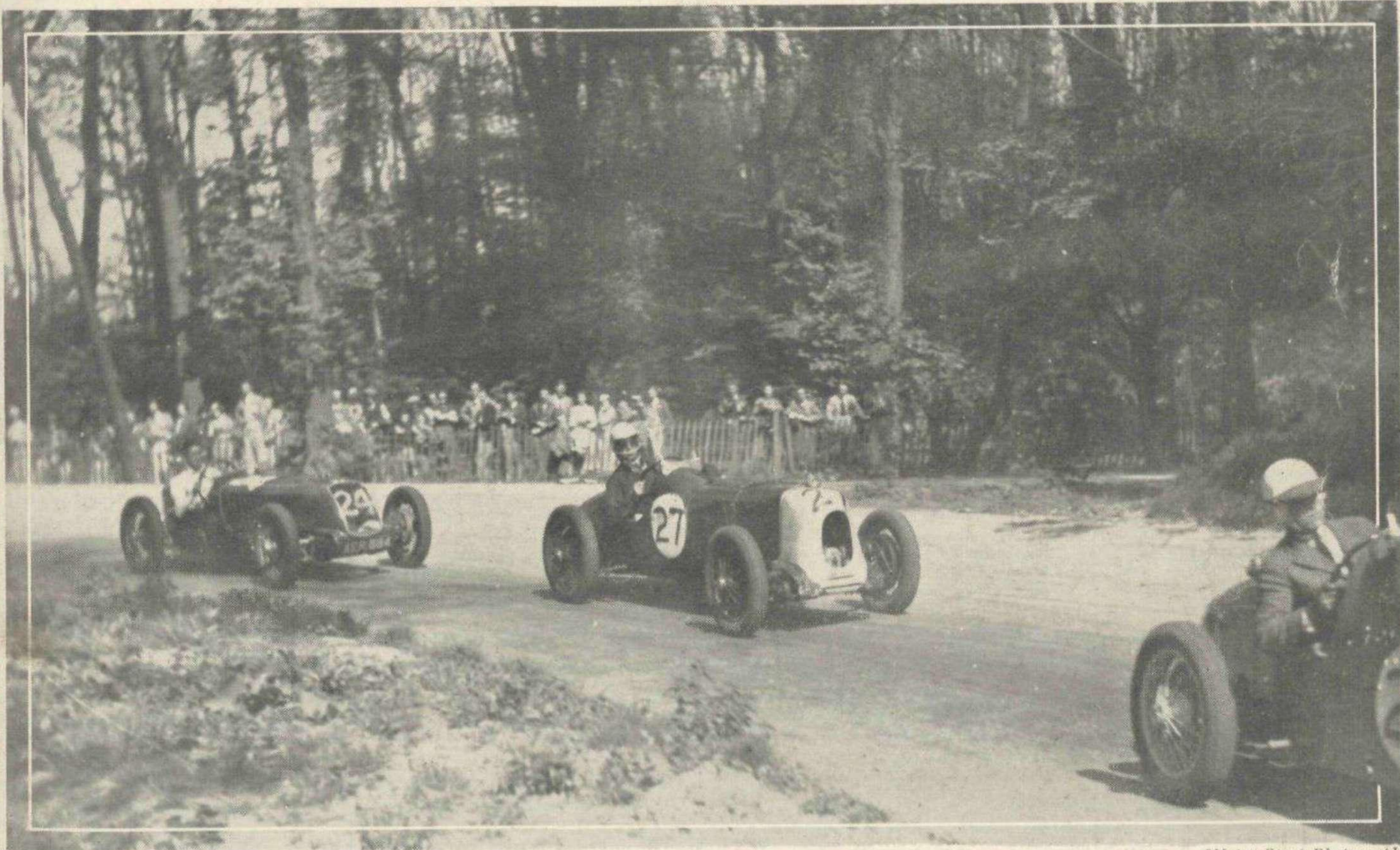


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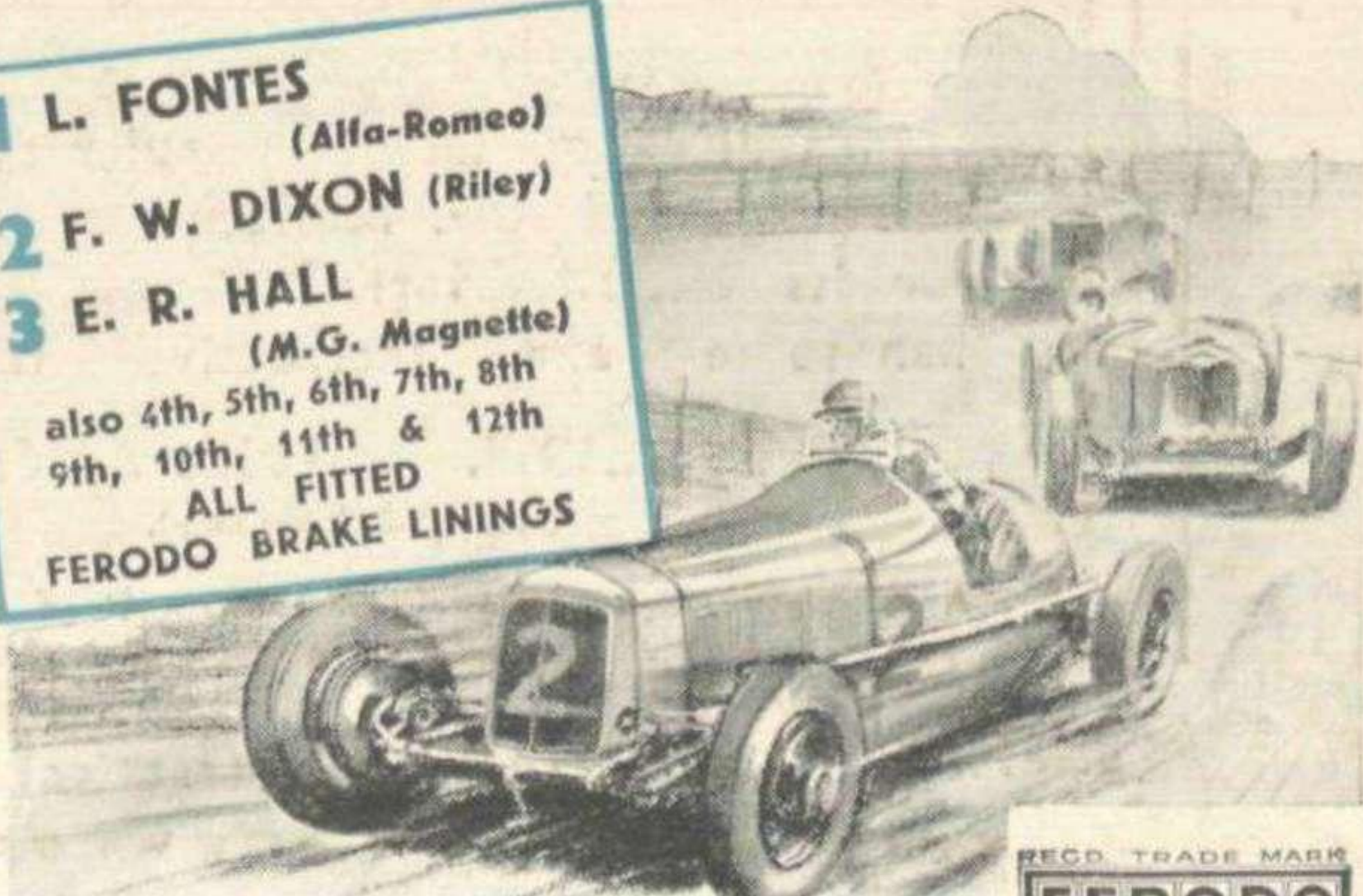
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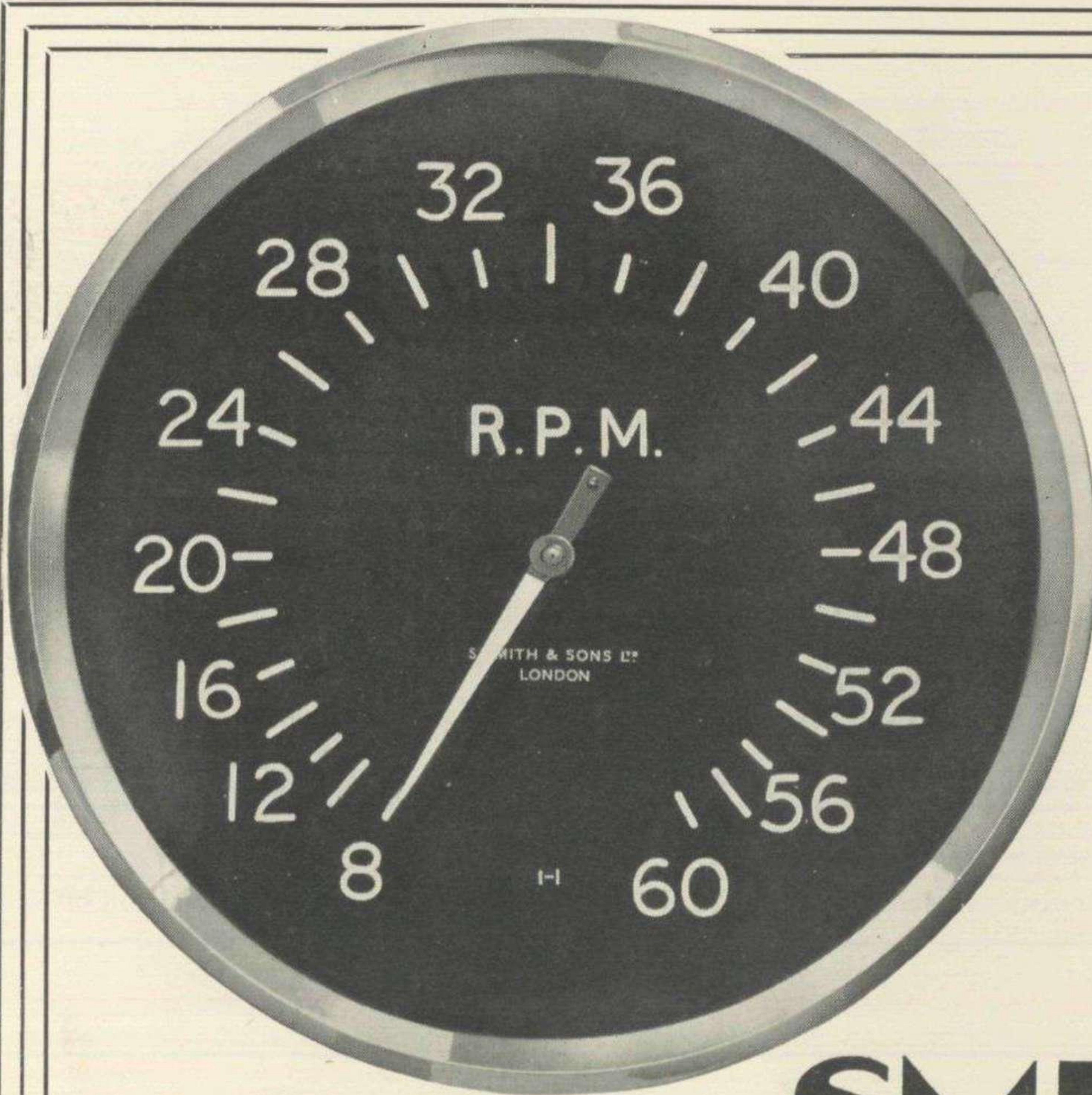
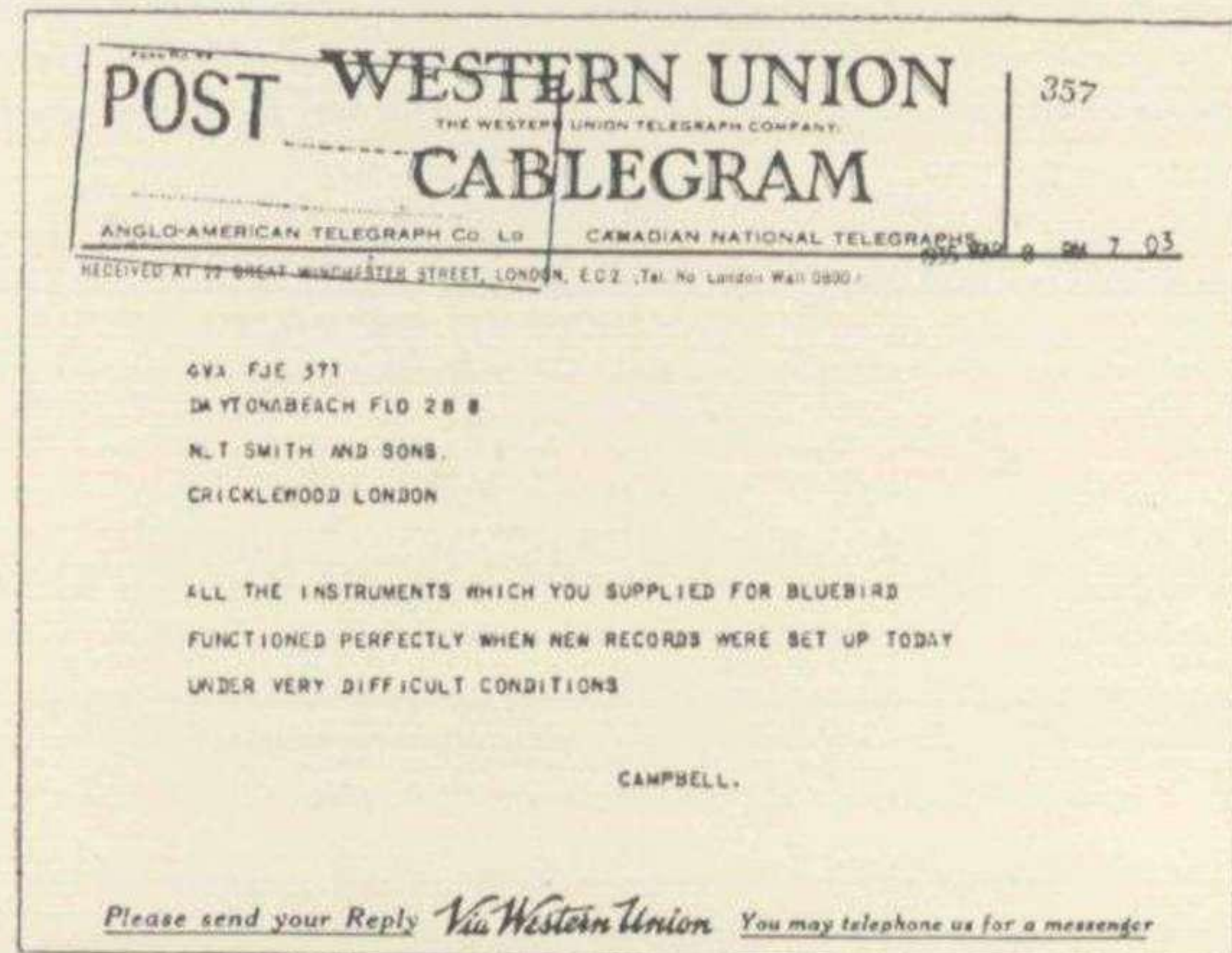
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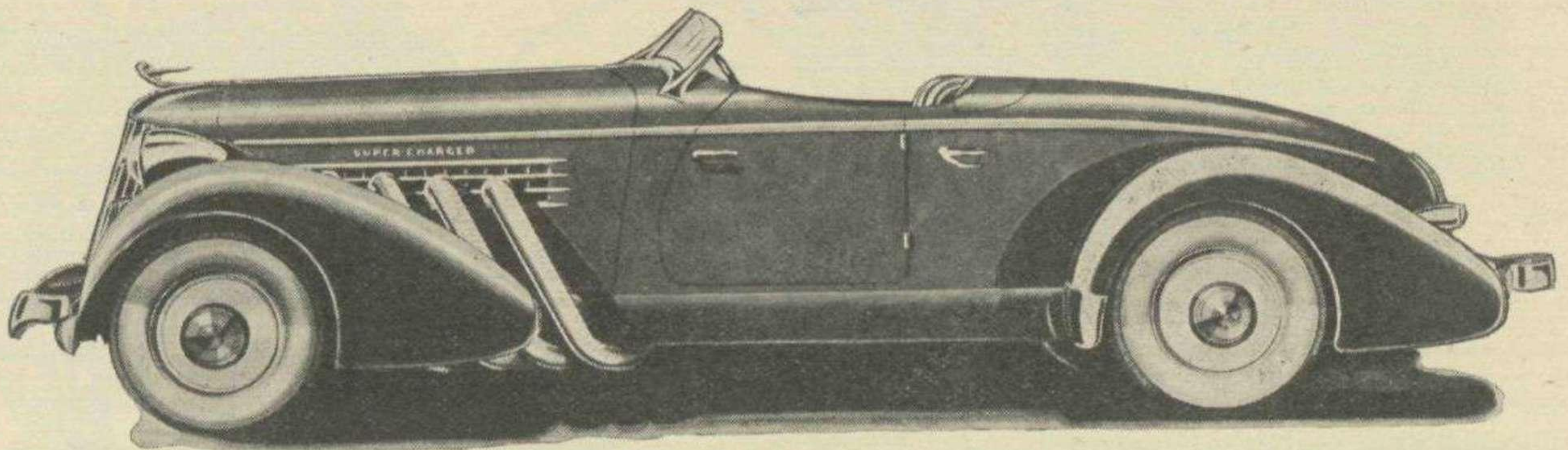
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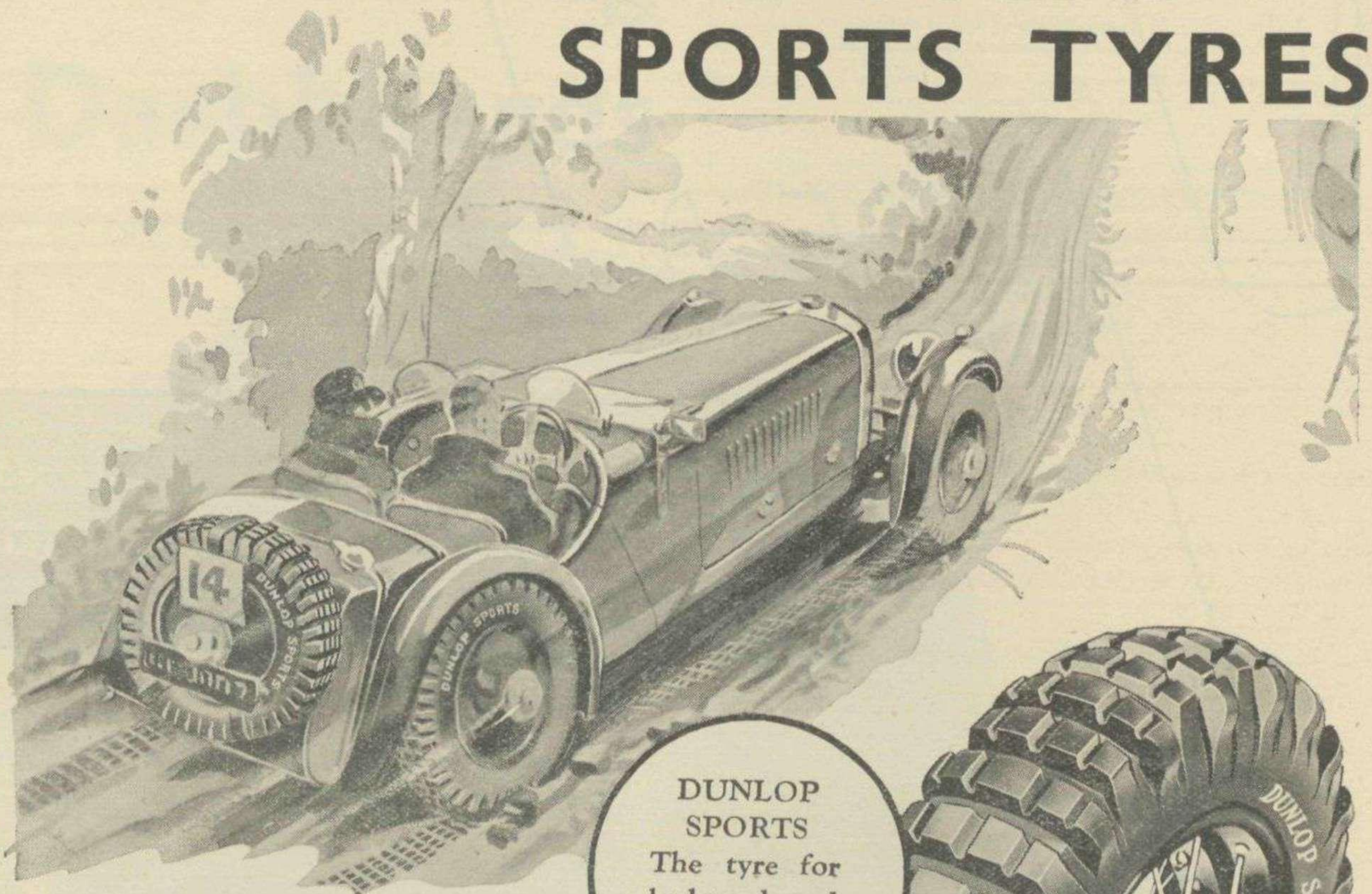
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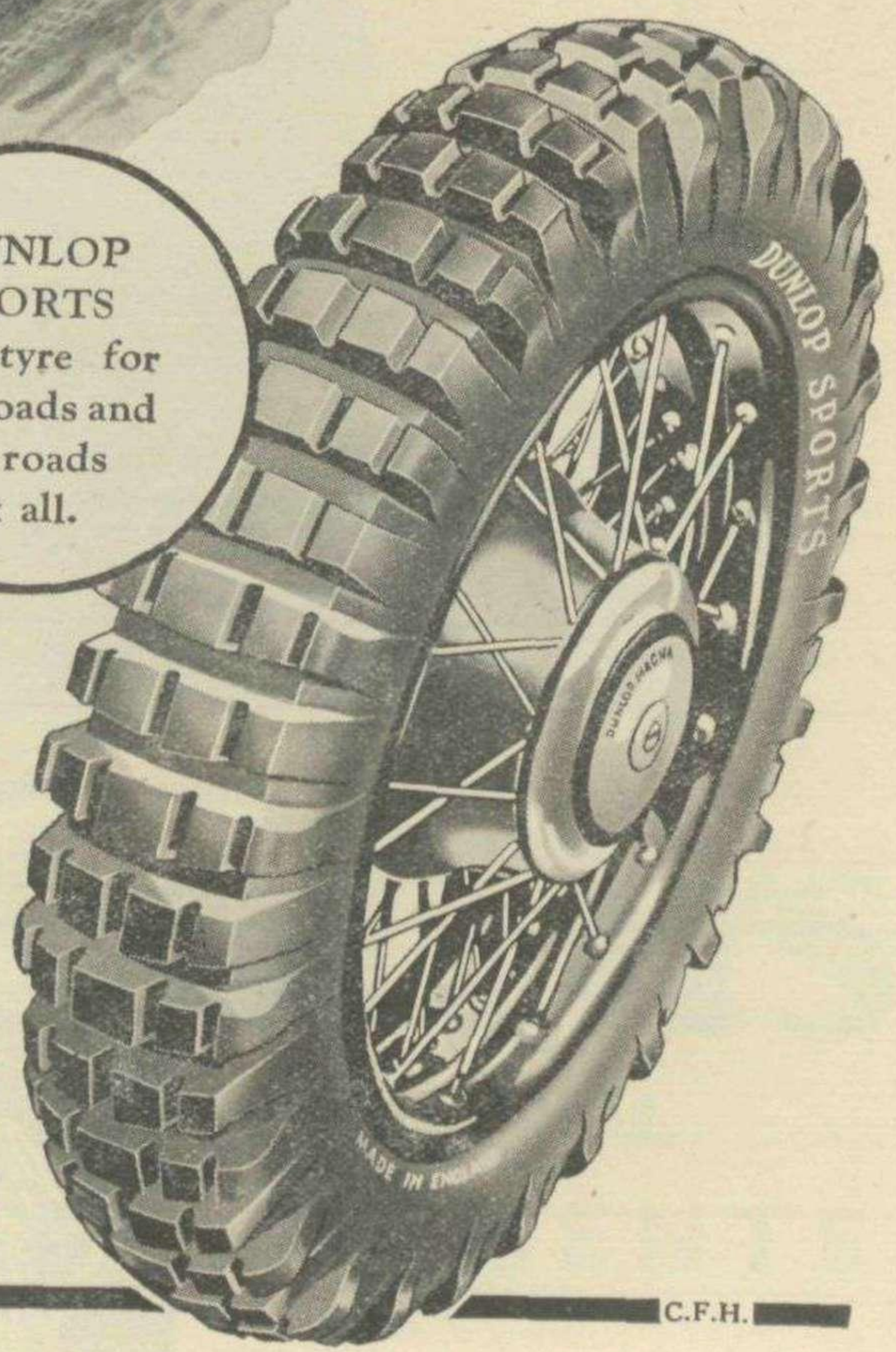
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THIS AND THAT

AFTER a few seasons of racing in which tyres have been taken more or less for granted, we are now faced with the old problem once more. Instead of a single stop during a long race for fuel and tyres, we now find cars in fast races like Tripoli making a half-a-dozen calls at the pits for a change of wheels. The trouble is caused by the fact that at 200 m.p.h. a normal road-racing tyre-tread will not stay on. Making the treads thin eliminates this difficulty, but results in a short life for the tyre. The tyre people have risen to such heights of progress in the past that it must only be a matter of time before a solution is found.

Frequent tyre-changes demand perfect pit-work, and in this important aspect of the sport German thoroughness is given plenty of scope. While not going so far as the mechanics in Werner's pit in the Targa Florio one year, who lifted the car bodily while all four wheels were changed, the Mercedes-Benz and Auto-Union pit-work is certainly as quick as anything we have seen. It is worth remarking that there were no accidents in the Tripoli race caused by tyre-bursts, although they occurred in several cases at high speed. Independent springing is the answer.

This excellent behaviour under considerable stress leads one to believe that the German cars must handle perfectly both at speed and on the corners. In expert hands there is no doubt that they can give better results than cars of normal type suspension and similar speed. The results obtained by drivers who, without being in the top flight, are nevertheless thoroughly competent at their job, have not been so satisfactory. The costly Auto-Union ex-

periment of training drivers was a set-back to the opinion that these cars require no more than ordinary skill to obtain the best performance from them.

It will be extremely interesting, and a fair answer to the question, to see the progress of the independents who acquire the twenty Auto-Unions reported to be under construction for private sale. This will bring to the test the oft-repeated dictum that the number of men capable of handling the fastest modern G.P. cars can be counted on the fingers of one's hands, and that when the present drivers retire there will be none left to take their places. Personally, we do not hold this view. The material for first-class drivers can be found in many young drivers to-day who are gradually accumulating valuable experience. Guiseppe Farina is probably the outstanding example, and the way in which he stood up to Nuvolari at Bergamo last month is sufficient proof, if any were needed, that here is a young man with the makings of a driver as good as many who pilot the 200 m.p.h. *bolides* to-day. And that is putting it mildly.

What is the position among our English drivers?

With no fast road-circuits available and with few G.P. cars, it is impossible to prophesy whether any particular driver would ultimately be capable of getting the best from an Auto-Union or "Merc." But real driving skill and a hint of latent promise, should the opportunity occur, can be detected in many of our young drivers. Passing over Luis Fontes, on account of his Spanish extraction, we find C. E. C. Martin, W. G. Everitt, K. D. Evans, E. K. Rayson, the Hon. Jock Leith, R. J. B. Seaman—all young men of genuine promise.

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RAYMOND MAYS RECAPTURES THE SHELSLEY RECORD

TWO MEMORABLE ASCENTS BY THE 2-LITRE E.R.A. A NEW LADIES RECORD BY MISS DOREEN EVANS (M.G.) ALAN BAINTON CRASHES WITHOUT INJURY

FOR the first time since 1929 the record for the Shelsley Walsh hill-climb stands to the credit of a British car driven by a British driver. The authors of this happy combination of events are Raymond Mays and the 2-litre E.R.A. who, on Saturday, May 18th, delighted the crowds on the famous hill by clocking the magnificent time of 39.6 secs.—as compared with Whitney Straight's previous record of 40 secs. dead, established with a 3-litre Maserati in June, 1934.

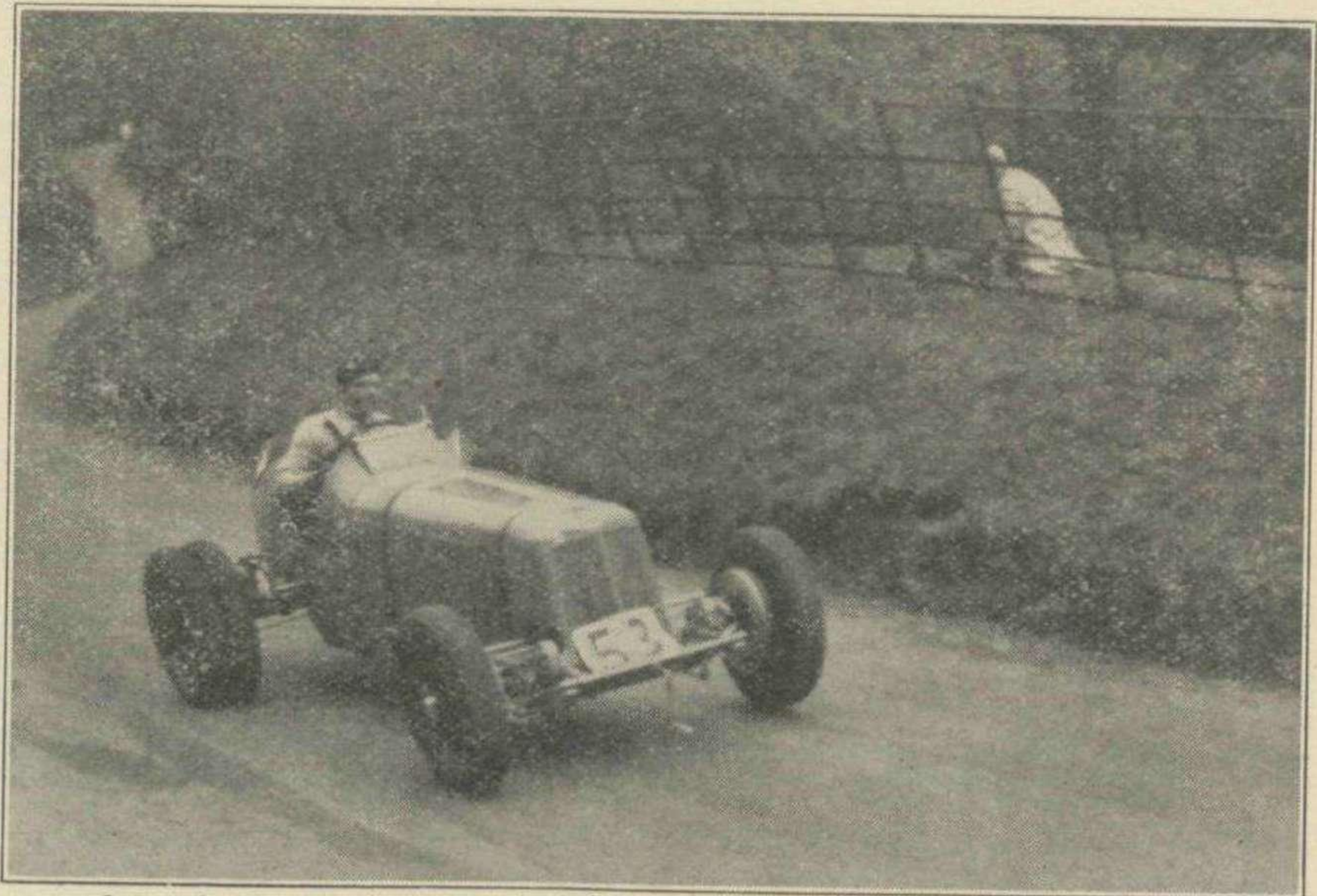
In the face of the most depressing weather reports, with snow-blocked roads to many parts of the country, the usual big crowd of spectators concentrated on Shelsley Walsh, filling the car parks with their cars, and thronging the right-hand side of the hill throughout its length. Meanwhile the orchard-paddock and the farmyard resounded with the crackle and roar of engines as their owners made last-minute adjustments. Many of them had been at the hill the day before for the official practice; others, not so fortunate, arrived during the morning. Herr H. Berg, a German entrant of a magnificent white Mercedes-Benz, arrived from the Continent on Friday night, and made his first acquaintance with the hill on Saturday morning. He was returning down the hill after a run when he touched the bank at the point where spectators used to cross the road. The great car slewed across and hit the opposite bank, and then turned completely round in the narrow road, which is just about as wide as the "Merc" is long. Fortunately, the car was not damaged, and Herr Berg was able to take part in the event.

The sun came out during the morning, and for the rest of the day the weather was fine—save for a few spots of rain which did not seriously affect the surface of the road. After Sir Malcolm Campbell had "opened" the hill-climb with a sort of triumphal drive on the 4-litre Sunbeam, the programme began with climbs by three members of the same family, Kenneth, Doreen and Denis Evans. All drove M.G.s and all made good ascents; Kenneth clocking 45.4 secs. on his "Q type" Midget, Doreen 49.4 secs. with her independently sprung "R type," and Denis being the slowest of the three on the

Monthéry Midget, raced last season by Donald Letts. His time was 50.8 secs. R. F. Turner showed what a combination of good tune and driving skill can do by getting up in 46.4 secs. on his by-no-means-new Austin, his slides being as usual a delight to the eye. Then came a team of three "works" Austins, three marvellous little single-seaters which look like miniature Mercedes-Benz G. P. cars. Driscoll's

Elwes (M.G. Midget), both of the Cresta Motor Co., roared up the hill in quick succession, fastest time being made by the former in 46.2 secs.—amazingly good for a car which was once a 1926 "chummy." The 750 c.c. class was brought to a close by Miss Barbara Skinner, who drove her "Q type" Midget up in 50.4 secs.

Of all classes, the 1,100 c.c. is most prolific of "Shelsley Specials." The first

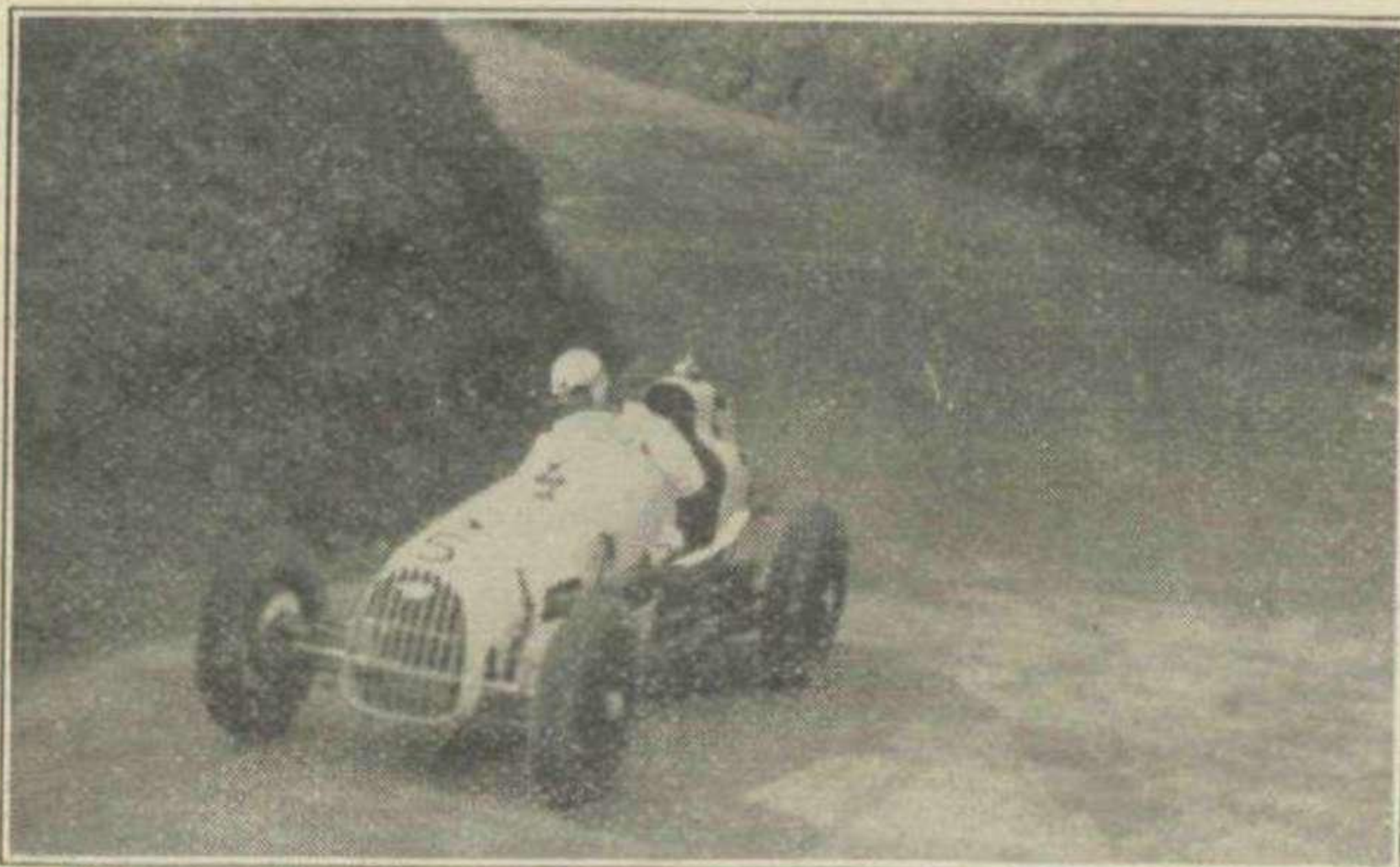


39.6 secs. ! This illustration shows Raymond Mays at speed on the lower slopes of the hill. A study in concentrated speed.

time was 45.4 secs., exactly the same as Kenneth Evans'; Walter Baumer, the well-known German driver, was two-fifths slower, and it was left to Charles Goodacre to make the fastest time in 42 secs. dead. The "R type" Midget driven by S. C. H. Davis was misfiring at high revs., and clocked 48.8 secs.

Three non-starters, among whom was Miss Peggy Blathwayt, greatly disappointed at not being able to compete owing to a major breakage on her Midget. And so A. N. Maclachlan (Austin) and J. C.

climb, however, was made by E. R. Hall with a normal K3 Magnette, holder of the sports car record in 43.2 secs. On this occasion the car was not in quite such good form, but the time of 46.8 secs. was nevertheless a good one. E. J. Moor's Wash III. was the first of the "Specials," taking 52.6 secs., followed by R. V. C. Bolster (Bolster Special II.), 60.8 secs., Mrs. J. Houldsworth (Houldsworth Special), 69.8 secs., and J. A. Thompson's G.N. Martyr, which was the fastest so far with 48.6 secs. After P. N. Whitehead



L. P. Driscoll won the 750 c.c. racing class with a perfect climb in 43.4 secs. Here is the little Austin swinging round the last bend.



The new lady champion, Miss Doreen Evans, handled her R type M.G. Midget in grand style to set up a new ladies record 45.4 secs.

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Oct.	1,500 c.c. (Sports) M.A.C. LADIES' CUP	FIRST
1931		
Aug.	1,500 c.c. (Sports) 1,500 c.c. (Racing) FASTEST TIME OF THE DAY, and Shelsley International Cham- pionship Cup	FIRST FIRST
Oct.	1,500 c.c. (Sports) 1,500 c.c. (Racing) M.A.C. LADIES' CUP	FIRST FIRST
1932		
Aug.	1,500 c.c. (Sports) M.A.C. LADIES' CUP	FIRST
Oct.	1,500 c.c. (Sports) 1,500 c.c. (Racing) FASTEST TIME OF THE DAY	FIRST FIRST
1933		
May	1,500 c.c. (Sports) 1,500 c.c. (Racing) M.A.C. OPEN SPORTS CUP M.A.C. LADIES' CUP	FIRST FIRST
Sept.	1,500 c.c. (Sports) M.A.C. LADIES' CHAMPIONSHIP CUP (new ladies' record)	FIRST
1934		
May	1,500 c.c. (Sports)	FIRST
Sept.	1,500 c.c. (Sports) M.A.C. LADIES' CUP	FIRST

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SHELSLEY WALSH HILL CLIMB—continued.

(Alta) had made a neat ascent in 50.2 secs., Bishop's G.N. J.A.P. clocked 54.2 secs., the Bartlett-Salmson took 53.8 secs., A. A. Rigby's M.G. Magnette 51 secs., Glegg's Dorcas II. (now boasting four-wheel-drive) 61 secs., bucking on the starting-line like a genuine Wild West "broncho," and Hippsley-Cox crackled up on "Grasshopper" in 50 secs. Once again Miss Skinner brought the class to a close when she piloted the Morris Minor Special to the top in 47.8 secs.

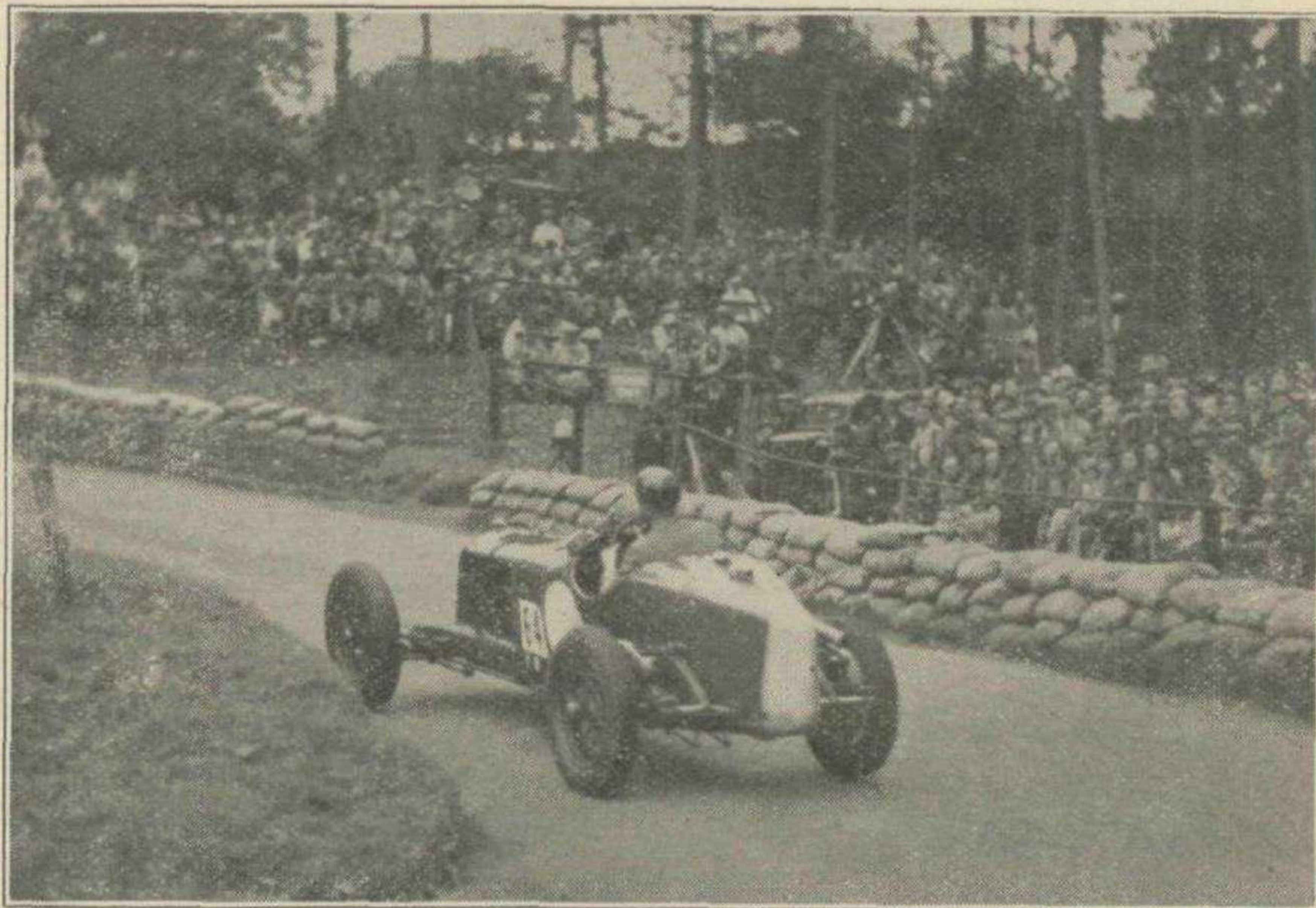
The first of the "fifteen hundreds" proved to be that interesting little car, the Becke Powerplus, driven by its new owner, S. H. Newsome. His time of 44.8 secs. was quickly beaten by the next man, E. R. Hall, with a car designated an M.G. Special (1,287 c.c.). Hall is one of the finest Shelsley drivers, holding his car on the corners in a wonderfully confident style, and he made the splendid time of 43.8 secs. But he, too, had to give way to a yet faster time, when Mays and the 1,500 c.c. E.R.A. roared up in 41.2 secs., skimming the banks on the lower slopes with accurate artistry. Alan Bainton (twin-rear-wheel Bugatti) equalled Newsome's time of 44.8 secs., and he was followed by a bunch of "over 50 secs.," some of whom were competing in the sports class. Then Fielding (Bugatti) set the ball rolling again with yet another 44.8 secs. climb. A. F. P. Fane was now on the line with a red supercharged Frazer-Nash, which was emitting a pleasant high-pitched whine. He drove magnificently, sliding the fast corners at the foot of the hill without lifting the throttle, swinging through the S bend and scurrying away to the finish in 45.6 secs.—the fastest 1,500 c.c. sports car of the day. "Tim Davies" on a similar car was nearly 3 secs. slower, and great disappointment was felt at the non-appearance of R. G. J. Nash's new

clutch soon after the start. Miss Ellison drove nicely to get up in 48.6 secs. with her Bugatti, and J. F. Powers brought up his Special in 56.2 secs.

The more nervous section of feminine spectators buried their heads in their

hunched, and his progress up the finishing straight was a sight to behold. His time of 44.2 secs. exactly equalled his best ascent last year.

The aforesaid spectators watched with relief a steady ascent by W. K. Faulkner

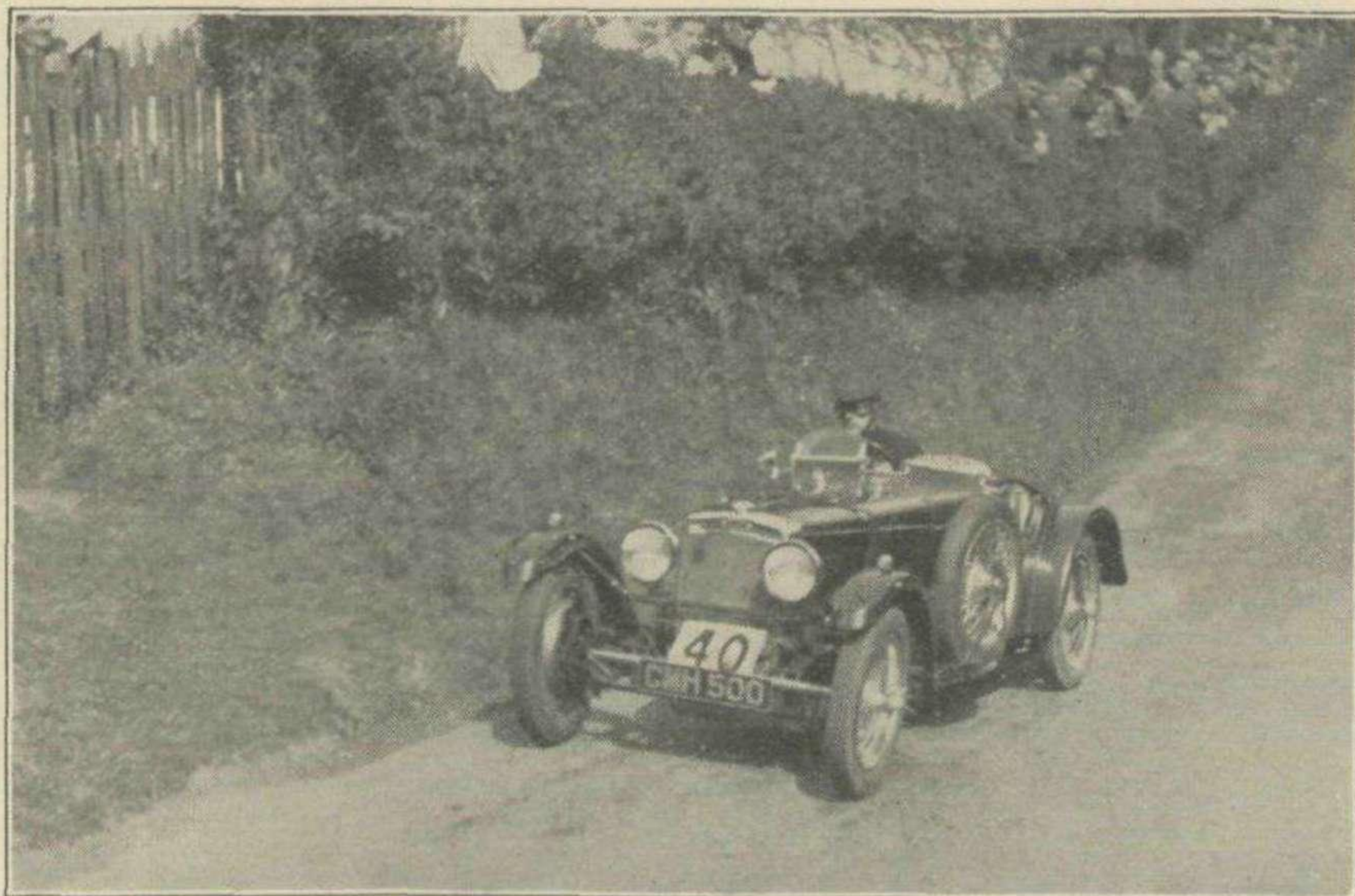


Who would recognise this as the first corner of the Shelsley 'S'? The sandbags completely alter the appearance of the road. The car is Shuttleworth's 3-litre Alfa-Romeo.

programmes when the crackle of J. Bolster's "Mary" was heard getting away from the line. The broadcast news that he was nearly hitting the banks the whole time did not encourage them to raise their eyes, and in a moment the little projectile

on a two-seater 1,750 c.c. Alfa, entered by L. G. Bachelier. His time of 51.2 secs. proved the fastest in the 2-litre sports class. Then Mrs. Petre gave a typically neat performance in clocking 48.4 secs with an unblown 2-litre Bugatti. A. S. Whiddington's 6-cyl. Frazer-Nash did a quiet 54.6 secs., and then A. Esson-Scott made a very quick climb on his black Bugatti, clocking 44 secs. dead. Thorpe's Nash was 4 secs. faster than Whiddington's, and then the news that Raymond Mays was on the line again brought the crowd to a pitch of expectancy once more. This time it was a 2-litre E.R.A., and although a faster time was expected the score-board revealed that his time of 41 secs. dead was only one-fifth faster than the 1,500 car.

In the 3,000 c.c. class two foreign sports models led off with exactly the same times, R. F. Oats (Maserati) and L. Bachelier (Bugatti) both clocking 48.6 secs. The latter's car was a smart Type 55, and by a strange coincidence bore the number "55." Then C. S. Staniland roared up on Mathieson's 2.3-litre Bugatti, having an exciting passage on the undulating bit before the S bend. His time was 43.8 secs., a good deal faster than Austin Dobson's 46 secs. made with a similar car. The latter seemed to put in a good deal of unnecessary energy into the matter of cornering. Whitney Straight was now due on the line with his black single-seater Maserati, the record-holder which has climbed in 40 secs. dead. Unfortunately Straight did not turn up, and so H. Rose drove instead. He made a good job of handling an extremely fast and unaccustomed car, and clocked 45.6 secs. Brian Lewis drove one of the new S.S.



The fastest 1½-litre sports car of the day was A. F. P. Fane's supercharged Frazer Nash which clocked 45.6 secs. Fane's driving was outstandingly neat.

car, the Frazer-Nash Union Special. G. Casswell (unblown Nash) made an unobtrusively good climb in 49.2 secs., and Miss Fay Taylour (Frazer-Nash) clocked 52.2 secs. after a spot of bother with her

came into sight, swaying from side to side and doing its level best to leave the road. The S bend gave the driver a lot of quick work with the tiny steering-wheel, his elbows stuck out and shoulders

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2ND C. L. GOODACRE **4 $\frac{1}{5}$ SECS.**

The three Austin Sevens were the fastest team in Class I and the second fastest team on the hill.

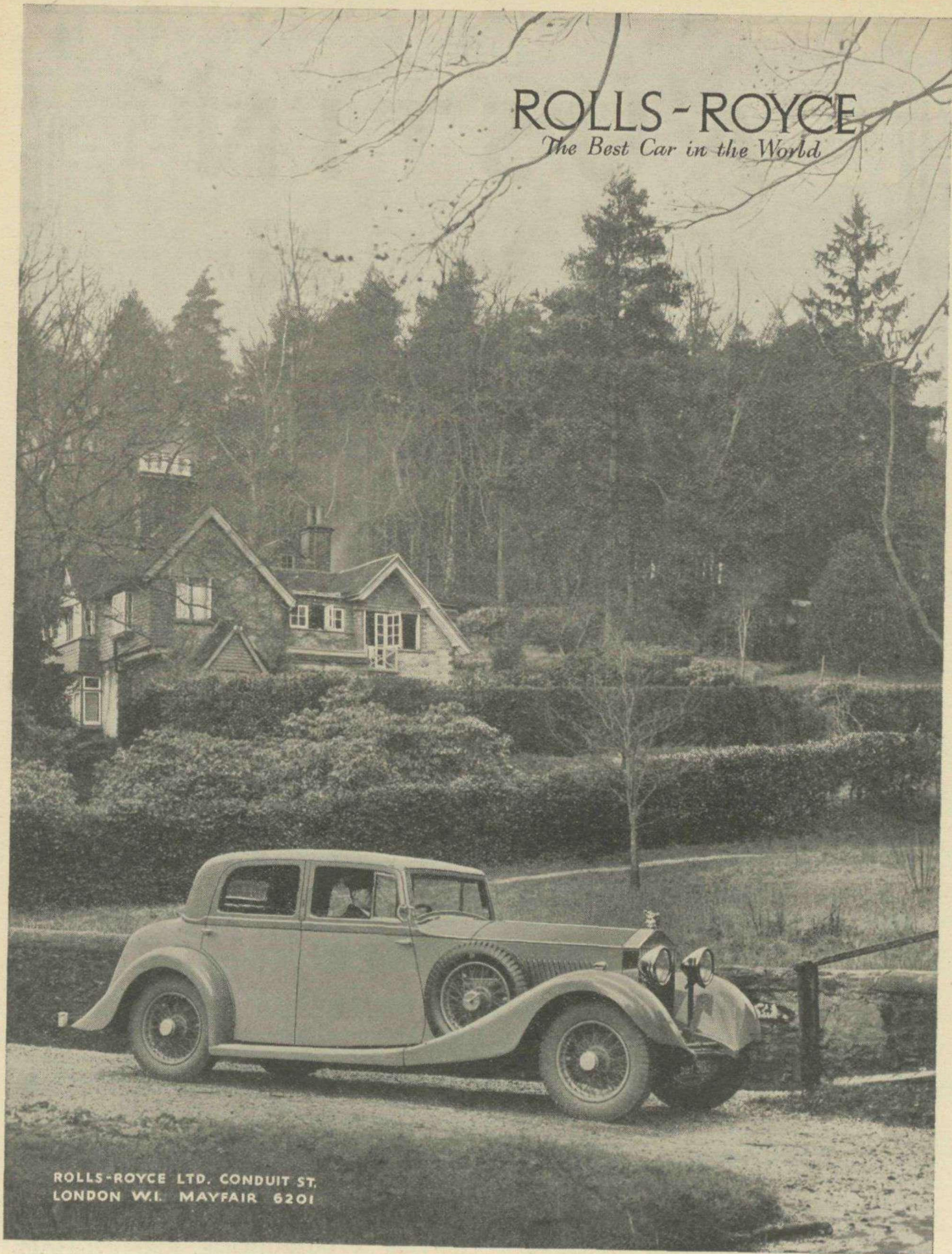
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SHELSLEY WALSH HILL CLIMB—continued.

models, a nice-looking green two-seater, which recorded 55.8 secs.

Sir Malcolm Campbell handled the big Sunbeam, which was really a size too large for the road, with splendid confidence, and his time of 44.4 secs. was outstandingly good. Uttering a crisp almost crackling exhaust note, E. R. Hall's green Bentley easily won the 5,000 c.c. sports class with a time of 47.6 secs. R. M. Strang was the next man to come up, driving a new Hudson sports model finished in pale blue, with a cowled radiator. In almost complete silence he swept to the top in 52.8 secs. Marker's Railton Terraplane made a nice climb in 54 secs. dead, and precisely the same time was recorded by A. R. Samuel on the Chittenden Special. W. Esplen's blown 4½-litre Bentley literally rumbled up the hill in 59 secs. Three 30/98's closed the class with typically hearty climbs, the fastest being P. H. Jacot's black two-seater, with a time of 50 secs.

The unlimited class contained but three entries, two "Mercs" and a Bentley. H. Berg made the fastest of the first runs in 50 secs. on his Mercedes-Benz, described as a "160/200." D. Scott-Moncrieff's Mercedes-Benz clocked 53.2 secs., and Forrest Lycett's quiet 8-litre Bentley 50.6 secs.

So far the record had not been touched, Mays being a whole second slower, but second runs are notoriously faster!

Of the 750's, Kenneth Evans was prevented from improving on his time by plug trouble—to say nothing of a bout of influenza and a temperature of 102°. Not so Doreen, who was out to get that Ladies' Record (Miss Skinner, 46.6 secs.), come what may. All the way up she was much faster, and she persevered in keeping her foot down round the last corner in spite of some fairly hair-raising skids. She straightened out at last, and roared to the finish in 45.4 secs.

Driscoll realised that something would have to be done. He did it, recording the magnificent time of 43.4 secs. in a perfectly judged climb. Baumer, the German driver, misjudged his start, much to his own annoyance, and completed the rest of his 47 secs. ascent with one hand on the steering-wheel! Goodacre atoned for his error, however, by clocking 44.2 secs. and taking second place behind Driscoll in the racing class. Maclachlan did even better with his ex-chummy Austin in 45.6 secs.—a marvellous effort. Elwes toured up very rapidly, wearing a felt hat and looking very comfortable in his fully-equipped J.4 Midget—time, 48.2 secs. Finally Barbara Skinner shot the first of her two bolts by clocking 46.2 secs. on the Q Midget.

E. R. Hall walked off with the 1,100 c.c. racing class when he performed another of his well-judged climbs, this time on a K3 M.G. Magnette in 44.4 secs. Barbara Skinner, shooting the last of her bolts on the Morris-Minor Special, was a second slower than the first time.

For some time past the ingenious Shelsley timing apparatus, with its loud-speaker "pips" and flashing traffic-signals, had ceased to function. The proceedings were held up for some time by Alan Bainton. This is the sequence of untimely events which befell this luckless

driver; (a) a false start, the driver curiously imagining that a raised flag is a signal to depart, (b) the flag falls, and Bainton finds himself still on the line, with a stalled engine, (c) this time all goes well—until the approach of the S bend, where the Bugatti goes sideways, leaves the road and disappears down the steep bank of undergrowth and trees.

But the *débauche* was quickly forgotten in the excitement of witnessing and listening to a marvellous ascent by Raymond Mays on the 1½-litre E.R.A. Everything went perfectly, his speed on the lower stretches was awe-inspiring, and the corners could not have been taken faster. Cheering broke out when his time of 39.8 secs. was announced, the record had fallen to an English car driven by an English driver!

Fane was a fifth slower, the cockpit of his Frazer-Nash exuding a haze of blue

ped two fifths off his previous best with Straight's Maserati, while Shuttleworth on the *monoposto* was a fifth slower in 43.8 secs. Sir Malcolm repeated his first time of 44.4 secs, giving everyone a thrill when he nigh charged the bank at the S bend. Strang was a fifth slower on the Hudson, and Marker got down to 51.6 secs. on his Terraplane—a time equalled by Samuel on the Chittenden-Lancia.

Only the three "unlimited" cars remained, and of these Berg's "Merc" was 1.2 secs. slower, Scott-Moncrieff a second quicker, and Forrest-Lycett rounded off the programme with a nice 49.6 secs. on his short-chassis 8-litre Bentley.

CLASS WINNERS.

750 c.c. Sports.—1, J. C. Elwes (M.G.), 48.2secs.

750 c.c. Racing.—1, L. P. Driscoll (Austin), 43.4secs.; 2, C. L. Goodacre (Austin),



E. R. Hall had a field day at Shelsley Walsh with three cars. Here we see him winning the 5 litre class with the T.T. Bentley.

smoke. Fay Taylour was going well on her Nash, and was just about to change gear after the second bend when the engine flatly refused to go any farther. The result was a field-day for souvenir hunters.

J. Bolster was 1.4 secs. slower on his second run. Could that hurried wave of the hand to friends on the bank have had anything to do with it? And now Raymond Mays was due once more with the 2-litre E.R.A. He left braking late for the corner, was round and away, shattering our ear-drums as he passed below our vantage point on the bank. All eyes turned to the score-board, and a spontaneous burst of hand-clapping went up when the magic figures "39.6 secs." were seen, thus beating Whitney Straight's record for the second time.

This superlative climb naturally overshadowed some otherwise excellent performances which followed immediately in its wake. For example, C. S. Staniland clocked 43.8 secs., the same as his first run, and Bachelier improved by a fifth. Austin Dobson did 45.2 secs. to the accompaniment of some strenuous steering, Rose clip-

44.2secs.; 3, Miss D. Evans (M.G. "R") and K. D. Evans (M.G. "G"), 45.4secs.

1,100 c.c. Sports.—1, P. N. Whitehead (Alfa), 47.4secs.

1,100 c.c. Racing.—1, E. R. Hall (M.G. Magnette), 44.4secs.; 2, A. A. Rigby (M.G. Magnette), 45.4secs.; 3, Miss B. Skinner (Morris Minor Spcl.), 47.8secs.

1,500 c.c. Sports.—1, A. F. P. Fane (Frazer-Nash S.), 45.6secs.; 2, "Tim D. Davies" (Frazer-Nash S.), 48.2secs.; 3, G. Casswell (Frazer-Nash), 49.2secs.

1,500 c.c. Racing.—1, R. Mays (E.R.A.), 39.8secs.; 2, E. R. Hall (M.G. Spcl.), 43.8 secs.; 3, F. J. Fielding (Bugatti), 47.2secs.

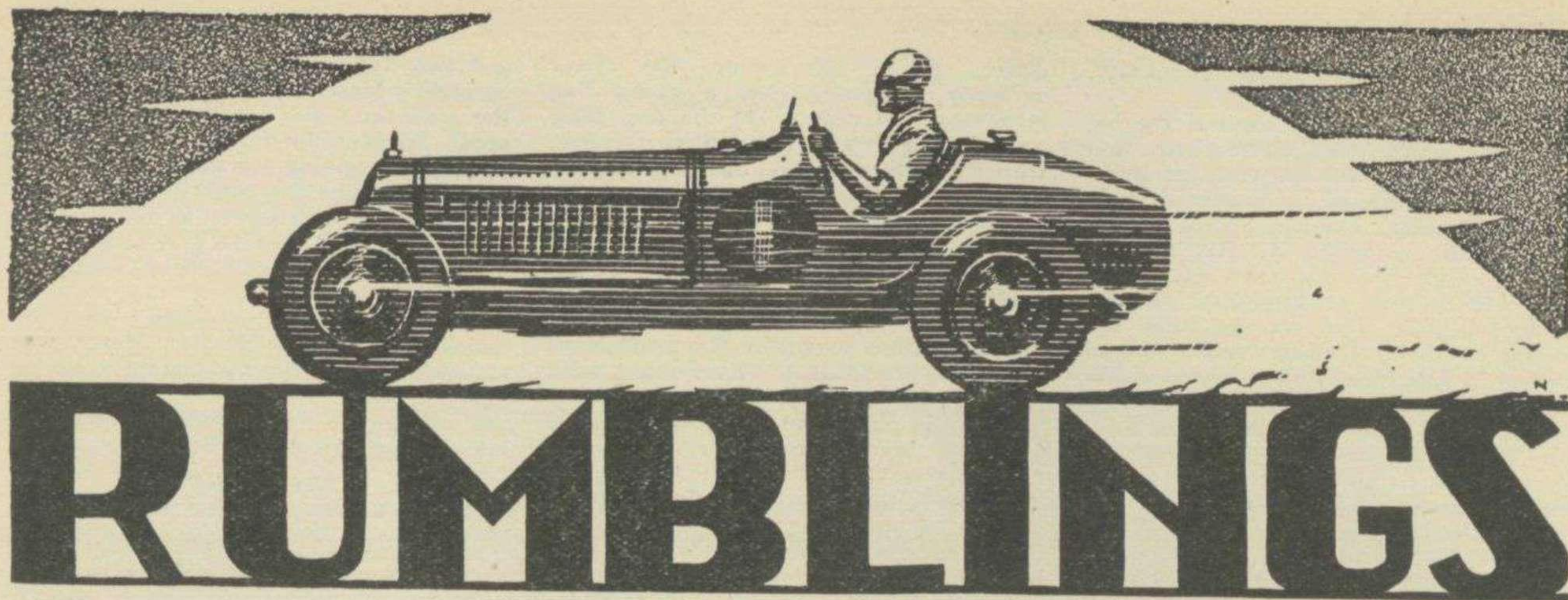
2,000 c.c. Sports.—1, W. K. Faulkner (Alfa-Romeo), 51.2secs.; 2, T. A. W. Thorpe (Frazer-Nash), 52.2secs.; 3, A. S. Whiddington (Frazer-Nash), 54.6secs.

2,000 c.c. Racing.—1, R. Mays (E.R.A.), 39.6secs.; 2, A. Esson-Scott (Bugatti), 44 secs.; 3, J. Bolster (Bolster Spcl.), 44.2secs.

3,000 c.c. Sports.—1, L. G. Bachelier (Bugatti), 48.4secs.; 2, R. F. Oats (Maserati), 48.6secs.; 3, Hon. B. E. Lewis (S.S.) and D. N. Letts (Talbot), 54.8secs.

3,000 c.c. Racing.—1, R. O. Shuttleworth (Alfa-Romeo), 43.6secs.; 2, C. S. Staniland (Bugatti), 43.8secs.; 3, H. Rose (Maserati) and A. Dobson (Bugatti), 45.2secs.

5,000 c.c. Sports.—1, E. R. Hall (Bentley 3½), 47.6secs.; 2, R. R. K. Marker (Railton Terraplane), 51.6secs.; 3, R. Hughes (Vauxhall), 52.2secs.



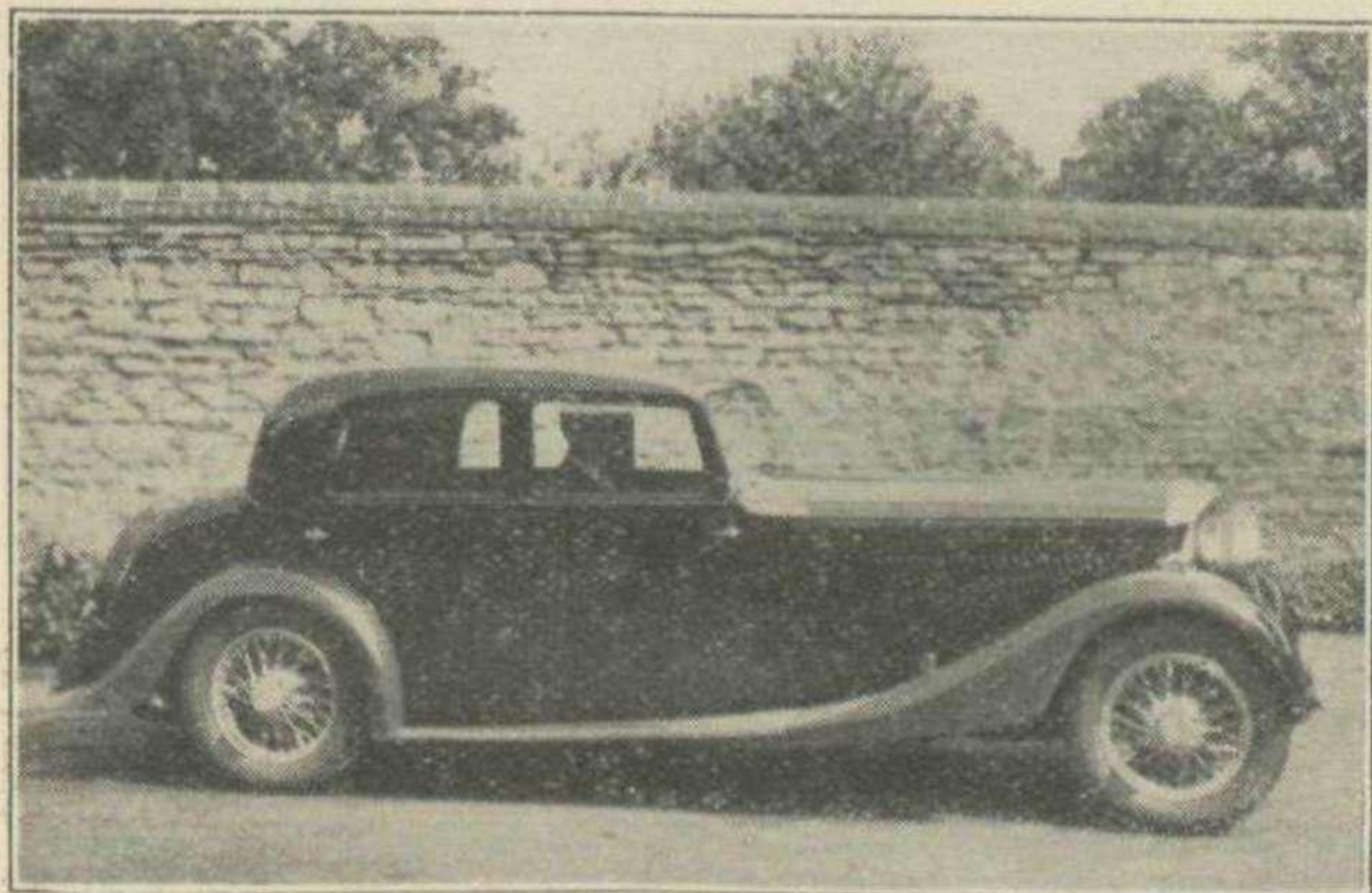
Power-Weight

NOT many years ago one of the principal differences between driving a racing car and a tourer was the amount of gear-changing which had to be done on the former to obtain the best performance. Nowadays with 14 cwt. racing cars fitted with engines developing 250 h.p. and more, the lowest ratio of a four-speed gear-box is scarcely ever used, and at Monaco this year many of the drivers were using only third and top, in spite of the twisty nature of the course.

Under the circumstances, therefore, three speeds are sufficient for almost everything, and on the three-litre Alfa-Romeos only three ratios are provided, whereas four were used in the older 2.6-litre cars. The extra space has made it possible to fit stouter gear-wheels, overcoming a weakness revealed when the engine capacity was first increased.

Speeds on Brooklands

The International Trophy was the first occasion on which the Grand Prix cars built under the new formula have been "let out" on the outer circuit. Shuttleworth, who of course has one of the latest 3-litre Alfas, told me that he was getting 145 m.p.h. on the Railway Straight, even though he had to ease up his foot coming off the Byfleet Banking, and was only prevented from going faster by fear of over-revving.



The new 3½ litre Bentley recently supplied to Mr. Raymond Mays. It is fitted with a dark blue four door Park Ward body.

The final ratio on the Monopostos can be changed in under an hour by unbolting the casing at the back of the gear-box and changing the pinions driving the two propellor shafts, and with a higher ratio he reckons to get at least 150 m.p.h.

Brian Lewis's Bugatti was also reaching this figure, and looked very much steadier coming off the Byfleet. Almost more striking was the speed of the new M.G. Midgets which, with a capacity of only 750 c.c., were doing close on 130 m.p.h. The drivers reported that with the new suspension they were having quite a "boulevard-ride," rather a contrast from the old Montlhéry's which laid the foundation of M.G. fast motoring.

Independent Suspension Problems

The last word has definitely not been spoken on independently sprung wheels, though now the racing fraternity have adopted them much valuable information should be gained in a short time. The principal snag about many of the lay-outs is that the track alters as the car heels over, an effect which must disturb the tyre-grip considerably when a fast corner is being negotiated. The front suspension of the Auto-Unions, in which the wheels can only move vertically is free from this objection, while on the Bimotore Alfa-Romeos the problem is tackled in a different way. The twin propellor shafts are retained, but the two bevel casings and their half-axles are no longer connected but move independently on either side of the rear engine, with radius rods to ensure that they work vertically up and down.

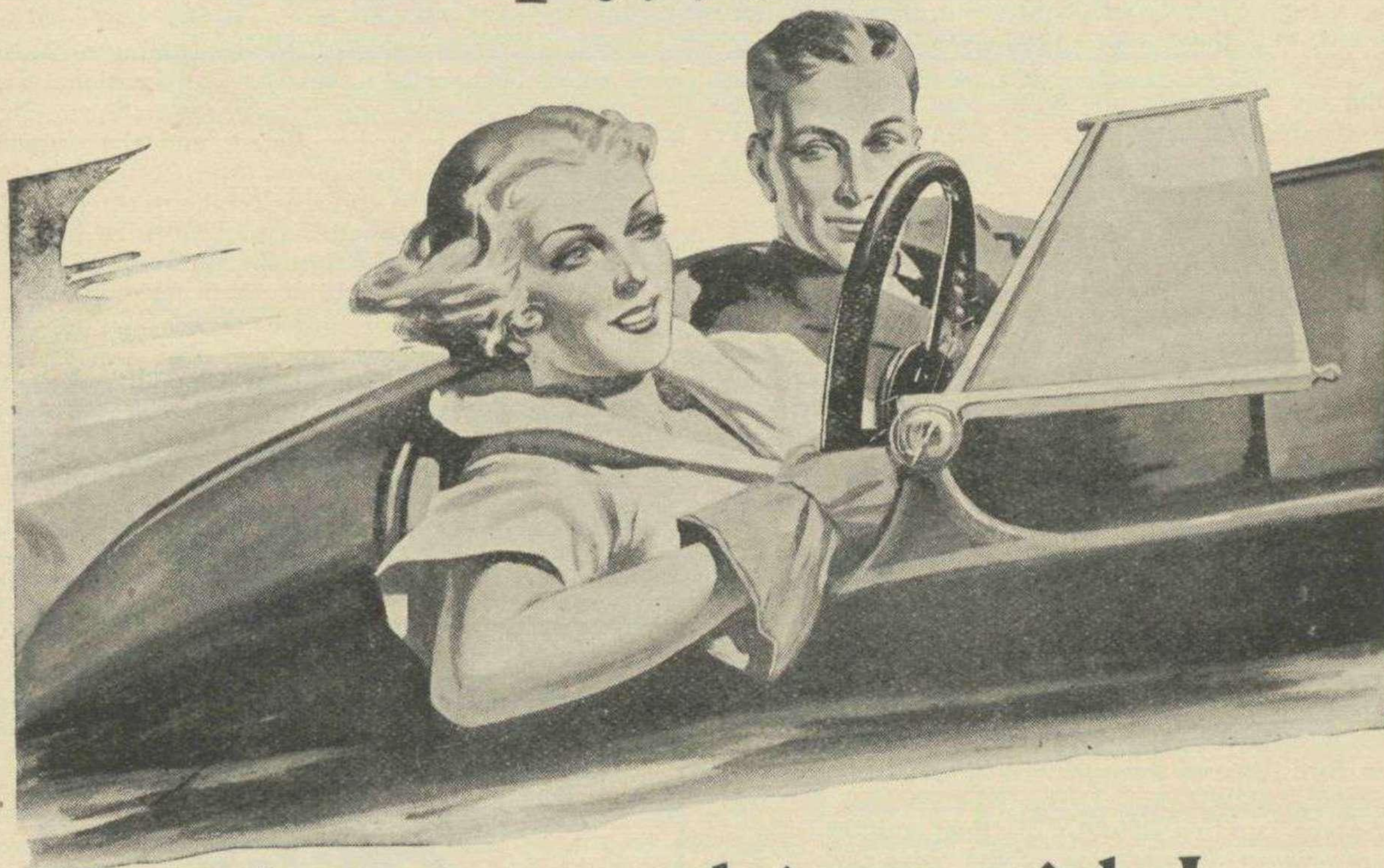
The Man from Middlesbrough

Freddie Dixon certainly deserves his title of being the toughest man of all, and has practically recovered from his aeroplane accident in March, when he received cuts about the head, lost all his teeth but one, and was soaked in petrol from head to foot. When I spoke to him before the International Trophy, he said he intended just to keep going steadily, as he did not feel that he had quite got back his old flair.

As it happened, of course, driving gently was the best plan he could have adopted, for the fastest runners soon fell out. After securing second place in this way, I hope we shall see him full of vim in the Isle of Man.

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RUMBLINGS—continued.

Work on the Silver Bullet has been discontinued during the past three months, but everything had been planned out before the accident, and Dixon hopes to have the car ready to take to the United States in September, which will allow him to return to England in time for the Five Hundred Miles Race.

What a Wagon!

Like a good many people, I have always wondered why the Silver Bullet was not successful when Kaye Don took it to Daytona in 1929. It was fitted, you will remember, with two twelve-cylinder aero engines giving a total capacity of about 48 litres, and as Fred remarked, "if they had worked as well as any lorry you see running about the street, unsupercharged and running on petrol from the pump, the car would have taken the record. It only stood then at a little over 200 m.p.h., and 1,100 h.p. would have been quite enough to do the trick."

When the car was originally designed, it was intended to fit Roots-type blowers for each engine, but Coatelen was approached by some inventor who was pushing the centrifugal supercharger, and was won over to his opinion. Unfortunately this meant a single blower at the rear of the engines feeding to a central distributing box, and the total length of induction pipe to the rear cylinders, which were only a few inches from the blower-casing, was no less than twelve feet. Each cylinder received a mixture of a different strength, and the car rarely if ever fired on all twenty-four. This and the failure of the blower-casing during tests in America rapidly showed those in charge that the car was not going to work, and it was brought back from Daytona after a short trial.

Dixon will use two superchargers, and considers that with quite simple tuning he should be able to get 3,000 h.p. The single Rolls-Royce engine fitted to the "Blue Bird" gives the splendid figure of 2,350 h.p., but power will tell, and Dixon reckons that the odd six or seven hundred should more than counter-balance the less efficient streamlining of the older car. "I'm not saying anything more about the Bullet till we've rebuilt it," concluded Freddy, who hates advance publicity above everything, but from what has been said, it seems that the old Sunbeam-engined car may yet take its place on the roll of Land Speed Record holders.

A Ten-Litre Car

Dixon's ambition lies deeper than simply to challenge the record of another English driver. For some years now he has been planning an attack on the Record with what he calls "a normal motor-car," that is to say, one with an engine of moderate size specifically built for fitting to a car. He favours one of about 10-litres capacity, probably a 16-cylinder engine in order to get cylinders of an efficient size. He considered it was possible to get a power output of close on 1,000 h.p., and with an engine of this size it should be possible to make a car with a minimum of frontal area, and one which should be faster than the mighty aero-engined monsters which have held the record for the past ten years.

No such engine exists at the present day, though the cylinder dimensions would approximate to those of

the 4.9-litre Bugatti. However, if the Silver Bullet does its stuff, Dixon will be in a position to think about building the car of his dreams, so you can see why he has thought fit to challenge Campbell's position as Speed King.

Donington Steps Out

On the occasion of the opening of the Mercedes-Benz showrooms in London last month, Herr Werlin, one of the directors of the parent company in Stuttgart, put a question which must have been asked by all of us at one time or another: "Why is there no British Grand Prix?" What may well be the answer to this plea has been furnished by the Donington authorities, who have decided to run their International fixture on October 5th under the 750 kg. regulations. Really big prize-money is to be offered, and the organisers hope to secure entries from the Auto-Union and Mercedes factories. At present there are three Bugattis and one Alfa-Romeo in this country which have been built to conform with the formula, but most of the older 2.3s can be modified to bring their weight below the limit. The E.R.A.s, of course, have about 1½ cwt. in hand.

Contemporaneous with this comes the rumour that Auto-Union are building another batch of rear-engined racing cars, which will be sold to all and sundry. Perhaps this will tempt Whitney Straight out of retirement; meanwhile he is busy with aeroplanes, and will be running trips to the Isle of Man, Le Mans and Dieppe.

DUNKLEY & BURDEN Ltd.

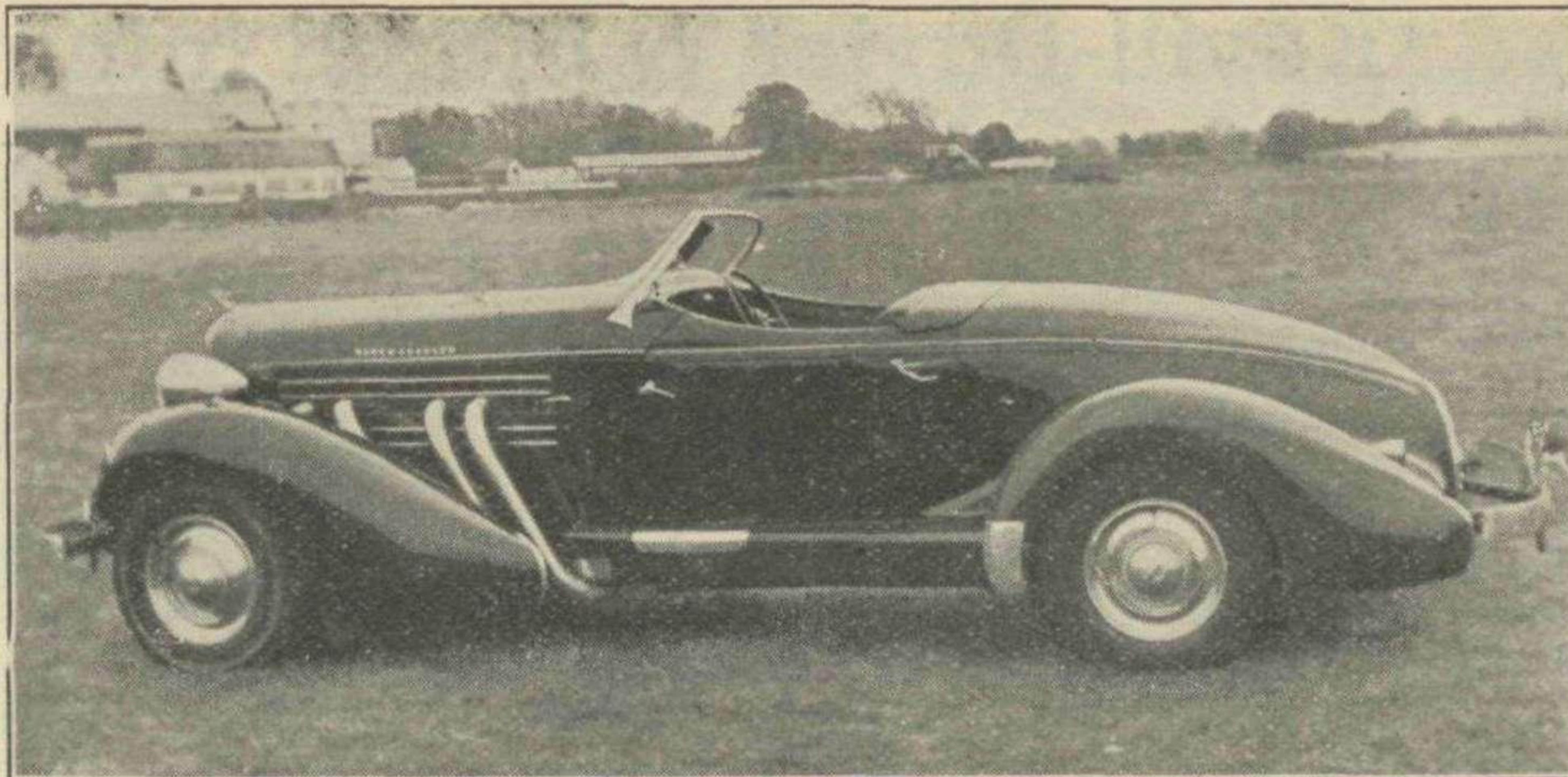
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The two seater Speedster body with its faired mudguards, outside exhaust pipes and distinctive turtle black tail.

THE SUPERCHARGED AUBURN

A SUCCESSFUL APPLICATION OF FORCED INDUCTION TO THE FAST TOURING CAR

THE American public, we are assured, is even less kindly disposed to novelties than the inhabitants of these islands, and any type of car which demands a new driving technique is apt to be a failure from the sales point of view. The fact that two firms of motor manufacturers market supercharged cars, fitted with open and closed coachwork as part of their standard range, shows how far the supercharger has been developed and recognised in the United States as a trouble-free component, which gives improved performance with no extra complication.

Believing as we do in the future of the supercharged car, we were therefore extremely interested in having a chance to test the Auburn. Before taking the car we were warned that the only car available for test was one which had been in continued use since it had been landed in this country, and which was badly in need of decarbonisation and routine adjustments. Under the circumstances it was to be expected that it would be ten or more m.p.h. below its best form, and some idea of its capabilities was given by a plaque on the dash-board stating that it had exceeded 100 m.p.h. before leaving the United States. However, whatever might be its maximum speed when in good tune, we were at any rate able to satisfy ourselves as to its satisfactory performance as a fast touring car.

Before starting on the road-test proper, mention must be made of the Auburn dual-ratio back-axle.

Interposed between the crown-wheel and the back-axle is an epicyclic gear-train. When this locked a final drive of $4\frac{1}{2}$ to 1 is obtained, but on moving a lever on the steering wheel and depressing the clutch pedal the train is put into operation and the speed of the back-axle is speeded up to give a ratio of equivalent to 3 to 1. The three-speed gear-box works in conjunction with either back-axle ratio, thus providing one set of ratios suitable for traffic use and another intended for fast and economical operation on open roads.

The car provided for our use was fitted with a striking-looking two-seater body which suggested speed in every line, but

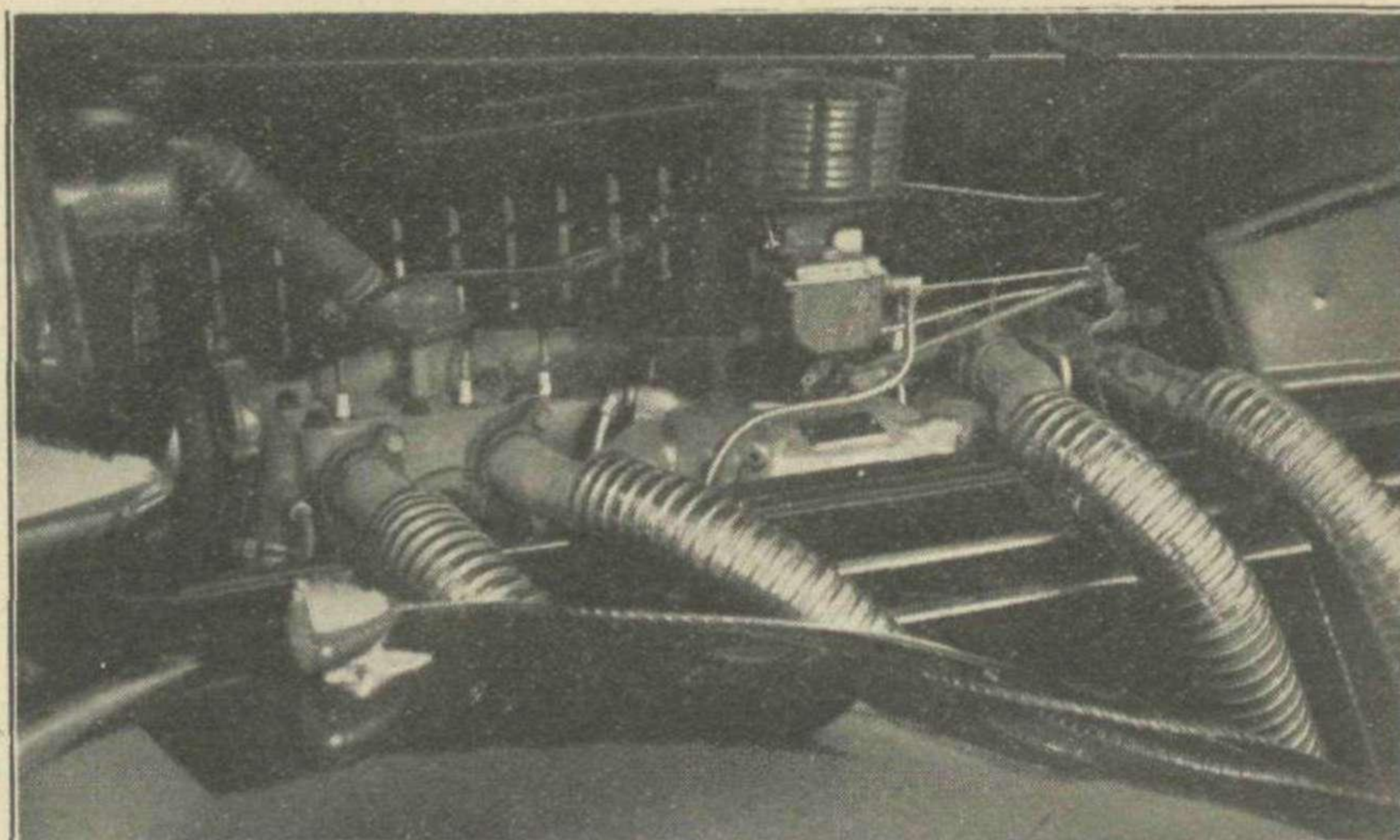
the large plated outside exhaust-pipes were belied by a quiet purring exhaust note.

Starting off through London traffic we used the lower set of gear-ratios, and found that the engine pulled smoothly almost down to stalling point on the direct ratio, while the easy change-down into second, which is fitted with synchro-mesh mechanism, makes it possible to effect a rapid get-away when required. The clutch was particularly smooth and the pick-up was clean and without any popping back even when starting from cold, and in a word, the car behaved in traffic with the certainty which one associates with the American automobile of to-day.

It is, however, on the open road that the Auburn excels. With the high ratio in operation, the engine speed on top gear is only 2,250 r.p.m. at 60 m.p.h., and the car glides along with hardly a murmur from under the bonnet right up to its maximum speed. At low speeds this high-gear feeling is almost uncanny, and as the cata-

logue quite truthfully remarks, at speeds around thirty miles an hour one might fancy the car were coasting in neutral. The driving position is excellent, with ample leg-room for a six-foot driver and with the steering wheel, gear-lever and other control comfortably within reach, and for fast main-road travel one could scarcely imagine a more restful means of transport. A minor criticism is that the brake-lever might have been brought closer to hand. It is only used, of course, for parking purposes.

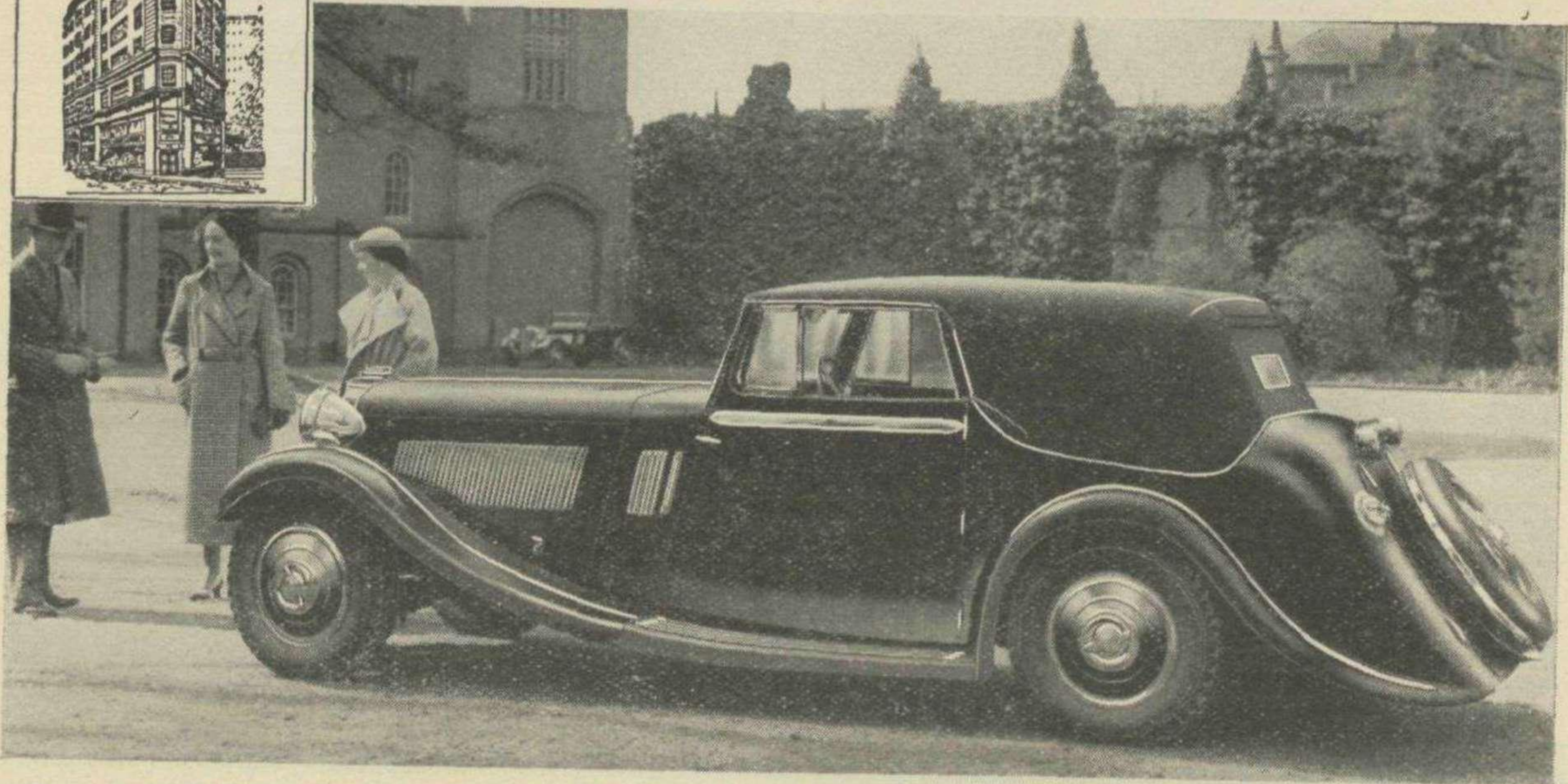
The car cruised happily at anything between 40 m.p.h. and 75 m.p.h. on the high top gear, and in fact up to the maximum when road conditions permitted it. The higher the speed the better we liked it, in fact, as the three to one ratio seems rather to stifle the performance under 50 m.p.h., 65 m.p.h. can be reached on the second gear of the high ratios, though the engine seemed a little fussy. Alternately use can be made of the lower ratios, which are



A near-side view of the engine. The supercharger is bolted direct into the inlet manifold, and the upper part of the casing can be seen underneath the carburettor.



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THE SUPERCHARGED AUBURN—continued.

brought into action by moving the steering wheel and depressing the clutch. A slight "clonk" from the rear then proclaims that the epicyclic gear has been locked. At 4,000 r.p.m. speeds on top and third are 71 and 42 m.p.h. respectively.

The 3 to 1 gear-ratio made possible by the two-speed back-axle undoubtedly reduces engine wear and noise, and the petrol consumption at fast touring speeds does not exceed 15 m.p.g. The same result might equally well have been obtained by using a four-speed gear-box with an over-top, but four forward ratios are almost an unheard-of thing in America at the present time. A step up in the back-axle is probably a more silent arrangement than a train of gears in the box, and certainly the arrangement adopted on the Auburn is particularly good in this respect, while the engine is flexible enough not to call for a fourth speed.

As is usual on American cars, the steering is low-geared, but is firm and free from back-lash. It behaves well at speed on straight roads, and after a corner the caster action centres the steering without effort on the driver's part. On twisty roads or when manoeuvring in the garage, of course, a certain amount of wheel-twisting has to be done.

Much the same remarks apply to the suspension. At speed on the straight the springing is most comfortable, being free from either harshness or pitching, and the car can be taken round fast bends without roll, and holding an accurate course. As is often the case with cars fitted only with hydraulic shock-absorbers, however, the Auburn heels over on sharp corners or hair-pins taken sports-car fashion, and friction shock-absorbers, preferably of the type controlled from the dash-board would be useful if much speedwork on winding roads were contemplated.

As will have been gathered from what has already been said, the car under test is capable of maintaining a fine average speed. This was partly due to the powerful hydraulic brakes, which were capable of bringing the car to rest in 59 feet from 40 m.p.h. When applied with full force they tended to lock the back wheels, but

being progressive in action they could be used to give just the amount of stopping power required.

Unfortunately, beyond checking the speedometer, we were unable to carry out any tests of the speed or the acceleration in the gears, but these will be obtained and published in next month's issue of MOTOR SPORT.

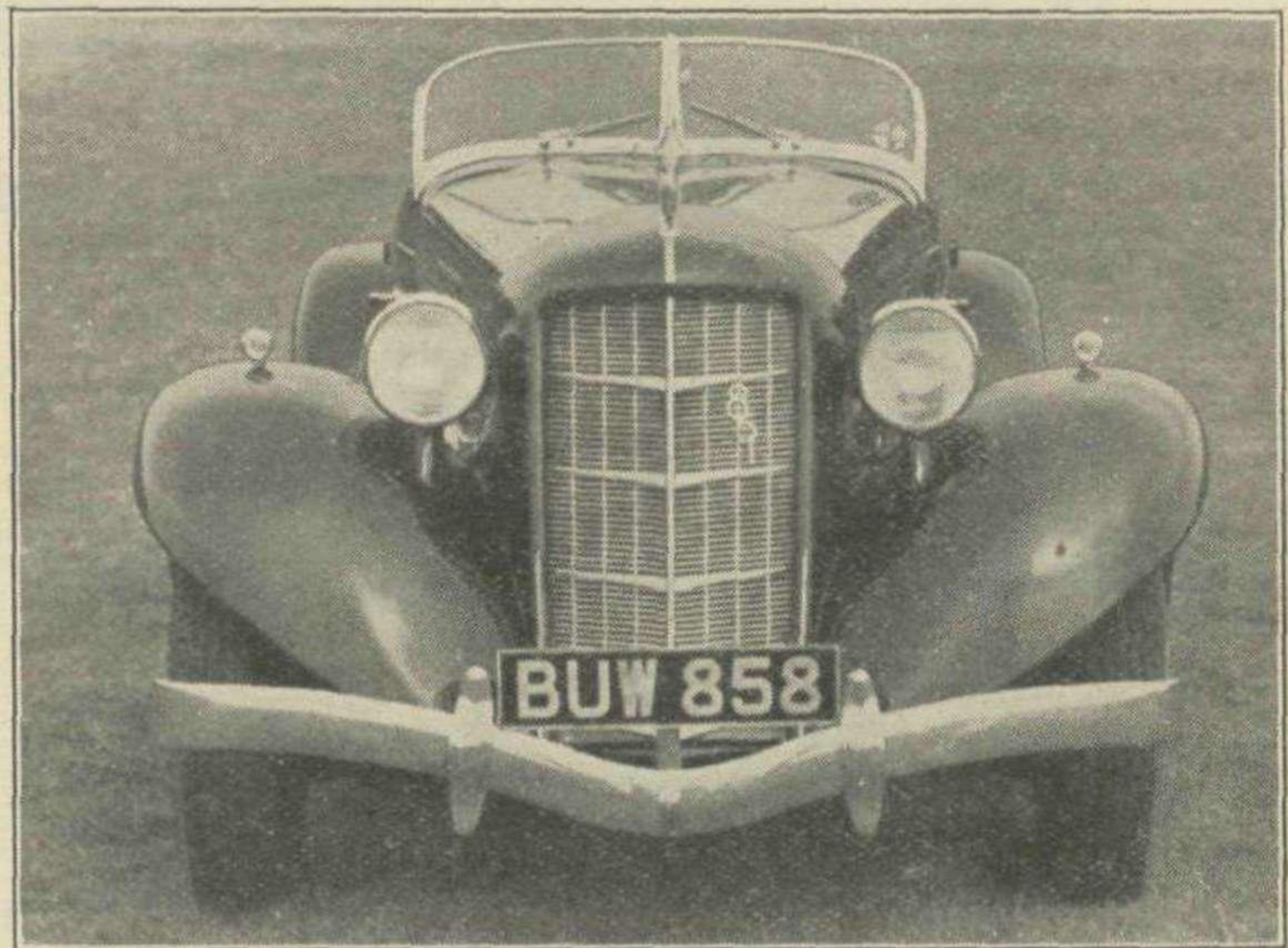
No mention has so far been made of the supercharger, as this component functions with the same reliability as the distributor or the water-pump. It is inaudible at all but the highest engine speeds, where a slight ringing sound, hardly distinguishable from the other sounds of fast travel, can be detected.

It is, of course, of the centrifugal type, made by Schwitzer Cummins of Indianapolis, and is stated to blow at 4 lbs., though we should doubt whether the pressure is as high as this. It is mounted

three forward speeds and reverse, synchromesh mechanism being used for top and second. The propeller shaft has two needle-bearing universal joints, and the back-axle is driven through spiral-bevel gears with the dual ratio device incorporated in the crown wheel. The actual change of ratio is brought about by means of a vacuum servo cylinder.

The chassis side-members are of box-section and the frame is braced in the centre with a re-inforced X member. Long half-elliptic springs are used, and the shackles have rubber bushes. Hydraulic shock-absorbers are actuated on the Lockheed hydraulic system.

The long sweeping lines of the two-seater are most attractive without being in any way outré. The panels and wings were finished in black cellulose, with red leather upholstery. A single wide front seat is used, and the body sides are carried



Sweeping mudguards and an unusual type of radiator cowling give an individual touch to the front of the Auburn.

Brief Specification.

Engine: Eight-cylinders. Bore 77.78 mm., capacity 4,585 c.c. R.A.C. Rating 30.01 h.p. Side-by-side valves. Single Stromberg down-draft carburetter. Centrifugal supercharger. Coil ignition.

Gear-box: Three speeds and reverse. Synchromesh second and top. Overall gear-ratios in conjunction with dual-ratio back axle:—High series, 3, 5.05 and 8.6 to 1. Low series, 4.5, 7.57 and 12.9 to 1.

Suspension: Half-elliptic front and rear.

Brakes: Lockheed hydraulic.

Dimensions: Wheelbase 10ft. 7in. Track, Front, 4ft. 11in. Rear, 5ft. 2in.

Weight with open two-seater body 33½ cwt.

Price £795.

vertically on the near side of the engine and driven through a horizontal shaft and bevel gears from the timing. It runs at six times engine speed, the speeding-up being carried out by means of rollers which give the effect of a friction drive. A water jacket connected with the engine supply ensures quick warming-up, and the down-draft carburetter is mounted directly on the casing.

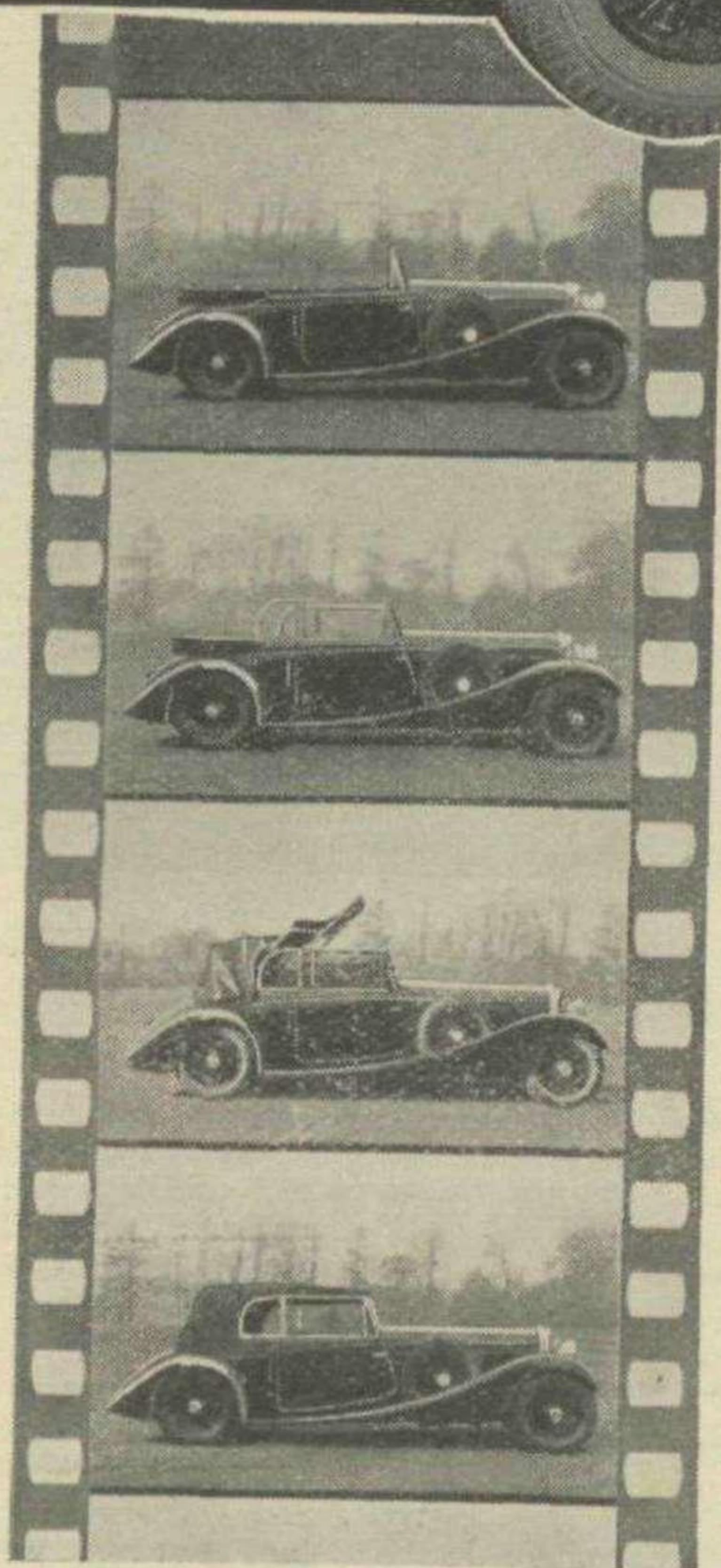
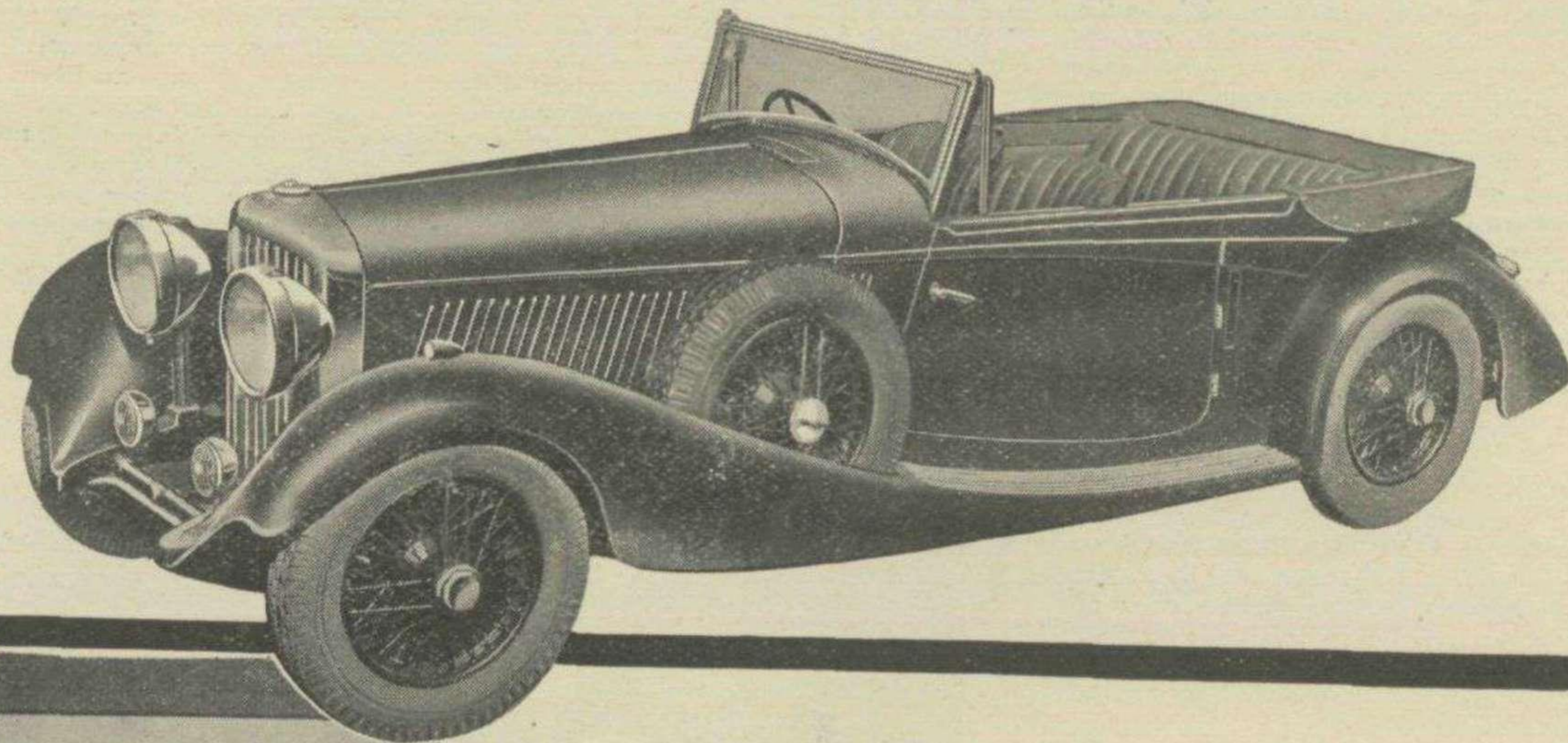
Apart from the special features already noted, the chassis specification follows normal American practise. The engine is an eight-cylinder Lycoming, with side-by-side valves. An aluminium cylinder-head is used, with 14mm. plugs, the ignition being by coil. The carburetter is supplied from the 18 gallon rear tank by means of a mechanical petrol pump, and the car runs on any brand of No. 1 petrol.

The crankshaft is carried in five main bearings, and the oil is purified by being passed through an external filter. The gear box is in unit with the engine, driven through a single-dry-plate clutch, and has

high enough to afford good protection. No dickey seat was fitted, but there is room for the spare wheel and a small amount of luggage in the tapering tail. The hood folds down into the body behind the seat, and is rather difficult to erect. In the raised position it gives ample head-room without spoiling the lines of the car, and is quite stormproof with the side-curtains in place.

The supercharged Auburn may thus be regarded as a fast touring car of real merit, well found and unusually comfortable to drive over long distances. Furthermore, when its engine is developing its full rated output of 150 h.p. it should approach closely if not exceed the Hundred Miles an Hour mark, while its solid construction should ensure a long and useful life. The car was lent to us through the courtesy of Messrs. Clifford Taylor, of 36, Bruton Street, W.1, who are the concessionaires for Great Britain and Northern Ireland, and open and closed models are available for test at this address.

Unsolved Problem



YOU may agree that this is an attractive example of the genuine open touring motor car. You will not be prepared to agree that it converts to a closed car with saloon protection.

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A ROAD RACE WON AT 122.03 m.p.h.

Caracciola (Mercedès-Benz) wins the Tripoli G.P. by a narrow margin from Varzi (Auto-Union). The Bimotore Alfa-Romeos handicapped by tyres.

122.03 m.p.h. for 500 kilometres, including several pit stops! What an amazing race this Grand Prix of Tripoli is, with its fastest road-circuit in the world, magnificently constructed grand stands, vast crowds, and blazing sunshine.

This year's race will probably rank as one of the finest events of the season, for it brought into direct conflict the cream of the world's drivers and cars: Varzi and Stuck on Auto-Unions, Caracciola, Fagioli and Von Brauchitsch on Mercedès-Benz, and Chiron and Nuvolari on *Bimotore* Alfa-Romeos—to say nothing of a host of "slower" Alfa-Romeos and Maseratis. The race is not run under the A.I.A.C.R. formula, and consequently the Italians were making a desperate bid to uphold their prestige with the big Alfas, which weigh well over 1,000 kilos, as opposed to the 750 kilos of the "Merces" and Auto-Unions. In addition to the two twin-engined cars, the Scuderia Ferrari had also entered *monopostos* of 3-litres and 3.2-litres in the names of Dreyfus, Brivio, Pintacuda and Tadini. Maserati had not finished his preparation of the new 8-cylinder cars, and had to defend on a variety of 3.7 six-cylinder and 3-litre 8-cylinder models.

With a first prize of 35,000 liras and a percentage of the sweepstake money, it was not surprising to find everyone taking the race very seriously. The first practice was due on the Thursday before the race, but before then several cars could be seen on the circuit, checking over carburetter settings and tyres. Some of the cars and drivers arrived by road from Tunis, while the rest came by ship and aeroplane from Europe.

The first day's practice saw Varzi (Auto-Union) make the fastest lap at 217 k.p.h., Stuck's sister clocking one second slower. Nuvolari (Alfa-Romeo *Bimotore*) was 7 seconds slower than Varzi, with Caracciola (Mercedès Benz) a second behind. There were two *bimotores* for the race, one having a couple of 3-litre engines and the other two "3.2s." The larger one was entrusted to Nuvolari as "chef de file," while the second was to be given to the driver who made the fastest qualifying lap on a *monoposto*. This was achieved by Chiron. The second day of practice showed the Auto-Unions in the lead still, Stuck getting round at 220.373 k.p.h. Nuvolari's best lap was 214.753 k.p.h., and Caracciola's 212.432 k.p.h. Too much attention could not be paid to the latter's speed, for the starting positions did not depend upon practice times and were decided by drawing lots. Etancelin (Maserati) clocked 205.042 k.p.h., so that the race would obviously lie between Auto-Union, Mercedès-Benz and Alfa-Romeo.

The Mellaha circuit is roughly quadrilateral in shape, with a straight "leg" running beside the sea. There are several fast right-angle bends and many curves on the back stretches. It is therefore amazingly fast, and extremely hard on engines and tyres. The high temperature makes matters even more difficult. The Continental

FACTS ABOUT THE RACE

Held over 40 laps of the 13-km. 100 Mellaha circuit, a total distance of 504 kilometres.

Previous Winners

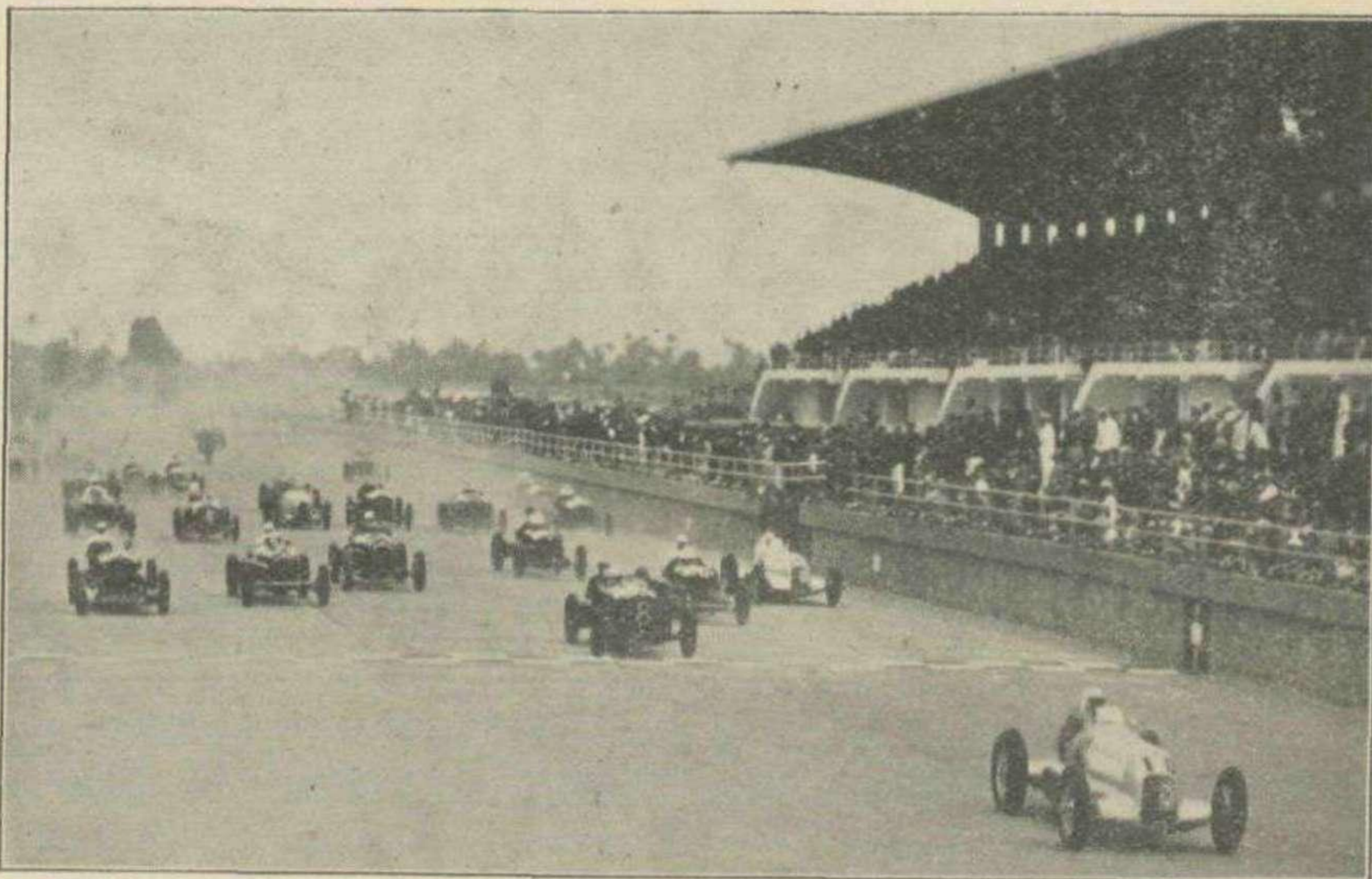
1925	Balestrero (O.M.).
1926	Eysermann (Bugatti).
1927	Materassi (Bugatti).
1928	Nuvolari (Bugatti).
1929	Brilli Peri (Talbot).
1930	Borzacchini (Maserati).
1933	Varzi (Bugatti).
1934	Varzi (Alfa-Romeo).

factory sent 300 tyres in anticipation of the worst! Two non-starters had already been announced, Lord Howe (Maserati) and Lehoux (Sefac). Sommer and Zehender had repaired their cars after their trouble in Tunis, but Soffietti was doubtful of being

which always precedes a big motor-race, descended on the whole proceedings. The drivers received last minute instructions from the Clerk of the Course, Signor Castagnetto, well known to English competitors for his masterly direction of the Mille Miglia and the Alpine Trial.

This is how the cars were drawn up:

1st Row: Dreyfus (Alfa-Romeo), Premoli (Maserati), Barbieri (Alfa-Romeo), Magistri (Alfa-Romeo), Fagioli (Mercedès-Benz). **2nd Row:** Siena (Alfa-Romeo), Zehender (Maserati), Etancelin (Maserati), Brivio (Alfa-Romeo). **3rd Row:** Sommer (Alfa-Romeo), Tadini (Alfa-Romeo), Varzi (Auto-Union) Caracciola (Mercedès-Benz), Gherzi (Alfa-Romeo). **4th Row:** Farina (Maserati), Soffietti (Maserati), Balestrero (Alfa-Romeo), Rosa (Maserati). **5th Row:** Taruffi (Maserati), Ruesch (Maserati), Nuvolari (Alfa-Romeo), Widengren (Maserati), Pintacuda (Alfa-Romeo). **6th Row:** Stuck (Auto-Union), Carraroli (Maserati), Brauchitsch (Mercedès-Benz), Bonetto



The amazing acceleration of the Mercedès-Benz is demonstrated in this photograph of Luigi Fagioli streaking ahead at the start of the Tripoli G.P.

able to renew the blower drive of his Maserati.

On the evening before the race Marshal Balbo held a magnificent reception at his palace, to which all the well known motoring people were invited.

The weather was glorious on Sunday the 12th, and a vast crowd gathered at the circuit during the morning as the trains disgorged their burdens. The grandstands at Tripoli are worthy of the name, and by the time 3 o'clock came round no less than 20,000 people were tightly packed on the concrete tiers, making a variegated splash of colour under the bright sun. Then the *Marseillaise* rang out, and all eyes were turned to a Panhard which had driven up. Out of it stepped M. Marcel Peyrouton, Governor-General of Tunis, and a few minutes later Marshal Balbo himself arrived, to the accompaniment of the *Marche Royale*. The cars were lined up in rows, and that peculiar atmosphere of tension,

(Alfa-Romeo). **7th Row:** Chiron (Alfa-Romeo).

Marshal Balbo dropped the flag, and with a stupendous roar the 28 *bolides* shot forward, Fagioli's white Mercedès-Benz darting into a clear lead. Four minutes later they were round again, Caracciola leading Fagioli, Nuvolari, Etancelin, Varzi, Dreyfus and the rest. The field made a wonderful spectacle as they howled past the Stands, the sleek white "Merces," the squat, elongated Auto-Unions, and the sombre, almost evil-looking *bimotore* Alfas.

Nuvolari's blood was up, and on the second lap he passed Fagioli and set out to catch Caracciola. The latter was ready for him, however, and raised his speed a little. On the following circuit Tazio pulled into his pits for a change of rear tyres which gives some idea of the speed of the race. Brivio (Alfa-Romeo) and Balestrero (Alfa-Romeo), winner of the first Tripoli G.P. nine years ago were also at the pits.

A ROAD RACE WON AT 122.03 m.p.h.—continued.

Fagioli could not rest secure in second place, for Varzi began to push the snub nose of his Auto-Union nearer and nearer to the tail of the "Merc." On the fifth lap a murmur of sensation ran through the stands when "Carratsch" pulled in to change his tyres and Varzi roared past in the lead, having caught Fagioli on that lap. Third came the irrepressible Etancelin, whose Maserati gained on longer tyre wear what it lacked in speed. "Phi-Phi" was followed by young Farina, handling his Maserati like a veteran, Dreyfus and Chiron, whose 5.8-litre *bimotore* was not running too well. Two more people drove into the pit-area, Bonetto and Ruesch, the latter retiring soon afterwards with a broken oil-pump. The first blow among the favourites fell when Brauchitsch's Mercedes-Benz was posted as retired with engine trouble. The "Merces," incidentally had been having valve trouble in practice.

On the 7th lap Nuvolari came in for another tyre change, (55secs), followed by Caracciola on his 8th circuit. These stops put the two drivers right back in the running. Varzi was still leading, and Hans Stuck on the second Auto-Union had worked his way into second place, ahead of Fagioli and Farina. Stuck was gradually overhauling Varzi, until on the 10th lap only a couple of seconds separated them. At 10 laps, or quarter-distance, the order was:—

1. Varzi (Auto-Union), 37m. 57secs.
2. Stuck (Auto-Union), 37m. 59secs.
3. Fagioli (Mercedes-Benz), 38m. 36secs.
4. Farina (Maserati), 40m. 17secs.
5. Dreyfus (Alfa-Romeo), 41m. 0secs.
6. Etancelin (Maserati), 41m. 12secs.
7. Zehender (Maserati), 41m. 33secs.
8. Tadini (Alfa-Romeo), 41m. 34secs.
9. Nuvolari (Alfa-Romeo), 41m. 36secs.
10. Caracciola (Mercedes-Benz), 41m. 37secs.
11. Sommer (Alfa-Romeo), 42m. 8secs.
12. Widengren (Maserati), 43m. 27secs.

With the fastest cars making frequent stops for tyres, the lead changed hands constantly, and it was anybody's race. Stuck was the next to come in, followed by Varzi, making their first tyre change on the 11th and 12th laps respectively. Fagioli was still on his first set of tyres, but Caracciola had changed twice!

Then came the first accident. Brivio was just about to pass another car when a stone, thrown up by its back wheels, struck him full in the face. Stunned by the blow, he lost control of his Alfa-Romeo which turned over several times after leaving the road. Brivio was unconscious when taken to hospital, but recovered soon afterwards. He had had an astonishingly lucky escape, for the doctor said that he would be fit to leave hospital in a week's time.

Varzi and Stuck made lightning wheel changes and were soon on Fagioli's heels once more. Behind these three came Farina, Nuvolari, Zehender, Etancelin and Dreyfus. This order did not last for long, for Fagioli and Varzi both stopped for tyres and Stuck failed to appear on schedule. It transpired that his Auto-Union had suddenly caught fire on the far side of the course, the driver getting out in the nick of time. A fire-squad was quickly on the scene and saved the car from complete destruction, but it was too badly damaged to think of continuing.

Varzi was quicker than Fagioli at the pits, so that at 20 laps he was leading, the order being:—

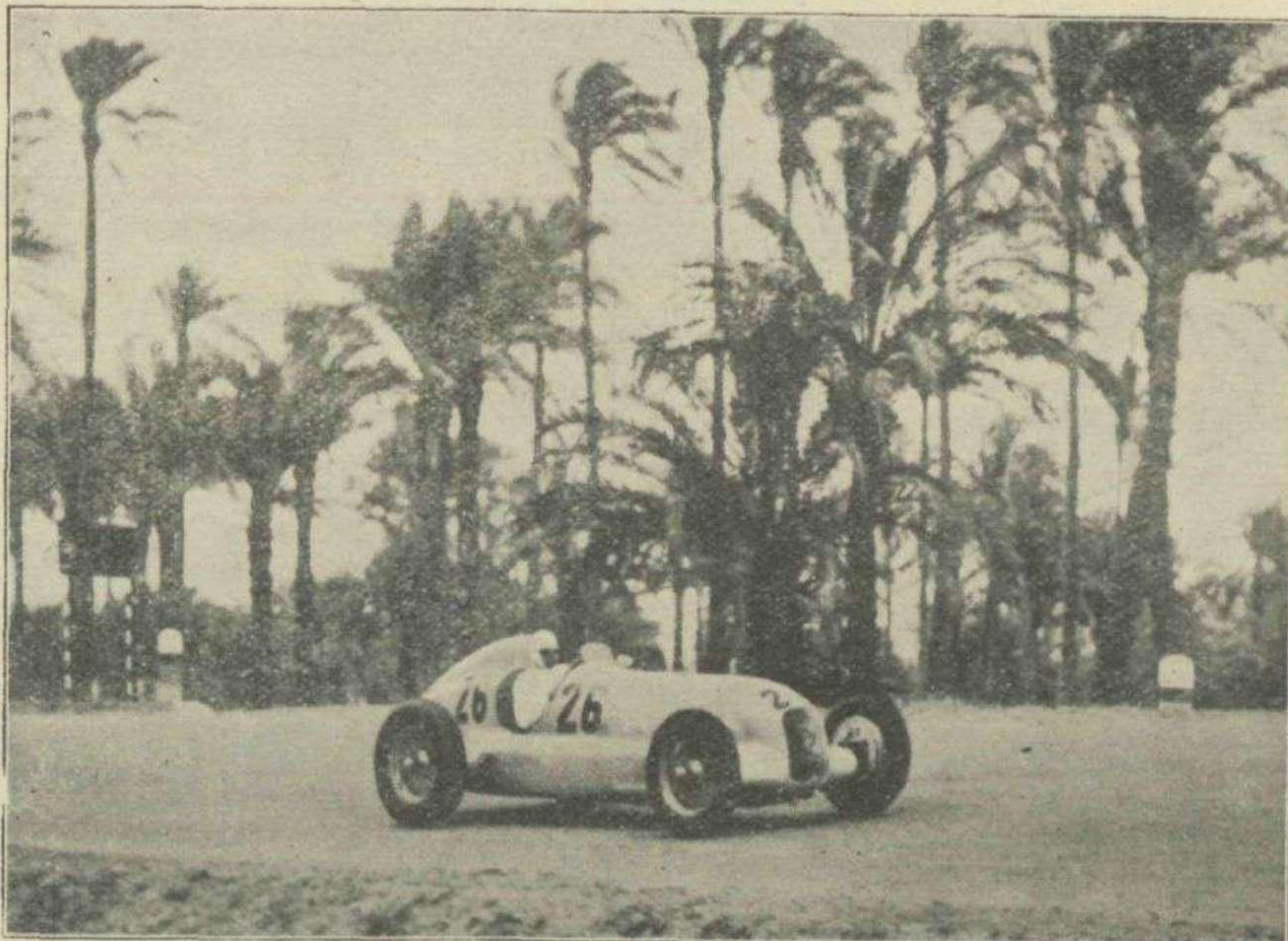
1. Varzi (Auto-Union) 1h. 19m. 47secs., 197.017 k.p.h.
2. Fagioli (Mercedes-Benz), 1h. 21m. 35s.
3. Dreyfus (Alfa-Romeo), 1h. 22m. 18s.
4. Caracciola (Mercedes-Benz), 1h. 22m. 18secs.
5. Zehender (Maserati), 1h. 22m. 23s.
6. Nuvolari (Alfa-Romeo), 1h. 23m. 12s.
7. Tadini (Alfa-Romeo), 1h. 23m. 40s.
8. Farina (Maserati), 1h. 23m. 44s.
9. Sommer (Alfa-Romeo), 1h. 23m. 46s.
10. Widengren (Maserati), 1h. 25m. 54s.

Caracciola after his early tyre troubles, was now coming back into the picture. He overhauled Dreyfus, who was driving a magnificent race with his 3.2-litre Alfa, and at that moment Fagioli pulled in for a tyre change, leaving "Carratsch" in second place, 1m. 22s. behind Varzi. Pit signals were urging the "Merc" driver to go faster and faster, and the distance between the two cars gradually lessened until on the 30th lap only 42secs. separated them.

future. He has a pronounced flair for the game. His Maserati suffered from the same carburettor trouble which had caused Etancelin's retirement a few laps earlier.

And now came Ferrari's last desperate bid to snatch victory from the German's grasp. Nuvolari was given the "All-out" signal, and the crowd immediately leaned forward in their seats. With foot hard down, and reaching over 200 m.p.h. on the straight, Nuvolari simply devoured Fagioli and Caracciola. Soon he was on Varzi's tail, and then they came past the stands wheel to wheel. The two greatest rivals in modern racing, both with the fastest cars of the day—no wonder the vast crowd went almost mad with excitement!

Varzi seemed to say "Thus far and no farther," for he kept ahead of the fiery Nuvolari in spite of all the latter's efforts.



The race of millions! R. Caracciola with his Mercedes-Benz was the winner of the famous race on the circuit of Mellaha.

The *bimotore* Alfas at this point were a lap behind, Nuvolari's 6.4-litre car consuming tyres with a voracious appetite and Chiron's not giving its full power.

This was how they stood at 30 laps:—

1. Varzi (Auto-Union), 1h. 58m. 56s.
2. Caracciola (Mercedes-Benz), 1h. 59m. 38secs.
3. Fagioli (Mercedes-Benz), 2h. 1m. 27s.
4. Nuvolari (Alfa-Romeo), 2h. 2m. 42s.
5. Dreyfus (Alfa-Romeo), 2h. 5m. 38s.
6. Chiron (Alfa-Romeo), 2h. 8m. 25s.
7. Sommer (Alfa-Romeo), 2h. 8m. 47s.
8. Zehender (Maserati), 2h. 12m. 41s.
9. Widengren (Maserati), 2h. 12m. 44s.

Varzi having led at 10, 20 and 30 laps, the Auto-Union people had every reason to hope that their man would be leading at the end. Their feelings were tempered, however, by the fact that Varzi's was their only car left in the race. Mercedes-Benz were anxiously clocking the gap between Varzi and Caracciola, comforted by the thought that Fagioli, too, was still running.

Farina's retirement on the 28th lap had received everyone's sympathy. This young man had shown remarkably good form in the race, and will undoubtedly be one of the world's leading drivers in the near

The Auto-Union driver knew that the pace would prove too much for the Alfa's tyres, and sure enough Nuvolari came in on the following lap, to the accompaniment of an audible sigh from his compatriots in the stands.

And so we came to lap 35, five laps from the end. Now came the greatest suspense of all, and an incident which permits the 1935 Tripoli G.P. to rank as a classic example of the glorious uncertainty of the sport. As Varzi flashed past the stands there was a sharp report and a small piece of tread flew off one of his rear tyres. Varzi promptly lifted his foot, and was faced with an 8-mile lap at reduced speed. Worse still, the tyre went flat, and he hobbled round as best he might, pulling into the pits with the wheel buckled and dangerously hot. Caracciola was due to pass at any moment, and the mechanics worked like furries to remove the wheel, which had become jammed. At last it came off, and the new one was being secured when the tell-tale scream of a Mercedes-Benz was heard and Caracciola roared by in the lead.

(Continued on page 346.)

THE SECOND MEETING AT DONINGTON

A BRILLIANT SERIES OF VICTORIES FOR H. G. DOBBS. GOOD WORK BY K. D. EVANS (M.G.), E. K. RAYSON (BUGATTI), AND HON. JOCK LEITH (BUGATTI) — FIRST LADIES' RACE WON BY MISS FAY TAYLOUR (FRAZER NASH)

DONINGTON PARK is a satisfying place. The racing is nearly always of a good standard, the Park itself is a place of great beauty with its woodlands and lovely vistas, and for a modest half-a-crown you can see the cars at close quarters round the whole length of the course. Donington is good value.

The Second Meeting, held on May 11th, suffered from its proximity to the International Trophy of the previous week, for such fast cars as Martin's 3.3-litre Bugatti, and Eccles' 2.3 could not be repaired in time. However, the entry of 51 cars included plenty of cars worth watching, and altogether the day's sport was very satisfactory. An innovation was the First Ladies' Handicap, which had the distinction of being the first road-race for women to be held in England.

Contrary to the usual custom, no one upset his car or did any tricks in practice on Friday, but Jucker's supercharged Frazer-Nash blew up heartily, an event which provided Porter Hargreaves with a useful stock of spares for his own motor-car, which was inclined to misbehave. A valve was taken and fitted to his engine—but it was found to be $\frac{1}{4}$ -in. too short. The subsequent welding carried out by means of the fire in the lounge of Donington Hall that evening will long be remembered.

The start of the first race on Saturday was put back to 2 o'clock, which enabled Londoners to make a comfortable journey in the morning. It could only be called a curtain-raiser, for there were only five entries, and of these Kenneth Evans (Q type Midget) was far and away the fastest. The unblown cars, two Austins (Wharton and Garmon) and a Midget (Else) received 2 minutes start from Evans and Abecassis (blown Austin). The first three had an excellent scrap for three laps, Wharton leading for a time, only to give way to Else. Abecassis was going badly, while Garmon could not deal with Starkey Corner, turning right round on one occasion. Evans caught the leaders on the fourth lap, and came home an easy winner at a speed of 64.2 m.p.h. A delightful little car, that single-seater "Q."

5-LAP RACE FOR 850 c.c. CARS

1. K. D. Evans (M.G. 746 c.c., S.), scr., 64.2 m.p.h.
 2. N. J. Else (M.G. 746 c.c.), 120secs.
 3. K. Wharton (Austin 747 c.c.), 120secs.
- Also Ran: G. Garmon (Austin 747 c.c.), 120secs.; G. Abecassis (Austin 746 c.c. S.).

Eleven people turned out for the next race, a 25-mile Handicap carrying a first prize of £50. An unusual collision took place as the cars went round to the starting line. Grice hugged his right side of the road after Hairpin Corner, but Shuttleworth, who was following, evidently thought that he was on a public road and tried to edge his Alfa in to the right of the Riley—in spite of the fact that there was absolutely no room. His front wheel hit one of the Riley's rear wheels, and the impact sent him slithering on to the grass.

The race rapidly resolved itself into a duel between two Rileys, Maclure's "nine"

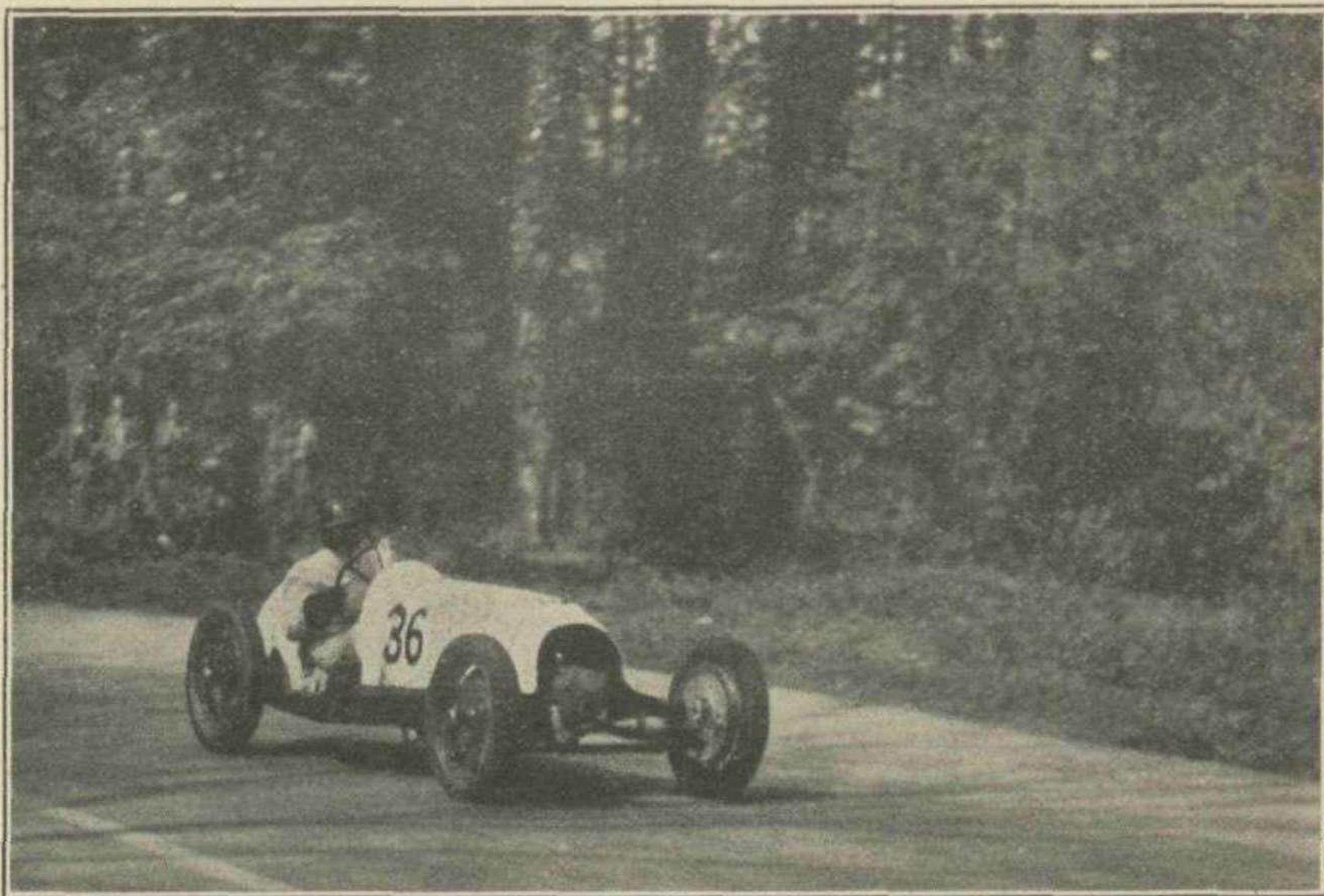
and Dobbs' "fifteen hundred." Maclure was limit man (120 secs), while Dobbs started from the 75 secs mark. For three laps Grice (Riley, 120 secs.) was in the picture, but then he was caught by Dobbs, who was handling his beautifully tuned car with real skill and *verve*. Evans was trying hard to keep up from the 60 secs. mark, but his car was misfiring slightly as he revved on the gears, with the result that he steadily lost, instead of gained, on Dobbs. At half-distance the order was Maclure, Dobbs, Grice, Evans, Cholmondeley - Tapper, Shuttleworth, Casswell, Leith, and far in the rear, Tennant.

On the next lap Shuttleworth's Alfa-Romeo was misfiring badly, and he retired

T. P. Cholmondeley-Tapper (Bugatti 1,496 c.c. S.), 30secs.; Hon. J. Leith (Bugatti 2,263 c.c. S.) and R. O. Shuttleworth (Alfa-Romeo 2,963 c.c. S.), scratch.

The next race, 5 laps for 1,500 c.c. cars, was an easy thing for Dobbs, whose special Riley can show a clean pair of heels to most supercharged cars of a similar size. In this event, too, the "blowns" gave the "unblowns" 30 seconds start.

Dobbs led from start to finish, but Hargreaves made a great effort to keep up with his Frazer-Nash, and kept in second place for four laps of the supercharged cars, Cholmondeley - Tapper's Bugatti, worked its way through to second place, in spite of some difficulty with the oil surging. R. Parnell was not making



The star performer at the Second Donington Meeting was H. G. Dobbs, with his unsupercharged Special Riley. He won three races off the reel and was second in another.

at the pits. Leith was encouraged to go faster still, and fairly hurled his red 2.3 Bugatti round the corners. He could not hope to catch the leaders, however, and the interest now centred on the problem of whether Dobbs could draw level with Maclure. He lost a few valuable seconds by going on the grass at Starkey, but then settled down to whittling away the seconds bit by bit. Maclure's 4-cyl. car was in wonderful form, however, and was really competently handled. 10 sec., 7 secs., and finally they roared down Starkey Hill on the last lap, Maclure getting home first by a few yards. A fine race.

25-MILE HANDICAP FOR CARS UP TO 3,500 c.c.

1. P. Maclure (Riley 1,087 c.c.), 120secs., 64.33 m.p.h.
 2. H. G. Dobbs (Riley 1,458 c.c.), 75secs.
 3. K. D. Evans (M.G. 746 c.c. S.), 60secs.
- Also Ran: J. R. Grice (Riley 1,087 c.c.), 120secs.; G. Casswell (Frazer-Nash 1,496 c.c.), 75secs.; D. Tennant (Singer 1,496 c.c.), 75secs.; E. K. Rayson (Bugatti 1,496 c.c. S.), "Tim D. Davies" (Frazer-Nash 1,496 c.c. S.), and

an auspicious *début* with the single-seater Magnette raced last season by the late H. C. Hamilton, which was running very slowly. One of the brightest spots in the race was the dashing driving of the prince in incognito "A. Bira," with his Riley Imp. He made up on the corners what he lacked in speed on the straight.

5-LAP RACE FOR CARS UP TO 1,500 c.c.

1. H. G. Dobbs (Riley 1,458 c.c.), 30secs., 64.2 m.p.h.
2. T. P. Cholmondeley-Tapper (Bugatti 1,496 c.c. S.), scratch.
3. H. Porter Hargreaves (Frazer-Nash 1,496 c.c.), 30secs.

Also Ran: H. A. Richards (Riley 1,087 c.c.), "A. Bira" (Riley 1,087 c.c.), L. Ward (Riley 1,089 c.c.), J. R. Grice (Riley 1,089 c.c.), E. W. Dobson (Riley 1,089 c.c.), T. K. Humber (Bugatti 1,496 c.c.), and R. Percival (Frazer-Nash 1,496 c.c.), 30secs.; A. A. Rigby (M.G. 1,087 c.c.), R. Parnell (M.G. 1,087 c.c. S.), P. D. Walker (Alfa 1,087 c.c. S.), J. M. Smith (M.G. 1,087 c.c. S.), and "Tim D. Davies" (Frazer-Nash 1,496 c.c. S.), scr.

Shuttleworth was a non-starter in the next race, in which Dobbs was a hot favourite. He made his usual snappy

THE SECOND DONINGTON MEETING—continued.

getaway, and had built up a comfortable lead on the first lap, chased by Porter Hargreaves. Rayson's Bugatti was a last-minute addition to the programme, and he scrapped with Leith for the whole race, keeping ahead of the "2.3." "A. Bira" blew up on the last lap after a good run, Laird, on the blown Aston Martin, sounded hearty but not very quick, Humber's Bugatti was misfiring, and Smith fell right back with the Magnette raced by Major A. T. G. Gardner. Rayson and Leith could not catch Hargreaves, and finished third and fourth. Thus Dobbs won for the second time, having driven a model race on a perfectly turned-out motor-car.

5-LAP RACE FOR CARS UP TO 3,500 c.c.

1. H. G. Dobbs (Riley 1,458 c.c.), 60secs., 64.45 m.p.h.
2. H. H. P. Hargreaves (Frazer-Nash 1,496 c.c.), 60secs.
3. E. K. Rayson (Bugatti 1,496 c.c. S.), scratch.

Also Ran: "A Bira" (Riley 1,087 c.c.), T. K. Humber (Bugatti 1,496 c.c.), G. Casswell (Frazer-Nash 1,496 c.c.), 60secs.; J. M. Smith (M.G. 1,087 c.c. S.), H. Laird (Aston Martin 1,496 c.c. S.), Hon. J. Leith (Bugatti 2,263 c.c. S.), scratch.

Will Dobbs pull off the hat trick? That was the question heard on all sides at the start of the next race, a scratch event for 1,500 c.c. cars. There were eight non-starters out of 15 entries, so the race was naturally somewhat lacking in interest. Dobbs beat Evans on the getaway, and these two forged ahead of the rest. The Riley gained on the Midget on every lap, however, but Evans stuck to his job and finished a good second. Cholmondeley-Tapper could not show the Bugatti at its best, but took third place. The only incident of note was the furious boiling of Whitehead's supercharged Alta.

And so Dobbs had done it! Three 5-lap races in succession. His speeds were interesting, showing the value of prolonged practice:—64.2 m.p.h., 64.45 m.p.h., and 65.69 m.p.h.

5-LAP RACE FOR CARS UP TO 1,500 c.c.

1. H. G. Dobbs (Riley 1,458 c.c.), 65.69 m.p.h.
2. K. D. Evans (M.G. 746 c.c. S.)
3. T. P. Cholmondeley-Tapper (Bugatti 1,496 c.c. S.)

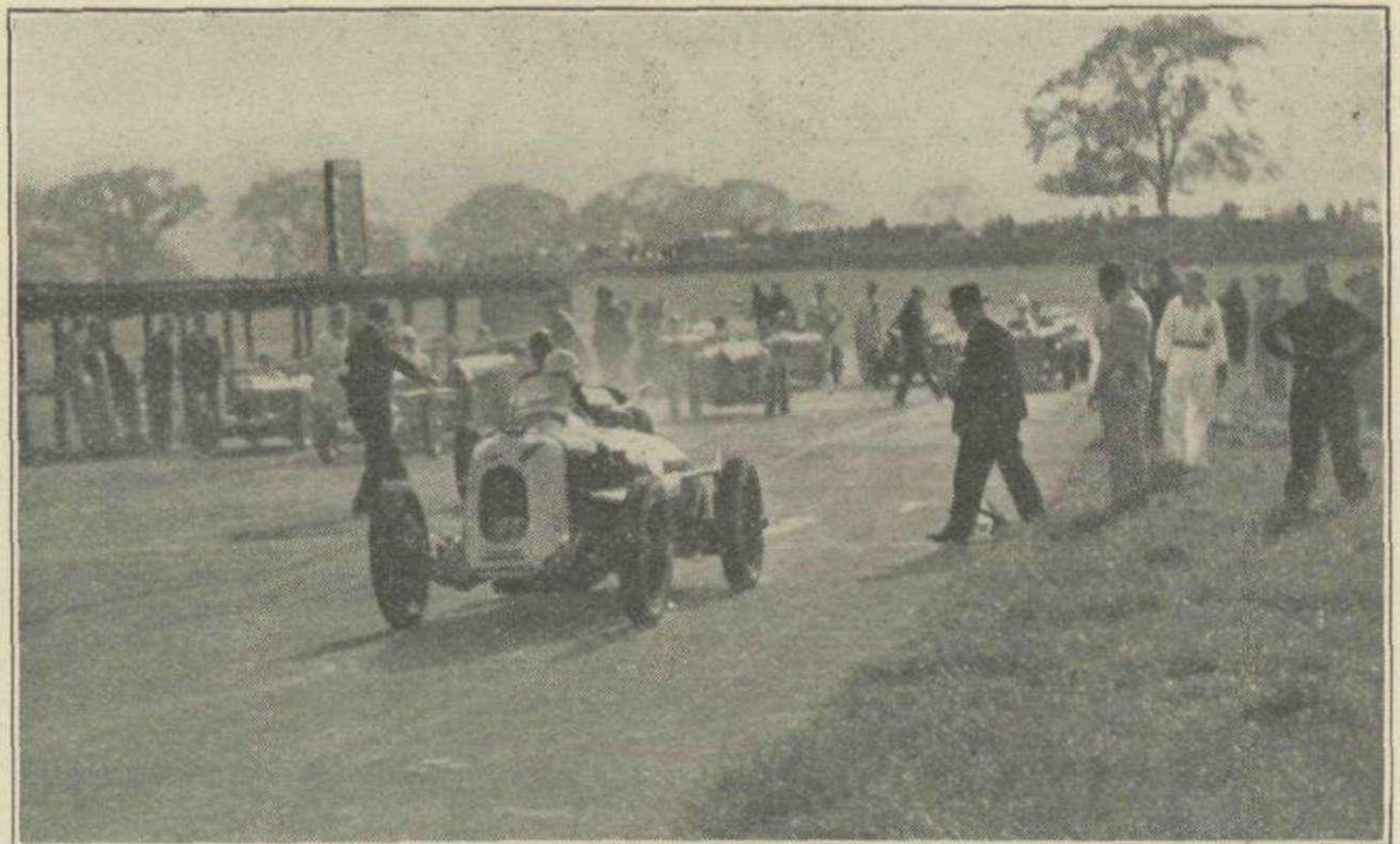
Also Ran: E. W. Dobson (Riley 1,089 c.c.), P. N. Whitehead (Alta 1,087 c.c. S.), J. H. Smith (M.G. 1,087 c.c. S.), "Tim D. Davies" (Frazer-Nash 1,496 c.c. S.).

Then came the great event, the first Ladies' Race over 5 laps, by invitation only. In this race the usual Donington practice of handicapping on engine size

gave way to the individual system. Actually the handicap caused a rush of people to the bookmakers (Donington's latest and very welcome addition), who promptly rubbed out the odds opposite Doreen Evans' name.

They could have saved themselves the trouble, however, for the "Q" Midget lost its radiator drain-plug on the starting line, and there was no time left in which to put matters right. Before the start the announcer innocently told us that "No. 3 has her bonnet up at the moment!" Joan

Her driving was a natural reflection of her long experience of racing on motor-cycle speedways, hill-climbs, and road races. At all times was she safe, confident and skilful, in spite of poor brakes. On the fourth lap she appeared in the lead, and she finally won at the creditable speed of 57.35 m.p.h. "Jackie" Astbury, in her first race of any kind, finished a good second, with Patricia McOstrich third on her old Frazer-Nash. Eileen Ellison had a rather hopeless task, but acquitted herself well. Miss Allan retired on the first lap.



A. A. Rigby (M.G. Magnette) being flagged away by "Elby" in the last race of the day, which he won at a speed of 64.2.

Richmond (Triumph) was the first away with a start of 100 secs., followed at 65 secs. by "Jackie" Astbury (on Porter-Hargreaves' Frazer-Nash) and Patricia McOstrich (supercharged Frazer-Nash). 15secs. later Fay Tylour got away, driving Casswell's unblown Nash, and then came Mrs. Lace (Singer), and Margaret Allan (with "Tim Davies's" blown Nash) from the 25 secs. mark. Finally Eileen Ellison was flagged away with her 1½-litre supercharged Bugatti.

After the second lap there was only one car in it, for Fay Tylour was right on the heels of the three cars in front of her, and neatly picked up places one by one.

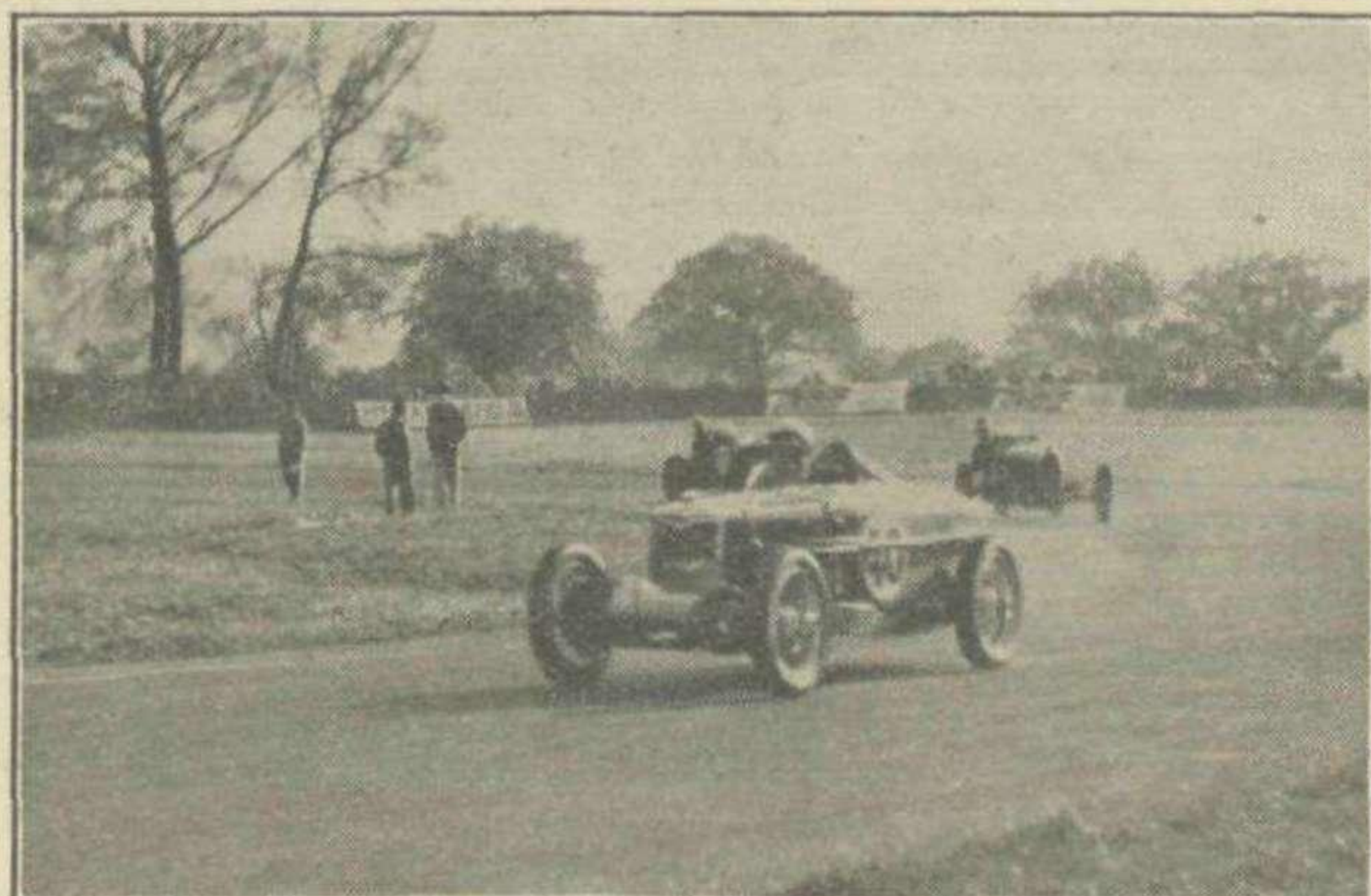
5-LAP LADIES' RACE FOR CARS UP TO 3,500 c.c.

1. Miss Fay Tylour (Frazer-Nash 1,496 c.c.), 50 secs., 57.35 m.p.h.
2. Miss J. Astbury (Frazer-Nash 1,496 c.c.), 65 secs.
3. Miss P. McOstrich (Frazer-Nash 1,496 c.c.), 65 secs.

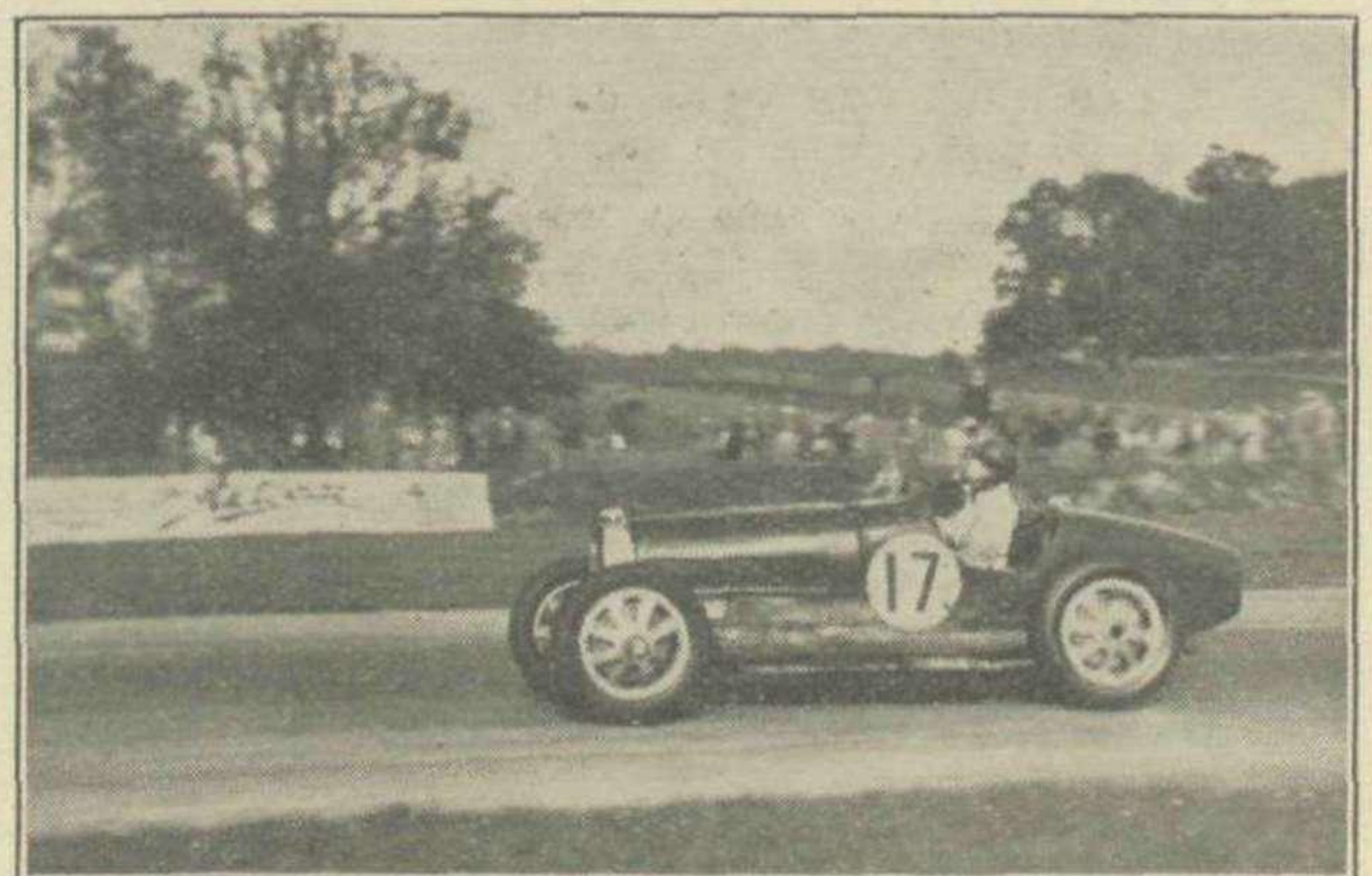
Also Ran: Miss J. Richmond (Triumph 1,232 c.c.), 100secs.; Miss M. Allan (Frazer-Nash 1,496 c.c. S.); Mrs. A. C. Lace (Singer 1,496 c.c.), 25secs.; Miss E. Ellison (Bugatti 1,496 c.c. S.), scratch.

Came the last race, which was rather difficult to follow owing to the fact that several of the limit cars received credit laps as well as limit time allowances.

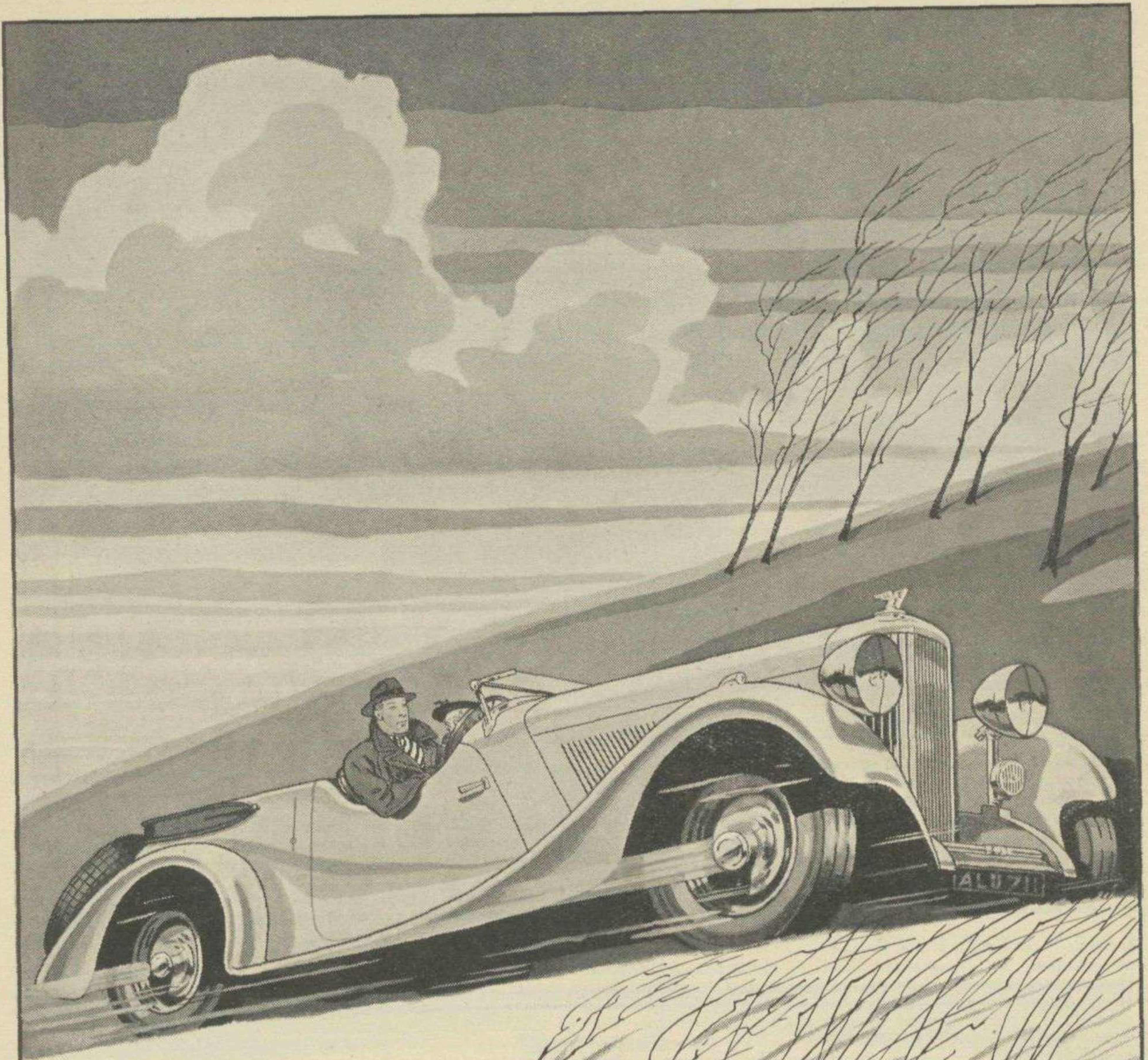
For some distance Humber held the lead with his 4-cyl. Bugatti, closely followed by



J. R. Grice (Riley) leads a group of competitors round the sharp section of Starkey Corner. From this point the curve gradually flattens out.



E. K. Rayson swings his Bugatti round Red Gates Corner. As usual he was one of the most consistent drivers of the day.



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THE SECOND DONINGTON MEETING—continued.

Klementaski (M.G. Midget) and Grice (Riley). Meanwhile Rigby, with the M.G. Magnette raced by Donkin last year, was working his way to the fore, and after 4 laps was lying fourth. In the rear, some fast work was being put in by Evans (M.G. "Q"), Rayson (Bugatti 1½), and Leith (Bugatti 2.3). The former was driving with magnificent spirit, and more than once passed slower cars on the difficult downhill curves from the wood to the paddock. Indeed, on this stretch he was faster than anyone else, using a never-varying technique of power-slides.

On the seventh lap Leith passed Evans, and he, too, was putting up a splendid show. Rigby was now leading, followed by Grice, Humber, and Rayson, who was gaining ground rapidly. On the last few laps the leaders closed up well, and a really good finish was seen in which Rigby just got home ahead of Rayson, with Grice staving of Leith.

The race was a fitting finish to a day which, though not spectacular nor highly-exciting, was nevertheless thoroughly enjoyable.

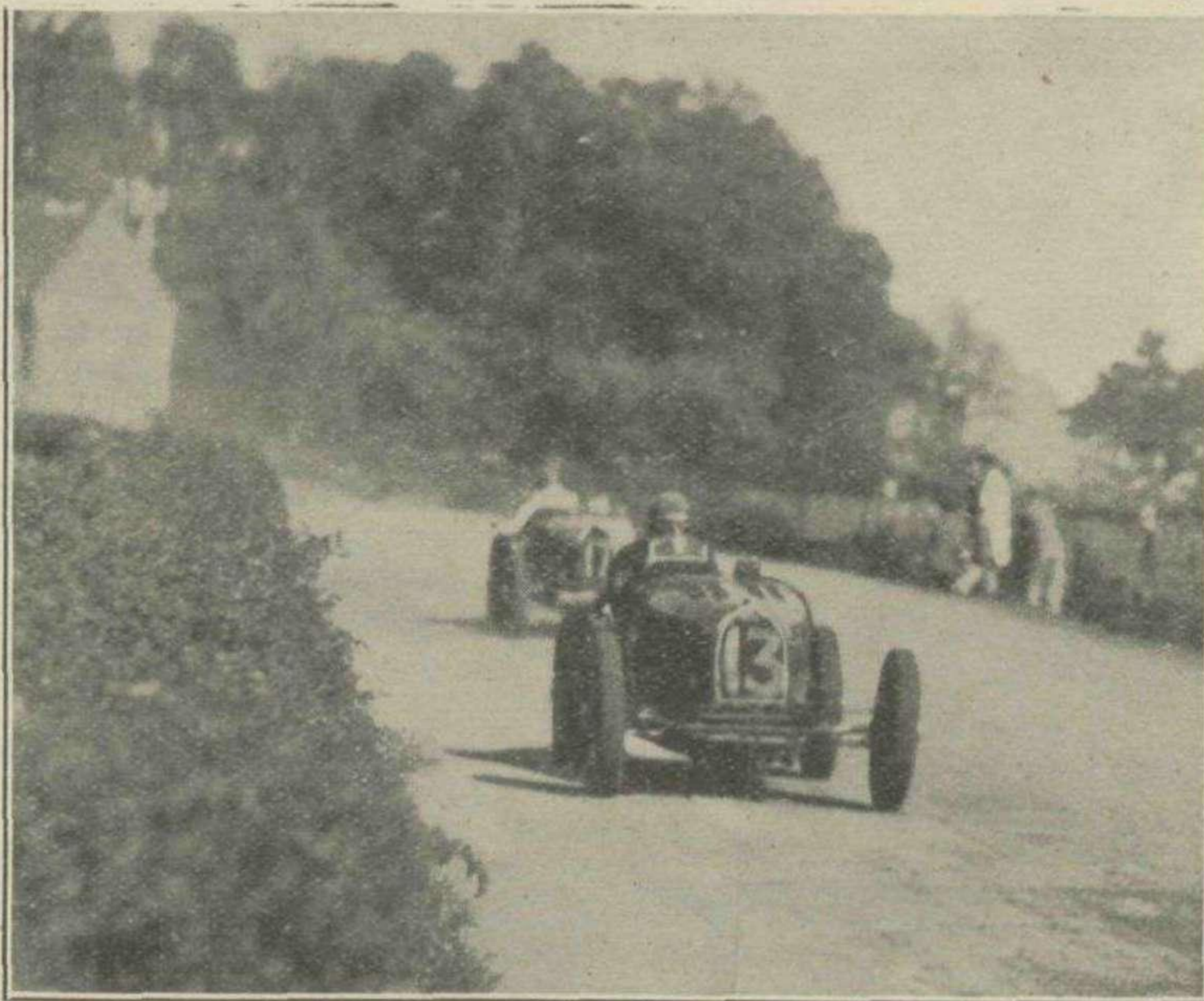
25-MILE HANDICAP FOR CARS UP TO 3,500 c.c.

1. A. A. Rigby (M.G. 1,087 c.c. S.), 140 secs., 64.2 m.p.h.
2. E. K. Rayson (Bugatti 1,496 c.c. S.), 60 secs.
3. J. R. Grice (Riley 1,087 c.c.) 1 lap and 27 secs.

Also Ran: "A. Bira" (Riley), 1 lap 27secs.; J. P. Almack (Austin 746 c.c. S.), 1 lap 90secs.; L. Ward (Riley 1,089 c.c.), 1 lap 27secs.; L. Klementaski (M.G. 746 c.c. S.),

1 lap 45secs.; T. K. Humber (Bugatti 1,496 c.c.), 1 lap 45secs.; Q. F. Connell (Vale 1,496 c.c.), 1 lap 27secs.; H. H. P. Hargreaves (Frazer-Nash 1,496 c.c.), 1 lap 27 secs.; P. N. Whitehead (Alfa 1,089 c.c. S.), 150secs.;

J. H. Smith (M.G. 1,087 c.c. S.), 150secs.; "Tim D. Davies" (Frazer-Nash 1,496 c.c. S.), 150secs.; K. D. Evans (M.G. 746 c.c. S.), 72secs.; P. Maclure (Riley 1,089 c.c.), 60secs.; Hon. J. Leith (Bugatti 2,263 c.c. S.), 20secs.



Bugattis at war. The Hon. J. Leith (2.3 litre) leads E. K. Rayson (1½ litre) during their scrap in the fourth race.

WORTHING 2585

Such is the brief inscription on a leaflet which every owner of a sports car would do well to peruse. In its pages will be found the story of an enterprise which must have been the dream of many enthusiasts. It tells of how four men, all engineers with racing and competitions experience combined to put their ideals of the perfect garage into execution.

The result is the Cresta Motor Co., Ltd., whose premises at Broadwater Road, Worthing, are being visited by an ever-increasing number of sports-car motorists. No garage has a more convenient layout. The workshop, pit, washdown, Tecalemit greasing plant, battery service department, offices, showroom and filling station are all housed in neat and modern buildings, in such a way that congestion is

avoided and all work can be carried out with the minimum of delay.

The plant and tools in the workshop will be of particular interest to those engaged in competitions, for they include special machines capable of dealing rapidly with the very accurate work so necessary when a car is being prepared for racing and trials. In this respect the experience of the Directors (all of whom take an active part in the organisation) in motor sport generally will be found to be extremely useful, and is at the disposal of clients. Incidentally all repair and maintenance receives the personal attention of the Managing Director, and can be depended upon in quality and thoroughness.

Instead of taking up agencies for various makes in a haphazard way, the Directors of the Cresta Motor Co., Ltd., have

carefully chosen the cars in each category which most closely conform to their ideals.

For the prospective motorist the beautifully decorated and furnished show-rooms will enable him to examine the various cars displayed in complete comfort and leisure, and a wide range of models is always on view. It has been the aim of the Directors to cater for all tastes and pockets, and they claim to be able to fill the requirements of all types of motorists.

In conclusion, the directors of the Cresta Motor Co., Ltd., being enthusiasts at heart, welcome the opportunity to show similarly-minded motorists round their premises. As an example of perfect layout and attention to detail it would be hard to beat.

As you have no doubt guessed, their phone number is Worthing 2585.

THE TRIPOLI G.P.—continued from page 342.

Varzi went after him like an ice-cold fury, and on the 39th lap was only 2 seconds behind. A truly wonderful finish was in prospect, for Varzi was quite capable of wiping out the distance in one lap. But fate decided against him, and another burst tyre caused him to slow, and he had to concede the victory to Caracciola by a margin of 67 seconds. Fagiola was a good third, and fourth place would have been taken by Dreyfus but for a signalling error on the last lap.

What a race it had been! Caracciola's average was 122.03 m.p.h. and he had broken the lap record on his 38th circuit with a speed of 137.6 m.p.h. Only 10 finished out of 28 starters. The most excited people in the stands during those last hectic laps

were Signor Gaetano Giacomini, a tax official from Rome, and Signora Rozina de Gerraro of Casacalenda. These two had drawn Caracciola and Varzi in the great sweepstake, the former on his own account, and the latter on behalf of herself, her sister, and the wife of the local mayor. They won 6 million and 3 million liras respectively. Third prize (1,400,000 liras) was won by Signora Albertina de Valle, of Turin, and fourth (700,000 liras) by Signora Giovanna Califano, from the Isle of Ichia.

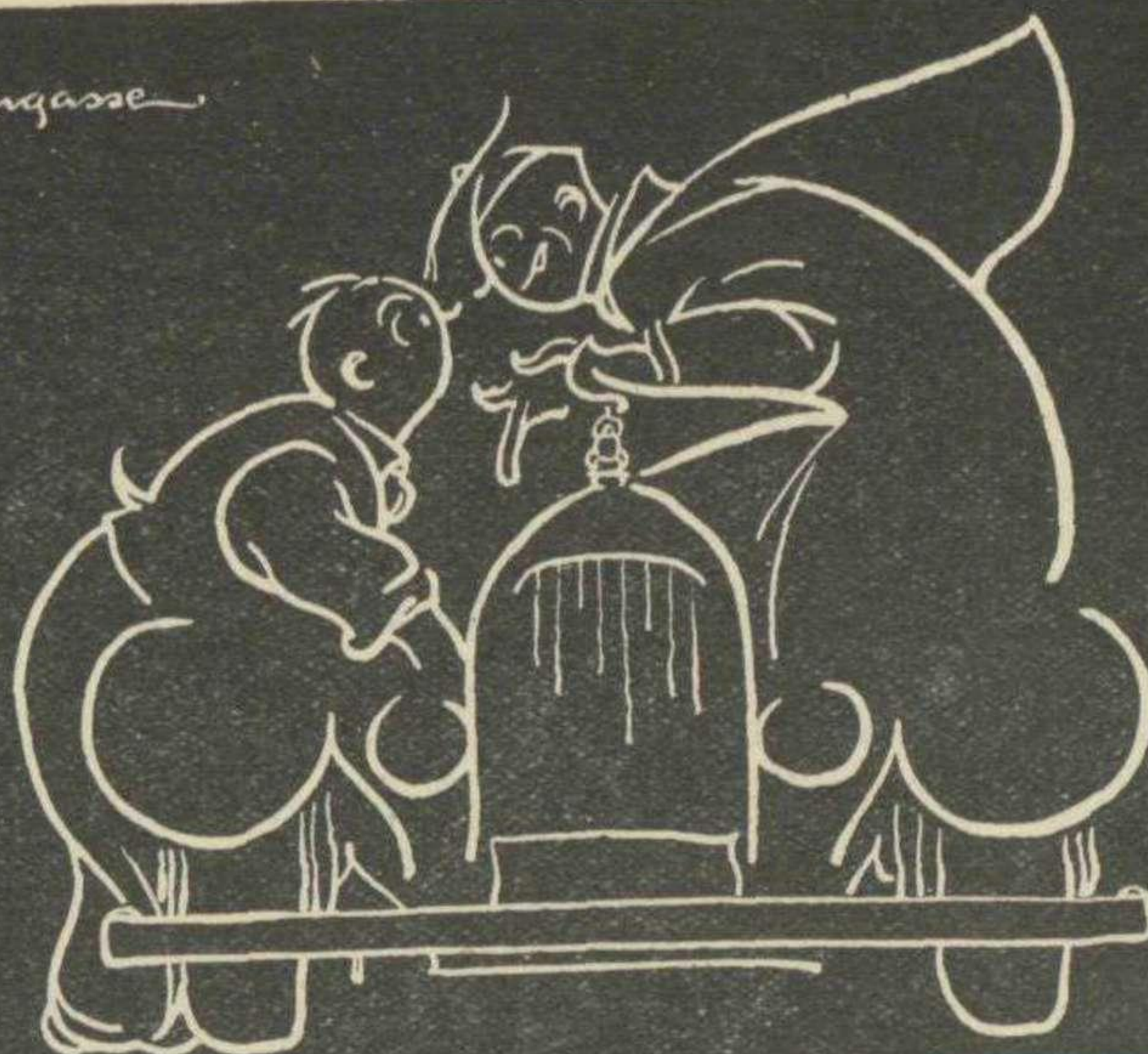
RESULT

1. Caracciola (Mercedès-Benz), 2h. 38m. 47s., 197,993 k.p.h.
2. Varzi (Auto-Union), 2h. 39m. 54.2s.
3. Fagioli (Mercedès-Benz) 2h. 41m. 3.8s.
4. Nuvolari (Alfa-Romeo), 2h. 47m. 36.4s.

5. Chiron (Alfa-Romeo), 2h. 49m. 14s.
 6. Dreyfus (Alfa-Romeo), 2h. 49m. 15s.
 7. Sommer (Alfa-Romeo), 2h. 50m. 20s.
 8. Zehender (Maserati), flagged 38 laps.
 9. Carraroli (Maserati), flagged 37 laps.
 10. Tadini (Alfa-Romeo), flagged 37 laps.
- Record Lap: Caracciola, on his 38th, 3m. 34s. (220.167 k.p.h.).

Also Ran: Siena (Alfa-Romeo), 2 laps; Barbieri (Alfa-Romeo), 4 laps; Soffietti (Maserati), 4 laps; Von Brauchitsch (Mercedès-Benz), 5 laps; Premoli (Maserati), 6 laps; Ruesch (Maserati), 6 laps; Bonetto (Alfa-Romeo), 7 laps; Gherzi (Alfa-Romeo), 11 laps; Brivio (Alfa-Romeo), 13 laps; Pintacuda (Alfa-Romeo), 15 laps; Magistri (Alfa-Romeo), 16 laps; Taruffi (Maserati), 17 laps; Stuck (Auto-Union), 20 laps; Etancelin (Maserati), 24 laps; Farina (Maserati), 28 laps; Balestrero (Alfa-Romeo), 35 laps; Rosa (Maserati), 37 laps; Widengren (Maserati) was disqualified for not finishing the lap following the arrival of Nuvolari, otherwise he would have been placed fifth.

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HISTORY REPEATS ITSELF IN THE INTERNATIONAL TROPHY

A MAGNIFICENT WIN FOR LUIS FONTES WITH THE ALFA-ROMEO PILOTED BY BRIAN LEWIS TWO YEARS AGO. THE DIXON STABLE TAKES SECOND AND FOURTH PLACES, WITH E. R. HALL (M.G. MAGNETTE) THIRD. MANY RETIREMENTS.

THE Third International Trophy will be remembered for two things: the victory of a driver, Luis Fontes, who has only made occasional appearances in the racing field and was virtually unknown to the majority of spectators, and secondly for his magnificent handling of the 2.3-litre Alfa-Romeo which won this race two years ago when driven by the Hon. Brian Lewis.

With such mighty entries as three new 3.3-litre Bugattis, a 3-litre *monoposto* Alfa-Romeo, the record-breaking 1,100 c.c. Maserati, and the new "R type" M.G. Midgets, the possibility of the winner being a two-seasons old 2.3-litre Alfa-Romeo was completely overlooked by the majority of those attending the track. But so it turned out to be, and to Luis Fontes, a wealthy young man of Spanish extraction who divides his time between flying and fast motoring, goes the palm for the most delightful display of driving seen at Brooklands for many a long day.

In common with the Jubilee celebrations in London, Brooklands was blessed with a hot and summery day. Long before the start a vast crowd gathered in all the enclosures, and although no official "gate" figures are available, we can safely say that we have never seen a larger crowd at the track. The hill in the Public Enclosure was a solid mass of people, while the cars in the park behind the pits were tightly packed. An unfortunate accident occurred in the Public Enclosure. Some late-comers, finding it impossible even to get a glimpse of the cars at the Fork, climbed on to the roof of a building attached to the Fork grandstand. In doing so, one of them slipped and fell on to the spiked railings below, sustaining a severe wound in his side. After a call for the ambulance had been broadcast, the injured man was removed to Weybridge Hospital, where he is stated to be progressing satisfactorily.

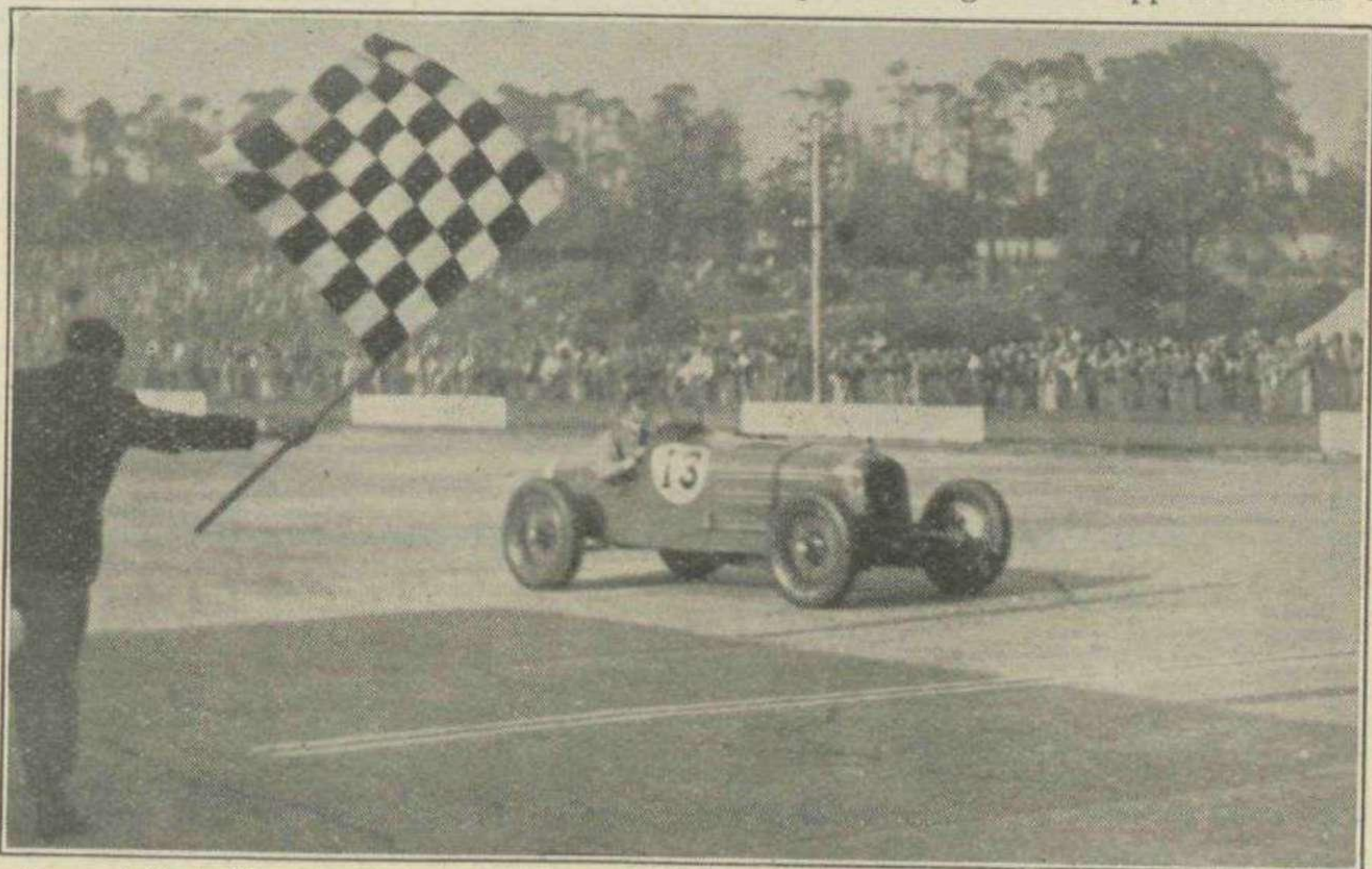
The course was slightly changed this year, in order to include the latest G.P. cars in the form of the Bugattis, the Alfa-Romeo, and the 3.7-litre Maserati—which turned out to be a non-starter. An extra "channel" was made at the Fork,

and the fastest cars had to negotiate a difficult S bend which necessitated full-lock in both directions.

At 2.30 the cars were pushed down to the starting-point, just before the channels, and it was found that there were eight absentees. The 3.7-litre Maserati, which was down to be driven by Rovere and Straight, was actually in Tunis where it was being piloted by Farina in the Tunis G.P. Rose-Richards' E.R.A. was not ready in time, so he accordingly became spare driver for Mays and Cook. Rayson's Bugatti, reduced to 1,092 c.c., and Ford's M.G. Magnette were both missing

Brackenbury was a non-starter on Martin's 2.3-litre Bugatti.

Zero hour grew steadily nearer. Engines were started up and all mechanics were ordered off the track. Only Driscoll's Austin proved unwilling to start, and he was pushed to the rear of the field. "Ebbey" climbed up on to his special stand, a figure of imperturbable, immovable calm. He raised his enormous Union Jack without shifting his eyes from the huge chronograph in his hand. For what seemed an eternity "Ebbey's" arm was raised, and then with a slow, majestic sweep the flag was dipped. With a

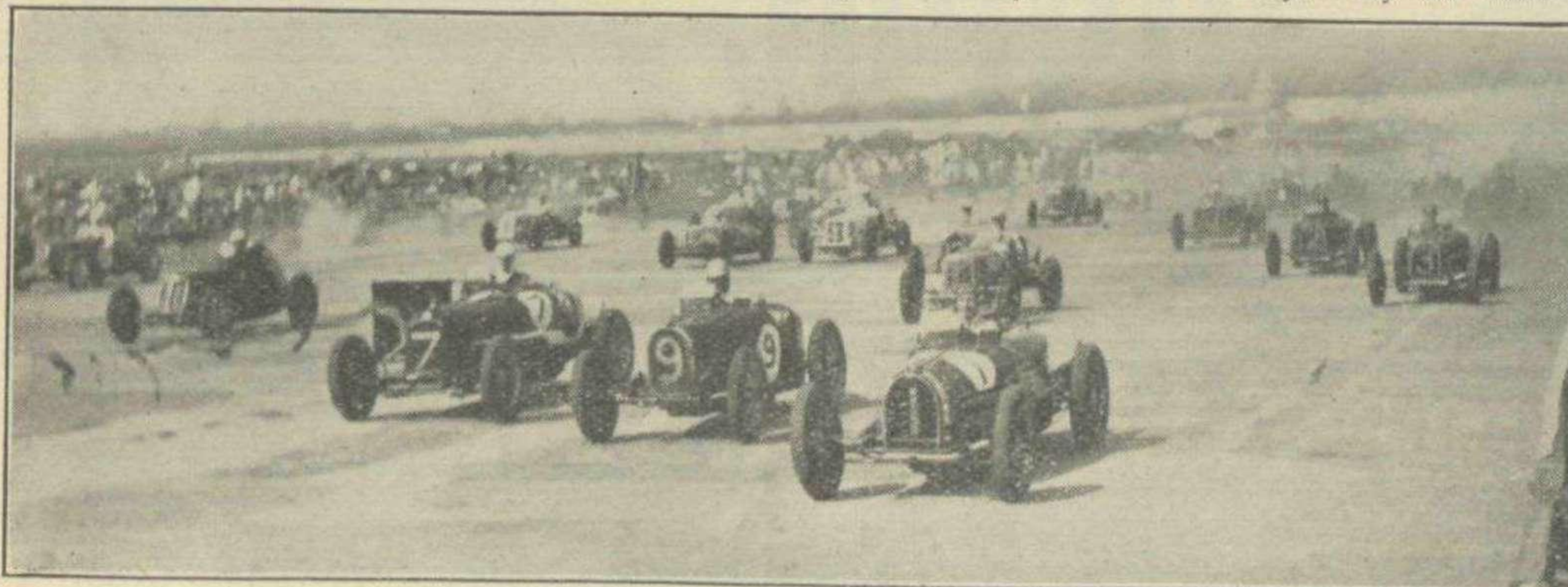


Bravo! Luis Fontes receives the chequered flag at the end of a brilliantly driven race. His Alfa-Romeo was the winner of the same race two years ago.

from Group 2, and great disappointment was felt when it was announced that the new twin-camshaft Austin was a non-starter. Stanley Woods, therefore, stood down to allow Driscoll to take part in the race on one of the side-valve single-seaters. Two of the new "R" type Midgets failed to appear, one being Handley's car in the official team and the other being entered by Horton. Finally,

terrific roar the great pack of cars leaped forward, jockeying for position as they entered their respective channels.

The front row had consisted of Lewis (Bugatti 3.3), Hamilton (Alfa-Romeo), Fairfield (E.R.A. 1,100 c.c.), Dixon (Riley), Rovere (Maserati 1,100 c.c.), and Kenneth Evans (M.G. "Q"). Driscoll had lost his place and was far in the rear. By the time the channels were reached



They're off! Brian Lewis (Bugatti) gains a slight lead over Cyril Paul (Bugatti) and A. P. Hamilton (Alfa-Romeo). Paul started in the second row!

THE INTERNATIONAL TROPHY—continued.

Lewis was leading by a few yards from Paul (Bugatti) who had made a marvellous getaway, Hamilton (Alfa-Romeo), Rovere (Maserati) Mays (E.R.A.) and Martin (3.3 Bugatti). The rest went by in a jostling pack, and then right at the end Briault moved away slowly with his misfiring Alta. "Tim Davies" did not get more than a few yards, and pulled his "Q" Midget into the side with engine trouble. Then Driscoll's Austin fired, and he shrieked away in pursuit of the field, which by this time was sorting itself out on the Byfleet Banking.

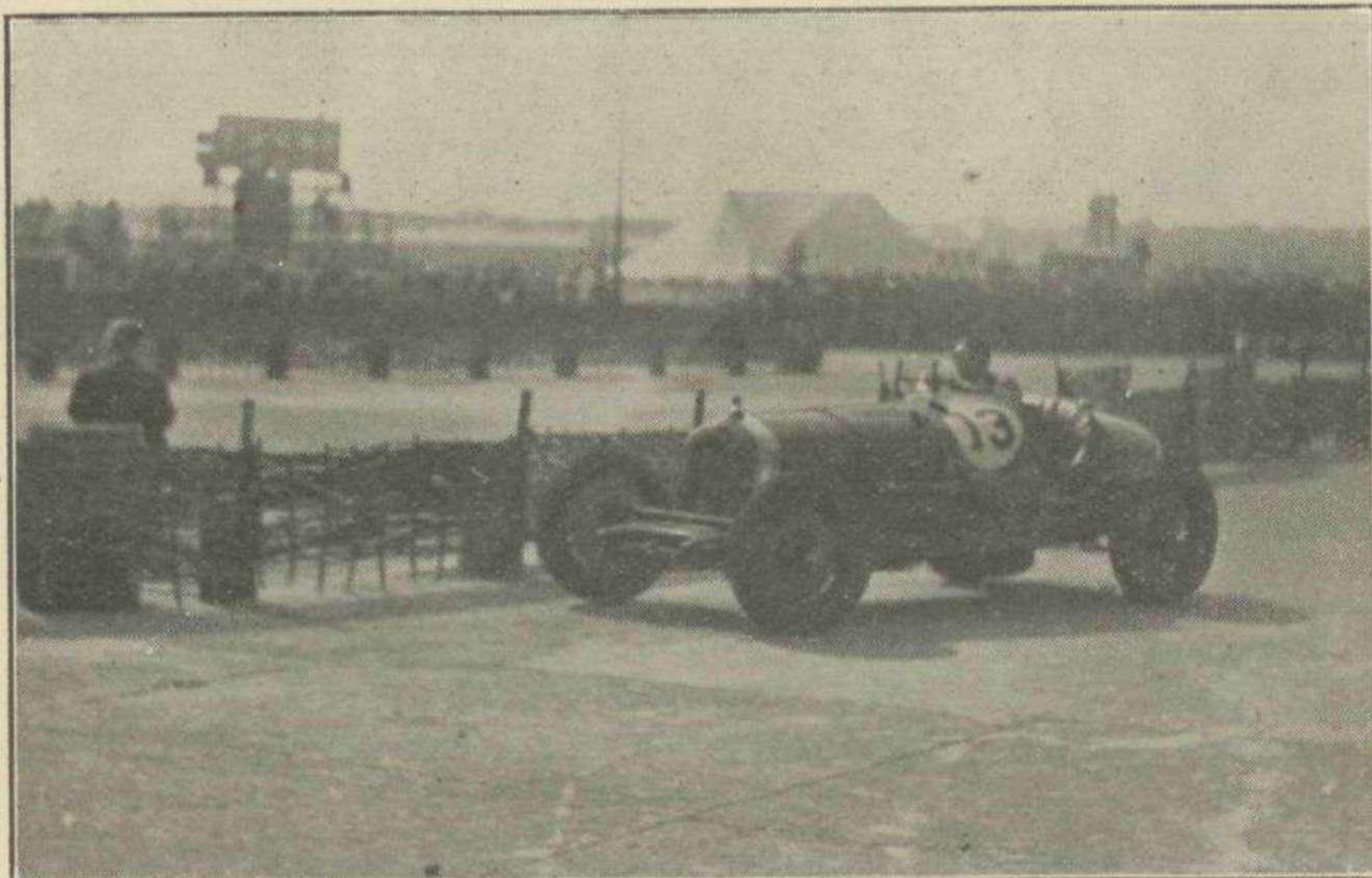
All eyes turned to the far end of the Finishing Straight, striving to catch a glimpse of the cars as they swooped off the banking. The wise birds who had

changed, but Kenneth Evans (M.G. "Q") had pushed his way into seventh place and was having a great duel with Everitt. Behind him came Rovere, McClure (Riley), Fontes (Alfa-Romeo), Martin (Bugatti 3.3), Eyston (M.G.), Jarvis (Alfa-Romeo), Eccles (Bugatti 3.3), Dodson (Austin), Shuttleworth (Alfa-Romeo), Cook (E.R.A.), Hall (M.G. Magnette) and Doreen Evans (M.G. "R" type). The remaining fifteen cars were stretched out in a ragged procession, Benjafield (Alfa-Romeo) and Briault (Alta) bringing up the rear. The former was crawling through the corners at touring speed, although his 2.6-litre Alfa was running perfectly. He was possibly conserving his energy owing to the fact that his spare driver, Dr. Roth failed to cover

day, when von der Becke misjudged the "S" bend in the straight and skidded right round. It was some time before he got going again. Meanwhile pit stops were being made by many competitors, the first man to come in being A. R. Samuel (M.G.), who changed his plugs. Others to stop in the first half-hour of the race were von der Becke (Riley), Letts (Magic Magnette), Martin (Bugatti), Eyston (M.G.), Maclure (Riley), Everitt (M.G.), "Tim Davies" (M.G.), Driscoll (Austin), Lewis (Bugatti), Evans (M.G.), Cook (E.R.A.), Jarvis (Alfa-Romeo), Esplen (M.G.), and Dobbs (Riley).

Brian Lewis's stop was his first and last, for a con-rod had broken with dire results. A large section of the crowd was promptly cast into deepest gloom, for the beautifully finished green Bugatti was the favourite for the race. Changes in the order were coming fast and thick. Staniland suddenly spurred on Mathieson's 2.3 Bugatti, and passed Mays and Paul to take first place. A few laps later Cyril Paul pulled in with engine trouble, and then pushed his car to the cemetery behind the pits. His had been a fine run while it lasted, and with reasonable luck he might have been a dangerous rival to Fontes in the closing stages of the race. Yet another leader fell when the petrol tank of Hamilton's Alfa-Romeo was pierced by a blow from the rear axle. To complete the list of retirements in the first half-hour, Eyston withdrew his "R" type Midget owing to a mysterious loss of power. After 20 laps had been covered the order was as follows: Staniland (Bugatti), Fontes (Alfa-Romeo), Mays (E.R.A.), Dodson (Austin), and Shuttleworth (Alfa-Romeo). It will be seen that the handicap-corners seemed to be favouring the cars in Group 3, but it was early yet to form a reliable judgment.

An immense quantity of plugs was being consumed at the pits, although it was not always certain that this readily-blamed component was to blame. Cook (E.R.A.) and Rose (Alfa-Romeo) had to stop to wipe their goggles, while Dobbs was flagged in by the officials and warned that he was driving his Riley too high on the Byfleet Banking. The new Midgets, with the exception of Doreen Evans's car, were suffering from loss of water due to a slight fault in the release-valve, but were gaining valuable experience in their first race. They were uncannily steady on the rough stretch at the Fork, floating along without a trace of



Luis Fontes took the Fork channel in magnificent style, showing himself to be a master of cornering technique.

loudly asserted that Lewis would be leading were crushed to see a black 2.3-litre Bugatti scuttling through the S bend, and in a moment Cyril Paul had roared by with a clear lead from Mays (E.R.A. 2-litre), Staniland (Bugatti 2.3), Lewis (Bugatti 3.3), Hamilton (Alfa-Romeo), Rovere (Maserati), Everitt (driving Sir M. Campbell's "R" type Midget), Fontes (Alfa-Romeo), and Eyston ("R" type Midget).

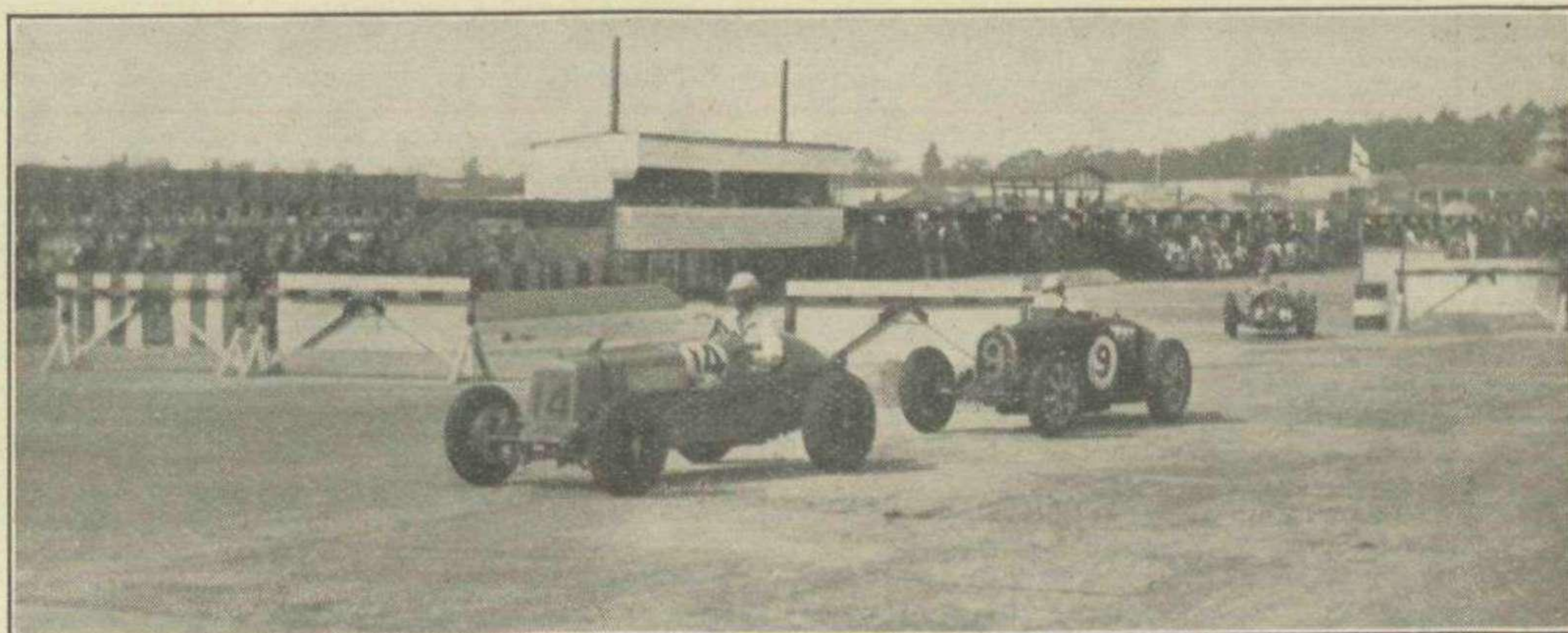
On the next lap the first six cars were un-

a qualifying lap within the specified 2 minutes.

The first material change in the order took place on the fifth lap, when Hamilton was passed by both Everitt and Evans, who thus became 5th and 6th. By this time the leaders were already lapping the tail of the field. As the cars roared by "Tim Davies" at last got his car to fire, and set off on a rather hopeless chase.

Then came the first "incident" of the

In the early stages of the race a great tussle for the lead was waged between Raymond Mays (E.R.A.), Cyril Paul (Bugatti) and C. S. Staniland (Bugatti). Here are Mays and Paul at the "Filter Corner."



THE INTERNATIONAL TROPHY—continued.

wheel-spin. In the S bend they looked most unusual, as the body and wheels banked over in the opposite directions, but they were fast and controllable.

Staniland's lead came to an end when the exhaust manifold of his Bugatti broke away, and a long stop at the pits put him right back. Mays was now leading by a good margin from Fontes, Shuttleworth, Froy's "Q" Midget and Austin Dobson's Bugatti. But cruel luck was already at work destroying Mays' chance of success. A tiny leak in the carburetter float was growing larger and larger, and at last the engine of the E.R.A. spluttered and stopped far away on the Byfleet Banking. By the time fresh supplies had been obtained the car had dropped a hopeless number of laps.

Fontes now slipped into the lead, from which he was only to be deposed for a short period while refuelling. His Alfa-Romeo had been beautifully tuned by Thomson and Taylor, and he was handling it in a classic manner. His corners were strongly reminiscent of Chiron, for he seemed to glide through them without any wrestling with the wheel or bipping of the throttle pedal. The 2.3-litre Alfa is renowned for its perfect weight distribution, and Fontes made full use of this in a way that has never been seen in this country before. He approached the top corner much faster than anyone else, very high up on the banking, and eased his car down into the straight in an effortless, just discernible, slide. Through the "S" he was smooth and polished, while he took his "channel" much faster than anyone else in his group, with the possible exception of Staniland. On every lap his technique was exactly the same, the weight of the car being changed from a slight slide one way to a precisely similar slide the other way, all accomplished by a nicely timed lift of the throttle, followed by a steady power-slide out of the corner. Seldom have we seen in England such a perfect example of driver and car being in complete sympathy. This method has the fundamental advantage of taking the least amount of wear and tune out of a car—an important point in a race of 37 starters and 12 finishers!

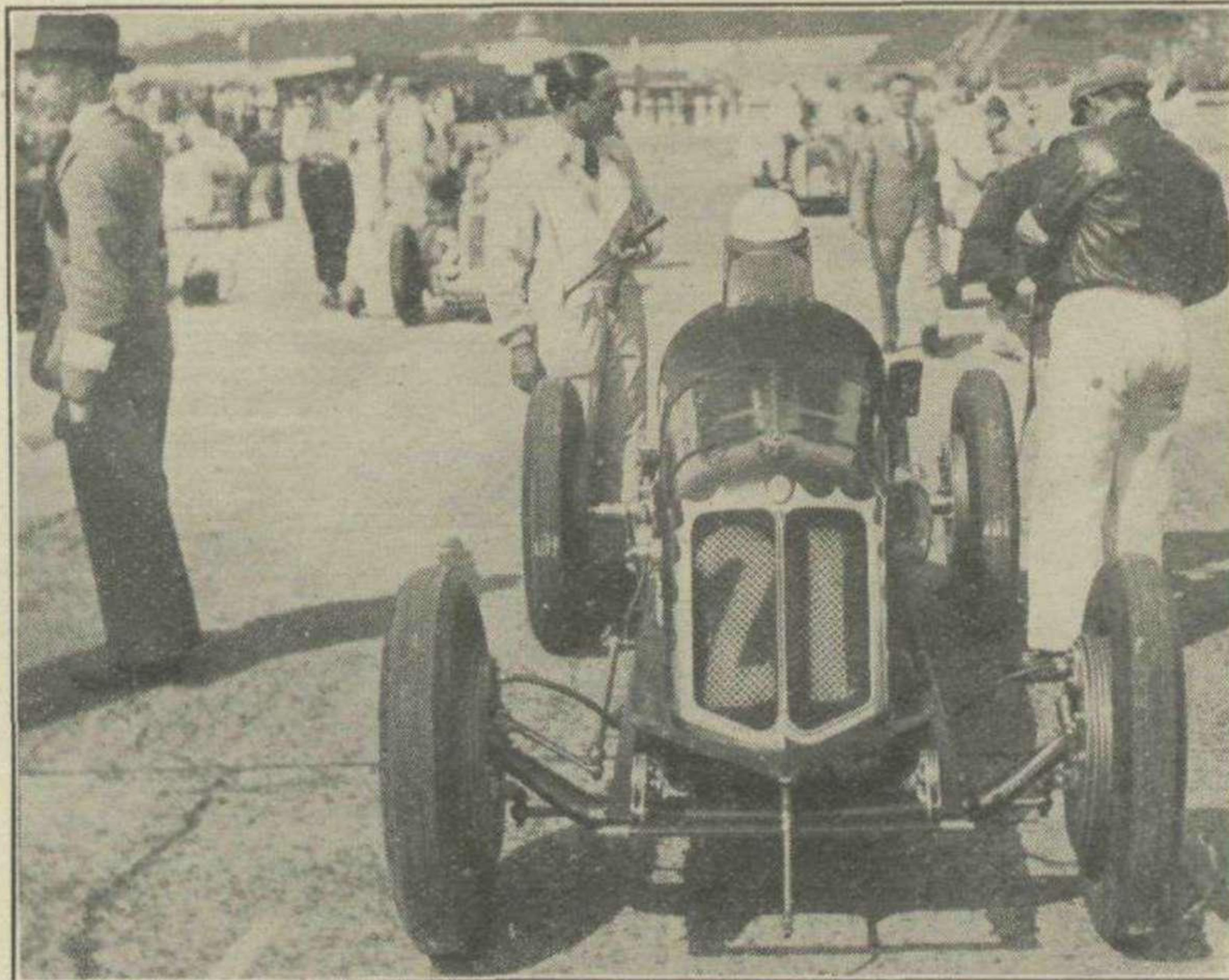
Incidents at the pits at this time were Shuttleworth hurling off his crash helmet opposite his own pit; a long-drawn-out struggle to restart Dodson's Austin; E. R. Hall being called in by the stewards; Lace's retirement with lack of oil pressure on the Alta, and Briault's exit with a burst petrol tank. Eventually it was found that Dodson's Austin was leaking water into the cylinders by way of its gasket, and this was accordingly remedied. Refuelling stops were being made, some of them quick, others being leisurely. Several cars were taken over by relief drivers, Walters deputising for Letts on the Magic Magnette, Rose-Richards for Raymond Mays (E.R.A.).

"Tim Davies" withdrew his "Q" Midget with ignition trouble, and Staniland got away once more with a repaired exhaust system. Rose had to retire when his Alfa-Romeo sheared its blower drive, and Martin's 3.3-litre Bugatti went out with a broken chassis lug. This was the last of the new Bugattis, for Lindsay Eccles had previously retired after a terrifying

experience on the Byfleet Banking. A torque-rod broke and dug into the track, throwing the car into a real broadside at high speed. Eccles was fortunately equal to the occasion and brought his car to a safe standstill. One or two people behind had a quick-thinking moment, but all was well.

At half-distance, or 50 laps, the order was as follows:

1. Fontes (Alfa-Romeo), 88.16 m.p.h.
2. Dobson (Bugatti), 1m. 21secs.
3. Shuttleworth (Alfa-Romeo), 2m. 6secs.



A notable car at Brooklands was the 1,100 c.c. Maserati which holds the Class G flying kilometre record. Here it is at the start, with Gino Rovere at the wheel.

4. E. R. Hall (M.G. Magnette), 2m. 36secs.
5. Mr. & Mrs. Wisdom (Riley), 3m. 7secs.

The pits were being constantly visited for refuelling, in addition to meals of plugs. Sir Malcolm Campbell took over the "R" type Midget which had been ably handled by Bill Everitt, and Tommy Wisdom relieved his wife at the wheel of their Dixon-Riley, which she had driven quietly and quickly to such purpose that it now lay in fifth place. Froy took off the radiator guard of the streamlined Midget entered by Manby-Colegrave, in an effort to cure persistent over-heating, while Dodson finally acknowledged defeat to the leaking gasket of his Austin. Featherstonhaugh took over Manby-Colegrave's Magnette, and Norman Black ("R" type Midget) retired with blower trouble.

At 70 laps Fontes was still leading ahead of Dobson, on Earl Howe's old Bugatti, the Wisdoms' Riley, Hall's Magnette and Freddie Dixon himself. The scoring officials found great difficulty in deciding who was lying fourth. On the main leaderboard in the Public Enclosure Dodson (Austin) was posted fourth in spite of having spent 40 minutes at the pits! On this being politely pointed out, Dodson's number was rubbed out and substituted by Horton's, who, of course, was a non-starter!

Now the retirements were growing to alarming numbers. Froy dropped out with

lubrication difficulties, Benjafield fractured a piston, Driscoll's magneto packed up, and Fairfield's E.R.A. was another piston sufferer. Shuttleworth came in with a loose exhaust pipe on the monoposto Alfa-Romeo, an event which he had been anticipating with avowed pleasure, for he was anxious to retire and go home to present the prizes to schoolchildren in his village. However, the trouble was not as serious as he thought, so he carried on in the hope that something else would go.

Dixon was putting on speed, having been unobtrusive during the first part of the race. At 70 laps he was third, and at 80 laps second, but Fontes was way out ahead in first place. Dobson was putting up a good show on the veteran Bugatti, Hall was doing his usual smooth and consistent race, and Wisdom was handling the Dixon-Riley in first-class form. At 90 laps the order was still the same.

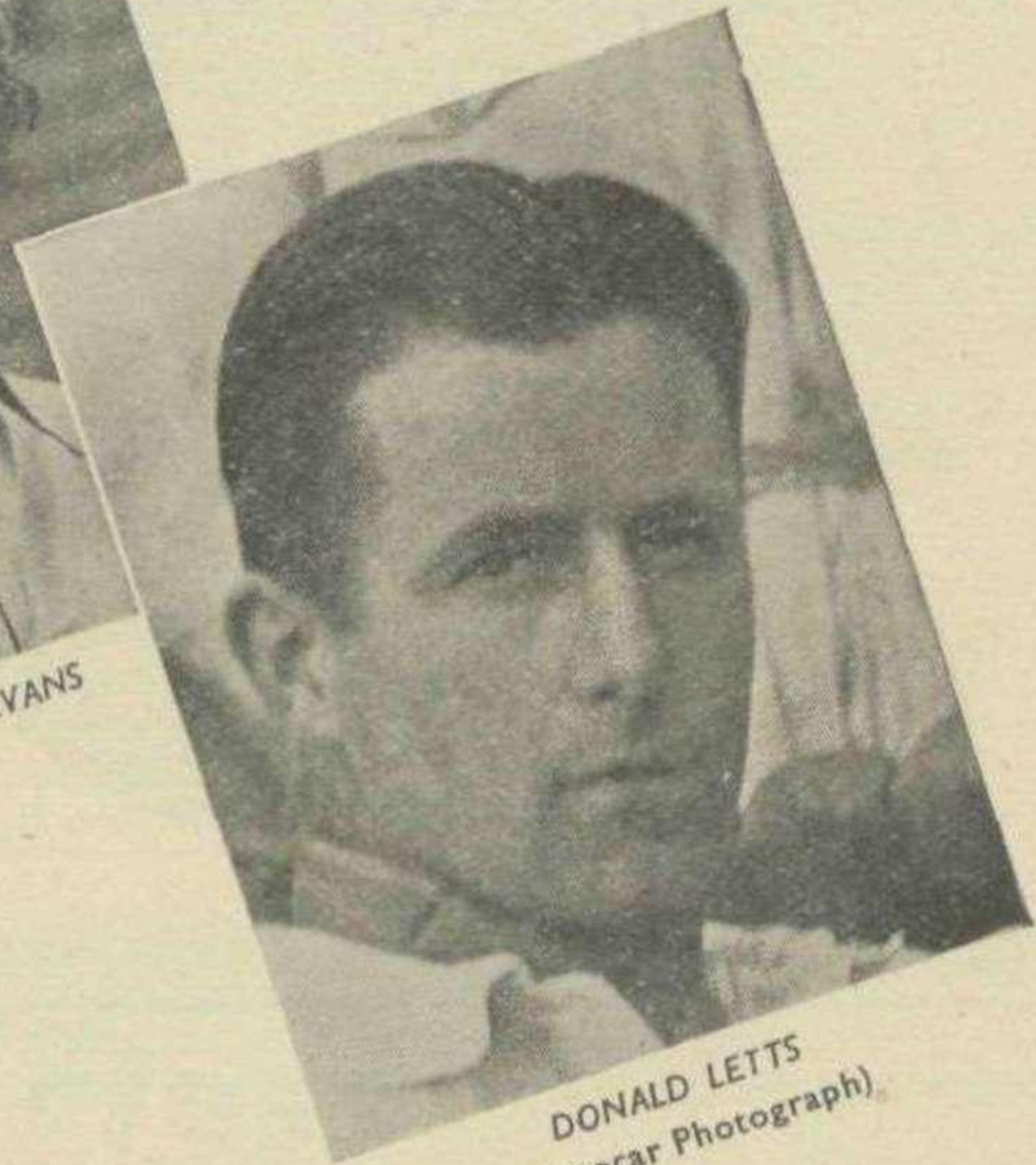
There were several other drivers who were putting up a game fight, but whose exact position cannot be given owing to the bulletins showing only the first five cars. Kenneth Evans was driving his "Q" Midget with characteristic alertness, but was handicapped by several stops for plugs. Doreen Evans was astonishing everyone by her confident handling of the "R" type Midget, being not in the least overawed by her first big race and even finding time to look at the spectators in the little Fork stand. She possesses the valuable knack of reducing the strain on herself and her car to a minimum, without sacrificing anything in the way of speed. We had good proof of this when we timed several people round the top corner, with the following results: Fontes (on every lap) and Staniland, 9.2 secs.; Rovere and Driscoll, 10 secs.; K. D. Evans, Miss Evans and Dobson, 10.4 secs.; Fairfield, 10.6 secs.; Rose and Dodson, 10.8 secs.



KENNETH D. EVANS



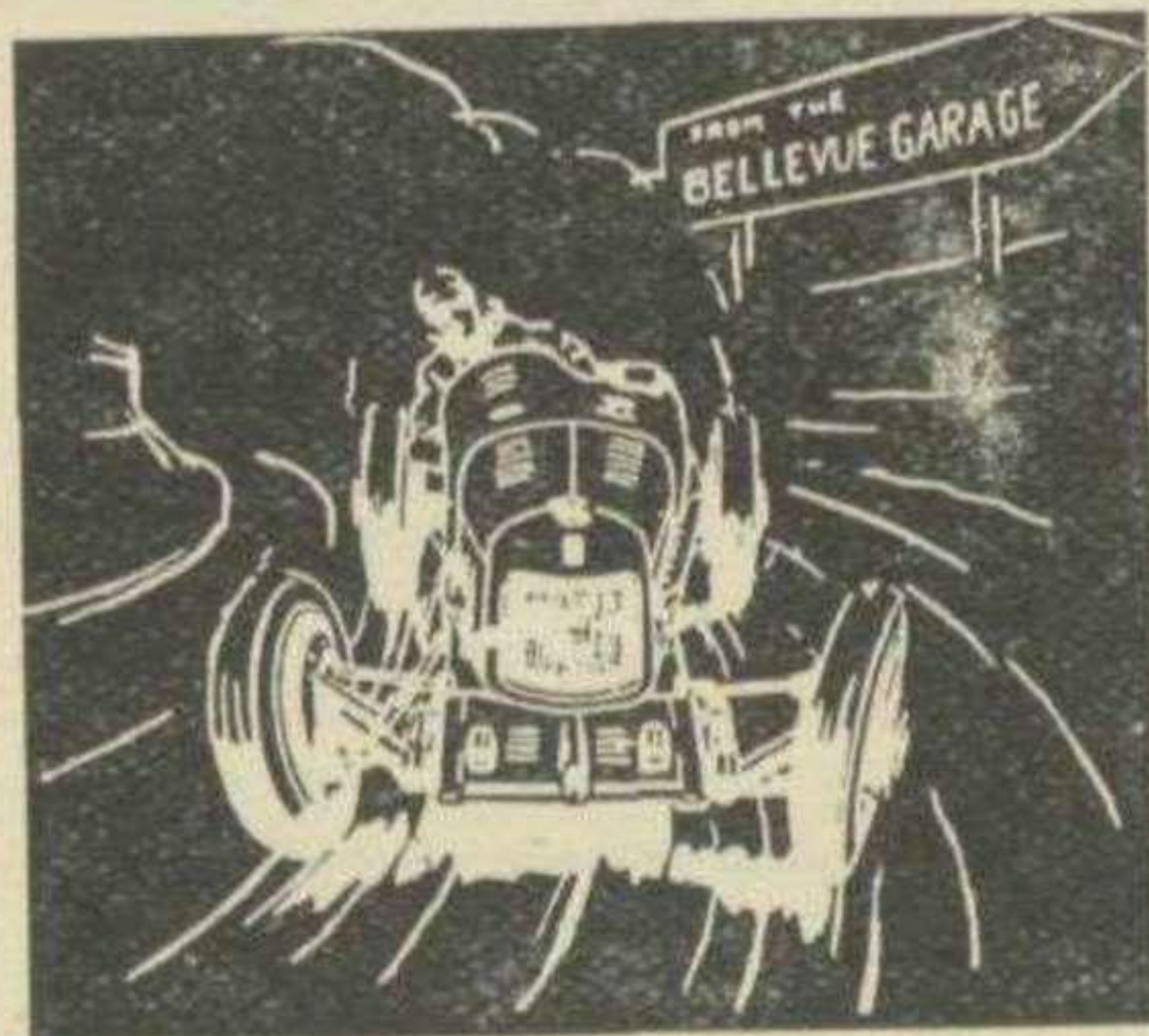
MISS DOREEN B. M. EVANS




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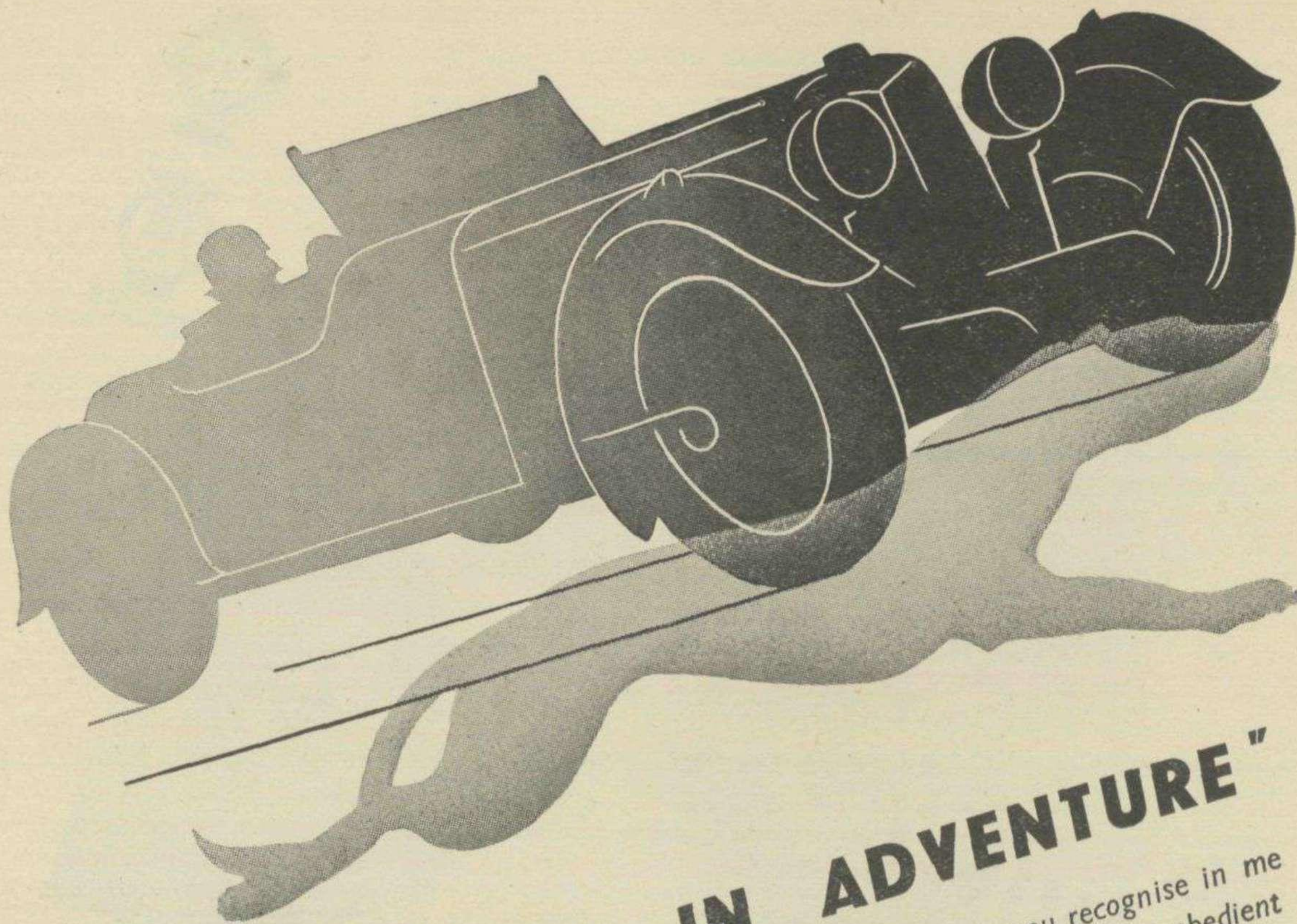


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THE INTERNATIONAL TROPHY—continued.

Rovere deserved the greatest possible sympathy for having to retire. The Maserati was very fast, and he drove a steady race without any fireworks. Unfortunately its suspension was of the type least suited to Brooklands bumps, and he was forced to retire from sheer physical discomfort. A drink at his refuelling stop gave him a violent stitch, and as Whitney Straight did not arrive at the track, Rovere was obliged to withdraw a perfectly healthy motor-car. Donald Letts was making good use of the Magic Mulette, which gave him a very comfortable ride. Dobbs had a busy afternoon at the pits, but was not losing ground unduly. He was troubled by his brakes and shock-absorbers, and once sent the tub flying at the S bend. Samuel fell out after an hour and a half's run on his "Q" Midget. Esplen's "R" type Midget was suffering from teething troubles, and packed up with engine trouble after many stops.

The end drew near. Fontes looked and was unassailable, in spite of a hectic spurt by Dixon. The latter had a bad moment right at the end, when he had to take on more fuel and change a tyre, but he kept his place. The bulletin announced his departure from the pits as being at "5.60." Maclure's Riley was out with engine trouble, and others to fall out in the closing stages of the race were von der Becke (Riley) with engine trouble, Staniland (Bugatti) with a breakage in the front axle assembly, and Austin Dobson (Bugatti)

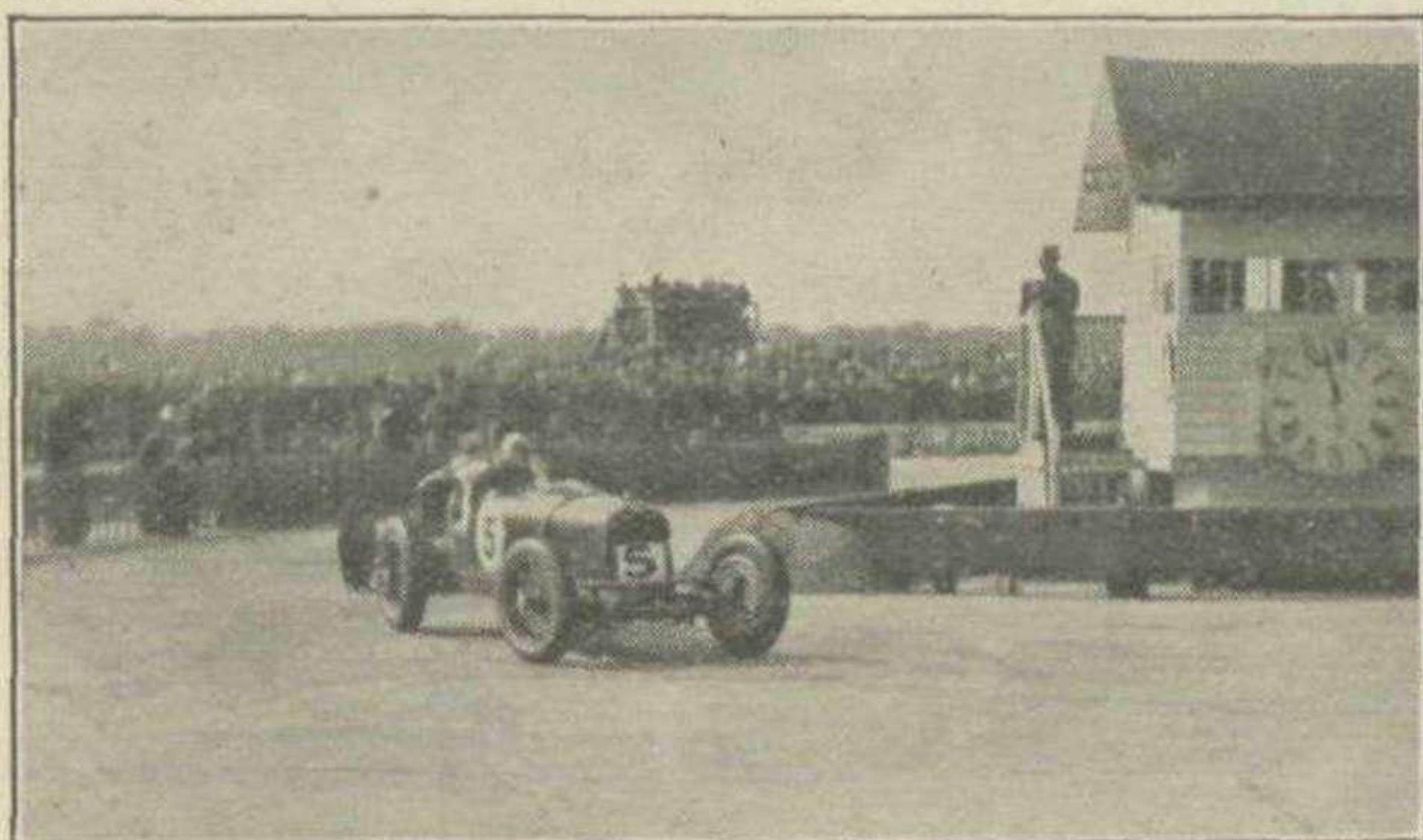
with a defunct gearbox. The last-named had particularly bad luck, for he was lying a safe and certain third with four laps to go!

And so Fontes came round for the last time, a thoroughly deserving winner. His single-handed drive had not been marred by an error of any sort. A new ace has risen in our midst. Sixteen cars were still running, and the fight to complete the necessary 100 laps within half-an-hour went on. Freddie Dixon was the next to be flagged, a popular second! Then came Hall, consistent driving and a reliable two-years old M.G. Mulette seeing him into third place. Fourth came Mr. and Mrs. Wisdom, completing a fine team performance by the two Dixon-Rileys. Shuttleworth was next, followed by Sir Malcolm Campbell, Doreen Evans (a great show, this), Manby-Colegrave and Featherstonhaugh, the persevering Dobbs, Letts and Walters, and finally Cook, whose E.R.A. was making extraordinary noises as it braked for the corners. E. Maclure (Riley) was still running, but was flagged off, having done 75 laps. Kenneth Evans had appalling luck, for with only 4 laps to cover and 13 minutes in which to do them the battery fell off his Midget. His presence in the list of finishers was necessary for the team award, but in view of the lack of other teams this prize was eventually awarded to the Bellevue Garage team consisting of K. D. Evans, Miss D. Evans and Donald Letts. Good tuning, Wilkie!

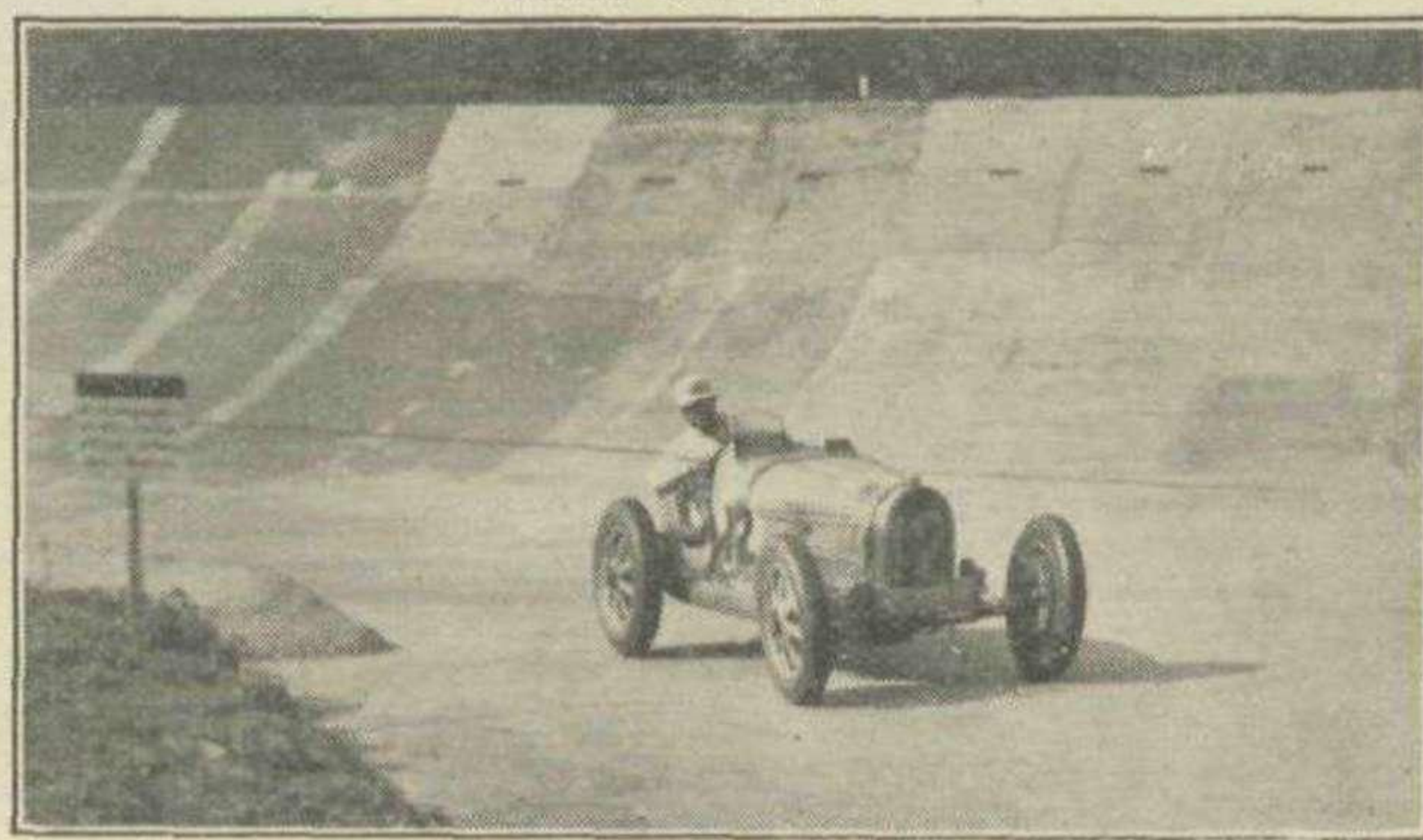
RESULT

1. Luis Fontes (Alfa-Romeo 2336c.c. S.), 3h. 0m. 31s., 86.96m.p.h.
2. F. W. Dixon (Riley 1,986c.c.), 3h. 2m. 59s.
3. E. R. Hall (M.G. 1087c.c. S.), 3h. 3m. 53s.
4. Mrs. E. M. and T. H. Wisdom (Riley 1808c.c.), 3h. 6m. 30s.
5. R. O. Shuttleworth (Alfa-Romeo 2,904 c.c.S.), 3h. 7m. 4s.
6. Sir Malcolm Campbell and W. G. Everitt (M.G. 746c.c.S.), 3h. 9m. 9s.
7. Miss D. Evans (M.G. 746c.c. S.), 3h. 14m. 43s.
8. G. F. A. Manby-Colegrave and R. E. L. Featherstonhaugh (M.G. 1087c.c. S.), 3h. 16m. 5s.
9. H. G. Dobbs (Riley 1808c.c.), 3h. 16m. 30s.
10. R. Mays and T. E. Rose-Richards (E.R.A. 1,980c.c. S.), 3h. 16m. 45s.
11. D. Letts and P. M. Walters (M.G. 1,980 c.c. S.), 3h. 17m. 4s.
12. H. W. Cook (E.R.A. 1,488c.c. S.), 3h. 27m. 9s.

Also Ran: Hon. B. E. Lewis (Bugatti 3,257c.c. S.), A. H. L. Eccles (Bugatti 3,257 c.c. S.), C. E. C. Martin (Bugatti 3,257 c.c. S.), J. D. Benjafield (Alfa-Romeo 2,637c.c. S.), A. P. Hamilton (Alfa-Romeo 2,336c.c. S.), H. Rose and R. Jarvis (Alfa Romeo 2,336c.c. S.), C. Paul (Bugatti 2,263c.c. S.), A. Dobson (Bugatti 2,263c.c. S.), C. S. Staniland (Bugatti 2,263c.c. S.), D. L. Briault (Alfa 1,074c.c. S.), A. C. Lace and Lord Avebury (Alfa 1,074c.c. S.), P. G. Fairfield (E.R.A. 1,091c.c. S.), G. Rovere (Maserati 1,096c.c. S.), E. McClure (Riley 1,986c.c.), A. W. K. von der Becke (Riley 1,498c.c.), C. J. P. Dodson (Austin 747c.c. S.), L. P. Driscoll (Austin 747c.c. S.), G. E. T. Eyston (M.G. 746c.c. S.), N. Black (M.G. 746c.c. S.), K. D. Evans (M.G. 746c.c. S.), D. Froy (M.G. 746c.c. S.), "Tim D. Davies" (M.G. 746c.c. S.), A. R. Samuel (M.G. 746c.c. S.), W. Esplen (M.G. 746c.c. S.), P. Maclure (Riley 1,089c.c.).



Dr. J. D. Benjafield (Alfa-Romeo 2.6) leads another Alfa through the Fork channel. He retired later with a broken piston.



One of the fastest drivers in the race was C. S. Staniland, who drove Mathieson's Bugatti. He led for some time, before stopping with a loose exhaust manifold.

T.T. Regulations

After the unequivocal success of the 1934 T.T. race, the R.A.C. have wisely decided to leave the regulations for this year's event practically unaltered. In brief, the principle adopted by the organisers is to bar camouflaged racing-cars and to make the race an informative test of standard sports cars. Superchargers will again be banned.

The T.T. will take place on 7th September, over a distance of approximately 487 miles. It will last for six hours, and the scratch cars will have to cover 35 laps of the 13½-mile Ards circuit.

The handicaps have been slightly adjusted in the light of last year's experience, and have been fixed as follow:—

CLASS.	Handicap	Handicap
	Speed, 1935.	Speed, 1934.
750c.c.	69.26	70.45
750c.c. to 850c.c.	69.56	70.76
850c.c. to 1000c.c.	70.05	71.27
1000c.c. to 1100c.c.	73.73	74.17
1100c.c. to 1200c.c.	74.17	74.39
1200c.c. to 1300c.c.	75.19	74.62
1300c.c. to 1500c.c.	75.42	75.08
1500c.c. to 2000c.c.	75.42	75.08
2000c.c. to 2500c.c.	76.00	76.48
2500c.c. to 3000c.c.	77.81	78.06
3000c.c. to 5000c.c.	79.06	78.43
5000c.c. to 8000c.c.	79.44	78.81
8000c.c. and over	79.44	78.81

Triumph M.C.

The second "Cotswold Hundred" trial started from the Red Horse Hotel, Stratford-on-Avon, and attracted 27 entries. The first hill, Stanton, was in a slippery condition and caused a good deal of trouble,

but everyone cheered up at the lunch interval, which was held in ideal conditions at the Appletree Inn.

Old Stanway was rough but easy, and this was followed by an amusing acceleration test, in which competitors had to sprint to their cars before moving off. The finish at the Queen's Hotel, Cheltenham, was combined with a successful dinner-dance, at which Mrs. H. A. Smith presented the prizes.

The results of the trial were as follow:
Gloria Challenge Trophy—(for the best performance irrespective of class). K. G. Marsh. **Newnham Bowl** (for the best performance by a woman competitor): Miss Joan Richmond. **Club Tankards** (for the best performances): Private owners: N. Mason (Gloria Six Class), F. R. Stone (Gloria four-cylinder Class), W. N. Winn (Class 3). Trade: A. D. Wagner (Gloria Six Class), E. N. Weight (four-cylinder Gloria Class), G. N. Hall (Class 3).

Club News

VINTAGE SPORTS CAR CLUB

The committee of the Club has been re-shuffled, with the result that the following officers of the Club have been appointed: Captain, Tim Carson; Treasurer, B. H. Nicholson; Secretary, C. T. Lewis; Assistant Secretary, A. S. Whiddington; Press Secretary, Cecil Clutton.

A small field in the recent Buxton Trial had a thoroughly good time, especially as the field was swelled during the afternoon by such welcome gate-crashers as Toulmin, the M.G. Trials man, and "Porky" Lees (Frazer Nash).

Jenkins Chapel was dry, and most of the entry climbed this famous hill. Two people got round the hairpin without reversing. Hands (Lancia) and Powell (Amilcar), albeit the latter tipped up at a perilous angle. On the lower reaches of the hill Issard-Davies' Lea-Francis abandoned the internal economics of its clutch and had to be towed back to Buxton.

A decision then had to be made between Eyam Bank and the nearest hostelry for lunch, the votes being unanimously in favour of the latter.

Bamford Clough defeated the entire field, but Powell registered a technical climb by getting up farthest in his twin-gearbox Amilcar. Successful demonstration climbs were made by Toulmin, Lees, and Whiddington. Proceedings, so far as the trial was concerned, concluded with an acceleration test on Winnerts, which was won by Powys-Lybbe with his leaking Alvis.

The awards were as follows:

Club Tankard.—Powell (Amilcar).

1st Class Award.—Powys-Lybbe (Alvis).

2nd Class Award.—Clutton (Frazer Nash).

MID-SURREY A.C.

The border of Surrey and Hampshire was the scene of the Grand Cup Trial, which attracted over 30 entries. Blind Lane was easy, Abster's Hollow stopped only J. Dewar (Wolseley), and the acceleration test on Scotland Hill was within the scope of the majority. By far the fastest time was made by Samuel, with the West and Chittenden Lancia described in a recent issue of MOTOR SPORT. Second came Bennett (Vauxhall), and third Fitt (Ford V8). Seven people failed on time.

Old Stonor saw the downfall of Samuel, who suffered a broken propeller-shaft in a battle between the Triakappa and Lambda components of his car. Fastest times here were made by W. Robinson and A. P. Squire (M.G. Midget). B. H. Pinsart (Alvis) was the only failure besides Samuel.

Then came the only difficult hill in the trial, Steep Hill—all due to a short muddy stretch. There were 17 failures, but some good climbs were registered, notably by Miss Allan (Bentley), C. G. Fitt (Ford), Mrs. Moss (Singer), F. A. Thatcher (M.G. Magnette) and R. C. Holland (M.G. Midget). The later competitors had the worst of the surface.

RESULTS

Sopwith Cup.—A. C. B. Bennett (Vauxhall).

Runner-up.—C. G. Fitt (Ford V-8).

Tankards.—Miss L. Allan (Bentley), E. A. Thatcher (M.G. Magnette), Mrs. A. E. Moss (Singer), C. A. Cann (Ford V-8), A. Powys-Lybbe (Alvis), T. H. Winterborn (Alvis), A. P. Squire (M.G. Midget), A. C. Fairlough (A.C.), Miss J. Richmond (Triumph), R. R. Taylor (Frazer-Nash), R. C. Holland (M.G. Midget).

Team Award.—Mid-Surrey A.C., Mrs. A. E. Moss (Singer), C. G. Fitt (Ford V-8), and F. A. Thatcher (M.G. Magnette).

Midget. Our friend Mutton had to be eliminated, by order of the local chief constable, so the competitors made for Makers, *alias* Mackhouse. No trouble here, Bismore followed, with its usual re-start test, in which Macdermid (M.G. Midget) made fastest time of all, closely followed by two more Midgets handled by Good-enough and Bracey.

And that was that. The field turned back to Abingdon, thoroughly satisfied with an enjoyable and well-run trial.



K. Binns (Vale Special) finds Petts Street Hill rough going in the Margate C.C. Wye Cup Trial.

M.G. CAR CLUB

The annual Abingdon-Abingdon Trial was something more than a M.G. trial this year, for out of a total entry of 115 cars, 69 were M.G.s and 32 Singers.

The trial began with a driving test in the grounds of the M.G. works, and straightaway first blood went to Singers in the person of A. H. Langley, who clocked 30.2 secs.

The hill section of the trial was placed in the Cotswolds, all the "Gloster" favourites being included. Mill Lane was the first real obstacle, failures being about 50 per cent. of the first comers, after which the standard of performances improved. Here an unfortunate slip by the official team of Magnettes, in failing to get their delay cards signed, ruined their chances of success.

Nailsworth Ladder was dry as bone, and failed only 32 cars. Outstandingly good were Crawford's Magnette, Bastock, Toulmin and Macdermid (M.G. Midgets), Barnes, Baker and Langley (Singer), McEvoy's blown Singer saloon, Eason-Gibson's Singer and Bracey's blown M.G.

RESULTS

Best M.G. Performance (University Motors Jubilee Cup and M.G. Challenge Trophy).—J. H. Summerfield (M.G. Midget S).

Best Visitor (Watkinson Cup).—A. H. Langley (1½-litre Singer).

Best under 1,100 c.c. (University Motors Trophy).—J. A. Bastock (M.G. Midget) and M. H. Lawson (Singer Nine).

Best over 1,100 c.c. (P. J. Evans Cup).—J. A. M. Patrick (1½-litre Singer).

Inter-club Team Trophy.—M.G. Car Club (A), R. A. Macdermid, J. A. Bastock, and J. M. Toulmin (M.G. Midgets).

M.G.C.C. Inter-Centre Trophy.—H. K. Crawford (M.G. Magnette), C. A. N. May and W. H. Haden (M.G. Midgets).

First-class Awards.—L. J. Onslow-Bartlett, H. K. Crawford, S. Kembell, E. G. S. Cook, J. H. Hibbitt (M.G. Magnas or Magnettes); J. Shewell-Cooper, Jack Twyford, C. C. Johnston, J. E. Orgee, C. A. N. May, W. H. Haden, A. W. F. Smith, J. F. Kemp, J. M. Toulmin, A. B. Langley, S. L. Hope Potter, C. W. S. Crabbe, M. W. Sheppard, Norton Bracey, R. A. Macdermid (M.G. Midgets); E. B. Wadsworth, R. M. Andrews, A. B. Langley, J. Eason-Gibson, A. G. Imhof, W. J. B. Richardson, R. E. Sandland, D. E. Harris, Miss Pamela Lacon, Miss Olive Bailey, J. K. Shallcross, N. Miller, D. Loader, E. K. Hossell, A. C. Westwood (Singer Nines); Miss Jackie Astbury, J. D. Barnes, J. R. H. Baker (1½-litre Singers); M. A. McEvoy (Singer Eleven); G. N. Hall (Triumph); N. V. Terry (Frazer Nash).

CLUB NEWS—continued.

W.A.S.A.

The London-Exeter Trial, held last month for the seventh time, included several hills famous in M.C.C. "Land's End." Thus Beggar's Roost, Grabhurst, Porlock, Lynmouth, and Station Hill were all on the route card, in addition to the formidable crossing of the River Barle at Tarr Steps.

The trial began with a night-section from Virginia Water to the breakfast at Taunton. Then came Grabhurst, where there was only one failure, followed by an acceleration test on Porlock. Mrs. Moss (Singer) was the fastest here, closely followed by Miss Astbury (Singer) and Miss Richardson (Ford V8). Lynmouth and Station Hills were climbed by everyone, the latter being a particularly fine effort. Lynn Hill was more difficult, however, and there were several failures. Good climbs were made by Miss Goodban (Singer Nine) and Miss Watson (M.G. Magnette).



The Jubilee Spirit! A competitor in the Abingdon-Abingdon Trial shows his patriotism in no uncertain fashion.

Beggar's Roost stopped not a single car in the whole field—rather a different tale from the many failures in the all-male M.C.C. Land's End. Conditions were somewhat different, be it noted, but anyway there is no reason why a woman should not be as good a trials driver as a man.

Tarr Steps, with its deep water, was a fearsome enough sight, but there were no casualties and the field moved on to the finish at the White Horse Hotel, Exford.

Lord Nuffield Trophy (best performance under 1,100 c.c.): Miss P. Goodban (972 Singer). **Lord Decies Trophy** (best performance 1,100 c.c. to 1,500 c.c.): Miss J. Astbury (1,493 Singer). **Association Trophy** (best performance over 1,500 c.c.): Miss B. Daniell (1,991 A.C.). **Novice Trophy:** Mrs H. Wood (1,172 Ford).

First Class Awards.—Miss P. Goodban (972 Singer), Miss J. Astbury (1,493 Singer), Miss B. Daniell (1,991 A.C.), Miss V. Watson (1,287 M.G. Magnette), Mrs M. M. Riley (847 M.G.), Miss V. M. Wilby (1,496 Frazer-Nash), Mrs Stanton (1,458 Riley), Miss K. Taylor (847 M.G.), Miss B. Marshall (1,496 G.N.). **Second-class Awards:** Miss S. Richardson (3,622 Ford), Miss F. Walker (1,087 Riley), Mrs A. E. Moss (1,493 Singer), Mrs. Montague Johnstone (995 Fiat), Miss E. Dobson (1,577 Rover), Mrs H. Wood (1,172 Ford). **Third-class Award:** Mrs M. J. Cotton (1,495 Aston-Martin).

SUNBAC

The Inter-Club Team Trial was held this year in the Buxton district, and resulted in a victory for the Brighton and Hove M.C. Team composed of three V8 Fords driven by G. M. Denton, Hon. A. D. Chetwynd, and J. W. Whalley. After leaving the Spa Hotel, the first driving test was tackled, a downhill affair with pylons and a hairpin at the bottom calling for reverse gear. Here the Barnes, Baker, Langley team of 1½-litre Singer were outstandingly good, representing the Singer M.C. as their "A" team.

Jenkin's Chapel was dry as bone, and

the hairpin could not therefore be skidded. Oven Hill restart test was really difficult, and Blacker Mill was not so easy. Cow Low took its toll, seven cars failing and spoiling the records of six teams. The M.G. Car Club "A" team were especially good, Midgets in the hands of Toulmin, Bastock and Macdermid, as were the L.C.C. team (which might well be called the Bellevue Garage team, or even the Evans team), consisting of brothers Kenneth and Denis, and sister Doreen, all in N type Magnettes, who proved runners-up to the winners.

Here are the results:

The "Autocar" Trophy.—Brighton and Hove M.C. "A" team (G. M. Denton, A. D. Chetwynd, J. W. Whalley, all on Fords). Driving test time 2m. 6.2 secs.

Runners-Up.—Light Car Club "A" team (Miss D. B. M. Evans, K. D. Evans and D. G. Evans, all M.G.'s). Driving test time 2m. 15secs.

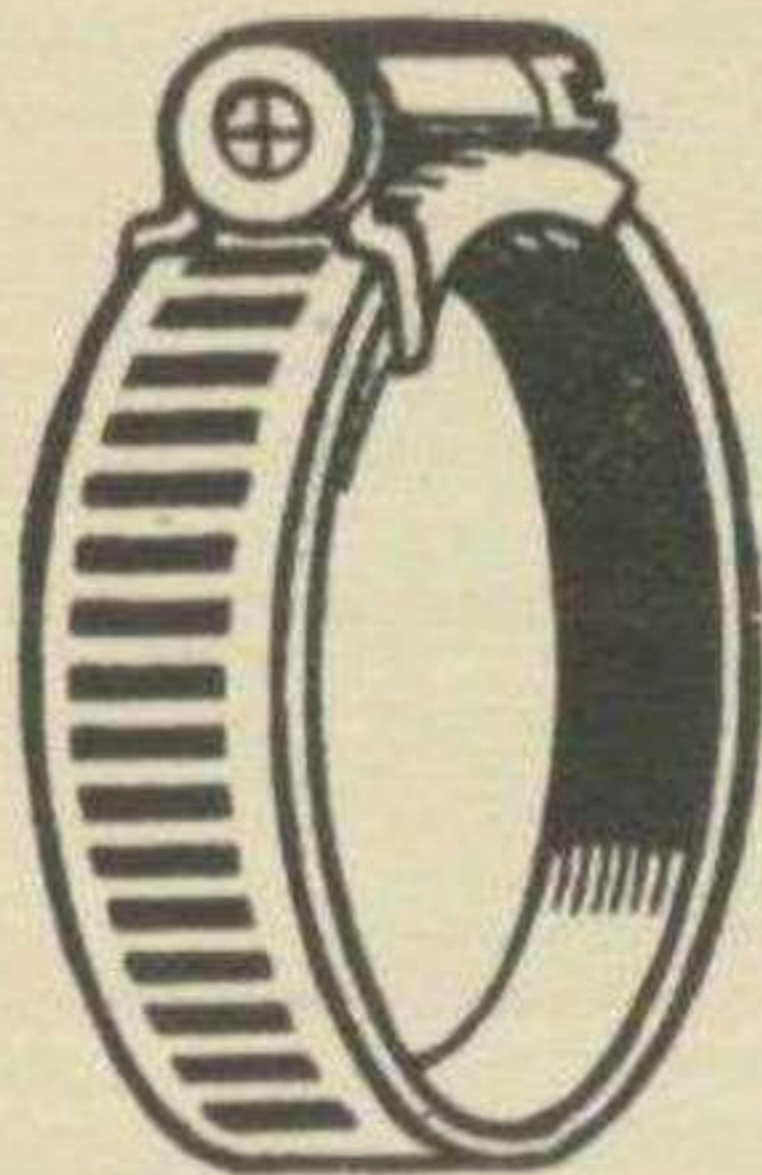
Third.—M.G. Car Club Team "A" (J. M. Toulmin, J. A. Bastock, R. A. Macdermid, all M.G.'s). No driving test time



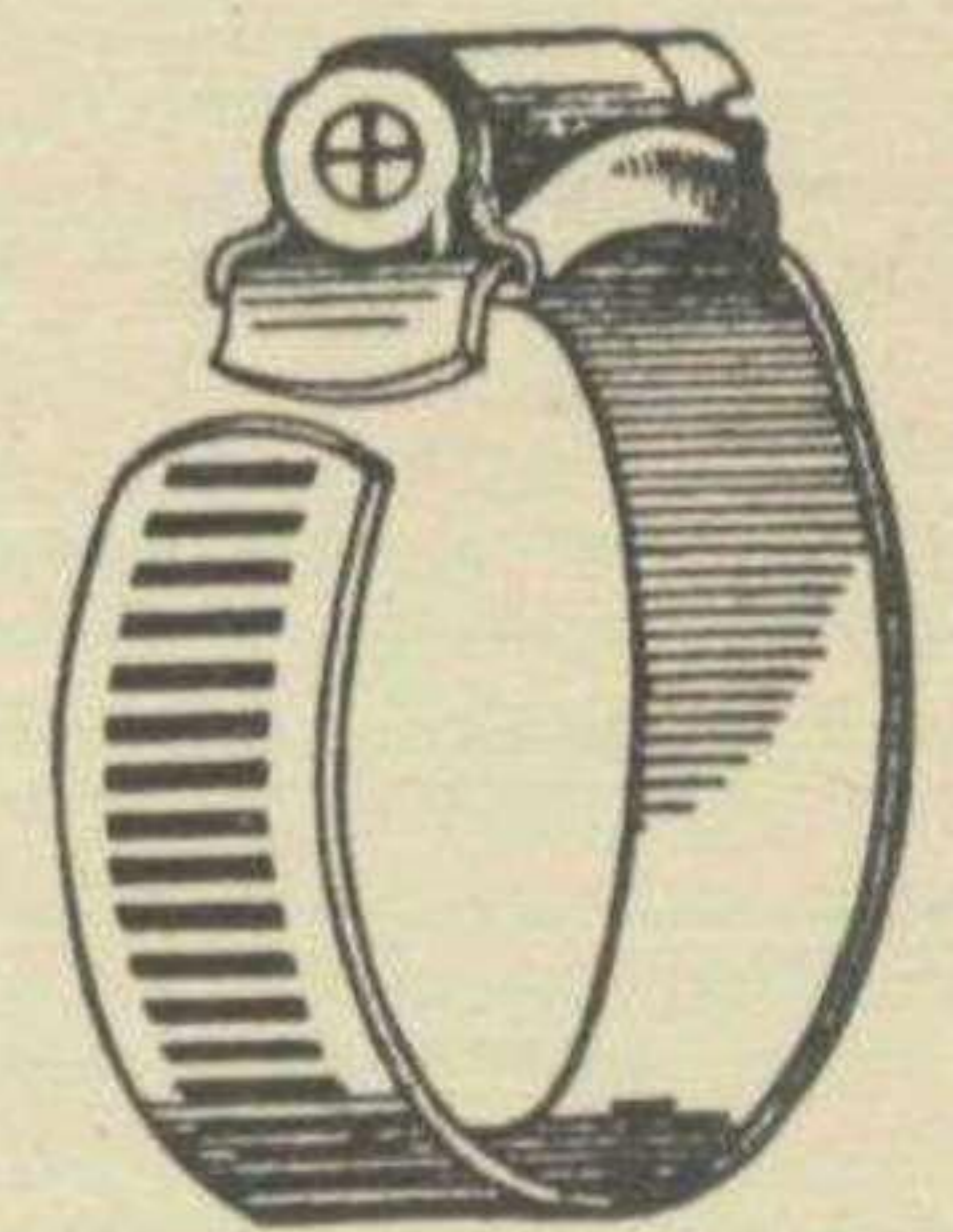
J. M. Toulmin on Hill Section in the Abingdon to Abingdon Trial. His car is No. 1 of the famous M.G. "Cream Crackers" team.

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CLUB NEWS—continued.

LEINSTER M.C. & C.C.

In addition to the important Leinster Trophy Race to be held on July 20th, the following list of fixtures has been arranged by the Club:—

- June 15th: 12 Hour Night Trial.
- July 6th: Open Summer Trial.
- August 3rd: 2-Day Bank Holiday Tour.
- Sept. 28th: Open September Trial.

MARGATE AND DISTRICT C.C.

The Wye Cup Trial was held too late for inclusion in our May issue, so we now give a short summary of this highly successful event.

48 out of 52 starters turned up at the start. A heavy thunderstorm played havoc with the course, and not a single competitor succeeded in getting through with a clean sheet. The very first hill, Postman's Walk, became badly cut up and there were many failures among the second half of the field. A fine exception, however, was H. W. Johnson (Singer).

Stowting Hill was in a frightful state, and after P. Clark's Magnette had taken a long time to be removed by the tractor, it was decided to cut it out.

Dark Lane, Elham, came as a welcome "breather," everyone making clean climbs. Covert Wood included the Acceleration and Brake Tests, which were by no means easy. K. Binns (Vale Special) and S. J. Jones (M.G.) had to be pushed, while 16 others were too slow in the first test. The second test, for acceleration, was only complied with by one competitor, J. F. Montgomery (Singer), who unfortunately retired later.

There was only one failure in the Colonial Section, A. Fairall (Singer), and the downhill brake test on Maxted Street Hill was then tackled. Only P. Clark (M.G. Magnette) and E. Bengé (Singer) completed the test in the specified time. Petts Street Hill produced three failures, A. L. Letts (Morris), E. Wood (Singer), and M. Chambers (Alfa-Romeo), while

M. Pring (Alvis) and J. Parker (Lancia) lost marks owing to their passengers "bouncing."

Altogether a well-organised, difficult, and successful trial.

RESULTS.

- Wye Cup:** P. Clark (M.G. Magnette).
- Filham Cup:** A. Debenham (Singer).
- Novices Cup:** W. Pearce (Morris).
- Second-class Awards:** H. Shaw (M.G. Magnette), C. J. Hawkes (Ford V8), Mrs. Moss (Singer), C. A. Hall (Singer), Miss Lacon (Singer), W. Cope (M.G. Magnette), H. W. Johnson (Singer), S. Chappell (Ford V8), D. Leon (M.G.).
- Third-class Awards:** L. Hollingworth (Ford), W. Greenleaf (Morris), T. Wing (Singer), T. Baylay (Singer), E. Bengé (Singer), S. Teff (Singer), S. Bowyer (M.G.), J. B. Thompson (Ford V8), E. Cooke (M.G. Magnette), M. Lawson (Singer), A. C. Westwood (Singer), J. Parker (Lancia), J. C. Bond (Morris).

ULSTER A.C.

The fifth Rally finished in Bangor amid glorious weather, having covered a fairly early route. The only difficult section was that between Maghera and Plumbridge.

Three eliminating tests were held at Bangor in the afternoon, all of them requiring an efficient car and clever driving.

The Ulster Automobile Challenge Trophy went to J. Wesley Shaw (Triumph) who retained the highest number of marks irrespective of class, the Ladies' Cup to Mrs. J. W. Wright (Riley), the Old Car Cup to T. L. Hayes (Singer), and the team prize to "A" team, consisting of W. M. D. Montgomery, R. A. Gallagher and A. H. Wilkinson, all driving Rileys.

The prize winners in Class 1 (up to 13 h.p.) were as follow:—

- 1. J. Wesley Shaw (Triumph), 521.4 marks.
- 2. W. N. Jones (Standard), 520.6 marks.
- 3. D. Hooke (M.G.), 520 marks.
- 4. A. J. Welch (M.G.), 519 marks.

And in Class 2 (over 13 h.p.):—

- 1. T. Mann (De Soto), 510.8 marks.
- 2. R. McCormick (Austin), 503.8 marks.

- 3. E. M. H. Kilpatrick (Chrysler), 500 marks.
- 4. A. Carr (Railton Terraplane), 496.8 marks.

CEMIAN M.C.

The Chilterns Trial was well supported, and favoured with delightful weather. The start was from the "George and Dragon" Hotel, Marlow, and the route included such well-known acclivities as Widmere, Low Ruse, Ucumunstuck, Maiden's Grove, Lewknor, and Crowell. Special tests were held on Ucumunstuck and Lewknor, while Crowell was in difficult mood and almost refused to be climbed by anyone. One driver, incidentally, made such a desperate onslaught on the hill that he shot through the hedge!

The finish was at the "Lambert Arms" Hotel, where everyone voted the event a real success.

RESULTS.

- Chilterns Cup,** P. E. Knowland (Singer).
- First-class Award,** F. Y. Andrews (Frazer-Nash).
- Second-class Awards,** C. V. Young (M.G.) and A. A. Bolsom (Singer Le Mans).

The club has an excellent membership list, in spite of its recent origin, and an attractive programme of events has been arranged. Prospective members should get in touch with the Hon. Secretary, Mr. A. A. Bolsom 33, Heath Street, London, N.W.3.

S.S. CAR CLUB

The Blackpool Rally promises to be one of the biggest affairs of its kind ever held in this country. Three days will be spent in this renowned city, beginning with a civic reception by the Corporation. Other features of the stay will be dancing, cabaret, theatre visits, concours d'élégance, driving competitions, free aeroplane flights, etc., etc.

Full particulars may be obtained from the Hon. Secretary, Mr. G. Moxon Cook, 12, Queen's Court, South Croydon, Surrey.

Leinster Trophy News.

The Leinster Trophy Car Race is to be held again this year, the date fixed being July 20th. The event will take place at Tallaght, Co. Dublin, and the circuit will measure 6 miles. The total distance will be 150 miles. The race is a combination of scratch and handicap racing, i.e., the general classification is run on handicap, but scratch classes are included for cars up to 850 c.c., 1,100 c.c., 1,500 c.c., and unlimited c.c. The sum of £200 has been collected for prize money, as well as 16 trophies.

Last year, it will be remembered, the Leinster Trophy was held on the Skerries circuit, and won by Miss Fay Taylour, on an Adler, at 66 m.p.h.

Alpine Trial Discussions

At a recent meeting of the various automobile clubs concerned in the organisation of the Alpine Trial, a rough outline of the regulations for this year's event was obtained.

The trial will start from Munich on August 5th, the preliminary examination of the cars taking place on 3rd and 4th August. The first day's run will finish at Dobbiaco, in the Dolomites, the route of 427 kilometres including several stiff

ascents in the Katchberg group. The mileage on the second day will be only 357 kilometres, finishing at St. Moritz, and the principal passes being the Falzerego, Pordoi, Costalunga, Stelvio and Bernina. The third day will find the competitors heading for Stresa, tacking the Julier, Oberalp, Furka and Simplon passes on their 359 kilometre route.

The fourth day marks the welcome return of a day of rest in the trial, and the crews will be able to relax on the shores of Lake Maggiore. On once more, over Mont Cenis and the Col du Croix de Fer, the field will reach Grenoble, 442 kilometres distant. Finally, the sixth day will bring the competitors to Aix-les-Bains, the *étape* of 431 kilometres, taking in such climbs as the Bayard, Col de Vars, d'Izsard and Galibier.

Two passes will be timed, namely, the Stelvio and the Galibier, and there will also be a 100 kilometres speed test on the autostrada between Milan and Turin on the fifth day.

The trial is open to any standard production car, of which type at least 50 must have been manufactured. The entry fee is 2,000 francs per car, and 8,000 francs for a team of three.

Here are the minimum average speeds set for the various classes.

Class.	Engine Capacity.	Throughout the Trials and Observed Hills.	Speed Test.
1	Unsupercharged cars over 3,000c.c.	46	110
2	Unsupercharged cars over 2,000c.c. and up to 3,000c.c.	46	110
3	Unsupercharged cars over 1,500c.c. and up to 2,000c.c.	43	95
4	Unsupercharged cars over 1,100c.c. and up to 1,500c.c.	43	95
5	Unsupercharged cars under 1,100c.c.	40	85
6	Supercharged cars irrespective of engine size.	48	120

An Irish "Round The Houses."

The latest venture of that energetic body, the Irish Motor Racing Club, is a proposed "round the houses" race in Limerick on August 5th. It is hoped to offer prize-money on a far more liberal scale than has hitherto been available at any but fully International Meetings, including a couple of substantial money prizes to be won on a scratch basis, entirely independent of the credit laps and time allowances of the individual handicaps.

The course consists of 2½-miles of brand new, non-skid concrete surface throughout.



The Timing-Box on the Railway Straight.

TIMING CARS ON BROOKLANDS, WITH STOP WATCH, THE TAPE MACHINE AND THE LIGHT RAY APPARATUS

By T. G. MOORE

AFTER making something like my two-hundredth visit to Brooklands Track, it suddenly occurred to me the other day that I hardly knew anything about the way in which records and races are timed. Like most people who visit the Track I had noticed a little hut on stilts half-way down the Railway Straight, the little Sentry Boxes at the Kilometre and Mile marks, and had even penetrated (but not for long!) into the time-keepers' sanctum at the Fork on one or two occasions during the course of the bigger races, only to retire a little baffled by the complicated things being done there with stop watches and charts.

On mentioning this to Mr. Percy Bradley, the genial clerk of the course, he at once invited me to name a day for inspecting the various instruments used for timing purposes, and so it came about that on one of the few sunny mornings we had in May I presented myself at the clubhouse.

"I've got the beam-apparatus working this morning," said Mr. Bradley, "shall we start off by inspecting that," so we boarded his Rolls-Royce and sped off smoothly to the little black-and-white hut on the Railway Straight. Expecting to see something rather like the control panel at Brookmans Park broadcasting station, I was surprised to find that the whole outfit consisted of just three units, the largest perhaps two feet square, and all of them in wooden carrying cases which enable them to be transported to any part of the country in the back of a car.

The three units were respectively the chronometer, the electric clock and recording device, and the electric amplifier. The chronometer was outwardly similar to those used aboard ships, but was actually of course a much more accurate instrument, and holds the coveted Kew certificate. It was made in England, which is still the recognised home of nautical clocks, though



Percy Bradley in jovial mood. Mr. Bradley has been Clerk of the Course at Brooklands since 1930, and numerous innovations, the most notable being the institution of the "Mountain Race," have taken place during his term of office.

the rest of the apparatus is constructed in Paris.

The recording apparatus may be compared to the "time-clocks" used to clock factory workers in and out of work. An electric motor rotates a system of wheels bearing figures indicating the time in hours, minutes, seconds and hundreds of a second, which appear in turn opposite an aperture in the same way as the "trip" and "season" figures on a speedometer. When a car passes the recording point, an electric current passes through a pair of electromagnets in the bottom of the recording device, and a strip of paper is forced into contact with the revolving figures, the lap time is determined in a few seconds by subtracting the first figures from those of the following lap. The wheels carrying the figures for the seconds and decimals of seconds are carried on springs so that they can lag behind long enough to print their impression and then catch up again, while a small "tick" alongside the second decimal figure gives an indication of the third figure or thousandth of a second.

The chronometer is used to keep the electric clock running at the correct speed. Three contacts inside are connected by means of wires to the electric clock, and once the two are set to run in unison, which is effected by regulating the speed of the motor, they remain permanently in step. The power for operating the recorder is derived from a twelve-volt accumulator.

Now as to the links between the car and the timing apparatus. When flying records are being attacked, the light-beam system is used, while timing-strips are used for the standing records. There are two reasons for this. In the first place, the kilometre and mile lines are on the Byfleet Banking, and as the light-ray can only follow a straight line, it would pass right over the top of a low car running low

TIMING CARS ON BROOKLANDS—continued.

down the banking. Secondly the light apparatus has a certain lag, and electrical experts say that it is impossible in practice to make two identical machines. The error is very small, but the Brooklands authorities decline to take the chance, and consequently only use the light-beam where the car makes flying laps, for which only one instrument is required.

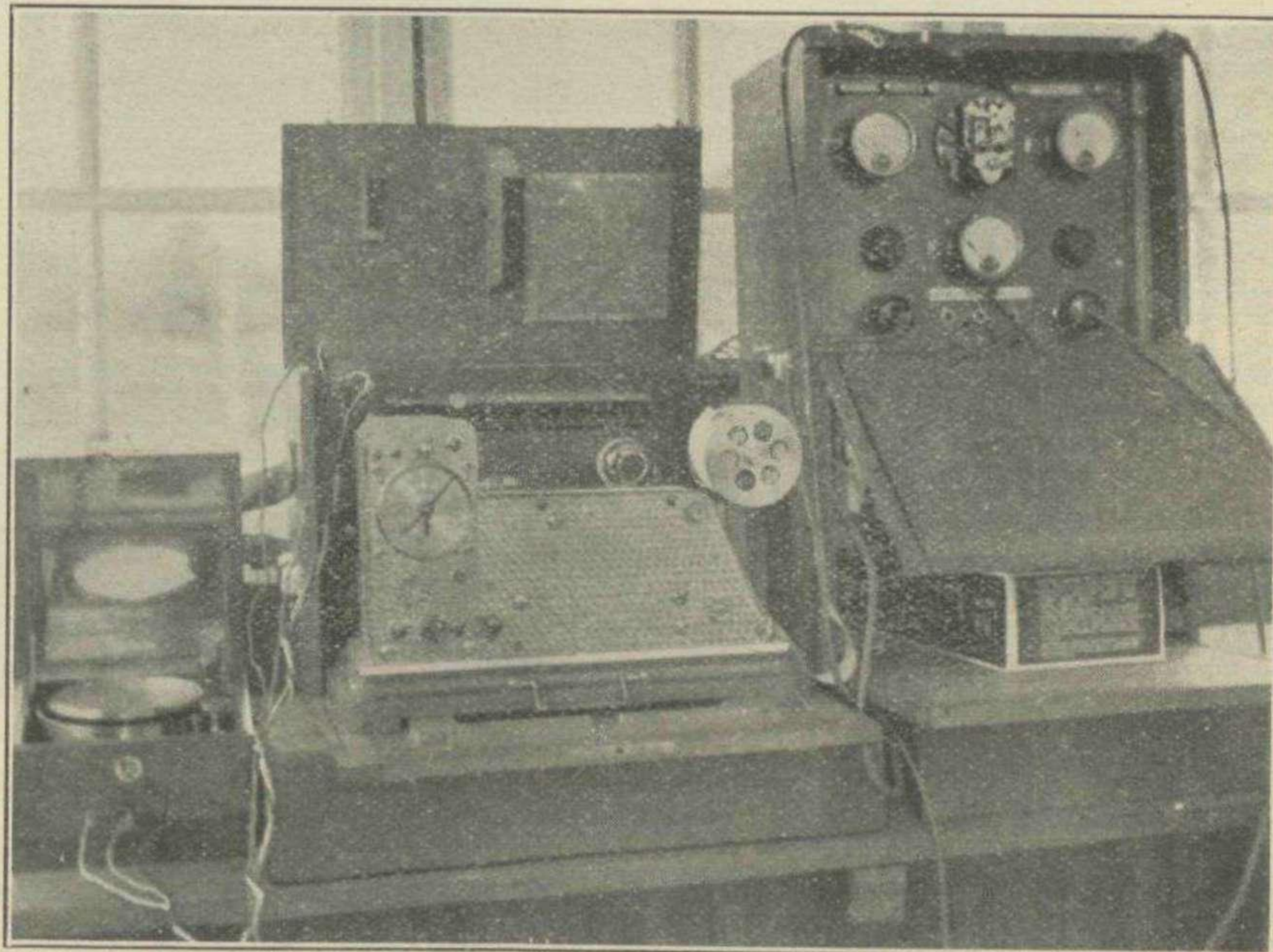
Any lag which may occur then appears in each timing and is cancelled out, but it follows that a complete lap has to be covered even for short distances such as one kilometre.

The light-beam apparatus is extremely simple. A car head-lamp is placed at one side of the track, usually opposite the hut on the Railway Straight, with the "detector" on the other side under the hut. The detector is a tube eighteen inches long and three in diameter, at the rear end of which is placed a photo-electric cell. When the light of the lamp is focused on it, a minute electric current is generated, but when the beam is broken by the passage of a car the current decreases. This change of current is magnified by means of a two-valve amplifier, and is then strong enough to work a relay, which in turn switches on the electric recording apparatus and makes it operate. The cell must be remarkably sensitive, as it works perfectly in the brightest sunshine, where the light from the lamp is hardly noticed in the general glare. Incidentally the amplifier is only connected to the recorder when a switch is pressed, so any individual car can be timed during a race. It would be interesting if two of the light cells could be fitted up to operate during a fast race like the "500" to record speeds over, say, a quarter-mile on the Railway Straight.

We now have to consider the timing strips used for the standing records. Each

nary tyre valves. A single phosphor-bronze strip is fastened to the lower side of the top strip and two to the bottom strip, so that when a car wheel passes over the strip contact the ribbons touch.

"chunk" goes the recorder, with two more "chunks" a few seconds later when the car crosses the Kilo and Mile strips on the other side of the track. The results of the first run are thus available almost instan-



The three units of the electrical timing apparatus. On the left is the chronometer and in the centre is the electric recorder and stamper. The amplifier which magnifies the impulses from the light cell is seen on the right.

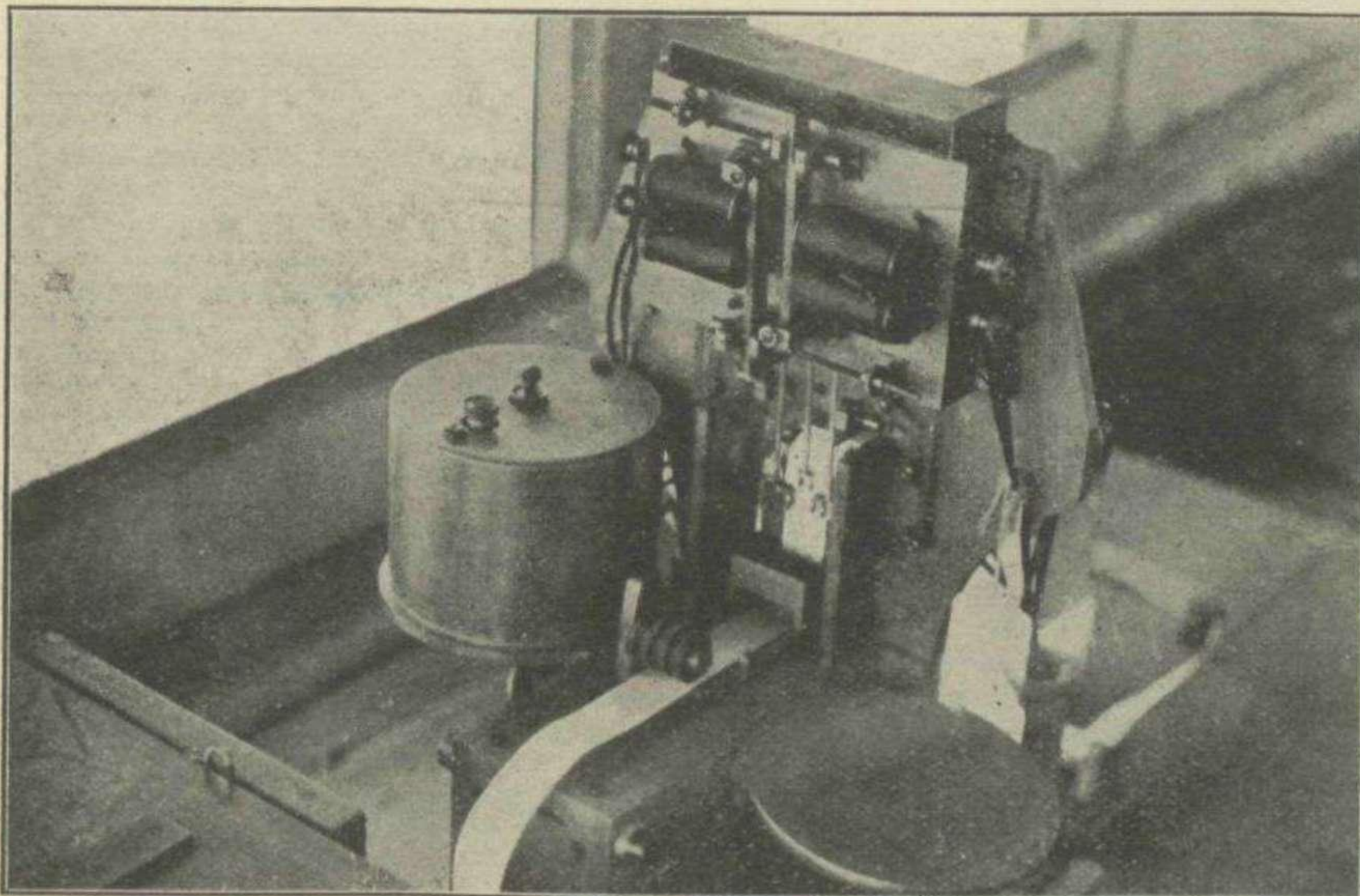
These contact strips are connected up to the electrical recording device already described, by means of the overhead wires which run all round the track, connection

taneously, though two more have been made in the opposite direction before the anxious driver, who has probably given the transmission all it can take in getting away, knows whether his efforts have been successful.

"Well that is all extremely interesting," I said, "but haven't you something else in the way of timing instruments, something with an enormous pendulum, hidden away somewhere?" "Oh, you mean the Holden apparatus," Mr. Bradley replied, "I have never had to use that during the five years I've been at Brooklands. I don't want to either, especially if there are any long distance records to time. I remember more than once seeing the whole room strewn with recording tape, with the time-keeper in terror in case someone came in and tore it."

The Holden timing apparatus lives in the tall two-storey building in the Finishing Straight opposite the Paddock, and was invented by General Sir Capel Holden, the engineer who actually designed the track itself. On the ground floor we found the pendulum, which was in fact one of the electrically-swung Synchronome type, and only recently been installed, and this lower room was shared by even more modern apparatus, the two units of the powerful new public-address system.

Up aloft was the timer itself, looking a little neglected in the centre of a dusty bench carrying rows of switches. All was intact and in working order under the cover, however, and we gazed on the historic machine which had recorded those adventurous feats before the War,



The Holden timing apparatus in which the start and finish of an event were marked on a moving paper tape. The three "pens" can be seen hanging downwards in close contact with the tape.

of these consists of two pieces of rubberised canvas one hundred feet long, and one foot wide, these strips are laced together to form an oval tube, and the strips are kept from touching by two inflated tyre tubes, which are blown up through ordi-

being made at the "Sentry Boxes" at the Kilometre and Mile points. The car then takes its place with its wheels against the first strip, which is covered with rubber mats to give the back wheels a better grip as they climb over it. In goes the clutch,

TIMING CARS ON BROOKLANDS—continued.

Hemery's 125.9 m.p.h. over the Flying Kilo in 1909, Percy Lambert's Hundred in the Hour in 1913, and no less exciting Parry Thomas, Eldridge and Count Zbrowski in the decade which followed the armistice.

The principle on which the times were determined was a simple one. A narrow strip of paper was fed through the machine by means of a weight-operated mechanism. Three "pens," actually metal rods ending in thin pieces of copper wire, were continually in contact with the paper. An impulse from the electric clock was applied to the centre one at regular intervals, either two seconds or two minutes, according to the length of the record being attempted. The outside one was connected by means of the overhead wires round the track to one or more timing strips placed there, and each time the car passed over these a kink was formed in the outer line. By comparing the distance between two kinks with the timemarks on the centre line, which was done by means of a special scale fitted with a magnifying glass, the time over the given distance could be determined.

There was always a chance, of course, that some alien car or person might cross the line when the record was in progress, so the third pen was connected to a switch operated by the time-keeper each time the car crossed the line. Another trouble and a more frequent one was that the pens

used to run dry. I could well imagine, too, the confusion when a roll of paper came to be measured, for on the machine was marked: "Paper speed one foot per minute," so it is easy to calculate how much paper would have accumulated after three or four hours.

Leaving this veteran but still workable machine, which I hope will some day find a well merited home in the South Kensington Museum, we considered that final but highly important instrument the stop-watch, which is used for all purposes except record-timing. The type in use at Brooklands differs from that usually employed by the amateur time-keeper in having an hour and a minute hand and two seconds hands. These watches are started at the beginning of a race by means of a knob at the top, which is then locked by a collar, so that there is no chance of the watch being inadvertently stopped.

A second button on the side of the watch controls the two seconds hands, which give minimum readings of one-fifth second. A first pressure on the button locks the first hand, giving the lap time of the first car selected, and the second pressure the time of the second. With a third pressure the two needles return not to zero, as on the ordinary stop-watch, but to the time which has elapsed since the beginning of the race. Each time the particular cars which he is timing pass him therefore, the time-keeper

puts down the time shown on one or other dials of his stop-watch, the lap times being subsequently determined by subtracting the figures. Each time-keeper has two of these instruments, which cost up to £100, and are made in Switzerland, and so Mr. Bradley told me are sent back to their native land (the watches, not the time-keepers) for fully three months in order to be regulated and to pass their Geneva tests. Each time-keeper arranges to time a group of cars, and experienced men such as Messrs. A. V. and A. L. Ebbelwhite (father and son), Mr. A. L. Dutton, who are assisted by Mr. A. G. Reynolds and Colonel Loughborough when big races are in progress, can handle up to eight, even on a short lap like that of the International Trophy.

Other tracks may have more spectacular timing-apparatus, as for instance Monthéry, where the time-keepers have to sprint across each time the car passes to attach a thread to a post at the other side, but nowhere, I am convinced, is the timing better organised or more scrupulously accurate than at Brooklands. Next time you visit the track therefore, whether for record or race, remember the cunning little clocks in the hut on the Railway Straight and the eagle-eyed time-keepers vainly trying to drink a cup of tea between pressing of their watches in Chronograph Villa. You want the Best Time—We have them!

The advertisement is set against a dark background. On the left is a detailed illustration of a bottle of Booth's Finest Old Dry Gin. The bottle has a white label with a red lion logo and the text 'BOOTH'S', 'FINEST OLD DRY GIN', and 'LONDON'. Above the bottle is the Royal Coat of Arms with the motto 'BY APPOINTMENT'. To the right of the bottle is a tall, elegant glass filled with gin. Below the glass is a small illustration of an hourglass. At the bottom right, a ribbon banner contains the text 'DISTILLED BY BOOTH'S - MATURED BY TIME'. The main text 'BOOTH'S' is written in large, bold, white letters at the top right. Below it, in smaller white text, is 'THE ONLY Matured DRY GIN' and '1740-1935 THROUGH THREE CENTURIES HAS REIGNED SUPREME'.

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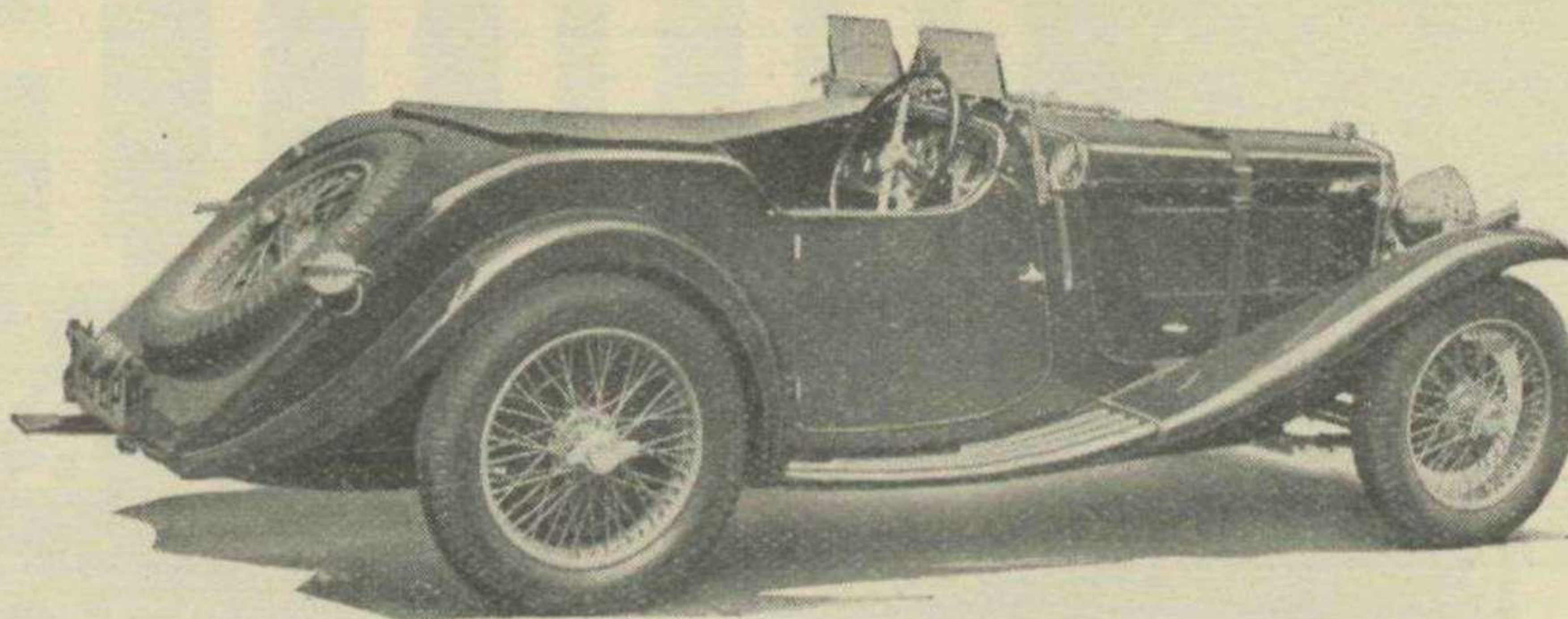
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Continental Notes and News

By

HAROLD NOCKOLDS

The Bimotore in Action

AS was generally expected, the matter of tyres is going to figure largely in the success or otherwise of the new twin-engined Alfa. Most of the well-known tyre firms were called upon to assist in the tests before the Tripoli G.P., but the problem seems likely to be an insoluble one. A speed of more than 200 m.p.h. demands thin tyre-treads of "Blue Bird" pattern, and yet the normal wear of a thick racing-tread must be obtained if the car is to be of any use for racing. It is all very difficult, and the number of tyre changes made at Tripoli was not very encouraging.

I hear that an attempt on the world's standing-start records for the kilometre and mile is to be made any day now.

Bugatti and Taruffi

As I hinted last month, discussions have been going on between Bugatti and Taruffi, who was supposed to have joined up with Molsheim as a member of the official team. Well, the position has now clarified, and Taruffi has made known his plans for the future.

Following on his participation in the Tripoli G.P. with his own 3-litre Maserati, Taruffi will then switch over to a 3.3-litre Bugatti with which he will compete in various races as an independent. The car will be maintained and serviced at Bugatti's in the same way as those owned by Lord Howe and Noel Rees.

Later on in the season, when Bugatti will take part officially in various international G.P. races, Taruffi will drive as a member of the official team, in company with Benoist and Wimille.

Mystery still shrouds the new Bugatti, but I hear that work is being carried on at full speed in order to complete the car as soon as possible.

Taruffi, by the way, is an ardent ski-er, and always winters in Switzerland or Austria. He is still fond of motor cycling, at which he received his speed training, and he hopes to do some racing on two wheels this year, if he can spare the time.

The New Formula

No restrictions as to cylinder capacity, superchargers or fuel. Maximum weight of the car with four wheels, without tyres, and carrying sufficient petrol, oil and water for 300 kilometers, 750 kilos. Maximum race distance, 500 kilos. Coachwork, option of single or two seats, with a maximum exterior width of 850 mm., and a minimum height of 250 mm., these measurements being taken from the driver's seat.

Such is the text of the formula adopted by the International Sporting Commission of the A.I.A.C.R. for the years 1937-8-9, and so ends a discussion which has raged in motoring circles for many months.

The whole thing has been thoroughly thrashed out, first by a sub-committee and then by the C.S.I. itself. The sub-committee, sitting at Monaco, decided to advocate *carburant, compresseur et cylindres libres*, leaving the question of weight to the C.S.I. The latter, after long delibera-

tion, adopted the proposal of the Automobile Club de France in its entirety.

It is of the utmost importance, when criticising the new formula, to bear in mind the aims of the C.S.I. Their guiding principles are to maintain the present rate of metallurgical research work; to put a curb on the increase in engine size and maximum speed by reducing the weight of the chassis and limiting fuel consumption, at the same time avoiding races run on a purely fuel consumption basis by allowing unlimited consumption in the last two-fifths of a race. The *status quo* of racing supported by State-subsidised firms is maintained, being considered more stable than a dependence upon manufacturers who may, or may not, build cars of a smaller cylinder capacity.

As I forecast two months ago, the A.I.A.C.R. has revived the championship for drivers. A certain number of races will be taken into account, and a gold medal will be presented to the winner of the most points.

Other points from the agenda of the meeting on May 8th were as follow:—A special class in the records list is to be made for Diesel-engined cars; the whole question of defining sports cars is to be investigated and discussed at the meeting next October; for record attempts on tracks of large radius, such as the Salt Beds, the measurement line must be taken at 90 cm. distance from the internal edge of the circuit; during the establishment of track records, there must be a sufficient number of control points to enable the car to be kept in view the whole time, while in return the driver may have as many refueling depots as he likes, provided that each contains an official; for records of more than 50 kilometres, it is no longer necessary for the car to complete an extra lap, the system of timing the exact distance by calculation being abandoned in favour of a special timing-box at that distance.

The C.S.I. was composed, at this all-important session, of the following members: Baron Nothomb and M. Langlois (Belgium), Señor Resines and Count de Molina (Spain), Mr. W. F. Bradley (United States), M. Pérouse (France), Mr. O'Gorman and Col. Lindsay-Lloyd (Great Britain), Grand Officer Mercanti and Signor Dacco (Italy), Prince Ghika (Roumania), M. Decrauzat (Switzerland), Colonel Péron and MM. de Berc and Fourreau.

New Scuderias

Three more scuderias for your list. First the French *Ecurie Argo*, composed of drivers Blondiaut, Foury and Cloué and for cars a 3-litre monoposto Maserati and a blown 2.3-litre Bugatti. Then Hans Ruesch is teaming up with the Lausanne driver Armand Hug. In addition to Ruesch's new Maserati the scuderia will have a 2.3-litre Bugatti and possibly a new "three three."

Finally, the Gruppo Genoese has been formed, the personnel being Luigi Beccaria, Attilio Battilana, Raffaello Tori, Pietro Cattaneo, and Guglielmo Gramolelli. Their cars are five Alfas (a 2.6, a Monza 2.3, and a brace of Mille Miglia 2.3's) and two Balilla Fiats. They hope to acquire in the near future a Maserati and an M.G. Magnette.

Chateau Thierry Aftermath

What Americans call a "probe" is being carried on in France by M. Regnier, *ministre l'Interieur*. The whole nation has been thoroughly shaken by the slaughter of spectators at the Chateau Thierry hill-climb, and the Minister is delving into the whys and wherefores of race-meeting organisation.

The first step has already been taken, and a meeting of the Ministry last month was attended by representatives of the interior, public works, police, tourisme, and by the presidents of the F.N. des C.A., the U.M. de France, the Association of Manufacturers, and a representative of the T.C. de France.

Views were exchanged and a preliminary survey made, but no official pronouncements followed the meeting.

Speed Trials at Montlhéry

In order to avoid the possibility of an accident to the spectators such as happened at Chateau Thierry, the A.C. de l'Île de France decided to hold their annual speed trials at Montlhéry instead of on the customary road at Fontainebleau. The municipal elections made such demands on the local constabulary that the organisers were afraid that they would not be able to keep the crowds away from the danger points. At Montlhéry, of course, no such difficulty arose.

Each competitor was given two runs, one in each direction, and as the electrical timing apparatus was used they were given the opportunity of comparing their times with the existing kilometre records.

Fastest time of the day was made by Cazaux on a 2.3-litre Bugatti, while the British colours were upheld by Maillard-Brune's M.G. in the 750 c.c. racing class.

500 c.c.
1. Hup (Decoucy), 49.355secs; 2. Mary (Sima-Violet), 50.675secs.
750 c.c.
1. Maillard-Brune (M.G.), 34.095 secs; 2. Jahan (Little-Salmson), 35.195secs.
1,100 c.c.
1. Druck (Salmson), 32.097secs.
1,500 c.c.
1. Girod (Salmson), 31.084secs; 2. Césure (Bugatti), 32.060secs.; 3. Bondot (Bugatti), 37.095 secs.
2,000 c.c.
1. Renaldi (Bugatti), 29.090 secs; 2. Breillet (Bugatti), 4.955 secs.
3,000 c.c.
1. Cazaux (Bugatti), 27.041 secs. (131.338 k.p.h.).

Another German Road for Records

In addition to the road at Karlsruhe, I have already mentioned in these columns, I now hear that another special road suitable for record-breaking purposes, is to be constructed between Darmstadt and Freiburg-en-Brisgau. It will be 100 kilometres in length.

VARZI'S FIRST VICTORY FOR AUTO-UNION

A RUNAWAY VICTORY AT 101.19 M.P.H. WIMILLE (BUGATTI) SECOND & ETANCELIN (MASERATI) THIRD

MAXIMUM speed counts for a lot on the permanent circuit of Carthage, where the sixth Grand Prix of Tunis was held on the 6th of last month. For this reason Achille Varzi's Auto-Union was a strong favourite, especially as he was piloting the actual car with which Stuck captured the world's records for 50 kilometres, 50 miles and 100 kilometres. The usual army of German mechanics accompanied the Auto-Union. It was hoped that Nuvolari would drive the *bimotore* Alfa-Romeo, but satisfactory tyres could not be found in time for the race. The Ferrari leader therefore used a 3.2-litre monoposto instead.

The rest of the entry was made up as follows: Comotti and Brivio, on Ferrari Allas; Zehender, Etancelin, and Siena, representing the Scuderia Subalpina, the first two on independently sprung Maseratis, and Siena on a 3-litre Maserati; Wimille on a works 3.3-litre Bugatti; Balestrero, driving a Maserati for the Gruppo San Giorgio; and the following independents, Lehoux (Sefac), Gherzi, Martin, Barbieri, Zanelli, Sommer (Alfa-Romeos), Farina, Brunet, Soffietti, Falchetto, Hartmann, Chambost, and Dusio, all on Maseratis, Mablou, Dupont, Rey, and Février on Bugattis. Gherzi's car was raced by Trossi last year.

The Carthage circuit is extremely fast, and the removal of an artificial *chicane* in front of the grandstands met with a certain amount of criticism. It meant that the cars raced along the 3 km. 60 straight at their maximum speed—a fine sight for the spectators in the stand, who were protected by a wall 6 feet in height. The drivers' lot was not so happy, because a strong, gusty wind blew across the road all the time, and made high speed in a 750 kilo racing car a really dangerous business. Apart from this straight, the course consists of fast curves, all of which are exposed to the prevailing wind.

There were five non-starters, Lehoux, Brivio, Martin, Dusio, and Dupont. Positions on the line were decided by practice laps, and Varzi, Nuvolari and Wimille found themselves in the front row. A Vivasport Renault went off to close the course, and promptly at 2 o'clock the starting signal was given. Varzi pulled clear of the field, with Etancelin in his wake, and the howling pack disappeared round the first curve in a haze of smoke. Only Chambost was left on the line, and his Maserati had to be pushed for some distance before it fired.

Varzi drew steadily ahead on the first lap, but Etancelin was passed by both Nuvolari and Wimille, that being the order when they tore past the stands. On the second lap Zehender crashed his Maserati on a corner, but was not hurt. Zanelli came into the pits.

The fast circuit soon began to play havoc with the cars. Brunet (Maserati) was the first to go, apart from Zehender, while Mablou (Bugatti) and Etancelin (Maserati) were both in trouble. Then great excitement was caused by the arrival of Nuvolari

FACTS ABOUT THE RACE	
Length of circuit:	12km. 600.
Length of race:	40 laps, 504kms.
Previous Winners	
1928.	(Bardo circuit). Lehoux (Bugatti).
1929.	(Bardo circuit). Brilli Peri (Alfa-Romeo).
1931.	(Carthage circuit). Varzi (Bugatti).
1932.	(Carthage circuit). Varzi (Bugatti).
1933.	(Carthage circuit). Nuvolari (Alfa-Romeo).

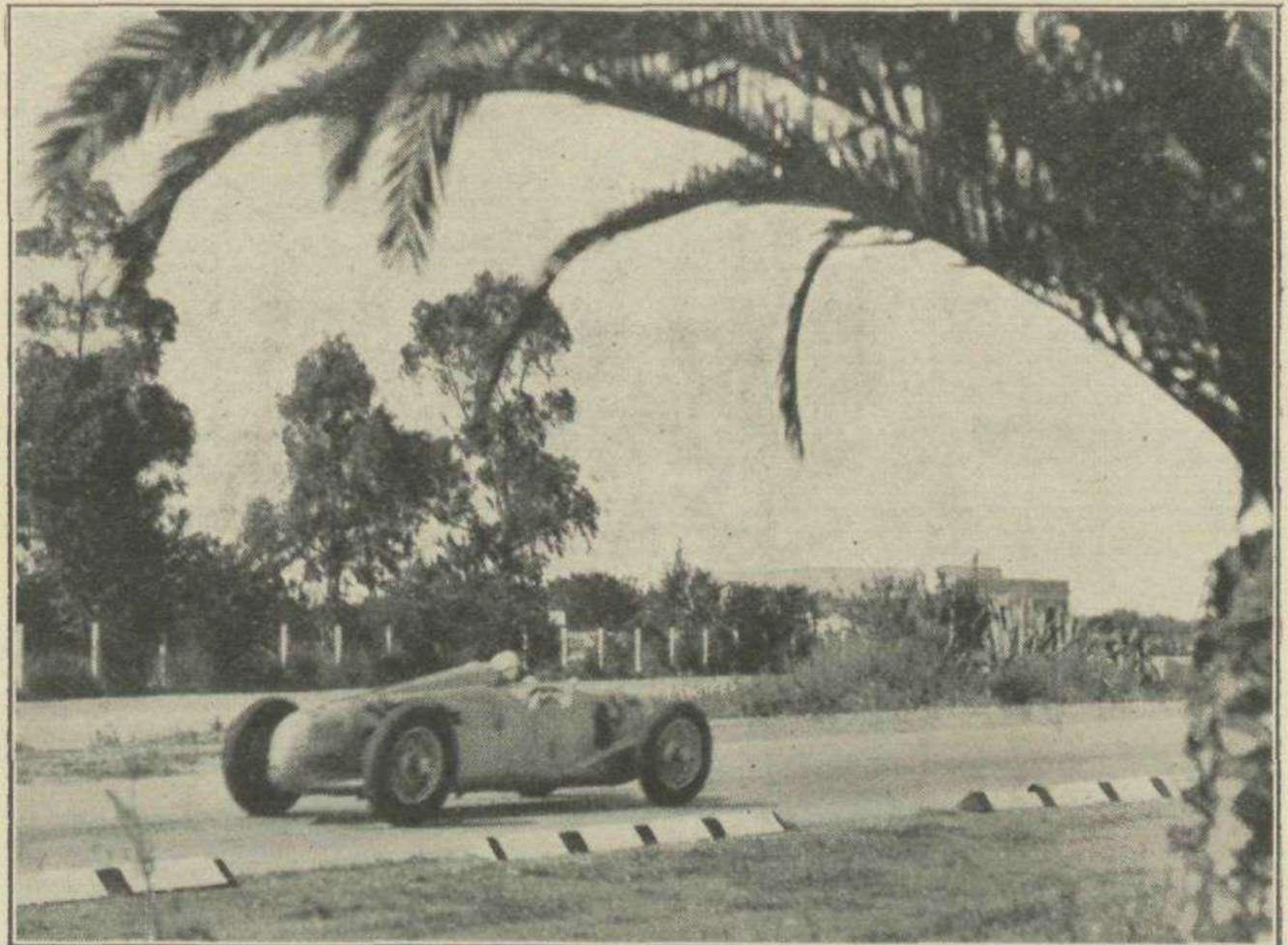
at the pits, and a minute later his retirement was announced. Lubrication failure was the cause. The toll of wrecked engines went on, and before ten laps had been completed Balestrero's Maserati was out

He had a very nasty moment when the bonnet came adrift and narrowly missed his head, but he carried on.

Then the cars began to come in for more fuel, and although Varzi made a magnificently quick stop, Wimille managed to pick up some valuable time. This was the order of the leading cars after 20 laps:—

1. Varzi (Auto-Union) 1h. 31m. 47secs. 164.735k.p.h.
2. Wimille (Bugatti) 1h. 33m. 44secs.
3. Etancelin (Maserati) 1h. 37m. 32secs.
4. Sommer (Alfa-Romeo) 1h. 39m. 14secs.
5. Comotti (Alfa-Romeo) 1h. 43m. 6secs.

By the time he got going again Varzi was only 11 secs. ahead of Wimille, and orders were immediately given by his pit control to increase speed. This he did, and Wimille's refuelling stop, accomplished in less than a minute, put the Auto-Union



Racing in North Africa. Achille Varzi pilots his Auto-Union to victory in the Tunis G.P. This car was the one with which Stuck broke records at 150 m.p.h. on the Avus track.

with ignition trouble. Gherzi's Alfa-Romeo with a broken gear-box, Soffietti's Maserati with a defective super-charger, and Falchetto had withdrawn his old 2.5-litre two-seater Maserati.

- At ten laps the order was:—
1. Varzi (Auto-Union) 45m. 59.8secs. 164.359 k.p.h.
 2. Wimille (Bugatti) 47m. 8secs.
 3. Etancelin (Maserati) 48m. 39secs.
 4. Farina (Maserati) 50m. 2secs.
 5. Comotti (Alfa-Romeo) 50m. 3secs.
 6. Sommer (Alfa-Romeo) 50m. 6secs.
 7. Barbieri (Alfa-Romeo) 52m. 2secs.
 8. Chambost (Maserati) 53m. 19secs.
 9. Hartmann (Maserati) 54m. 26secs.

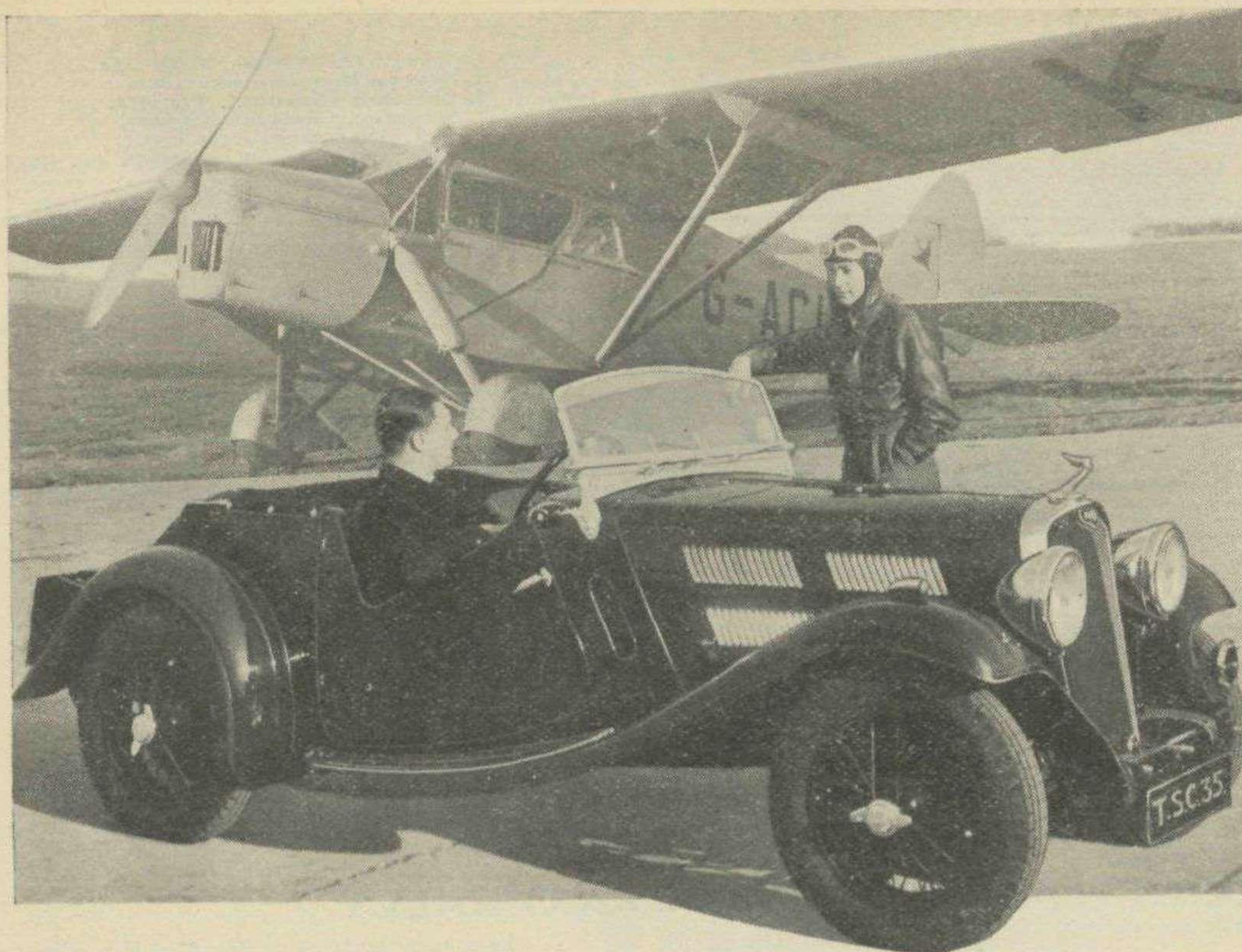
The race, as a race, was now all over bar the shouting. Varzi could afford to ease up, thus reducing the likelihood of his carefully-prepared Auto-Union cracking up. Wimille was doing his best with the 3.3-litre Bugatti, which held the road beautifully but lacked speed on the straight.

safely ahead once more. Sommer was the next retirement, with a broken con-rod, while Février pulled in to change a broken wheel on his Bugatti. Rey also broke a wheel, but his Bugatti received damage in the process and had to be withdrawn. Mablou (Bugatti) was the next retirement, with a broken steering rod.

A sensation was caused in the grandstands by the arrival of his Highness the Bey of Tunis, attended by numerous dignitaries of the Court.

- At 30 laps the order was:—
1. Varzi (Auto-Union) 2h. 19m. 41secs. 163.538k.p.h.
 2. Wimille (Bugatti) 2h. 22m. 18secs.
 3. Etancelin (Maserati) 2h. 29m. 32secs.
 4. Comotti (Alfa-Romeo) 2h. 34m. 3secs.
 5. Farina (Maserati) 2h. 34m. 32secs.

Nothing could now stop Varzi from winning. Wimille was some 3 minutes astern, while Etancelin, who had lost all



THE
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 GLORIA
 SOUTHERN
 CROSS
 2-SEATER
 £275

The Southern Cross Sports 2-Seater is the outcome of experience gained in such strenuous tests as the International Alpine Trial and the Monte Carlo Rally, backed by the personal knowledge and skill of such famous experts as Donald Healy, Jack Ridly and Victor Leverett.

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VARZI'S FIRST VICTORY FOR AUTO-UNION—continued.

his gears except top early in the race, had perforce to tour round the corners. And so the end came with the cars in that order.

Interviewed after the race, this is what the leaders had to say:—

Varzi: "I am very glad to have won, because this is my third victory in the G.P. of Tunis, and my first at the wheel of an Auto-Union. The race was not long, but it was difficult. Fortunately my car held the road so well that it compensated largely for the conditions. The circuit of Carthage is a magnificent one, but I should have liked it a good deal better if there had been no wind."

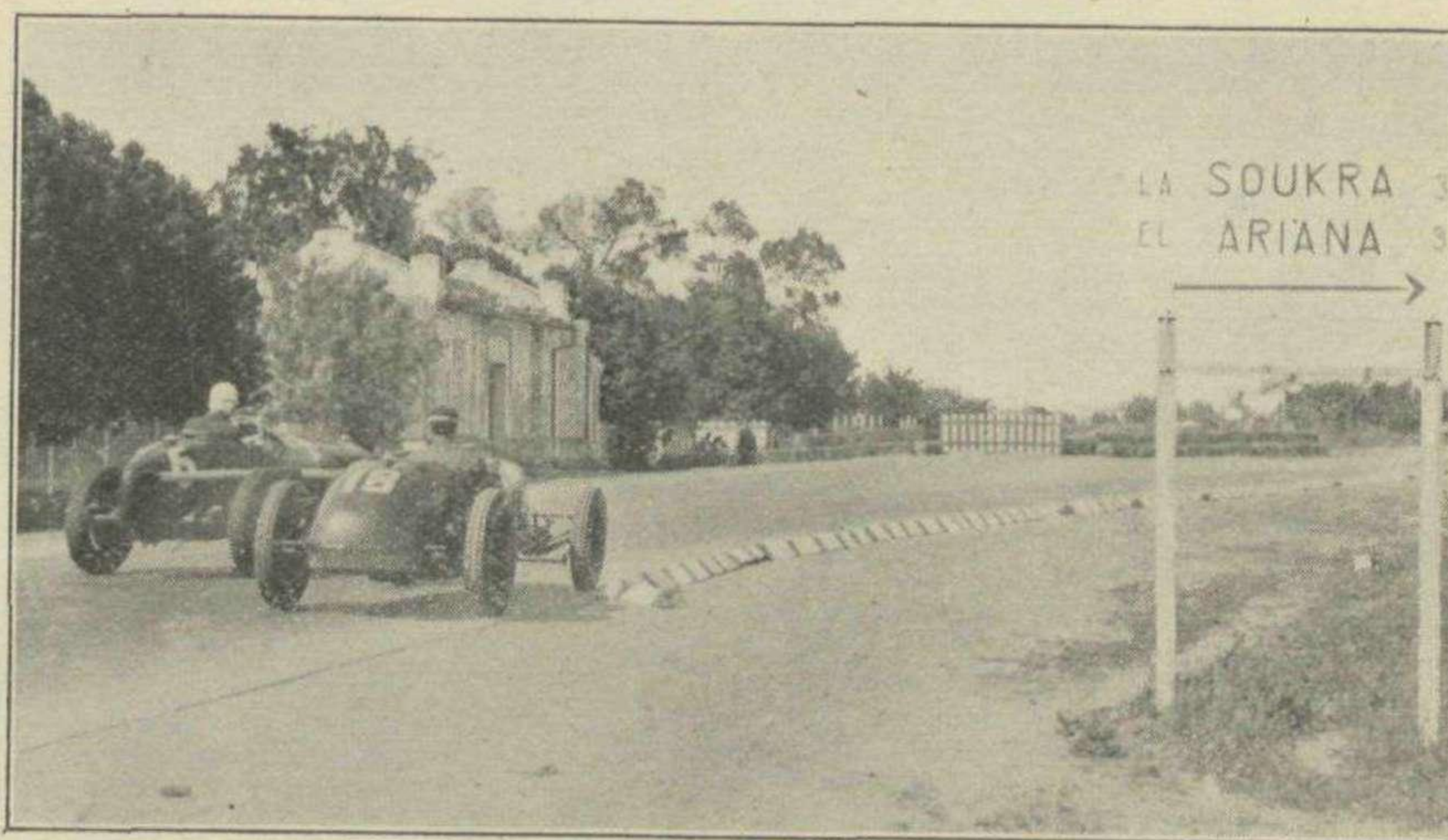
Wimille: "I could not do more—you could see that for yourself. I could not hope to compete with the German car. My Bugatti has never given me the slightest cause for anxiety, and I am very satisfied with the result. I had my share of luck, for I lost the bonnet of the car in what I call fortunate circumstances. In any other I should certainly have been injured!"

Etancelin: "Only top gear after 15 laps! But I didn't do so badly, did I? Have I had any sensations? Yes, quite a good one. I felt, more than I saw, a piece of what looked like old iron graze my face while I was travelling at full speed. It was only a shock-absorber which had broken and worked loose! Nothing to worry about!"

RESULT

1. Varzi (Auto-Union) 3h. 5m. 40.2 secs. 162.869k.p.h.
2. Wimille (Bugatti) 3h. 9m. 29.8secs
3. Etancelin (Maserati) two laps behind leader.

4. Comotti (Alfa-Romeo) three laps
 5. Farina (Maserati) three laps.
 6. Chambost (Maserati), five laps.
 7. Hartmann (Maserati) six laps.
 8. Raff (Alfa-Romeo) eight laps.
- Fastest lap: Varzi, on his second lap, 4m. 28.4secs. 169k.p.h.



Comotti (Alfa-Romeo No. 6) passes Balestrero (Maserati No. 18) in the Tunis G.P. The former finished fourth.

BUGATTI WINS THE MOROCCO RALLY

The Morocco Rally can safely be said to be the most severe test of its kind yet held. After rallying to Tangiers from all parts of Europe, the competitors were faced with four days of high average speed combined with a hill-climb and an acceleration-braking test—all without any adjustments being permitted.

There were 37 entries, and the starting controls were London, Paris, Brussels, Warsaw, Rome, and Sfax. The average speed set for the routes as far as Gibraltar was 50 k.p.h., involving three days and three nights on the road. All the competitors arrived safely with the exception of Miss Labouchère (Singer), who was the solitary entrant from London. When only 40 kilometres from Gibraltar she crashed off the road. Miss Labouchère was only slightly injured, but her companion, Mr. Everett, was taken to hospital with a fractured skull. At Gibraltar, Perrier (Delahaye) was forced to retire through the collapse of one of his passengers.

At Tangiers a hill-climb of 3 kilometres was held, in which fastest time was made by Jean Trévoux on a 3-litre Bugatti, who beat the local record for the hill. There was one accident, when Grandvarlet left the road with his Delahaye and hit a telegraph pole. Mlle. Pierrette Dax made fastest time in the 1,500 c.c. class with her Singer, beating Schweider's Adler.

The first day of the tour of Morocco was a stiff task. Rainstorms flooded the roads all day long, and the average speed of 43½ m.p.h. was impossible for most cars on the first 100 miles of mountain road between Ouezzan and Fez, which contained 1,400 corners. Actually only seven out of the 27 cars were up to time at Fez, but the rest of the 427 mile journey was over magnificent, fast roads. In spite of the rain some really fast averages were put up, notably by Trévoux's Bugatti

(68 m.p.h.), Cousins' Buick (62 m.p.h.), Max Lampel's Renault (62 m.p.h.), and Mlle. Dax's Singer (over 55 m.p.h.). On arrival at Meknes, the end of the first stage, only two people were penalised: Max Klinke (Graham), and Grandvallet, whose Delahaye was suffering from the effects of its accident in the hill-climb at Tangiers. Both of them retired.

At Meknes the next day the special acceleration and braking test was held: 500 metres from a standing start, stop on a line, and reverse back 50 metres. Everybody got through all right, fastest time being made by de Hemptime, driving Cousins' Buick.

The second *étape*, 348 miles at 42½ m.p.h., was blessed by magnificent sunshine, and yet nine competitors were penalised for late arrival at Marakech. They were as follow: Max Lampel (Renault), Hasse (Adler), Legré (Panhard), Real (Renault), von Guillaume (Adler), Saubrivain (Adler), Lamberjack (Saurer), and Mlle. Dax (Singer). The latter had been lying first when she lost her way at the start, and failed to make up time. Only two competitors were now left who could boast clean sheets, Lahaye (Renault) and Trévoux (Bugatti), both of whom have won the great Monte Carlo Rally. The day's route lay through some wonderful scenery, and included a difficult mountain road.

The next day was a day of rest, and the competitors were royally entertained by the organisers, who provided among other shows a dance of Arab girls. The day passed lazily enough, and everyone was entranced at the splendour of the snow-topped Atlas Mountains, towering over the city.

The third stage was from Marakech to Agadir, 362 miles at 34½ m.p.h., over roads fringing the desert. The day was marred

by a nasty accident to Baron de Hemptime and Cousins in their Buick, which turned over on a corner. The former was driving at the time, and had already reduced Cousins, who is the General Motors agent in Brussels, to a state of abject fear by his furious cornering. He insisted on regarding the rally as a race, with dire results. He himself received some head injuries, while Cousins was hurt in the chest and stomach. The only other retirement was that of Mlle. Dax, whose Singer fractured a chassis member. All the rest arrived at Agadir without losing marks.

The last *étape* was a real teaser, 354 miles at an average of 47 m.p.h., and yet only one car fell out, Real's Renault. At the end, Lahaye and Trévoux were still without lost marks, and accordingly they fought it out in the special test devised for such an eventuality. This consisted of two performances of the following test: accelerate for 100 metres, stop, and reverse to the starting line once more. The average of the two runs was to count. Trévoux was handicapped by a flat front tyre, but on the other hand Lahaye had to give him two seconds by virtue of his larger engine. The result was a victory for Trévoux's Bugatti. There were 15 finishers out of 34 starters.

RESULTS

1. Trévoux-Lesurque (Bugatti), no marks lost.
2. Lahaye-Quatresous (Renault), ditto.
3. Dreier (Alfa-Romeo), 3.5 marks.
4. de Marra (Talbot), 11.5 marks.
5. Bon-de Witt (Ford), 14 marks.
6. Ambard (Ford), 14 marks.
7. Frontignac (Ford), 14.5 marks.
8. Cayla (Ford), 15 marks.
9. de Brémond (Ford), 16 marks.
10. Hamsbuger (Ford), 17.5 marks.
11. Schweider (Adler), 33 marks.
12. Legré (Panhard), 43 marks.
13. da Silva (Steyr), 54 marks.
14. Max Lampel (Renault), 102 marks.
15. Lamberjack (Saurer coach), 746 marks.

THE TRIUMPH "GLORIA" SOUTHERN CROSS

A Solidly Built Light Car, Well Sprung, Comfortable, and Suitable for Long Distance Touring

THE name "Triumph" has always been associated in the minds of road-users with sound design and solid construction—whether in the manufacture of pedal-cycles, motor-cycles, or in later years, automobiles. Now this Triumph tradition is no empty virtue, pleasant to possess but intangible in value. It is something definitely worth while, as we can personally testify at the end of a week-end trial of a "Gloria" Southern Cross two-seater.

To begin with, the car gives one the impression of being a "class" larger than it really is. In spite of its modest 1,232 c.c. engine and 8-ft. wheelbase, this is no small sports car, but a comfortable, solid machine of generous size and strength. Such was our mental observation as we settled ourselves in the driving seat, and we were interested to see whether this impression would be borne out in actual practice on the road. The run out of town gave us little opportunity to put the matter to the test, and the outer fringe of built-up areas delayed us still further. However, we had plenty of time to appreciate the easy gear-change, light steering and flexibility of the engine, which throttled down comfortably to a slow speed and yet gave good acceleration on the gears. Manipulation of the ignition lever was necessary to avoid pinking.

At last the open road was reached, and with a twist of the Luvax shock absorber control-wheel to bring the pressure more in line with fast road-work, we gave the Triumph its head. Soon we were cruising along at a very pleasant "60," and a clear straight caused the speedometer needle to creep round to the 72 m.p.h. mark. This instrument was found to be extraordinarily accurate, a refreshing change from a custom which has been one of the least agreeable aspects of the motor industry

BRIEF SPECIFICATION

Engine: 10.8 h.p. 4-cyl. 66 x 90, 1,232 c.c., flexible three-point mounting, 3-bearing crankshaft. Pressure feed throughout. Twin carburettors. High-lift cams, large valves and polished ports. Coil and battery ignition (twin batteries). Pump and fan cooling.

Transmission: Single dry plate clutch, fabric lined. 4-speed gear-box, close ratio, double helical 3rd speed and constant mesh gears, central remote-control gear-lever. Tubular prop.-shaft, needle bearing roller universals, improved free wheel. Silent helical bevel drive.

Chassis: Cruciform-braced frame, underslung at rear. Semi-elliptic springs fore and aft, Luvax hydraulic shock-absorbers, controlled from cockpit. Adjustable steering column. Lockheed hydraulic brakes.

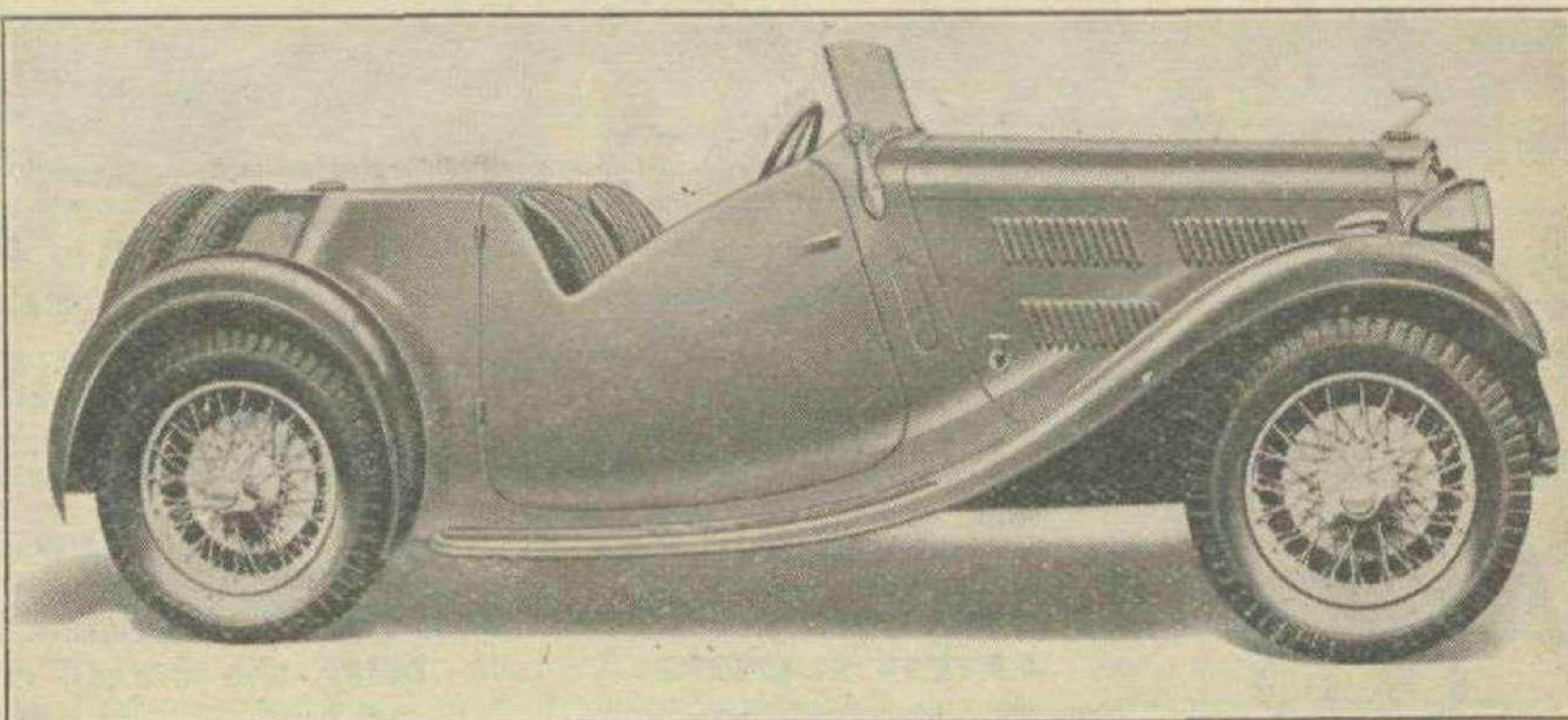
Sundry: Wire wheels, Dunlop tyres, 5.00 x 17-in. Track 4-ft. 2-in. Wheelbase 8-ft. Ground clearance 6½-in. 10½-gal. rear tank, 10-pints oil sump. Tax £8 5s. Price £275.

in the past. On third gear the comfortable maximum is 50 m.p.h., and the engine was smooth and effortless right up to 5,000 r.p.m.

So much for maximum speed, which as most discerning motorists realise, is by no means the whole story where average speed is concerned. Cornering and road-holding are just as important, and in these respects the Triumph can claim to a fair degree of merit. Reluctant to yield the grip of its tyres on the road, the "Gloria" Southern Cross could only be made to slide under the stress of violent treatment, a particularly good point when wet roads are being traversed. A slide could be easily controlled, thanks to steering which

curtains, converts the car into a snug and roomy closed model, with adequate entry from the large doors. The whole body is constructed on solid lines, the mudguards and spare wheel mounting giving a sense of long life and freedom from rattles.

Turning to the mechanical aspect of the Triumph, the power-unit is of the "Vitesse" type, that is to say it is specially tuned with the assistance of a high-compression cylinder-head, high lift cams, larger valves than normal, polished ports and twin carburettors, differentially operated. It is pressure-fed throughout, and a three-bearing crankshaft renders it smooth and free from vibration throughout its considerable range of revolutions.



A comfortable open two-seater. This Triumph "Gloria" Southern Cross sells at £275

is not too low-geared, and at no time did the front wheels evince that inclination to tuck under the car, which is sometimes the dangerous characteristic of small sports cars.

The brakes did not quite live up to our expectations, roused to admiration by the rest of the car. They were possibly out of adjustment, and a tendency to "pull" was noticed on several occasions. When braking hard for a corner on a narrowish secondary road the car demanded a firm hand, especially when the road surface was of the undulating variety. This must not be taken as a criticism of the car as a type, for careful adjustment would no doubt effect a considerable improvement.

As will be seen in the accompanying illustration, the Triumph is a roomy two-seater. The rear compartment is large enough to take a couple of suitcases and smaller luggage, in addition to being a hidden recess for the hood. It is covered by a tonneau-cover which is shaped to fit right over the front cockpit, so that the car can be left in showery weather without the necessity of raising the hood. The latter, in conjunction with well-fitting side

The four-speed gear-box has double helical 3rd speed and constant mesh gears, and a free wheel is fitted which can be locked at will by means of a turn-wheel next to the gear-box. The frame is well braced, and is underslung at the rear. As we have already mentioned the long springs are damped by Luvax hydraulic shock-absorbers, adjustable by means of a central turn wheel on the floorboards. With a range of settings from 0-200 lb., the suspension can be adapted to suit all conditions, from the undulations of Brooklands Track to the pot-holes of unmade suburban roads.

A useful refinement is the adjustable steering column, which can be lengthened or shortened, raised or dropped, in order to fit the owner's requirements to a nicety. Other items of unusual merit are the two spare wheels, the neat quick-release filler cap, the 5-in. combined rev. counter and clock, and the twin rear number plates and reverse light, thus making the car easily adaptable for Continental touring.

The Triumph "Gloria" Southern Cross sells at £275. One could not ask for better value.

130 m.p.h. WITH 750 c.c.!

Once again the M.G. Midget has made motoring history. The rebuilt Magic Midget, driven by Bobbie Kohlrausch, broke the standing and flying start kilometre and mile records last month

at Gyon, Budapest, and for the first time in history a 750 c.c. car has reached a speed of 130 m.p.h. Altogether a magnificent performance.

Here are the new records, which have

been submitted to the A.I.A.C.R. for official confirmation:

1 km. (f.s.) 130.891 m.p.h. (Denly 128.62 m.p.h.)
 1 mile (f.s.) 130.481 m.p.h. (Denly 128.62 m.p.h.)
 1 km. (s.s.) 81.798 m.p.h. (Driscoll 77.43 m.p.h.)
 1 mile (s.s.) 93.408 m.p.h. (Driscoll 85.59 m.p.h.)

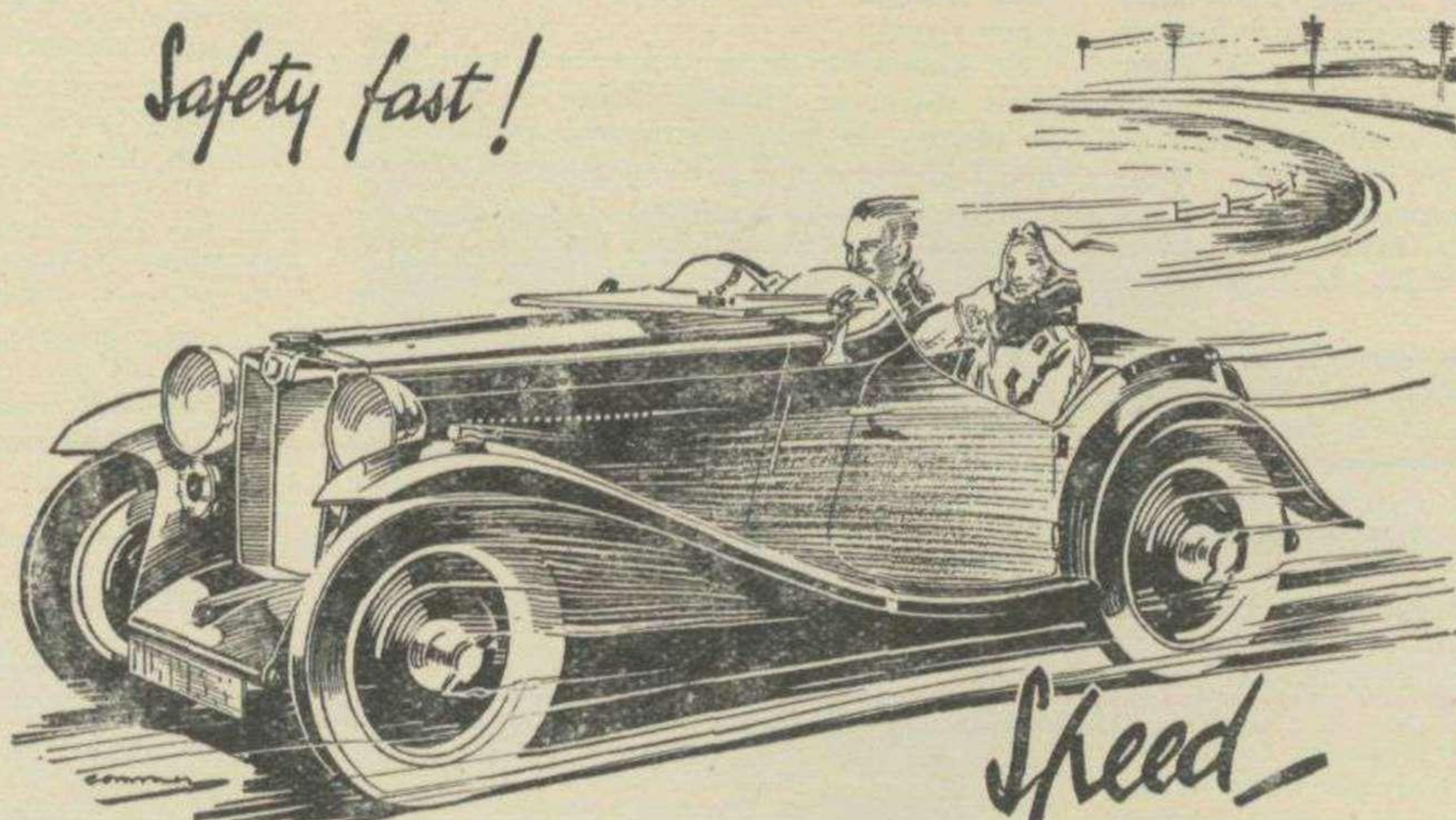
1st
1934
I.G.M.
MANNIN
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3rd M.G. Magnette 85.37 m.p.h.
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7th M.G. Midget - 80.63 m.p.h.
8th M.G. Magnette 80.04 m.p.h.
11th M.G. Magnette 79.63 m.p.h.

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Throughout the world the M.G. has built up for itself the reputation of being the fastest car of its size one can buy.

Just think, 128 m.p.h. from a 750 c.c. car, 100 miles at 120 m.p.h. from an 1100 c.c. car and of the many racing successes M.G.s have gained! The car you can buy is designed from these successful record breaking and racing cars, and this is the reason why every M.G. is definitely faster, a good deal faster, than any other car in its class. Independent press test reports credited standard models with the following speeds:—

	Midget	Magnette	
Light Car ...	76.27	83.3	m.p.h.
The Motor ...	76.0	82.30	"
The Autocar ...	74.38	80.72	"

Write for literature or better still ask your local dealer to arrange a trial run.

M.G. Midgets from £222
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Triplex glass. Dunlop tyres ex Works

IF YOU WANT SPEED BUY SAFE SPEED—M.G.

ISSUED BY THE M.G. CAR CO. LTD., ABINGDON-ON-THAMES, BERKSHIRE

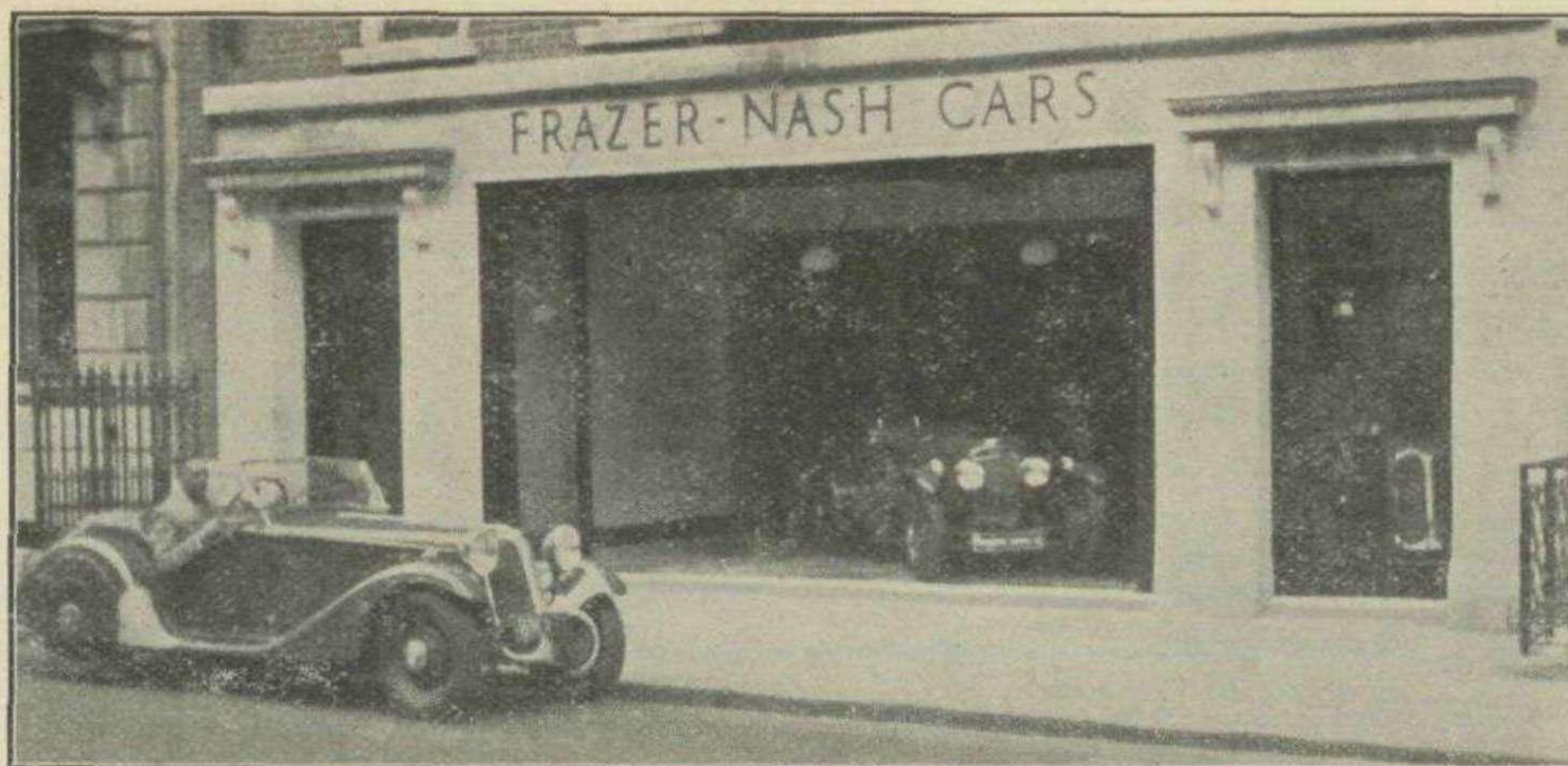
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1st
12 h.p. CAR
TO EXCEED
120 m.p.h.

BUY A CAR MADE IN THE UNITED KINGDOM

GCT No. 1



The new home of a famous sports car. These attractive showrooms at No. 32 Grosvenor Street, W.1, contain a full range of Frazer-Nash and Frazer-Nash B.M.W. cars.

FRAZER-NASH'S IN THE WEST END

Mayfair has now become the recognised district for motor-car showrooms, and the latest arrivals in that part of the world are Messrs. Frazer-Nash Cars, who have just acquired a showroom at 32, Grosvenor Street, W.1, the thoroughfare which runs from Grosvenor Square into Bond Street.

Amongst the cars we saw there was a smart-looking six-cylinder Frazer-Nash, with the modified T.T. body. This differs from the standard type in having a large compartment for carrying luggage, which is carried under the protec-

tion of the external hood. Fitted with either the 1½-litre or the 1,632 c.c. engine, this car costs £575, and should be ideal for fast touring.

Another attractive model was a four-cylinder car fitted with the T.T. overhead-camshaft engine, and priced at £525, while an example of the Shelsley model with two superchargers and costing £850, will also be on view. Appropriately enough, one of the Shelsley models driven by A. F. P. Fane won its class and two

other awards at the last Shelsley Walsh meeting.

In addition to the higher priced models, incidentally, it has been decided to continue production of the car fitted with the four-cylinder Meadows engine, which is available, fully equipped, at £475.

A full range of Frazer-Nash B.M.W.'s is also shown. The distinctive two-seater body fitted in Germany is also to be standardised over here, but the four-seater now in preparation will be more "English" in outline.

At the Wheel Ashore and Afloat

THIS newly published autobiography by Commander Montague Grahame-White covers a period of forty years from 1895 to the present day. The author's range of interests is unusually wide, from extending beyond motoring to cover yachting, big-game hunting and the stage, and a bewildering number of celebrities appear within the compass of its 400 pages.

"One cannot help feeling, however, that much of the material found there might with advantage have been omitted, as being of interest only to the author and his immediate circle of friends. The chapters dealing with motoring at the opening of the twentieth century have an interest which is not so well maintained in the latter part of the book."

After witnessing the historic motor show at Tunbridge Wells in 1895, Grahame-White's imagination was fired with the new mode of transport, and after an apprenticeship with the Daimler Company at Coventry, he joined those pioneers Charles Rush and Percival Perry in their motor

business and became a salesman, making the acquaintance at the same time of Charles Jarrott and S. F. Edge. Selling a car in those days was no mean feat, as in most cases the client had to be taught to drive and instructed in the most elementary facts about his new purchase. Alarming things were liable to happen to the best-prepared cars, as for instance when the brakes failed on the car he was demonstrating, and he shot down Dover Hill at 50 m.p.h. A particularly hazardous journey was one made to the South of France on an early Wolseley, during the course of which he ran and refitted a couple of big-ends to the engine, and finally had to leave the car in the snow following a collision with a horse-charabanc.

The author was no less active on the sporting side of the pastime, and in the Thousand Mile Trial of 1900 steered his car for half a day by directing one of the front wheels with the instep of his shoe. In the 1902 Gordon Bennett race he was fellow-driver with Herbert Austin (now of course the famous head of the Austin

Motor Co.) on a Wolseley, but half a mile after the start from Paris the crank-shaft broke. Nothing daunted, these two set to work to rebuild the car by the roadside, and twelve hours later set out to follow the rest of the field. All went well as far as Switzerland, and then after toiling over the Alberg Pass, into Austria, the second crank-shaft went at Landeck. Such was racing in the old days.

In later years Commander Grahame-White concentrated more strongly on yachting and fast motor boats and many pages are devoted to the stories of his dealings and adventures with these craft. Space prevents more than a mention of his wartime activities and his part in the founding of the Order of the Road and the Nineteenth Century Motorists.

"At the Wheel Ashore and Afloat" is published by Foulis and costs 12/6. It is produced in de-luxe style with some sixty illustrations of cars, yachts, and personalities, and does full justice to an adventurous and many-sided career.

Targa Florio Result

At the last moment it was decided to change the name of the Targa Primavera Siciliana to its original title of Targa Florio, and the race was run on April 28th.

It turned out to be grist for the Ferrari mill, Brivio and Chiron taking the first two places from 25 starters. The 1,100 c.c. class was won by a Fiat Balilla.

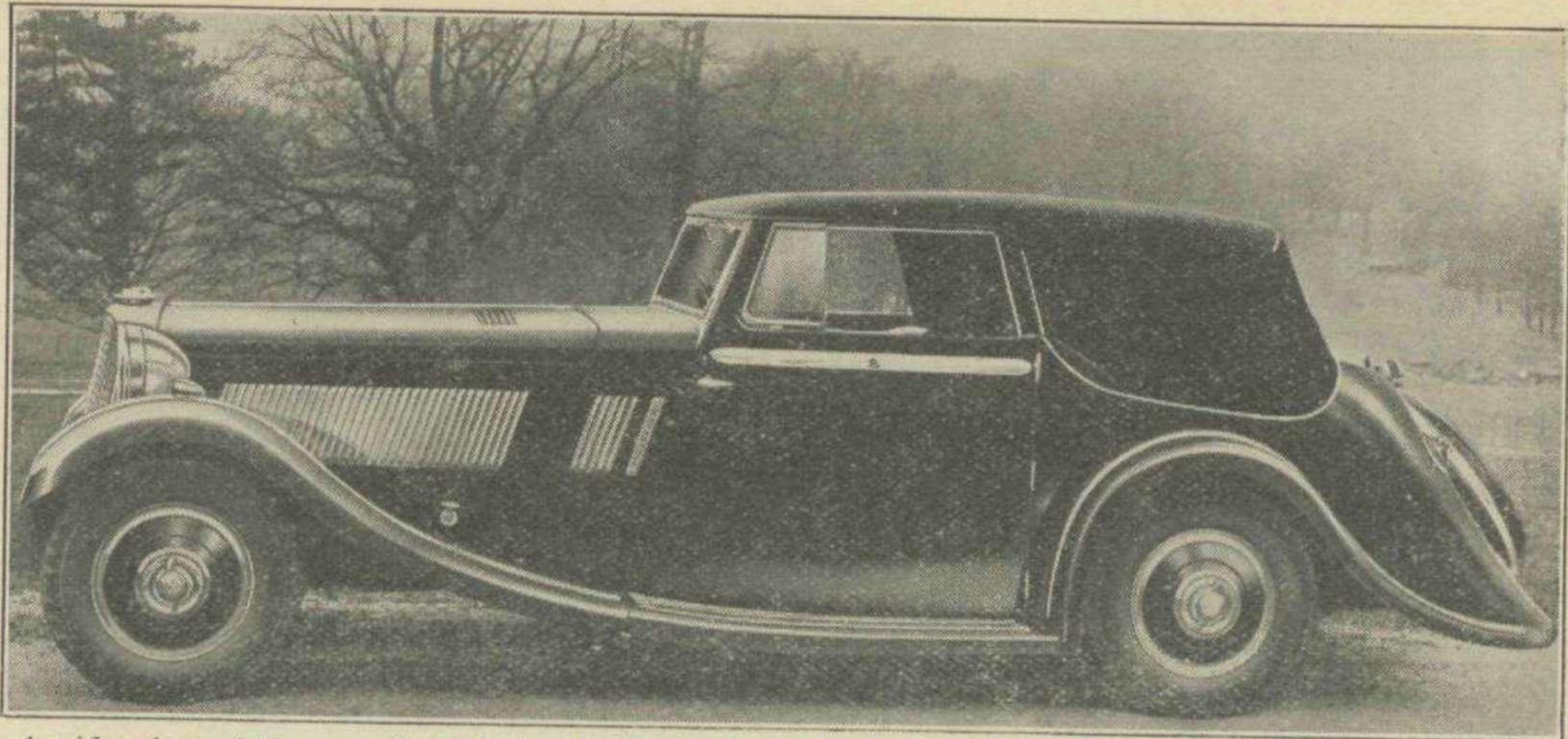
RESULTS Unlimited

1. Brivio (Alfa-Romeo), 5h. 27m. 29s., 79.149 k.p.h.
 2. L. Chiron (Alfa-Romeo), 5h. 34m. 31.6s.
 3. Barbieri (Maserati), 5h. 45m. 57.6s.
 4. Magistri (Alfa-Romeo), 5h. 51m. 23s.
 5. Balestrero (Alfa-Romeo), 5h. 59m.
 6. Danese (Alfa-Romeo), 6h. 3m. 27.4s.
 7. Belmondo (Alfa-Romeo), 6h. 4m. 12.6s.
 8. Ruesch (Alfa-Romeo), 6h. 8m. 32.2s.
 9. Antinori (Alfa-Romeo), 6h. 9m. 24.6s.
- 1,100 c.c. Class**
1. Toia (Fiat), 6h. 41m. 33.4s.
 2. Ferrara (Fiat), 6h. 41m. 33.4s.

1934 K.3. Supercharged M. G. Magnette.

2 Seater body with full road equipment, 100 m.p.h. Completely overhauled and in first class condition for racing or fast touring. New Tyres.

Apply Box N.41. c/o "Motor Sport."



A side view of the new Brough Superior car with the folding head in the raised position. In fine weather the top can be folded down completely giving the effect of an open four seater.

BROUGH SUPERIOR ENTERS THE SPORTS CAR MARKET

THE sports-car to-day differs from its touring contemporary not so much in all-out speed or fierceness of performance as in its ease of control, safety, and in the pleasure which the driver derives from handling it, and quite half the number of sports-cars on the road to-day are bought by people who have no intention of racing or taking part in competitions, but who appreciate the effortless way in which long journeys can be accomplished on such a vehicle.

Mr. George Brough, whose name is one to conjure with in the world of luxury motor-cycles, found himself in this position, but was unable to discover a car which fulfilled his somewhat high standards of silence, speed and ease of handling. Being fortunate enough to have the faculties for constructing a car to his own design he did so. In fact several of them, with engines of capacities varying from 1½ litres, supercharged and unsupercharged, to 5 litres. As in the case of the motor-cycles manufactured by him, he found that effortless performance could only be secured by having a large engine working most of the time well within the limits of its power. This type of motor is still badly neglected on the English market, in spite of the reduction of the horse-power tax, but he was able to secure the unit he wanted in the shape of the Canadian-built Hudson, the engine and chassis of which form the basis of the Brough Superior car.

The engine is a straight-eight with bore and stroke of 78 and 114 mm. respectively, which gives a capacity of 4168 c.c. and an R.A.C. rating of 29 h.p. An aluminium cylinder-head is used with 14 mm. sparking plugs. The compression ratio is 7 to 1, but the car runs happily on straight petrol, and develops 125 h.p. at 4,000 r.p.m.

A single down-draught carburetter is used with the air-cleaner mounted on the far side of the engine and connected to the carburetter by a flexible pipe. The balanced crank-shaft runs in five bearings, there is high-pressure oiling to all points, and the sump holds seven quarts. A specially large radiator is fitted and has a quick-filler five-inch quick-opening filler cap, and the cooling is further assisted by a water pump and a fan.

Twelve-volt starting and lighting is used, with compensated voltage control and two 120 a.h. accumulators. Long-distance Lucas P 170 headlamps are fitted.

The clutch is of the single-plate type with cork insets, running in oil. A three-speed gear-box is used, with central remote control. The ratios are 4, 6 and 9 to 1 with a 12 to 1 reverse, and synchromesh mechanism is fitted to the second and top gears. An open propeller shaft and spiral bevel back-axle completes the transmission.

The chassis has box-section side-members with an X-member in the centre and K-members fore and aft. Long-semi-elliptic springs are used front and rear and are enclosed in gaiters. Large Luvax shock absorbers are fitted, and the front axle is articulated. The brakes are Bendix semi-servo type, operated by cable. Particular attention has been paid to the steering, which is directed through a high-geared worm and wheel steering box. "Freddie" Dixon, who is a personal friend of Mr. Brough, has collaborated in the layout, so one may be sure that nothing has been left to chance. The wheelbase is 10ft. and the track 4ft. 8in.

All parts of the chassis are lubricated from a central reservoir with a pendulum-operated pump situated under the bonnet. A master battery switch is fitted, while a particularly welcome item of equipment is the Smith four-wheel jacking installation, which allows all four wheels to be raised from a single operating point.

Only one type of body is listed, a handsome and practical drop-head coupe, which gives closed-car protection in wet weather. In the open position the hood folds right down into a well at the rear of the car, which then becomes a perfect open tourer with a flush body line from windscreen to tail. In a few seconds and with a minimum of effort it may be swung up and extended, whereupon it drops into position on the top rail of the windscreen and is secured automatically. A body of this type covers every sort of motoring requirement, and when one considers that the weight of the car complete is only 25 cwts., it is obvious that performance is not going to suffer by reason of the extra comfort it

provides. Two side-pieces permanently attached to the windscreen serve as ventilating flaps when the body is closed, and winding windows glazed with Triplex toughened glass complete the scheme of weather protection. The rear panel of the hood can be opened right down by means of zip fasteners, a feature which would be appreciated.

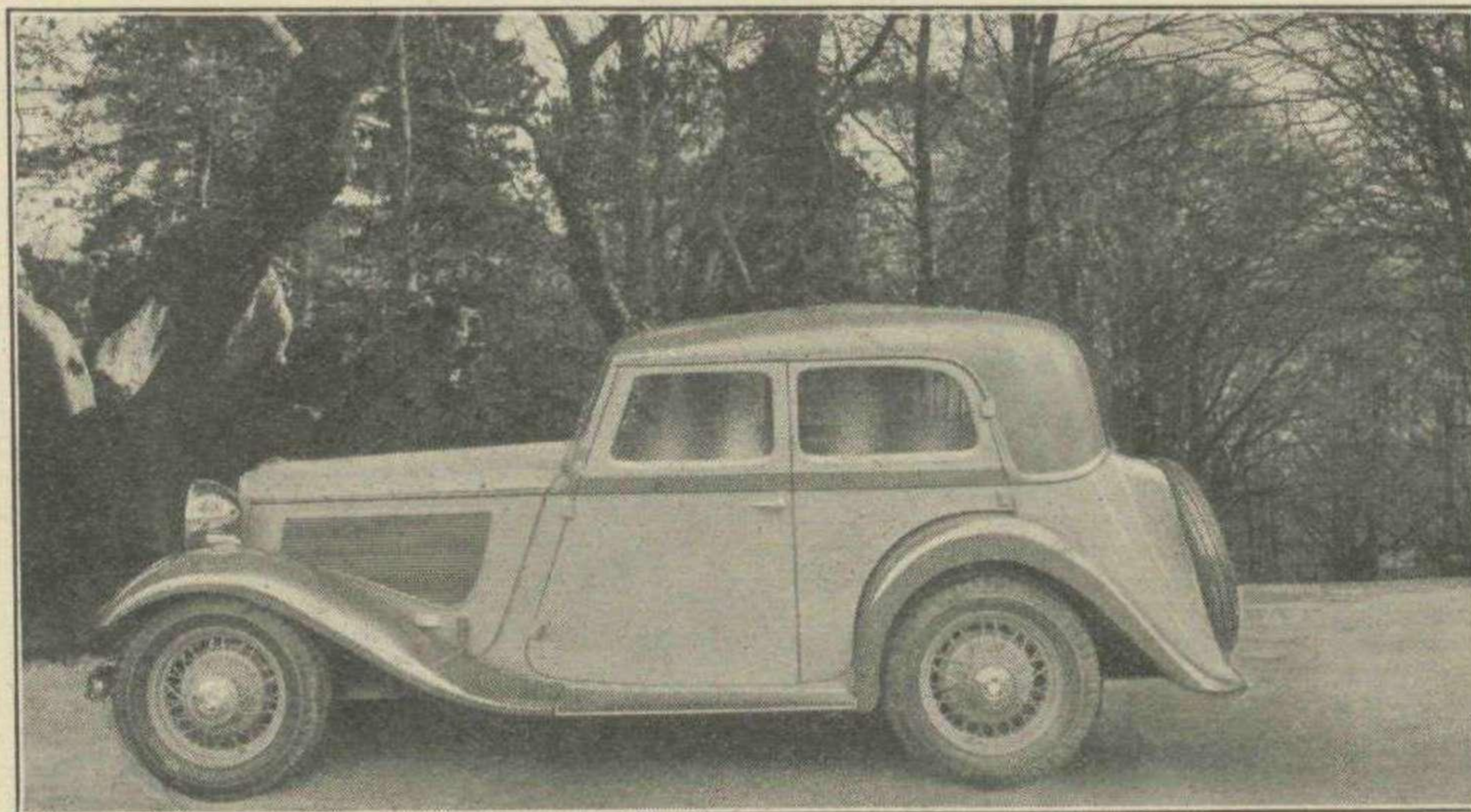
The standard body-finish is black with chromium beadings, a scheme which shows off the sweeping lines of the car to full advantage, and the Ace wheel-discs and the metal cover for the spare contribute to the general effect. The interior is upholstered in grey leather and two sliding bucket seats are used in front, while the rear seat with its folding centre arm-rest is brought well forward of the rear axle.

The Brough Superior made its first appearance at a Press Luncheon held at Hatfield Aerodrome and given by Messrs. Kevill-Davies and March, of 28, Berkeley Street, W.1., who are distributors for London and the Home Counties. Unfortunately the occasion was marked by torrential rain, but this only served to emphasise the advantages of the quickly convertible body. During a short run we were much impressed with the ease with which the car reached high touring speeds of 70 and beyond, even with an engine only partly run in. At this speed the car was dead silent, cornered steadily without a trace of roll, and in fact seemed an ideal fast touring car. The springing was excellent at all speeds, and the seats, which are built on Dunlopillo cellular fitting, were luxuriously soft without being "floppy." Deep foot-wells are provided and the rear passengers are seated with the same comfort and leg-room as the occupants of the front seats.

The cars are being produced in limited quantities by Brough Superior Cars Ltd., Haydn Road, Nottingham, under the personal supervision of Mr. Brough, and are priced complete with all accessories at £695. The car represents an almost unique attempt to meet the needs of the sporting owner-driver, and should be greeted with enthusiasm by all those who wish to travel fast and in comfort under all conditions.

The PERFECT Touring Car

Discussing cars with us (after road testing the Frazer Nash B.M.W.) the motoring editor of a famous London newspaper said that even the best of the many cars he had driven had provided some disappointment which marred his otherwise favourable impressions, but that he considered the Frazer Nash B.M.W. to be perfect in every respect.



JOHN PRIOLEAU of "The Observer."

"It is very lively, very pleasant to drive, beautifully sprung, and has attractive lines.

"I do not remember driving a better-sprung car of any sort than this.

"The car rides and feels as if it were very staunchly built. The steering is high geared, extremely light, and steady. It is of the 'forgotten-at-once' kind. The response to the throttle is, for once in a way, instantaneous. I never drove a car with an engine so truly innocent of any suspicion of a flat spot from zero upwards. The acceleration in consequence is brilliant.

"I did not discover any trace of vibration at any point on any gear.

"This is one of the liveliest and most comfortable cars I have ever driven."

THOMAS H. WISDOM of "Sporting Life."

"Road Test No. 28 supplied a whole series of surprises for me. On wet roads the car is practically skid-proof and goes round corners exactly as if it were on rails. Over really rough roads, with the wheels dropping into pot-hole after pot-hole the body remains on an even keel and the passengers are not disturbed in the least. Because of its amazing acceleration, its no less amazing road-holding, and its powerful brakes, the car will beat the time that many sports cars can do over a long journey on what we call 'give-and-take' roads.

"The car is so nice to handle, the steering so light, yet with no necessity to 'wheel-wind,' the gear box such a pleasure to operate and the engine so quiet and unobtrusive that a driver will surprise himself at the long journeys he can make without feeling in the least fatigued."

ROBERT WALLING of "The Evening Standard."

"It is impossible to be anything but enthusiastic about the performance of the Frazer Nash B.M.W.

"The acceleration curve through the gears is outstanding. In traffic, when time is precious, this ability brings a new pleasure.

"What is important is that in top gear from about 30 m.p.h. this 12 h.p. engine gives that 'push-in-the-back' feeling all the way to the maximum. No matter at what speed the accelerator pedal is suddenly pinned to the floor, the engine responds.

"Corners become bends and bends become straight stretches when you are at the wheel. On rough surfaces at high speeds there is completely smooth riding and no engine or body vibration.

"It is much less exhausting to pilot this car over long distances than many others that give equal maximum speed."

THE HON. MAYNARD GREVILLE of "Country Life."

"I was at once aware that here was no ordinary 1½-litre of sedate habits. The 6-cyl. engine is amazingly quiet and hardly audible when it is ticking over, but directly the accelerator pedal is depressed the speedometer begins to travel round the dial at an amazing rate and my Tapley performance meter to whirl round the scale at a most alarming rate.

"Another delightful sensation is the whole feel of the car. There is only one other car I know that gives one the same sensation of absolute safety. The actual springing is superlatively good. The steering is as near perfect as steering can be. Over really rough surfaces the car can be driven practically all out.

"As to the engine, this is one of the quietest and sweetest power units in any car I have ever tried.

"The comfortable cruising speed indeed was from 55 to 60 m.p.h. on the open road, while a maximum of 80 can be reached in favourable circumstances, and 75 m.p.h. was always there.

"Another good point is the gear box. This like all else has no patent devices with the exception of synchro-mesh and changing at any reasonable speed is childishly easy.

"The brakes are well up to the high safety value of the rest of the chassis.

"Altogether this car is one of the safest feeling that it has ever been my lot to handle."

If you are interested we can only suggest you try this really amazing car for yourself—even the most sceptical will then endorse the enthusiastic opinions of the eminent authorities quoted above. Prices from £298 0 0 (1½-litre saloon).

FRAZER NASH CARS

Showrooms—32, GROSVENOR STREET, W.1
(MAYFAIR 5330)

Works—LONDON ROAD, ISLEWORTH, MIDDLESEX
(HOUNSLOW 0011 & 0012)

EXPANSION AT BOURNE

THE E.R.A. FACTORY MUCH ENLARGED. PLANS AND PROSPECTS FOR 1935.

JUST a year ago English Racing Automobiles, Ltd., produced the first E.R.A. racing car, and in spite of the minor troubles which almost always beset a new design during the early stages, the cars have already made their mark in hill-climbs, races, and in the sphere of record-breaking. During the winter months the finishing touches have been made to the factory at Bourne, Lincolnshire, and the concern is now in a position to carry through the strenuous racing season which lies before it.

The first cars were constructed under rather cramped conditions, in what was formerly Raymond Mays' workshop. A new wing, capable of taking eight or ten cars has now been erected, and we found this spacious and well-lighted shop a perfect hive of activity on the occasion of our last visit. In another part of the building is the engine erecting shop, where we were able to inspect the massive fully-balanced crank-shafts, the delicate-looking slipper pistons and the light alloy connecting rods, which were being balanced on a special Avery machine. To the layman one of the most interesting engine parts was the caged roller bearing for the centre main bearing. The rollers, which are about an inch-and-a-half long and half that in diameter, are constructed from square rod wound on a mandrel. Each roller runs on its own pin, and the cages consist of two semi-circular parts hinged together. These are threaded round the crankshaft when it is in position and finally joined together by means of a special rivet. Not the kind of job one would like to undertake during the course of a race.

Before leaving the engine shop we must mention an experimental 1,100 c.c. engine fitted with an enormous Zoller blower. This was fitted at the rear of the engine and driven by gears from the rear end of the crankshaft. If it is possible to get this unit ready in time, it may be fitted to one of the cars taking part in the Isle of Man races. Another interesting car was a Riley M.P.H. fitted with a de-tuned E.R.A. engine. Running on straight petrol, this astonishing little car reaches a speed of 110 m.p.h.



Team leader and originator of the E.R.A., Raymond Mays has shown himself at home on road circuits as he used to be on hill-climbs and sprints.

In another part of the building are the stores, already filled with neatly arranged rows of spare parts and raw materials, and close to this was Raymond Mays' sanctum, where we finally settled down to discuss the programme for the present season.

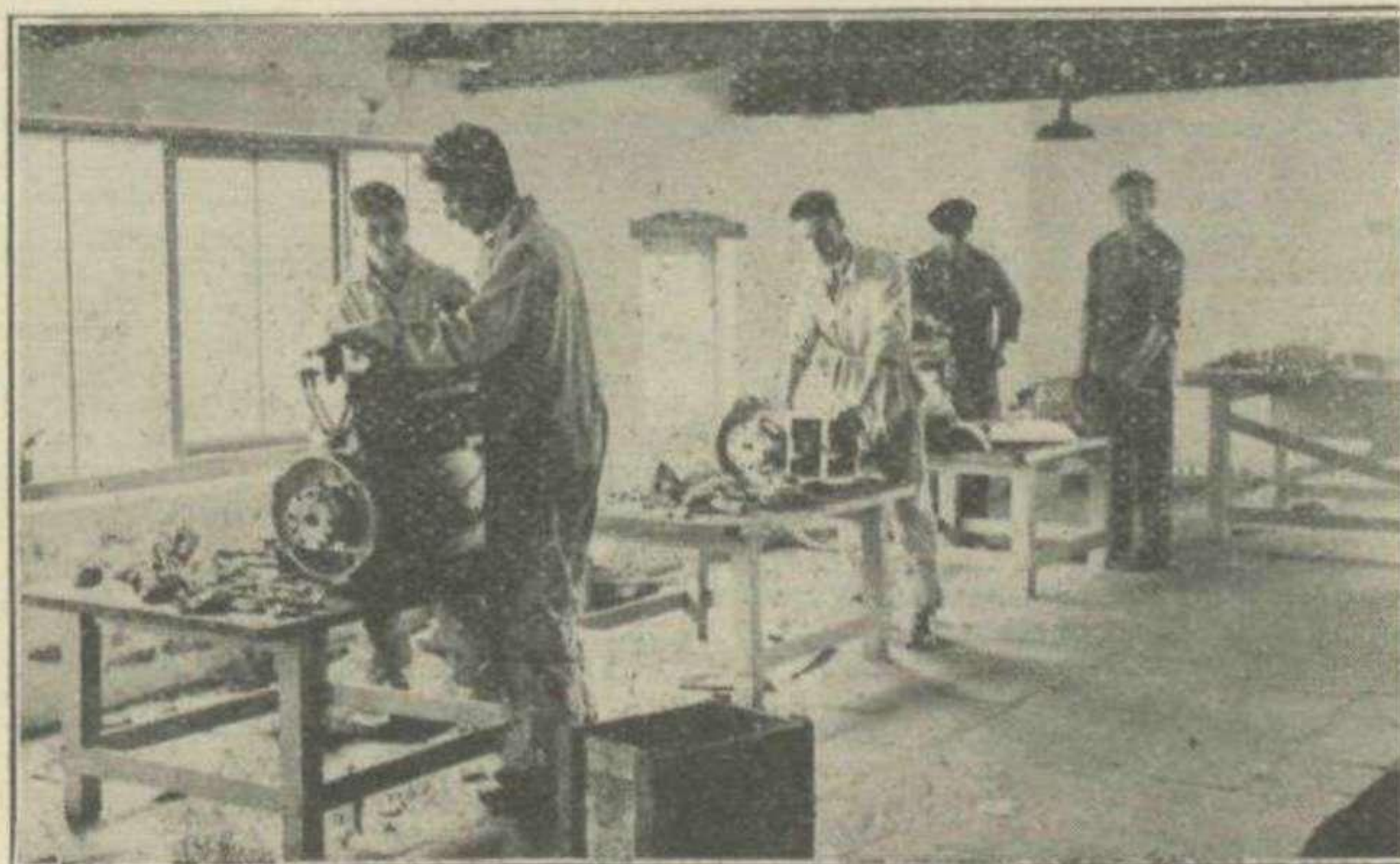
"The new International Formula is naturally rather a disappointment to us," was Mays' first observation. "Mathieson has given up the idea of buying a car, and so has Eric Burt, but fortunately Tim Rose-Richards, who was to have been his driver, has decided instead to drive one of the team cars, with Humphrey Cook and myself. We have already delivered an 1,100 c.c. car to Fairfield, and Seaman's 1½-litre is downstairs almost completed.

"We had the greatest difficulty last winter in securing the special chassis, engine castings and other parts which we require, and now we have got them we find we do not need as many cars as we expected, and so we will have one 1½-litre car to sell. Another snag is to find a sufficient number of really highly-skilled and trustworthy mechanics, but now we've managed that as well, so we should be fairly well set for the season."

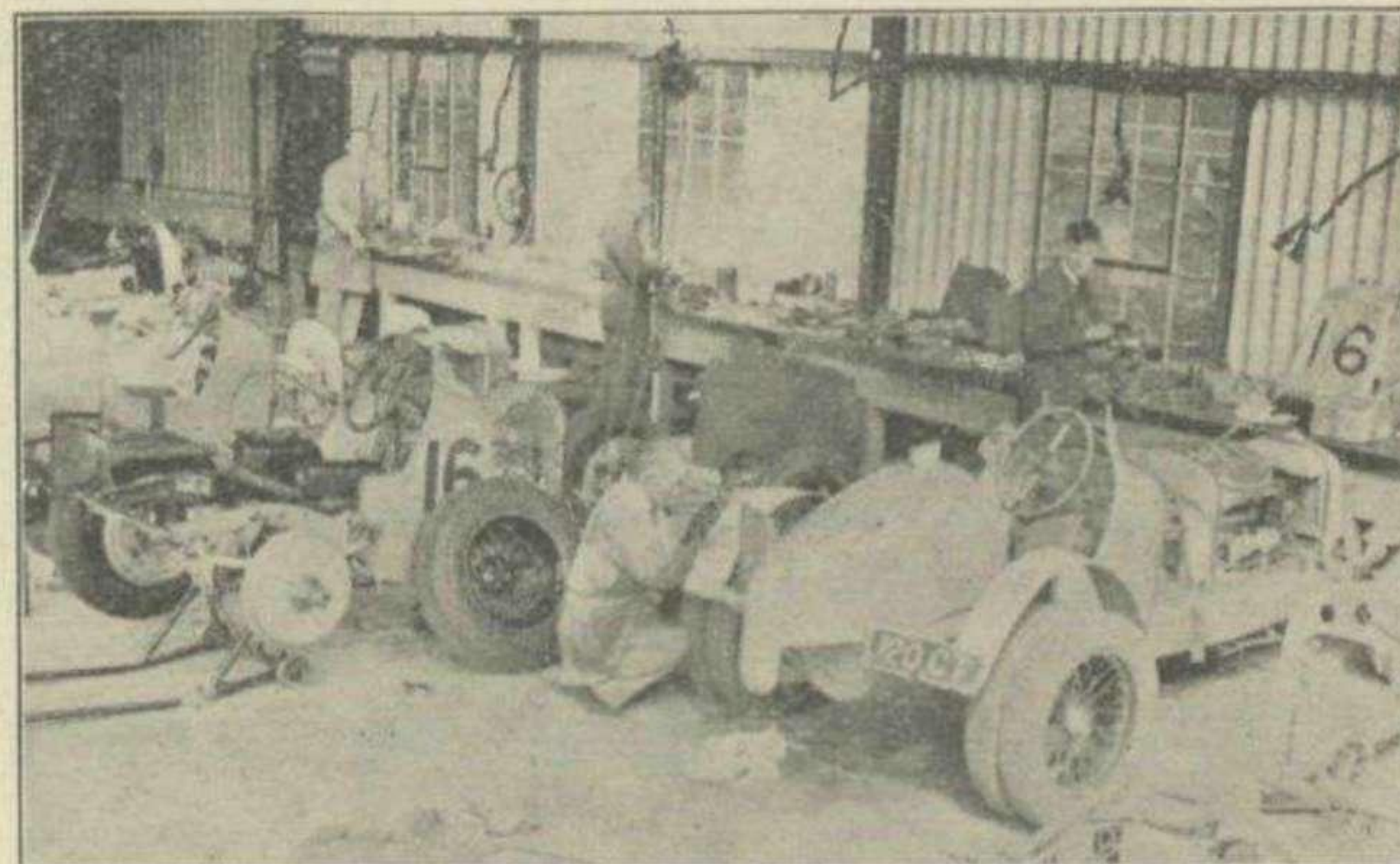
The cars have given surprisingly little trouble, and the new models show only minor alterations. The most important of these is an additional box-section and X member in front of the driver's seat, while the rear springs have been made more flexible and have improved the road-holding considerably. We were interested to learn that Mr. Berthon was not in favour of independent rear springing, at any rate, of any type so far devised. The disadvantage of swinging axles lies in the fact that on a corner a car fitted with them heels over twice as much as one on which the conventional type is used. Against this, of course, one has to consider the question of tyre wear, which has been shown to be much less with independent springing.

The E.R.A.s weigh only 13 cwt., while the 1,100 c.c., 1½-litre, and 2-litre engines develop respectively 140, 180 and 230 h.p., so the problem of tyre wear is somewhat acute. For the International Trophy the car which Mays drove was fitted with tyres of 7½-inch section, and he found that he wore out the off-side rear cover in a mere 3 laps. After a moment of quick thought he decided to take a really high course on the banking and by thus equalising the wear was able to keep on for a further 39 before coming in again. However, this type of tyre does not seem as satisfactory as the six-inch type fitted last year, though it lasts better, but he is now planning to try a set with a section of 6½-inches. "I've never been so disappointed as in that race," he continued, "with a comfortable three-mile lead half-way through, and the car running perfectly, I ran out of fuel on the far side of the track. We thought at first the tank must have sprung a leak, but we

(Continued at foot of next page)



The new engine erecting shop. The mechanic on the right is holding the experimental Zoller blower.



Some of the new cars being erected. The one in the foreground is the 2-litre which now holds the Shelsley Walsh record.

A FRAZER NASH VICTORY AT BRAY

D. M. McCracken Wins in his first race at 51.24 m.p.h. Lea Francis second & Adler third

IT says much for the enthusiasm of the Irish motor-racing fraternity that they can hold a highly successful motor-race without a single entry from a British manufacturer. The Bray race last month, for example, was supported entirely by private owners—with the exception of some German Adlers handled by Irish drivers.

The Bray circuit is of the round-the-houses variety, 3¼ miles in length, and consisting of innumerable corners. Thousands of spectators lined the course, and the organising body, the Irish Motor Racing Club, have every reason to be proud of a well-run affair.

With 21 cars on the starting line, some of whom received 10 laps start, the race was not too easy to follow, but some desperate duels between various cars provided all the excitement that spectators could desire. After 15 laps of the total of 40, a fair idea of the positions could be obtained, and it was seen that F. Pearson (Lea-Francis) was leading from D. Yule (Austin), "D. Squires" (M.G.), G. E. White (M.G.), F. A. Gannon (Lea-Francis) and E. M. Mitchell, on an attractive little 1-litre sports Adler. The back markers were making good progress, R. B. S. Le Fanu (2-litre Adler) being very fast on all corners, and delighting the crowd with his daring driving. Farther back still, a keen battle for the lap record was being waged between G. F. A. Manby-Colegrave (M.G. Magnette) and W. T. McCalla (2-litre G.P. Sunbeam). First one and then the other would bring it

down by a second or two, until finally the fastest lap of the day was made by Manby-Colegrave in 3m. 19secs., at a speed of 57.82 m.p.h. Then the Magnette began to falter, and after some frequent calls at his pit the driver called it a day.

At half-distance Gannon had taken the lead, followed by White, Mitchell, "Squires" and McCracken. The latter was driving a Frazer Nash entered by that fine sportsman Mr. A. H. Verschoyle, and for the first time he was appearing in the picture. Yule had dropped right back.

McCracken now moved up a couple of places, and soon the crowd were thrilled at the spectacle of a fine fight for first place between Gannon (Lea-Francis) and McCracken (Frazer Nash) which was to last till the end of the race. Some distance behind came Le Fanu (Adler), treated not too kindly by the handicap.

McCracken was still second on the 37th lap, but on the 38th he was within striking distance of the Lea-Francis. On the 39th he caught Gannon, and came home first by the narrow margin of eight seconds. A student of Trinity College, Dublin, McCracken was taking part in his first race, and he handled the Nash with the right mixture of dash and coolness. With the entrant, Mr. Verschoyle, he received universal congratulations on his victory.

There were no accidents, which was very creditable considering the bad weather conditions. After a fine start the rain came down heavily, accompanied by a severe squall.

RESULTS

Handicap Time

1. D. M. McCracken (1,496 c.c. Frazer-Nash), 6 laps, 30s. start, 2h. 10m. 14s., 51.24 m.p.h.; 2. F. A. Gannon (1,497 c.c. Lea Francis), 8 laps 1m., 2h. 10m. 22s., 47.98 m.p.h.; 3. R. B. S. Le Fanu (1990 c.c. Adler), 5 laps, 2h. 12m. 57s., 51.85 m.p.h.; 4. M. J. Hynes (3633 c.c. Statham-Ford Spl.), 4 laps 2m., 2h. 15m. 24s., 51.54 m.p.h.; 5. "D. Squires" (1246 c.c. M.G. Magna), 8 laps 3m., 2h. 15m. 35s., 45.42 m.p.h.; 6. W. T. McCalla (1992 c.c. Sunbeam s/c), 3 laps 2m. 30s., 2h. 16m. 30s., 52.36 m.p.h.; 7. Wm. R. Baird (1287 c.c. M.G. Magnette), 3 laps 3m., 2h. 16m. 38s., 52.11 m.p.h.; 8. "L. Ripley" (1287 c.c. M.G. Magnette), 7 laps 1m., 2h. 17m. 18s., 46.94 m.p.h.; 9. P. Dwyer (3255 c.c. Bugatti), 4 laps 3m., 2h. 17m. 33s., 50.37 m.p.h.; 10. W. J. Kavanagh (1287 c.c. M.G. Magnette), 6 laps 1m., 2h. 17m. 47s., 48.19 m.p.h.; 11. G. Bagratouni (1287 c.c. M.G. Magnette), 4 laps 2m., 2h. 19m. 5s., 50.17 m.p.h.; 12. T. O'Shaughnessy (1087 c.c. Riley), 7 laps 1m., 2h. 20m. 15s., 45.93 m.p.h.; 13. E. M. Mitchell (995 c.c. Adler), 7 laps 3m. 30s., 2h. 22m. 11s., 44.50 m.p.h.; 14. C. G. Neill (1990 c.c. Bugatti), 4 laps, 2h. 25m. 27s., 48.63 m.p.h.

Fastest lap of the race—G. F. A. Manby-Colegrave, London, 1087 c.c. supercharged M.G. Magnette, 3mins. 19 secs., 57.82 m.p.h. Previous record—3 mins. 28 secs. by W. T. McCalla, supercharged Sunbeam.

The Awards

Club Team Prize—Ulster Automobile Club (W. T. McCalla, Sunbeam; C. G. Neill, Bugatti; "D. Squires," M.G. Magna).

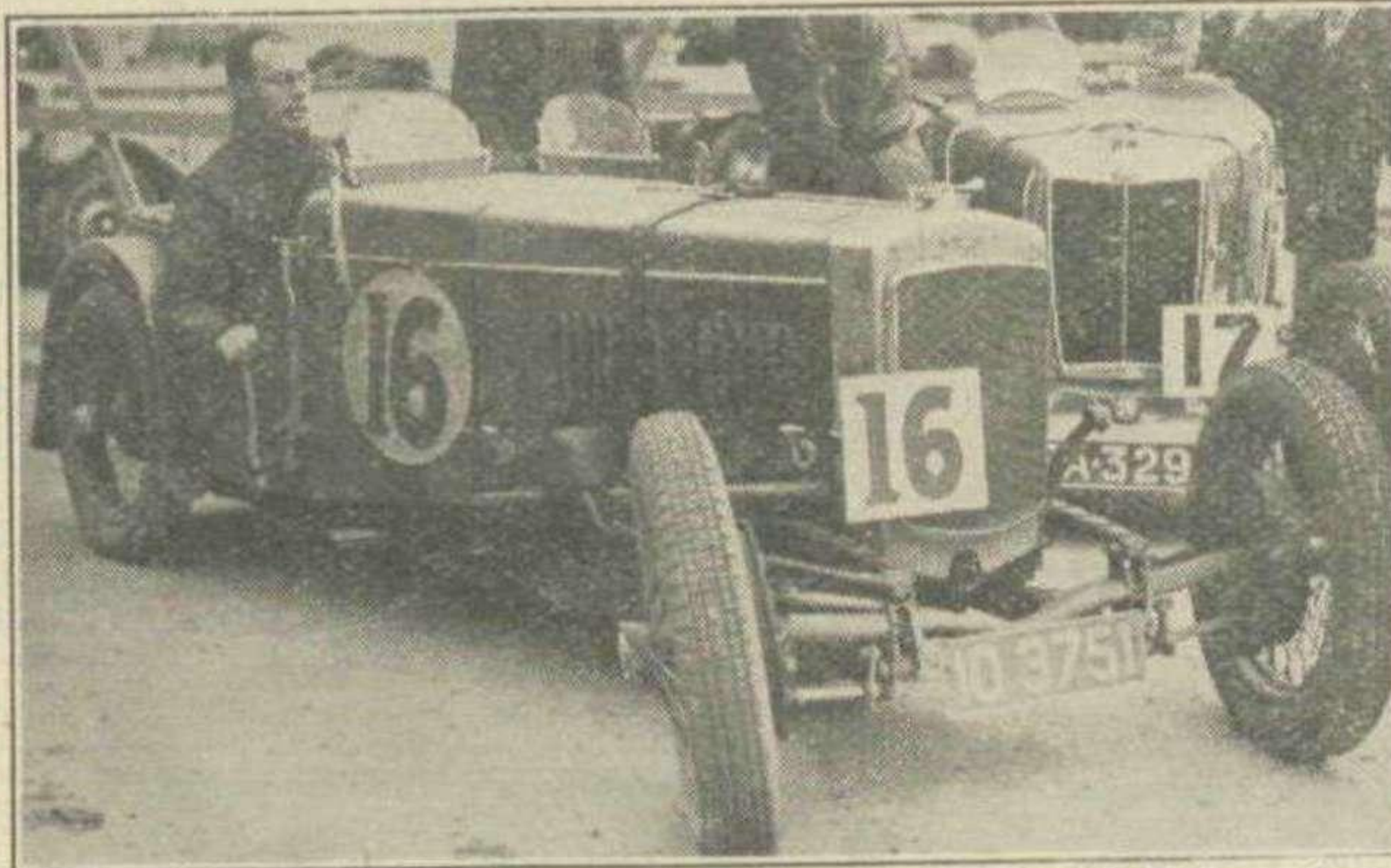
No one make of team finished three nominated cars.

The Earl of Meath's Perpetual Trophy and £50—Winner of the race, D. M. McCracken, Dublin, Frazer Nash.

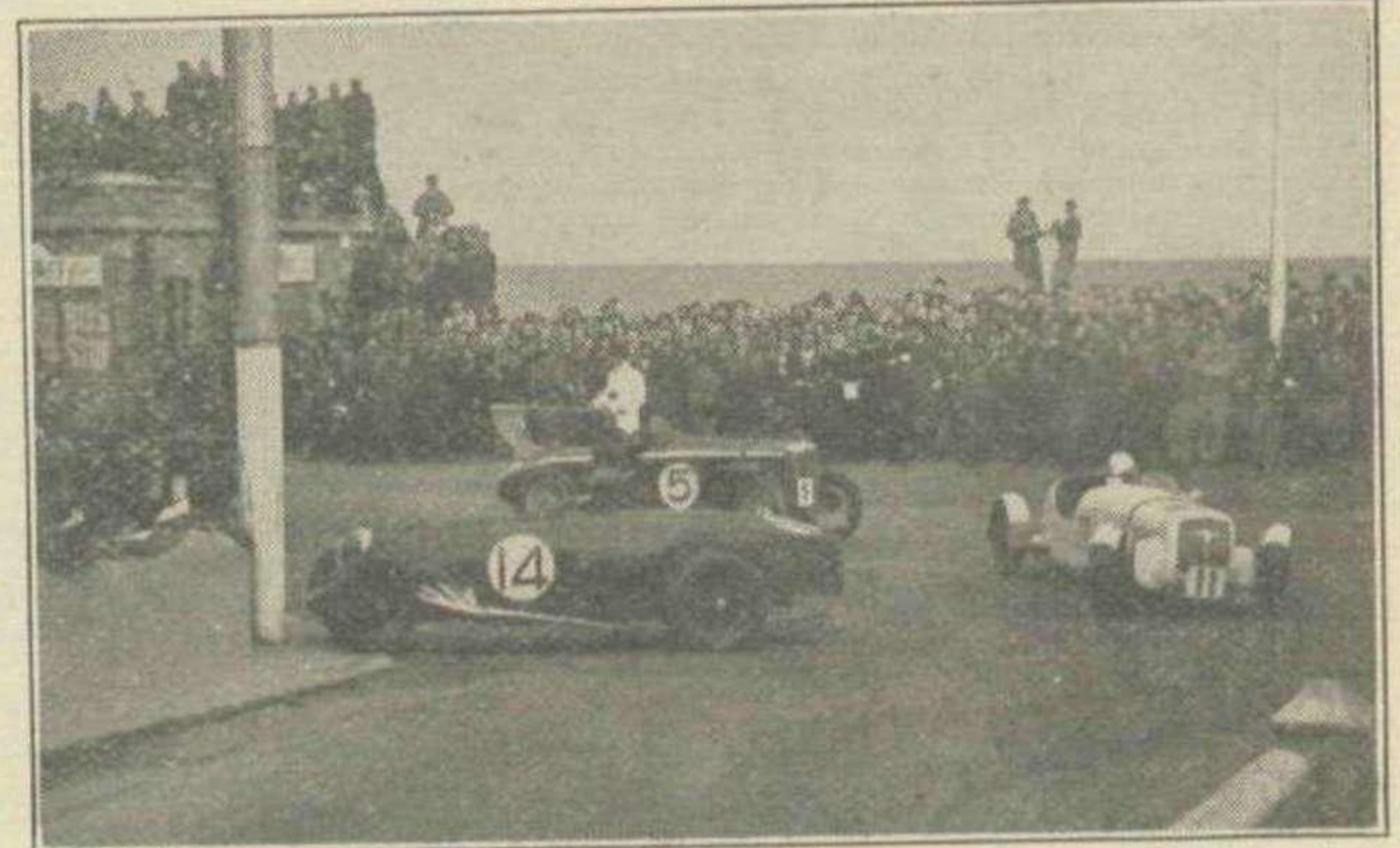
The Walsh Cup and £30—F. A. Gannon, Meath, Lea Francis.

The O'Neill Cup and £30—R. B. S. Le Fanu, Bray, Adler.

With the exception of the last finisher all of those who completed the course were awarded Club silver plaques.



D. M. McCracken (Frazer Nash) winner of the "Round the Houses" race, at the pits.



F. O'Boyle (No. 14) Riley Special almost hits the wall following a skid at Boathouse Corner, R. B. S. Le Fanu just manages to get past followed by W. R. Baird.

EXPANSION AT BOURNE—continued from preceding page.

found out afterwards that the fuel we were using had dissolved the solder on the carburetter float and that it had been flooding steadily for the greater part of the distance." His magnificent runs at Shelsley must have come as some consolation for this misfortune.

The proposed racing programme is an extensive one. After the Isle of Man, Cook, Rose-Richards and Mays will be taking part in the Eifelrennen, and as was pointed out, this will be the first time for many years that a team of Grand Prix cars from England has taken part in a race abroad. After that Mays may go to the Kesselburg Hill-Climb, return-

ing then to England for the Empire Trophy, in which two 1½-litres and one 2-litre will be entered. There will be three 1½-litre cars at Dieppe in the small race, and possibly a 2-litre in the large-car race on the Sunday, and the E.R.A. Company have also been invited to send a 2-litre car to the German Grand Prix.

The Nice authorities have also sent an invitation, while three 1½-litre cars will be entered in the Swiss Grand Prix. The season concludes with the Nuffield Trophy at Donington, the autumn Shelsley meeting and the Mountain Championship. In addition, Seaman will be running his car in several races as an independent, starting with the Grand Prix des Frontières.

Needless to say this programme will necessitate much travelling to and fro, and to carry the cars four Bedford trucks have been bought. For his personal use Mays has purchased a 3½-litre Bentley fitted with a Park Ward saloon body, and is enthusiastic about its performance and its easy riding qualities.

After the Mannin races, therefore, the E.R.A. team will proceed to the Eifel Race on the Nurburg Ring, and all followers of the sport in this country will wish the three drivers and Peter Berthon, the designer and team manager, the best of luck in their first serious venture abroad.

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

FRAZER NASH Engine 1933 T.T. Replica 4 Cyl. 1496 c.c. Engine. £40 worth extra modifications, recently tested by makers and passed O.K. £30 or near. Apply Box 581 c/o MOTOR SPORT.

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1934 INVICTA 4½-litre Special Sports 4-seater—100 m.p.h. chassis—blue body—chromium plated wheels, many extras including two spotlights, two horns, two special fog lamps, tonneau cover, etc. Passed 100% by works—small mileage—cost £1,200. SPECIAL BARGAIN PRICE £595. Exchanges and Terms. Phone Temple Bar 3605

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- White Racing Suits, as above, but lighter weight material ... 25/-
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- Green Racing Suits, best quality, Zip front, button ankles, Oxford or Cambridge blue. Do. ... 27/6
- Racing Suits, made from the wonderful Grenfell cloth, in 20 different shades, Zip front, Zip pockets, etc., rainproof, windproof, fast colours ... 65/-
- Helmets to match, made to measurements ... 10/-
- Racing Suits, unbleached material, Zip front, all round belt ... 18/6
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(Continued next column.)

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- ... smaller pattern ... 6/6
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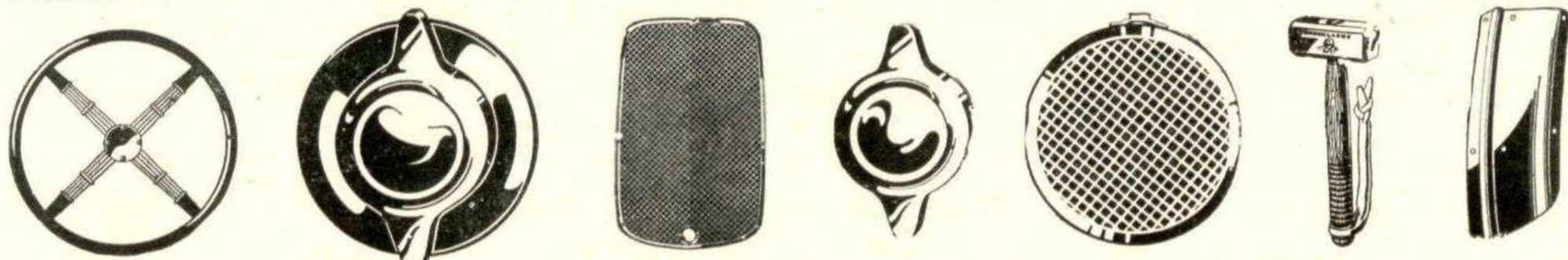
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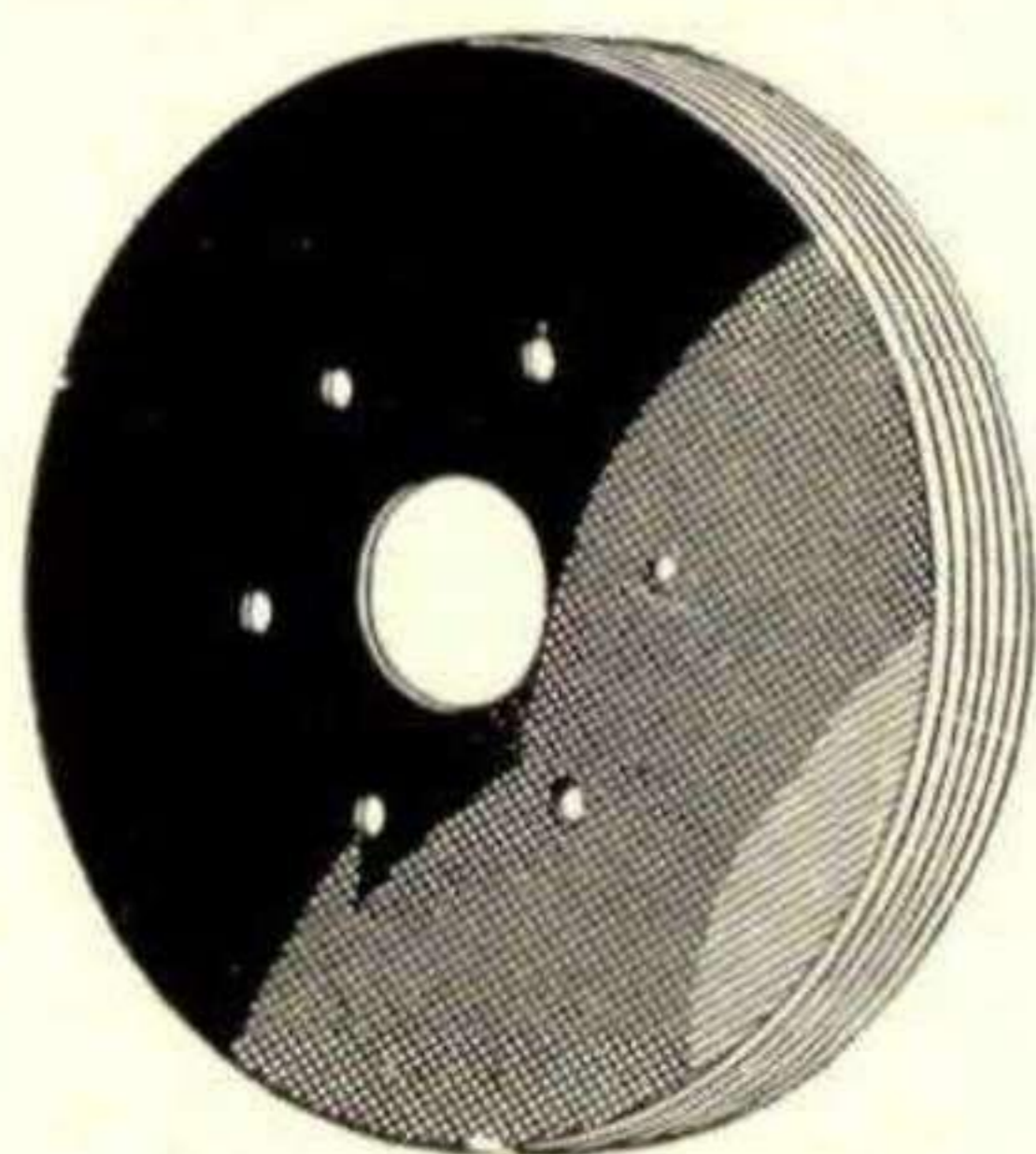
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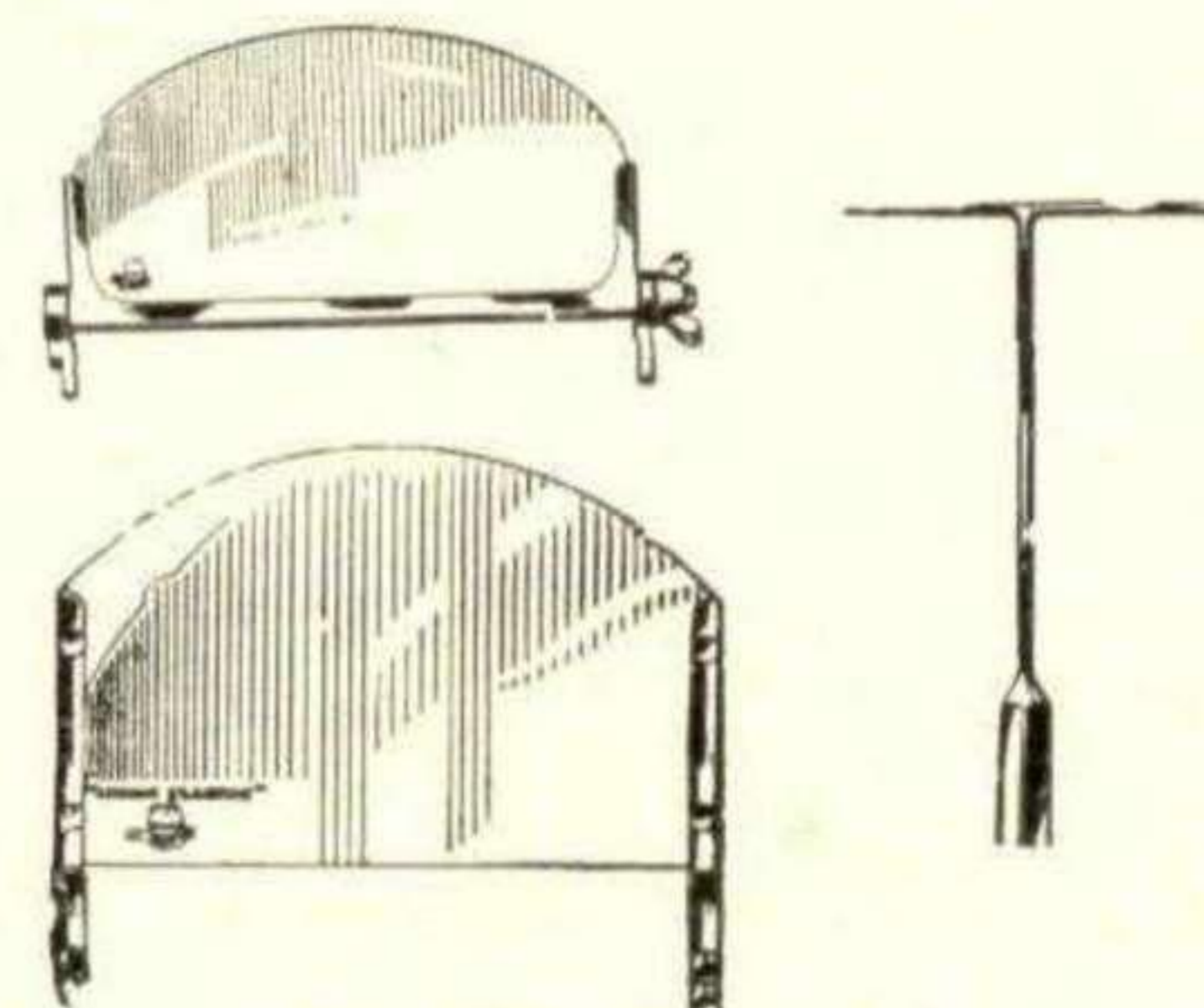


● “Brooklands” Fully Flexible Steering Wheels are available in three sizes, 16”, 17” and 18” in a range of over 200 stock models, from 36/- complete ready to fit. ● Eared Hub Caps are supplied for Magna type Wheels, making easier wheel removal and enhanced appearance, in sets of 5, Chromium Plated, 22/-. ● Radiator Stoneguards are available in over 300 stock models, made from solid Brass throughout, finished in Chromium Plate. Prices from 30/- each complete. ● Eared Hub Caps for small hub bolt-on wire wheels are available in two sizes and finished in Chromium Plate for small cars at 21/- set of 5, for larger cars 22/6 set of 5.

● Headlamp Grilles are constructed from solid brass throughout and fitted with diamond pattern mesh. Available in either Fixed pattern or Hinged pattern in all sizes, Chromium Plated. Fixed pattern from 19/- pair, Hinged pattern from 22/- pair. ● “Brooklands” Copper Clouters enable Rudge Whitworth Wheels to be removed quickly and without damage. 100 per cent. pure Copper Head, Ash Haft and Safety Strap 12/6 each. ● Protectors for rear Mudguards in Aluminium and Chromium from 16/6 and 26/- pair.

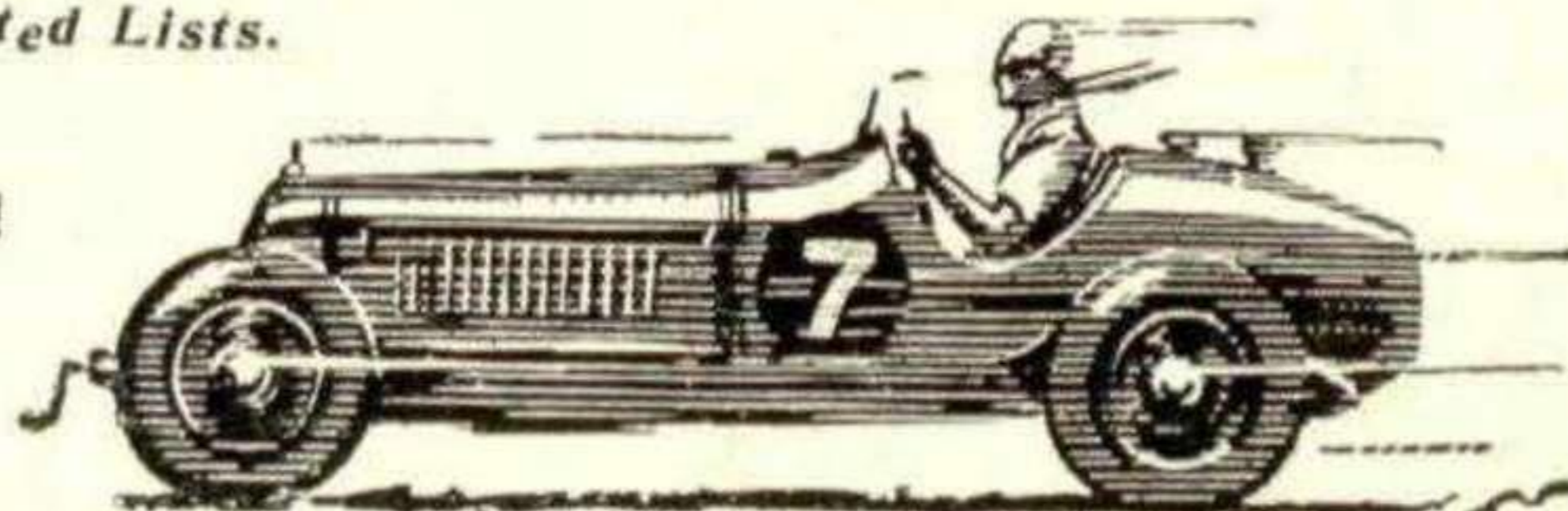


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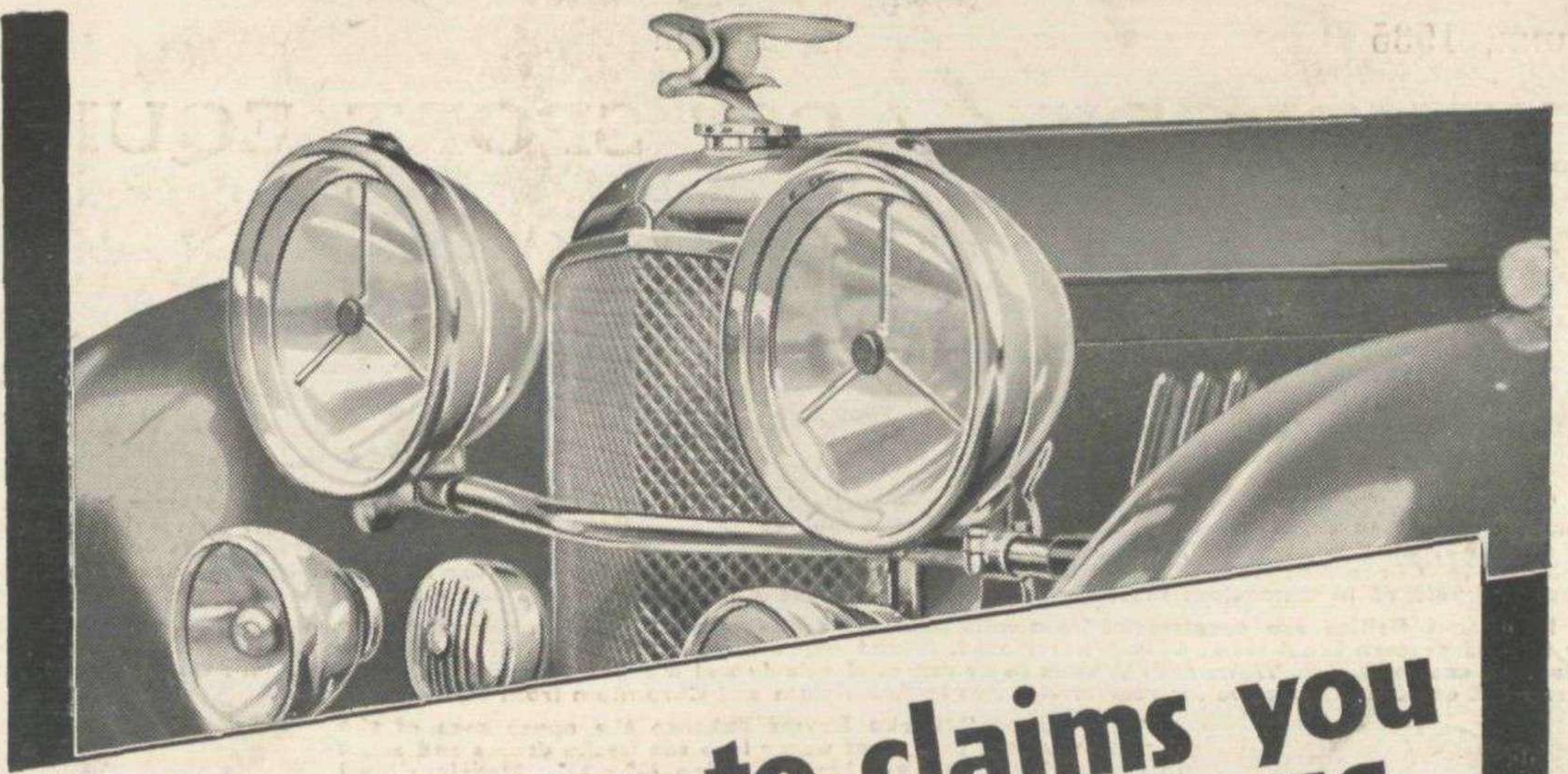
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