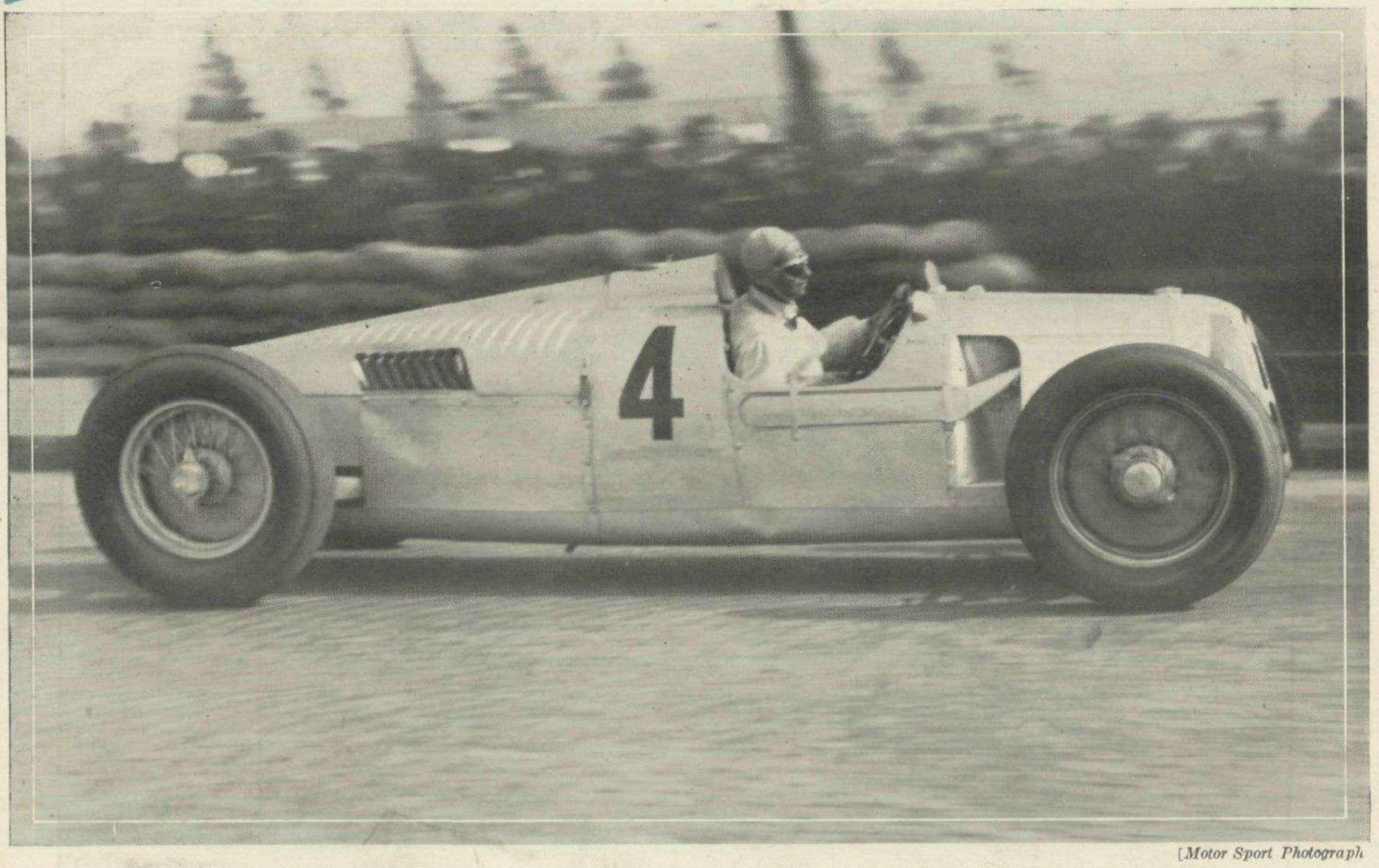
Vol. XII. No. 11 **The B.E. Trophy, Donington and all the Continental events.** *September, 1936*

MOTOR SPORT

LAND - AIR - WATER

SIXPENCE MONTHLY



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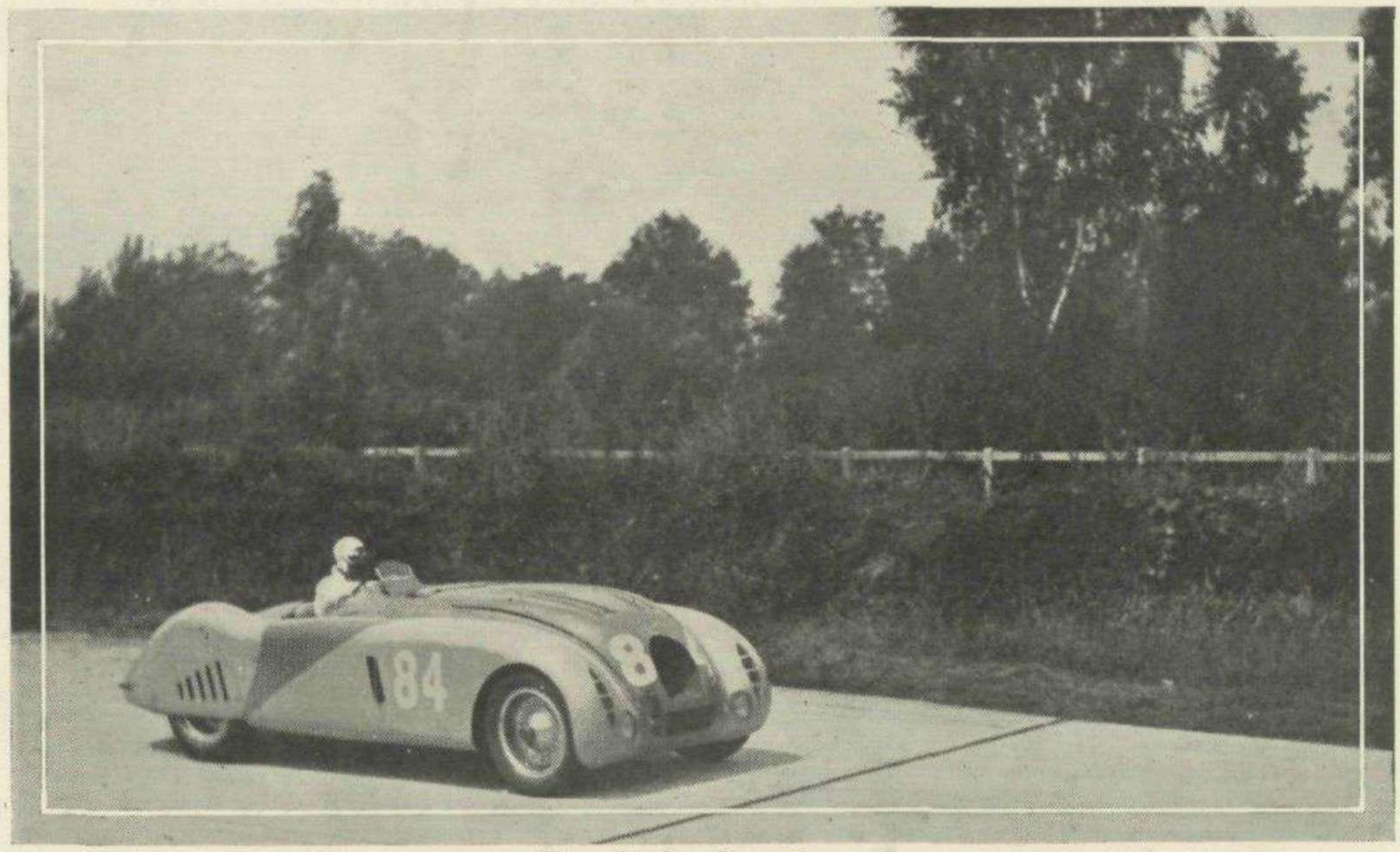
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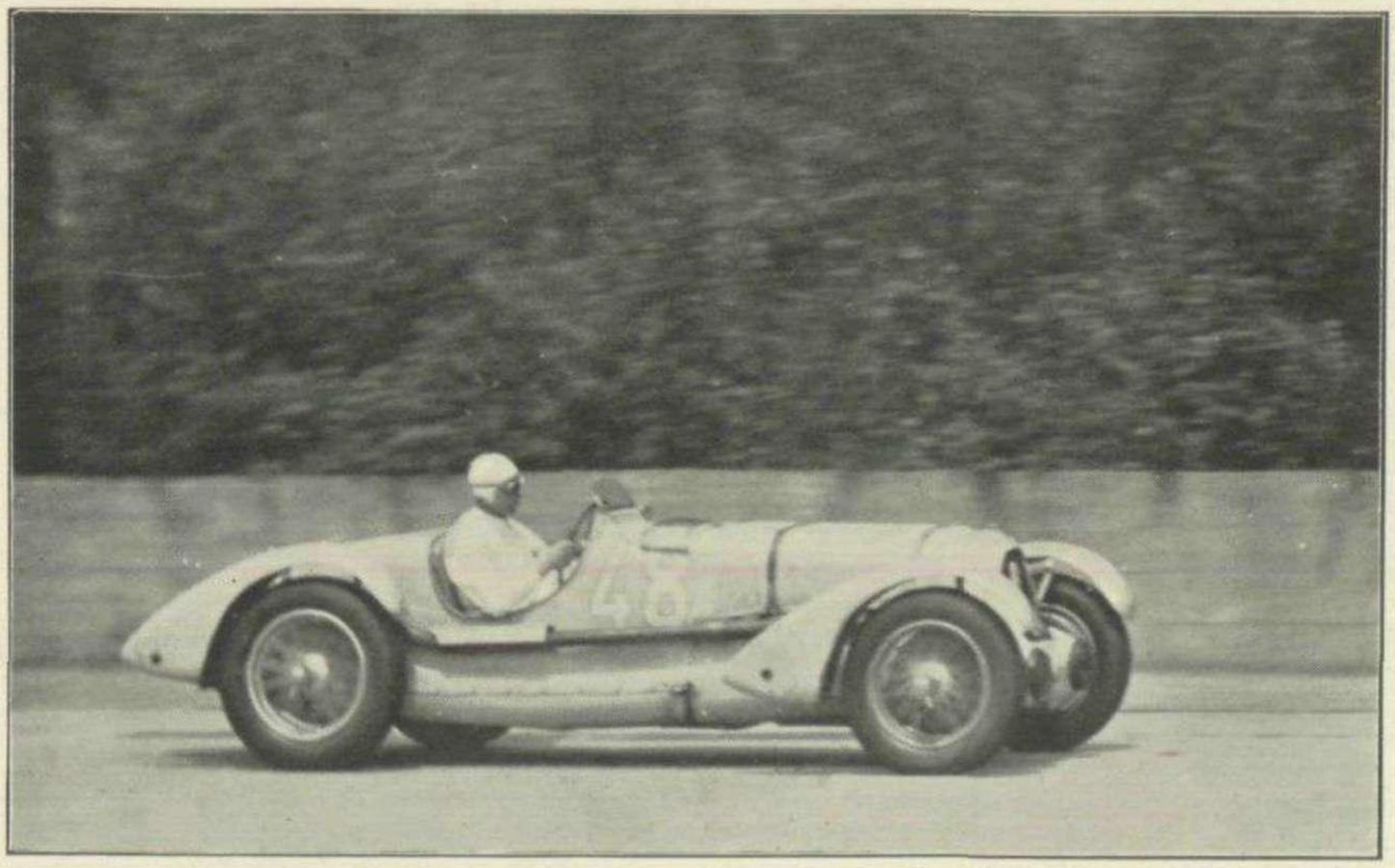


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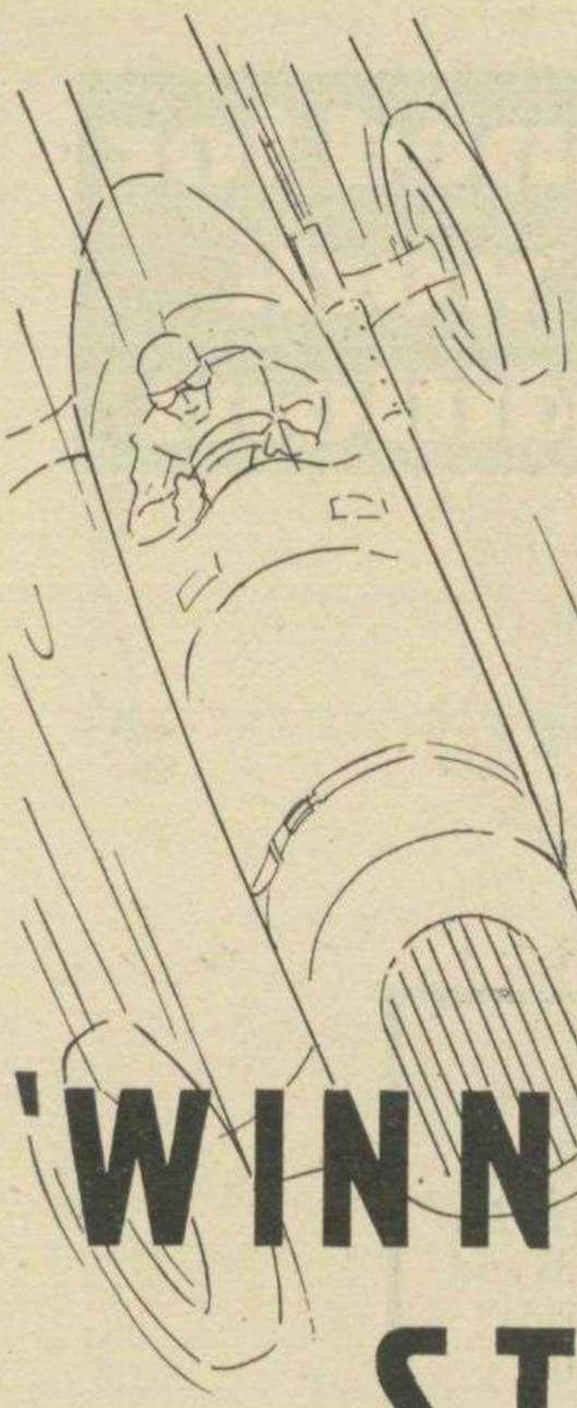
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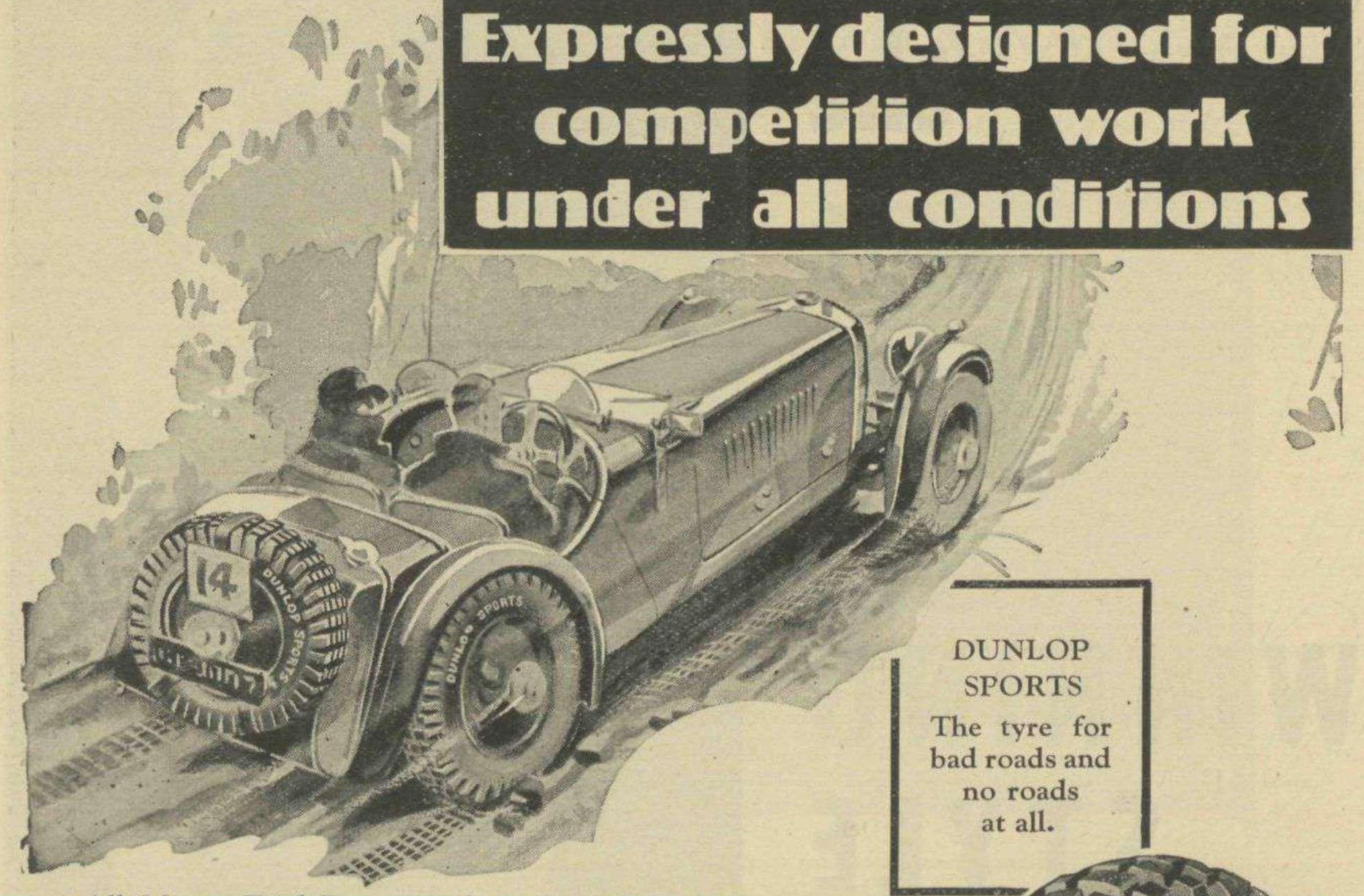
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Ripeness is All

From the academic point of view, the 200-mile Race at Donington Park last month had much to commend it. First of all there was the remarkable spectacle of the ten-year-old Delage showing a clean pair of heels to a field which included recently-built racing-cars of twice its engine capacity ; then there was the complete dominance of the bigger cars by the 1,500 c.c. machines in a scratch race.

Much has been written in praise of Delage that he was able to build a racing-car in 1926 that so anticipated future development that it would still be winning races ten years later. The truth is, of course, that, broadly speaking, automobile design has not altered a great deal in the past decade. What has improved is tuning, and the Delage represents the best of two worlds.

Great credit is due to Richard Seaman and his assistants for so successfully incorporating modern improvements in the Delage, improvements which have turned it from a mediocre performer into a strong favourite for every race in which it is entered.

A point that has yet to be proved is whether the Delage in its present form has been fully extended. Seaman's pit-control is careful to ease the speed of the car to suit the opposition, always keeping something in reserve for emergencies. The E.R.As., good as they are, cannot make any impression on the Delage. It remains for Trossi's independently-sprung Maserati to challenge the veteran.

As for Seaman himself, he has shown himself to be the finest road-racing driver in Britain. He possesses all the necessary qualities of the front-rank driver, confidence, cornering skill, judgment and coolness. Given a chance, he would do great things in Grand Prix racing proper. As a well-known Continental driver remarked, " He looks right."

Turning to the race, the Junior Car Club has once again made the right move at the right time, not by accident, but by the genius of " Bunny " Dyer, its capable general secretary. Dyer seems to specialise in doing things in the face of opposition. His channel system of handicapping in the International Trophy was a case in point. And now at Donington when everyone said it was unwise to have a scratch race and that it would be a walk-over for the big cars, he has again been proved to be right.

On a bigger circuit, with longer straights, the big cars would no doubt have gained the day, but on a give-and-take course such as Donington it certainly seems that 1,500 c.c. is the most efficient size, particularly in a long race.

There is little doubt but that the Junior Car Club will now make the 200-mile Race an annual fixture once more. That it will hold a major place in the estimation of racing-enthusiasts is a matter of course, both due to its illustrious history and to the complete success of last month's revival.

The problem remains, whether to hold it at Donington or at the future Crystal Palace circuit. Donington has advantages in a tested organisation which reflects the greatest possible credit on Mr. Fred Craner. Whether the organisation of the Crystal Palace track can be made to function smoothly from the very start remains to be seen. Certainly, the management of a racing-circuit is a thing that benefits greatly by time and experience.

And there is always the possibility that a road-circuit might be built in the grounds of Brooklands . . .

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Where Motor-Racing is a National Sport

—IN WHICH OUR CONTRIBUTOR DESCRIBES THE ENTHUSIASM OF MODERN GERMANY FOR MOTOR-RACING, AND THE MIRACLE OF ORGANISATION WHICH LIES BEHIND THE SUCCESS OF THE NURBURG RING

We arrived at Adenau on the Friday night before the Grand Prix which was to take place on Sunday. Fortunately we had taken the precaution of reserving a room in a private house on our way south a fortnight previously. As it happened we were a little apprehensive about finding the room still available, because the arrangement had been made with a voluble, smiling hotel porter with whom we had deposited "one English pound."

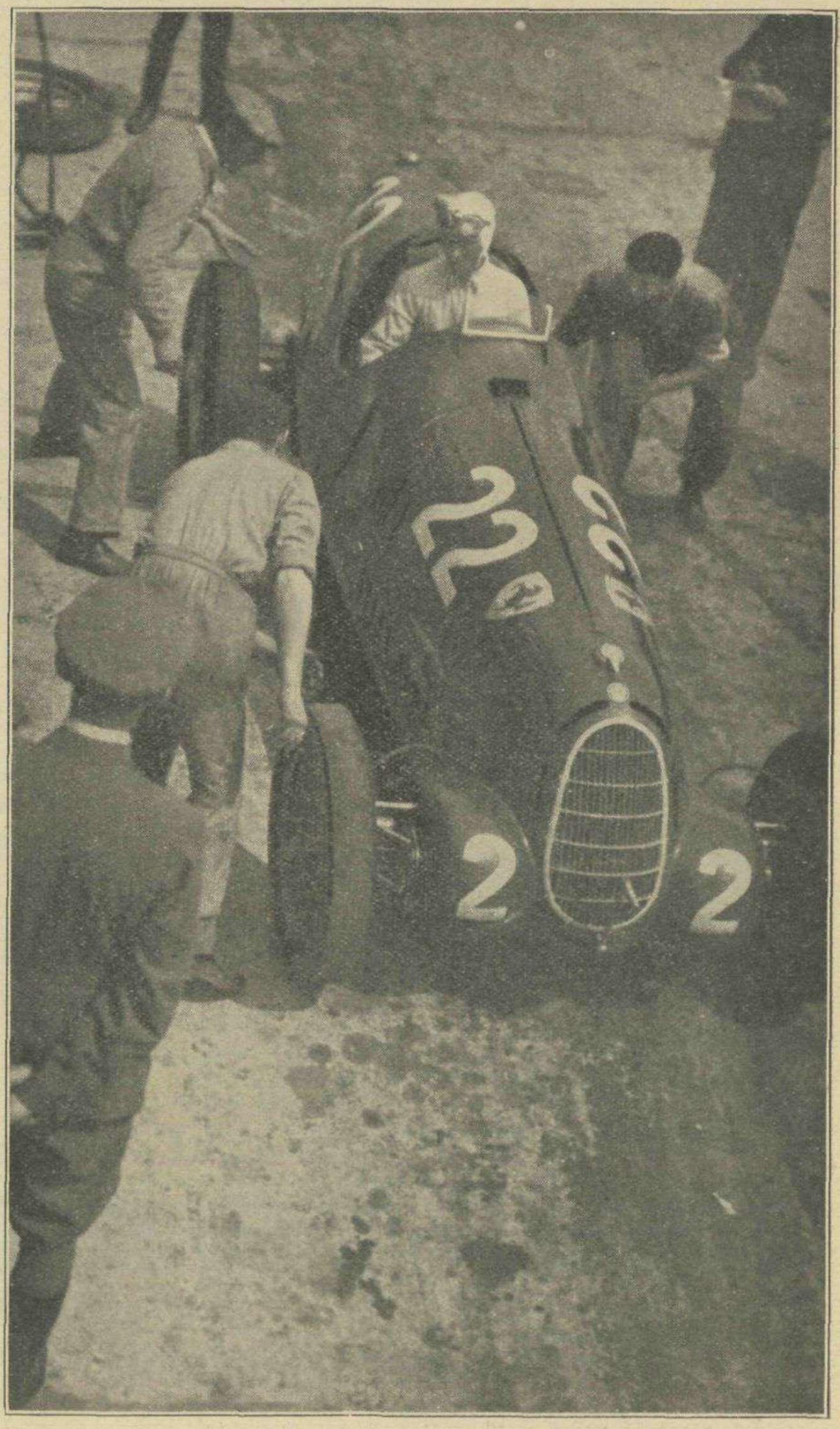
True to his word, he greeted us on our arrival in the crowded village street and conducted us to a comfortable room in a house over a garage. Remembering the tales we had heard of all-night streams of traffic through the village we were glad to note that our abode was in a quiet side-street. Just how quiet this street was to prove we discovered later.

We tried the Kröne for dinner, but no longer was it the sleepy little hotel of a fortnight before. The tables were crowded with excited Germans, eating as only Germans can eat. We endeavoured to show them, then and throughout the evening, that they are not the only people who can drink. The one topic of conversation was the day's practising, and all the German drivers came in for their share of praise. Hermann Lang, in particular, was the object of much admiration.

Strolling down the thronged village street afterwards we made the usual surprise encounter with English friends. The rest of the evening consisted of a series of "prosits" over which we draw an involuntary veil. Two things we do remember: the resigned look on George the waiter's face at the Eifelerhof when the Mercédès party broke up and we were left to argue in the midst of deserted tables, and the inexplicable presence of at least four keyholes in the front door of our house.

The next morning a party of wan-cheeked enthusiasts congregated at the "Start und Ziel" of the Nurburg Ring to watch the practising. Motor-racing in Germany is motor-racing in style. The long restaurant under the grandstand, with tables outside as well, provides a "boulevard atmosphere," but the passing cars were doing a steady 150 m.p.h., instead of a top-gear crawl. Fortified by *steinhagers* or *enzians*, according to choice, we were able to take an intelligent interest in the proceedings, and realised for the first time that at the next table a cheerful party was in progress consisting of Hans and Frau Stuck, the Rosemeyers, and Prince Zu Leiningen.

Exciting noises in the paddock made us hurriedly gulp down our drinks, and armed with our official brassards we entered the holy of holies. The Ferrari Alfas were warming up, and soon they shot through the tunnel up to the course. Richard Seaman was watching his works Maserati being checked on the weigh-bridge. It was found unnecessary to



A picture of unfailing interest. Nuvolari comes into the pits for a wheel change.

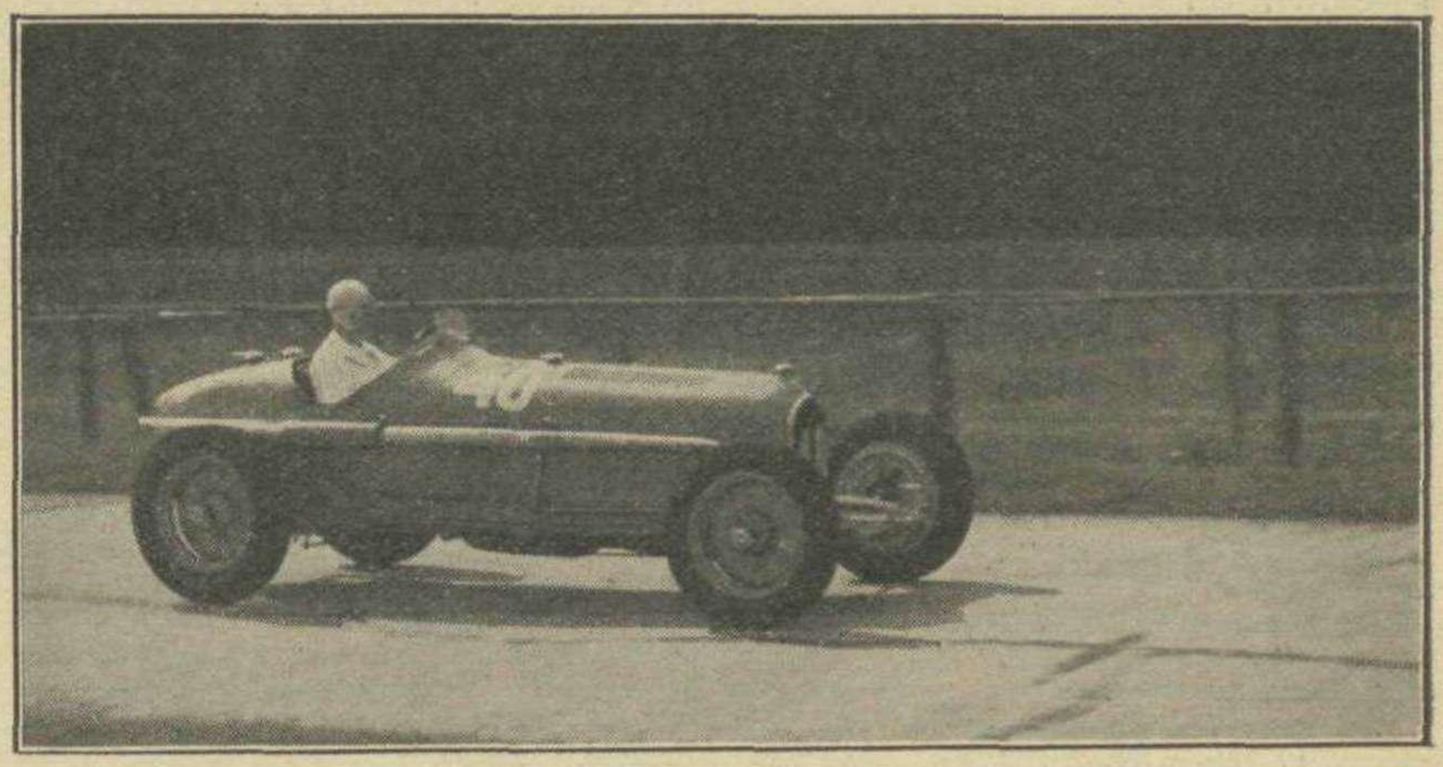
WHERE MOTOR-RACING IS A NATIONAL SPORT—continued

file off bits and pieces to make the weight-limit. We followed the Alfas to the pits.

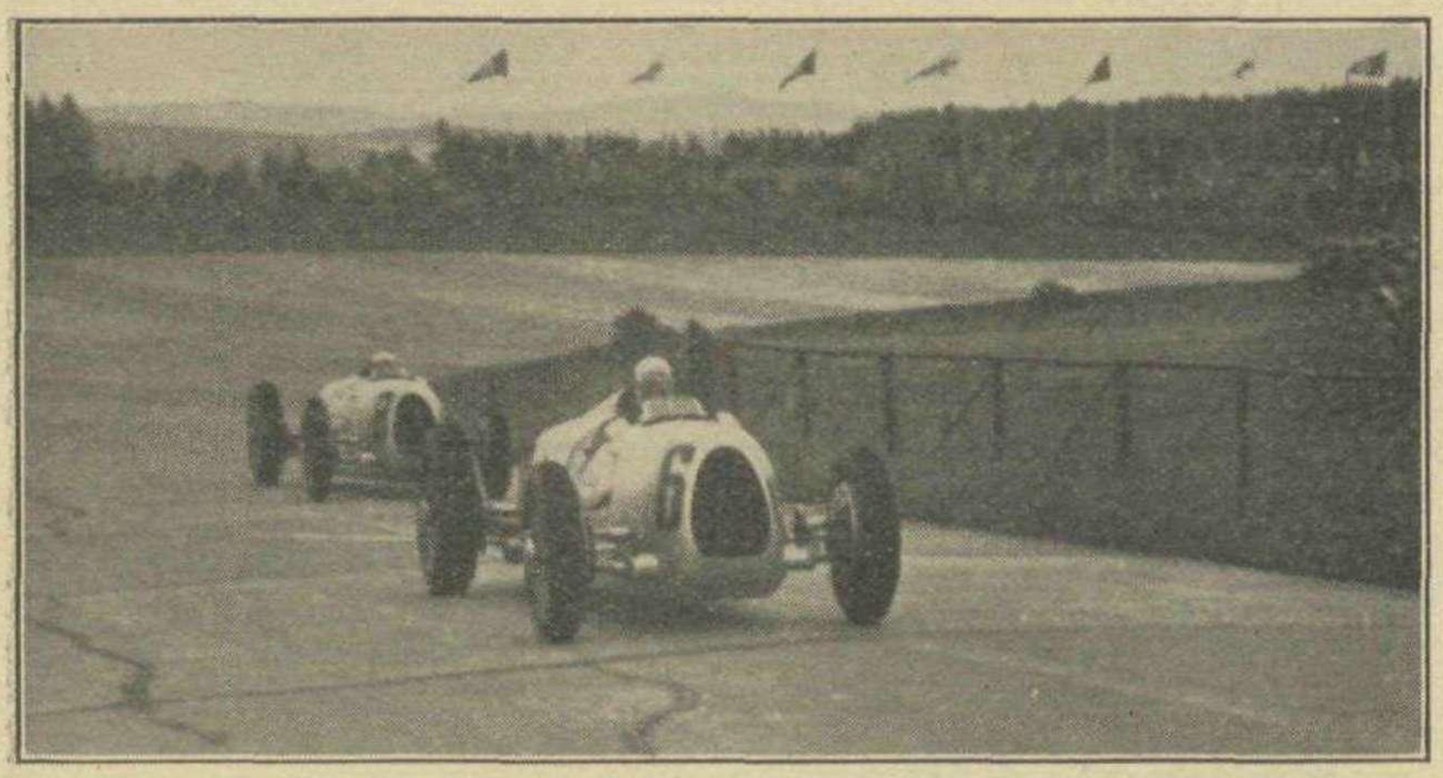
The Alfas were taken round the course for warming-up laps by the genial Guidotti, head mechanic of the Alfa concern, and then one by one the drivers went out for some serious practice. Fascinated, we watched the great Nuvolari spend at least five minutes adjusting his headgear, making sure that his helmet was on securely and that the goggles were not too tight. While he was so engaged we examined the cockpit of his car, and noticed the little wedges on each side of the seat which prevent him from rolling about. Brivio, Dreyfus, Severi and Nuvolari all covered several laps, coming past the stands at a fine bat.

Then it was the turn of the Mercs. The whole team were out except Von Brauchitsch, whose clothes, incidentally, would have excited the attention of an "esquire" artist. These racing cracks have most decided sartorial ideas. Both Nuvolari and Chiron were wearing English "cubbing-coats" with vents each side, while Trossi and Brivio were as immaculate as ever.

To return to the Ring, the Merc. drivers put in one fast lap each, and then the cars were taken round several short circuits of the South Curve and back past the pits. Meanwhile Wimille had covered several laps, and then, after lunch, came a roar from the Auto-Union depot behind the restaurant. With short, sharp barks from their stubby exhaust pipes the squat, silver projectiles appeared from their lair, and soon they were streaking round the Ring at terrific speed.



R. Sommer (Alfa-Romeo) at speed during the German G.P.



Von Delius, closely followed by Hesse, on their Auto-Unions, take the North Curve.

Varzi was indisposed and Hasse took his place, but otherwise the whole team was in action. While the P.Wagons were out Cholmondeley-Tapper appeared, earning the gratitude of his fellow countrymen. He covered several laps, but was handicapped by poor brakes.

At four o'clock we of the Press—ahem!—were to be allowed to romp round the Ring before the mere public were allowed on, and we impatiently awaited the hour when we could unleash the mighty power of our 12 h.p. family saloon. At last we received the word "go" and all at once we found ourselves on the wide open spaces of the track. We were one of the first to start, and having decided to risk no funny business on the first lap, we kept a wary eye in the driving mirror for overtaking cars. At first it took us some time to get used to using the whole road, instead of expecting someone to be coming the other way. It was just as well that we were wary, for the corners were simply terrific. Think of all the most tricky main-road corners you know, the kind that go on and on and on, string them all together and you have some idea of what driving on the Nurburg Ring is like.

As we have said, we were taking it easy. A glance in the mirror showed us an Opel pulling out to pass us. A corner of uncertain radius was ahead of us, so we allowed the German car to go by, thinking that he must know the road as he was travelling so fast. Apparently he knew it even less than we did, for the corner was well up to standard. The driver wrenched the steering-wheel and the high family saloon straddled sideways, straightened abruptly, slid sideways again, and then managed to get around. By this time we had caught it up, and a soundly shaken driver pulled in to let us by.

Up and down, round and about we went, and after some hectic corners we came across a warning sign "corners ahead." We never realised before that the Germans had a sense of humour. Our passenger, who had been round the Ring before, informed us that we were approaching Karrusselkurve, that concrete, steeply-banked "ditch" on the inside of an almost circular corner. A big American was overhauling us, so with the unknown before us we decided to let him go by. We just had time to pull diagonally across the road to reach the entrance to the Karrussel, but we had forgotten to change down in the flurry of the moment and our speed was much too low. With a sickening lurch our little saloon tilted on one side at an angle of forty-five degrees, and the passenger gave a strangled cry as he looked out and saw the ground coming up to the window. Once in the curve we quickly gained speed, and our heart-beats returned to normal. Meanwhile the American saloon which had been largely responsible for our bad show had funked the ditch, but we had the pleasure of catching up with it on the inside as it fought its way round the ordinary road.

The second best corner from our point of view was the Wippermann. There is a steep down-and-up, and at the top the road goes sharp round to the right. Boldly we kept our foot down, and started to take the corner. For one horrid moment we thought the corner was going to be sharper than it looked, but then we were round. By the time we returned to the pits we were itching to do another lap.

This time we took the Karrusselkurve in third gear, maintaining a steady 35 m.p.h. with the utmost concentration on steering. There is a terrific temptation to come out of the corner too soon, a procedure which sometimes removes the sump, for the angle of the ditch and the roadway is sharp. This time we took the Wippermann a good deal faster, and slid bodily across the road for our pains. All very delightfully terrifying.

WHERE MOTOR-RACING IS A NATIONAL SPORT—continued

Chastened by our debauch of the previous evening we retired early, and it was just as well we did. At four o'clock we were wakened by the tramp of many boots, as of an army marching "at ease." Then from a loud-speaker suspended from a house a few doors away blared a military march, and the dreadful truth dawned on us. The first of the 120 special trains had arrived, and our quiet little side-street was the pedestrian route from the station! The march changed to an announcement that the train excursionists were to meet in the *Marktplatz* again in the evening at 9.20.

This went on for an hour or so, and when we had heard the instructions about the Marktplatz for the hundredth time—we counted them—we decided to do some marching ourselves. The main street of Adenau was roped off each side so that pedestrians should not suddenly step into the path of the traffic, and wooden bridges across the road were erected to avoid holding up the traffic flow. What is generally known as "typical German thoroughness."

On race days the six miles from Adenau to the "Start und Ziel" takes about two hours to cover, so we made use of our Press pass on the car to join the circuit at the Adenau Bridge. The run round the Ring in the early morning was exhilarating. Thousands of spectators had camped out all night, and now they were breakfasting round camp fires. The loud-speakers disseminated cheerful music and the portable soup kitchens good cheer. Our arrival at the Karrussel-kurve brought the spectators running to the railings and occasionally we received a cheer.

At 7.15 a.m. we were strolling round the paddock, where Guidotti was covering innumerable circles in order to warm up the Alfa-Romeos' axle grease and gear-box oil. Sommer's Alfa was having its wheels balanced, and the Maseratis were having a final polish.

As the hour of the start drew nearer the crowd grew even more dense. The motor-cycle police arrived, led by a band, and the black-helmeted ranks made an impressive sight. We took our seats in the grandstand just as the cars were pushed from the pits to the starting-grid.

Korpsführer Huhnlein, Germany's motor-sport leader, walked up to a microphone in the middle of the track. He glared around him for silence. Then, with incredible ferocity, he barked out his speech: "Men and women of Germany . . ."

Engines were started, and the noise grew terrific. There was much blue smoke and running about. The starter's flag was raised, dropped, and with a thunderous roar the race was on. From the second row Von Brauchitsch shot into the lead, easily distinguished by a scarlet helmet. Down to the North Curve the cars howled, and then back behind the pits to the North Curve. Von Brauchitsch was still leading, with Lang, Caracciola and Rosemeyer close behind. We dimly tried to imagine the drivers' tasks as they disappeared down the valley, streaks of silver, blue, and red.

The story of that race is now history. Von Brauchitsch led until half-way round the second lap, when he suddenly slowed and let Rosemeyer into the lead. Hermann Lang was fulfilling the promise of his practice times and was driving the race of his career in second place. Behind battled Carratsch and Nuvolari. Then Lang broke his finger and his car was handed over to Von Brauchitsch, who had retired, but later the crowd roared its enthusiasm when the young Mercédès driver was allowed to take over Fagioli's car.

Nuvolari was making a fight of it until his car packed up on the far side of the course. There was definite sympathy in the groan of the crowd when the loud-speakers announced the Italian's retirement.

And so it was "Shrimp" Rosemeyer's race, and by winning he gained the title of champion of Germany. Frau Rosemeyer—Beinhom that was—watched the race with Frau Stuck in the Auto-Union pits, and the enthusiasm of the crowd was complete at the end of the race. Then the Nazi anthem was played, and a forest of arms swore allegiance to the Führer.

The mobile guards meanwhile lined the track with arms linked by rods of steel, and then marched past singing a song.

All very impressive, but rather tedious when you have seen too much of it. But the organisation is undeniably perfect, and with all its amenities the Nurburg Ring is undoubtedly the finest racing track in all Europe.

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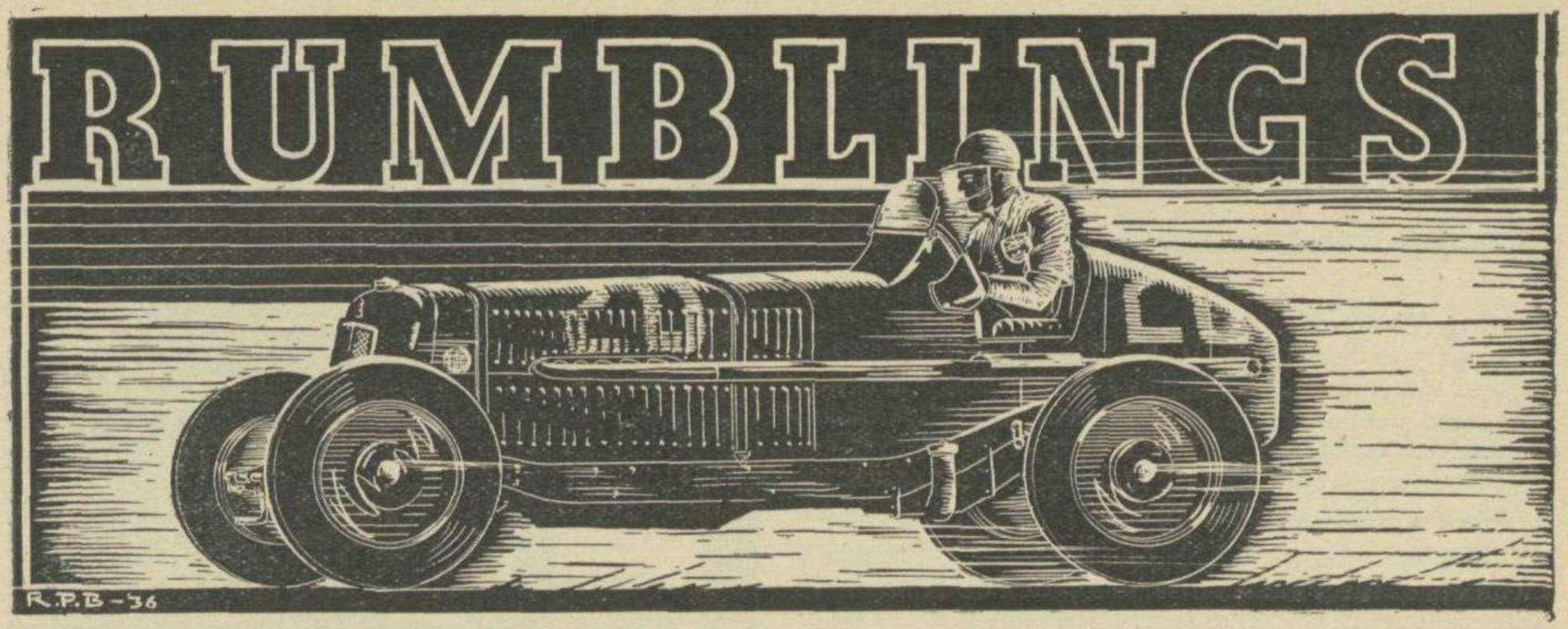
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Belonging to a Past Decade

Seaman's old Delage has certainly caught the racing-public's imagination and it again more than gave the E.R.A. drivers a run for their money at Donington, on the occasion of the 200-Mile Race. For that event Seaman made use of his second engine, which is a few c.c. larger than the unit he was running earlier this year. The Delage, by the way, is the car which Senechal drove in the British Grand Prix at Brooklands in 1926, and not the one with which Campbell won the " 200 " in 1928. Both passed into the hands of Earl Howe, and he wrapped the later job round a tree at Dieppe, you recall.

Seaman's Delage now has new Lockheed brakes, chassis modifications and other alterations, but the fact remains that it is heavier than modern fifteen-hundreds, usually carries, in addition, enough fuel to complete its races non-stop, is virtually a two-seater, and is maintained in a quite small workshop. It was once taken for a test-run by Ramponi, who drove out of the mews, and " round-the-houses," without mudguards, wings, number-plates and silencer. A wonderful sight to enliven the enthusiast's Sunday morning and perhaps the police purposely shut their eyes, knowing the prestige of the car's young English owner on the Continent. Last season, when he was an E.R.A. exponent, Seaman travelled to his different races frequently by air, in his own D.H. " Moth " or by air-liner. This season he has made more use of his Ford V-8, which has a Columbia two-speed axle. The Delage goes about in a Dodge van. This stable is rumoured to be contemplating developments, and they cannot help but be intriguing. At present, mum's the word . . .

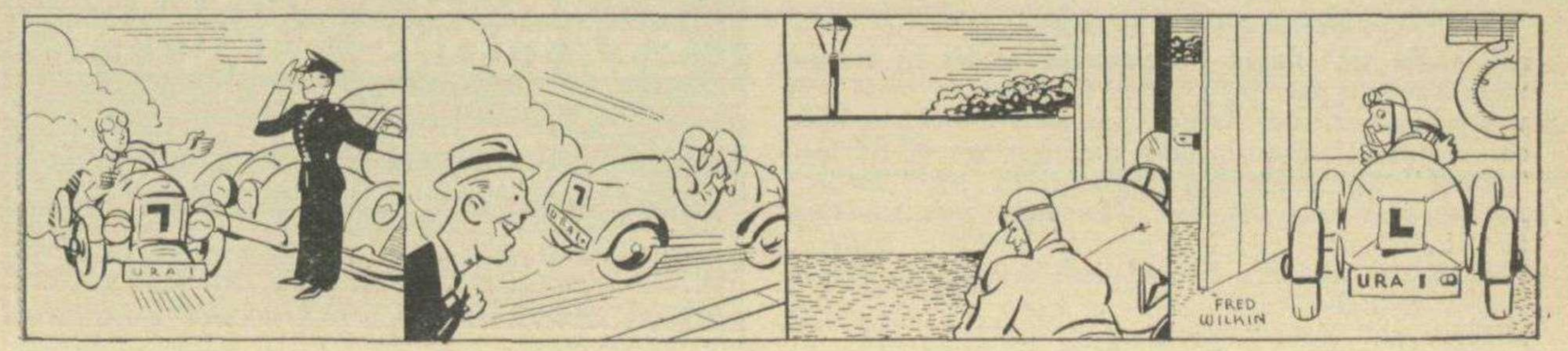
The Real Thing

It is curious how even a brief association with what we enthusiasts term the " real thing " completely spoils one for anything else, at all events temporarily. After quite a satisfying day with a very snappy British eleven-hundred, I had occasion to make a brief journey in an old Type 40 Bugatti. Thereafter the other motor brought no joy. Similarly, the driver of a very hot, small trials car was introduced to a road-equipped 2-litre G.P. Bugatti. His first difficulty was to attain the driving seat, and when finally settled he wanted to know where to put his feet. He was more than mildly surprised to discover that he would need lighter shoes and that he would still have to rest his clutch foot on the pedal, for which, he was assured, Mr. Bugatti had provided. Subsequent surprises were the discovery that pressure had to be pumped up before starting, that there was no speedometer and, worse still, no starter, that the ignition required manual attention and that by means of a lever about the size of his own car's gear-lever . . . Perhaps by this time the fact that a hood and screen were fitted also constituted a surprise.

The trials driver detached himself from the machinery with a final enquiry as to where he could put his and his passenger's luggage. You see, the tail was full of fuel tank.

For the 500-Mile Race

The Duesenburg is quite a fancied car for this year's " 500." Recent alterations embrace the widening of the rear spring-track, which improves the stability of the car at the high speeds of which it is capable, though in spite of its low weight it is not



RUMBLINGS—continued

really difficult to handle. Formerly the rear springs ran flush with the frame, but they have now been moved outwards along the axle. New leaves and shock-absorbers have been fitted at the same time.

Last year the Duesenberg created a very good impression until the new shell-type fuel-tank split beyond repair when Seaman was at the wheel.

Roping Them In

A party of members of the Vintage Sports Car Club met on a recent Sunday at the Phœnix Hotel, Hartley Wintney, near Basingstoke, to watch Cecil Clutton set off for a run with his 1908 12-litre Itala " Floretta." What excitement the mighty red four-seater occasioned amongst passing motorists !

There are usually to be found at the " Phœnix " members of the V.S.C.C. discussing each other's motors and exchanging motoring lure. They are just the right sort of enthusiasts, who delight in showing up certain so-called modern sports-cars with properly turned-out vintage motors, though if their pockets necessitate running something which is hardly in a decent state of preservation, they have that pleasantly humorous motoring outlook that enables them to enjoy thoroughly the divers troubles and experiences that come their way. Clutton tells us that membership is growing steadily, and I can see no reason why one day it should not reach four figures, when the Club could do things on a scale that would make other clubs turn the British racing-colour with envy. You have only to observe the numbers of vintage motors that attend Brooklands and similar venues to agree. Probably the only reason why more owners do not join can be put down to 80 per cent. apathy and 20 per cent. the feeling that they are running individual motors because they want something different from the majority and that to join a club will take away something of this independent outlook. So far as the latter are concerned, many people have joined who never show up at the Phœnix and only seldom at the Club's speed trials and reliability trials, and they still have the satisfaction of knowing that they have taken tangible steps to associate themselves with a movement that favours vintage and individual motors. Incidentally, this is one of the few clubs other than one-make clubs, where qualifications are necessary before joining, i.e., you must own a vintage motor or be passed by the committee as having the " right ideas." There is no entry fee, the annual sub. is 10/-, or 5/- for those with the required enthusiasm, but with the wrong cars (" we *must* have a saloon, dear ! ") or no cars at all. Details from C. Clutton, The Old Manor House, Shepperton, Middlesex.

A vintage car is defined as one made before 1931, and while this might be expected to let in certain undesirable types, in practice it seems to work out well enough, as examination of an early list of members' cars showed them to include, amongst others, thirteen " 30/98 " Vauxhalls, eleven Bentleys, six " 12-50 " Alvises, four Frazer-Nashes, three Alfas, two Amilcars, two Salmsons, two Mercs., five Lambda Lancias, two Austro-Daimlers, two 4½-litre Invictas, two Sunbeams, a Ballot, a Bugatti, a 14/40 Delage, a big Minerva and eight " specials."



RUMBLINGS—continued

We hope to discuss the Club's interesting handicap which they use for pre-1914 cars at speed trials, in a future MOTOR SPORT.

Timing at Sprint Meetings

At the last Lewes meetings, runs were timed by hand-timing apparatus, and it seems that if results are to be given to two places of decimals a more definite method would be desirable. It is difficult to appreciate that any form of hand timing can be as satisfactory as electrical timing, and this is particularly the case over a short course, where high speeds are attained and many cars are capable of times closely approaching that of the recognised course record.

Now that the proven Bachelier electrical apparatus is available, beautifully cased, for £12 10s., exclusive of watches, no club can defend itself on the grounds that the necessary apparatus is beyond its reach. Bachelier has lent his sets on many occasions to prove their efficiency, and even sent a man 100 miles to a venue by road, where the cable was laid and the apparatus operated all the afternoon. On that occasion we understand that he was offered five shillings by way of return . . . Surely it is time that all clubs running serious speed events possessed their own timing apparatus? Establishing course records costs a deal in money and labour and aspirants and holders have a right to demand timing that cannot be questioned.

The R.A.C. might do something in this matter. Incidentally, Bachelier apparatus should be useful for those short-timed tests that are a feature of present-day trials.

The Fourth Estate Behind The Wheel

What cars do the technical motoring-scribes employ for their personal travels? "Sammy" Davis of "The Autocar" has long owned a 1½-litre Invicta saloon and an open Aston-Martin. Mr. Geoffrey Smith, of Messrs. Iliffe and Sons, Ltd., has a weakness for the new Bentleys, and the editor of "The Motor" used to drive an Armstrong-Siddeley, and the technical editor a Zoller-blown Alvis Speed Twenty. John Dugdale of "The Autocar" uses an M.G. Magnette, artist to the same paper, a Ford V-8. Humphrey Symons of *The Times*, etc. ran an Armstrong-Siddeley Twelve for many years. "The Blower" of "Light Car" had an M.G. Magnette and "Grande Vitesse" of "The Motor" a Ford V-8. The editor of "Light Car" recently disposed of a Wolseley Hornet. F. L. M. Harris, head of the M.G. journal "The Sports Car," possesses two of the old-type M.G. Sixes, while Alan Hess, pilot of the B.R.D.C. paper "Speed," is usually found behind the wheel of a British Salmson. C. G. Grey, outspoken and consequently widely-respected editor of "The Aeroplane," does his earthly motoring in a 20 h.p. Armstrong-Siddeley, his technical editor uses a Hillman Minx, his chief advertising man a Ford V-8. We know of one motoring scribe who uses anything he can borrow . . .

"FIVE-HUNDRED" PROSPECTS

On October 19th at Brooklands the B.R.D.C. will stage the eighth 500-Mile Outer-Circuit Track Race, run on a handicap basis and appreciated the world over as the fastest long-distance track contest.

The complete list of entries is given at the end of this article.

A very interesting entry, with plenty of cars scheduled to spend an afternoon at around 120 m.p.h. Humphrey's M.G. Midget has taken over two years to build. It was described in the March MOTOR SPORT and every nut and bolt has been hand fitted and numbered. D. G. Evans' M.G. is the old 130 m.p.h. Magic Magnette, with track body and specially large fuel tank.

Ruesch's Alfa-Romeo will probably be able to play with its handicap and may have independent suspension. But Brooklands severely punishes Continental chassis. The Duesenberg, running unblown, handles nicely and is very lightly stressed. It holds the class C lap record at 138.15 m.p.h. and went out last year with a split fuel tank. It weighs about 19½ cwt., and can be run through at about 3,500 r.p.m. maximum, using some forty-two gallons of fuel. The Pacey-Hassan Special should be an ideal car for this work, and the big Hassan will have plenty in hand. It seems that the Duesenberg, some of the Rileys, Ruesch's Alfa, and the Barnato stand a better chance than the other big cars of increasing speed over handicap. On the other hand if it is wet, or if the track plays havoc with tyres, as last year, the slower cars will stand to win through. It will be interesting to see how the T.T. cars stand up, though it seems a trifle vague whether the Talbots and Delahayes will run, and asking rather a lot of the Bentley—bored out to over 4½-litres—and the Lagonda, to average nearly 119 m.p.h. for 500 miles.

It is not for us to pick your winner, but we rather fancy a Riley, the Duesenberg, or, if conditions are good, Bertie's Barnato-Hassan-Special. The race starts at 1 p.m. and those who enjoy Brooklands at its best will attend. The winner takes the Wakefield Trophy and £250. The race counts towards the B.R.D.C. Track Star, for which E.W.W. Pacey has eighteen marks, G. L. Baker twelve marks, as have Follett and Gardner, and Billy Cotton, Couper, Marker and Windsor-Richards ten marks, etc. A win carries fifteen marks, second place twelve marks and third place nine marks.

ENTRANT	CAR	C.C.	DRIVERS	HANDICAP SPEED
Lord Austin	Austin (S)	747	Goodacre & Duller	107.10 m.p.h.
Lord Austin	Austin (S)	747	Dodson & Hadley	107.10 m.p.h.
W. E. Humphreys	M.G. (S)	746	Entrant & A. Denly	107.10 m.p.h.
D. G. Evans	M.G. Magnette (S)	1,087	Entrant & K. D. Evans	113.19 m.p.h.
Billy Cotton	M.G. Magnette (S)	1,087	Entrant & Manby-Colegrave	113.19 m.p.h.
W. Parnell	M.G. Magnette (S)	1,087	R. Parnell	113.19 m.p.h.
Victor Riley	Riley	1,486	Mrs. Wisdom & Mrs. Petre	113.19 m.p.h.
F. W. Dixon	Riley	1,486	——	113.19 m.p.h.
H. G. Dobbs	Riley	1,486	Entrant	113.19 m.p.h.
Victor Riley	Riley	1,986	Maclure & Fairfield	115.82 m.p.h.
Victor Riley	Riley	1,986	Von der Becke & C. Paul	115.82 m.p.h.
F. W. Dixon	Riley	1,985	——	115.82 m.p.h.
A. P. Hamilton	Alfa-Romeo (S)	2,384	Entrant	117.19 m.p.h.
C. G. H. Dunham	Alvis	2,511	Entrant & R. F. Oats	117.19 m.p.h.
H. Ruesch	Alfa-Romeo (S)	2,990	Entrant & R. Seaman	118.58 m.p.h.
E. J. H. Roth	Talbot	3,377	Couper & Staniland	117.19 m.p.h.
French Talbot Co.	Talbot	3,988	——	118.58 m.p.h.
French Talbot Co.	Talbot	3,988	——	118.58 m.p.h.
J. Street & R. Duller	Duesenberg	4,376	R. L. Duller & Mrs. Stewart	118.58 m.p.h.
A. W. Fox	Lagonda	4,453	——	118.58 m.p.h.
E. W. W. Pacey	Pacey-Hassan-Special	4,487	Entrant & Baker-Carr	118.58 m.p.h.
E. R. Hall	Bentley	4,525	Entrant	118.58 m.p.h.
Capt. W. Barnato	Barnato-Hassan-Special	7,963	O. H. J. Bertram	121.47 m.p.h.

Possibly three 3½-litre Delahayes will also run—average 117.19 m.p.h.



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BROOKLANDS BELOW PAR

Somehow the B.A.R.C. August meeting at Brooklands did not seem to go with its usual swing this year. Perhaps the impossible weather experienced throughout July was responsible for a poor attendance, and certainly the Limerick race on the same day robbed the track of many interesting cars and some good drivers. One feels that nowadays the specifications and details of most of the competing cars are so thoroughly known as to rob the paddock of much of its interest. Some new-comers would be a very good thing, though the fact that high speeds can be obtained these days from standard engines without recourse to very drastic modifications has its bearing on the matter, and the constant search for more r.p.m. and additional m.p.h. no longer prompts mechanical changes of such importance as to be evident to the interested paddock prowler as he nears the cars' stall.

The racing-game, like everything else, changes with the course of time. To return more particularly to the August meeting, the fifteen-mile outer-circuit Locke-King Trophy race was an interesting innovation, being handicapped on a class basis of the sort that certain people have long suggested might be introduced as a break in the string of traditional short and long handicaps dating from 1907. Alas, the race was poorly supported and in each section one car ran clean away from its unfortunate rivals, as if happy at last to be free from the individual attention of Mr. Ebblewhite.

When we arrived at the track and entered the Press-box the announcement that the Barnato-Hassan, with which Oliver Bertram had hoped to attack the lap record, had pushed a rod through its engine exterior in practice, cast some considerable gloom over ourselves and those friends to whom we passed on the news. However, the match race with John Cobb did not suffer as Richard Marker allowed Bertram to drive his track-racing 6½-litre Bentley, and it was evident that the usually blasé folk who congregate in silent little bands on the old return road to the paddock to watch the racers pass, got really excited as the two cars hurtled round during the duel. This seems to indicate that Brooklands would benefit from more "heavy metal" amongst its entries—even if small cars had to be excluded entirely from certain races and cars started, perhaps, in pairs.

As we have remarked, there was nothing of especial interest to be seen in the paddock. Richard Bolster had his Shelsley-looking-M.G.-engined G.N. down there, and Granville Grenfell had a supercharged, modified Rapier-Special that subsequently blew its motor into many pieces.

Oxley again produced the neat yellow Hermon with independent suspension and a British Salmson engine, and it seems a car that should make a name for itself quite soon, if all the money is not spent on racing before serious production commences.

The popular Oats drove the 2.8-litre Maserati, but Bartlett's new Alta, destined for the "200" and reputed very hush-hush, did not turn up. Lemon-Burton arrived late in the afternoon with his new 2.3-litre, double-camshaft, straight-eight G.P. Bugatti but that beautiful motor did not feel like playing in the August sunshine.

One bright spot of the meeting occurred when the untiring Mr. Hess handed out an announcer's bouquet to *Hermon* driving an *Oxley*!

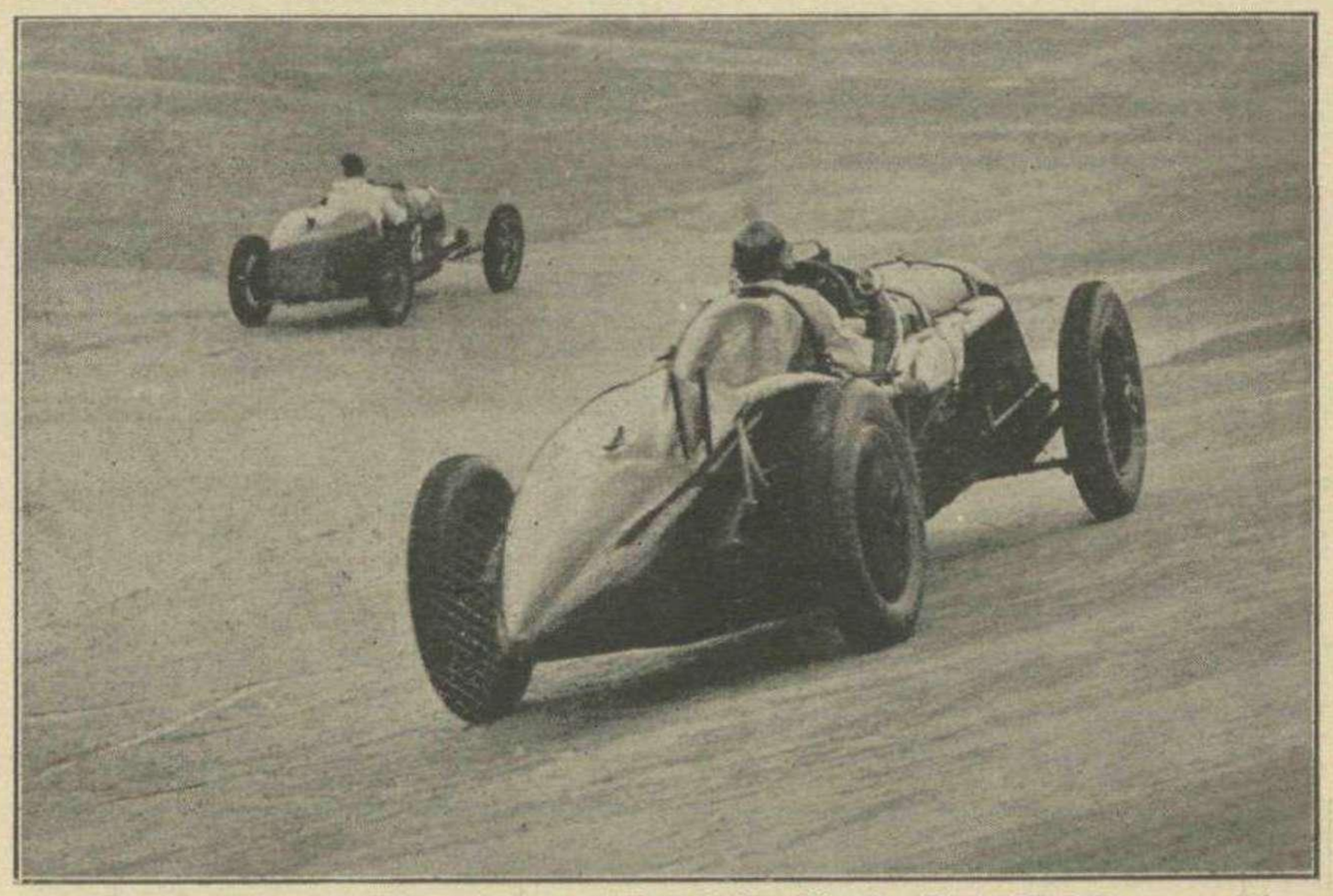
The First August Short Handicap (about six and a half miles)

C. H. Masters' little Fiat, driven by Tuson, led for some time, followed by de Mattos in Spikins' cut-down Singer Nine and Gentle's 1½-litre Alvis. Charles Follett experienced severe trouble with his Speed Twenty Alvis, and "K. O. Biarritz" literally vanished amidst a huge smoke screen when his Grenfell-Rapier-Special broke asunder. Major A. T. G. Gardner's ex-Horton M.G. Magnette came through very fast to win at 112¼ m.p.h., with the scratch Pacey-Hassan-Special 1⅘ seconds away in second place, and W. M. Couper's Talbot, of *concours* appearance, third.

RESULT

1. Major A. T. G. Gardner (1,087 c.c. M.G., S), 0m. 20s.
2. E. W. W. Pacey (4½-litre Pacey-Hassan-Special), scratch.
3. W. M. Couper (3.3-litre Talbot), 0m. 9s.

Won at 112.35 m.p.h. by 1⅘ sec. 8⅘ sec. between 2nd and 3rd.



A. C. Kelway (Bugatti) about to be passed on the banking by R. R. K. Marker on his 6½-litre Bentley.

Second August Short Handicap (about six and a half miles)

J. P. Almack was on the limit-mark with the rakish Abbott-Nash, which has an Anzani engine, Frazer-Nash transmission and a few Horstmann bits and bobs. He maintained his lead very well, having an interesting duel with Oxley, whose Hermon started three seconds later. Kelway was clinging to third place with his unblown 1½-litre G.P. Bugatti, but Mrs. Briggs did not appear so rapid as usual in the Brooklands Riley. On the last lap Roy Eccles came into the picture with the off-set, single-seater Rapier-Special and the little green car ran home the winner, with Esson-Scott's familiar black Bugatti second, now running as a 1½-litre, and Marker's scratch Bentley in third place. The Abbott-Nash proved to have shed parts of its exhaust system near the finish and Mrs. Briggs toured in last in the field.

RESULT

1. R. H. Eccles (1,084 c.c. Rapier-Special), 0m. 21s.
2. A. Esson-Scott (1½-litre Bugatti), 0m. 23s.
3. R. R. K. Marker (6½-litre Bentley) scratch.

Won at 108.80 m.p.h. by 2⅕ sec. 3⅕ sec. between 2nd and 3rd.

First August Long Handicap (about nine miles)

E. W. W. Pacey, exponent of the genuine track-racing Pacey-Hassan-Special, went back from the scratch mark to "owes four seconds" by reason of his previous rapid lappery. Follett's Alvis was found to have damaged two pistons in the previous race, and Dobbs was not present with his 1,089 c.c. Riley II.

Gentle's Alvis led away, but on the first lap Andrew Leitch's unblown Bugatti of the same capacity made up its seven seconds' disadvantage and passed the Alvis, while Billy Cotton's blown M.G. had displaced Briggs on the Riley for third place.

Continuing his rapid motoring Cotton won the race easily, and as the first three cars crossed the finishing line the Pacey-Hassan-Special was just coming up very quickly into the picture. Baker's big Graham-Paige had a fit of the sulks and retired, which probably saved Baker a new tie, for the wind had been playing havoc with his clothing.

RESULT

1. Billy Cotton (1,087 c.c. M.G., S.), 0m. 40s.
2. A. M. Leitch (1½-litre Bugatti), 1m. 29s.
3. G. Briggs (1,089 c.c. Riley), 0m. 53s.

Won at 106.94 m.p.h. by 3⅘ sec. 6 sec. between 2nd and 3rd

BROOKLANDS BELOW PAR—continued

First August Mountain Handicap (about six miles)

Not unexpectedly, Grenfell's Rapier was a non-starter, as was Gordon Brettell's Vale-Special.

W. Parnell's blown M.G. was on scratch and it only just got away from the line. G. Bagratouni (M.G.) led for three laps, and Monkhouse on the limit M.G. held second place until passed on the third lap by Michael May's 2-litre Alvis.

Richard Bolster was going well on the Bolster-Special, the tail dancing up and down sharply, when he spun round at the Member's Corner, somehow escaping complete disaster, but causing Esson-Scott some very anxious moments. De Mattos found that Spikins' "toy-shop" Singer had weakening brakes and fell out of the race after a splendid start. King-Clark (M.G.) went into the lead on lap four and on the very last lap Eccles came through a crowded field to displace May, and, screaming up to the finish, actually dead-heated with King-Clark, whom May waved on on the previous lap.

RESULT

1. R. King-Clark (747 c.c. M.G., S.), 0m. 19s.
   R. H. Eccles (1,084 c.c. Rapier-Special, S.), 0m. 14s.
3. M. W. B. May (2-litre Alvis), 0m. 25s.

Won at 66.83 m.p.h., and 68.60 m.p.h. respectively, by 4⅘ sec.

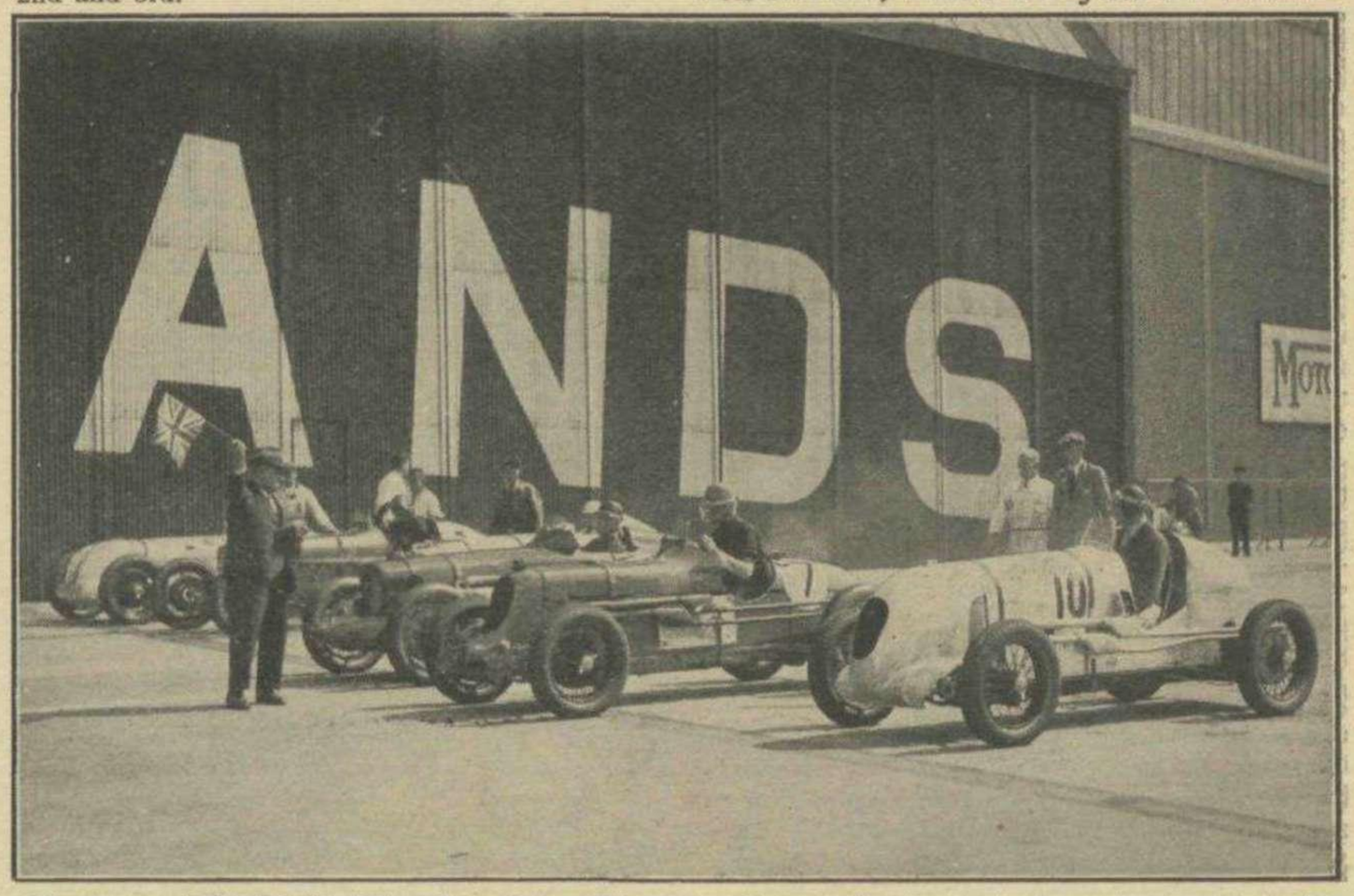
Second August Mountain Handicap (about six miles)

Parnell, after a good drive in his M.G., overdid things at the Fork Turn, and, running round behind the barrels, by which he certainly did not cut the course, was disqualified, so that the race went to D. N. Letts, driving a 1,287 c.c. M.G. The M.G. marque certainly had a field-day. Oats brought the Maserati into second place in a good race, while Hadley was third with the side-valve Austin of the works team. Actually, J. P. Wakefield appeared to have this race in his pocket, but on the last lap he saw his chances evaporate as his Alta slid round at the Fork.

RESULT

1. D. N. Letts (1,287 c.c. M.G.), 0m. 43s.
2. R. F. Oats (2.8-litre Maserati, S.), 0m. 29s.
3. H. L. Hadley (747 c.c. Austin, S.), 0m. 29.

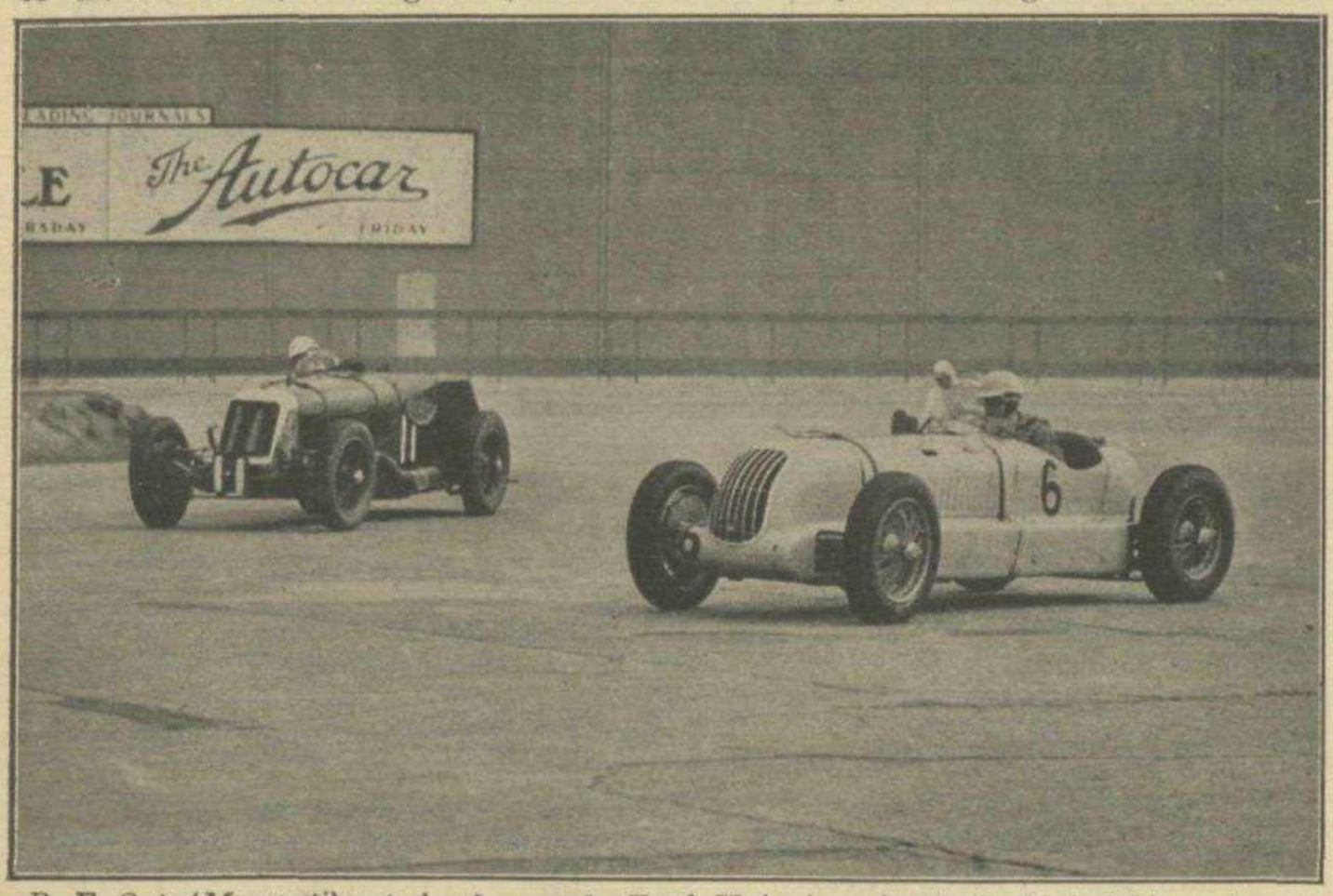
Won at 67.07 m.p.h. by 3 sec. 2⅘ sec. between 2nd and 3rd.



The start of the Locke-King Trophy. The cars about to be despatched are G. P. H. Noble (Bugatti) and R. Hanson driving E. Hall-Smith's M.G. Major Gardner is third from right.

The Locke-King Trophy Race (fifteen miles)

This race, named after the late Mr. Locke-King, founder of Brooklands, who during his lifetime was never thanked sufficiently for his great task, was a great innovation in a B.A.R.C. programme. It was divided into three sections, 750 c.c., 1,100 c.c. and 1½-litre, the last-size cars being all on scratch, all 1,100 c.c. engined jobs getting a start of sixteen seconds, and all 750 c.c. cars a start of thirty-two seconds, the distance being five laps of the outer-circuit. "Peter Richards'" Frazer-Nash and R. C. Fleming's M.G. Midget (Fleming has, we believe, recently purchased an Alfa-Romeo for Donington drives) were non-starters, which left Jucker's Frazer-Nash, Bertram with R. R. Jackson's blown 1½-litre Alta and Fane's popular single-seater "Shelsley" Frazer-Nash on scratch, Parnell's M.G., and Major Gardner's M.G. the only "1,100s" and Robin Hanson's M.G., and Noble's M.G. representatives of the 750 brigade, Lord Austin's Austin being absent on account of Driscoll's mishap at the Bristol Hill-climb.



R. F. Oats (Maserati) cuts in close at the Ford Hairpin, with J. P. Wakefield on the outside and Hadley's (Austin) behind, in the Second August Mountain Handicap.

Fane got the Frazer-Nash going very fast, cutting right out each lap for the big bump. But it was evident that Major Gardner was making extremely good use of his handicap and he ran home the winner at over 114 m.p.h. Parnell had commenced very well but engine trouble set in and in a high position on the Home Banking the M.G. obstructed Fane, who finally passed below to run in second. Jucker experienced severe misfiring, and Bertram, driving an unfamiliar car with much nerve, brought Jackson's Alta into a place—rumour has it that he contemplates some road-racing with this marque.

Gardner varied considerably in his position on the bankings.

RESULT

1. Major A. T. G. Gardner (1,087 c.c. M.G., S.), 0m. 16s.
2. A. F. P. Fane (1,496 c.c. Frazer-Nash, S.), scratch.
3. O. Bertram (1,496 c.c. Alta, S.), scratch.

Won at 114.27 m.p.h. by 11⅕ sec. 19 sec. between 2nd and 3rd.

Second August Long Handicap (about nine miles)

Dunham's Alvis, Follett's Alvis and Fleming's M.G. were non-starters. The limit Hermon led for a considerable time, but was swamped on the last lap by Kelway's Bugatti and Leitch's sister car. Marker was on scratch with the big Bentley, which now had discs on its rear

BROOKLANDS BELOW PAR—continued

wheels, and he once passed between Maclean's M.G. and a Bugatti and came through right on the outside and thundered down the Railway Straight close to the fencing—to no avail.

RESULT

1. A. C. Kelway (1½-litre Bugatti), 1m. 29s.
2. A. M. Leitch (1½-litre Bugatti), 1m. 29s.
3. F. W. Oxley (1½-litre Hermon), 1m. 49s.

Won at 93.21 m.p.h. by 11⅕ sec. 19 sec. between 2nd and 3rd.

Third August Mountain Handicap (about six miles)

A considerable number of non-starters reduced the field, while Kelway's Bugatti was put back from the seventeen-second mark to thirteen seconds. K. Wharton led away with a cut-down Austin Seven, but Oxley got the Hermon ahead and kept there until Clayton on the scratch Amilcar Six and Mrs. Roy Eccles on the blown Rapier-Special came through.

RESULT

1. H. T. H. Clayton (1,097 c.c. Amilcar, S.), scratch.
2. Mrs. R. H. Eccles (1,084 c.c. Rapier-Special, S.), scratch.
3. F. W. Oxley (1½-litre Hermon), 0m. 20s.

Won at 65.21 m.p.h. by ⅘ sec. 4⅘ sec. between 2nd and 3rd.

Match Race over Nine Miles

Bertram took over Marker's big single-place Bentley. He and Cobb, who was driving the modified ex-land-speed-record 4-litre Sunbeam, first paraded in the Finishing Straight, Bertram still smoking his cigarette as he ran out to warm up the big engine. Bertram led throughout, after nine seconds' start, very high up the bankings, until right at the end when Cobb closed on him and he hauled the Bentley down to allow the Sunbeam to win by a bare half-length. Cobb's average was 125.61 m.p.h. and he wins £100. It is evident that Bertram must have had his mount at its maximum lap speed of 129-130 m.p.h. throughout and one would have expected the Sunbeam to be faster and to pass on the Railway Straight, which lends credit to Bertram's sporting action in instantly giving way to Cobb.

Fourth August Mountain Handicap (about six miles)

H. G. Dobbs (Riley I), J. H. Bartlett (Alta), L. P. Driscoll (Austin), R. Hanson (M.G.), and Ashton-Rigby (M.G.) were non-starters, the last-named because he arrived late at the paddock gate. Oats (Maserati) and Hadley (Austin) were both put back from twenty-nine seconds to twenty-six seconds. Mrs. Petre's Riley was not on form, and Burton was disappointingly slow with the double-wipe Bugatti. Scribbans, on virtual scratch with the white 1½-litre E.R.A., which had twin rear covers, made an immense effort, but Wakefield had learnt his lesson and the Alta came in first, followed by Leitch's 2.3-litre Bugatti and the E.R.A.

RESULT

1. J. P. Wakefield (1½-litre Alta, S.), 0m. 18s.
2. A. M. Leitch (2.3-litre Bugatti, S.), 0m. 26s.
3. D. H. Scribbans (1½-litre E.R.A., S.), 0m. 8s.

Won at 74.42 m.p.h. by 11⅘ sec. 12⅕ sec. between 2nd and 3rd.

An innovation was the dispensation of plaques to the place-men, to be hung over the paddock stalls. The Eccles' combination had a nice array, likewise M.G. as a maque. As Bertram could not attempt the lap record the new Jumping Giro was taxied to the Fork and asked to deputise. At first the 50 h.p. Weir motor did not seem able to revolve both propeller and rotors. It stalled and a mechanic wound it up the wrong way, whereupon it really sulked until someone opened its bonnet and talked sternly to it. Then things began to happen and over telegraph wires and Fork grandstand the Giro took to the sky. We confess to not seeing its great hop, though we thought that our eyes never wandered! Spectators became somewhat apprehensive of where this queer flying-machine would settle, so we found the Austin and went off to tea.



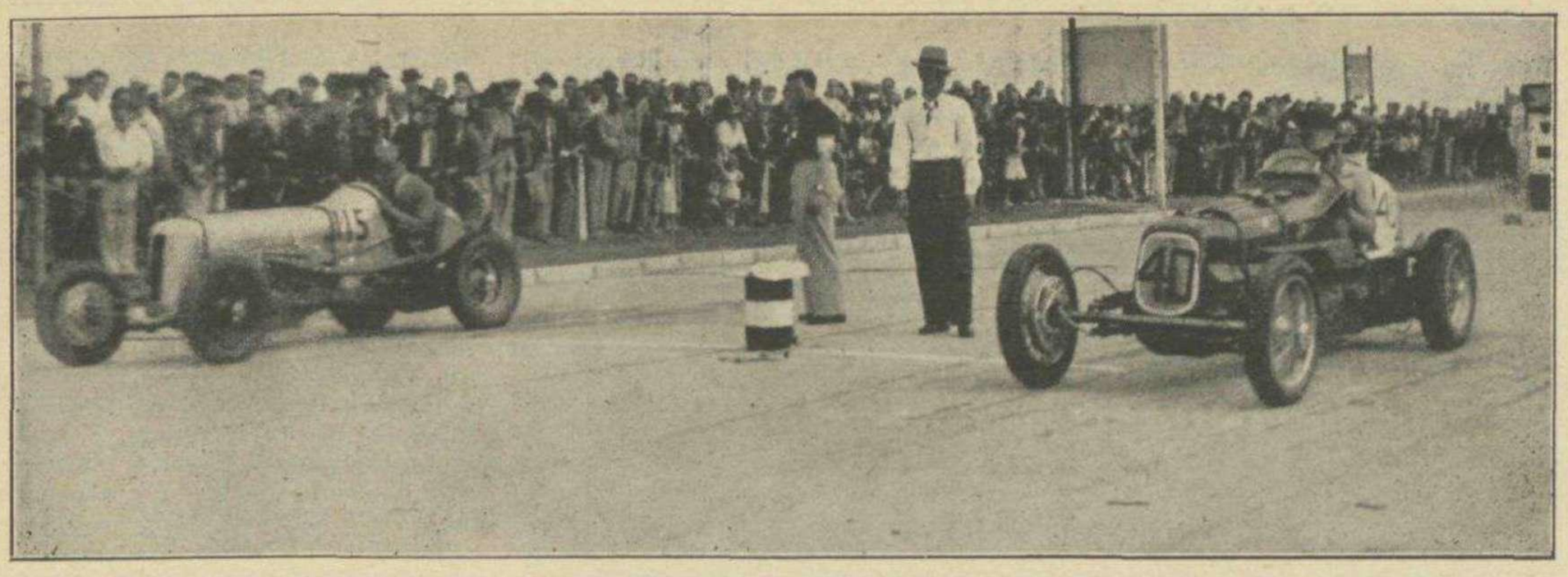
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THE ONLY *Matured* GIN

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R. G. J. Nash (Union Special) and A. F. P. Fane (supercharged Frazer-Nash) on the starting-line. Fane made the fastest time of the day by a sports-car.

SPEED IN THE SUN AT SOUTHSEA

FRAZER-NASH MAKES FINE SHOWING — VAUXHALL-VILLIERS FASTEST OF ALL

The Southsea Motor Club is really deserving of the highest praise, for the organisation of its speed trials of August 15th was almost perfect, if one overlooks a few minor matters, such as the temporary failure of certain loud-speakers, the lorry that trundled up the course when two competitors were making their runs (very serious that) and the need to commence at 1 p.m. a meeting billed to begin at 2.30 p.m. When it is remembered that 112 different drivers, with over 120 different cars, gave their support to the Southsea venture, the good organisation will be apparent to anyone who was present. Our only regret was that, to us at any rate, the course lacked something, being in no wise as picturesque as Lewes or Shelsley or as imposing as the half-mile Madeira Drive, flanked by terraced promenades, of Brighton. Nor did it suggest quite the speed-trial atmosphere as does a gravel drive winding through wooded parkland. The one-third-mile concrete road seemed short, possibly because it was dead straight and possessed "keep-left" pylons at intervals (it is actually the unopened Eastern Road Extension) while spectators in the ordinary enclosures could not see a great deal on account of the straightness and level aspect of the road. The surface was mostly good concrete, adversely cambered on the outside but safe, and a loose-surfaced, right-hand curve after the finish rather surprisingly caused no trouble. Starting was by coloured lights and the paddock was a big field alongside the commencement of the course. Our criticisms must not be regarded too seriously, but rather as impressions of those who drove hard to reach the venue and instantly compared it with other speed-trial venues of their acquaintance. That some 10,000 people paid to watch, allowing handsome proceeds to be handed to the Lord Mayor's charities, speaks for itself, and only a year ago we were welcoming any place where sprint motor-cars could be safely extended. When the MOTOR SPORT representative arrived, anticipating a 2.30 p.m. start, the car-parks all down the course were crowded, the wire-fences guarding the course black with people, the paddock a scene of great activity and the sports-cars were making their runs. The sun burned down, and aeroplanes landed and took off from the aerodrome just behind us, the banner-bearing Avro making strange contrast to the graceful Envoys.

The class for racing-cars of 1,100 c.c. and 850 c.c. blown went to Lord Austin's side-valve Austin, handled by Hadley and proudly watched by Jameson. Hadley took 19⅛ secs., and Maclachlan's well-known blown Austin was only ⅜ secs. slower. D. N. Letts (M.G.) was placed third. In this class W. T. Page crackled down the course in the Midget 480 c.c. Jameson Two-Stroke, which treated spectators to a passing puff of exhaust gas as it went past. Later in the programme it folded up neatly while making its run, and two men obligingly lifted it clear of the course—but then we suppose something must be done about power-weight ratio when the designer limits himself to half a litre.

In class B., for racing-cars up to 1½-litres and 1,100 c.c. blown, Hadley scored again, taking 19 secs. dead, and this time M. S. Soames recorded 19⅜ secs. with a blown M.G. to get second place, while Maclachlan now needed 20 secs. and was third.

Much crackling announced the functioning of Sumner's Sumner-J.A.P., and the cheery Symonds was airing the rakish B.H.D. Special "Spider," which is now in practically original Davenport order. Incidentally, this great V-twin exponent may be returning to the game, but not with "Spider." The unblown 3-litre cars were against the blown 1½-litres in class C, and J. P. Wakefield won by taking his blown Alta along the course in 18⅛ secs., which beat Soames (M.G.) by ⅛ sec. and Hadley's Austin by ⅜ sec. Dick Nash and Fane presented themselves together on the line—all cars, of course, ran in pairs, the course being divided down the centre with cans. But the Frazer-Nash Union Special was suffering from fuel starvation and the Shelsley single-seater Frazer-Nash got away.

The unlimited racing-car class allowed Cummings to register 17⅛ secs. with the thunderous 2-litre Vauxhall-Villiers, and Fane was remarkably fast with the Frazer-Nash, losing the class by ⅛ sec. only. Wakefield's Alta was third in 18⅜ secs.

Charles Follett ran his familiar Speed Twenty Alvis, Lt. Kidston a 6.7-litre Mercédès-Benz with rather a remarkable off-set single-seater body, which has been standing outside T & T's paddock depot at Brooklands of late, and Pacey the essentially track-racing Pacey-Hassan-Special. Their respective times were, 23⅛ secs., 21⅛ secs., and 20⅛ secs., the last being remarkably good.

In the paddock many remarkable cars were noticed. Kirman had a very short Alvis-Special that was also astonishingly high, and someone else had a sort of sister car to this machine, but with a Lea-Francis radiator. The big Delage, now owned by Sumner, who drives some most interesting motors, was standing self-consciously in the grass-grown field, but when the time came it fired very quickly after a short push-start. It had a straight-through exhaust system, but Dunham's Alvis and Fane's Frazer-Nash used Brooklands silencers.

Peter Almack had the Almack Austin, a Riley-engined 4-speed G.N., the Abbott-Nash, which, though one thinks of it as a track car, spun its wheels on the line, and a Riley, the gasket of which Almack claimed to have changed between each run—and anyone who takes that number of Riley gaskets to a speed trial deserves something better. J. Lloyd, Junr., had brought the 3.3-litre Lloyd-Special, which one remembers as a Buick-engined Vauxhall evolved by Arthur Baron, who was engaged that day at Lewes. It is a well-turned-out car with very lengthy bonnet, a conspicous bulb horn, and its own radiator badge. Cyril Moore's 1,093 c.c. Satan III is a real skeleton motor with a blown, twin-camshaft, four-cylinder engine, possibly Lombard, half-elliptic front suspension, G.N. rear parts, Meccano strips helping to support the dash, and a big tank beside the driver. It clocked 29⅜ secs. H. R. Winnicott and F. L. Cox

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SPEED IN THE SUN AT SOUTHSEA—continued

were driving a 4½-litre touring Invicta with Rover radiator, a 30/98-looking frame, and spring leaves that protruded untidily beyond their shackles. The best time was 22⅘ secs.

Reverting to the classes, R. A. Mitchison with the Almack-Austin won the closed invitation 850 c.c. sports category in company with Holdaway's Austin, both recording 30⅘ secs. B. Rogers' M.G. Midget took honours in the 1,100 c.c. sports class, while G. Bagratouni's M.G. did likewise in the 1½-litre sports division. Fane scorned the 1½-litre class, but running his Shelsley sports Frazer-Nash in the 3-litre class, he clocked 19⅗ secs., best sports-car time of the afternoon, to win very comfortably. Running again in the unlimited sports category he took 20⅕ secs., tying with Alan Hess in the blown Hudson-Special.

The closed invitation class for 850 c.c. racing-cars was a gift for C. D. Miller's M.G. Midget, which beat the Almack-Austin by 1⅘secs. In the next one higher victory went to Harvey-Noble's M.G., and then in the 1½-litre invitation racing-class H. G. Dobbs made his very fine run on the Riley in 19⅘ secs.

Fane then got down to 19 secs. in the 3-litre category, with Harvey-Noble's wonderful blown M.G. Midget taking only 19⅕ secs. and Dobbs, this time with the white 2-litre Riley, 19⅖ secs. Naturally, very considerable excitement attached to the invitation unlimited racing-class, when the fastest cars would run again. Fane got down to 18⅖ secs., with the single-place Frazer-Nash, but Dobbs tied with him. Then, on the last run of all, Sydney Cummings clipped another ⅕ sec. off his previous time, registering fastest time of the day in 17⅘ secs.

With such a big entry it is not easy to mention every creditable run, so we append a list, compiled from the official provisional list of times, of those competitors who bettered 20 secs. Equally meritorious times by slower types of cars show up in the list of class placings. The Southsea M.C. is to be congratulated on issuing a complete list of times—but, next year, if the event is staged again, as we hope it will be, please may we have a list of competitors in numerical order in the programme ?

M. S. Soames (M.G.) 19 secs., S. N. L. Maclachlan (Austin) 19⅘ secs., L. H. Hadley (Austin) 19 secs., L. P. Wakefield (Alta) 18⅗ secs., A. F. P. Fane (Frazer-Nash) 18 secs., H. G. Dobbs (2-litre Riley) 19⅖ secs., A. F. P. Fane Frazer-Nash, sports) 19⅗ secs., R. R. Jackson (Alta) 19⅗ secs., H. G. Dobbs (2-litre Riley) 18⅖ secs., R. G. J. Nash (Frazer-Nash Union Special) 19⅘ secs., G. B. C. Sumner (Delage) 19 secs., S. Cummings (Vauxhall-Villiers) 17⅗ secs., Harvey-Noble (M.G.) 19⅕ secs., J. H. T. Smith (M.G.) 19⅗ secs., F. R. G. Spikins (Spikins-Hudson) 19⅖ secs. Other interesting times of interesting cars were :—H. G. Symonds (B.H.D. Special) 22 secs., J. G. Clarke (Emeryson-Special I) 33 secs., C. G. Fitt (Frazer-Nash-B.M.W.) 24 secs., Lt. Kidston (Alfa-Romeo) 22⅘ secs., A. H. Lancaster (blown 4½-litre Bentley) 23⅘ secs., F. Lycette (8-litre Bentley) 20⅗ secs., L. T. C. Rolt (1,400 c.c. G.N.) 33⅕ secs., R. A. C. Sumner (Sumner J.A.P.) 20⅕ secs., J. G. Clarke (Emeryson-Special II) 28 secs., Jameson Two-Stroke 26⅗ secs., Roy Eccles (Rapier-Special) 20⅕ secs. Timing was by hand, in conjunction with starting-lights.

The interest in sprint events this year has been outstanding, and now that quite substantial prize money is offered at these events it would probably pay certain British drivers to concentrate on beating the fleeting seconds at all the meetings of 1937. One wonders what type of car would be most suitable. The 1½-litre Specials are no longer absolutely invincible. Perhaps a G.P. Alfa or "Maser" motor in a frame just strong enough to allow of a clean get-away, yet much lighter than anything possible for road-racing, is the answer. And, perhaps, we shall see !

RESULTS

City Trophy for fastest time of the day : S. G. Cummings (Vauxhall-Villiers).

Wadham Trophy for fastest time by a sports-car : A. F. P. Fane (Frazer-Nash).

Winnicott Trophy for fastest time by Southsea M.C. Member : *C. E. Crump* (Riley).

Carmichael Trophy for fastest time by Invited Club Member : G. B. C. Sumner (Delage).

Kimbell Trophy for fastest time in Closed Invitation Classes :—H. G. Dobbs (Riley).

Class Placings :

Open Racing-Classes

1,100 c.c. Uns. and 850 c.c. S. : 1, H. L. Hadley (Austin s.v., S.) 19⅕s.; 2, A. N. L. Maclachlan (Austin, S.) 19⅘s.; 3, D. N. Letts (M.G. Midget, S.) 20⅗s.

1,500 c.c. Uns. and 1,100 c.c. S. : 1, H. L. Hadley (Austin s.v., S.) 19s.; 2, M. S. Soames (M.G. Magnette, S.) 19⅗s.; 3, A. N. L. Maclachlan (Austin, S.) 20s.

3-litre Uns. and 1,500 c.c. S. : 1, J. P. Wakefield (1,496 c.c. Alta, S.) 18⅘s.; 2, M. S. Soames (M.G. Magnette, S.) 19s.; 3, H. L. Hadley (Austin, S.) 19⅕s.

Unlimited c.c. : 1, S. E. Cummings (2,998 c.c. Vauxhall-Villiers, S.) 17⅗s.; 2, A. F. P. Fane (1,496 c.c. Frazer-Nash, S.) 18s.; 3, J. P. Wakefield (1,496 c.c. Alta, S.) 18⅗s.

Closed Invitation Classes

850 c.c. Sports : 1, Tie between R. A. Mitchison (Almack Austin) and L. K. Holdaway (Austin) 30⅘s.

1,100 c.c. Sports : 1, B. Rogers (M.G. Midget) 25⅕s.; 2, E. W. H. Dodson (995 c.c. Fiat) 27⅕s.; 3, A. C. Skipworth (972 c.c. Singer) 27⅗s.

1,500 c.c. Sports : 1, G. Bagratouni (NE M.G. Magnette) 23⅗s.; 2, G. Almack (Almack Riley, S.) 24s.; 3, F. L. Cox (M.G. N. Magnette) 24⅖s.

3-litre Sports : 1, A. F. P. Fane (1,496 c.c. Frazer-Nash, S.) 19⅗s. (fastest sports-car of the day); 2, R. Cooper (Lea-Francis, S.), 23⅘s.; 3, G. Bagratouni (M.G. Magnette) 24s.

Unlimited Sports : 1, Tie between A. F. P. Fane (1,496 c.c. Frazer-Nash, S.) and A. C. Hess (4,468 c.c. Hudson Spikins Special, S.) 20⅕s.; 3, F. Lycette (7,063 c.c. Bentley) 20⅗s.

850 c.c. Racing : 1, C. D. Miller (M.G. Midget) 29⅘s.; 2, R. C. Mitchison (Almack Austin) 31⅕s.

1,100 c.c. Racing : 1, G. P. Harvey-Noble (M.G. Midget, S.) 19⅗s.; 2, R. Hanson (M.G. Midget, S.) 21⅗s.; 3, D. N. Letts (M.G. Midget, S.) 21⅗s.

1,500 c.c. Racing : 1, H. G. Dobbs (1,496 c.c. Riley) 19⅘s.; 2, J. H. T. Smith (M.G. Magnette, S.) 20s.; 3, R. A. C. Sumner (998 c.c. Sumner-J.A.P., S.) 21⅕s.

3-litre Racing : 1, A. F. P. Fane (1,496 c.c. Frazer-Nash, S.) 19s.; 2, G. P. Harvey-Noble (M.G. Midget, S.) 19⅕s.; 3, H. G. Dobbs (1,986 c.c. Riley) 19⅘s.

Unlimited Racing : 1, S. E. Cummings (2,998 c.c. Vauxhall-Villiers, S.) 17⅗s. (fastest run of the day); 2, Tie between A. F. P. Fane (1,496 c.c. Frazer-Nash, S.) and H. G. Dobbs (1,986 c.c. Uns. Riley) 18⅘s.

M.G. SCORES IN THE BARNSTAPLE

This year the entry list for the Mid-Surrey A.C's. classic Barnstaple trial was disappointing in strength of numbers, if satisfactory in quality.

The trial started from Minehead, and the weather conditions were unpleasant, though the damp that graced the drive, and the heavy rain of preceding days, had done little to increase the severity of the Exmoor gradients. At Doverhay the timed section had to be abandoned because too few observers and officials were present to allow it to function—which is a point worth taking to heart by those enthusiasts who up to now have not experienced the fun of assisting to run a trial ; it *is* good sport and so much cheaper than competing.

As a result Doverhay merely stopped Taylor's Riley, which had suffered, anyway, from a stern drive down to Minehead.

The next hill was Edbrooke, with a restart on a steep gradient leading from the main road, so that after a slow start many cars came to rest on the slimy rock outcrops near the top. In all, ten failures were claimed by Edbrooke, Hill (A.C.), Simpson (A.C.), Boughton (Triumph, S.), and a few others actually being defeated by spinning wheels right at the bottom.

Tarr Steps was omitted, as a result of flood water having rendered it more or less impossible, a happening luckily discovered by torch-bearing officials the previous night.

At Wellshead, an ingenious stop, restart and brake test was arranged, a safety white line actually being incorporated, presumably to avoid collisions with rock outcrops on a bend.

A. B. Langley (M.G. Magnette), Macdermid (M.G.), and Fitt (Frazer-Nash-B.M.W.) scored in the class for cars of over 1,100 c.c., their respective times being 34.0 secs., 35.0 secs., and 36.0 secs. In the category for cars of under 1,100 c.c. Bastock recorded 37⅗ secs. with a blown M.G. Midget, while A. H. Langley (M.G.) recorded 38.4 secs., and J. E. S. Jones, at the wheel of an unblown Midget, 41.8 secs.

Southern Wood, first used seriously in the C.U.A.C. Exmoor trial of last April, stopped ten cars and merits further attention from trials organisers. Mrs. Moss (Marendaz-Special) and Macdermid (M.G.) were not included in the ten, but very nearly so.

Lyn Hill contributed an interesting hairpin, where cars with a wheelbase of over 8 ft. were allowed a reverse. Boughton (Triumph) and Ripley (Ford V-8) made use of this ruling but did not judge things sufficiently well, but Loader went round nicely with his Singer, likewise Uglow with a blown A.C. Beggar's Roost and Kipscombe completed an interesting trial which should certainly have received more support, though possibly many would-be entrants were on holiday, if anyone is taking a holiday this very English summer.

RESULTS

Surbiton Challenge Cup : A. B. Langley (M.G. Magnette).

Special Trophy : J. A. Bastock (M.G. Midget).

Team Prize : R. A. Macdermid, A. B. Langley and J. A. Bastock (M.Gs.).

First-class Awards : A. C. Fairtlough (A.C.), W. P. Uglow (A.C.), C. A. N. May (M.G. Magnette), C. G. Fitt (Frazer-Nash-B.M.W.), Mrs. A. E. Moss (Marendaz-Special), R. A. Macdermid (M.G.), Miss K. Taylor (M.G. Midget), Miss M. Wilby (Frazer-Nash), J. E. S. Jones (M.G. Midget), A. H. Langley M.G. Midget), and P. S. Flower (M.G. Midget).

Second-class Awards : E. H. Goodenough (M.G. Midget), A. J. Lambert (M.G. Midget), A. F. Eadon (Singer).

Third-class Award : G. M. Symons (S.S. 90).

Club News

NORTH-WEST LONDON M.C.

The third annual Inter-Club Team Trial will be contested on Saturday, October 3rd, and the route will embrace Somerset and N. Devon. The character of the previous trials will be retained, but apart from Cunliffe Lane all the hills will be new. Entry fee for one team is £2 5s., or £4 for two teams, and the event is open to any recognised motor club, each club being allowed to enter one or two teams, of three or four members, though if the team comprises four cars the performance of the best three only will count for awards. This is a most important fixture. Clerk of the Course: T. W. Dargue, 28, The Broadway, Stratford, E.15.

THE LIGHT CAR CLUB

The Buxton-Buxton trial will be held on October 4th, a Sunday, and is open to members of the L.C.C., Frazer-Nash C.C., M.G. C.C., N.W. London M.C., Great West M.C. and "Sunbac," driving four-wheeled cars of up to 1½-litres capacity. The trial will be contested in classes (*a*) cars with standard tyres and differentials; (*b*) cars with competition tyres *or* solid axles; (*c*) cars with competition tyres *and* solid axles. The course will be about seventy miles in length and Eyam Bank, Jenkins' Chapel, Cowdale and Cowlow may figure as observed hills. The first car will leave the Savoy Hotel, Buxton, at 9.01 a.m. The time allowance for the course will be four hours and no checks of any kind will worry navigators, as none will be included. One hundred marks will be given at the start and marks deducted as the trial proceeds, an interesting feature being a penalty of three marks for "bouncing"—either by driver or passenger. A driving test and re-start test will be incorporated. The awards include a purse of £5 5s., for best performance, tankards, ash-trays and souvenirs, and the Martin Challenge Cup for L.C.C. members. Entries close on September 28th, first post. Fees: L.C.C. members 10/6; others 12/6; teams 7/6. This trial should receive warm support. Marshals and observers are needed. Details from: J. E. S. Jones, 22, Basinghall Street, London, E.C.2.

BUGATTI OWNERS' CLUB

The Lewes Speed Trials were held on August 22nd, and a good meeting resulted, though it seemed unjust that Southsea should have its sprint meeting on the same day, in view of the fact that the B.O.C. is one of the clubs which applies for its permits at the beginning of the season.

An innovation was a class for pre-1915 cars, which attracted a 1908 Renault, the 5-litre chain-driven Bugatti "Black Bess" and Cecil Clutton's 12-litre 1908 four-seater Itala. Bugatti cars were well to the fore, Ogle's Brescia winning its class, K. W. Bear's special bored-out 3-litre performing as well as usual, and in the racing-classes A. G. Bainton's blown 2.3-litre G.P. clocked 20.7 secs., fastest run of the day. Arthur Baron's Brescia-engined G.P. managed 23 secs., and Lemon-Burton's twin-cam blown 2.3-litre G.P. took 22 secs. in spite of troubles.

A. H. L. Eccles experienced maladies with a blown 3.8-litre Bugatti, though it somewhat recovered on its second run. Other Bugatti drivers included Col. G. M. Giles (twin-cam 3.3-litre sports) 27.8 secs., J. W. K. Baines (blown 2.3-litre sports) 25.8 secs., and Eric Giles (1913 5-litre) 32.2 secs. Clutton also brought a 30/98 Vauxhall, Esson-Scott drove a Ford V-8, Stapleton an Aston-Martin, and Granville Grenfell a very rapid Rapier. Several other Bugattis were present.

RESULTS

Veterans: C. Clutton (Itala) 28.8s.
1½-litre—3-litre touring cars: E. W. Bass (Alvis) 29.4s.
Sports-cars up to 1½-litres: J. Ogle (Brescia Bugatti) 27s.
Sports-cars of 1½-litres—3-litres: J. K. W. Baines (Bugatti) 25.8s.
Sports-cars over 3-litres: K. W. Bear (Bugatti) 27.2s.
Racing-cars up to 1½-litres: A. Baron (Bugatti) 23s.
1½-litre—3-litre Racing-cars: A. G. Bainton (Bugatti) 20.7s.
Racing-cars over 3-litres: A. H. L. Eccles (Bugatti) 25.6s.
Handicap Class: J. K. May (M.G.) 33.4s.—15s.
Novices Class: E. C. W. Stapleton (Aston-Martin) 30.6s.
Bachelier Cup for fastest time by member driving sports Bugatti: J. K. W. Baines.
Brescia Cup: J. Ogle.
Percy Fawcett Challenge Cup for fastest run by member with Bugatti: A. G. Bainton.

The next event is the rally and trial in Wales, on October 25th. Another issue of the eagerly awaited "Bugantics" will be circulated early in September and it will contain some interesting material, including an outspoken discourse on road-test reports.

Hon Sec.: Eric Giles, 2, Queen Street, Mayfair, W.1. Mayfair 4701.

M.C.C.

The annual High Speed Trials will be held at Brooklands on September 26th, which date unfortunately clashes with that of the Brighton Speed Trials, where a motor is, perhaps, likely to come to less harm and where cash prizes are offered. However, the M.C.C. events always attract good entries and some bright mortals will doubtless manage, as last year, to run in the morning high-speed trial and at Brighton in the afternoon. The speed trials are of one-hour duration, around the outer-circuit with no corners, and the Talbot and Bentley drivers are known to be out for an average of over 100 m.p.h. which was just missed in 1935. Actually, the set average speeds are:—Premier Awards: 850 c.c. and tri-cars, 60.87 m.p.h.; 1,100 c.c., 66.40 m.p.h.; 1½ and 2-litre, 71.92 m.p.h.; unlimited, 74.68 m.p.h. Blown cars an extra two laps in each instance. 1,100 c.c. touring cars, 49.80 m.p.h.; 1,100—1,600 c.c. touring cars, 55.34 m.p.h. Some blow-ups should result. The first one-hour run starts at 10.30 a.m. and the second at 3.30 p.m., and, seriously, both are really excellent events. There is a full supporting programme of motor-cycle high-speed trials, one- and two-lap handicap and three-lap relay handicap.

All entrants must join the M.C.C. before September 5th and entries close on September 14th, at 30/- for the high-speed trial, 10/- per team for the relay and 5/- for the handicap races. Full details from —J. A. Masters, 22, Norland Square, London, W.11.

VINTAGE SPORTS C.C.

The formula for the pre-war cars in speed trials, evolved by Cecil Clutton, is gradually being perfected.

Invitations are being received to other club's events, notably Bugatti O.C., Southsea and Bentley O.D.C., and some



A. H. L. Eccles, with his 3.8-litre Bugatti, at the Lewes speed trials held by the Bugatti Owners' Club.

CLUB NEWS—continued

veterans accordingly ran at Lewes. If a course is available speed trials will be run by the club on October 10th.

New members include R. G. J. Nash, who may run the 15-litre Lorraine "Vieux Charles Trois" in sprint events next season, and Cecil Burney, who is now running a 1927 Bentley and also owns an 1898 Benz and 1899 New Orleans.

Another amusing and instructive bulletin about vintage motors has been issued, and a "printed sheet of nonsense" has been prepared for dispatch to prospective members. Incidentally, Clutton's father owns a 1909-10 Fafnir of just over 2,000 c.c. which weighs 30 cwt. without passengers and is geared 4 to 1 in top, yet it does 50 m.p.h. and has done 58 m.p.h. down hill. The 16 h.p. engine is said to be very smooth and tractable.

Hon. Sec.: E. T. Lewis, 31, Rusland Road, Harrow.

GENERAL NOTES

By the time this issue is on the bookstalls or through your letter-box it is likely that what summer we may have had will be but a memory. Speed-trial and racing-merchants will accordingly feel glum, but your trials driver will on the contrary be quite elated at the thought of shortening days and varied weather conditions.

Those fascinating Friday and Saturday nights are due to return when a band of enthusiasts occupy the garage, doing last-minute jobs to the car and its lighting equipment, ere they snatch a couple of hours' sleep before donning quantities of wondrous clothing, to set off in the cold and early a.m. for the starting-point of a trial some hundred or more miles away. In summer it is too hot to sleep anyway, and it will be light again in a few hours, but with most people snug in bed, and the wind-swept rain threatening to turn to snow, there is some satisfaction in foregoing sleep once in a while, intrigued by the thought that on the morrow one will be in a very different part of England, before the stay-at-home members of the family have stirred and it is still scarcely light.

I can recall many pleasant memories of trials, when we donned the old leather coat and helmet and set off, usually as navigator in a Centric-blown M.G. Midget, to meet the merry band of fellow enthusiasts and the adventures awaiting us after the start. There have been innumerable trials round the London area, ending in winter-evening runs home when driver as well as passenger was almost lulled to sleep by the still, even purr of the Midget's exhaust. There was the time when we left London in too brilliant sunshine at mid-day one Friday, bound for N. Devon, the comp. tyres lashed to the Midget's tank alone indicating the object of our journey. Dusk came early, and with it half a gale and heavy rain, so that the log-fire in the little public-house at Hartland was very welcome. The team event on the following day was extremely interesting, and the long run home on the Sunday in a bitter wind was enlivened by the presence of other trials cars on the same road.

It was the same M.G. that lost all its oil on a desolate piece of country, through a boulder carrying away the sump thermometer when we were doing well, and our joy on obtaining a spare can with surprisingly little delay knew absolutely no bounds.

Then there was the last "Exeter," when we set off very hopefully and comfortably in a blown Ford Ten, regarded as completely insane by folks recovering from the aftermath of Christmas. Unfortunately we experienced gasket trouble just beyond Exeter, so that we did not arrive home until Sunday morning, having had no rest and some quite incredible adventures in the meantime. Later, there were the successive M.C.C. trials, rendered very enjoyable by reason of our mount being a blown L.M.B. V-8 of real power and performance.

Yes, trials are thoroughly worth while. The discussions and opinions on divers motoring topics, usually over a cup of black coffee served by a sleepy-eyed waiter in a tiny café at some absurd hour of the night, are certainly not the least attractive aspect. Personally, I particularly favour the classic M.C.C. events with their big entries and traditional "atmosphere." In mid-winter you have the Exeter, specially enjoyable because the Christmas festive spirit is still in the air and so often the family and friends are present to see you off, not knowing what adventures may befall you ere you return home and climb thankfully into bed. Then, at Easter, when the out-of-doors holiday spirit is abroad, and the urge is to make for the West Country, those adventures and experiences can be relived in the Land's End, which some extend into a leisurely tour home, and which others terminate after a night's sleep to dash back for Brooklands on the bank-holiday. Finally, when Whitsun again arouses the holiday feeling, your motor may be expected to be in its best running order and something really stern is sought, and catered for by the Edinburgh, for who knows what will happen in 1,000 miles of hard motoring, even in 1936, especially if Brooklands calls again on the bank-holiday and time begins to matter. After Whitsun? Well personally again, I regard the Team Trial of the N.W. London M.C. on October 3rd., a very good event with hills of the right sort.

On the other hand, as I suggested last month, a trials motor-car and name in all the big entry lists are not essential to complete enjoyment of sporting motoring. Quite recently I had a long talk with an enthusiast who has, I believe, never entered for a trial, yet he has thoroughly enjoyed his motoring and has a fund of astonishing reminiscences that real enthusiasts would appreciate at once. He once owned a camshaft Salmson and later a whole string of G.Ns., including one really hot specimen which, in full sprint trim, was taxed for road use. That motor could reach 90 m.p.h. on the road and did—on isolated and memorable occasions.

I suppose there must be many enthusiasts scattered about the country, whose names are practically unknown, who nevertheless cherish memories of motoring exploits that they live again on turning the pages of discarded diaries. If ever they feel inclined to jot down such reminiscences I should very much like to hear from them—The Club News Scribe, c/o MOTOR SPORT.

Personally (again) I still enjoy recounting the story of a certain Cotton-Blackburn motor-cycle which one day attempted to cast away its external flywheel on a fast run to Hastings. That episode cost us five shillings, because the flywheel nut was packed with three half-crowns, and when we reached a garage only the centre one had survived.

Even when no motoring object prompts the run, and none of the other members of the party is an enthusiast, there is much amusement to be had in attempting to unravel and memorise the "character" of different cars.

I recall a Type 40 Bugatti which never exceeded 50 m.p.h. on a long run to Derby, but which exerted a tremendous fascination by reason of its eager exhaust note, the howl of third as it accelerated, the fierce clutch action and its general air of thoroughbred fitness and solidity. Another Bugatti—the single-camshaft 3.3-litre—ran surprisingly like a big American, until its driver tired of that sort of thing, when the familiar whine of the indirects intervened, and that car thereafter cruised for miles with only the roar of wind round our heads and the rasp of tyres on the road to indicate the pace, with an occasional re-assurring hiss of brakes. Applying the watch, the average was found to be, as expected, something phenomenal. Then there was a blood-red Alfa-Romeo two-seater that handled like the true thoroughbred, its engine definitely of the sort that liked high revs.; the acceleration, emphasised by the blower-noise and drifting puffs of smoke from the release valve, immensely satisfying, aided by a beautiful gear-change, though a half-gale made the unusally light steering, that is characteristic of the marque, seem more than normally embarrassing.

I recall a very sporty-looking 14/40 Delage which was at once dubbed the "Blood Wagon" because it lacked brakes and other essentials, though it had an excellent gear-box and was rather "30/98" when under way. Finally it burst a front tyre in teeming rain on a particularly exciting S-bend.

A big Six Bentley did all that a 6½-litre luxury automobile should, but appealed more particularly because it somehow conveyed something of those qualities which in the past enabled the smaller green cars to win such a fine reputation at Le Mans. And a modern British Salmson gave quite a satisfactory impression of being a thoroughbred while not being so delicate as the absolute *sang pur*, so that the driver drove lazily and had no regrets. A Zoller-blown M.G. Midget provided some good motoring on three successive wet winter days, going up Kop and the Box Hill Goat track with great abandon on smooth rear covers, which made their presence remembered when the power was turned on in certain London thoroughfares. A 2-litre Frazer-Nash-B.M.W. was interesting on account of truly wonderful steering and suspension that was supple without spoiling the cornering capabilities, so that endless demonstrations had to be given to friends who then asked, "how on earth

CLUB NEWS—continued

is it possible ? " But it is a mistake to imagine that only genuine sports-cars possess " character." Quite recently an old Austin Twelve provided some interesting moments, one of its more intriguing features being a transmission brake that caught fire on descending hills, a happening the more entertaining because the run had no motoring objective whatsoever, and only the driver was an enthusiast. Again, only a few weeks ago, a job of work up at Southport and bad luck with two cars beforehand, left us with a Morris Eight saloon, in which, leaving cheerfully at 8 p.m. on the homeward journey, we literally motored all night, the mileage increasing miraculously because the writer drove for two hours in a circle while his co-driver (on the rear seat) was at peace with the universe. Even so, we shaved and breakfasted at the first hotel we struck in London, met some friends, and immediately set off for another day's motoring that terminated at midnight. The little car had no real performance, as the sports-car or trials man thinks of performance, but its brakes and steering and condition generally were sound and that means a lot. Even a twelve-year-old Swift contributed an afternoon's entertainment, when a friend who is a genuine enthusiast borrowed it from its proud owner ; we took it to Brooklands of all places, and coaxed it up the Test Hill, its pulling powers and third-gear performance being almost unbelievable.

Naturally, runs to distant motoring venues lead to further reminiscent happenings. There was a trip to Donington and home again one Saturday, in an elderly M-type M.G. Midget which had been revitalised with a Centric supercharger and, smoking a protest, was known to its owner's friends as " The Bloater." At that time it had a habit of blowing out the complete inside of No. 1 plug at depressingly inopportune moments, though when it was going it was very quick indeed, so that we had a great run up, coming home snugly, in darkness and a downpour.

Another expedition to Donington is remembered because we left London very late, in a Ford V-8 which had only that morning been converted to forced-induction. Yet we saw quite a lot of the race and that journey was a distinct eye-opener in respect of safe, point-to-point average speed. Curiously enough, the harder the day's motoring the more your enthusiast seems anxious to repeat the dose on the morrow, and on this occasion, reaching London again at midnight, the writer promptly took over another Ford V-8 with which to attend another motoring gathering, involving a further 300 miles driving on the Sunday.

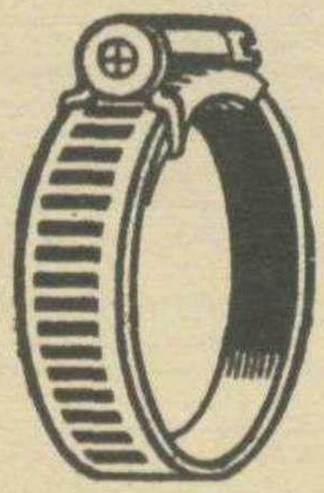
This ordinary aspect of motoring has been great fun, and however many makes one tries there are ever gaps to be filled ; types that one is anxious to try, eager to unravel their individual characteristics, and with luck will drive some day and, in driving them, undoubtedly embrace further interesting and amusing motoring experiences by which certain cars will be remembered apart from their actual qualities. I could fill pages with this sort of thing but no doubt the editorial blue pencil hangs poised to end the reader's boredom ; one's own experiences always seem so vitally important, yet doubtless there are many other enthusiasts who have had more and greater experiences of this sort, as I hope the post may in due course bear witness. As I write, I have before me a letter from a friend just back from a holiday in France, in which he casually says that the 4½-litre Bentley lapped the Le Mans circuit at rather over 70 m.p.h. and reached 98, wind behind. He also mentions how they were greeted by David of the Hotel Moderne.

A great pastime, my masters, is this motoring for sport.

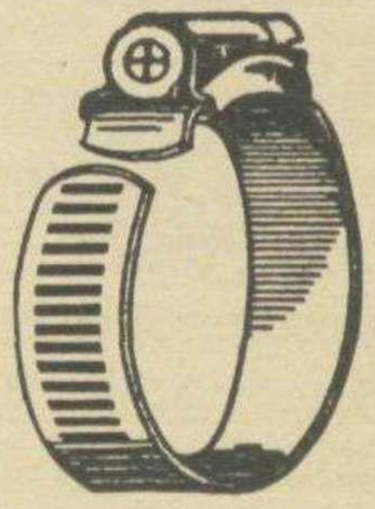
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Continental Notes and News

By OUR CONTINENTAL CORRESPONDENT

The Decider

It will be interesting to see what happens at Monza in the Italian Grand Prix. This is generally the last race of the season in which the works teams meet, and all of them will be making great efforts to carry off this deciding event.

Auto-Unions will start hot favourites, for their reliability in recent races has been astonishing. Curiously enough, their only possible weakness is in their brakes, and these will be tested to the full on the artificial corners of Monza. It is too much to expect that Mercédès-Benz will make a last-minute recovery, unless some very intensive work has been put in since the Swiss Grand Prix. The new lowered chassis has not been a success. It does not hold the road well at high speed, and the rear springing has given trouble on several occasions. There is a strong rumour that the Mercédès-Benz factory is working on a completely new car for next season. A come-back for the firm is certainly due.

The Alfa-Romeos will be driven their hardest by the Scuderia-Ferrari drivers, for a victory on their own ground is greatly desired. Reliability has not been a strong point of the Alfas lately, but at any rate at Monza they will not be handicapped by their inferior maximum speed. Everything points to a battle royal, with Auto-Unions as the more-than-possible winners. His many admirers, both in Italy and elsewhere, would like to see Achille Varzi pull off the race.

Invalids

The season has been mercifully free from fatalities, but one or two drivers have had narrow shaves. Chiron is almost recovered from his high-speed crash in the German Grand Prix and has been convalescing at his home in Paris. Driving a car at touring speed at the spot where he crashed it is difficult to imagine why the Merc. left the road. But one has to double the speed, and more, to visualise the accident properly. The mystery is why there are not more crashes at the Ring, which surely must be the most difficult circuit in the world.

Hans Stuck had a nasty experience in the Coppa Acerbo when he slid sideways into one of the barriers of a chicane and smashed his elbow. In spite of this he drove at Berne a week or so later, enduring great pain in doing so. He had to be lifted out of the car at the end of the race. Auto-Unions are unorthodox in their road behaviour as well as their design, and it is seldom that you see them sliding on corners in the old manner. Apparently it is dangerous to begin a slide, because the heavy tail seizes its chance to become the head. Only Rosemeyer appears to do it regularly, and his progress round the Nurburg Ring was hectic in the extreme. It was no fluke, however, and he did the same thing more or less on every lap.

The Coppa Ciano

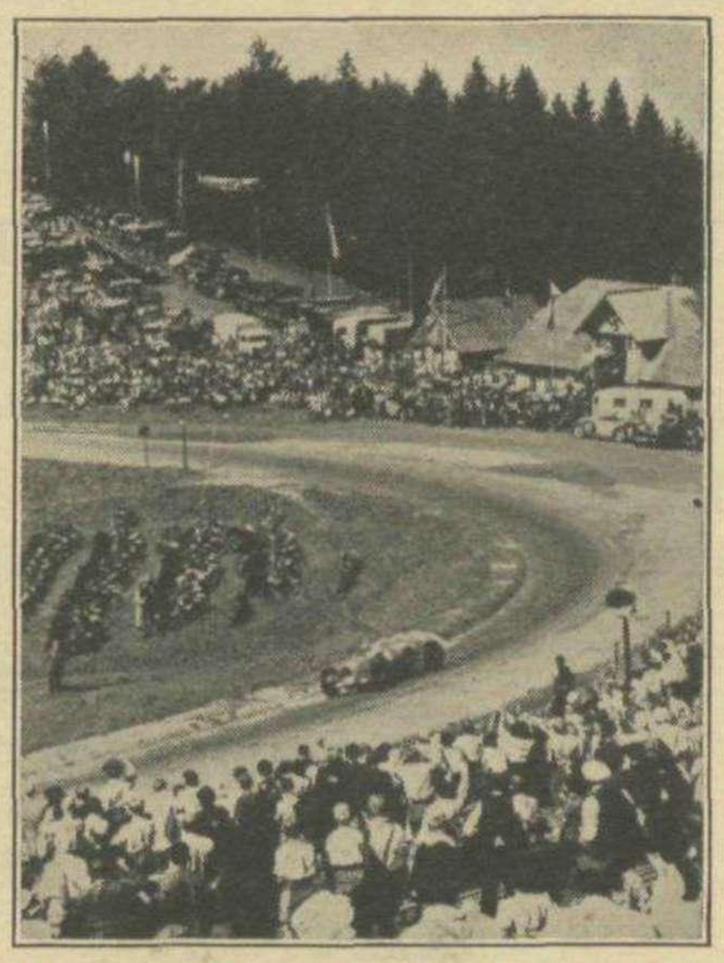
This year the Montenero circuit was abandoned in favour of a new course at Leghorn for the annual Coppa Ciano races. The Montenero circuit was long and extremely tortuous, and its abandonment was not mourned by any of the drivers.

The chief entries were the Auto-Union and Alfa-Romeo teams. Mercédès-Benz were staying on at Nurburg Ring in an endeavour to cure the suspension troubles which have beset them this year. The Auto-Unions were hardly touched after the German Grand Prix—indeed there was not time to do much after the cars had completed the long journey to Italy.

The start of the race was inauspicious from the Italian point of view. On the very first lap Nuvolari's 12-cylinder Alfa-Romeo broke its back axle, and three Auto-Unions driven by Stuck, Varzi and Rosemeyer were out in the lead. Nuvolari managed to crawl to the pits and was immediately given Pintacuda's 8-cylinder car. Pintacuda, incidentally, was making his first appearance since his visit to South America.

Inspired by the frenzied enthusiasm of his compatriots, Nuvolari went after the Auto-Unions like one possessed. The circuit was just to his liking, and by dint of the superhuman cornering which only the Maestro can pull out, Tazio crept nearer and nearer to the silver Auto-Unions. "Faster" signals to the German drivers met with no response, for the brakes of the Auto-Unions, untouched since the German Grand Prix, were well nigh worn out.

On the twentieth lap Nuvolari caught Rosemeyer, then Varzi, and finally Stuck, to take the lead. Boy, did those Italians cheer? They were weeping with enthusiasm. From that point Nuvolari was never headed, and he came home in front of the Auto-Unions to win one of the finest races of his career.



Berndt Rosemeyer, in his Auto-Union, making fastest time in the German Mountain Trophy, near Freiberg. Rosemeyer is Germany's most successful driver this season.

The 1,500 c.c. Coppa Ciano held all the promise of a really fine race, for Count Trossi's 6-cylinder independently-sprung Maserati was in opposition to Richard Seaman's gallant Delage. It was not to be, however, for the latter was in trouble from the very start with his carburetion, and frequent calls at the pits put him right out of the running. Trossi was never pressed, although the Greek driver, N. S. Embiricos, did his best with a grey E.R.A. These two finished in that order, with Seaman still plodding along in sixth place.

Pseudo Sports-cars

The farce of "sports-car" racing in France came to a climax in the Grand Prix du Comminges. The rules permitted cars to run with equipment stripped, and the result was a joke. The Bugattis discarded their streamlined bodies and came out in their true guise, Grand Prix cars less superchargers. The sight of them so infuriated the Delahaye drivers that they threatened to strike, and the organisers had a tricky time negotiating a settlement.

At the start of the first heat Wimille shot ahead on his Bugatti, fiercely pursued by the Talbots. Benoist managed to work his way into second place on the remaining Bugatti, and he and Wimille were lapping at something over 95 m.p.h. After that the order remained practically the same throughout the race, and the cars finished with the Bugattis in front, followed by the four Talbots, and then a pack of Delahayes. The reliability of the cars was most marked, and there were sixteen finishers out of seventeen starters.

In the second heat Benoist fell out, leaving Wimille to defend the Bugatti colours—which he did with his usual efficiency. Once again the Talbots chased him hard, but he had their measure and kept safely out of harm's way. René Dreyfus was lying second when he lost a wheel while travelling at high speed. He kept the car in its proper direction and position, and pulled up without damage. Heldé thereupon took his place on another Talbot and continued to harass Wimille. The results of the two heats were as follows:

RESULTS

1st Heat

1. Wimille (Bugatti) 1h. 26m. 4s. Speed 95.32 m.p.h.
2. Benoist (Bugatti) 1h. 27m. 31s.
3. Dreyfus (Talbot) 1h. 27m. 35s.
4. Helde (Talbot).
5. Raph (Talbot).
6. Morel (Talbot).
7. Le Begue (Delahaye).
8. Mongin (Delahaye).
9. Brunet (Delahaye).
10. Soulie (Delahaye).

2nd Heat

1. Wimille (Bugatti) 2h. 53m. 6s. Speed 94.81 m.p.h.
2. Helde (Talbot) 2h. 56m. 5s.
3. Raph (Talbot) 2h. 58m. 8s.
4. Mongin (Delahaye).
5. Brunet (Delahaye).
6. Chaude (Bugatti 3-litre).
7. Kieppurt (Bugatti 3-litre).

CONTINENTAL NOTES AND NEWS—continued

British Success in Germany

A sports-car race on a circuit near Munich was a much more satisfactory affair. The cars were divided into classes for supercharged and unsupercharged cars, with the usual sub-divisions.

Fastest time of the day was made by H. J. Aldington on a works 2-litre B.M.W. Aldy's average was 85 m.p.h., a remarkably fine performance. The 1,500 c.c. unblown class was won by a B.M.W. at 70 m.p.h. with cars of similar make in second and third places. A Fiat Balilla won the 1,100 c.c. unblown class at 68 m.p.h. with an M.G. second. Among the supercharged cars an Alfa-Romeo won the unlimited class at 78.5 m.p.h., and an M.G. Magnette was first in the 1,500 c.c. class at 80 m.p.h.

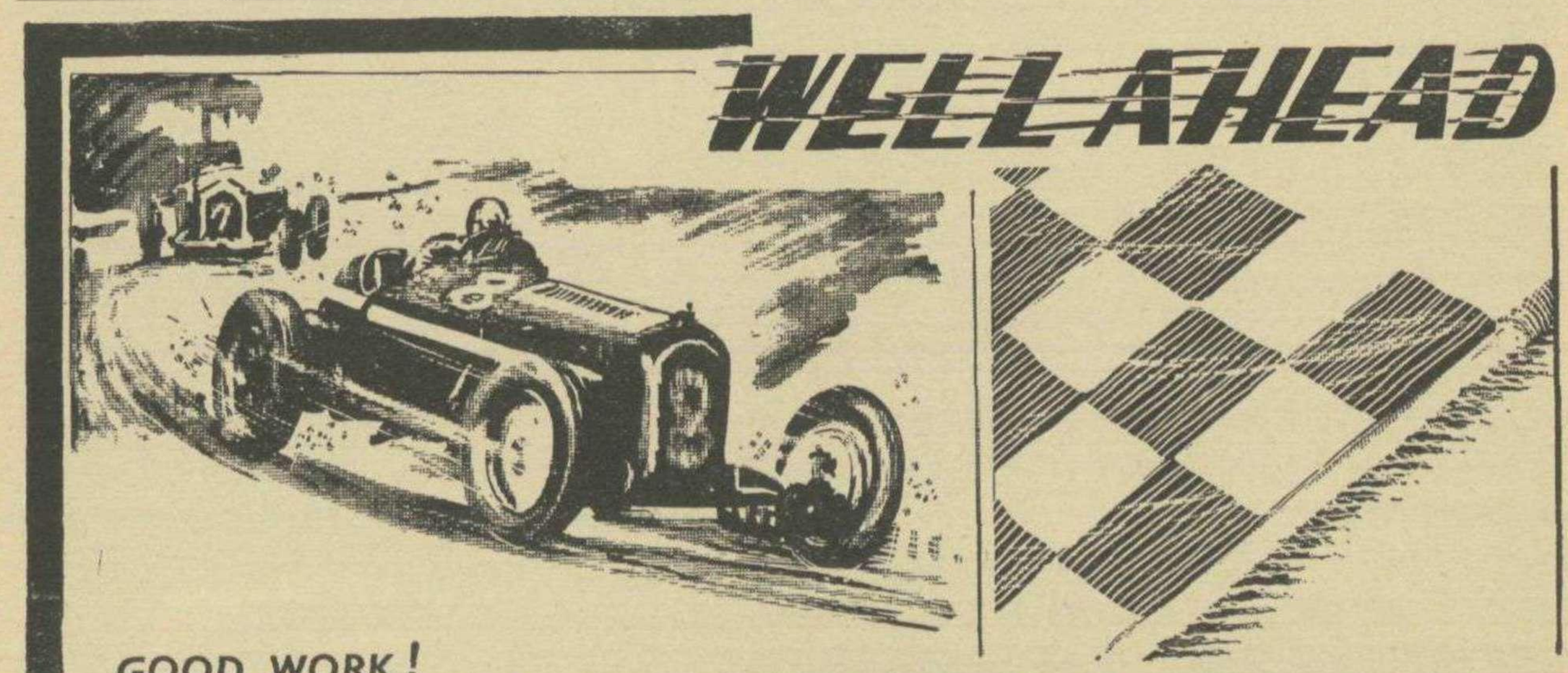
The new B.M.Ws. are rumoured to be capable of 115 m.p.h., and assisted by superlative road-holding, and steering are unbeatable in their class.



International Alpine Trial—Knapp in an Adler, drawing in beside Donald Healey's Triumph at the Olivone Control near Lugano.

BROOKLANDS RECORDS

Brooklands has seen little activity amongst the record-breakers this season, but on August 27th, Major A. T. G. Gardner brought out his ex-Horton single-seater M.G. Magnette. He was out to break R. T. Horton's one-hour record, and completed his standing-lap at 106.19 m.p.h. The track then proceeded to go to pieces just beyond the Members' Bridge, which resulted in a cut rear tyre, a thrown tread and the finish of the attempt. In the meantime Major Gardner had established a new 1,100 c.c. outer-circuit lap record at 124.40 m.p.h. beating Horton's existing M.G. record by .82 m.p.h. The Magnette, which has re-faired front-works, was holding 6,500 r.p.m. (137 m.p.h.) along the Railway Straight. On the following day Gardner went out again, and again the concrete broke up, cutting a front tyre, but not before the M.G. had taken the fifty-mile British class G record at 119.6 m.p.h., and the fifty kilos. British class G record at 118.96 m.p.h. It seems likely that Gardner will try for the class G hour record held by Horton, before the season is over, and his existing records are very creditable, though the gap between the flat-out speed and record-lap speed is interesting. But what will Percy Bradley do about the surface for September 19th?



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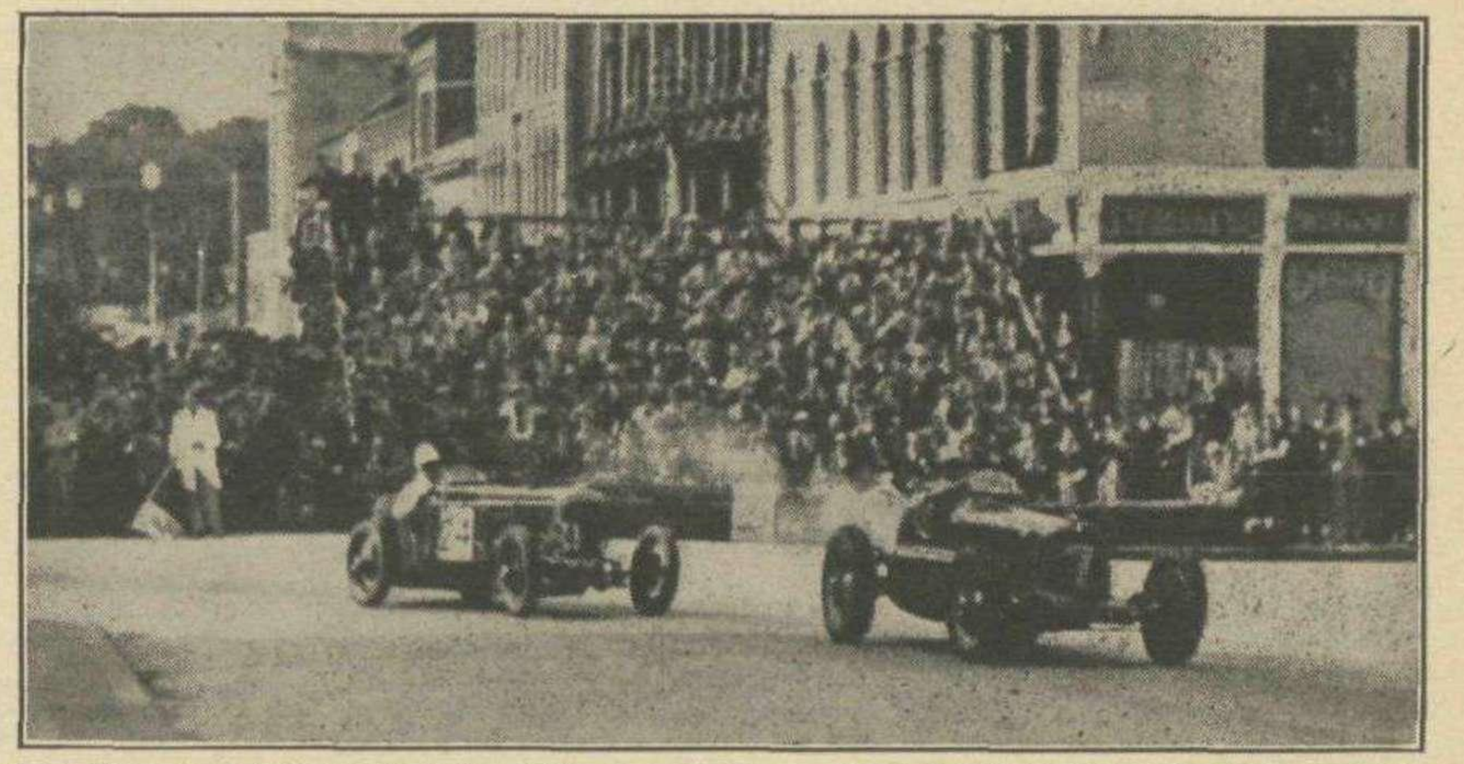
TRAGEDY AT LIMERICK

UNFORTUNATE ACCIDENT MARS RACE—M.G. THE WINNING MARQUE

The round-the-streets race at Limerick on August Bank Holiday, another of those "excellent Irish road-races," was marred by an unfortunate accident in which the Duke of Grafton, age twenty-two, was so severely injured that he died a few hours after being admitted to hospital. Although the race was run without rain, heavy showers had drenched the roads beforehand, and when the cars started the surface was still slippery. Segrave, in his "Lure of Speed," emphasises that accidents usually happen either in the first wild burst of speed to obtain the lead, when familiar corners look strange on account of the background of spectators, or at the closing stages, when drivers tire and cars become less easy to control. In the Limerick accident the Duke of Grafton crashed on the very first lap. He was at the wheel of the 3.3-litre Grand Prix Bugatti formerly raced by C. E. C. Martin. The car slid across the road and hitting a wall burst into flames, the fire getting a considerable hold before it came to rest. Officials rushed to the driver's aid, but his clothing was burning fiercely when they got him out, and three of the helpers themselves received bad burns. The Duke said that he would soon be all right and generally showed immense courage, that unfortunately was of no avail. To his relatives and friends we extend our sincere sympathy. The Duke had only recently come down from Cambridge and motor-racing was one of his hobbies. He started racing this year at Brooklands with a rather unusual-looking Alfa, which he also ran in speed trials, but the temperament of this car reduced his driving experience. It cannot be overlooked that the 3.3-litre Bugatti is a rather difficult proposition for a driver of limited racing experience.

Turning to the race, the distance was 151 miles or fifty-five laps, and for thirty-seven laps a most interesting duel was fought between Arthur Dobson and "Bira," both driving E.R.A. cars.

As Austin Dobson's Alfa-Romeo did not put in an appearance on the starting-line, these two cars and P. N. Whitehead's E.R.A. were virtually the scratch cars, and they were giving some of the slower cars as much as eleven laps' start. At half-distance "Bira" headed the duel and also the race on handicap, and Fairfield's 1935 lap record of 67.35 m.p.h. had been broken seven times, though it must be remembered that Fairfield then used a 1,100 c.c. E.R.A. "Bira's" lead was by 3 secs., when he experienced locked front brakes and in hitting a kerb so damaged the axle as to cause his withdrawal. Dobson, too, had slowed, losing 30 secs., and when he speeded up it was not to his former pace. Actually, both these E.R.A. drivers broke the lap record, each getting round in 2¼ mins., equal to 73.34 m.p.h. At the time when "Bira" retired and Dobson slowed, Powys-Lybbe's Alfa-Romeo and A. Hutchison's M.G. were behind them on handicap, and Hutchison took his chance of going ahead. Powys-Lybbe then found his oil-pressure at a dangerously low figure and sagely withdrew before damage resulted beneath the Alfa's bonnet.



The Maserati driven by Miss Ellison and T. P. C. Tapper, followed by Barrington's Frazer-Nash on Witham Street Corner.

Maclure drove a beautifully steady race with the unblown Riley and when, nine miles or so from the finish, Ivo Peters' Frazer-Nash retired, he took third position, finishing thus at a better average speed than that at which the race was run last year and at a figure bettered by only three cars, all of greater engine capacity and supercharged.

O' Boyle's Alta made frequent pit-stops and poor Whitehead experienced much trouble with his E.R.A. until nearly the finish, when the car recovered and went really fast. Miss Ellison and Cholmondeley-Tapper ran the Maserati, and when the latter was at the wheel the car ran on to the footpath, apparently fascinated by a policeman, who escaped. Dodson and Goodacre started very rapidly with the works Austins but were seen no more after half-distance.

So Hutchison's blown M.G. Midget, entered by J. W. Patterson, held its lead, though it was actually being closed upon during the latter stages of the contest.

Chicanes were used in two places on the circuit and Hutchison is reputed to have scored the maximum number of "contacts," beating even "Bira" and Dobson, who, during their duel, managed to strike the barriers, it is said, ten times each. Whether the obstacles were badly placed, or whether the drivers took unfair advantage of their freedom from harm, is for the club to decide, but contacting with barriers of any kind is most undesirable. So another Irish race is over.

RESULT

1. A. Hutchison (M.G. Midget, S.) 57.14 m.p.h.
2. A. Dobson (E.R.A., S.) 69.69 m.p.h.
3. P. Maclure (Riley) 63.39 m.p.h.
4. C. H. Manders (Adler) 57.44 m.p.h.
5. Sir A. W. MacRobert (M.G.).
6. Miss E. Ellison and T. P. C. Tapper (Maserati).
7. P. N. Whitehead (E.R.A.).
8. J. Toohey (Ford).
9. D. Yule (C.M.Y. Special).
10. I. F. Connell (Alfa-Romeo).
11. Mrs. E. M. Wisdom (Riley).

Twenty-four started.

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IN AID OF CHARITY

It was a pleasant idea on the part of the West Hants L.C.C. to organise speed trials in the beautiful park at Poole, and to hand the whole of the gate-money to the Cornelia Hospital, Poole. Beautiful weather graced the event. The course was about 680 yards in length, with a good tarmac surface and several exciting bends, with wide grass verges for the benefit of wandering motors.

The 6,000—7,000 spectators enjoyed a running commentary by two announcers on the Shelsley "change-over" system, and a meeting run off so promptly that it finished well ahead of programme time. Timing was by Bachelier electrical apparatus loaned by the Cambridge University A.C.

Fastest time of the day was established by G. R. Hartwell, driving the M.G. Magnette which E. R. Hall used to pilot. His best time was 22.82 secs., an average of over 60 m.p.h.—and remember those bends!

S. E. Cummings was probably the most popular driver present and the noisy Vauxhill-Villiers gave lots of people a thrill when it skidded badly on approaching the finish, narrowly missed the timing set and those operating it, and ended up in a bush. A time of 22.92 secs. was recorded, the best until Hartwell made that excellent last run in 22.82 secs.

Maclachlan got his now-famous black Austin along the course in 23.48 secs., and Harrocks did some good work with a blown M.G., winning the 1½-litre super-sports class in 27.26 secs., albeit by a narrow margin from Maclean's blown car of the same marque. Michael May's Alvis took the 3-litre sports class, beating Viscount Curzon's Alfa-Romeo, and in the unlimited class, F. R. G. Spikins ran his Spikins-Hudson-Special against the Alfa and Lycette's 8-litre Bentley and beat them both by quite a handsome margin.

H. G. Dobbs had brought along the offset, monoplace, white Riley 2-litre, which returned a time of 23.17 secs. M.G. and Frazer-Nash cars were noticeably popular and effective in the sports classes. Sumner was a well-watched exponent of the spidery Special, but his blown Sumner-J.A.P., in spite of much noise, broke its chains when the time came.

Altogether Poole provided more excitement than most sprint meetings this year. Cummings was doing 85-90 m.p.h. when his skids commenced and he pulled up on one occasion four feet or so from the spectators, who had remained to watch. Forrest Lycette had a few exciting moments with some couple of tons of Bentley, and J. A. Elliott, driving a rapid, fully-streamlined Austin Seven, once had to avoid a dog, while Hartwell was almost broad-side on away from the line on his record run. But all's well that ends well and the Cornelia Hospital will benefit considerably.

RESULTS

Sports-Cars

Up to 850 c.c. : 1, B. Cree (847 c.c. M.G.) 31.53s.
Up to 1,100 c.c. : 1, B. Cree (847 c.c. M.G.) 31.25s.
Up to 1,500 c.c. : 1, T. J. B. Law (1,496 c.c. Frazer-Nash) 27.54s.; 2, G. R. Hartwell (1,493 c.c. Singer) 29.86s.
Up to 3,000 c.c. : 1, T. J. B. Law (1,496 c.c. Frazer-Nash) 27.34s.; 2, G. Bagratouni (1,287 c.c. M.G.) 27.98s.
Unlimited : 1, G. Bagratouni (1,287 c.c. M.G.) 27.40s.; 2, R. D. Poore (3,622 c.c. Ford) 28.30s.

Super-sports Cars

Up to 1,500 c.c. : 1, S. M. Harrocks (939 c.c. M.G., S.) 27.26s.; 2, D. Maclean (1,287 c.c. M.G., S.) 27.83s.
Up to 3,000 c.c. : 1, M. W. B. May (1,991 c.c. Alvis) 26.6s.; 2, Viscount Curzon (2,300 c.c. Alfa-Romeo) 27.05s.
Unlimited : 1, F. R. G. Spikins (4,168 c.c. Spikins Hudson Special, S.); 2, F. Lycette (7,963 Bentley) 25.71s.

Racing-Cars

Up to 1,100 c.c. Uns. : 1, E. P. Huxham (1,098 c.c. Morgan) 31.85s.
Up to 1,500 c.c. Uns. and 750 c.c. S. : 1, A. N. L. Maclachlan (747 c.c. Austin, S.) 25.18s.
Up to 2,000 c.c. Uns. and 1,100 c.c. S. : 1, A. N. L. Maclachlan (747 c.c. Austin, S.) 23.65s.; 2, H. G. Dobbs (1,986 c.c. Riley) 24.16s.
Up to 4,000 c.c. Uns. and up to 1,500 c.c. S. : 1, G. R. Hartwell (1,287 c.c. M.G. Special, S.) 23.13s.; 2, H. G. Dobbs (1,986 c.c. Riley) 23.37s.; 3, A. N. L. Maclachlan (747 c.c. Austin, S.) 23.48s.
Unlimited Uns. and up to 3,000 c.c. S. : 1, G. R. Hartwell (1,287 c.c. M.G. Special, S.) 22.82s. (best time of day); 2, S. E. Cummings (2,996 c.c. Vauxhall-Villiers, S.) 22.92s.; 3, H. G. Dobbs (1,986 c.c. Riley) 23.17s.

LEWES AT ITS BEST

ALTA ESTABLISHES FASTEST TIME—COURSE RECORD UNOFFICIALLY BROKEN

The Kent and Sussex L.C.C. meeting at Race Hill, Lewes—one-third-mile course in beautiful surroundings—attracted the biggest entry for the last two years, and the meeting was run off to Kent and Sussex standards, though it seemed regrettable that hand timing had replaced the usual electrical apparatus.

Geoffrey Taylor put up the best time, his 1,488 c.c. Alta taking 19.81 secs., while R. R. Jackson's 1,490 c.c. Alta made second fastest time in 19.95 secs., praiseworthy showing by an individual marque of thoroughbred design. A. F. P. Fane dominated the sports classes with his Frazer-Nash Six, as has become his habit, climbing in 21.72 secs.

Dick Nash was not quite in his old form, and the Frazer-Nash Union Special asked 20 secs. dead, while Fane's racing Frazer-Nash needed 20.68 secs. H. L. Hadley from Austin's again put the tiny Austin in the picture, and Harvey-Noble did some further good driving, clocking 20.56 secs. with his M.G., and 20.84 secs. with Sumner's 10½-litre Delage, the last a creditable time with a car difficult for this kind of motoring.

K. D. Evans did his best Lewes run, the M.G. taking only 21.21 secs. Much comment and praise was expended when R. A. Waddy got his 1-litre Fuzzy Nine up in 20.08 secs. The little car has two 500 c.c. engines, one driving the front wheels while the other drives the back axle, and the body is very completely faired-in. On August 22nd the front engine displayed temperament, but next year Waddy may well have the record in his hands. Mention of the record, recalls a simply astounding run by S. E. Cummings, when the Vauxhall-Villiers recorded a time as low as 18.88 secs. However, as this was put up on a special match run, authority will not recognise it as a new course record and the popular Dick Nash retains official honours. To conclude, we have had a big revival of sprint motoring this year and have seen a number of new venues in use.

Lewes still remains one of the very best.

RESULTS

Frazer-Nash cars : 1, Ivo Peters, 27.3s.
Standard Sports, 1,100 c.c. : 1, R. M. Sanford (995 c.c. Fiat Balilla) 30.71s.

Super-sports, 1,100 c.c. : 1, H. Witley Burt (939 c.c. M.G.) 28.29s.; 2, Capt. C. Terry (939 c.c. M.G.) 29.53s.

Standard Sports, 1,500 c.c. : 1, Ivo Peters (1,496 c.c. Frazer-Nash) 27.21s.; 2, G. Bagratouni (1,287 c.c. M.G.) 28.03s.

Standard Sports, 2,000 c.c. : 1, C. G. Fitt (1,911 c.c. Frazer-Nash-B.M.W.) 27.50s.; 2, D. Greig (1,657 c.c. Frazer-Nash) 27.64s.

Super-Sports, 1,500 c.c. : 1, A. F. P. Fane (1,496 c.c. Frazer-Nash) 21.72s.; 2, G. Bagratouni (M.G.) 27.57s.

Super-sports, Unlimited : 1, Forrest Lycette (7,963 c.c. Bentley) 21.89s.; 2, A. F. P. Fane (1,496 c.c. Frazer-Nash) 22.71s.

Racing-cars, 1,100 c.c. : 1, R. A. Waddy (1,000 c.c. Fuzzy) 20.08s.; 2, A. N. L. Maclachlan (747 c.c. Austin) 20.62s. 3, H. L. Hadley (747 c.c. Austin) 21.08s.

Racing-cars, 1,500 c.c. : 1, G. Taylor (1,488 c.c. Alta) 19.81s.*; 2, R. G. J. Nash (Frazer-Nash Union Special) 20s.; 3, R. R. Jackson (1,490 c.c. Alta) 20.44s.

Racing-cars, 2,000 c.c. : 1, R. R. Jackson (1,490 c.c. Alta) 19.95s.; 2, R. G. J. Nash (Frazer-Nash Union Special) 20.26s.; 3, A. F. P. Fane (1,496 c.c. Frazer-Nash) 20.68s.

Racing-cars, Unlimited : 1, R. R. Jackson (1,490 c.c. Alta) 20.52s.; 2, H. L. Hadley (747 c.c. Austin) 20.78s.; 3, G. P. Harvey-Noble (10,688 c.c. Delage) 20.84s.

Handicap Event : 1, Dudley W. Jackson (Riley Nine); 2, J. O. C. Samuel (Frazer-Nash); 3, S. E. Cummings (Vauxhall-Villiers).
*Fastest time of the day.

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A LONDON RACING-CIRCUIT

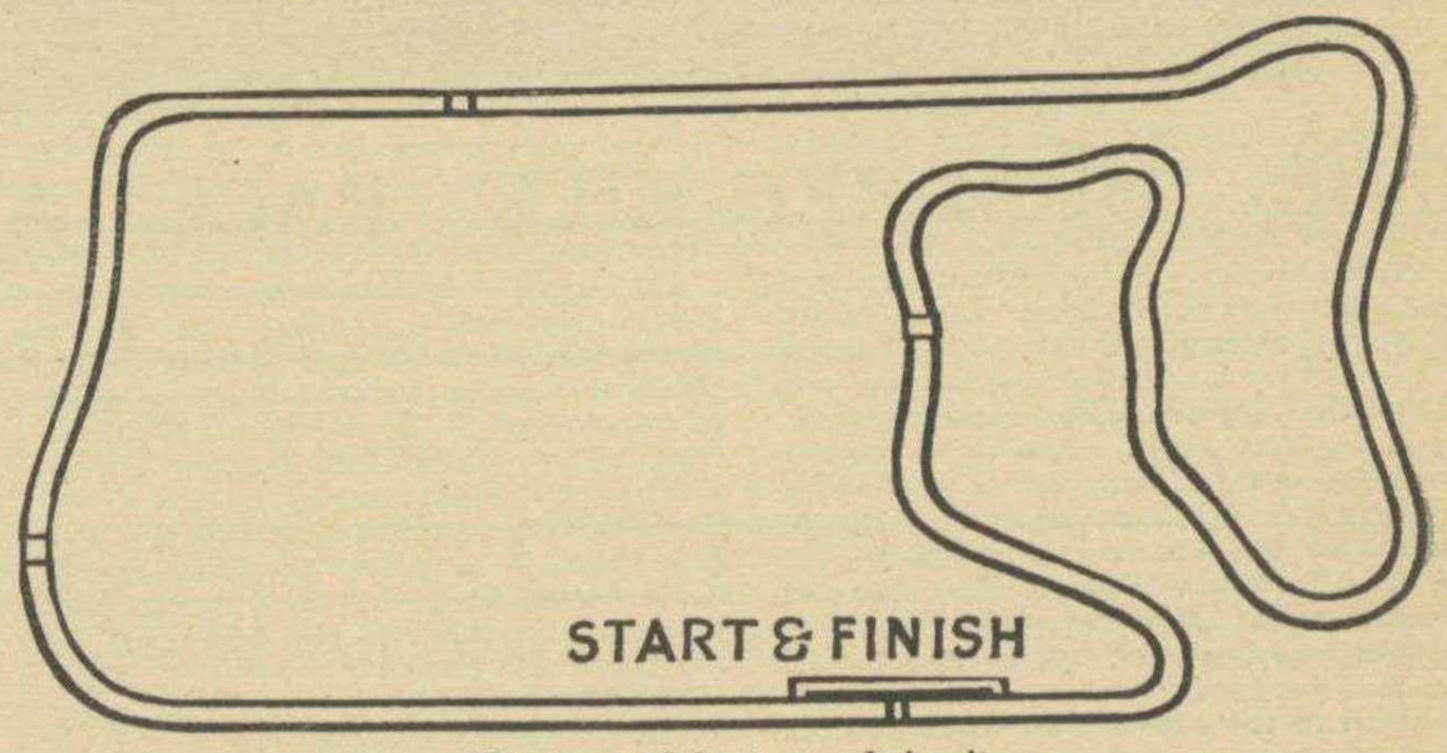
So much has been heard during the past five years of new racing-tracks about to come into being at various parts of the country that, with Donington still our only road-course, any further news of this sort requires quite a large dip into the editorial saltcellar.

Perhaps, however, the fact that the proposed road-circuit at the Crystal Palace is linked to names such as those of Harry Edwards of the B.R.D.C., W. G. Everitt, the M.G. racing-pilot, and the Hon. G. G. R. Rodd should be sufficient reason to dispense with that pinch of salt. Let us, therefore, describe the scheme which has the approval and assistance of the Crystal Palace Trustees and Sir Henry Buckland.

A road-circuit of non-skid bitumen is visualised, with a width of 30 ft. and a lap of about two miles, designed by C. L. Clayton to provide various gentle left- and right-hand bends and a useful hairpin turn. The terraces below the Palace will provide adequate accommodation, and there is room for 60,000-70,000 people in the enclosures, which would, we imagine, seldom be overcrowded. Three railway stations and many bus and tram services connect with the Palace and four bridges over the course and a subway underneath it are shown in the plans. At present the course has actually been marked out, but much work would have to be done to clear woods and construct the road, which, in places, would pass through meadows. The existing dirt-track, cycle-track, running-track and football ground would be undisturbed.

An initial meeting is anticipated in April 1937, followed by car, motor-cycle and cycle races.

"Path" racing by motor-cycles has, of course, been staged with some success at the venue. But the writer has to confess to a feeling of acute depression when within the grounds, where he has attended a few car dirt-track shows, two motor-cycle dirt-track meetings and an aero-show. The interior of the Palace has these days an unfortunate air of neglect and desolation, and it does not seem to have occurred to many people that motor-race meetings are attended mainly by the motoring fraternity, who can usually muster motors in which to journey to existing courses, and that such journeys constitute much of the pleasure of race-going. Also that the petrol, oil, rubber and brake-lining consumed by thousands of such runs is good for the trade. However, the Crystal Palace developments will be watched with interest, especially, no doubt, by regular *habituees* who at present must find on so many Saturdays that when they have spent all their pennies in the fun fair there is little else in the way of moral amusement left to them in the wilderness of this S.E. London pleasure-ground.



The course of the proposed circuit.

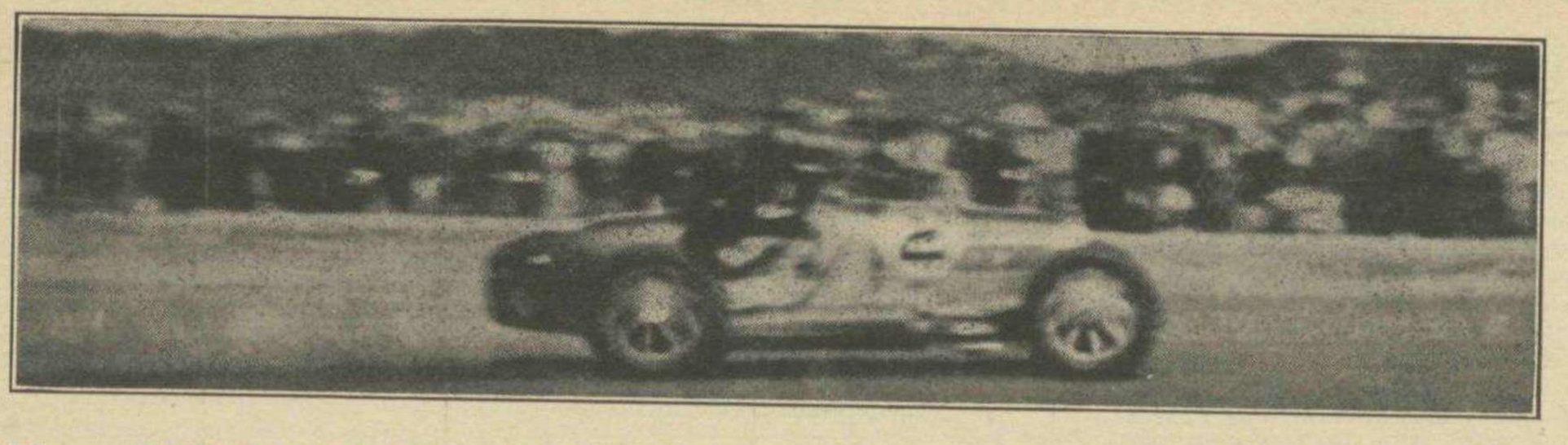
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THE HUNDRED-MILE RACE AT SOUTHPORT

After weeks of unpleasant weather the Saturday of August 8th dawned without a cloud in the sky, and a hot sun, tempered by a cool breeze from the sea, lit up the vast expanse of sand at Southport. Very early, vans of outwardly ordinary aspect but actually carrying extremely valuable racing-cars, began to arrive at the Palace Hotel, where the Southport Motor Racing Club has its headquarters. As we arrived a motoring flavour was imparted by the appearance in the yard of Charles Brackenbury's Bugatti in the care of Papworth and his mechanics.

Conan Doyle was an early arrival in the "paddock" down on the beach, supervising the unloading and preparation of his beautifully-finished, gold-hued, 1½-litre, double-camshaft Bugatti. Tinker arrived in his Frazer-Nash, his passenger clad in a truly wonderful roll-neck jersey, and several motor-cycle riders had a preliminary canter down the course. Hutchison was busy stripping his light Ford V-8, which had flexible metallic exhaust pipes casually draped along both sides of the chassis to beyond the rear axle. Baker apparently had his f.w.d. sports Adler absolutely ready, but Holbrow was having a bad time with an elderly G.P. Bugatti and his single-seater, ex-Field, 2.3-litre Bugatti was not sufficiently finished to be present.

One of the most interesting cars in the paddock was the little J.W.B. of Burnand's, which apparently has coil-spring suspension and a Riley engine, a narrow single-seater body with long tail, narrow track, exhaust ports cut flush with the bonnet, an "isolated" and inclined radiator and an absurdly tiny steering wheel that had to be removed before the driver could enter. It sounded most healthy and subsequently proved very rapid.

Proceedings opened with a rather painful two-lap cycle race, after which the motor-cycles came out and we saw some fine work, riders of big-twins going really well down the long straights and machines going into the turns at speeds which would terrify the average dirt-track rider very soundly—and most of them got round, only one man falling seriously enough to damage his mount, which in this instance folded up its front forks.

Thereafter the straight-mile car races were run off, in the first of which Charles Brackenbury got his 2.3-litre blown Grand Prix Bugatti going really well, a flurry of sand-dust in his wake, to beat Conan Doyle's smaller Bugatti and H. J. P. Williams' blown M.G. Magnette.

The second straight-mile resulted in Robin Hanson employing the smart monoposto M.G. Midget prepared by Bellevue Garage to such purpose that he vanquished G. R. Gahagan's Le Mans type 4½-litre blower Bentley and J. K. Whittaker's rapid touring Railton. In the following straight-mile Tinker's 1½-litre Frazer-Nash got to the finish ahead of de Ferranti's Ford V-8, which carried wings and equipment and had glass in its screen this time.

The last of the mile sprints was a victory for R. D. Tong's supercharged P.B. type M.G. Midget, the little J.W.B. and Hargreaves' Salmson following the Midget over the line.

With only a brief interval the big race of the afternoon then commenced—the hundred-mile race run on a credit-lap handicap system for a prize of £100. This is an interesting race, the long straights permitting really considerable speeds to be reached, and the bends comprising plain hairpins with all the room in the world, but approached very fast, while the sand factor is extremely potent, both from the view-point of controlability of the cars and its effect on their internals. After a few drivers had taken a preliminary run round the course, the competitors lined up and the race commenced, over firm sand entirely devoid of water. George Formby, the comedian, started the race, after some preliminary flag-wagging that was effectively caught by the Press cameras. Incidentally, some 40,000 spectators were present.

Brackenbury was soon going extremely well with the Bugatti, working considerably at the bends, but getting round well, rather wide. Alas, a trail of smoke soon showed from the cockpit and the car went out with a seizure following magneto trouble, after six laps. D. M. Conan Doyle was leading on actual distance at ten laps but his Bugatti was never really fast, suffering from an annoying misfiring malady which spoilt the crisp exhaust note, and which several pit-stops did not cure. Hutchison was getting round nicely in his V-8, Allard likewise, and Tong (M.G.). The Rileys and the Austins were doing well.

J. K. Whittaker's stripped Railton displayed immense acceleration, and Ferranti was getting along well with his V-8, though the axles seemed a bit tied-up on the turns. Brooke simply fought his high and lusty 30/98 Vauxhall round, sand flying in all directions, and the old car was really fast and came out from the pits unexpectedly soon after noises that had sounded of a most expensive order.

R. Jackson's blown M.G. Midget was going and sounding really fast, using either the extreme inside or extreme outside of the course, possibly because its driver sat usefully high in the cockpit. Warburton's Riley trailed a smoke screen and had a curious note from its straight-through exhaust but it ran well. The leader up to half-distance was H. Hargreaves (Salmson), but smoke began to issue from improper places and lubrication trouble put him out. That let the little J.W.B. into the lead, while Tong had worked his P.B. M.G. up steadily to second place with Hutchison's Ford third. Hodgson's single-seater Riley Nine was obviously dangerous and lapping faster than before, and at about two-thirds distance an exhaust pipe came adrift on Hutchison's Ford and he retired, Allard's Special V-8 also going out after misfiring of a chronic order had succeeded signs of overheating generally. At around seventy-five miles Tong went into the lead, Tinker's sports Frazer-Nash also moving up to second place, while with ninety miles run Hodgson made a big effort and passed Tinker, as did Warburton.

However, the Frazer-Nash pulled up again and was running almost level with Tong's Midget. Then, on the very last lap, serious engine trouble forced Tinker to tour in on one cylinder and Tong won comfortably after a fine drive, with Hodgson a deserving second and Tinker an unlucky third.

The winning Midget ran in stripped condition, carried no passenger, and had its aero-screen erect.

Hodgson's Riley had cowled dumb-irons, a well-faired body, carried no passenger, and had its aero-screen set at forty-five degrees. At the finish its exhaust system was noticeably loose. Tinker's Frazer-Nash was a normal sports model carrying a passenger, and with both aero-screens erect, but wings removed. Tong did fifty-two laps actual distance, Hodgson fifty-five and Tinker fifty-three and a half.

RESULT

First straight-mile race: Charles Brackenbury (2,263 c.c. Bugatti, S.).
Second straight-mile race: R. Hanson (746 c.c. M.G., S.).
Third straight-mile race: A. Tinker (1,496 c.c. Frazer-Nash).
Fourth straight-mile race: R. D. Tong (939 c.c. M.G., S.).

Hundred-Mile Handicap

1. R. D. Tong (939 c.c. M.G., S.), 55.31 m.p.h
2. H. Hodgson (1,087 c.c. Riley).
3. A. Tinker (1,496 c.c. Frazer-Nash).
4. G. Warburton (1,087 c.c. Riley).
5. J. K. Whittaker (4,168 c.c. Railton).
6. H. Crocker (1,087 c.c. Riley).

THE HISTORY OF MIDGET AUTO-RACING IN AMERICA

By Jack Peters

Since midget auto-racing has become a national sport throughout America, many stories have arisen as to its origin. Members of the racing fraternity of the Atlantic coast claim that they began the sport. Those who follow the peewee game on the Pacific coast will swear to it that their section of the country introduced midgets to the speed fans just four years ago.

While in one respect both are wrong, statistics and records show that those of the Golden Gate State are nearest to being right. Any old-time race fan, who was on the Pacific coast (Venice, California, in 1914, to be exact) will answer the question "Where and when was the first midget auto-race held in the United States?" much in this manner.

"Why, the first midget race was held in Venice, California, in the year 1914, and a young fellow by the name of Al Franklin was the winner. The next year a road-race was planned for these baby cars in Culver City, California, which proved to be the starting-point in the speed career of the famous Harry Hartz, then seventeen years old, who later became the 1926 A.A.A. National Champion."

This is the real beginning of midget auto-racing in the United States. Later, this juvenile bunch of knights of the roaring road organised a racing-association among themselves, and held regular races, including a Junior Indianapolis Classic on the old Ascot track, now the site of the Goodyear Tire and Rubber Co. of Los Angeles. In 1915 these "baby smoke-eaters" ventured to the San Francisco World's Fair, where they ran off several races before an awe-struck crowd of 20,000 persons. The kids patterned their cars after the favourite drivers' mounts of that era, such as Earl Cooper's famous Stutz No. 8, which is now in the Los Angeles Museum. The cost involved in one of these little cars was around $400, while they were powered, mostly, by a two-cylinder motor-cycle engine.

Art Smith, world-famous stunt man, became interested in the boys, along with Al Menasco, now the celebrated airplane builder, and the two promoted a trip to Japan for the young pilots. This marked the ending of midget auto-racing in the United States until one Sunday afternoon, June 4th, 1933.

On this date the thrilling sport was again revived at Sacramento, California, when a handful of cars and drivers turned out on the Junior College quarter-mile flat track to stage a programme of races.

Dave Oliver, winner of the main event after starting in last place, set a qualifying record of 24⅕ seconds, but experienced a little bad luck when, during a heat race, his car spun and hit another, being only slightly damaged. A small crowd of 5,000 spectators turned out to see a bang-up card of events.

Not much was heard of this nerve-wracking sport until little Dominic Distarce, ex-pugilist, signed up eight cars and drivers to form a club called the "Midget Auto-Racing Association" in the fall of that same year, 1933, and staged its first race on the Loyola College track in Los Angeles, California, on August 10th. A protest of slicing the corners was raised against Charley Baker, the winner, but did not hold because of the lack of evidence. Only 4,000 persons witnessed this real revival of midget auto-racing, which later was to become a nation-wide pastime. Now there is hardly a State in the Union that has not a track devoted to the peewee sport.

At the end of that year, Kenny Brenneman, with his No. 1 Brenneman Front-Drive Special, was declared the 1933 midget auto-racing champion, with the association rapidly becoming well known and the roster of licensed pilots steadily increasing.

The following season's beginning, sometime in April, was marked by the introduction of two different, famous, power plants. The first of these was the outboard motor-boat engine, converted to midget-car use by shortening the propeller-drive shaft and adapting a special-built gear-box, brought to fans by little Billy Betteridge, then a recent graduate of Franklin High School in Los Angeles, and only nineteen years old. Bill is a real veteran of midget-car racing and by his spectacular driving was crowned the 1934 midget auto-racing champion.

The other introduction was made by "Curley" Mills, our famous "Schnozzola" of the speed lanes, who drove the first Offenhauser "Mighty Midget" powered car on Thursday, September 27th, 1934, at Gilmore Stadium in Los Angeles. It was known as the Gilmore Special No. 15. From then on very few cars, powered with different motors, have been able to beat these bugs across the finishing line for the chequered flag first.

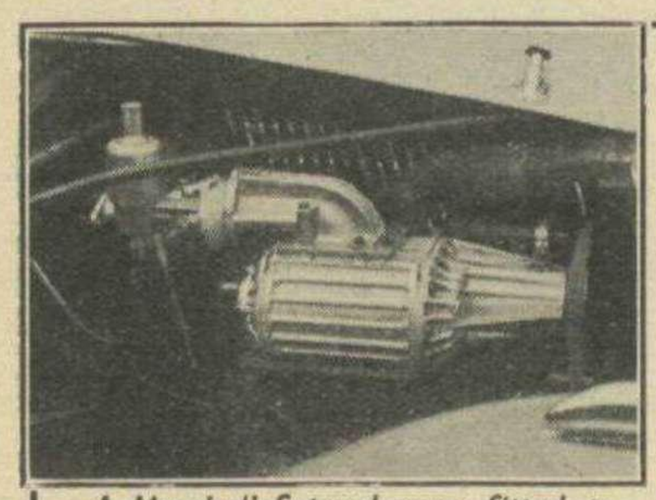
With the beginning of the 1935 season, the Midget Auto-Racing Association was disbanded, and a new one formed under the title of "National Midget Racing Association" with Earl Haskell, famous big-time race-car owner, as president. This group sanctioned such tracks as Moto Speedway in Long Beach, California, Gilmore Stadium of Los Angeles, Emeryville, California Track, and others in and around San Francisco. Requests were received from the states of Washington and Oregon, but were turned down because of their great distances from the association's headquarters in Los Angeles. All the tracks mentioned were flat fifth-of-a-mile dirt ovals.

The closing of that year, a young man, who only a few months before was an also-ran, got his chance in an Offenhauser, winding up the season with the coveted title of 1935 National Midget Racing Association champion. His name, now famous among speed-folk, is Bob Swanson.

To-day this sport is as well known as its brother—big-car racing—and steps are being taken to promote international competition between Europe and America. Recently a Mr. E. O. Spence, head of the National Speedway Association of Manchester, England, came to America to get some slants on our midget cars and races, and to take back with him the fastest car obtainable. After watching several races and seeing many fast cars, he decided upon Ronny Householder's outboard powered car, buying it up and returning to his home land to use it as a pattern for building more. Incidentally, Ronny got his training on the "flat fifths" of the west coast as a class "B" driver.

Followers on both sides of the "big pond" are working for teams to send to other countries as international competitors.

That may have been the beginning of something that will further goodwill. Let us hope it more than materialises.



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RICHARD SEAMAN WINS AGAIN!

THE 200-MILE RACE REVIVAL. TEN-YEAR-OLD DELAGE SUCCEEDS ONCE MORE. E.R.A. OPPOSITION FAILS. ONLY FOUR FINISHERS. DOBSON HAS NARROW ESCAPE

The Junior Car Club deserves the heartiest congratulations in respect of the ninth 200-mile Race run off at Donington Park on August 29th. The race was every bit as interesting as the old series of races held at Brooklands from 1921-1928. Being a scratch contest it could be followed with ease from beginning to end—with all that that means to the average spectator and many experts. And there were so many questions to which one awaited answers on August 29th.

Could the fifteen-hundreds put up a fight against the big Alfas and Tapper's Maserati? If so, would the popular Dick Seaman be able once again to show up the strong opposition from E.R.A. and other modern stables, driving his ten-year-old Delage of the kind with which Campbell won the last "200" in 1928? If he could, he would have driven the race of his career, surely! How would the winner's speed over the sinuous Donington circuit compare with those of the previous races run over the vast expanse of Brooklands, subject to a few throttles back to negotiate barrels and things?

So perhaps it was not surprising that, although we got to the course soon after 9 am., already many spectators were lining the rails. In the paddock last-minute work was proceeding. Parnell's M.G. arrived from Derby on a trailer towed by a big Sunbeam family-coach, Rayson drove up in his 2.3-litre Bugatti and Powys-Lybbe was driven up in a 3-litre Sunbeam. Austin Dobson was putting in much practice lappery with the Alfa, which, like Staniland's Alfa, had no scuttle cowling, perhaps in deference to a day that promised to be very warm. Taylor's Bugatti was seen to have an external straight-through exhaust system, and Rayson's special 2.3-litre Bugatti had an extended polished cowl before the radiator shell.

Seaman brought out the Delage for one slow practice lap and came in, and after Ramponi had inspected the car he went out for another lap and came in with the engine stopped, which caused unrest amongst his admirers.

Steadily the cars flowed into the grounds, bringing gaily-clad mortals intent upon enjoying the race and the brilliant sunshine. The official cars—including a Ford V-8 saloon, a 2-litre M.G. Six saloon and Charles Follett's Alvis, the last-named having found its pistons since Whitsun and acting as fire-engine—got into position and the racing-cars came down to the start. The non-starters comprised C. E. C. Martin's 3.2-litre Alfa-Romeo with engine trouble, Ian Connell's Alfa-Romeo which had axle difficulties, Conan Doyle's 1½-litre Bugatti which was without a usable gear-box and the Altas entered by Wakefield and Bartlett.

The positions on the starting-grid were decided by practice times and the cars pushed up to the front row were Whitehead's E.R.A., Seaman's Delage, Briault's E.R.A. and Fairfield's E.R.A.

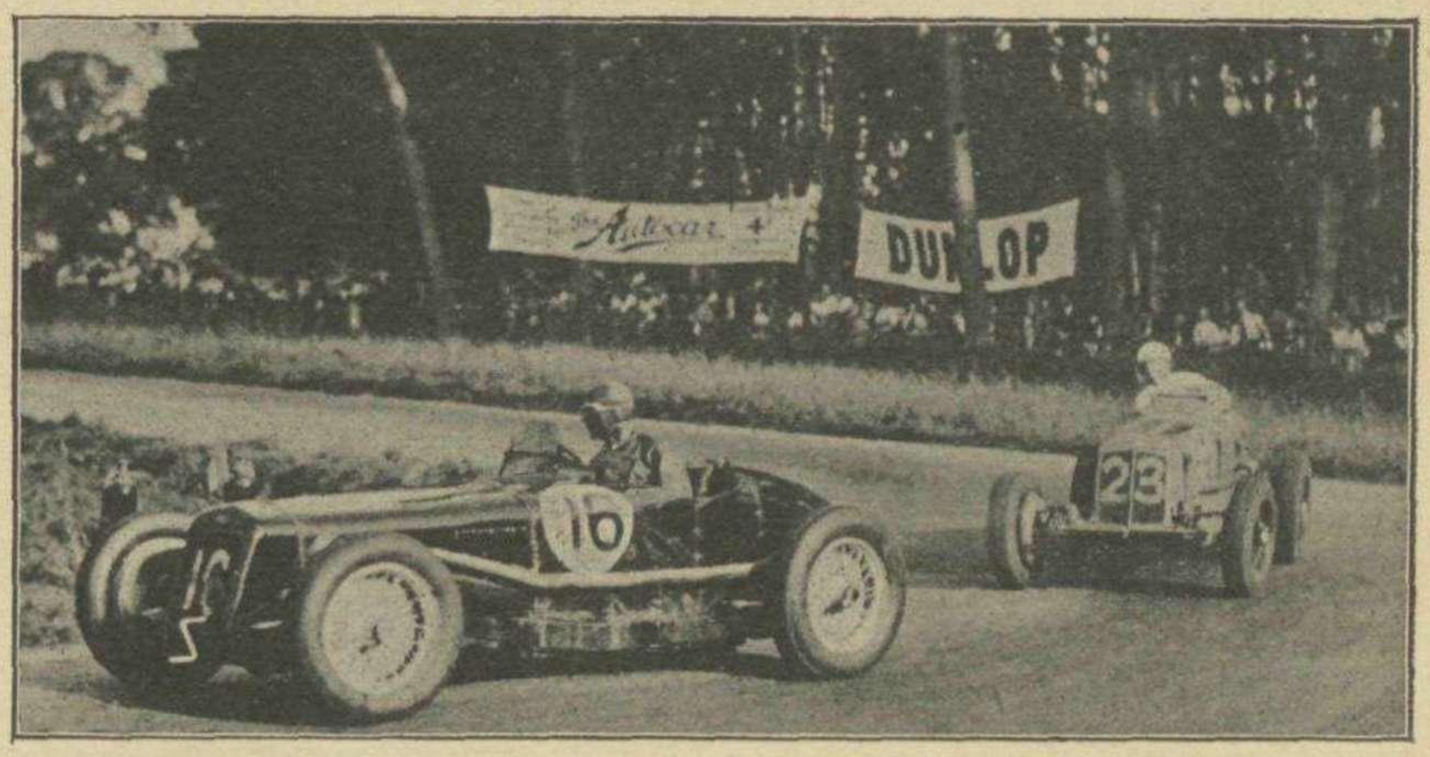
With the cars lined up and Findon explaining things via the mike and some miles of cable, the scene was certainly inspiring. People were everywhere, drivers smoking that last cigarette and talking about anything, mechanics carefree, and pit-chiefs busily arranging their wares. Seaman, sought by so many pairs of eyes, waited in his pit until just before zero-hour, though the Delage engine was started for a few moments earlier on.

Cholmondeley-Tapper was wearing a wonderful green hat and in his pit Miss Ellison was busy with a chart that she operated. She stood up during the whole of that afternoon, save right at the end, when she sat on the pit-counter, turning her back on the race. At last Ebby, the flag, and they were away. Whitehead shot ahead with Scribbans (E.R.A.) after him, and Seaman was third. Down the hill to Starkey's the order held, with Howe (E.R.A.), "Bira" (E.R.A.), Rayson (Bugatti), Fairfield (E.R.A.), Dobson (Alfa), Paul (E.R.A.), Briault (E.R.A.), Staniland (Alfa) and Powys-Lybbe (Alfa) next in order. Already one car had retired, Brockelbank's Bugatti stopping at the pits with ignition trouble. When they came round again it was Seaman who led, with Scribbans second and Whitehead third, after the last-named had done his standing-lap at 66.09 m.p.h.

On the second lap, after holding second place momentarily, Seaman led the E.R.As. On lap six Lord Howe came past Scribbans and went after the black Delage which, as usual, was quiet and steady, save for the familiar front-wheel flap under the action of its hydraulic braking, and an occasional tail-slide as Seaman accelerated extra viciously to pass slower stuff at Starkey's. It was now that Dobson brought the independently-sprung Alfa over the hill-top at some 100 m.p.h. and lost the near front wheel through breakage of the hub. The wheel shot high into the air, struck a lorry, rose skywards, landed with a crash on the pit-roof, so that the inmates ducked instinctively, then spun into the road on the other side. Seaman was approaching, but fortunately an official captured the rolling wheel, while as for Dobson, masterly driving and the big brake drum saved a really nasty situation, the Alfa coming to rest off the course on the grass verge. Whitehead and Paul both fell out, and Staniland had had several pit visits with his Alfa. On lap thirteen Howe passed Seaman and the crowd realised that a tremendous race would result. "Bira" was now third, 12 secs. from the Delage. Paul's trouble was reported as "piston" and Mays was continually at his pit, the Zoller-blown 1½-litre E.R.A. throwing up oil which rendered the pedals slippery and continually fouled Mays' visor, while it also needed inspection of the oil-level and the brakes were a source of worry. On lap twenty-one Fairfield took third place from "Bira," and Rayson continued to drive very nicely with the old 2-litre modified Bugatti.

Maclure on the unblown Riley commenced a long series of pit-stops, including one for a removal of the screen. Rupert Instone worked like a demon in the pit. The Riley restarted by pushing in reverse, but Maclure had discarded his goggles and finally came in unobtrusively and, after a word to his pit, drove into the "dead" park.

The race was progressing in a really scientific manner. Howe was attempting to gain all he could for his refill, Seaman was maintained in exactly the desired place behind the blue E.R.A., and Fairfield tried hard to close on the Delage. After thirty laps in the scorching heat Howe led by 14.6 secs. and Fairfield was 13 secs. from the Delage. How those who lined the rails watched every move, fearful lest the leaders should be baulked by slower cars!



Seaman's Delage, closely followed by K. D. Evans driving D. L. Briault's E.R.A., at Starkey's Corner.

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R. SEAMAN WINS AGAIN—continued

Indeed, on one lap Staniland held up Seaman, so that Ramponi leapt into the road to find Dyer, who went down the road with a big flag, which however remained furled, as Seaman had in the meantime got past. K. D. Evans took over from Briault at thirty-five laps, his first race with an E.R.A. Mervyn White's 2.3-litre Bugatti stalled at Starkey's and was pushed, first off the course and then to the pits, where it subsequently retired. Scribbans was fifth, on his thirtieth lap, when a piston broke and the white E.R.A. came in to retire with the bonnet and scuttle smothered in oil. Staniland overshot at the Coppice and the next lap brought the Alfa in for brake adjustment, Rayson going up a place, with Tapper's Maserati behind. Howe lapped at 71.21 m.p.h., but Seaman narrowed his lead for all that. Fairfield had always looked dangerous—he even seemed to play for the lead at times—but on lap forty-one his E.R.A. complained of the pace and retired with engine maladies, while "Bira's" E.R.A. had lost its original fire. At forty laps, Howe led by 9 secs., at 69.43 m.p.h. average, against 69.22 m.p.h. at thirty laps. On his fiftieth lap, with 8.4 secs. lead, he came in to refill. What a moment! The fuel was thrown in, water added, oil . . . A cup was thrust between his Lordship's lips, a mechanic pumped up pressure, standing by the near side of the cockpit, the hand-carried automatic starter was brought into play, and with 39 secs. elapsed the E.R.A. moved away. Meanwhile the veteran Delage, carrying sufficient fuel for the distance, though some of it seemed to have poured from the tail during the early laps, motored past to lead. "Bira," now two laps behind the leaders though still third, came in at half-distance to refill, but the automatic starter failed to recommence the machinery at the first attempt, and the stop took 57 secs. It was not his first call, and two laps later the fuel tank started to leak seriously, necessitating a second refill at fifty-nine laps.

Now Seaman, signalled very lap from his pit, to which signals he gave not the trace of response that other pits might watch for, speeded up, so that Howe was forced to drive all he knew, and more than once did the E.R.A. clip the grass on the bends, sending clouds of dust from its spinning wheels.

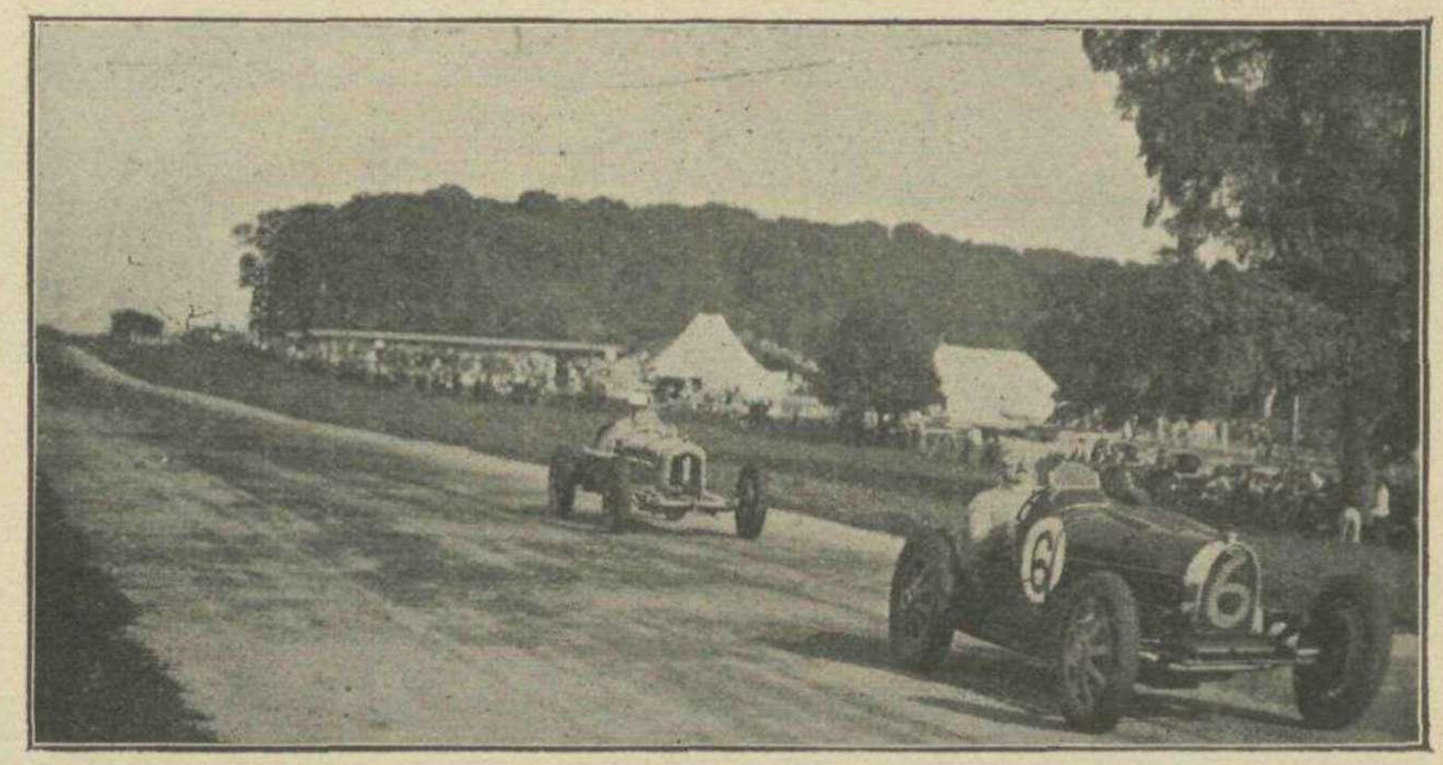
Would the Delage last? Every enthusiast present seemed to echo that question, for the modest Dick Seaman and his veteran lone-hand motor had captured everyone's imagination. Suppose the fuel would not suffice? Could the Dunlops stand the strain on that burning tarmac? Would the car stand up, hard-pressed as it was, and not stripped since its victories in the Coppa Acerbo and Prix de Berne? E.R.A. supporters waited, watching Howe's every move. Every lap Seaman received a sign, his lead in seconds and the number of laps left to run, in white figures on a small black disc. At sixty laps the Delage led by 44 secs., at 69.56 m.p.h., but its front wheels flapped more wickedly before the bends. Just time for a pit-stop thought his followers, attempting not to notice the fuel churn and spare covers on the pit-counter.

On his sixty-second lap "Bira" dropped out, the fuel tank hopeless and wisps of smoke coming ominously from the bonnet louvres. Evans, driving splendidly, brought Briault's E.R.A. into third place, but too far away to worry Seaman. Tapper was fourth, now driving the Maserati fiercely, after quite a good refuelling stop, Miss Ellison pencilling on the chart as calmly as when the race commenced. Staniland was far away in fifth place with a few tail-enders behind him, Leitch on the old Bugatti, going nicely until the engine faltered, Mays still demanding fresh visors the better to pilot a sick E.R.A., Taylor's Bugatti and MacRobert's Magnette. Parnell's M.G., seen quite often at the pits, had done a few interesting slides on corners, and was now in trouble.

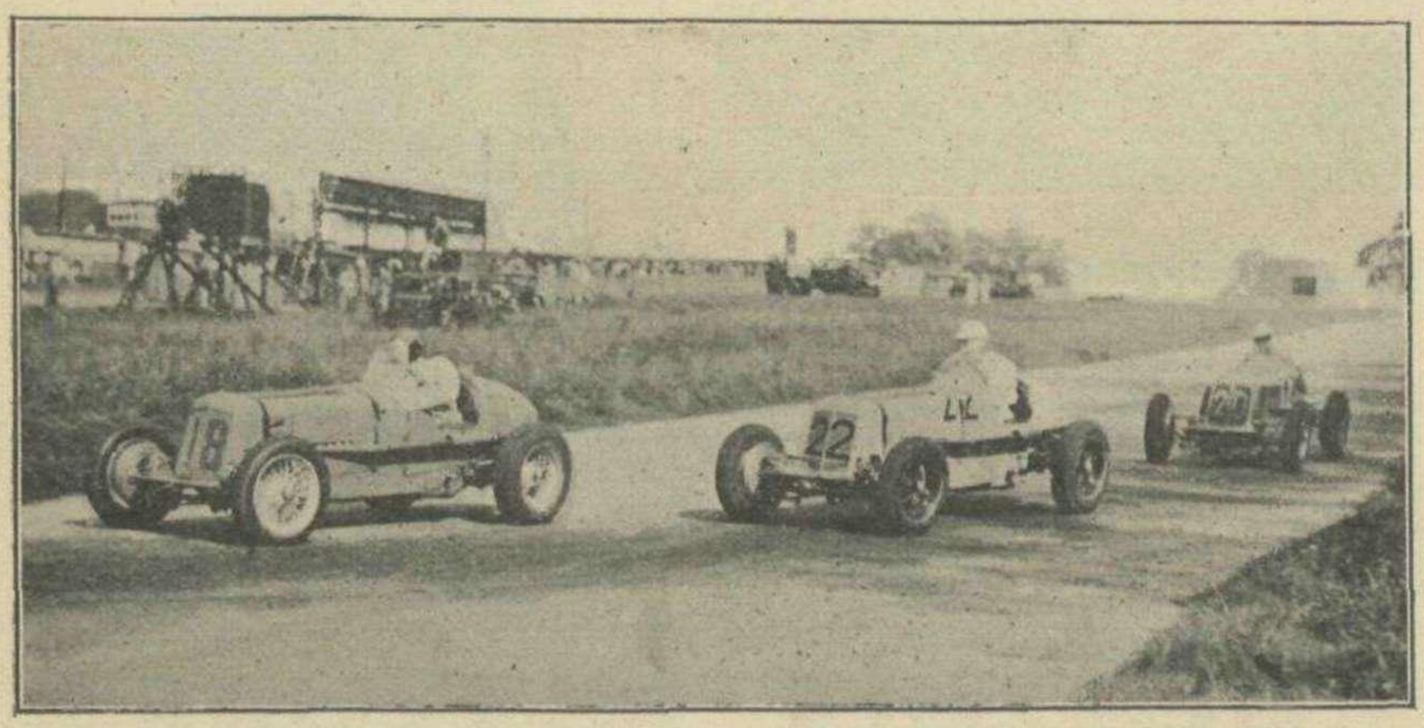
Still Howe drove like one possessed, as the saying goes, knowing that he could not afford a single mistake. Sometimes he closed a trifle on the Delage, but at seventy laps Seaman was 51.4 secs. ahead. Tapper was trying hard, getting some exciting moments at Red Gate and nodding very vigorously to his pit-signals, until Miss Ellison apparently could stand it no longer and sat on the counter, her back to the road.

The last laps were ticked off; Ramponi listened with apprehension to the Delage's exhaust note. Howe's E.R.A. sounded as fit as ever, but the race was obviously lost, unless . . . But no, the old Delage went as well as ever and as Seaman's signal was thrust out for the last time he even raised a finger from the wheel in response. Even then Ramponi was not happy and he waited behind the pit, eyes on the brow of the hill, during that seventy-seventh lap. Then a fleeting black shape came into view, the crowd did as much as an English crowd can be expected to do to convince the driver that he had won, and rounding Starkey's corner the Delage was given the chequered flag. Another lap and Seaman, very dirty, though still absolutely calm, drove straight into the park and very soon afterwards had quietly left Donington.

He had won again, driving a ten-year-old car, prepared in a small workshop, and only slightly modified since the days when as one of a team it helped to



Two of the large cars in the race. A. Leitch (Bugatti) with C. S. Staniland (Alfa-Romeo) behind.



An early stage of the Race. "Bira," D. H. Scribbans and Earl Howe, all driving E.R.As.

R. SEAMAN WINS AGAIN—continued

secure the championship of Europe. It weighs more than the "crack" 1½-litre jobs, carried sufficient fuel for the distance, and ran non-stop throughout. Seaman was not on his reserve fuel at the finish. He collected £350 and the huge gold André Cup, the 1½-litre prize being added to the winner's prize.

The 1936 200-Mile race was in every way a success. Being a scratch event it was easy to follow, the 1½-litre cars were proved able to hold their own with the big fellows, and if the average speed was slower than that of all the previous races, at least the sinuous Donington course, if it could not destroy Dunlops, certainly caused much havoc amongst first-class racing-cars. We hope that the person who recently wrote a letter to a weekly motor-paper emphasising that of course Seaman's Delage should vanquish the E.R.As. because it has *two extra cylinders*, joined us in cheering the victor home.

The complete story is as follows:—

RESULT

1. R. J. B. Seaman (1½-litre Delage). Speed 69.28 m.p.h.
2. Earl Howe (1½-litre E.R.A.). Speed 68.91 m.p.h.
3. D. L. Briault and K. D. Evans (1½-litre E.R.A.) Speed 66.46 m.p.h.
4. T. P. Cholmondeley-Tapper (3-litre Maserati). Speed 66.09 m.p.h.

Running at finish but flagged off: C. S. Staniland Alfa-Romeo) 75 laps; D. Taylor (Bugatti) 73 laps; R. Mays (E.R.A.) 72 laps; R. Parnell (M.G.) 71 laps; A. Leitch (Bugatti) 70 laps; Sir A. W. MacRobert and M. H. Faulkner (M.G.) 62 laps.

Retirements: N. S. Brockelbank (Bugatti) ignition, 1 lap; Austin Dobson (Alfa-Romeo) broken front hub, 8 laps; P. N. Whitehead (E.R.A.) broken piston, 10 laps; D. H. Scribbans (E.R.A.) broken piston, 10 laps; A. C. Dobson (E.R.A.) broken piston, 11 laps; Mervyn White (Bugatti) plug and valve trouble, 29 laps; P. G. Fairfield (E.R.A.) engine trouble, 41 laps; P. Maclure (Riley) several stops, 50 laps; E. K. Rayson (Bugatti) engine trouble, 51 laps; A. Powys-Lybbe (Alfa-Romeo) transmission trouble, 54 laps; "B. Bira" (E.R.A.) split fuel tank and engine trouble, 63 laps.

JOTTINGS

Only three cars essayed to go through without a stop for fuel, so much does weight count in present-day racing. These were Seaman's winning Delage, Pat Fairfield's black works E.R.A., and "Bira's" E.R.A. Fairfield would have stood a useful chance as a result if his engine had lasted. "Bira's" big tank split in practice and the smaller one split in the race, so that he filled twice before retiring.

The fastest lap in practice was Fairfield's (E.R.A.) at 72.5 m.p.h. This beats "Bira's" old record in the 1½-litre category (70.66 m.p.h.) with the E.R.A. and also Martin's unlimited record with an Alfa-Romeo, of 71.54 m.p.h.

It is a long time since a race has been so well controlled from the pits, with so much dependent on such control. At ten laps Seaman led by 3.2 secs., at twenty laps Howe led by 12.4 secs., at thirty laps by 14.6 secs., at forty laps by 9 secs., at fifty laps by 8.4 secs. Then he filled up, losing 39 secs. and Seaman led by 44 secs. at sixty laps., and by 51.4 secs. at seventy laps. The race was won by 51 secs. The times were: Seaman, 2 hrs. 50 min. 14.6 secs.; Howe, 2 hrs. 51 min. 6 secs.; Briault-Evans, 2 hrs. 57 min. 19.6 secs.; Tapper, 2 hrs. 58 min. 20.4 secs.

Note that Seaman speeded up while Howe was refuelling so that, apart from having something in hand in the way of extra speed he could have retained the lead even given a quick pit-call, from about fifty-five laps onwards.

Mays' E.R.A. had a Zoller compressor at the rear of the engine and an external oil-cooler.

Fairfield repaired a damaged gear-box of his E.R.A. after practising, and Conan Doyle had timing trouble as well as gear-box maladies with the twin-cam Bugatti.

The race was over seventy-seven laps (197 miles). Seaman netted £350, Howe £150 and Briault £75. Entry cost £15. The team prize was not awarded. Seaman also gained a two-point lead over "Bira" for the B.R.D.C. road-racing star.

At one time Mays' E.R.A. was vigorously attacked by a mechanic armed with a big hack-saw.

THE L.M.B. EPOCH

It says a great deal for the L.M.B. Epoch that a long day's motoring with it proved really satisfying, after driving thoroughbred motors in which quality as well as sheer performance is present to a degree that usually spoils one for cheaper cars.

The L.M.B. Epoch is exceptional in that for a figure under £200 the purchaser obtains a roomy four-seater Ford Ten with independent front suspension, Marshall-Roots supercharger with automatic lubrication, remote gear-control and André telecontrol shock absorbers on the rear axle. The actual price is £185, but a high-ratio rear axle costs £10, a Marles steering-box is available at £7 10 0, and a 16 in. Brooklands sprung steering-wheel at £2 (inclusive of fittings), so that a really de-luxe version is available at under £205—a truly competitive figure. That special suspension is provided, at once places the L.M.B. Epoch in a class apart from those cars that are tuned to give speed and acceleration quite out of keeping with their road-holding and controlability. Indeed, we found that this suspension, coupled with the handy size of the car, enabled us to get through a traffic stream with as much confidence as with a race-bred motor.

Forgetting the process, the urge on the indirect ratios must be written down as really impressive, for 0-50 m.p.h. occupies under 15 secs., and acceleration is brisk to beyond 60 m.p.h., while the blower has rendered the engine very smooth and improved the top-gear performance. The revs. build as with a racing-unit and very excellent double-declutch gear-changes can be made to ease things in the synchromesh department. The maximum speed is 75 m.p.h., or rather more with high-ratio axle and screen open. On second 40-45 m.p.h. is a pleasant maximum. The brakes are entirely adequate and the Marles steering light and high-geared, with ample castor action.

Fuel consumption varies from 22 m.p.g., driving hard, to 25-28 m.p.h. on long runs, and 30 m.p.g. is claimed, if one drives to obtain it. The Epoch is a quiet car, though the increasing blower whine from 50 upwards is something to please the enthusiast. The foot-operated headlamp dimmer was appreciated, likewise the easy starting and rapid warming-up. At the price L.M.B. provides a remarkable little car, which possesses real performance that can be made use of with security, and certainly is not looked for in a car of this kind, which has all the convenience of a touring job. The Epoch is also offered in unblown form at £160. For competition work duplex-valve springs are available, in which case metal timing-gears are desirable. Considerable mileage with experimental cars has resulted in the accumulation of valuable data, and interesting unblown tuned Fords can be prepared to special order. The Epoch will make an interesting trials car, and it is amusing that L.M.B. claim to have discovered the worst piece of road in London over which to demonstrate their suspension. Runs can be booked at L.M.B. Products Ltd., 13, Leigham Hall Parade, Streatham, S.W.16 (phone: Streatham 6822-3), mentioning MOTOR SPORT.

PROVED BEYOND QUESTION

Richard Seaman ran through the 200-Mile Race on Dunlop tyres. The eight cylinders of his Delage carried Bosch plugs fired by a Bosch magneto, to burn Esso fuel. Esso oil lubricated Hepolite pistons and other vital internals. Seaman steered with an Ashby wheel, braked via Lockheed and Ferodo, was kept on the road by the material aid of Hartfords, and used Ferodo clutch lining.

GOOD RACING IN SWITZERLAND

SEAMAN WINS THE PRIX DE BERNE FOR THIRD TIME
ROSEMEYER GAINS GRAND PRIX OF SWITZERLAND FOR AUTO-UNION

Favoured by glorious weather, the day of motor-racing on the circuit of Bremgarten near Berne was a complete success, and some fine racing was witnessed by a vast crowd.

In the morning the Prix de Berne race for 1,500 c.c. cars was held, and the question on everyone's lips was whether Richard Seaman would be able to pull off the hat-trick. Two years ago he won the race on an M.G. Magnette; last year his mount was an E.R.A. This time he was to drive the marvellous "Voronoff" Delage which has proved to be the sensation of the season.

The opposition was not as strong as it might have been, for the works Maseratis of Count Trossi and Tenni were not ready in time for the race. Frank McEvoy, the Australian, had the most dangerous Maserati, an independently-sprung car which should have done well, while the Swiss driver Hans Ruesch had his by-no-means-new car. For the rest, there were the official E.R.As. of Earl Howe, Raymond Mays and Pat Fairfield, several privately owned E.R.As., an old Talbot-Darracq, and Walter Baumer's o.h.c. Austin, handicapped by virtue of its smaller engine.

The works E.R.As. were Zoller-blown, and had proved extremely fast in practice, Fairfield making the fastest lap of all competitors at 92.97 m.p.h. The history of the E.R.A. team for winning races, or should we say losing them, did not encourage people to believe in their chances of victory.

Seaman inevitably went to the front at the start, his black Delage being closely followed by Fairfield's black E.R.A. and Birabongse's blue E.R.A. Earl Howe stalled his engine on the starting-line, and lost valuable seconds before he got away. Round the 4½-mile circuit the cars roared, and then Seaman streaked past the stands once more with a nice lead over Fairfield, Birabongse and Mays, with the Maseratis nowhere.

Fairfield's E.R.A. began to falter, and he was passed by Birabongse, and then soon afterwards by Mays and Embiricos, who was being hotly chased by Reggie Tongue. On the third lap Seaman put the field well behind him with a record circuit in 2 min. 58.7 secs., at 91.15 m.p.h. He obviously had the measure of his rivals, and from then on was content to keep them at a distance without overstressing his own engine.

Birabongse's E.R.A. proved unequal to the strain of hanging on to the flying Delage, and a burnt-out valve put an end to the Siamese driver's run. Embiricos, who had got the better of this fight with Tongue, was now in second place, albeit some distance behind Seaman. Earl Howe was slowly reducing the time lost at the start, but he was still behind Tongue. And so it went on to the end, and the gallant Delage came home a most popular winner. Seaman has endeared himself to the Swiss spectator by his fine driving and calm demeanour.

Ruesch's old Maserati was fifth, the first of its make to finish, and special praise is due to Baumer and his little Austin which finished sixth, in spite of having to stop for refuelling. McEvoy could do no better than seventh after delays at the pits.

RESULT

28 Laps : 126 miles

1. Seaman (Delage) 1h. 26m. 30.4s. Speed 87.88 m.p.h.
2. Embiricos (E.R.A.) 1h. 27m. 53.8s.
3. Tongue (E.R.A.) 1h. 29m. 43.6s.
4. Earl Howe (E.R.A.).
5. Ruesch (Maserati).
6. Baumer (750 c.c. Austin).
7. Plate (Talbot).
9. Herculeyns (750 c.c. M.G.).
10. Bianco (Maserati).

The field in the big race presented the usual motley array of Auto-Unions, Mercédès-Benz, Alfa-Romeos, Maseratis and Bugattis. The German teams consisted of four cars each, but the Scuderia Ferrari had only three cars in the race, Nuvolari and Dreyfus driving 12-cylinder cars and Farina an "eight." Among the independents were Sommer's Alfa-Romeo, Earl Howe's 3.3-litre Bugatti and Etancelin's Maserati. Great interest centred on the new 4.7-litre Bugatti, complete with single-seater body and cowled radiator, but Wimille had received the car from the works only the previous day, and the car was obviously not *au point*.

Mercédès-Benz were going to make a great effort to win this race, having concentrated on it since the German Grand Prix. It was encouraging for them to see Caracciola leap away at the start, with Rosemeyer, the Auto-Union star, hard on his heels. Then came the Mercédès "coming man," Hermann Lang, and Nuvolari, who had nipped into fourth place in spite of a starting position in the middle of the field.

A few minutes later the cars reappeared, the leaders in the same order, and everyone going hell for leather. Nuvolari's blood was up, and on the second lap he passed Lang to take third place. The Italian champion found that the pace was too high for his Alfa, for the Bremgarten circuit allows very high speeds, and he gradually fell back to sixth place.

Meanwhile a terrific struggle was going on between Caracciola and Rosemeyer. The latter was intended to be the pace-maker of the race, but it took him some time to pass "Carratsch." For many laps the two silver cars went round with only a length between them. Rosemeyer cut down his time on every lap, until on the fifteenth circuit, he got round in a new record of 2 min. 34.5 secs., representing the amazing speed of 105.42 m.p.h.

At this stage the race had not developed into the runaway affair it was to become later. Caracciola had by no means given up the struggle, and now he was being pressed by Varzi, Von Brauchitsch and Lang, who were having a glorious scrap. Hans Stuck was far behind, handicapped by an arm in bandages. That he managed to drive at all was a gallant effort, for his elbow had been crushed against a chicane the previous week at Pescara.

The Bugatti had soon retired from the fray, the gear-lever having come adrift. The Alfas, too, were out of the race, Farina being the first to go with engine trouble and the two 12-cylinder cars refusing to restart after a pit-stop.

At half-distance the cars were due in for refuelling and tyre changes. Rosemeyer was the first man to stop, and he got away in the astounding time of thirty-five seconds, having taken on fuel and changed the rear wheels. Mercédès-Benz made a great error at this point of the race by deciding to risk running right through without having a wheel change, only fuel being taken on. The very next lap Von Brauchitsch lost a tyre tread, and all the cars had to be called in for the rear wheels to be changed.

It did not materially affect the result, however, for Caracciola's car broke a bracing in its rear suspension shortly afterwards, and Fagioli had already retired with a broken oil-pipe. Other retirements were those of Earl Howe, who had run off the road into a field, escaping, as usual, without injury; Etancelin, who had broken a throttle-control; and Biondetti, whose Alfa had developed transmission trouble.

For some time Lang had been in great pain with the finger he had broken at the Nurburg Ring, and now he came in to hand over his car to Fagioli. The latter came in soon afterwards with a rear tyre flat, and thus lost third place to Stuck, who was driving a magnificent race considering his injury. Rosemeyer out in front was continuing his regular progress, no longer at such high speed for he was nearly a minute ahead of Varzi.

The end drew near, and the only change was that Fagioli managed to catch Stuck. Almost immediately his engine began to misfire, and the Auto-Union driver took third place once more, completing a one, two, three victory for the most successful racing team of the year.

RESULT

70 Laps : About 315 miles

1. Rosemeyer (Auto-Union) 3h. 9m. 1.6s. 100.53 m.p.h.
2. Varzi (Auto-Union) 3h. 9m. 54.2s.
3. Stuck (Auto-Union) 2 laps behind.
4. Lang-Fagioli (Mercedes-Benz) 2 laps behind.
5. Hasse (Auto-Union) 4 laps behind.

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ROSEMEYER WINS BIG RACE FOR AUTO-UNION. EASY VICTORY FOR SEAMAN IN 1,500 c.c. RACE

The Coppa Acerbo races are held annually on the Pescara circuit, and always have an international character. The circuit is roughly triangular in shape, with two fast legs and the third composed of frequent corners and hairpin bends. On one of the straights there is a timed kilometre, approached by a downhill stretch, but this year the Italians were determined that their Alfa-Romeos should not be at a disadvantage by having a lower maximum speed than the German cars, and they accordingly erected some chicanes, or artificial S-bends, in order to slow the cars.

Glorious weather prevailed on the day of the races, and a huge crowd assembled. As at Leghorn the previous week, the contest lay between the Alfa-Romeos and the Auto-Unions, for the Mercédès-Benz were licking their wounds sustained at the German Grand Prix and were concentrating their energies on making a good show in the Swiss Grand Prix. The Italian crowd was hoping to see Nuvolari, their national idol, repeat his victory over the Auto-Unions at Leghorn, and the enthusiasm was tremendous when Nuvolari shot into the lead at the start. Rosemeyer and Varzi, the Auto-Union drivers, were hard on his heels.

For five laps Rosemeyer was content to follow his Italian rival, but then he swept past to take the lead. The actual passing took place on one of the fast straights, when Rosemeyer's speed was something like 170 m.p.h.

The effort of keeping up with the flying Rosemeyer proved too much for Nuvolari's Alfa-Romeo, and after 150 miles the Italian champion was forced to retire. Meanwhile Auto-Unions had suffered a set-back when Stuck grazed a chicane with his elbow and hurt himself badly.

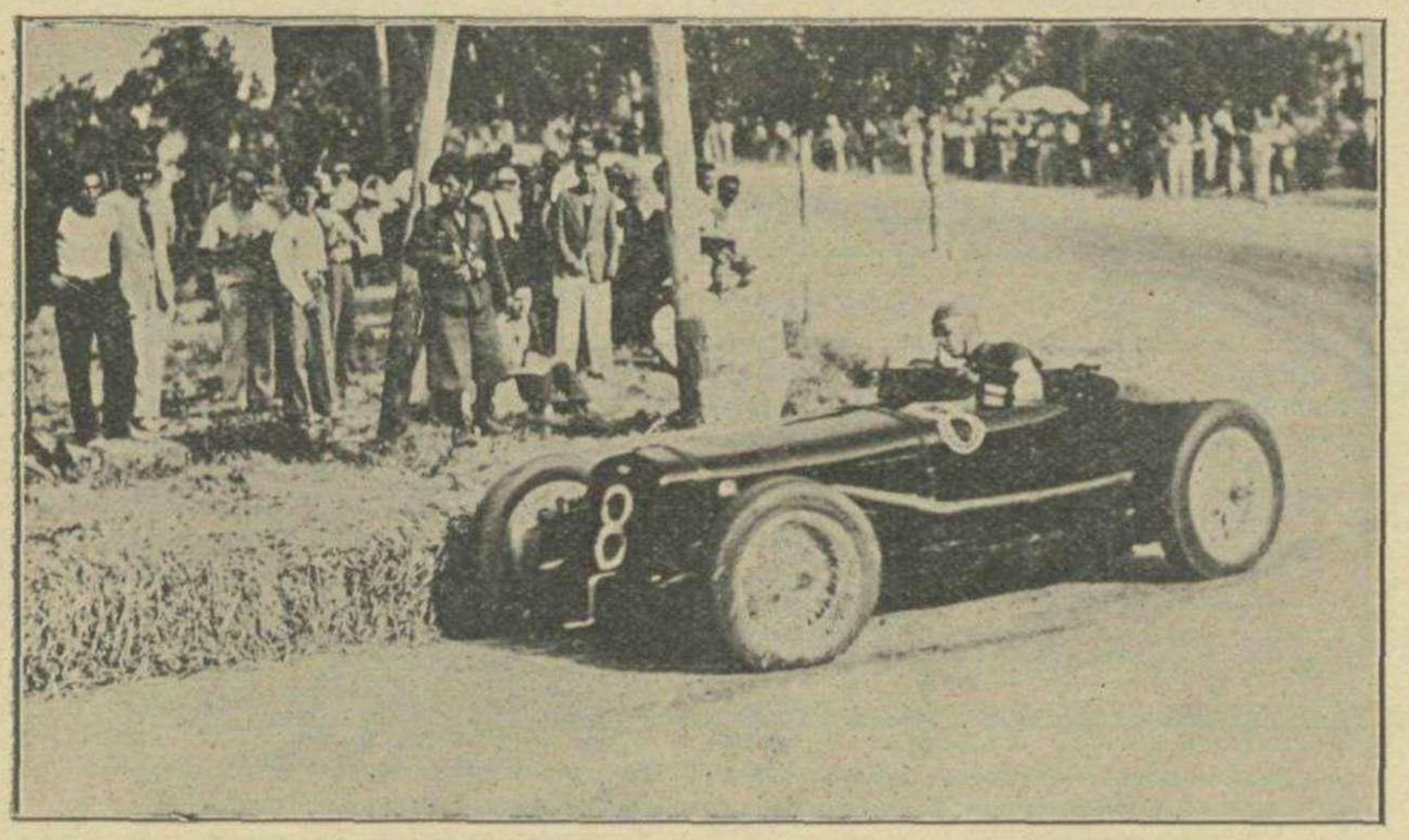
By now there was no opposition to Rosemeyer, and the brilliant young driver brought his Auto-Union into first place at a speed of 86.48 m.p.h. for the 256 miles. Varzi had dropped back again with trouble, and Von Delius took second place. Brivio's Alfa-Romeo, which finished fourth, was over eight minutes behind Rosemeyer.

RESULT
Unlimited Race Result
256 Miles

1. Rosemeyer (Auto-Union) 2h. 57m. 4s. Speed 86.48 m.p.h.
2. Von Delius (Auto-Union) 3h. 4m. 18s.
3. Varzi (Auto-Union) 3h. 5m. 1.6s.
4. Brivio (Alfa-Romeo).



Rosemeyer (Auto-Union) crosses the finishing line first in the unlimited race.



R. Seaman (Delage) during the race for the Acerbo Cup. This is his second successive victory in this race.

Nuvolari did not give up the struggle, and he was encouraged by the fact that Varzi had to pull into the pits for some hasty adjustments. The latter was full of fight, however, and when he got going again he put his foot hard down in an effort to make up the lost ground. On the timed kilometre his speed rose to the amazing figure of 183.64 m.p.h.—the highest recorded during the race, and he made the fastest lap of the race at 88.9 m.p.h.

In the morning the 1,500 c.c. race had resulted in a splendid victory for Richard Seaman with his Delage. Seaman won the race last year on an E.R.A. Previous winners were the late H. C. Hamilton and Whitney Straight, both with M.G. Magnettes. It is interesting to note that the winner of the Coppa Acerbo for the past four years has been a one-time member of the Whitney Straight Scuderia.

The previous week Seaman had had to bow to Count Trossi's Maserati, due to continual fuel-feed trouble. This time, however, the old Delage was in grand form, and there was no mistaking the winner from the very start. Trossi and Ruesch, on Maseratis, did their best to catch the fleet Delage, chased by "Bira," Tongue and Embiricos on E.R.As. It was not a good day for the British cars though, and one by one they dropped out. "Bira" was the last to go, his car catching fire. He escaped without injury, and the car was not badly damaged. Over the flying kilometre Seaman was the fastest at 130 m.p.h. followed by "Bira" at 125 m.p.h.

Seaman continued his regular progress, and ran out a clear winner by 50 seconds from Trossi. The full result was as follows.

RESULT
96 Miles

1. Seaman (Delage) 1h. 14m. 25.2s. Speed 77.1 m.p.h.
2. Trossi (Maserati) 1h. 15m. 4.45s.
3. Ruesch (Maserati).
4. McEvoy (Maserati).
5. Bergamini (Maserati).

TORBAY AND TOTNES M.C.

The second English Riviera Trial will start from Torquay on October 24th and will embrace some new Devon hills. N.W. London, Sunbac, W.A.S.A., Singer M.C. and M.G. C.C. members will also take part. Hon. Sec.; C. H. F. Cattell, 25, Blindwylle Road, Chelston, Torquay.

CLIMAX AT BRIGHTON

The 1936 season has been remarkable for the continued revival of interest in sprint motoring. Cummings' patent Vauxhall-Villiers is probably the outstanding sprint car of the moment, with Raymond Mays' E.R.As., the Altas and, in the sports category, Fane's Frazer-Nash striving hard for honours. And the G.N. interest is as strong as ever, so that a G.N. Challenge Cup would be a very acceptable gift from some wealthy enthusiast, who should get plenty of interest in return. Once again the Brighton and Hove M.C. will run speed trials along the Madeira Drive at Brighton on September 26th, and this meeting, one of the finest speed trials of the season, will make a fitting climax for sprint enthusiasts. The half-mile course of impeccable surface, wide enough for two cars to run together and flanked by terraces from which spectators can see the whole course in safety, is unbeatable. The old-time seaside speed atmosphere is present at Brighton as nowhere else, and the mileage from London is only 51½. So a splendid entry is assured. Entries closed on September 12th, at £1 for first entry and 15/- per class for subsequent car entries, or at 7/6 for cars per class for events open only to Brighton and Hove members. First entry fees include insurance indemnity of £10,000. The event is under open permits and competition licences are necessary. Cars will be scrutineered and entries limited to one hundred in the racing classes. The course is half a mile long, with tarmac surface, fifty feet wide, and there is ample pull-up area, though the road narrows after the finish, and there is a 30 m.p.h. speed limit operating along the return road! Sir Algernon Guinness, Bt., will act as R.A.C. steward and the timekeeper is A. G. Reynolds. In the morning, commencing at 10.30 a.m., the handicap class for standard sports-cars and the sports classes and certain solo motor-cycle classes will be run off. The afternoon programme starts at 2 p.m. with ladies' car class, followed by sidecar and three-wheeler classes, racing-cars and racing solo motor-cycles. The racing-car classes are 850 c.c., 1,100 c.c., 1,500 c.c., 3,000 c.c. and unlimited. Prizes include the Brighton Trophy for fastest car time, £3 3s. or cup at option for winners of sports classes, £15 for winners of racing-car classes and £5 for second placings, and many special cups and awards. So far as mere spectators are concerned, the writer would mention that the greatest impression of speed he has ever seen, Brooklands apart, was when watching R. O. Shuttleworth's Bugatti going over the line at Brighton—and spectators' facilities are really excellent. Full details from: S. W. Chandler, 24, Market Street, Brighton, or from G. H. Drewitt, Station Road, Hendon, N.W.4. Phone Hendon 1131.

AUSTIN VICTORIOUS AT CRAIGANTLET

H. L. Hadley, driving the works 747 c.c. side-valve racing-Austin, twice broke the Craigantlet Hill-climb record on August 29th, the new figure being 1 min. 22⅕ secs. (46.86 m.p.h.) The old record was established by E. R. Hall, who climbed in 1 min. 23⅕ secs. last year in a blown M.G. Magnette.

Hadley had little opposition, because A. Hutchison's "Limerick" M.G. had a serious breakage just beyond the starting-line, Lindsay-Glegg lost most of the overworked Dorcoo gear-box half-way up, and Flt.-Lt. L. R. Briggs had to get his Mille Miglia M.G. away without the aid of the lowest ratio. Second fastest time was made by McFerran's 2-litre Bugatti, in 1 min. 28⅖ secs., so Hadley had much in hand. J. M. Toulmin did some useful work with his "Cracker" and "Musketeer" trials M.Gs., and R. M. Kennedy produced the "McN-Special, based on 2-litre A.C., and taught many people a lot about fast cornering. The Ulster A.C. looked after the organisation with customary efficiency.

RESULTS

Unsupercharged and Non-racing (up to 860 c.c.): 1, J. M. Toulmin (M.G.) 1m. 42.6s. (37.62 m.p.h.); 2, J. S. Allan (M.G.) 1m. 44s. (37.04 m.p.h.); 3, M. H. Fleming (M.G.) 1m. 44.8s. (36.76 m.p.h.).

1,100 c.c.: 1, R. J. Adams (M.G.) 1m. 36s. (40.13 m.p.h.); 2, A. R. Finlay (M.G.) 1m. 37s. (39.71 m.p.h.); 3, J. M. Toulmin (M.G.) 1m. 39.4s. (38.76 m.p.h.).

1,500 c.c.: 1, A. R. Finlay (M.G.) 1m. 34.8s. (40.64 m.p.h.); 2, J. M. Toulmin (M.G.) 1m. 39.4s. (38.76 m.p.h.); 3, B. Clarke (M.G.) 1m. 42.4s. (37.62 m.p.h.).

1,500 c.c. Novices: 1, R. J. Adams (M.G.) 1m. 34.4s. (40.81 m.p.h.); 2, C. F. C. Lindsay (Aston-Martin) 1m. 38s. (39.31 m.p.h.); 3, Miss H. Cowdy (M.G.) 1m. 40.8s. (38.22 m.p.h.).

Unlimited c.c.: 1, J. M. Toulmin (M.G.) 1m. 38.2s. (39.23 m.p.h.); 2, C. F. C. Lindsay (Aston-Martin) 1m. 40.8s. (38.22 m.p.h.); 3, C. S. Porter (Alvis) 1m. 42.2s. (37.69 m.p.h.).

Supercharged and Racing-cars: (Up to 1,100 c.c.): 1, H. L. Hadley (Austin) 1m. 23s. (46.40 m.p.h.); 2, L. R. Briggs (M.G.) 1m. 32.6s. (41.60 m.p.h.).

Unlimited c.c.: 1, H. L. Hadley (Austin) 1m. 22.2s. (46.86 m.p.h.); 2, H. C. McFerran (Bugatti) 1m. 28.4s. (43.58 m.p.h.); 3, L. R. Briggs (M.G.) 1m. 30.8s. (42.42 m.p.h.).

Open Handicap: 1, E. D. McGuire (Singer); tie for second place between M. H. Fleming (M.G.) and A. J. Welsh (M.G.); 4, C. S. Porter (Alvis).

CONAN DOYLE'S ACCIDENT

We have received a letter from Denis Conan Doyle, an interesting letter explaining the cause of his crash at Leinster when at the wheel of the big Mercédès-Benz. The upper floorboard of the driving compartment worked loose in such a manner that the foot-brake pedal became jammed and would not apply the brakes. Consequently the S bend approaching Tallaght was entered too fast and Conan Doyle's only chance was to skid round broadside on the wet surface.

The narrow width of the road at this point, and the presence of another crashed car in the road, caused the Merc. to hit the obstruction when half round, mount the bank, leap into the air, and finally land upside down in the ditch, pinning its driver beneath it. Fortunately the left-hand driving position coincided with the ditch, and the one and three-quarter tons of motor-car were held from the driver, whose chest, nevertheless, shattered the massive steering-wheel. Conan Doyle suffered only a bruised chest and torn muscles in back and spine.

He wishes to pay tribute to his brother Adrian, who came to his aid and withdrew his Bugatti from the race, and to thank the Civic Guards, the St. John Ambulance men, and Dr. Fitzsimmons for their kind and much appreciated assistance. This episode has a happy conclusion, in that Denis Conan Doyle was married to Princess Nina Mdivani, the recent entrant of his racing-cars, at Bridgend on August 18th. The Conan Doyle brothers take their motor-racing very seriously, yet they have had a more varied experience than most of those who race in the grand manner, numbering associations with Mercédès, Bugatti, Austro-Daimler, Nazzaro, Frazer-Nash, Maybach-Mercédès, Fronty Ford, Delage and other marques.

THE PHŒNIX PARK RACE

Yet another of those excellent Irish road-races is due to be run off on September 26th—this time the classic Phœnix Park International Contest.

The race will be run over forty-seven laps of a 4 mile 460 yard circuit, to make up a total distance of 200 miles 500 yards.

Entries closed at single fees on September 12th, and at higher fees on September 21st, at 1 p.m. and 6 p.m. respectively on those days. The single fee is £7, and the higher fee £10, inclusive of insurance. All types of cars may compete, closed cars excepted, and two drivers may be nominated to each car. Practising will take place on September 25th, and the race starts at 4 p.m. on September 26th. A system of handicapping by credit laps will be imposed, which lightens the task of the slower cars from a reliability standpoint. Team entries will be accepted up to 6 p.m. on September 21st. The good teamwork of Irish race officials is evident by the proximity of the entry closing date to the actual race date and a small gap in this matter should draw entries.

All Irish enthusiasts should make an effort to be at Phœnix Park. The race is organised by the Irish Motor Racing Club, and is, of course, approved by the S.M.M.T. Full particulars are available from 1, Cavendish Row, Dublin, telephone number Dublin 44264. The winner on handicap will receive a silver trophy and replica and £100, with a silver trophy, replica and £50 for the entrant of the second car, and a silver cup and £25 for the third car home on handicap. There are, in addition, many other valuable prizes.

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1929 Riley 9 Brooklands longtailed sports 2-seater, outside exhaust pipes, just resprayed Alfa-red	75
1933 M.G. Magna F Type 12/70 sports 4-seater, finished in Le Mans green, new hood and tonneau cover	70
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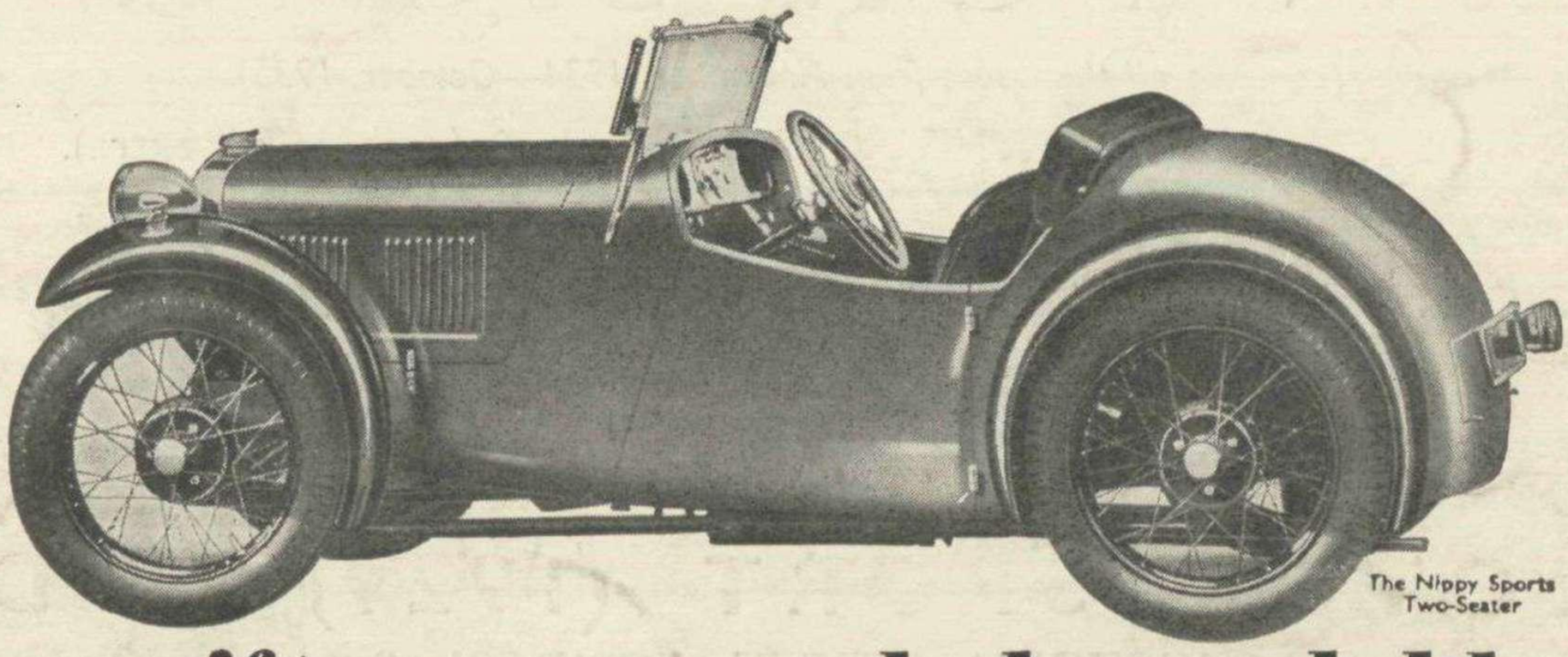
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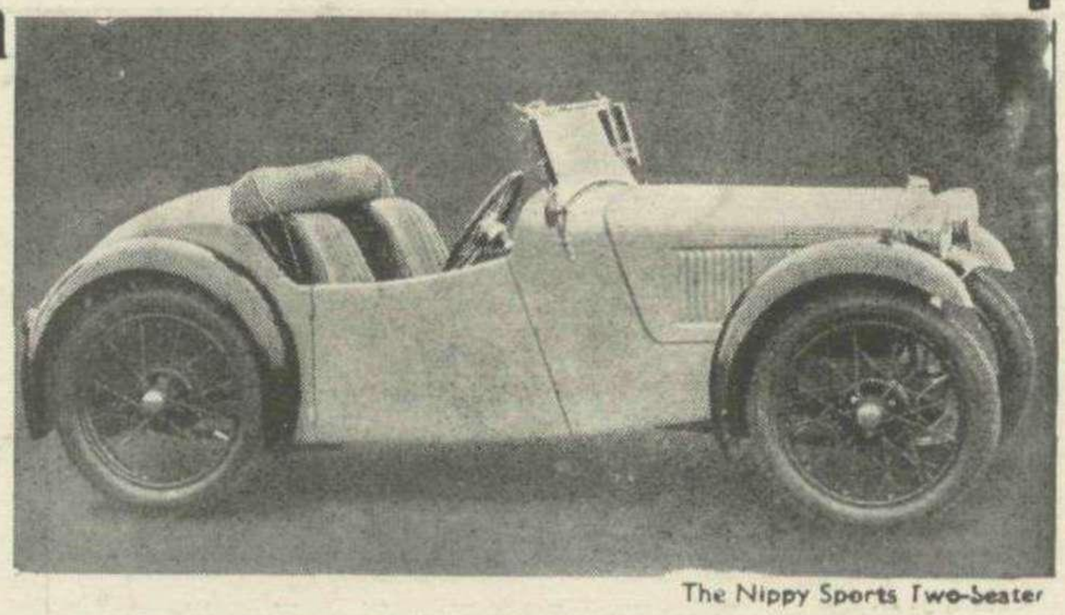


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