt. Portland St., W.1.

CRICKLEWOOD, LONDON, N.W.2.

Printed by W. MATE & SONS (1919) LTD. Bournemouth, and Published by the Proprietors, MOTOR SPORT (1929) LTD.
39 Victoria Street, London, S.W.1. Agents for Australasia: GORDON & GOTCH (Australasia) LTD.
Copies obtainable and subscriptions received by W. H. SMITH & SON, 248, Rue de Rivoli, Paris; and
W. H. SMITH & SON, 78, Rue du Marché-aux-Herbes Brusselles, Belgium.