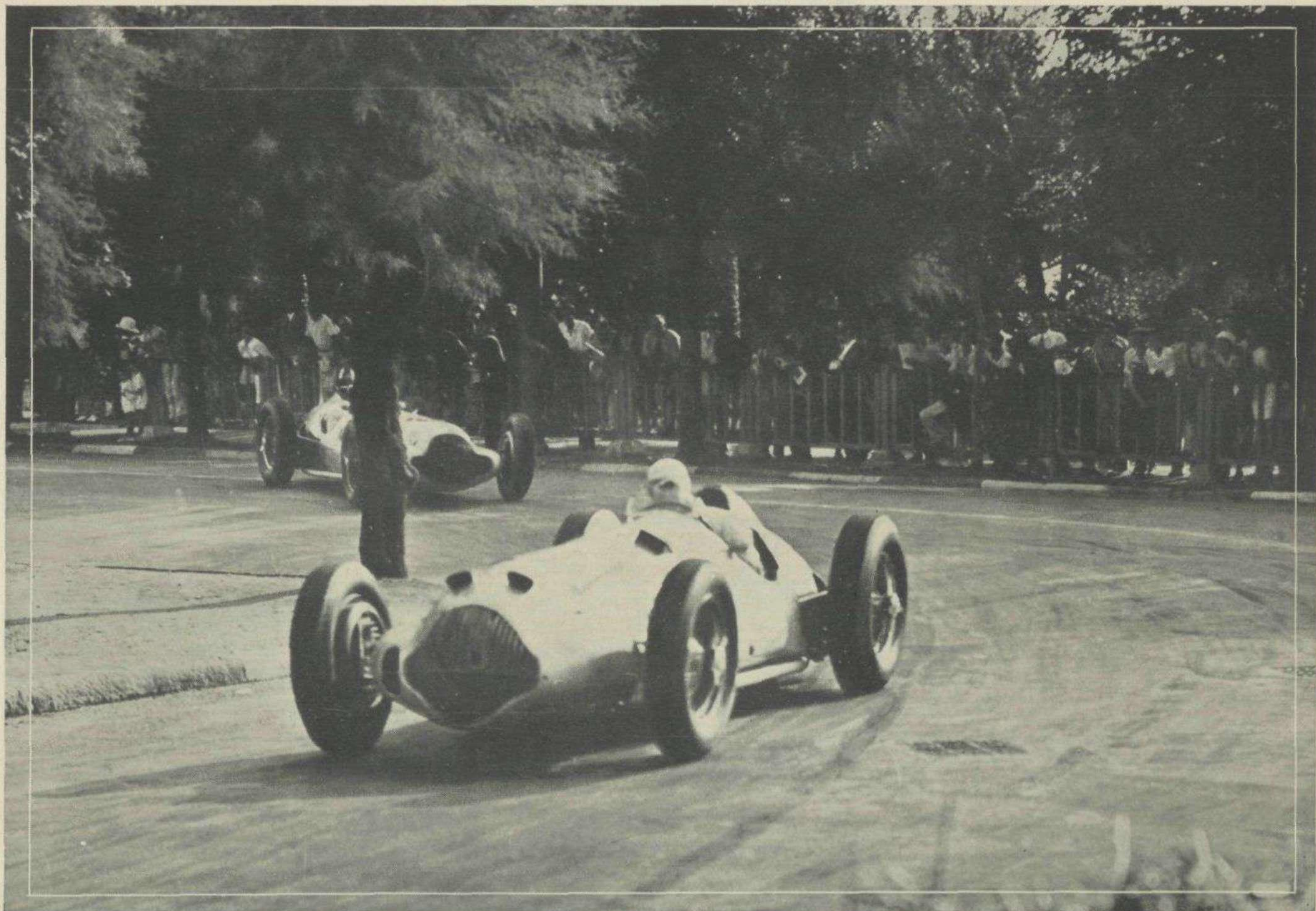


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345·49 M.P.H.

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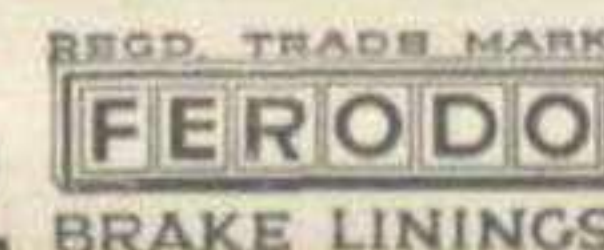


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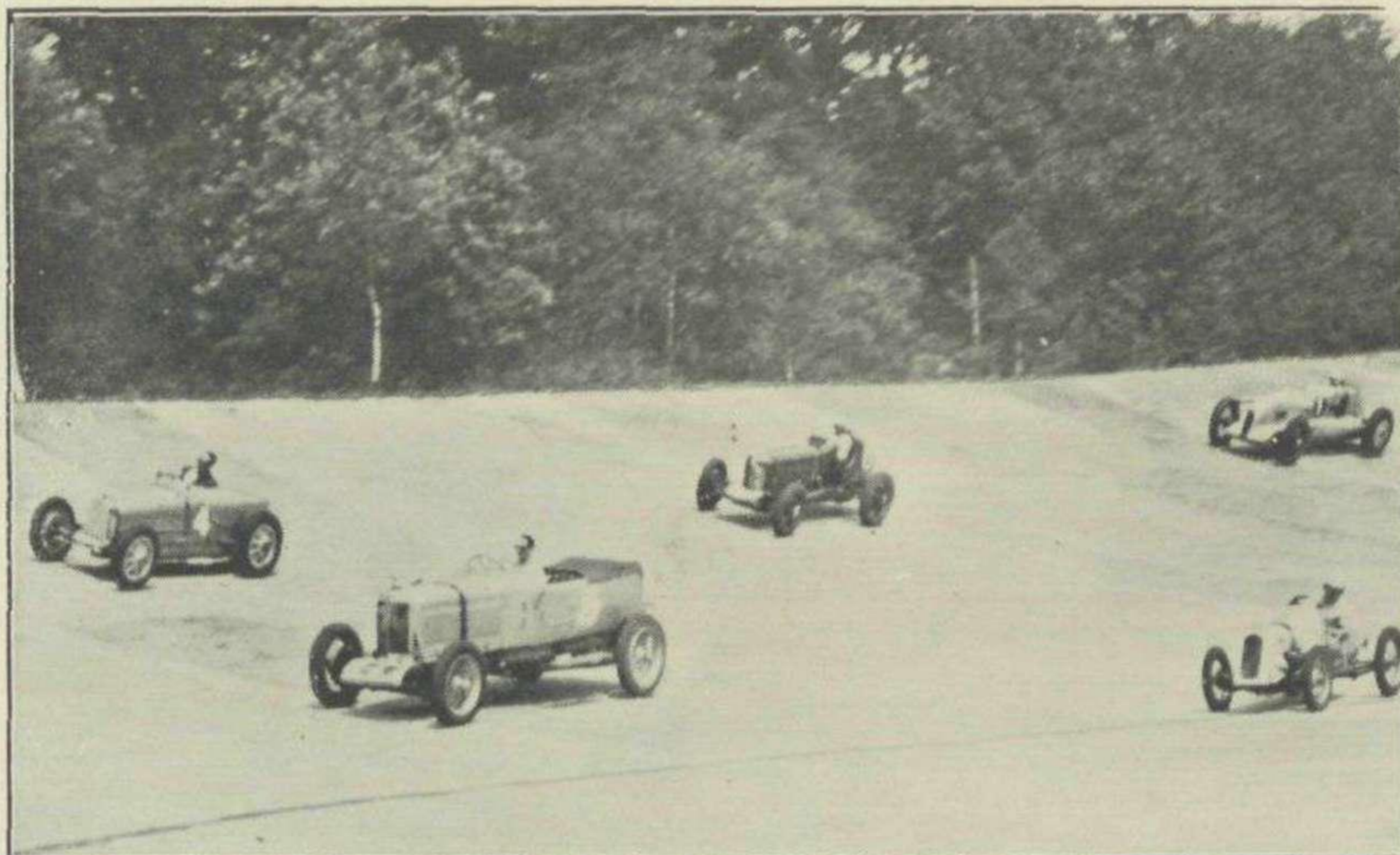


# MOTOR SPORT PHOTOGRAPHS

THE B.A.R.C. AUGUST MEETING, 1938

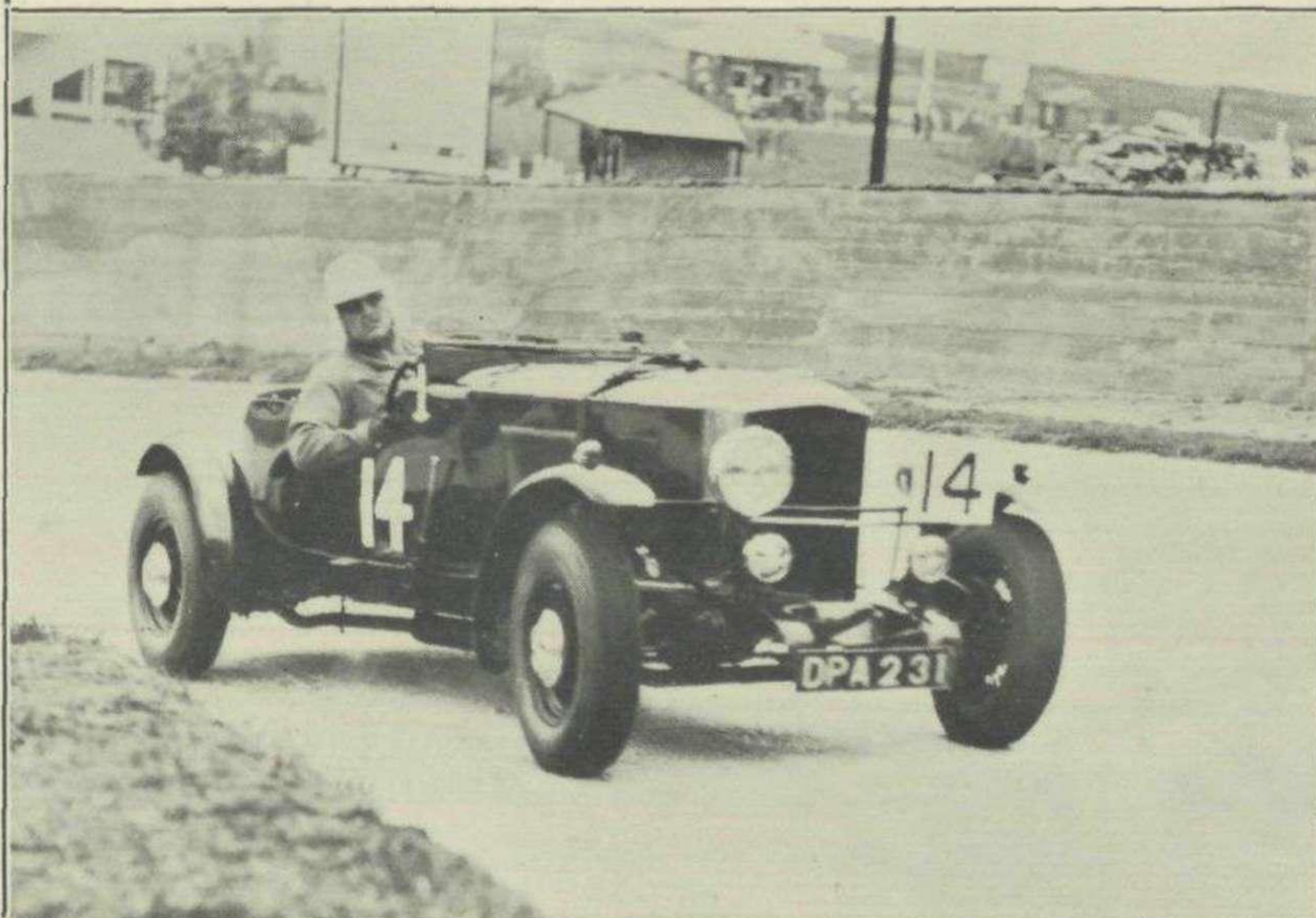


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*A bunch on the banking in the Second August Long Handicap. C. Brackenbury (Bugatti), C. L. W. Barker (Sunbeam), R. L. Duller (Duesenberg), E. G. Brettell (Austin) and Oliver Bertram (Barnato-Hassan-Special).*

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# READERS' SPARE PARTS FOR SALE AND WANTED

## FOR SALE

**Anzani engine, s.v., one rod and piston missing, cheap**  
**Austin Seven, Zenith vertical carburetter, cylinder head gasket, new swivel pin bushes, 2 pair anti-roll springs.....**  
 „ 1933 engine, just rebored, new pistons, crankshaft, bearings, clutch plate, also new bearing in gearbox. New valves and double springs.....  
 „ 1928 three speed gearbox, matched twin S.U. carburetter set, complete with balanced manifold and all fittings for Austin 7.....  
 „ 4-cyl. "Scintilla" Vertex Magneto in new condition.....  
**Ulster chassis and body, Luvax shock-absorbers, less radiator.....**  
 „ front axle, complete with lowered springs, hubs and brake drums, 1931.....  
 „ genuine works engine with Marshall supercharger, and racing Scintilla magneto. Also complete with Almack aluminium racing wheels and standard wheels.....  
 „ Austin Set of four aluminium mudguards.....  
**Axles, front and rear for Riley Nine.....**  
**A.C. Six cylinder head (approx. 1924) camshaft and crankshaft.....**  
**Armstrong-Siddeley self-changing gearbox, complete with controls.....**  
**Back Axle for 8.9 h.p. Amilcar G.P., complete with hubs, shafts, crown wheel and pinion, torque tube, prop. shaft, etc., dropped front axle beam.....**  
**Bluemel telescopic steering wheel (unused). Several clockwise Bosch dynamos with distributor (4-cyl.) unused. Back axle (complete with shafts, brakes, and drums).....**  
**Body, Charlesworth two-seater, for L type Magna 1933, (long wings and big headlamps).....**  
 „ ex-racing two-seater, converted to road use, complete with 1931 wings and running boards, one wing dented and split, requires welding, tail of body good, but several splits in the aluminium panels, no screen or seats.....  
**Four road wheels (knock on 21 x 4.50).....**  
**Camshafts and boxes, from Brescia Bugatti.....**  
**Racing camshaft for s.v. Anzani and parts to convert timing from chain to gear drive.....**  
**Bugatti, type 37, 1½-litre cylinder block complete with valves.....**  
 „ 2.3-litre engine complete with blower.....  
 „ 4.9 racing gearbox, 3 speeds.....  
 „ 2-litre crankshaft and cylinder block.....  
 „ Brescia gearbox, complete.....  
 „ full Brescia crankshaft.....  
**Carburetter, Wingfield racing set, with 2 Wingfield carburetters, mounted on a special twin induction manifold. Fits any 1934 to 1936 V8 30 h.p. Ford, without alteration.....**  
 Zenith triple diffused horizontal, 36 mm. bore.....  
 Model 36 H.K. Horizontal Flange. 2½" between centre of bolt holes. Right-hand float chamber.....  
 „ (Two) Zenith N type Horizontal 36 mm. top feed float chambers.....  
 „ 26 mm. H.Z. Zenith.....  
 „ 26 mm. triple diffused.....  
 „ R.A.G. suit Riley Nine.....  
 „ R.A.G. ....  
 „ Zenith .....  
 „ S.U. complete (three).....  
 „ Solex .....  
 „ (New) racing 36 mm. Amal, with large assortment of spare jets and chokes.....  
 „ Two Amal, off racing Austin.....  
**Chassis, Austin, complete new crown wheel and pinion, new king pins and bushes, front and rear springs flattened.....**  
**Cylinder head with rocker gear for Riley Nine.....**

**Cylinder Head "M" type M.G., with valves, valve gear and camshaft.....**  
 „ 2 port, complete with rockers, etc., for 12 h.p. Meadows.....  
 „ for blown Lea-Francis, without valves and rocker gear.....  
**Dewardre, one vacuum cylinder. Recently used for assisting braking on a heavy 12 h.p. car, with operating rods and "trigger and motor" levers on a short cross-shaft in solid bearings, also half copper pipe line to manifold.....**  
**Delage engine 14 h.p. model D.I.S.S. Complete and in good condition.....**  
**Duogauge Cartherns (oil pressure) thermometer.....**  
**Dynamo, 6 v., starter and battery.....**  
**Engine: A.B.C. sports 1926, flat twin, with Fellowes magneto, twin Zenith carburetters and flywheel, clutch, need new big-end. Would sell separately.....**  
 „ 1,500 c.c. s.v. Anzani, complete with magneto, dynamo, and starting motor, overhauled and in very good condition. Cylinder liners are fitted.....  
 „ Austin 7, 1930, less carburetter & manifold. Rebored, valve seats recut, new pistons, clutch timing, main bearings, crankshaft reground, new starter ring, big-ends retailed.....  
 „ 16 h.p. A.C. engine, good general condition. Overhauled, complete Scintilla magneto, clutch. Never run since overhaul.....  
**Ford wheels, two, with new tyres 18 x 6.00, retread,**  
 „ 1936/37 10 h.p. 2 only, 600 x 16 Dunlop Comp. tyres and tubes used once only.....  
 „ 2 only 600 x 16 Firestone covers, used once only.....  
 „ 2 only 600 x 16 Silver enamelled wheels.....  
 „ 1 only, standard size Firestone cover and tube  
 1 only, standard size, silver enamelled wheel  
 „ 1 rear seat swab, red leather, never used.....  
 „ Several cylinder blocks for various types of Anzani s.v. engine.....  
**Ford V8 two 600 x 16 wheels complete with 6.50 x 16 Dunlop sports covers and tubes and one 600 x 16 wheel complete with Goodyear G3 tyre and tube. With spare metal wheel cover of 1935 V8 coupe.....**  
**Frazer-Nash Wheels. Differential, complete with pinion, steering box and wheel. Front axle and assembly (brakes, etc.). Prop. shaft. Crankshaft (reground). Clutch (complete).....**  
**Frazer-Nash-B.M.W. standard pattern steering wheel, good condition.....**  
**Gearbox, M.G. Midget, 3-speed, with Derrington remote control.....**  
**G.N. roller bearing o.h.v. engine, H.C. pistons.....**  
 „ Bosch magneto.....  
 „ transmission complete, and back axle.....  
 „ parts, cylinder barrels, heads, con-rods, timing-case and cover. Gauge, 14" dial blower.....  
 „ twin cylinder o.h.v. push-rod engine.....  
 „ Front axle, steering box, wheels, countershafts, radius rods and sprockets.....  
 „ engine, special "Akela" type. 1,100 c.c., V-Twin, twin shaft drive O.H.C., M.L. magnetos. Engine perfect. All complete with engine bearers and Brooklands exhaust system.....  
**Headlamps one pair "Auroche" chromium-plated, Modified to take British type bulbs...**  
**Lagonda 3-litre, all spares.....**  
**Lamps, Zeiss, headlamps, two, excellent condition, 8"**  
 „ pair large chromium plated headlamps, Lucas with twin electric dippers.....  
 „ pair Marchel 9 in., no dippers.....

**Lancia Lambda 14 h.p. engine complete with dynamo and magneto (Maggiotti Marrelli) and springs, including two spare sets of piston rings, spare fan, spare valve springs, spare camshaft and camshaft driven wheel, spare rocker gear and cam followers, spare exhaust manifold, spare magneto and dynamo (needs re-winding).....**  
 „ 4-speed gearbox with all fittings. Rear axle, one main leaf broken, shockers and axle, perfect.....  
 „ Nine wheels, 765 x 105, two good tyres. Bonnet, two good rear wings, spare drop arm and drag-link and steering arm, petrol tank and gauge fitted with extension for outside filler cap.....  
 „ Two cutouts (Marrelli) key and switch box (Marrelli), two 8 in. headlamps (Bosch), both mirrors silver plated giving parallel beam approx. 400 yards.....  
 „ Four 5 in. lamps, rear lamp, two wing lamps (Duco), two way dip switch, 3 switch arrangement for reverse light and horn.....  
 „ Hood and upholstery. Hood structure altered for lowseating position and lowered steering wheels—steering wheel with special bearing attachment—two steering boxes, dash board to fit altered steering and radiator distance. Hood needs recovering. Seat supports to fit Dunlopillo "Cinema" seats. Triplex glass windscreen (one panel cracked but rest O.K.) opens in halves—folds flat and adjustable to any angle. Scuttle extension for lowered steering and hood, four doors (one needs new hinges) seat squabs, spare set of brand new Ferodo M.R. brake linings.....  
**Lucas P100 headlamps, single reversed bulb type. Chromium and reflectors in good condition...**  
 „ 12 v. Altette horn.....  
 „ F.T. 57 Passlite (chromium).....  
 „ ST 38a chromium stop tail lamp.....  
**M.G. J.2 brakes and cables, the set.....**  
 „ 1933 radiator and gearbox.....  
 „ Marles steering gear complete, spring wheel, needs two hemispheres.....  
 „ Set bottom timing wheels.....  
 „ Set (four) front hub bearings, new.....  
**Morris 11.9 engine, rebored, all new bearings new valves.....**  
**Morris Minor front axle.....**  
**Morris Minor, 1933, S.V. practically all parts including 3-speed gearbox.....**  
**M.G. J.2. Rear main flange S/H.....**  
 „ Set Aerolite pistons + 10 S/H.....  
 „ 3 only Aerolite pistons + 20 S/H.....  
 „ (Two) con rods (floating gudgeons) S/H.....  
 P. flywheel (lightened) as new.....  
 „ four-speed gearbox.....  
 „ handbrake and ratchet.....  
**M.G. Magna gearbox, complete with remote control gearlever, bell housing and rear driving flange.....**  
 „ cylinder block and sump.....  
**M.G. J.2 type car hood.....**  
 „ 1933 gearbox complete with clutch housing and remote control, also front engine mounting. Oil pump. Front timing casing. Distributor and starter. Bonnet. Set of con-rods. Set of pistons 20th over-size. Propellor shaft. Speedometer and rev. counter combined. Radiator complete with shell, and handbrake complete.....  
**M.G. Parts (Magnetts). Rear wheel bearings, axle shafts, Bluemel's spring steering wheel (Marles column) set of con-rods, bearings and pistons (F. type**

SECONDHAND SPARE PARTS—continued

- Magna), brake drums, shoes and valve cover for F type, rear Hartford shockers, 12v. pressure pump, combined M.G. switch panel, ammeter and oil gauge, complete clutch and gearbox, with remote control for F type two fuse boxes and cut outs, Rudge hubs and hub-caps.....
- M.G. P. Type 1934/5 Outside radiator honeycomb grill. Rudge 42 mm. N/S hub-cap, eight-day dash clock and vignette, Ashby "Derrington" flare-screen, Derringtons grab rail and screws. Radiator filler cap. Petrol tank cap, oil gauge, Aluminium fishtail, four K.L.G.s (831 R).....
- .. pair of wings.....
- .. P Type cylinder-head (new).....
- Morgan rear wheel, sprockets, two-speed bevel box, chains, propeller shaft.....
- .. bevel shaft, specially made in high tensile steel, almost guaranteed not to bend. Fit model about 1927.....
- .. 4/4 1936/37. Two Dunlop sports competition tyres, 5.25x16, E.L.P. two-seater zip tonneau cover and fixings, green.....
- New Zenith horizontal carburetter for 12 h.p.....
- Norton motor-cycle, 1928 model 18, one new racing Hoffmann big end assembly complete, two used racing cams, one pair used racing roller cam—followers.....
- Pistons, two new H.C. alloy.....
- Radiator, Morris beehive.....
- Rotex 8 in. dia. headlamps, chrome rimmed and fitted with chromium plated stone guards. Both lamps fitted Solenoid dippers.....
- Saloon, Arrol Aster six-cylinder coachbuilt 1929, or parts.....
- Salmson 3-speed gearbox.....
- .. Solid back axle.....
- .. Front axle.....
- .. Transmission.....
- .. Flywheel.....
- .. Cylinder head.....
- .. Wheels.....
- .. Steering.....
- .. Sump.....
- .. Twin overhead camshaft.....
- .. steering and universal, also reverse pinion...
- Seat covers and cushions.....
- Silencer, Brooklands, large, suitable Bentley, unused
- Six volt starter with Bendix pinion, for 1½-litre engine.....
- Screen, two panel, safety glass, with frame. Super-charger, Powerplus No. 7 with horizontal carburetter.....
- Singer "Junior" tourer, good condition. No back axle. Chassis suitable for a "special".....
- Speedometer, Smith's A type.....
- Spotlight, new Stadium with mirror.....
- Springs, special flattened rear, for Austin.....
- Spring Steering Wheel, Ashby, as new, from 1934 Le Mans Aston-Martin.....
- .. .. Ashby, as new, from Rallton 1934, Series II.....
- Standard Big 9 1929 engine, clutch and gearbox, absolutely complete, but sump is damaged.....
- Steering Gear, less wheel.....
- Sunbeam 3-litre crankshaft, cylinder-block, pistons con-rods, camshafts, carburetter, magneto and starter.....
- Supercharger, Marshall new, complete with all fittings, suitable for Ford Eight or Ten.....
- Supercharger, Cozette No. 7 and fittings from hyper sports Lea-Francis.....
- .. Murray Jamieson, off works s.v. racing Austin, only been used for a few short races and sprints. Will blow up to 12 lb. pressure.....
- Centric supercharger and fittings for Ford Ten.....
- .. Marshall, complete with fittings for Ford Eight or Ten. Only run 4,000 miles.....
- .. Centric, from standard Austin Seven, complete with cylinder head bracket, makeshift induction pipe and self starting Solex carburetter, also 3 different diameters of blower pulleys, and one gallon oil tank for dashboard fitting.....
- .. and fittings from 1935 PA type M.G. Midget, 2,000 miles only.....
- Talbot "65" 4/5 seater, 2-door saloon. Spare parts available. Five wheels, chassis frame, front axle, back axle, set of springs, petrol tank, steering column, steering wheel, body and wings, dashboard, bonnet, set of lamps.....
- Tyre, new, for Renault (13x45).....
- Tyres, competition, Invicta tread, used once on Lancia Lambda, 780x150.....
- Tyres and Tubes 17x6.00 Dunlop "90" in good condition.....
- 30/98 Vauxhall, o.h.v. model, parts available.....
- Wheels, racing, one set, 42 mm.....
- .. 2 from M type M.G. 20-32.....
- .. set of five, 8.20x120, complete with tyres and tubes.....
- Wheels, enamelled red, and free from rust. Hubs will fit any Bentley model.....
- Windscreen with triplex for M.G. Midget M. type.....
- Wings, pair of cycle.....
- 1930 Ulster Austin Seven unblown camshaft body, sports two or four-seater, complete suitable for Wolseley Hornet.....

WANTED

- Aluminium cylinder head for S.V. Morris Minor ..
- Amilcar, 9 h.p. differential (one from the saloon model but not from the sports two-seater, except the six-cylinder) ..
- Austin, Ulster : Aero screen.....
- .. Manifold.....
- .. Remote control gear.....
- .. Downdraught carburetter ..
- .. Ulster body, any condition ..
- 1928 gearbox, three-speed, extra large wheels for Austin Seven.....
- Axle Shafts, special, for an "L" type M.G. back axle ..
- .. casing and back brake plates for 1932 Aston-Martin ..
- Back Axle, 100 ton for 1932 Frazer-Nash.....
- Body, lightweight, suitable for 1932 M.G. Midget.....
- .. short 2/4-seater modern touring.....
- .. single seater.....
- Crankshaft (counter-balanced) for 1932 J.2 M.G....
- Chrysler 75 redhead cylinder block.....

- Cylinder Barrel (nearside) piston and connecting rod for a 1933 912 c.c. o.h.v. w.c. J.A.P. engine from a 1933 super sports Morgan three-wheeler.....
- Chassis, late model Frazer-Nash, complete.....
- .. light racing, complete, not over 9ft.....
- Carburetters, two semi-downdraught, standard, or 1933, J4, Midget.....
- .. Set of twin S.U. (racing), complete with manifold. Top feed 30 mm., suitable for Brooklands Riley 9 h. 1,100 c.c. ....
- Cylinder, back block for a G.P. 1924 Sunbeam straight 8, or complete engine ..
- Engine, Lagonda, 2-litre supercharged.....
- Frazer-Nash front axle, suitable for Boulogne model, chains and sprockets ..
- .. Outside exhaust manifold and piping for fitting to Meadows engine (three port) ..
- .. T.T. replica body rear petrol tank, or similar two-seater complete.....
- .. Stub axles, hub and brake gear.....
- Gearbox, light, for special chassis.....
- G.N. Touring, complete.....
- Louvred Aluminium bonnet, 2' 3", rear 2' 3", front 18" wide ..
- Valve Cover for J.2 type Midget.....
- O.H.V. O.M. engine, or conversion block etc., from s.v. to o.h.v.....
- Morgan, 4-wheeler, Morgan conversion; complete car or conversion parts.....
- M.G. set of brakes.....
- M.G. Midget, C type cylinder head complete with camshaft and vertical drive.....
- Fold Flat windscreen for M.G. and Frazer-Nash.....
- M.G. J.2 oil and radiator thermometer (dash-board type) and Tapley motor.....
- Seats, bucket type.....
- M.G. J.2. brake handle with ratchet complete.....
- Any J Type four-speed gearbox.....
- Set M.G. mudguards, similar to J2 but for "P" type. Outside exhaust and system or manifold for "P" M.G.....
- Spring wheels.....
- Gearbox, 4-speed, for a 1930 O.H.C. Morris Minor.....
- Generator and battery charger of German make in aluminium ..
- 6-volt Battery, for motor cycle (Exlde).....
- .. for car (Exlde).....
- Boyd-Carpenter body, any condition.....
- Brooklands Riley Engine ..
- .. Series .. with high lift cams and two carburetters ..
- Spare Wheel for a 4.50x19 tyre, Frazer-Nash.....
- Sturmey-Archer gearbox for Dunelt 250 c.c.....
- Instruction Book for M.G. Midget, 1930.....
- Two twin port Meadows, 12 h.p. heads.....
- Four con-rods steel, suitable for Meadows engine, Crown wheel and pinion. 10x47.....
- Salmson. One hub puller and one cable adapter as used on the front end of the rear brake cables to attach to the levers on the foot brake camshaft. Suitable for a 1928 9.5 h.p. Salmson.....
- Rev.-counter, for Type "C" M.G. Midget and drive ..
- .. and water thermometer (dash board type) for an M.G. Type "N" Magnette ..

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## WAKEFIELD WINS THE "200" FOR E.R.A.

"BIRA'S" 3-LITRE MASERATI OUT-CLASSED. LORD HOWE FINISHES THIRD

**T**HE crowd at Brooklands for the Junior Car Club's 200-Mile Race on August 27th was not imposingly extensive, but the J.C.C. was not to blame, for had they not invited schoolboys and schoolgirls to attend free of charge? Possibly holidays were responsible. The race, returning again to Weybridge, was not very exciting, but again the J.C.C. was not responsible. The entries promised a good struggle. In practice, Chris Staniland's Mercedes-like Multi-Union went noticeably well, and Billy Cotton did very good work with the E.R.A. Wilkinson brought Kenneth Evans's Alfa-Romeo down on the Thursday and found nothing to do but repair a leaky carburetter float. A. F. Ashby was a little troubled about his braking and was curing a carburation flat-spot which spoilt his pick-up away from the banking turn. Beadle's new Alta appeared in a new coat of paint, Lace did some hectic testing of the Darracq's brakes in the Paddock, and "Bira's" Maserati had a large fuel tank installed. Dobson's E.R.A., towed about by a B.M.W., proved a refractory starter, and work was proceeding at night on the team E.R.A.s over on the aerodrome. The Multi-Union was noticed to have an electric fuel gauge, unusual for a racing-car.

On the Friday there was considerable activity. "Bira," in between touring round, did a circuit in 1 min. 49 secs. The Multi-Union did 1 min. 52.2 secs., Cotton 1 min. 52 secs., Wakefield 1 min. 54 secs., Dobson 1 min. 56 secs., and Ashby 2 mins. 0 secs.—the last named faster than when he took the Class C lap record, which the Alfa still holds. Ashby allowed Bartlett to try the Alfa-Romeo, which was running with 6.50" x 19" Dunlops at the rear. Then, just before the Track closed, someone persuaded him to try a weaker mixture and in half a lap a piston had gone and the first non-starter was posted. Raymond Mays and Lord Howe only took the E.R.A.s out very late—the cars now blue-green instead of black. Gradually the Paddock emptied, as enthusiasts drifted off in search of to-morrow's race, which was to be over 88 laps, or 199½ miles of the full Campbell circuit.

There was excitement as Mays found a leaking fuel tank on his E.R.A. In the

front row, before Brooklands' concrete pits, were Cotton's E.R.A., "Bira's" Maserati, Staniland's Multi-Union, and Mays's E.R.A. Behind were Tongue, Dobson and Wakefield in E.R.A.s, behind again were Lace's sports 4-litre Darracq, Beadle's Alta, Howe's E.R.A. and Evans's Alfa-Romeo. The next row contained Connell's E.R.A., Maclure's Riley, and Rolt's E.R.A., and the next, Avebury's Alta, Hanson's Maserati, Fletcher's M.G., and Rayson's old four-cylinder Maserati. Behind were Smith, Woolley and Wilton with M.G.s and Abecassis (Alta), Brooke (Brooke-Special), Nichols (M.G.) and Aitken (Maserati), with Wilson's 1,100 c.c. E.R.A. in solitary state behind. The non-starters were Ashby (Alfa-Romeo) and Hyde (Maserati).

There was immense excitement right before the flag fell, for "Bira's" Maserati was only just push-started in time and was then reversed calmly and rapidly to behind the line. The big Maserati then led everyone, although not starting very impressively, while Tongue shot up from the second rank, followed closely by Dobson.

Cotton had been worried by his car creeping beyond the line through transmission snatch. After one lap the order was:—"Bira," Mays, Dobson, Tongue, Cotton, Evans, Wakefield, Rayson, Connell, Beadle, Howe, Avebury, Lace,

Rolt, Maclure, Aitken, Hanson, Abecassis, Nichols, Fletcher, Wilton, Smith, Woolley and Wilson. Abecassis had almost been a non-starter, as a rod came out in practice and he started with a 1½-litre sports engine in the car. Staniland started the Alfa-engined Multi-Union carefully, but was out at once with serious transmission trouble. "Bira" settled down to get clear of Mays, and soon led by 9 secs., controlled by his calm and efficient pit. Abecassis came in for a brief stop after only a few laps, and then Beadle came in, overshot, was pushed back and, after an examination, went on, the pit-staff needing to send for a plug-spanner. After 15 mins. we timed "Bira" to be lapping at about 1 min. 55 secs.

After 8 laps Mays stopped for a plug change, the tools being flung back into the pit as the car left. This put Arthur Dobson in second place, 10 secs. behind "Bira," and the leading Maserati was now lapping at just under 73 m.p.h. Already the smaller cars, running for the special prizes, were being lapped by the leaders. Beadle had another short pit-visit. By 10 laps the order was:—"Bira," Dobson, Wakefield, Tongue—the E.R.A. opposition was pressing strongly. Cotton was fighting Tongue very furiously.

Brooke gyrated his 1.6-litre Brooke-Special at the Hill Bend, and we put a watch on "Bira" at 12 laps and clocked him at 1 min. 51 secs. on a lap when he braked hard at the Hill turn for Lace's Darracq. Dobson, on the other hand, was doing approximately 1 min. 51.4 secs. On his 13th lap Hanson's Maserati overshot the banking turn and retired with a seized gearbox. Cotton had now displaced Tongue for fourth position. Mays again came in with misfiring, and on his 14th lap retired the E.R.A. with scavenge pump trouble. Connell now made a brief call at his pit and after doing 17 laps the Brooke-Special retired with a very audible run big-end bearing. The Campbell circuit is hard, very hard, on the cars. Lord Avebury had a pit visitation and then Dobson's fine drive finished after 22 laps when a piston broke. Connell retired his E.R.A. after 17 laps because the brakes had weakened under stress of Campbell circuit cornering and Evans found his Alfa brakes tiring.

## CONTENTS

<i>Wakefield wins the "200" for E.R.A.</i>	315
<i>Poole Speed Trials</i> ....	318
<i>Rumblings</i> ....	319
<i>Railton, A Remarkable</i> ....	321
<i>Club News</i> ....	323
<i>Three Races at Berne</i> ....	326
<i>Fun for a Fiver</i> ....	327
<i>On the Finish of the "500"</i> ....	330
<i>Good Racing at Pescara</i> ....	334
<i>Excellent Racing at Crystal Palace</i> ....	335
<i>Letters from Readers</i> ....	336
<i>Eyston's Great Record</i> ....	337
<i>Paris—Nice Trial, The</i> ....	338
<i>Continental Notes and News</i> ....	340

WAKEFIELD WINS THE "200"—continued

Still "Bira" led, with Wakefield second, Cotton third and Tongue fourth. Cotton then stopped for three churns of fuel but retired soon after with back-axle trouble. Evans overshot his pit, kept his engine going and had some good snappy work done on the Alfa's front brake adjustment. In Howe's pit Humphrey Cook was in stern control, and Lady Howe was also on duty, as were Princess "Bira" and Mrs. Lace in other pits.

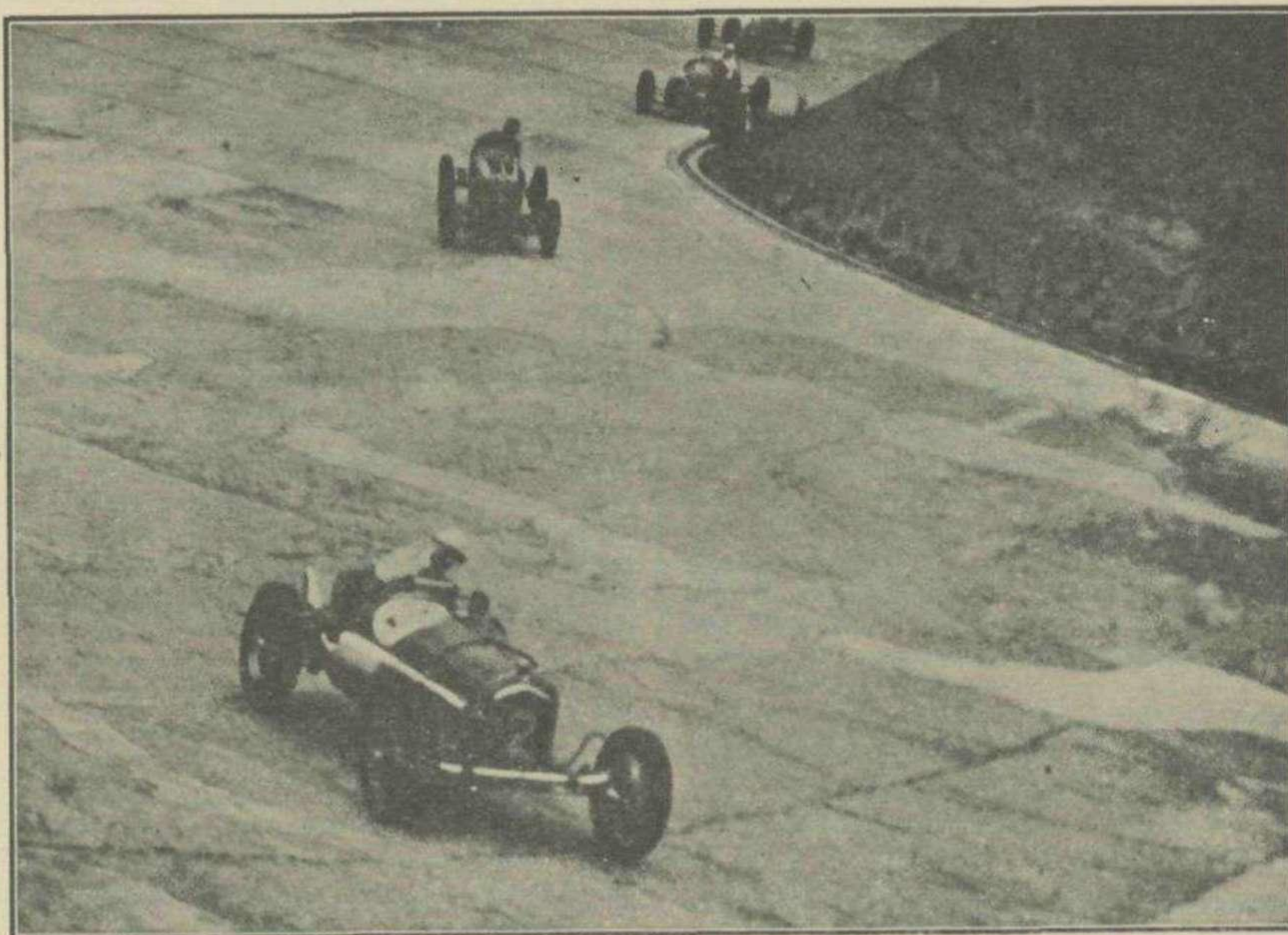
"Bira" came in after 42 non-stop laps. One could not but enthuse over the calm, pre-planned pit-work. "Loftie" England, who used to be with the "Bira" equipe but who has recently returned to the Alvis works, signalled to "Bira" with a flag as Shura prepared the anti-splash cover. The car came in with a screech of brakes to a perfect stop. "Bira" watched the fuel go in and the rear covers being changed very calmly, and pumped up pressure. Loftie had the bonnet up to add oil to the engine. Meanwhile, a friend talked to "Bira" in Siamese and finally in English, telling him, as Wakefield went by to lead, that he was still second, adding "go on like you do; you will catch him, he has to stop for fuel too." The car was push-started and left promptly. "Bira" had a lead of 46 secs. a lap before he came in, but now Wakefield and Tongue were ahead of him. However, the Maserati was gained by some two seconds per lap, and by 60 laps was second, 72 secs. behind Wakefield's Zoller-blown E.R.A.

Percy Maclure now had his stop, but only to add fuel, from plain 2 gallon cans, and oil, to his Riley, work he accomplished himself, very quickly. Rolt came in next, Charles Brackenbury working at the fuel churns, no cover being used to protect the driver, who received an orange to suck. Oil went in, and the screen was cleaned; good, unflurried work. Aitken's Maserati now retired after 42 laps with a broken valve. Wakefield was soon due to come in for fuel and Mays was seen to visit his pit. Abecassis now

stopped, got out, complained of gearbox noises (the blower gears had stripped) and let Taylor drive the Alta to the retirement park. Taylor told us the oil-gauge had been round once, yet when uncoupled no pressure was evident. Wakefield still led "Bira" by about 77 secs. before he stopped in his turn. "Bira's" brakes were now very weak and he had lost 35 secs. telling his pit so without stopping long enough to have anything done. Cameramen assembled their implements opposite the pit and Mays attended as Wakefield came in. McConnell ordered the mechanics clear of the car and Alta's works chief gave his all in the form of a lump of chewing-gum, emphasising that it was for Wakefield and not for his mechanics! The car duly stopped, poor Wakefield was soaked

with Maserati and Alta cars. He took 2 hrs. 48 mins. 37 secs., an average of 70.97 m.p.h. "Bira" was second with the old 3-litre Maserati, 34 secs. behind, at 70.63 m.p.h. Lord Howe's E.R.A. came home third, two laps behind, at 68.7 m.p.h. The race ceased as soon as Wakefield had been flagged the victor. He was warmly congratulated thereafter and looked very happy. Twelve cars had retired in a very hard struggle. Wakefield's E.R.A. naturally headed the 1½-litre class, and Cuddon-Fletcher's M.G. won the 1,100 c.c. section. Wakefield wins the historic, immense André Gold Cup—one of motor-racing's few worthwhile awards—and £175 in cash prizes.

Thereafter lots and lots of people wanted to congratulate a very popular young man on his big win.



K. D. Evans (Alfa-Romeo) leading a bunch of smaller cars round the banking turn.

RESULTS

General Category

1. John Wakefield (1,500 c.c. E.R.A.), 2h. 48m. 37s. 70.97 m.p.h.
2. "B. Bira" (2.9-litre Maserati), 2h. 49m. 11s. 70.63 m.p.h.
3. Lord Howe (1,500 c.c. E.R.A.), 2h. 50m. 16s. 68.70 m.p.h. Two laps behind leader (86 laps covered).

1,500 c.c. Class

1. Wakefield (E.R.A.), 88 laps. 70.97 m.p.h.
2. Lord Howe (E.R.A.), 86 laps. 68.70 m.p.h.
3. R. E. Tongue (E.R.A.), 83 laps. 66.52 m.p.h.
4. A. P. R. Rolt (E.R.A.), 82 laps. 65.99 m.p.h.
5. E. K. Rayson (Maserati), 78 laps.

1,100 c.c. Class

1. A. Cuddon-Fletcher (M.G.), 82 laps. 65.92 m.p.h.
2. N. G. Wilson (E.R.A.), 81 laps. 65.16 m.p.h.
3. J. H. T. Smith (M.G.), 80 laps. 64.52 m.p.h.
4. M. D. Woolley and P. R. Monkhouse (M.G.), 79 laps. 63.02 m.p.h.

Over 1,500 c.c.

1. "Bira" (2.9-litre Maserati). 88 laps. 70.63 m.p.h.
2. K. D. Evans (2.9-litre Alfa-Romeo). 85 laps. 68.35 m.p.h.
3. P. Maclure (1,987 Riley U/s). 83 laps. 66.30 m.p.h.

with fuel, and churns and funnel were slung anyhow into the pits—15 gallons in 20 secs. and no tyre change. It was now all over bar the shouting. Try as he did, "Bira" could not beat bad brakes and the flying E.R.A. Tongue also suffered brake trouble and turned round at the Fork bend, running to the pits for a starting handle. Wakefield's car was said to be doing 6 m.p.g.—but they gave him 15 gallons to complete about 38 miles. At 80 laps the E.R.A. led by 44 secs., at 84 laps by 45 secs., at 85 laps by 43 secs. and at 87 laps, one from the end, by 42 secs. Shura came "upstairs" to watch the gap and realised that "Bira" had lost to a 1½-litre car. Right at the end the sports Darracq went out with a blown gasket, Wilton left the course with his M.G., and retired, and Nichols had a lucky escape when the near side front wheel left his M.G. owing to a broken ball-race—it happened after a corner and fortunately not at full speed.

So Johnnie Wakefield won his first big race with his new E.R.A., after two brilliant but never fully successful years

Lap Leaders :

- 10 laps : 1, "Bira" (2.9-litre Maserati), 71.6 m.p.h.; 2, Dobson (E.R.A.), 9s. behind; 3, Wakefield (E.R.A.), 24s. behind leader.  
 20 laps : 1, "Bira" 72.09 m.p.h.; 2, Dobson, 18s. behind; 3, Wakefield, 37s. behind leader.  
 30 laps : 1, "Bira," 72.16 m.p.h.; 2, Wakefield, 1m. 46s. behind; 3, Tongue (E.R.A.), 2m. 5s. behind leader.  
 40 laps : 1, "Bira," 72.15 m.p.h.; 2, Wakefield, 46s. behind; 3, Tongue, 1m. 1s. behind leader.

1,500 c.c. class : 1, Wakefield (71.41 m.p.h.); 2, Tongue, 15s. behind; 3, Lord Howe (E.R.A.), 2m. 49s. behind Wakefield.

1,100 c.c. Class : 1, Stuart Wilton (1,100 c.c. M.G.), 65.14 m.p.h.; 2, Cuddon-Fletcher (1,100 c.c. M.G.), 32s. behind; 3, Smith (1,100 c.c. M.G.), 55s. behind Wilton.

50 laps : 1, Wakefield, 71.52 m.p.h.; 2, Tongue, 21s. behind; 3, "Bira," 1m. 31s. behind leader.

60 laps : 1, Wakefield, 71.52 m.p.h.; 2, "Bira," 1m. 12s. behind; 3, Tongue, 2m. 39s. behind leader.

70 laps : 1, Wakefield, 71.40 m.p.h.; 2, "Bira," 1m. 34s. behind; 3, Tongue, 2m. 31s. behind leader.

80 laps : 1, Wakefield, 71.04 m.p.h.; 2, "Bira," 44s. behind; 3, Lord Howe (E.R.A.), 5m. 21s. behind leader.

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- BUICK (30)

- CHEVROLET (30)
- CHRYSLER (30)
- CITROEN (40)
- CROSSLEY (50)
- DELAHAYE (50)
- DODGE (30)
- FORD (30)
- FRAZER-NASH (Racer)
- FRAZER-NASH B.M.W. (50)
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- LINCOLN (30)
- MORGAN (50)
- MORRIS (50)
- M.G. (50)
- NASH (30)
- OLDSMOBILE (30)
- OPEL (40)
- PONTIAC (30)
- RAILTON (30)
- RILEY (50)
- ROVER (30)
- SINGER (50)
- S.S. (30)
- STANDARD (30)
- TERRAPLANE (30)
- TRIUMPH (40)
- VAUXHALL
- 1937 and later (20)
- Previous models (40)
- WOLSELEY (50)

# Essolube

## POOLE RECORD BROKEN

R. J. W. APPLETON (APPLETON-SPECIAL) SETS NEW FIGURE OF 21.99 SECS.: GLORIOUS SUNSHINE

**W**HATEVER the vagaries of the weather in other parts of the country, the Poole Speed Trials always appear to enjoy the hottest sunshine of the year. This and the pleasant setting in Poole Park, with its lake dotted by little pleasure-boats, and its big, shady trees, together with the excellence of the 680-yard course, combine to make the event one of the most pleasant in the whole year.

Nor must one fail to take into account the excellent organisation of the West Hants and Dorset Car Club, and the skilful management of D. S. Ship as Clerk of the Course. All the officials manage to preserve an air of informality for the event which gives it a character of its own, and which is rewarded each year by a bumper entry. About 2,500 spectators attended.

The course this year, with its several fast bends—bends which become very tricky, in a really speedy car—was said to be a little more bumpy than last year, and for a long time it looked as though C. E. C. Martin's record of 22.20 secs., set up with his E.R.A. last year, would remain unbroken.

However, at last R. J. W. Appleton, cutting across the kerb in daring fashion at the War Memorial corner, handled his Special magnificently and cut the time to 21.99 secs., a new record. Appleton steadily improved his times on each of his runs. First he took 23.28 secs., then 23.20 secs., then 22.82 secs. It seemed as though this would be his best, and Appleton himself was doubtful if he could go any faster. But on his fourth run he knocked off another .83 sec., and deservedly won his record.

Appleton's principal challenger was for a long time G. R. Hartwell, who put up a most creditable show in a borrowed car on which he had had no previous practice. This was the fast Alta owned by R. R. Jackson, and Hartwell, with times of 22.60 secs. and 22.41 secs., twice beat his own former record of 22.82 secs., which he made with an M.G. in 1936. In the end, however, he was just beaten for second fastest time by A. Baron driving his 2,300 c.c. Bugatti, which on its last run registered 22.39 secs.

Another driver who did well was H. W.

### A LUNCHEON TO SEAMAN

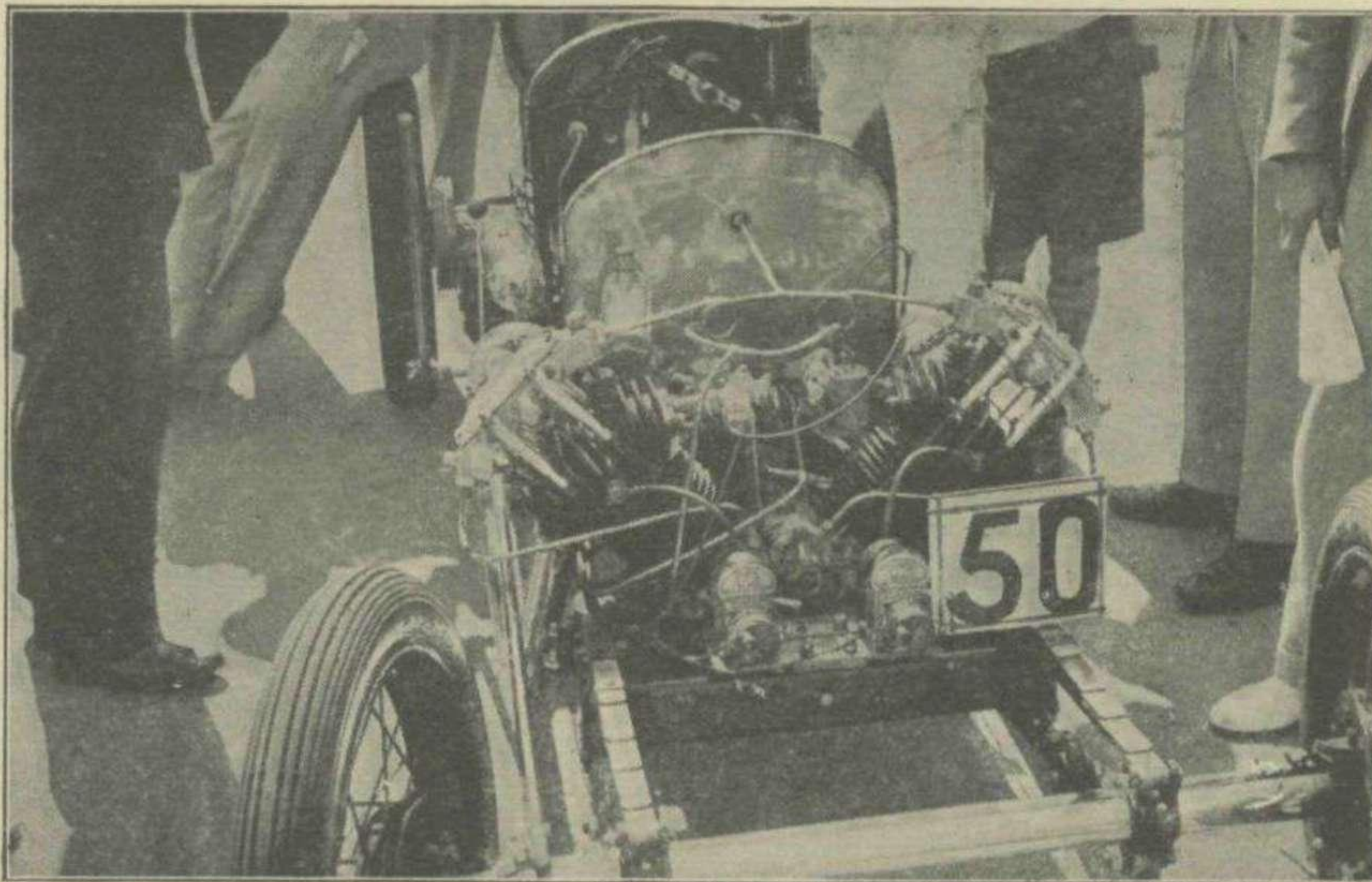
On Tuesday, September 27th, the R.A.C. will give a luncheon in honour of R. J. B. Seaman, in recognition of his great victory in the German Grand Prix, which he won for Mercedes Benz at 80.61 m.p.h. over 22 laps, or 311½ miles of the Nurburg Ring. Seaman also put up the fastest race lap, at 83.71 m.p.h. He is the second Englishman to win a classic Continental G.P. race—the late Sir Henry Segrave won at Sunbeam at Tours fifteen years ago. We know that Seaman will appreciate this recognition of the R.A.C. of his latest achievement in a fine driving career and we know that all who meet him at the luncheon will be pleased that this country has such a

Semmence with his Semmence-Special, whose fastest run in 23.71 secs. was the best by an unsupercharged car, and only slightly slower than the 23.53 secs. made by D. H. C. Fry's Freikaiserwagen, then unsupercharged, last year. The Semmence-Special has a modified 2-litre A.C. engine.

A remarkable new Special appeared at this meeting, the latest four-engined Bolster Special. This machine, not to be confused with the 4-litre four-engined

Fastest sports-car time, by a considerable margin, was 25.51 by K. Hutchison driving his Allard-Special. As Hutchison started off on his next run, however, there was an ominous crunch from the rear axle, and the car only just managed to leave the line.

The palm for the smartest cars of all must go to C. I. Craig's three Bugattis, the "2.3" and the "4.9" once owned by the late L. G. Bachelier, and the 3.8-litre Grand Prix model once raced by



The Witkes-G.N., highly polished and plated. It has one of the G.N. overhead camshaft engines.

Bolster, has four 500 c.c. single-cylinder Rudge motor-cycle engines, all in line and coupled by chains to a common side-shaft, thence driving the rear axle by further chains. It was too new to show its paces, however, though Richard Bolster managed a run in 24.79 secs.

Another special was the G.N. driven by E. G. M. Wilkes, which, with one of the old chain-driven overhead camshaft G.N. engines, actually won the 1,100 c.c. unsupercharged racing class. The Wilkes-G.N. is one of the smartest of all the Specials, highly polished and chromium plated all over. Its best time was 25.66.

the Hon. Brian Lewis—a bored-out "3.3." All were finished in black and white, and the Grand Prix job in particular looked a picture.

It was an excellent idea to give the twelve fastest cars a special run each at the close of the meeting, during a broadcast specially arranged by the B.B.C. These runs counted for records, but did not alter the class placings. The meeting with the aid of the Bachelier timing gear, loaned by the Cambridge University A.C., was run off very promptly, cars being despatched at the rate of forty an hour.

modest, typically English young man for a Continental ambassador—but Dick Seaman deserves more than one luncheon from us. The date of September 27th indicates that the Mercedes-Benz team will definitely compete in our own Grand Prix on October 1st.

\* \* \*

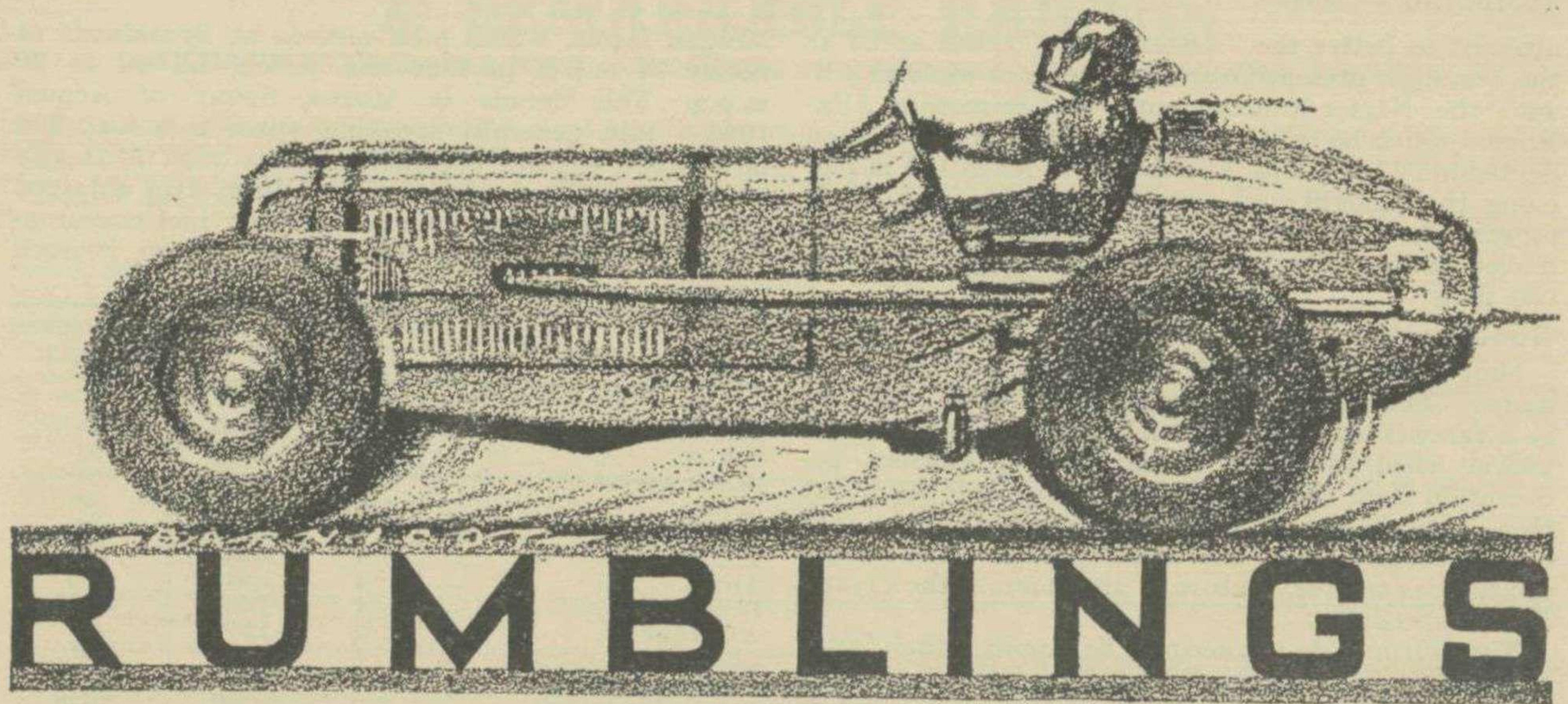
### FUTURE FIXTURES

September 17th. B.R.D.C. Brooklands Races. Eighteen lap outer-circuit race for 100 m.p.h. cars, and 60 laps (192 miles) road-circuit race over Campbell road course, run under a group handicap based on credit laps. Entries closed August 31st. Blown 1,100 c.c. and unblown 1,500 c.c. cars handicapped at

78.26 m.p.h., blown 1,500 c.c. and unblown 3,750 c.c. cars 83.9 m.p.h., and the over 1,500 c.c. blown cars and unblown over 3,750 c.c. cars 85.33 m.p.h.

September 24th. Dunlop Jubilee Brooklands Meeting. Short races on Campbell circuit and short and long outer-circuit events. Very silly entry fees, yet prize money totalling £1,200. Entries close on September 12th, or at double fees on September 14th. Entries include Mrs. Thomas, Mrs. Lace, Miss McOstrich, Louis Gerard, two Scuderia Ambrosiana Maseratis, three Delahayes, and Harvey Noble with Aitken's Bi-motore Alfa-Romeo, which has been round the outside at over 130 m.p.h. A very interesting day's sport is assured.





### Spares and Specials

A surprise visit inflicted last month on K. Kirton at his vast field full of broken motor-cars at Honiton revealed that even this old-car enthusiast finds less demand than formerly for comic motors. In consequence, Kirton now concentrates on modern spares for export, and his stock should prove intriguing to those builders of hybrids who favour fairly late components, as Robert Peaty did when he built his Hillman-engined Vauxhall Velox. "I have never driven one" said Kirton, a twinkle in his eye as he viewed the vast array of bent and battered moderns from which his unique spares stock is derived. "What do you think I drive myself?" he asked, adding that he had just sold his Twenty Rolls. We guessed, and guessed wrongly. The answer is an Austin Seven. Yet Kirton still retains a few museum pieces, notably one of Cecil Burney's real veterans; an immense pre-war Sunbeam landaulette bearing a "Phantom III" badge on its low radiator and kept reverently beneath a tarpaulin; a racing Arrol-Aster; a most imposing 40/50 Delage; a twin-cam six-cylinder Lea-Francis, and an early four-cylinder Vauxhall.

He hankers to return to Brooklands, where he last raced a "30/98," and over reminiscences of the Leylands and Hooker-Thomas, divulged that he will only do so with a racing-car possessed of cylinders big enough to put his head into. Kirton once told me he considered most of the aero-engined Brooklands cars to be undergeared, believing a final ratio of 1.5 to 1 or thereabouts more suitable than the 2.0 to 1 or 2.5 to 1 axles invariably employed. The difficulty was to obtain the desired ratio, and the secret, he told me, is to use certain lorry axles.

There must still be lots of old cars in far places. In Cornwall a wayside garage tried to sell me a push-rod Salmson (the job with eight, not four, push-rods) and the owner talked intelligently of all the ancient marques we mentioned, telling of a single-cylinder Sizaire-Berwick delivered to Ilfracombe as late as 1925, of a pre-war Bentley quite recently smashed by

gypsies, and of a wrecked 3-litre Bentley renovated with the aid of Darracq body and wheels and a Buick rear axle at a profit of £120. In Newquay we saw a very fine Lorraine-Dietrich and the "bag" during a 300-mile run home included two small Panhards, a model-T Ford used as a sweet-shop, and a Ruston-Hornsby breakdown lorry. Incidentally, the terrible sign-posting of Plymouth is in direct contrast to the efficient arrangements in Bodmin.

### 8-litre

Forrest Lycett's 8-litre Bentley is truly a magnificent motor-car. We timed it at Brooklands recently to beat the British standing mile record unofficially. The car was stripped of wings and screen, and had Dunlop racing tyres, but was otherwise in road trim. Later, the flying half-mile was clocked at 125 m.p.h., two up. Lycett will probably have a crack at this standing start mile record shortly. It stands at present to the credit of John Cobb and the Napier-Railton, at 102.52 m.p.h.

The record is, of course, the average of two runs, one in either direction, whereas we were only able to time the car the anti-clockwise way. Lycett says that the return run should be even faster, because you can pull down early off the Byfleet, always provided you move out to the middle of the Railway Straight about by the half-way timing box, so as to be able to safely negotiate the Members' Banking at the very considerable speed that the Bentley will by now have attained. Do not imagine that because of its docility the 8-litre is unimpressive on the Track. Its exhaust note is distinctly strident, to watch it leap from the big bump at the spot on the banking rim where only Pressmen may congregate is to understand how difficult is the driver's task, and to travel as passenger at over two miles per minute (or two m.p.m. as Lycett puts it)—a privilege enjoyed by very few mortals—is a lesson in how the Bentley must be humoured as it flies round the Byfleet with a series of skittish tail wags.

It is rumoured that G. P. Harvey Noble may soon

RUMBLINGS—continued

attempt to better the "fastest ever" timed speed at the Track (at present Cobb's kilometre at 88.52 m.p.h. with the Napier-Railton) with the Bi-motore Alfa-Romeo which he will drive in the outer-circuit race on September 17th. The Alfa is said to reach 170 m.p.h. along the straight and apparently Noble doesn't altogether hate it. But they say its engines will be removed and put into monoposto Alfa chassis after this last fling.

**Goodbye Lea Bridge**

Midget car cinder track racing at Lea-Bridge is no more. One of the directors, G. "Jimmy" Baxter, in a farewell radio speech and a farewell programme article, tried to blame it on lack of efficient co-operation from the motor-people. Approached about this, J. A. Prestwich preferred to suggest to us that lack of money closed the track. Meanwhile, midget racing goes on every Saturday afternoon at the Crystal Palace speedway.

The Skirrows do not seem to be lapping much faster than did Dick Nash when he established the lap record there with a carefully-shrouded "Spook" many moons ago.

**The "Bira"-Dobson Duel**

The "Bira"-Dobson duel which will be a feature of the Crystal Palace meeting on October 8th should draw an excellent gate, and once again we must hand it out to Harry Edwards for instituting a novelty. But to prove anything the drivers should use the same car and be timed on separate runs, say of 5 laps each, drawing lots as to who takes the car out first. Other races are the 52-Mile Imperial Trophy Race run in heats and a final and yet another sports-car race, over ten miles. Entries close September 14th.

**M.P.G.**

While we are not able to offer you red-hot statistics as a result of expert manipulation of a super-slide-rule, like certain other motor scribes, we have just discovered that a difference of 30 m.p.g. and 40 m.p.g. is not going to mean very much, expressed as £.s.d., spread over a year's motoring. At 1/6 a gallon (average of cheap or better fuel) 10,000 miles at 30 m.p.g. costs £25 and the same mileage at 40 m.p.g. costs £18 15s. We obtained those figures from a Charles Letts diary which Bellevue Garage send every year to their friends—Letts, of course, used to race an M.G. Now anyone who cannot afford an extra fuel bill of £6 5s. a year probably cannot afford a car, anyway. Yet the fact remains that we do, most of us, worry about a 10 m.p.g. variation in consumption in the wrong direction. Probably the answer is that fuel so often has to be paid for in ready cash. At all events, a high performance car that does a good consumption is a highly delightful possession. Alas, performance and good m.p.g. seldom go together. You can, of course, get 45 m.p.g. and 55 m.p.h. out of a good Austin Seven and usually not less than 40 m.p.g. and 45 m.p.h. from a poor example. The Morgan lads get around 60 m.p.g. with 65 to 75 m.p.h. on top, which is why we will willingly publish any correspondence relating to converting a "Moggy" into a four-wheeler. The late Eric Fernihough went one better, with a 494 c.c. single-cylinder air-cooled J.A.P. engine in a special

Morgan frame, which took records at Brooklands at nearly 74 m.p.h. in 1926 and which did 60 to 70 m.p.g. Full details in MOTOR SPORT of August 1926. But, generally speaking, speed eats fuel, and how much engines of differing sizes vary is clearly seen in the table below, compiled from data obtained during MOTOR SPORT road-tests, when fuel consumption is checked over a big mileage as you yourself would take a check.

Car	Cyls.	Size c.c.	Consumption in m.p.g.
Fiat "500" ... ..	4	570	45
D.K.W. ... ..	2	684	38
Lancia Aprilia ... ..	4	1,352	31
H.R.G. ... ..	4	1,497	30
Austin Ten ... ..	4	1,125	28
M.G. "T" ... ..	4	1,292	27½
Alvis... ..	4	1,842	23½
Fiat Balilla... ..	4	1,089	21-22
A.C. 16/80 ... ..	6	1,991	21
Citroen ... ..	4	1,991	20
Opel ... ..	6	2,473	19-20
Bentley ... ..	6	4,257	17-18
Triumph ... ..	4	1,767	17
Brough-Superior ... ..	6	3,485	16-17
Vauxhall 25 ... ..	6	3,215	16-17
Dodge ... ..	8	3,570	15-16

One wonders what the future holds in store. Already the General Motors engineers manage 42 m.p.g. with a maximum of 60 m.p.h. with the Vauxhall Ten, using wide-gap ignition and weakened mixture, and the new Sunbeam-Talbot has such a layout. Most of us crave at least 65 m.p.h., and a cruising speed of 50, and to get that and 60 m.p.g. as well would be very nice indeed. Possibly an efficient o.h.v. 600 c.c. four-cylinder engine with wide-gap ignition by Lucas may realise such a dream—one day!

**Odd Spots**

Congratulations to G. M. Giles on his promotion from Col. to Brig.-General.

\* \* \*

The Hon. Peter Aitken and Billy Cotton have taken delivery of Type 328 Frazer-Nash-B.M.W.s.

\* \* \*

The 1939 2.6-litre M.G., a new model, is rated at 20 h.p., and develops over 100 b.h.p. and 135 b.m.e.p. at 2,600 r.p.m. It runs up to over 5,000 r.p.m.

\* \* \*

The Bugatti Owners' Club can supply Prescott posters to those who will kindly display them.

\* \* \*

H.H. The Maharajah of Rajnagar has had a ten-year-old "Phantom I" Rolls-Royce overhauled and re-bodied by Thrupp and Maberly.

\* \* \*

A. P. Good has taken delivery of a James Young drop-head coupé V12 Lagonda.

\* \* \*

Peter Clark is recovering from head injuries sustained at Bo'ness.

\* \* \*

The new closed model H.R.G. was displayed at Brooklands on August 27th—a remarkably smart car that still looks a real motor-car—as it is.

## A REMARKABLE RAILTON

AN EIGHT-CYLINDER CAR WITH OUTSTANDING PERFORMANCE AND ROAD-HOLDING QUALITIES

**T**HE term Railton is synonymous with high performance, as, indeed, is only fitting, for Reid A. Railton, of Messrs. Thomson and Taylor, Brooklands Track, is one of the best known designers in the country. Apart from the production cars which bear his name, he has been responsible for many high-speed cars, including John Cobb's latest record machine now in the United States.

The 28.8 h.p. production Railton, as is well known, is a close relation of the eight-cylinder Hudson, but any idea that the Railton is merely a Hudson chassis with a British body and British this-and-thats is totally incorrect. It is not even correct to imagine that the Railton is a Hudson chassis altered in various ways by the manufacturers in England. This was certainly the case when the cars were first produced some years ago, but the arrangement was found unsatisfactory, and now a special chassis is produced to the British specification of the Railton, and is specially assembled right from the start.

American cars have certain characteristics, popular with a great body of motorists, but while the Railton retains all the best of these, such as smoothness, rapid acceleration, comfort, and top-gear performance, no one, placed in the car without knowing what it was, would suppose that they were in a car of transatlantic origin. The car feels thoroughly British, except that the eight-cylinder engine develops a degree of power and flexibility rare in British cars of a moderate price.

The car tested was a Cobham four-door saloon, the personal property of Mr. C. A. Holbeach, of Messrs. Thomson and Taylor, distributors for Railton cars. One was prepared for tremendous acceleration, by the very reputation of the cars, but the first thing that struck one was the remarkable road-holding. The road surface was wet when the test began, but it was found possible to slam on power on quite sharp corners without provoking the slightest skid, and on a bumpy surface there was no tendency whatsoever, even with corners taken fast, for judder.

The body did not roll, and there was no fore-and-aft pitching, as often experienced on cars with soft suspension. Even on coming to a sudden stop, there was none of that tendency for the nose to dip and for the tail to rise, which has on certain machines with comfortable springing so often called for facetious comments from sporting motorists.

The Railton, in fact, rides like the best type of British sports-car, and the secret of this lies in the fact that special British springs are fitted, damped by Andre Telecontrol shock-absorbers. With these adjusted quite loosely, no shocks were felt, but greater damping was quite unnecessary until the car was tried over rough roads in the mountains of North Wales.

Even on the ascent of rough hills like Allt-y-Bady, which, in common with many other Welsh tracks, has a number of cross gullies, it was only necessary to turn the adjusting knobs, just under the dashboard, quite a slight amount.

A local inhabitant met at the foot of one of these hills, regarding the size and resplendent appearance of the Railton, said cautiously that it would be better to go round another way. He may have known his onions, or rather leeks, but he did not know the Railton, and on being carried up the hill at great speed, a large part of the way in second gear, revised his opinion, "whateffer."

The Railton is, indeed, a big car, but handles in most tractable fashion. On narrow lanes with only just sufficient width for the wings, one felt at no disadvantage, and could keep up a good speed. Similarly, when reversing in and out of narrow openings, no difficulty was experienced.

The excellent steering lock is largely responsible for this, for the car is listed as

A hand throttle was not fitted, and it was felt that this fitting might be an advantage, in order to prevent the engine stalling when ticking over on a gradient. The foot throttle is of the hinged flag type, which gives a very comfortable touring position for the foot on the open road.

The mixture is controlled by a thermostat, and thus no choke or other contrivance has to be operated when starting up from cold. This was always quite easy. The water temperature is also regulated by a thermostat, and, at a fast cruising speed of over 60 m.p.h., ran at about 75 to 80° Cent.

So far little has been said about the acceleration, for Railton acceleration is proverbial. The car tested was not the special light model, but even the com-



*The Railton Cobham Saloon in beautiful scenery in the Welsh mountains.*

possessing a turning circle of 42 feet, but feels as though it would turn in much less. The steering is a trifle low-geared, but only by sports-car standards, and this feature, by no means more noticeable than on the majority of cars not produced expressly for sporting purposes, helps the easy manoeuvrability. On the open road the steering matches the road-holding leaving little to be desired.

In one point alone difficulty was experienced, for if the car was left stationary on a steep gradient, it was not easy to restart the engine, a feature in common with many other cars with down-draught carburetters, which have a tendency to flood when tilted. The double carburetter has a pump, for purposes of rapid acceleration, and thus one must not on any account move the pedal up and down, or the mixture becomes far too rich. Eventually it was found that the trick is to move the throttle gently full open, and leave it open till the richness has cleared away.

comfortable Cobham saloon weighs but 27 cwt., and with an eight-cylinder 4,168 c.c. engine, the power-weight ratio is extremely favourable.

At 60 m.p.h. there was still so much power in hand that it was possible to accelerate as on a supercharged machine, while at lower speeds, especially if second gear was used, one could get away like a rocket. The power showed up particularly at roundabouts, where one could slow down, change quietly to second if desired, and leave any following machine standing.

It is by no means necessary to change gear at all, for the flexibility on top leaves ample margin, and, except for some of the Welsh trials hills which were tackled, it was never necessary to change down for any main road hill which was encountered during the test. The gear ratios are nevertheless very high, with 10 to 1 first, 6.6 to 1 second, and 4.1 to 1 top.

Some fine acceleration figures were recorded at Brooklands track, as follows:

*A REMARKABLE RAILTON—continued*

0 to 20 m.p.h., 3 secs.; 0 to 30 m.p.h., 5½ secs.; 0 to 40 m.p.h., 8½ secs.; 0 to 50 m.p.h., 10¼ secs.; 0 to 60 m.p.h., 15½ secs.; 0 to 70 m.p.h., 21½ secs.; 0 to 80 m.p.h., 29 secs.

The best maximum speed timed over a quarter of a mile, on a day with little wind, and such wind as there was against the car, was 88.24 m.p.h. The speedometer was only a little fast, showing a maximum of 92 m.p.h. at this speed.

Mr. Holbeach's car, it may be mentioned, has covered some 18,000 miles, mostly in strenuous demonstration work, and during this period it has only been decarbonised once. It seems likely, therefore, that if one made any attempt at tuning, the figures shown above might be exceeded.

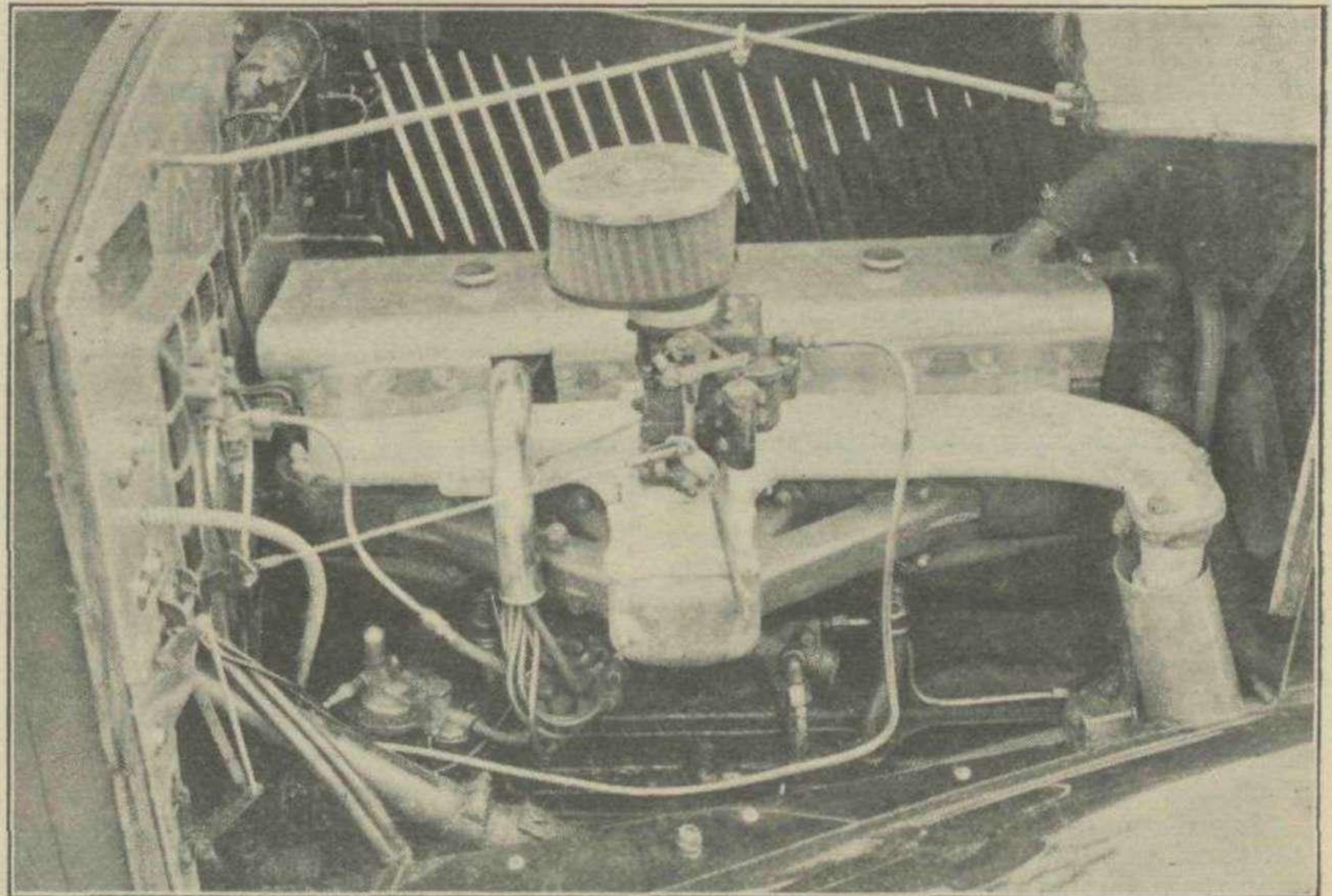
The brakes have Lockheed hydraulic operation, and the shoes work on the self-servo principle, so that the result is extremely powerful, and if the brakes are to be applied really hard at speed, it is advisable for the occupants of the car to brace themselves! At the same time gentle pressure on the pedal is all that is necessary for open road work.

A pistol-type pull-on hand-brake is fitted under the dashboard on the right-hand side, an arrangement which, together with the short remote control gear lever between the seats, makes entry and exit on either side of the car easy. However, a hand-brake of this kind is chiefly used for parking purposes, and it needs a certain amount of knack to operate it to the best advantage when restarting on a steep gradient.

Petrol consumption, if the car is driven easily at a cruising speed somewhere round 60 m.p.h., works out at about

18 m.p.g., but if the gears are used and a cruising speed of 70 m.p.h. or more is maintained—a speed at which the car

throughout the test, and, even with vigorous acceleration from low speeds on top gear, there was no sign of pinking.



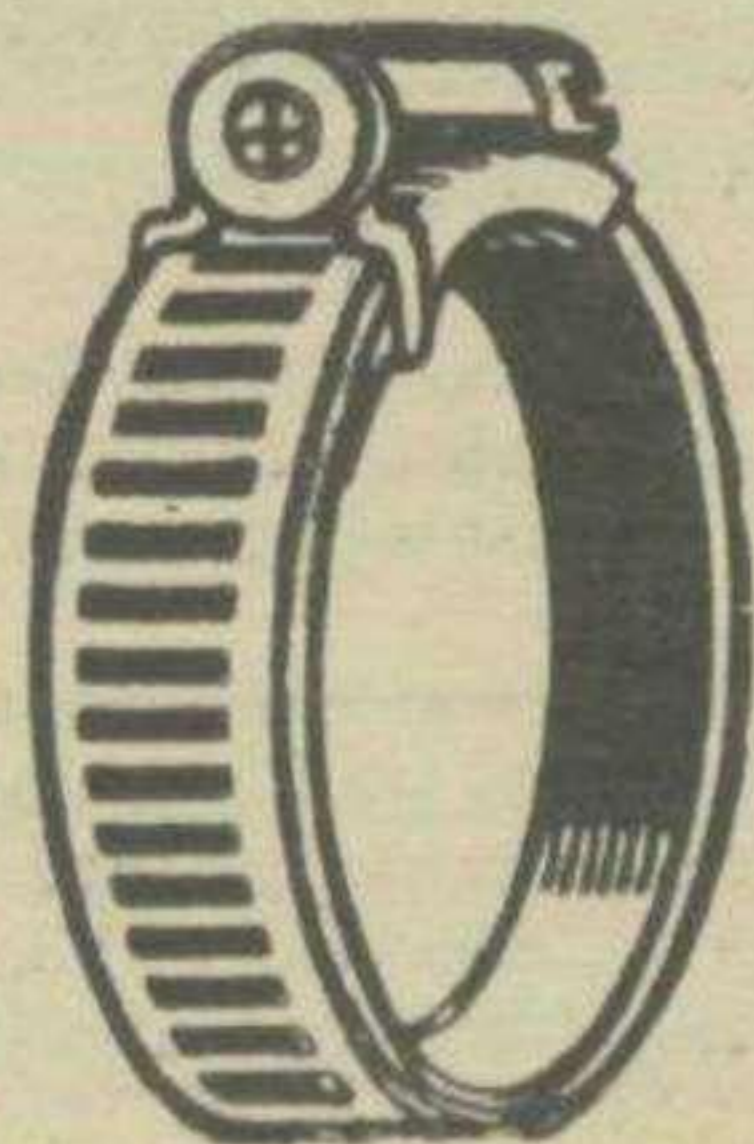
*Compact appearance of the straight-eight power unit.*

is still running well within its capabilities—one is likely to obtain about 15 m.p.g. The petrol tank holds 13½ gallons, and has a reserve tap controlling a supply of about a gallon. A fuel gauge is fitted on the dashboard, which gave accurate results. An ethylised petrol was used

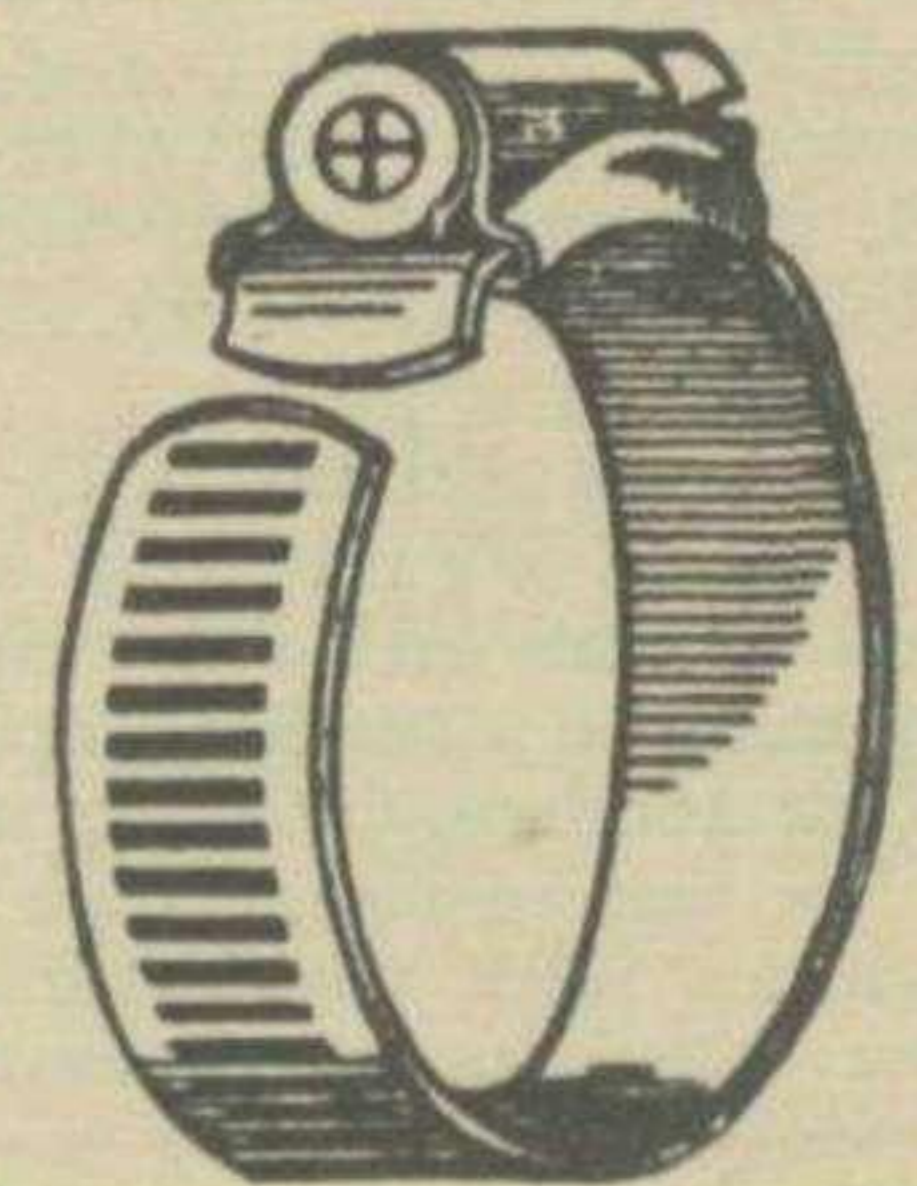
Altogether the Railton is a remarkable production, extremely suitable for long-distance touring whether in this country or abroad. It has the appearance and running qualities of a car twice its price. The cost of the Cobham saloon tested is £698.

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# Club News

## BUGATTI OWNERS' CLUB

The next, and much looked-forward-to, Open Hill Climb at Prescott takes place on September 25th, a Sunday. Entries close on September 15th, a £2 per entry for sports and veteran cars, and £3 for racing cars. The sports-car classes are 1½-litre, 1½ to 3-litre, and over 3-litre, and the racing car classes 750 c.c., 1½-litre, 2-litre, and over 2-litre. The pre-1915 class will be decided on the Clutton formula.

Practice takes place on the Saturday preceding and on the Sunday morning. There is a prize of £50 for fastest time of the day, a prize of £10 for second fastest time, a prize of £10 for fastest unblown time and £10 for the most rapid sports-car, as well as other money prizes—or entrants may have cups if they prefer. The cars will have two runs if time permits and will be electrically timed over the difficult 880-yard course. The meeting commences at 2 p.m.

Full details from:—E. L. Giles, 2, Queen Street, Mayfair, W.1.

## ESSEX FORD OWNERS' CLUB

Last month the Essex Ford Owners' Club held an ambitious Rally terminating at Southend and coinciding with Carnival week—not that we saw much evidence of carnival while we were there, save for the presence of several so-called beauty queens begging pennies for the hospitals. Pickers of such queens would, we feel, do well to study form at motor meetings.

Five clubs were invited to compete and starting controls instituted at Southend, East Ham, Birmingham, Southampton and Nottingham. Actually, only forty-three entries came in and only three controls were used. The event was well run on the whole, but London starters had to be content with an unilluminated yard from which to leave, as the local garage had not been informed of the event and Boddy, acting as starter, was bewailing the lack of information supplied to him by the organisers. After starting competitors had to complete a 250-mile route to the usual schedule, but with one control *en route* and no official pauses. On arrival at Southend they were checked in and had some two hours to waste before the first test, because the police had, very properly, objected to the braking test on the unenclosed and unguarded promenade. The first test consisted of accelerating uphill, reversing into a bay, and continuing uphill—quite a good test of both car and driver. The course was well situated, and plenty of police marshalled it, one of whom was almost written off by Hutchison's front wing.

Best time of all was made by G. E. Matthews's S.S. 100 in 30.5 secs., with

Hutchison's V8 Allard Special second in 33.9 secs. and Miss Travers's Morris Ten third in 35.8 secs. The next tests were of the circus type and no great test of the cars themselves. The course was well roped off, but the crowd was allowed right up to the ropes and was endangered by rear overhang as cars reversed, to say nothing of what could have happened had a driver selected the wrong gear in error. Where was the R.A.C. steward? B. W. Fursdon did 40 secs. in the first test with his Wolseley saloon, J. G. Wiggins being second in 49 secs. with a Ford Ten and A. F. Gardner (Standard Ten), E. D. Davis (S.S.) and D. T. Willis (Ford Ten) all got through in 50 secs. Gordon's S.S. 100 suffered from clutch slip and Hutchison had a tyre die on him. In the next test, marshalled by gentlemen in straw and other peculiar hats, Fursdon again made best time, in 43.25 secs., touching no pylons and losing no marks in consequence. Saunders's M.G. took 45.4 secs. and G. Pender's Ford Ten 46 secs. Pender won the Premier Award and Matthews the Hospital Cup. Open cars had to have erect hoods during the tests, a good ruling. Westwood revved his saloon Balilla Fiat furiously and thoroughly amused the crowd—we wonder how the special body, built incidentally by a coachbuilder at a cost of about £10, passed the scrutineers, for the regulations called for catalogue bodies and no additions.

If the organisers repeat the Rally next year we hope there will be rather more efficient detail organisation and that unweighted cardboard cylinders will not again be used as pylons for the hill test—Allard acceleration blows 'em over!

## FORD ENTHUSIASTS' CLUB

The club had a special enclosure at Donington for members' use on T.T. day. Additional fixtures are planned, and the club's Boxing Day Trial is likely to be the last trial in the London area run under the old comp.-cover regime.

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

## THE HERTS COUNTY AUTO & AERO CLUB

The second speed trials organised by The Herts County Auto and Aero Club will take place at Beechwood, New Markyate, on Sunday, September 18th. The event is open to members of the following clubs, Herts County, Berkhamsted, Bugatti Owners, Harrow and M.G. Car Club. The course is the same as for the first speed trials, a quarter-mile standing start. Regulations and particulars are available from D. Russell, Grasmere, The Avenue, Bushey, Herts.

## VETERAN CAR CLUB

On September 17th a rally for pre-1905 cars will be held, terminating at the Town Hall Car Park, Petersfield, at 12 noon. Afterwards there will be a brief reliability trial over a twenty-seven mile route, including an observed ascent of Boredean Hill, Langrish, for two-speed veterans, while later and faster cars will be set a forty-one mile route and observed on Finchdean and South Harting hills—the latter once a famous speed venue. Most London enthusiasts are well acquainted with the Petersfield area, which is a congested trials centre, and they should make a point of aiming eyes and Leicas at the old cars if they cannot be at the B.R.D.C. Brooklands meeting. Hon. Secretary: Capt. J. H. Wylie, 38, West Cromwell Road, Earls Court, S.W.5.

## E.R.A. CLUB

Although seventy-three members have failed to renew their subscriptions since the E.R.A. club was founded, membership is over 150 souls—if every real supporter of British racing would join the membership should exceed 10,000. The rate from now until the end of the year, for twelve months, is 15/-, and 5/- entrance fee. Mayne is now running a 1½-litre Aston-Martin with the 2-litre experimental motor installed and Secretary S. H. Green went over to Le Mans with his 3-litre Bentley and helped in Arthur Dobson's pit. The August issue of the club publication "Hearsay" contains some interesting matter, including a translation from a German motoring paper of an article on the E.R.A. and the E.R.A. club, a note on the Fairfield memorial, a report of the French Grand Prix, the Secretary's article, a road test of a 1933 ex-Mille Miglia Alfa-Romeo which does 110 m.p.h. in road trim, a very comprehensive history of every E.R.A. constructed to date, and a correspondence column, also a list of recent E.R.A. successes.

The club will have an enclosure at Donington on October 1st and will endeavour to arrange transport for carless members.

Hon. Secretary: S. H. Green, 591, London Road, Thornton Heath, Surrey.

## CHILTERN CAR CLUB

"CHILTERN HILLS" TRIAL  
SEPTEMBER 24th, 1938

This event will commence from the Mill Stream, Amersham, at 3.15 p.m., and will be open to members who are on the Club's register before September 3rd, entries closing on September 15th. There will be six observed sections, with three special tests. Standard tyres only are

## CLUB NEWS—continued

permitted, but superchargers are allowed. The entry fee will be 5/- and 51 per cent. of the entry will receive awards.

The route will not be divulged until the start of the event and starting times will be balloted for, while numbers of a smaller size than usual will be used, which will be handed out at the start and handed in at the finish. Full regulations will be available on August 22nd, and the event is the first in which points will be allotted towards the members' championship cup.

The Club's reduced subscription of 6/- comes into force on September 1st, all members joining on or after that date for the remaining six months of the Club year paying this reduced rate for the first six months. They are, however, entitled to enter all events organised by the Club and are fully eligible for the Championship Cup. All those interested are asked to communicate with the Hon. Secretary, King's Arms Hotel, Amersham, Bucks.

## GENERAL NOTES

The month of July was enlivened by many journeys in a 1922 Rhode, including a trip to Brooklands for further motoring with Forrest Lycett in the 8-litre Bentley. There was also a run in the old car to Stokenchurch to retrieve an A.B.C., the homeward run stamping us as all but car-wreckers, save that the driver of the forward car wore a quite respectable leather flying hat and goggles to combat the effects of driving without a screen. On one long hill the outfit paused for water and in consequence nearly caused the downfall of an outsize in Scammells, which, grappling with a transformer, had to stop for on-coming traffic. But we arrived at the home garage in triumph, the Rhode only asking for bottom gear twice on the journey. Peter Robertson-Roger, returning from a game of tennis with Michael May, stopped his Frazer-Nash-B.M.W. to speed us on our way, enthusiast that he is, after one of our several halts.

Old small cars unashamedly amuse the writer and the Rhode is more than usually fascinating not only because it does not perform so badly, but because its exhaust note is quite of "30/98" calibre and, in conjunction with the clatter of the overhead cam-gear, the motor's music is akin to something in the pre-war racing category.

On August Bank Holiday Sunday we were so unwise as to venture to Southampton in search of an equally aged H.E., after spending most of the previous night watching a friend rectify the timing errors made in the course of expending a fit of energy in decoking the engine of the Rhode. All went well until some dirt from the tank obstructed the fuel flow. That was soon dealt with, and it is really surprising how much dirt a Cox-Atmos gas-factory will tolerate before it goes on strike. In future we shall probably attach a rubber pipe to the tank vent and clear obstructions by puffing down it at the appropriate moment, which will not be half as bad as the milk bottle on K——'s Lancia Lambda, which receives

water from the header tank pumped thereto by a cracked block, the water being restored when the bottle is full by the simple process of inverting it during a convenient traffic stop!

We paused to investigate a breaker's yard near Winchester, a weakness of ours, and found therein a rather desirable Chenard-Walcker. And we pondered on the functions of a very mysterious and massive road-making machine parked opposite. Then, in Winchester, we oiled a plug. Later on, we oiled another plug. Later still the carburetter banged. The cause, investigated in the broad, dignified approach road into Southampton, was the loss of two inlet valve rockers. They were quite unharmed, and were quickly replaced, and we came home in great style. But how many engines could discard valve rockers with such complete impunity? A box of good split pins will cure the trouble, too. I may add that the road home, at 9 p.m. on a hot Bank Holiday Sunday, although notable for many examples of suicide driving, was not at all congested until Esher. Nor did we see a single accident all day. And by going home via Kingston and ignoring the By-Pass we had no real delays, a process repeated with almost as good results on Bank Holiday evening itself, coming back from Brooklands. Yet you know what your paper told you about holiday road congestion and massacre...

One weekday evening the Rhode conveyed us over a certain bridge spanning the Thames to an obscure yard beside a public house, wherein was discovered a 1912 left-hand drive Baby Peugeot which had been bought in Monte Carlo and driven home by an enthusiast just for fun—some of us *do* see fun in such undertakings!—and an engineless D'Yrsan three-wheeler. A further visit revealed that the Ruby fixed head 750 c.c. engine for the three-wheeler was still available and led to a meeting with a group of enthusiasts, all readers of this paper, who use a 1923 Gwynne Eight for towing racing motor-cycles about on a trailer, and who knew of lots of other funny cars, so that we went post haste to a previously undiscovered breaker's in search of a single-seater Baby Peugeot only to find the yard shut, though a post-war De Dion Bouton, a Rhode rear-axle and a Balilla Fiat engine from a crashed car; one of the works machines with left-hand drive. Another search, in Byfleet, for a 1911 G.W.K. merely led us to a big garage wherein we enthused over an early two-cylinder Renault, an A.B.C. motor-cycle, a twin-gearbox Ulster Austin Seven, and a really beautiful B.M.W. motor-cycle.

The Southend Rally resulted in quite a good run in the old Rhode, minus screen, with liberal sprays of water thrown over us very frequently on the over-run, and pre-ignition and loss of one inlet rocker on the return run. Just prior to our breakdown we were intrigued to come across a really small boy, in racing breeches, pushing an ancient and fully stripped motor-cycle along the main road. Thinking that we had possibly chanced on an ex-Brooklands machine we cast anchor, and before the lad had reached us a passer-by volunteered the

information that these youngsters build up their own dirt-track machines and practise cinder-shifting at the Dagenham greyhound course, where proper dirt-track practice is also conducted. Cheered by this exhibition of real enthusiasm, albeit for the wrong sort of speed work, we turned back, to discover that our racing bicyclist had not yet left school, that his mount was a very nicely converted A.J.S.-J.A.P., and that he was disappointed to find the course barred to him; because a real rider had been fatally injured there some time previously. But he gave a very spirited show on the private path leading to the course and we intend to go to watch these youngsters practise in the locality one Sunday morning—a good-hearted sportsman might do worse than assist some of them to run at a small grass-track meeting, by offering entry fees and transportation.

Such is one's love of this motoring that we left that same evening for a brief holiday in Cornwall, in a very dilapidated special sports Austin Seven possessed of 1935 engine and transmission in a 1926 frame. We say dilapidated deservedly, for later it was found that the body was held by two bolts only, with the delightful result that if the passenger vacated the car the engine speeded up on account of body flexion altering the throttle opening! Nevertheless, excellent time was made until we stopped near Shaftesbury for forty winks because the driver saw first a traction engine and then a house, fortunately both of ghostly qualities, blocking his path. When we awoke it was broad daylight and breakfast seemed very desirable. Leaving London, we had been overjoyed by the sight of a magnificent special-bodied two-seater 30/98 Vauxhall, with most inspiring asbestos-lagged outside exhaust. It drew up alongside the Austin at some traffic lights and thereafter proceeded to show us its dust, after its very expert young lady driver had sportingly proclaimed *our* outfit to be "tres sportife." An amusing incident on the run down occurred crossing Salisbury Plain, when, coming over a hill crest, scores of searchlights suddenly sprang up and swept the sky, presumably because the Austin's rather stirring exhaust note had stirred up the sound-detectors into thinking we were a hostile aircraft—by cutting out we found we could snuff the beams, which manoeuvred vigorously again as we opened up. Just after Hartley Row a quite unannounced and unlit ramp on the main A30 road was negotiated at speed, an unpleasant surprise for the highway authorities to spring on an innocent motorist.

Incidentally, it is a reflection on sports motoring that we were equipped for, and placid at the thought of, this 260-mile run by night, which gave us an extra day's holiday, because ordinary motorists so seldom travel thus to save time, and, indeed, have probably lost very few nights' sleep in their lives in many cases. The trials driver certainly knows what he and his passengers can stand in this direction and how well his motor-car is suited to the task.

Naturally, the Land's End hills had to be attempted, as our headquarters.

CLUB NEWS—continued

at a farm at St. Columb found them excitingly near at hand. We found that Bluehills Mine, using the old hairpin, as the new extension is closed by the M.C.C., was easy meat, the bend being entered in third at 20 m.p.h., second going in right on the corner and the climb being completed at about 15 m.p.h. in third. Crackington was dry, and an easy second gear ascent, and Hustyn stopped us twice, the bold rear covers spinning on a wet ledge, but at the third attempt we picked a new course and were successful, using first gear throughout. New Mill was a very easy third gear climb, using second for the final hairpin. Incidentally, these hills may be tried without likelihood of inconvenience or annoyance to local inhabitants and are good practice, if easy during the summer months. Certain other gradients, cautiously labelled "Impossible for Vehicles," failed to defeat the Austin, and we found rather a good trials hill of this kind at Truro.

Later, a visit was paid to a local scrap yard, where we found a 1927 Grand Sports Amilcar in generally good condition, save that it lacked a dynamo, priced at £9 and a very clean and complete late type twin o.h. camshaft G.P. Salmson, priced at £10 10s. There was also another Salmson two-seater of horrid appearance at £8 10s. and a most curious animal in the form of an Austin Seven frame having the steering column set well out behind the rear axle, the device being used by the breaker for transporting heavy objects, as a kind of pneumatic-tyred, four-wheel, wheel-steering wheel-barrow—it made us wonder whether we were truly sober. The breaker runs a Ford V8 saloon, and his son a very well kept M.G. Magna, but we were intrigued by the vintage element, to the extent of begging a run in the Amilcar. In appearance the little long-tailed two-seater was thoroughly exciting and, if dud plugs never let the revs. go beyond about 2,800 r.p.m., we thoroughly appreciated the wonderful driving position, the accurate and really high-g geared steering, the generally solid feel and stability of the car, its very willing and rapid gear-change, and excellent

action of the brakes, while the instruments were easily visible and the teeming rain that arrived as soon as we started blew very nicely round the aero screens. For £9 someone is going to get a packet of fun and certainly the designers of these early French sports-cars could teach modern designers quite a deal.

On the way over we had been interested in a disused reinforced concrete building in a state of considerable decay, standing gaunt and isolated in an obscure field. We now learnt that a party of German engineers had come over about 1922-3, erected the building, installed two huge Diesel engines and a lot of mysterious machinery that none of the locals could understand, and had done experimental work said to be connected with a secret china-clay process. Three years later they left very promptly, without any explanation, taking all their machinery with them, and removing roofing and windows from the buildings before they left. The thing is still talked of in the village and the twisted girders testify to the hurried removal of the equipment.

On frequent runs in lazy sunshine into Watergate Bay and Newquay, the sea deep blue, interrupted by line upon line of pure white breakers, the coastline shades varying with each passing cloud, we were astonished at the very poor standard of driving, both in car parks and on the winding narrow roads, especially on the part of those in large wagtail motor-cars. One motor-cyclist, with pillion passenger, even used his leg for signalling purposes. Using a car thus for holiday motoring leads one to reflect on the sheer joy that sports-car ownership provides, though it is doubtful if this point would have been fully agreed upon by the two young ladies whose elderly Salmson coupé ran out of fuel on a nasty corner on a steep hill. Although one's thoughts dwell at the moment on holidays, there are numerous long runs to future fixtures to look forward to. Running up to Shelsley or Donington in the autumn, a nip in the air which whistles round one's helmet, it is easy to see the

changes that nature has wrought since the same journey was made in the early spring or under a burning summer sky. Then, when Shelsley and Donington are over until next season, there is the last Brooklands meeting, the final run in failing light and one's thoughts turning to to-morrow's trial during the run home through the winter night. These trials are such great fun, when one rises in the early a.m. of a Sunday morning with all the other members of the household snug in bed, to commence the motor in a bleak garage swept by an icy rain. Then you recall brief flips up to town on sunny evenings that made even the straggling bridges over the Thames look picturesque, and when even the run along the Embankment, with its wide side walks and that curious open-air restaurant, one of the few places in London where one can eat in the open, did not seem too depressing from behind the folded screen of an open car. Memories like this are apt to intrude as one negotiates London's shining crowded streets on a winter's night at a time when the calendar offers little of respite even in the way of trials, though even then sports-car driving ability and car stability are worth while to one's peace of mind. Meanwhile, we can look forward to another long trek back from Donington, passengers contentedly discussing another big race, the driver turning up the taps to make the most of the light which is rapidly failing, letting night fall over a rural countryside that reeks of England in autumn. Yes, motoring is an all the year round pastime, and one of the best.

*The Editor invites Club Secretaries to send details of their fixtures, sporting and social, for publication in these columns.*

PUBLISHED ON THE 12th OF THE MONTH

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## THREE RACES AT BERNE

EXPECTED VICTORY OF MERCEDES IN SWISS GRAND PRIX. UNEXPECTED VICTORY OF MASERATI IN PRIX DE BERNE. TRAGEDY IN THE PRIX DE BREMGARTEN

THE annual motor-racing meeting at Berne is always worth attending. In addition to the practising on the days before the Grand Prix of Switzerland, there is a race for Swiss national drivers on the Saturday and the Prix de Berne for 1,500 c.c. cars as a curtain-raiser to the big car event; quite an orgy of speed.

The Prix de Bremgarten, as the Swiss race is called, is run in classes for touring, sports and racing-cars, and naturally attracts a very mixed entry. However, it is a great day for the local lads, and they turn out in force on a wide variety of vehicles on four wheels.

This year the fastest car of all was Baron de Graffenreid's 1,100 c.c. Maserati, and this machine led until the very last lap, when its engine seized solid a short distance from the finishing line. It was the failure of this car to appear which upset the officials at the finish, and caused them to forget to flag the next man, Gubelin, on a 2-litre B.M.W. This driver passed two others just before the line, got into a horrible skid, struck the barriers with a terrific crash, and was instantly killed. He had crossed the line, but did not live to enjoy his triumph. Hans Gubelin was a well known racing driver in Switzerland, gaining the national championship for sports-cars in 1933. In partnership with Zwimpfer he ran the Chrysler agency in Zurich, and it was on roadsters of this make that he scored most of his successes in small hill-climbs and speed trials.

### The Prix de Berne

At 10 o'clock the next morning came the Prix de Berne race for 1,500 c.c. racing-cars. There was great disappointment that the new Alfa-Romeos did not arrive, for everyone had looked forward to an exciting clash between them and the E.R.A.s. However, the presence of some of the latest Maseratis made it certain that the race would not be lacking in interest, and this was borne out in the practising. Mays on his "works" E.R.A. had it all his own way on the first two of the three sessions, but on the third outing Luigi Villorosi beat all previous times to make the outlook for the race an open one. The English contingent comforted themselves with the fact that the somewhat unreliable official team of E.R.A.s had the support of numerous independents, including such stalwarts as "Bira," Wakefield and Rolt.

These hopes were quickly shattered when three Maseratis, driven by Villorosi, Pietsch and Berg, came round in the lead at the end of the first lap of the first heat, having soundly beaten the three E.R.A.s on acceleration at the start. What was worse, the star driver of the three British cars, "Bira," developed severe carburation trouble on the first lap, and did not complete the course. However, things improved as time went on, and the retirement of Berg and then Villorosi allowed Wakefield and Wilson to move up into second and third places. But there was no catching Pietsch on his "works" Maserati, which romped home a fine winner in 48 mins. 56.6 secs. for the

14 laps of 4.55 miles each. Wilson and Wakefield were second and third on their E.R.A.s, and the fourth finisher was Gherzi (Maserati).

The rainy weather was not too good for racing, but it did not keep the spectators away, and a big crowd had gathered by the time the second heat was run. The "works" E.R.A.s only had the four-cylinder Maseratis of Hug and Bianco against them, but they could expect some fair competition from Rolt (E.R.A.). As was expected, Mays and Lord Howe led from the start, with the two Maseratis trailing them, with Rolt still further back. Then the young Englishman put on speed and took third place, which he held to the end. It was an unexciting race, and the leaders were very much faster than all the others. Mays's time was 46 mins. 30 secs., quite a bit quicker than Pietsch's in the first heat.

The final was really a battle of tactics, with victory going to the wise. Mays did not get into the lead immediately, but he was not long in doing so, closely chased by Pietsch, Howe, Bianco, and Hug. Behind them came De Tefie (Maserati) and Wakefield (E.R.A.). Rolt had the misfortune to stall his engine at the start, and it would not restart. Eventually he got away two laps to the bad, and proceeded to drive like a tornado to make up the lost ground. His cornering in the wet was awe-inspiring, and only masterly driving saved him from coming to grief, so high was his speed on the fast curves.

Pietsch was the first of the leaders to fall out, just beyond the pits, and then Mays stopped with supercharger trouble. This was the opportunity that Armand Hug, the Swiss driver, had been waiting for, and he quickly passed Lord Howe, whose engine was misfiring, to take the lead. Bianco clung to his tail, and Wakefield also passed Howe, and so they finished with Maseratis first and second, and E.R.A.s third and fourth.

### RESULT

#### Prix de Berne

1. Hug (Maserati), 1h. 10m. 0.5s., 81.88 m.p.h.
2. Bianco (Maserati), 1h. 11m. 40.8s.
3. Wakefield (E.R.A.), 1h. 11m. 41.8s.
4. Lord Howe (E.R.A.), 1h. 12m. 0.8s.

### The Swiss Grand Prix

The Swiss Grand Prix for formula cars was particularly gratifying from the British point of view, for it established (or should I say confirmed?) beyond all doubt the greatness of Richard Seaman as one of the world's finest racing drivers.

It all began at the last training session. Caracciola was out first and recorded his fastest lap in 2 mins. 43.6 secs., followed by Stuck (Auto-Union) who clocked 2 mins. 42.6 secs. Then Lang went out, with a determined expression on his face, and managed to clip a fraction off Stuck's time to get round in 2 mins. 42 secs. dead. Finally it was Seaman's turn, and the Englishman drove round in his usual calm, phlegmatic manner. His time was announced, and immediately there was a babel of excited talk. 2 mins. 38.9 secs., over a second better than the fastest of the Germans! As for the others, Nuvolari had done 2 mins. 43.9

secs., Farina 2 mins. 46.4 secs., Wimille 2 mins. 47.4 secs., and Dreyfus 2 mins. 51 secs.

Twenty-one cars were ranged on the starting line: four Mercedes (Caracciola, Lang, Von Brauchitsch and Seaman), four Auto-Unions (Nuvolari, Muller, Stuck and Kautz), two Delahayes (Dreyfus and Raph), four Maseratis (De Graffenreid, Mandirolo, Christin and Teagno), and seven Alfa-Romeos (Farina, Wimille, Taruffi, Sztrikild, Minozzi and Fahrer).

It was good to see Seaman leaping to the fore at the start, and he maintained this position at the end of the first lap.

Instead of the remaining Mercedes, however, it was Stuck's Auto-Union which appeared in second place, ahead of Caracciola and two more Auto-Unions driven by Muller and Kautz, and then Von Brauchitsch. It will be seen that neither Nuvolari nor Lang was in the picture. The former was experiencing engine trouble, and stopped at the pits, while poor Lang had been hit by a flying stone and wounded over the eye, having to hand his car over to Baumer.

Stuck was doing his best to pass Seaman, and Caracciola was doing his utmost to pass Stuck, so that the crowd were on their toes all through the opening laps. Caracciola succeeded in his purpose on the fourth lap, and went after his British team-mate. The rain then came on more heavily than ever, conditions in which "Carratsch" excels.

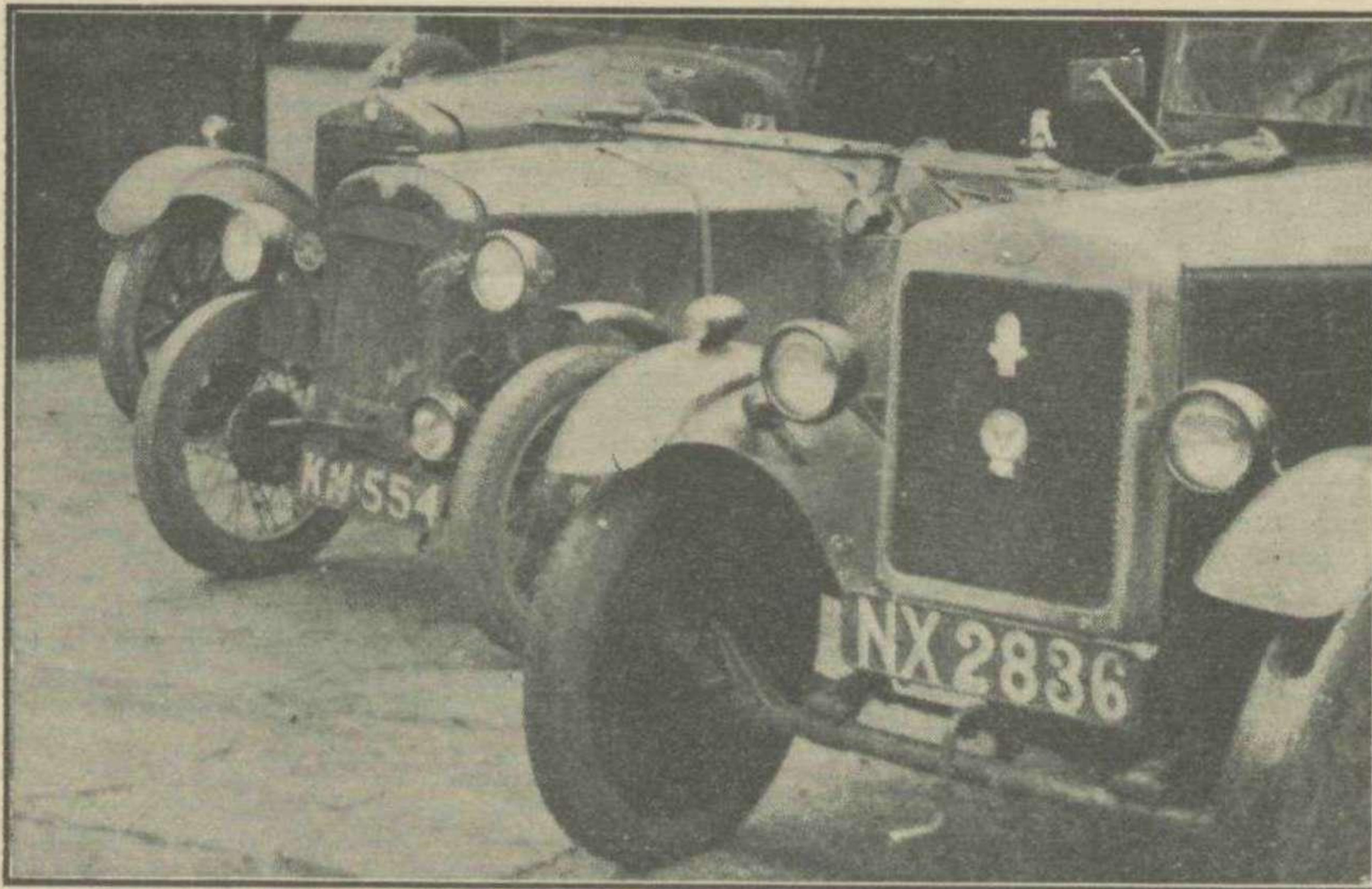
Muller was driving the race of his life, being only 40 secs. behind Seaman, but soon he began to be menaced by Von Brauchitsch, who ultimately passed him, and made the order "Mercedes one, two, three." Caracciola stopped for refuelling, letting Seaman into the lead, but the original order was restored when the British driver had to pull up for the same purpose. Von Brauchitsch did likewise, and also did his best to catch Seaman, but neither of them could make any real impression on Caracciola, who ran out a winner of the Swiss Grand Prix for the third year in succession, 24 secs. ahead of Richard Seaman. Von Brauchitsch was third, and the gallant Stuck fourth on his Auto-Union, with Farina the first Alfa-Romeo driver to finish in fifth position.

Seaman had the satisfaction of making the fastest lap of the race at 95.9 m.p.h., a really splendid performance on a wet road. Stuck was lucky to get out of a terrific backwards slide with nothing more serious than a dent in the tail of his Auto-Union. "Bira" drove Teagno's Maserati for a few laps, thereby having one of his rare tastes of real formula racing.

### RESULT OF THE SWISS GRAND PRIX

1. Caracciola (Mercedes-Benz), 227.5 miles in 2h. 32m. 7.8s. Speed 89.44 m.p.h.
2. Seaman (Mercedes-Benz), 2h. 32m. 33.8s.
3. Von Brauchitsch (Mercedes-Benz), 2h. 33m. 11.6s.
4. Stuck (Auto-Union), 2h. 34m. 12.5s.
5. Farina (Alfa-Romeo), 2h. 34m. 34.8s.
6. Taruffi (Alfa-Romeo), 3 laps behind.
7. Wimille (Alfa-Romeo).
8. Dreyfus (Delahaye).
9. Nuvolari (Auto-Union).
10. Lang-Baumer (Mercedes-Benz).
11. Raph (Delahaye).





The A.B.C., Austin and Rhode, all mentioned in this article.

SOME  
EXPERIENCES, COMIC  
AND  
OTHERWISE, IN  
LOCATING AND RUNNING  
A  
REALLY CHEAP SMALL  
CAR

## FUN FOR A FIVER

**T**HE start of it all was the need for a cheap hack to supplement more modern transport. Pondering on this need, we formed a theory. A car was required, economical to tax and run, reliable, and able to plod along at 40 or so m.p.h., so that if long journeys had, perforce, to be made on it, the average would be around 30 m.p.h., given a certain gumption on the driver's part. Moreover, the whole thing had to be really cheap. Examination of the "bargains" displayed in the emporiums of the new class of motor-trader, who has of recent times established himself in the poorer suburbs of London (small yard, nearly always shut—half-a-dozen shabby baby cars—nothing over £12), failed dismally to encourage the project. These baby cars, mostly of a twelve-year vintage, were invariably well worn, to put it mildly. As there is nothing the writer likes less than a car which buzzes along in a haze of oil smoke, threatening to fall to pieces at anything over 35 m.p.h., with springs that roll horribly at every deviation from the straight, dismal brakes, and steering that fails to conceal inches of lost motion, these Austin Sevens, Singer Juniors, Triumph Super Sevens, Standard Nines, Morris Minors and Swift Tens, with prices optimistically inscribed in big chalk figures on their (sometimes) safety-glass screens, entirely failed to intrigue.

Then it was that the theory was formed. Quite an easy-to-understand theory, it was simply that some of the really early small cars, of the 1920-1925 era, might be cheaper, more amusing, and in better condition, than these hard-used baby cars marketed for less than the proverbial "tenner." When expounded to friends running either up-to-the-minute baby cars or old sports models in really fine fettle, our idea was accorded universal and ill-disguised scorn. One and all, they attempted to dissuade us on the

grounds that things like 1920 Calcotts, Cluleys, Calthorpes, or such like would be painfully slow, unreliable and horribly comic.

There the matter might have rested, had the writer not been (a) several times greatly inconvenienced by finding himself without a means of transport when important racing fixtures were due to be contested; (b) extremely fascinated by the more obscure kinds of small car which had struggled for a livelihood on the threshold of the motoring-for-the-million boom, and (c) practically flat-broke, as they say of Lea-Bridge dicers. These factors, in combination, started an earnest search for an unusual and elderly small car in going order. Covetous eyes were cast on a local Charron-Laycock in pristine condition and everyday service, and great was our disgust when we just missed buying an excellent Hampton coupé that the secretary of a West Country aeroclub had acquired for the sum of £5. News of a Calcott in Bromley resulted in a Saturday afternoon and evening devoted to combing every likely hiding place in that town, with no greater discovery than a beautiful Panhard sports tourer for £10 (too big), a 1912 two-cylinder Swift in running order for £5 (reluctantly left behind as too impractical for regular use) and a 1925 Humber with safety glass, dipping lamps, good upholstery, excellent all-weather equipment, sound tyres and battery, front brakes, and promise of an engineer's certificate of condition—all for £3. That Humber gave us great food for thought and we very nearly had it, the only drawback being its size—it was taxed as 12 h.p. but we swear it was a "15.9"—while its fuel consumption was less than 30 m.p.g.

But the splendid condition of this old warrior increased our confidence in our theory and friends even began to search for us. We would nearly fall out of what-

ever modern car we were driving at the sight of an old Gwynne or air-cooled Rover Eight still in action. From searching country garages we turned to combing the breakers' yards, both known and previously unknown. On one score, however, we were adamant—nothing "sports" should enter into the deal, on the grounds that the milder forms of sports-car were likely to be well worn and temperamental, and later animals of this ilk—"12/50" Alvis, Lea-Francis, etc.—too costly, anyway, and too fatally deserving of much more expenditure to put them in reasonable fighting fettle.

At least, we thought we were adamant. But it so came to pass that we conveyed our theory with us to the Brooklands Whitsun Meeting, secretly depressed at the scarcity of old small cars, explained by some friends as due to the big demand for scrap metal and by other friends as accounted for by the lack of demand for metal for export, which resulted in fewer comic specimens coming into the light of day. Either way, our search of junk yards and the smaller garages had been quite fruitless, though we could lay claim to a complete course of salesmanship as applied to baby Austins and small Singers and an intimate knowledge of which breakers were, and which were not, in the "inner ring" of scrap merchants, so to speak. True, a friend up North sent enthralling details of flat-twin Wolseley coupés, two-cylinder Seaton-Petters, 8/18 Talbots (a great little job) and a war-time Briton going for 50/- or so each, but our enthusiasms were sagely constrained by his concluding sentence ("They may not be where they were, now") and we felt disinclined to extend our delvings so far afield. So we come to Brooklands Whitsun Meeting. Here, after the racing, we were rash enough to mention our theory to some enthusiasts who owned two very fine 3-litre Bentleys and a beautifully reconditioned and very stripped

## FUN FOR A FIVER—continued

12/40 Lea-Francis. The result was they said they thought they knew of a Calcott and of an A.B.C. Instant search for the former was fruitless, but, sure as fate, the A.B.C. was unearthed in a breaker's yard of immense acreage, in which, however, the only other things of any intrigue were a partially wrecked Seabrook and a Fiat possessed of a sports two-seater body. We had expected a two-seater A.B.C., but it was a red four-seater which revealed itself amongst the smashed Morris and Austins, devoid of lamps and hood, but with safety-glass screen, and a glorious, if battered, bulbous tail reminiscent of a pre-war Hispano or Austro-Daimler. The tyres were an assortment of Dunlop, Rapson and Avon, mostly airless, the engine was the familiar lusty air-cooled flat-twin with enclosed valve gear, a Fellows magneto, and two big Zenith gas-works hung on an exhaust-jacketed manifold behind the cylinders. Much of the fun of running old cars lies in tracing the history of the particular car unearthed, as well as of the firm responsible for it, and of discovering its individual and marque characteristics. Alas, the log-book was not forthcoming in this instance, but we were fairly conversant with the A.B.C. generally and not, in consequence, unduly surprised to find that you poured the petrol into a circular tank over the engine via the filler cap of the dummy radiator, that the gear-box had a tricky four-speed vertical gate, or that the rear axle had dummy tubes of massive dimensions. Two days later we arrived with trade plates beneath our arms in the sunshine and shower of a typical English summer afternoon, and we watched the breaker's Austin Twelve tow-start the A.B.C., now with inflated tyres on its artillery wheels. Very bravely we started off alone for London, unaware of the inflammable propensities of ancient A.B.C. engines. Very soon the carburetters spat back so violently that it seemed expedient to short the mag. by applying the length of bared wire provided for the purpose to the steering column, which wire later tucked itself inside the driver's shirt and nearly electrocuted him. After some experiment with the several petrol taps we plucked up courage and asked two locals to re-start us. Not for long did we crackle through the darkening country-side, but eventually the trouble was traced to a loose petrol tap, and very late that night the A.B.C. entered London quite fast and certainly sensationally, tailed by a sports Austin Seven that had met it half-way, and with its makeshift lamps long since expired.

Analysing the run, we concluded that the A.B.C. had plenty of punch, steered remarkably well, indeed, as well as a true sports-car, whereas we had only expected normal tiller-properties, if that, and clung very effectively to the road and could, moreover, be stopped in emergency on the hand-brake. Without more ado a mirror and bulb horn were tied on, the car taxed and, after much discussion, insured, and equipped with three 1/- torches to serve as lamps, the idea being to attend a Prescott meeting on the Sunday. Incidentally, insuring these old cars is the very devil, and you must be

prepared to pay almost double the rate asked for a year's premium on an equally decrepit but more youthful baby car, and to tender an engineer's report as to condition. We insured third party, one driver only, through Messrs. Mecca & Co., who, just as a famous aeronautical editor wisely placed his offices in Piccadilly because everyone who comes to London sooner or later walks down Piccadilly, have their offices almost opposite the County Hall and doubtless get much business in consequence from impatient folks like ourselves who wish to tax and insure the same day. In sober fact the car cost £5 and the insurance £6 9s. There was panic amongst the crew just before the start of the Prescott pilgrimage, for we could not discover why the lubrication system wouldn't work. On the sports engine the lubricant lived in a separate tank under the crankcase and was pumped up to twin drip-feeds on the dash by a motor-cycle pump, whence it flowed into the engine. We cleared all pipe lines but could not induce the magic and vital drips in the feeds, which finally led to the discovery that the pump drive was much the worse for wear. Arising early the next morning we wired a small funnel over the drip-feeds and armed the passenger with a tin of Castrol XI, and the problem was solved, even if the very first traffic roundabout resulted in a funnelful of lubricant in the driver's lap. In push-starting, the carburetters back-fired and lit up most beautifully, but as we were parked beside a row of petrol pumps, the local garage did some effective work with an extinguisher. We consoled ourselves that we must have selected reverse gear, but stopped to borrow an extinguisher of our own before leaving London, nevertheless. So, well behind schedule, we left for Prescott and soon our jaded spirits revived considerably, for the A.B.C. had admirable acceleration, steered to a hair's breadth, and was by no means slow, albeit the carburation was clearly very much all over the place. Indeed, a police car which stopped us at the end of Western Avenue, without being able to find very much fault with anything save one of the tyres, told us we were doing 55 m.p.h., when we imagined we were proceeding in the thirties, and, later, when the speedometer commenced work again for a while, we sent the needle round to 68 m.p.h. Consequently we became engrossed with struggles with the moderns, and that was to lead to eventual downfall and ruination. A saloon, which tailed us through High Wycombe, passed on the long hill out of that town, in spite of our 40 m.p.h. in third. Gradually we gained on it and the arrival of a derestriction sign seemed an opportune moment to pass. Alas, as we gave the A.B.C. the gun, there came a most unholy din from the mechanism and we coasted to a standstill. The prop-shaft adrift, we thought, but a ventilative aperture in the crankcase and smoking rollers scuttling downhill into High Wycombe told a grimmer story. . . . In a side road we pulled the engine out complete and placed it reverently under our coats on the back seat. Then we pushed to a garage and asked for assistance in our trouble, explaining that we lacked

power to ascend the neighbouring gradient. George the head mechanic was called, and the expression of George as he told us he feared the engine must have dropped out in the highway almost made the breakdown worth while. . . .! We came home by incredibly slow and inconvenient trains and buses. The A.B.C. is still in the yard where we parked it (that garage would not harbour it!) and that concludes the A.B.C. episode for the time being. The lack of any weather protection, lamps, starter, dynamo and battery, plus the hole in the crankcase, forced us to reluctantly abandon any idea of using the car as serious transport. But the writer still feels that in the A.B.C. there is the basis of a very fast and entertaining sports-car, the sound transmission and 40 b.h.p. engine being distinct assets, and one day he may evolve something on this foundation. Incidentally, spares are not so difficult to find as you might imagine, for our local garage dug out a fan before the Prescott adventure (reminiscent of a miniature aeroplane propeller and guaranteed to kill painlessly any animal or human so unwise as to impede the A.B.C.'s passage) while we have subsequently been offered a complete 1921 two-seater for £2, the engine from S. C. H. Davis's old car, another two-seater in running order, and have found, beneath what appears to be a bank of flowers in a B.M.C.R.C. member's garden, another two-seater which is for sale. The Kingston Hill Motor Co., by the way, solved the riddle of the big-end failure by explaining that special high-tensile b.e. bolts are desirable for this engine—they service an immaculate A.B.C. two-seater and a Palladium four-seater for an old gentleman living in Putney.

Very soon after these happenings we heard that for rather more than the proverbial "fiver," but still at a "silly" figure, we could purchase a 1922 Rhode chummy, with a 1924 o.h.c. 9.5 h.p. engine, four-speed close-ratio gearbox, and solid rear axle out of a car used in trials by C. Moss-Blundell from 1924-26. The price included a spare engine, gearbox and back axle, and hosts of other bits, and the car seemed just what we wanted. Its owner had bought it during 1930, run it for two years, put in the sports engine, run it for another year and then fallen in love with a Brescia Bugatti saloon, delightfully described on his insurance policy as a "Bugatte." Recently he has been quite sane and now owns a twin-carburettor Riley Six saloon, but it was the Bug which put the Rhode into storage. Well, we went up to Dudley, Worcs., saw the animal, and found we wanted it very badly. The engine had an o.h. camshaft driven by vertical shaft from the front of the crankshaft and operating vertical o.h. valves via rocking levers. Set V fashion at the head of the camshaft drive, so very accessibly, were the Fellows magneto and dynamo. Lubrication was by splash-feed, the sump contents indicated (at all events on level ground) by a float. The exhaust manifold on the near side had a forward off-take (in 1924!) and on the off side a tiny No. 24 Cox-Atmos carburettor was bolted to a cast-in induction manifold, its float chamber effectively masking No. 3 sparking plug.

*FUN FOR A FIVER—continued*

The single-panel screen would fold flat without taking the licence-disc with it (modern designers please copy), the rear brakes were reasonable and the transmission hand-brake really powerful, the steering asked only half a turn lock to lock, and the hood and side screens were quite effective. The rear seat offered quite a bit of accommodation and the spare tyre lived in a delightfully crude boot in the tail.

Accompanied by the trusty Austin Seven (1926 frame with 1935 engine, transmission and axles—my friend is a wise man) we duly collected the Rhode at 9 p.m. one Saturday evening, optimistically planning to get down to London, meet some friends and go on to—Prescott. Alas, that was not to be. The high-g geared steering was soon coped with, first the side lamps and then the head lamps came into play as the dynamo did its stuff, and we achieved nearly 55 by the Austin's speedometer, our own having fallen out early in the proceedings, bruising the driver's knee—it had no drive, anyway. Then, half-way home, "Dudley" blew his near rear tyre—he had been promptly christened "Dudley," having been unearthed in Dudley, Worcs., and the name has stuck. That the tyre went is hardly surprising when it is mentioned that the owner had inadvertently fitted odd size wheels to the solid rear axle, and that the tube would hardly have accommodated another patch. In the grim arrival of dawn a garage man did what he could for us with a wonderful German electric vulcaniser, which shot out a fuse most fascinatingly when the tube was cooked. We duly

attained London, we even attained the Oxford By-pass, visiting the A.B.C. *en route* but by then we had had so much tyre trouble that we abandoned "Dudley," towing him to a garage on a bare rim behind a 30/98 Vauxhall later that day.

On the following Friday we fetched him by train, armed with an A.C. Six wheel and 4.50" x 19" cover, which we bowled three miles along the Oxford By-pass—not one motorist offering a lift. This time London was attained without puncture and next day another A.C. wheel (wheel 4/-, tube 1/6, tyre 1/-=6/6) replaced the old disc, and 710" x 90" cover at the back, though up to now the old wheels have been kept in use on the front and as a spare. Without even changing plugs "Dudley" has taken us to the Vintage S.C.C. Meeting at Lewes, to Brooklands for the Sports Car Race and on innumerable short runs. He seems low-g geared, but does about 50 to 55 m.p.h., has quite excellent acceleration and gives about 30 to 35 m.p.g. He has restarted very powerfully, four up, on a 1 in 4 test-hill, on which the hand-brake held, and the gearbox has a most pleasant action, nor does the clutch slip. Incidentally, clutch withdrawal and Bendix pinion are both enclosed. Spares are obtainable from the Rhode Co., of whom H. B. Denley, who used to drive a Rhode in trials, has been most helpful with maintenance information. For a week we have needed no oil, after we overfilled the sump so that clouds of smoke of A.R.P. proportions have poured from the exhaust and into the cockpit from the breather. Under way, the noise of the valve gear and the very

healthy exhaust burble mingle to render conversation with rear-seat passengers almost impossible. "Dudley" has his short-comings. On his radiator he displays two Club badges which rude folk say are worth more than "Dudley" himself. To which we reply that we value a car by the fun it gives and the transport it provides. You may ask what place this account has in MOTOR SPORT. Well, motoring sport has many aspects. There are probably many readers who can only afford a very cheap car and who hesitate to own, as enthusiasts, the cars offered by the smaller dealers, who, incidentally, can realise a profit of up to £5 on a £7 10s. car. Our advice to such folk is: search for a really old small car and save it from the scrap-heap. It will be very slow, but there is more to sporting motoring than sheer speed. In the hands of a beginner such cars would be inadvisable, though no more so than the modern junk offered at like prices. But handled by enthusiasts they can be quite practical transport, given relined brakes and good tyres. You can reckon on reasonable tyres and wheels costing about 20/- each, a charged battery 10/-, safety glass a few shillings to buy and three shillings or so to cut. Insurance will be about double normal rates, the policy transferable to subsequent cars. We bought "Dudley the Rhode" out of sheer enthusiasm for vintage cars and it is really incidental that he has upheld our theory, though for that we are grateful to him. If, however, this account turns your thoughts in a like direction, the writer will gladly do all he can to advise.

# THE ALLARD SPECIAL

*Speaks for itself! — but read what the press says about it*

Things that impressed us in 1936. S. H. A. climbing almost any hill in almost any trial.

—*"The Motor,"* 22/12/6

—S. H. A. driving that wonderful yellow Ford V-8 with independent front suspension. Experts' Trial —*"The Light Car,"* 6/11/6

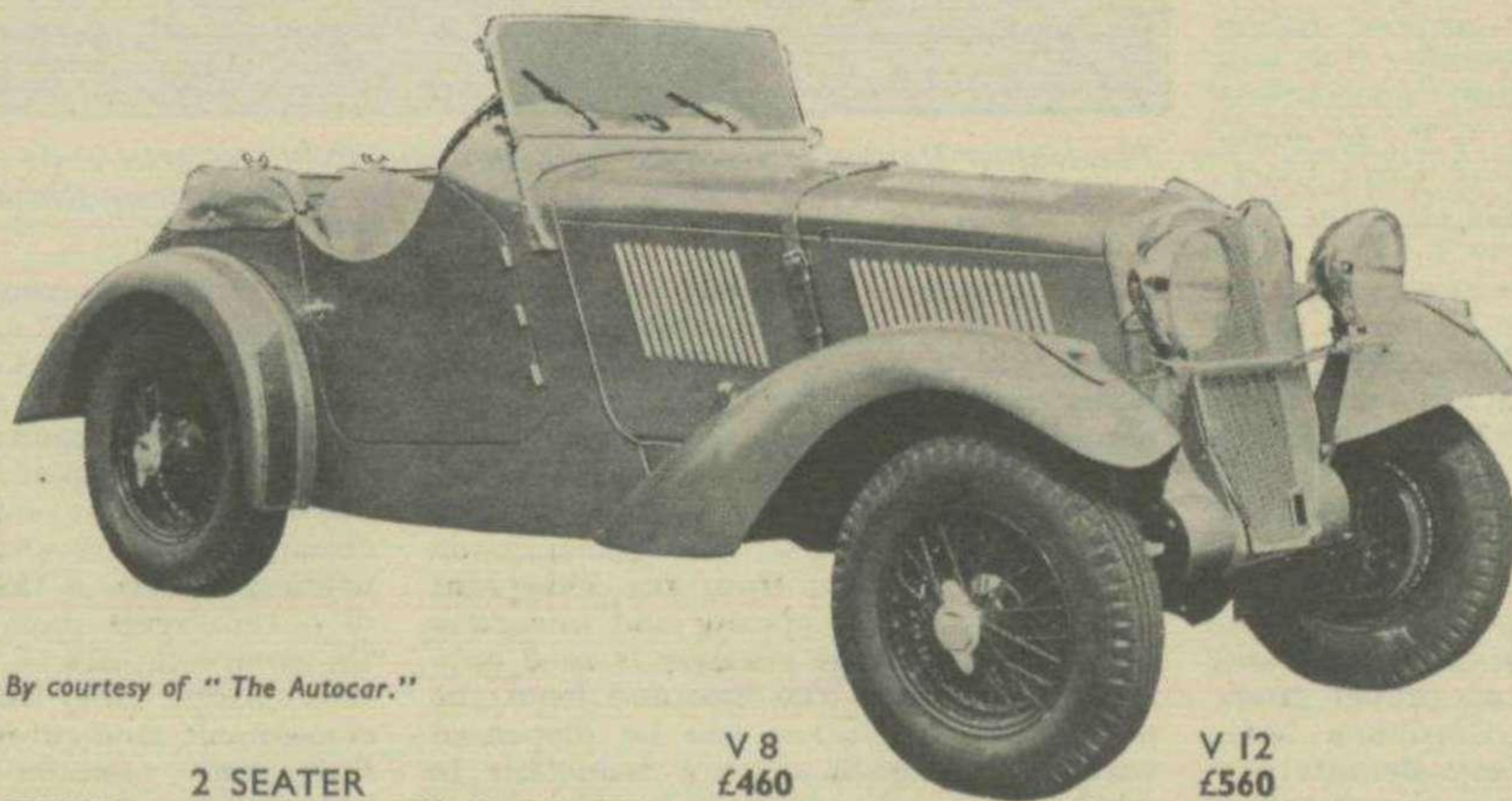
At Nailsworth it is worth recording that Allard again distinguished himself by taking his Ford V-8 Special up visibly faster than anyone else. London-Gloucester.—*"The Sporting Life,"* 7/12/6

For five years in succession small cars have won the Colmore Trophy. This time the Trophy goes to S. H. Allard, driving his Allard Special, that very sporting cream coloured open two-seater.

—*"The Autocar,"* 5/5/7

But S. H. Allard, with his famous Allard Special, shot up spectacularly with no chance to pick a course. J.C.C. Scramble.

—*"The Autocar,"* 26/3/7



By courtesy of "The Autocar."

S. H. A. made one of the fastest climbs ever seen at Nailsworth. M.G. Trial.

—*"The Motor,"* 12/5/6

A short run in heavy traffic showed up the extremely smooth, silent flow of power from the V8 engine, the astonishing acceleration and complete tractability, while we observed with satisfaction the rigidity of the body-work and "front works," a feature all too rare in modern lightweight high-performance cars.—*"Motor Sport,"* June, 1938

The only competitor to finish the trial entirely without loss of marks was S. H. Allard, with his Allard Special—a very fine show indeed. The Highland 2-day Trial.

—*"The Motor,"* 30/3/7

A new hill, even more difficult than section 4 and Red Roads—only one of the 44 starters, S. H. Allard, climbed it. The Lawrence Cup Trial.

—*"The Motor,"* 1/6/37

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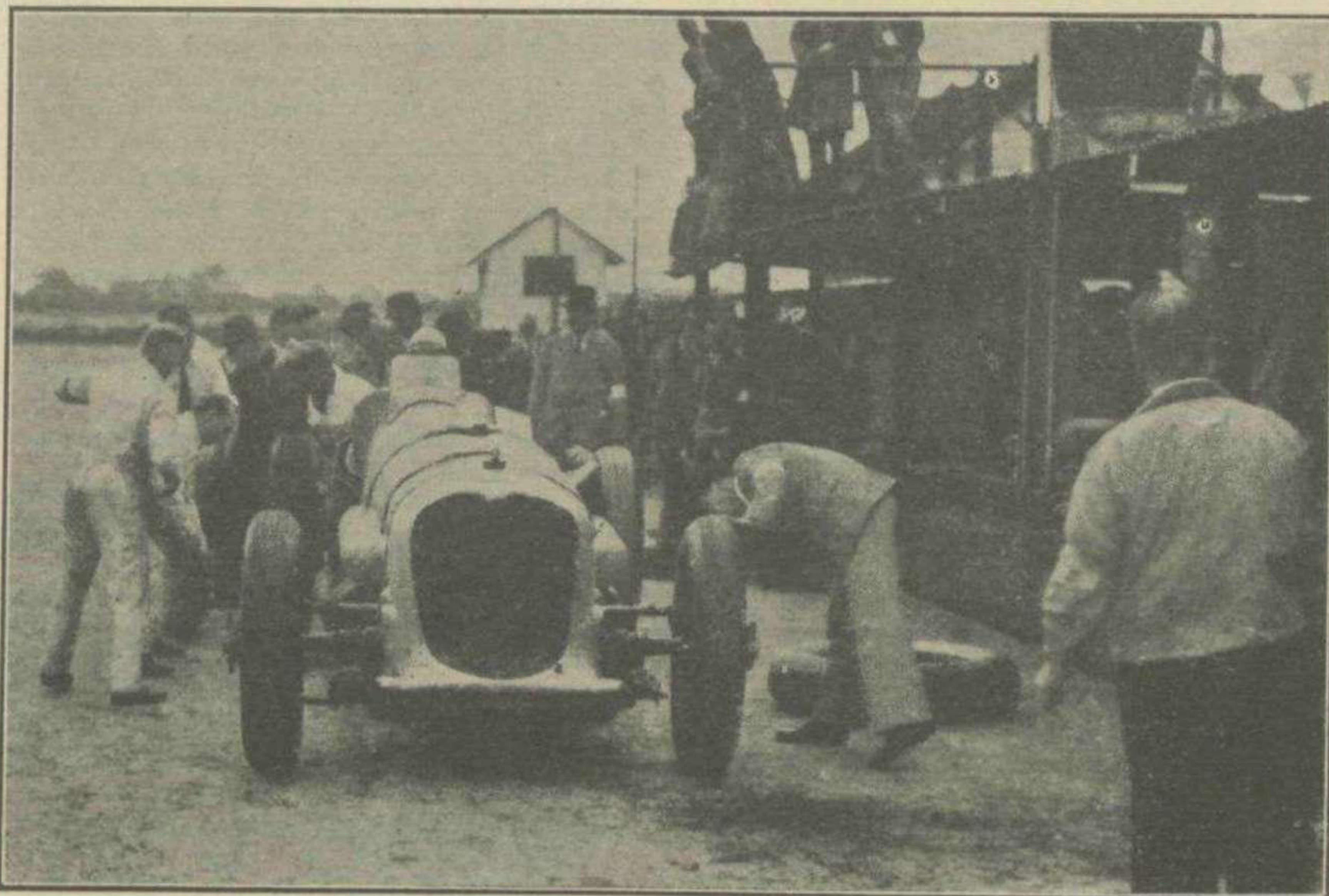
## ON THE FINISH OF THE "500"

THE title of this article does not refer to a thrilling finish of a 500-mile race, but to the fact that this B.R.D.C. classic will no longer be held. The B.R.D.C. has announced that this year, on September 17th at Brooklands, the "500" is to be replaced by a 204-Mile Handicap Race over the International Trophy road circuit and an outer-circuit handicap race of 50 miles only. That the old 500-Mile Race is no more is indeed regrettable; it was always an interesting race, it was the fastest long-distance race in the world, and it was track racing *par excellence*. Of recent times it has attracted all too poor entries, on account of the mechanical damage that can result from so long and fast a contest. Last year the organisers sought to save the situation by reducing the distance from 500 miles to 500 kilos., a move which, as MOTOR SPORT pointed out at the time, seemed rather pointless, inasmuch as the distance was still considerable and race-speeds were likely to be still higher than in the previous races of the series. Some people have put the demise of the "500" down to the lack of proper track-racing cars. Actually, analysis of entries for past events shows that the field has always been a very mixed one, in which pure road-racing cars, modified road-racing cars, stripped sports-cars, and genuine outer-circuit cars have lined up together by the Vickers Sheds. Even if you consider the successful cars out of the varied entry, I do not know that it can be considered that the purely track-car has had things terribly exclusively to itself. The 4½-litre Bentley which won the first race of all was hardly a racing-car, as such. The 6½-litre Bentley which was second certainly was of track-type, while the Sunbeam that came in third was an ex-land speed record car, with bodywork a cross between G.P. and fully-faired styles. The little blown Austin Seven which won the 1930 race you would be justified in classing as just an all-purpose racing job, the 4½-litre blower Bentley that was second was a four-seater sports-type car and it was a 2-litre G.P., or road-racing, Sunbeam that took third place.

In 1931 one might safely class the first three cars—6½-litre Bentley, 3-litre Talbot and blown 750 c.c. M.G.—as cars adapted to outer-circuit racing. Horton's long-tailed 750 c.c. M.G. which won the next of the series was a track motor right enough, but an ordinary 1,100 c.c. Riley was second, with an adapted sports-Talbot third. I feel inclined to call the blown M.G. Magnette, unblown M.G. Magna, and unblown Riley Nine that were placed in 1933, all-purpose racers, and I really cannot consider the 2-litre and 1½-litre Rileys of 1934 as proper track cars, even if we class Gardner's M.G. Magnette as such. Very definitely a track-type won in 1935, in the shape of the Napier-Railton, a car expressly built for this race and long-distance record-work. But the Riley which was second was similar to successful road-racing cars of the marque and a sports-type Bugatti got third place. The same applies to the Riley which won in 1936, though the essentially track-type Pacey-Hassan was second and a

sports 4½-litre Lagonda bearing some resemblance to an outer-circuit type was third. Last year, in the last of the series, the Napier-Railton scored another point for the type of car which ought to win a race of this nature, but Rileys, of the kind which I prefer to term all-purpose racing jobs, filled the next two places. So that it can hardly be said that the "500" has been a race in which only purely outer-circuit type cars have been able to do any good. On paper it is, of course, extremely difficult to define an outer-circuit car, as opposed to a road-racing car, or a racing-car that can be usefully run in almost any form of contest. Naturally, you would not start in a 500-mile outer-circuit race with road-racing gear-ratios. But a true outer-circuit car is something far removed from a road-racing job with a nice high axle-ratio.

Albeit he will be more comfortable in a properly designed track body than in many road cars with additional fairing hastily tacked on. As he is full bore, or nearly full bore, throughout, easy to read instruments and pit-signals are important. Quite different tyres will be used and of recent times the Dunlop Co. has developed the "balloon" type of cover for track work, in which there is an appreciable side area in contact with the cooling stream of the air-flow. In brief, therefore, difficult as it is to define the track type of car, it will be seen that outer-circuit work, and particularly 112 laps of the Brooklands outer-circuit, calls for some highly specialised qualities. I do think that the demise of the great 500-Mile Race can, to a very large extent, be explained by the shortage of track-type cars, for, although the field in these



The Napier Railton, scratch car, winner of the 1935 500-Mile Race at 121.28 m.p.h. The car was driven by John Cobb and T. E. Rose-Richards.

In the first place the engine is only required to develop its full power at high track speed, which means that it need not give many horses at low revs., yet, on the other hand, it need not have a high rev. limit, and, indeed, will peak at moderate crankshaft speed. One naturally thinks of large unblown motors. The transmission can be quite light, from the viewpoint of drag, and both sprung and unsprung weight, because the gearbox is used only for starting from the line and from the pits. Front brakes can be dispensed with, resulting in a tiny reduction in wind-drag, and a much happier front axle. The engine gets no useful respite in the form of over-run, and air flow to water and lubricant must be greater than on a road car. Streamlining becomes of vital importance, but fortunately the driver needs only forward vision, and a mirror to show him overtaking cars, which will pass close only on his off side, so that he can be really well enclosed.

events has been composed of rather less than 50 per cent. of cars of this type, year by year, the race has gained its reputation for destruction of good machinery on account of the unsuitable cars which have been set to complete the course, against handicap speeds imposed with outer-circuit type entries in mind. In this connection I have a theory that the strain of outer-circuit racing is bound up with the complete lack of periods when engine revs. drop back from maximum, with consequent momentary easing up of heat-flow and pressure-loadings, as must happen after gear-changes in a road-race, quite apart from the suction-lubrication of pistons at minus pressures in the induction tract, lacking, of course, at full bore. The only type of engine that the outer-circuit might favour seems to be a very small fast-revving unit, in which the stresses imposed by the upward movement of the pistons are greater on the over-run than the gas-pressure.

ON THE FINISH OF THE "500"—continued

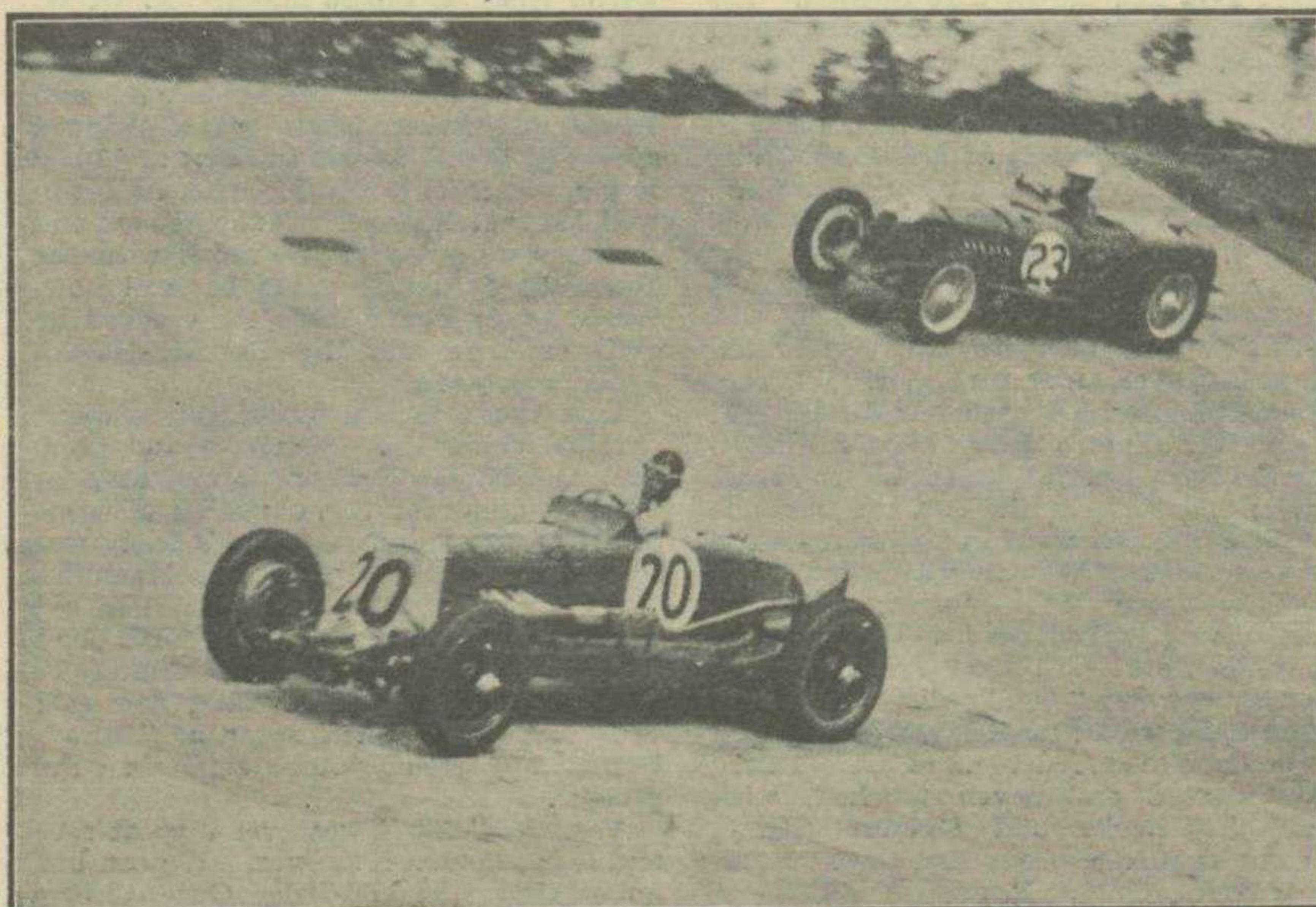
Round the outside over-run, as such, vanishes, while the use of high-axle ratios will reduce mechanical loading from reciprocating sources, while, rapid acceleration not being called for, connecting rods may be appreciably heavier than in a sprint or road-circuit motor. If these perhaps elusive points are less easy to trace out in practice, we do, at all events, know that at the very first Brooklands Meeting, away back in July 1907, famous and successful road-racing cars were suffering from cooling, lubrication and valve-troubles after a limited amount of outside lappery. Incidentally, if the above specification items set down as essentially those of the track-type car are criticised as not to be found, *en bloc*, in any one car, that is only because purely outer-circuit cars have been a declining interest for several years—due, one supposes, to the ratio

in one hour for the first time in history, at Brooklands in 1913, is a very excellent example of the outer-circuit car of the period. After the War the trend continued. There were the narrow V12 single-seater Sunbeam, doing 140 m.p.h. in Guinness's care in 1921, Rapon's narrow Lanchester Forty used for tyre-testing and later speeded up by Parry Thomas, Thomas's own immortal Leyland-Eight and Leyland-Thomases, the six-cylinder Straker-Squire, Henn's curious Lanchester and his "Handy Andy" with 5-litre Delage engine, Miller's Napier 40/50 and Wolseley-Viper, Felix Scriven's Austin Twenty, the Wolseley "Moths," the A.C.s and lots more—all cars built in the best track tradition. The big aero-motored cars like the Chitty-Bang-Bangs, the Higham-Special, Isotta-Maybach, Sunbeam-Napier, Martin-Arab, and the rest, were not

tuning aspect, in a manner which, to-day, is evident in sprint events amongst the more serious exponents of "quarter-mile racing." The B.R.D.C. "500" carried on for eight years the tradition of real track racing, giving something for which those who ran proper outer-circuit cars at B.A.R.C. meetings could aim, as a justifiable conclusion to a season's racing with cars of specialised sort. Now that the series has been announced as withdrawn, I think it is fitting to go just briefly over the history and interesting features of which will probably be the last series of long-distance track-races held in this country.

The B.R.D.C. was formed in 1926, after Dr. Benjafield had successfully brought the better racing drivers together by a series of informal dinners, seal being set to the idea by a suggestion made by Ebblewhite in a speech he made at a send-off dinner before one of Sir Malcolm Campbell's Daytona visits. Later Lord Howe was elected President, which office he has held ever since. And Head designed the badge. In 1929 the Club held the first "500," rather a curious race, some thought, for a drivers' club—actually you "drive" quite a deal at present-day speeds, even round the outside of Brooklands. There were twenty-two starters and only nine finishers. For a while Vernon Balls's Amilcar led, until a valve broke and Eyston's 2-litre G.P. Sunbeam took the lead. Paul, partnered by Cobb, held second place with the 4-litre Sunbeam, until the frame cracked and caused Paul to tour. Eyston retired with a broken spring and Clement brought the 4½-litre Bentley home at 107.32 m.p.h., partnered by Barclay. Sammy Davis, driving the 6½-litre track Bentley at short notice, after some excitement with flung treads, was second at 109.4 m.p.h., and Cobb and Paul got third place. A 2-litre Alfa-Romeo, another Bentley, Holbrook's Austin Seven at 80.25 m.p.h., a Lea-Francis, a Riley and Lord Howe's Lea-Francis all finished, and two Bugattis and Noel's aero-engined chain-driven Mercédès were still circulating at the end. Kaye Don's 4-litre Sunbeam broke a back spring, and Birkin's blower Bentley caught fire.

In 1930 S. C. H. Davis and the Earl of March won after a splendid run with the T.T. Austin Seven, stripped and with a large fuel tank. "Bird's" Riley, the Dunfees 2-litre Sunbeam and Scott's G.P. Delage were dangerous rivals, but "Bird" retired, the Sunbeam lost a rear wheel complete with its half-shaft and the Delage lost 30 mins. when the front axle collapsed. Then Benjafield and Hall became dangerous and Davis urged the Austin to still greater feats. Brian Twist was running third with an Amilcar Six. In the end the Austin just won, at 83.41 m.p.h., and the blower four-seater Bentley, lapping at times at over 122 m.p.h., was a wonderful second at 112.12 m.p.h., a tread going just as it finished. Purdy and Cushman's 2-litre G.P. Sunbeam was third at 104.74 m.p.h., and Lewis and Howe fourth in a Talbot at 104.26 m.p.h. Only Twist's Amilcar finished in the 1,100 c.c. class and no 1½-litres finished at all. Birkin's single-seater



Another echo of the 1935 500-Mile Race. The late Pat Fairfield about to pass Luis Fontes with the Squire;

of road and road-circuit contests to track races in the present International Calendar and the greater driver-fun to be had from such contests; we would like to add the need for using racing as a means of learning useful lessons about brakes, steering, suspension and stability as well as about engines and streamlining, but, in this country, have any utility cars benefited from their makers recent participation in racing, in these respects?

The decline of the track-car is sad, inasmuch as British racing has for years been developed in an outer-circuit tradition. Before the War we had only Brooklands, barring the few T.T. races in the I.O.M., and there you only went round the outside in those times. By 1911 low-speed engines, wonderfully faired and very narrow bodies, isolated radiators and high-ratio axles figured on hosts of cars at Brooklands. Sunbeam, Austin, Vauxhall, Talbot, and our other great marques ran as typically track-cars. The 25 h.p. Talbot with which Percy Lambert covered over 100 miles

so carefully streamlined, but were very much the track-type. Amongst the smaller cars there were the four-cylinder Thomas-Special, that razor-blade Aston-Martin, the A.C.s, Whale's narrow single-seater Calthorpe, the Eric-Campbell, Prodiar's Charron-Laycock, the G.N. "Kim," and many others built expressly for the outer-circuit.

To-day, when we can visit road-circuit races at Brooklands, the Crystal Palace and Donington, it seems incredible that up to 1925 we had only the Brooklands outer-circuit races to attend—until the ever-go-ahead J.C.C. introduced artificial corners into the circuit for the 200-Mile Race and "road" racing took hold in this country. Yet I think it can be said that, in spite of this so plain pre-1925 fare, in those days the "gate" at Brooklands on a good day could equal anything they get there now, although I am not going to say that attendances throughout the season were as good. All this outer-circuit racing developed the engineering side of racing, especially the engine-

## ON THE FINISH OF THE "500"—continued

blower Bentley went sick at the end, but was brought home by Duller, its early lappery at 120 m.p.h. Froy's big six-cylinder Delage, with manx tail, went up in flames.

Only seven cars finished in the 1931 race, and Jack Dunfee and Cyril Paul brought the old 6½-litre Bentley home victorious, at 118.39 m.p.h. The single-seater "105" Talbot of Brian Lewis and Saunders-Davies ran silently and very efficiently into second place at 112.93 m.p.h. and E. R. Hall drove his blown M.G. Midget single-handed into third place at over 92 m.p.h. This year Birkin handled an Alfa-Romeo with special track body, which lapped at 122 m.p.h. until delayed by electrical troubles. Benjafield had the blower single-seater Bentley, but it functioned dismally and stopped with valve maladies. Howe's Bugatti broke a piston, and the Austin Seven team, of which great things had been expected, suffered from cracked radiators. Hindmarsh got a four-seater Talbot round at 113 m.p.h., Oates was flagged in because his O.M. smoked excessively, and Zehender's 38-250 stripped Mercedes-Benz two-seater, amazingly steady and using its blower, finally retired with undiscovered trouble. Humphreys had wretched luck when his Amilcar Six broke its stub axle when in fourth place. Amongst the non-starters was a special single-seater 4½-litre Invicta, prepared for Wisdom and Froy.

The 1932 race was marred by the fatal crash to Clive Dunfee, when the 8-litre Bentley went over the top of the Members' Banking. Friends of mine have told me that Dunfee had mask-goggles upon his forehead at the time and it seems possible they either slid over his face, or that he put up a hand to prevent them from so doing, losing control in the process. The new entrance road, well away from the banking, evolved from this sad accident. Capt. Barnato later ran the rebuilt 8-litre as a saloon, arriving in it for the Press function at which the 3½-litre Bentley was officially released. Nuvolari and Borzacchini with Alfas were non-starters, but Count Czaikowski ran a 2-litre Bugatti. R. T. Horton and J. H. Bartlett won a splendid race with the 750 c.c. Magic Midget M.G., at 96.29 m.p.h. Dixon's Riley retired with broken shock-absorber brackets, Ashby's flat-iron Riley had lots of plug trouble, and Evans's M.G. Magic Midget broke a piston. Lewis's Talbot was delayed with a fractured front hub, and Czaikowski's Bugatti died after averaging about 118 m.p.h. Hamilton put Howe's Bugatti round at 126.09 m.p.h., badly shaken in the cockpit, until a broken fuel tank put the car out. Dunfee lapped at 127

m.p.h. until his accident. Cyril Paul and "J. Phillip" were second at 99.61 m.p.h. with a Riley Nine and the Lewis-Cobb single-seater Talbot third at 111.6 m.p.h. The single-place Invicta was again a non-starter, being crashed in practice by Hebler.

The 1933 race drew an immense crowd. Thirty-eight cars entered and thirty-one started, and E. R. Hall brought his blown M.G. Midget in first, 20 mins. ahead of Charlie Martin and Welch (M.G. Magna), at 106.53 m.p.h. The Magna averaged 92.24 m.p.h. Paul and Turner (Riley Nine) were third at 88.87 m.p.h. Bartlett's Riley smashed its engine so completely in practice as to crash into the ditch beside the Byfleet Banking, and the two-stroke Jamieson F.F. engine could not be put in a chassis in time to run. Frankl (Bugatti) and Zanelli (Alfa-Romeo) were Continental starters, and Kaye Don had the 4.9-litre Bugatti. The Austin Sevens gave unexpected plug trouble, and poor Eyston retired when the Magic Midget's magneto fell to bits, after leading the Alfa and running to win. He had lunch at the Aero Club! Dunham's Alvis had various troubles, Evans had much bother with his M.G. Midget, but the L-type M.G.s were lapping nicely at 90 m.p.h., likewise Aldy's Frazer-Nash. The Alfa was cutting out round the Members' Banking and Frankl stopped several times for water. Whitney Straight had much bother with the T.T. Midget, Dixon's Riley blew a gasket, the McEvoy-Special broke its camshaft drive, and right at the end the unstable 4.9-litre Bugatti went out with rear-axle trouble. Poor Watson was killed when Elwes's blown M.G. Midget, which he was driving, rolled over and caught fire near the Fork. In 1934 Freddie Dixon won a very wet "500" with his famous silver unblown 2-litre Riley, which lapped at 125 and averaged 104.8 m.p.h. Thirty cars started and seven finished, with Von der Becke and Maclure (Riley) second at 101.65 m.p.h. and Gardner and Benjafield (M.G. Midget) third at 97.85 m.p.h. Straight lapped at about 137 m.p.h. with the Duesenberg in practice but did not start, and Hann's Mercedes "Softly-Catch-Monkey" could not qualify at 100 m.p.h. So bad was the weather that Cobb withdrew the Napier-Railton. Hindmarsh lapped at 100 m.p.h. with a 2-litre Singer before retiring, and Black's 2.3-litre Alfa was the last big car to retire, with a cracked chassis frame. Oliver Bertram broke the 4.9-litre Bugatti's gear-lever and Pat Fairfield skidded his Riley through the Railway Straight fence. In 1935 Cobb had an epic ride from scratch, winning with the Napier-Railton at 121.28 m.p.h. Von der Becke and

Maclure followed him home with an unblown 2-litre Riley at 112.49 m.p.h. and Earl Howe and Brian Lewis were third with a 3.3-litre sports-engined Bugatti, at 115.03 m.p.h. The race was notable for severe tyre trouble that was quite unexpected. Dixon suffered badly thus, after 130 m.p.h. lappery with the unblown Riley. Connell's Vale cracked its head, Munday did 90 m.p.h. for half an hour with the eight-cylinder Thomas-Special before retiring, and Bertram led for a while with the Barnato-Hassan. Seaman's Duesenberg went out with a smashed fuel tank and Froy's 4.9-litre Bugatti never ran well. Divo did a steady run with the record-breaking Hotchkiss, and Mrs. Petre handled a 2.6-litre Alfa. Tim Rose-Richards shared the honours with Cobb.

The 1936 race had only four finishers. Dixon well deserved his win with the 2-litre Riley at 116.86 m.p.h. E. W. W. Pacey upheld track-car prestige with the Bentley-engined Pacey-Hassan-Special, by finishing second at 115.96 m.p.h., and Howe and Brian Lewis got a stripped sports 4½-litre Lagonda in third at 113.02 m.p.h. Hamilton's 2.3-litre Alfa ran well for fourth place. Mrs. Stewart and Duller were going at the finish with the Duesenberg that is going so well now, but Evans's Magic Midget cracked its cylinder head and the Barnato-Hassan broke a con-rod.

Last year's race is too recent to merit detailed comment. Bertram and Cobb got the Napier-Railton home first at 127.05 m.p.h. for the curtailed distance of about 300 miles. Dodson's Riley was second at 118.9 m.p.h., and Maclure's Riley third at 109.5 m.p.h. The old 4-litre V12 Sunbeam was fourth and "Bira's" sports Delahaye, winner of last month's Sports-Car Race, averaged 114½ m.p.h. to finish seventh, "Bira" burnt by accumulator acid in the process.

Yes, the "500" was ever a great race and it is sad that it is over. We can but hope that the 50-Mile Outer-Circuit Handicap on September 17th will prove as exciting as the B.R.D.C. Empire Trophy Race of 1932, when the big fellows, in the form of the blower single-seater Bentley, the 6½-litre Bentley, Eyston's wooden-bodied 8-litre Panhard and Cobb's twelve-cylinder Delage, did mighty battle over the outer-circuit, Cobb finally winning at 126.363 m.p.h. to Eyston's 126.354 m.p.h., the result being the subject of an appeal, and the Panhard lapping at the Class Record speed of 131.76 m.p.h.

If we get racing like that for only fifty miles on September 17th, we shall feel somewhat appeased for the finish of the great "500."

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Owners of most popular British cars produced during the last five years can now obtain free large Lubrication Charts (22" by 17") to supplement the diagrams included in their Official Instruction Manuals. Published by the Wakefield Motorists' Library in collaboration with the engineers of the various car manufacturers concerned, the charts are intended for use in the home garage,

and give specific recommendations for the particular brand of lubricant used by the motorist, in this case Castrol.

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to receive attention and the grade of oil or grease which should be used. There are also detailed instructions for the lubrication of the engine, gearbox and back axle and other components.

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*Nottingham Guardian, 26th April 1938*

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## GOOD RACING AT PESCARA

HEAVY MORTALITY AMONG THE BIG CARS, BUT CARACCIOLA SURVIVES TO WIN FOR MERCEDES.  
THE NEW 1,500 c.c. ALFAS SHOW SPEED IN PRACTICE, BUT FAIL IN RACE

**I**N spite of the same field participating in most of the Grand Prix races this year, and the results being inevitable Mercedes victories, there has been plenty to interest students of the game in every race. It might have been thought that the races would develop a "sameness" which would detract from their interest, but in actual fact this has not been the case.

At Livorno the Mercedes won fairly easily, but the next week-end at Pescara a very different tale was told. The Coppa Acerbo, I think, must be one of the finest races in the world; it is certainly held on one of the best natural road circuits. Two of the "legs" are dead straight and permit of the maximum speeds of which even modern Grand Prix cars are capable, and the rest of the course is twisting, hilly, and altogether makes severe demands on the cars and drivers.

Twelve cars lined up at the start. They were three Mercedes, driven by Caracciola, Lang and Von Brauchitsch; three Auto-Unions driven by Nuvolari, Muller and Hasse; two Delahayes driven by Dreyfus and Comotti; two Alfa-Romeos driven by Biondetti and Farina; Trossi's Maserati; and the independent Belmonda with his Alfa-Romeo.

Nuvolari had made the fastest time in practice, and the partisan crowd were astonished and disappointed to see the three silver Mercedes come round in line ahead formation at the end of the first lap, with Nuvolari in fourth place, their order being Von Brauchitsch, Caracciola and Lang. The heavy retirements which were to decimate the field were not long in beginning. The first man to go was Biondetti, who was taking Sommer's place in the Alfa Corse team, as the latter's chest was still troubling him a little after his crash a few weeks before. Then Von Brauchitsch pulled into the pits, got out of the car, and retired with but a cursory examination of his car, and the third retirement in three laps came when Nuvolari failed to appear and later walked into the pits, having suffered petrol-pressure trouble.

"Carratsch" was now firmly in the lead, being timed over the flying kilometre on the long straight at 170.96 m.p.h., and lapping at 86.37 m.p.h., but Hermann Lang was following him like a shadow. Behind these two came Muller's Auto-Union, extremely well driven, Trossi's Maserati, going like the wind after a start in the very last row, Farina's Alfa-Romeo, Hasse's Auto-Union, Belmonda's privately-owned Alfa-Romeo, and the two Delahayes of Comotti and Dreyfus.

The Invicta Car Club will hold a film show at Mr. Donald Monro's house on October 15th. Mr. Monro is well known as a cine enthusiast and this show should be very well worth attending. "The Gauntlet" for August contained some very interesting information. Malone now owns another low chassis Invicta, and Durston is using N.L.C. springs and

The last-named driver was making unwonted gestures as he passed the pits, obviously meaning that he was being held up by the car or cars in front. The culprit turned out to be none other than his team-mate, Comotti, who refused to play second-fiddle in front of his own countrymen. Dreyfus did such prodigious revs. on the indirect gears in an effort to pass (and it must be remembered that Comotti himself is no mean handler of a *bolide*) that the gearbox of the French driver's Delahaye became considerably overheated and finally seized up.

The two leading Germans were not allowed to ease up in any way, for Trossi now repeated the brilliant driving he had displayed at Livorno the week before and proceeded to pass Muller. He gained on the Mercedes drivers, and was soon only 30 secs. behind Caracciola, with Lang in between them. The Italian crowd began to go wild with excitement, and they could hardly contain themselves when Lang's car caught fire in one of the *chicanes* and was unable to continue, leaving Caracciola alone to uphold the Mercedes colours.

And now it was time for the cars to come in to refuel. "Carratsch" was as quick as usual, taking only 43 secs., but this short stop permitted Muller to pass into the lead—the first time this brilliant newcomer to the Auto-Union team has had this experience in a motor-race. Trossi, after beating the lap record with a speed of 86.58 m.p.h., came in and handed over to Luigi Villoresi, who was thus having his first run on a big car in a Grand Prix race. He gave a very good account of himself, indeed, lying third behind Muller, who had now been re-passed by Caracciola. A little later he became second, for Muller ran out of petrol on the far side of the course and had to abandon his car. Behind Villoresi came Hasse on the sole remaining Auto-Union, Farina taking things quietly on his Alfa, Belmonda on the independent Alfa, and the two Delahayes, whose battle had not yet reached its climax in the aforementioned retirement of Dreyfus.

The Mercedes folk were not feeling too happy about things in general, having all their eggs in one basket, or car. The car they particularly feared was the Maserati, which appeared to have found the desirable quality of reliability. Their uneasiness was not lessened when the Italian car was called in and a hasty change of drivers made, Trossi now returning to the wheel. The Count set off like a bullet to catch Caracciola, but at that moment the car took it into its head to develop

some form of carburation trouble which finally caused its retirement.

With Dreyfus and Hasse also falling out, the field was reduced to four, and Caracciola continued on his serene way to the finish, a thoroughly deserving winner. Herr Neubauer breathed freely once more.

It had been a terrific race. Sixty-seven per cent. of the starters had fallen out, and all credit was therefore due to the survivors. The chief cause of this heavy mortality was undoubtedly the long straights, which tempt drivers to stress their engines to breaking point. In these conditions Caracciola's restraint had its own reward, although he did not actually spare his car, as his lap speeds showed. His was a great race, marked by superb judgment and masterly driving.

### RESULT

#### The Coppa Acerbo

1. Caracciola (Mercedes-Benz), 412.8 kilometres in 3h. 3m. 45.65s. Speed 82.54 m.p.h.
2. Farina (Alfa-Romeo), 3h. 7m. 2s.
3. Belmonda (Alfa-Romeo), 3h. 10m. 17s.
4. Comotti (Delahaye), 1 lap behind.

The big event was preceded, as usual, by a race for 1,500 c.c. cars. Considerable interest attached to this, for it was the second meeting of the new Alfa-Romeos and the well-tried Maseratis. It was regretted that no English drivers or cars were present, for previous British winners of this race include Whitney Straight, Richard Seaman and the late H. C. Hamilton.

The Alfa-Romeos had done well in practice, and in the hands of Emilio Villoresi and Severi were strongly fancied to win. The most important and dangerous of the horde of Maseratis which opposed them were those driven by Luigi Villoresi, Pietsch and Barbieri.

The expected clash of the two makes did not materialise, however, for the Alfes were beset by an exasperating plug trouble. Emilio Villoresi was continually at the pits, finally giving up, while Severi managed to finish fifth. In between their visits to the pits the little cars went like bombs, so there is obviously not very much wrong with them.

The two "works" Maseratis driven by Luigi Villoresi and Pietsch dominated the race, finishing in that order, Pietsch was credited with a flying kilometre officially timed at 135.9 m.p.h.

### RESULT

#### 1,500 c.c. Race

1. L. Villoresi (Maserati), 154.8 kilometres in 1h. 10m. 40s. Speed 82.06 m.p.h.
2. Pietsch (Maserati), 1h. 13m. 29s.
3. Barbieri (Maserati).
4. Libeccio (Maserati).
5. Severi (Alfa-Romeo).
6. Plate (Talbot).

## INVICTA C.C.

has had his engine overhauled. Monro has had a transmission overhaul and he and Edwards are very satisfied with the new Lucas 21/- sports coils. Monro ran at Prescott using only the coil. Treeck's low chassis coupé has had an extensive engine overhaul, Whale, junr., has acquired a Lancia Lambda and Mrs. Monro's Invicta is to become an open-

bodied car again, following her order for a 12/70 Alvis saloon.

Anglian Motors, Ltd., who specialise in Invicta overhauls, find Ferodo NZ racing brake linings well worth while, and have fitted them to Monro's, Evans's and Treeck's Invictas.

Hon. Secretary: D. Monro, "Wind-brow," Winnington Road, London, N.2.



# EXCELLENT RACING

A REVIEW OF THE CRYSTAL PALACE MEETING OF AUGUST 13TH.

**S**OME very excellent racing resulted at the Composite Meeting held at the Crystal Palace circuit on August 13th. For once we watched the racing from the public enclosure and found that a really excellent view is obtainable, as the road comes close to the palisades. From the hill by Fisherman's Corner it is possible to find a place at which to see the cars take the interesting bends up Fisherman's Rise, and still, by a little hasty hiking, see the leaders sweep round Stadium Dip and Stadium Curve to the finish. Aided by the shortness of the races, the Crystal Palace score-boards work very efficiently, and the broadcast commentary is also good, though synchronisation is open to improvement. Before the first race the announcer gave us a lecture on goggles, raising a point new to us, namely, that nervous riders lower their goggles too early, and find that they mist over. This pre-race commentary effectively worked up interest amongst the onlookers. The public did not appear very intelligently versed in the sport it was paying 3/- a head to attend.

The first event was the 10-lap 20-mile solo motor-cycle race, won by K. Bills (365 c.c. Norton) at 54.67 m.p.h. A 10-mile 5-lap sidecar race followed, won by Ratcliffe's 490 c.c. Norton at 48.91 m.p.h.—incidentally, it is noteworthy that motor-bicycle racing is healthy enough in spite of Norton supremacy. We then had the very interesting 20-mile sports-car race, handicapped on the class system—another Harry Edwards innovation. Rolt's 2-litre Aston-Martin, and Wakefield's 3½-litre Delahaye were non-starters, leaving the field as follows: Miss Stanley-Turner's famous PB M.G., with white painted tyres, Cooper-Harewood's M.G. Midget, A. C. Dobson's four-cylinder 1½-litre Riley, Miss Morel's blown M.G. Midget, Peter Clark's Le Mans H.R.G., Shaw's blown M.G., Warnes's 1½-litre Aston-Martin, Fane's Frazer-Nash-B.M.W., Abecassis with a blown 1½-litre Alta, Aitken's new Type 328 B.M.W., Gammon's blown 2-litre Alta—a most imposing road motor—Loader and Mitchell with 2½-litre S.S. 100s, Freddie Clifford with "Taso" Mathieson's 3.3-litre Type 57 Bugatti, Lewis's blown 2.3-litre Monza Alfa, and Hawley's blown 2.3-litre Alfa. Drivers had to run to their cars, lower hoods, and start on the "electricity." Miss Turner beat Harewood in an excellent start, and of the other groups Shaw led Miss Morel, Aitken led the Alta, and the Bugatti led the big stuff. After a lap the order was: Harewood-Cooper (M.G.), Miss Turner (M.G.) and Shaw (M.G.). Soon Miss Turner's and Miss Morel's cars went sick. After four laps Dobson led Shaw and Fane, but Fane turned round at the Ramp bend and by lap five Abecassis had Bennett's Alta in third place. Fane was doing all he knew how, the B.M.W. sliding out of the bends, but Dobson steadily increased his lead. Mitchell's S.S., with big black cat mascot, was slow and the big fellows were having an immense scrap, Hawley leading Lewis, who indulged in the most

furious cornering tactics, while the Bug just could not get through along the straights. On lap 6 the Alta was second, and Fane third. On the last lap but one the B.M.W. passed the Alta, but at Stadium Curve a rear tyre burst and Fane was out. So Arthur Dobson won with the very business-like Riley, which he drove to the course, at 53.49 m.p.h., Abecassis and the Alta being second at 50.81 m.p.h. and Aitken's B.M.W. third, Shaw's M.G. fourth, Clark's H.R.G. fifth, and Hawley's Alfa, sixth.

The Crystal Palace Cup Race for racing-cars over 30 miles was a truly great scrap. Appleton ran his newly modified 1,089 c.c. Appleton-Special, Stuart Wilton the blown M.G., Cuddon-Fletcher the Parnell M.G., J. H. T. Smith his M.G., Aitken the Maserati Six, Arthur Dobson his famous white E.R.A., Maclure his unblown

Lap 10. Rolt, Abecassis, Fletcher, Smith, Wilton, Dobson, Wakefield.

Lap 11. Rolt, Abecassis, Fletcher, Smith, Wilton, Dobson, Wakefield.

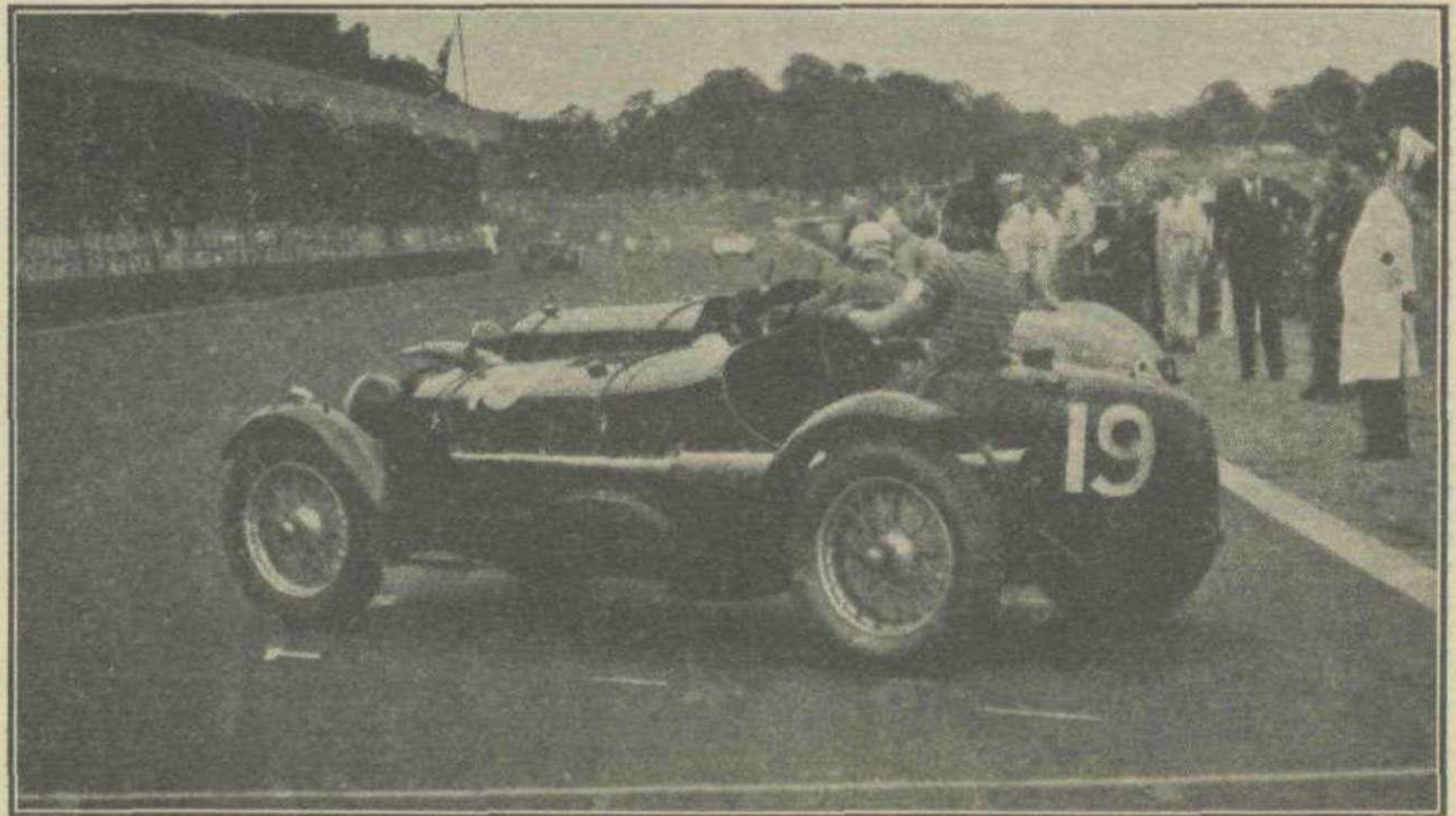
Lap 12. Rolt, Abecassis, Fletcher, Smith, Wilton, Dobson, Wakefield.

Lap 13. Rolt, Abecassis, Fletcher, Smith, Dobson, Wakefield, Wilton.

Lap 14. Abecassis, Rolt, Wakefield, Dobson, Smith.

Last round: Abecassis, Rolt, Wakefield, Dobson, Smith.

Those who know the Palace circuit will appreciate what a titanic battle it was. Appleton, whose car poured out fuel at the start, lost a push-rod and retired. The M.G.s were close bunched for a long while, Smith doing hectic passing at times. The above positions were checked just beyond Big Tree Bend. Abecassis used hill-climb tactics with his



The scratch cars about to start in the Crystal Palace Plate. C. M. Hawley (Alfa-Romeo S.) is in the foreground.

1,987 c.c. Riley, Rolt his E.R.A., Hanson the Maserati, Abecassis his 1½-litre Alta with twin rear wheels, Tongue his E.R.A., Beadle in his new 2-litre Alta, as described in MOTOR SPORT last month and still unpainted, Avebury his older 1½-litre Alta and Wakefield his new E.R.A. The nature of the struggle is clearly told by the lap positions of the leaders:—

Lap 1. Appleton, Fletcher, Smith, Wilton, Dobson, Abecassis, Rolt.

Lap 2. Appleton, Fletcher, Smith, Wilton, Abecassis, Dobson, Rolt.

Lap 3. Appleton, Fletcher, Smith, Wilton, Abecassis, Dobson, Rolt.

Lap 4. Appleton, Fletcher, Smith, Wilton, Abecassis, Rolt, Dobson.

Lap 5. Fletcher, Smith, Wilton, Abecassis, Rolt, Dobson, Appleton.

Lap 6. Fletcher, Smith, Wilton, Abecassis, Rolt, Dobson, Appleton.

Lap 7. Fletcher, Smith, Wilton, Abecassis, Rolt, Dobson, Wakefield.

Lap 8. Fletcher, Smith, Wilton, Abecassis, Rolt, Dobson, Wakefield.

Lap 9. Fletcher, Smith, Rolt, Abecassis, Wilton, Dobson, Wakefield.

twin rear wheels to great effect, and it was good that Alta won. The average was 56.69 m.p.h. Rolt, however, drove magnificently and it was wretched luck that his E.R.A. went sick on lap 13. We have it from Geoffrey Taylor that he gave Abecassis all the room he needed, and it is possibly this desire not to obstruct that led him to hang onto third gear as long as possible, which may have caused the trouble. Abecassis was quite wild at times, as were several others. Beadle turned his Alta round at Big Tree Bend on lap 13, stalling the engine. Officials were none too prompt in removing the car, and afterwards pushed poor Beadle about the course in what looked rather a risky manner. Abecassis had time to acknowledge Beadle as he passed. Rolt pulled away from the Alta on the straights and it is possible that twin tyres on the Alta were of less value then. Rolt actually passed the Alta inside on a bend, quite permissibly. Maclure vanished for a long time, afterwards driving fast. At the start there was little to choose between Dobson and Abecassis, but the E.R.A. finally drew away.

# Letters from Readers

## ROAD CIRCUIT "SPECIALS"

Sir,

I am fully in agreement with the letter from Mr. Stafford of Brighton on the subject of road-circuit "specials." It must be obvious from the outset that no matter how good the home-grown car may be it scarcely has a chance when competing on the same basis as, say, E.R.A.s. Apart from the fact that the actual motor will be outclassed there is no comparison between the average private pit-work, and organised "works" pit-work. The obvious case in point is, of course, the German Auto-Union and Mercedes teams.

There is a Vintage Car Club and a Veteran Car Club and each club runs events for a certain type or age of car. Why not a club for "Special" builders? Surely one event could be set aside for these specials alone, during an afternoon's racing at the Crystal Palace. Suitable regulations defining a special would have to be drawn up. Perhaps a kind of converse to the old T.T. regulations could be used; instead of only allowing cars to enter which have appeared in production form and are catalogued, cars which have *not* been catalogued could be entered. This of course would eliminate the McCulloch Special and other similar brands. As we see races for Talbot Tens and Fiat 500s these days I see no reason why exclusively "special" races should not be organised.

I am, Yours etc.,

D. CAMERON SMAIL.

Edinburgh.

\* \* \*

## ON THE TRIALS SUBJECT

Sir,

No doubt you have received considerable correspondence on the subject of trials in special connection with the rulings made by the Competition Department of the R.A.C., which come into force on January 1st, 1939.

The only two items which affect me, and, doubtless the majority of purely private owners who are trials fans, are "Sunday Trials" and "Competition Covers."

My business keeps me engaged all day Saturday, and Sunday is the only day I can enter a trial. There are thousands like me in the "retail" trade and Saturday is invariably our busiest day. Others have Saturday afternoon free (usually from 1 p.m.). This does not allow time to get to the start of most trials, especially if they live in districts where there are no hills and have to motor considerable distances to hilly country. In any case the most important trials start in the morning and so the Saturday morning worker is out of it.

Those able to attend meetings at any place, at any time, are those who are blest with sufficient wealth that they do not have to work at all, or who are fortunate enough to be able to leave business on frequent occasions, or whose close connection with the manufacturers of the cars they drive necessitates their presence, or who are "in the trade" and "it's good for business."

Now, "Competition Covers." My car is a "T" M.G., which is basically the most suitable "trials" car in normal production—but *not* with the standard high-pressure 4.50x19 tyres! If we are limited to tyres as fitted by the makers almost all other cars made with low pressure tyres are more suitable. I might even include the Austin Ten "Cambridge" saloon which I also drive and is fitted with 5.50x16 tyres.

Well, what's to do?

I am, Yours etc.,

JACK M. REISS.

Leeds.

\* \* \*

Sir,

Reading your article on "British High Performance." We were particularly interested in your remarks re the "Ford V8" as my partner and myself race one of these jobs in Australian road races, and it may interest you to know how the "V8" stands up to it.

We were this week presented with "The Car" trophy for the best performance for the 1937-8 road race season. Our results for the season were as follows: Cowes (Vict.) Trophy of 75 miles—third; Lobethol (S. Aus.) 50 mile handicap—fourth; Albury 150 mile G.P.—first and

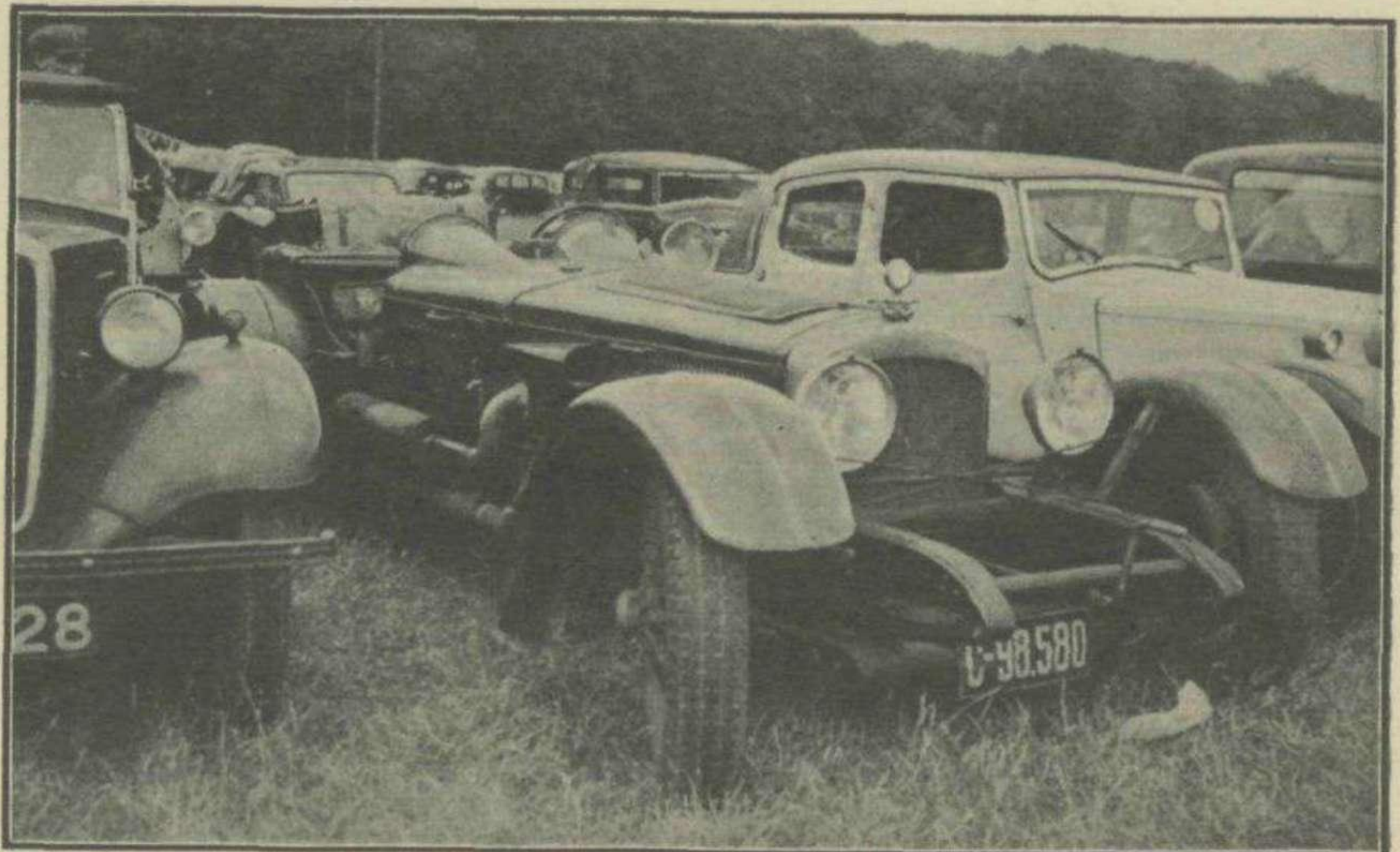
fastest; Phillips Island G.P. of 115 miles—fourth and fastest; Australian G.P. (150 miles) won by Peter Whitehead in E.R.A.—sixth. All these races were completed without a pit stop of any sort. The "Bus" is a 1934 "V8" with a special body, carburetter (unblown) and magneto. It first saw service as a sedan for some 20,000 miles until the body was destroyed by fire—we bought the wreckage. We have now raced and tested it over two seasons for a further 8,500 miles and it is still fitted with the original split skirt alloy pistons, original bearings, crankshaft, connecting rods, valves, etc. (We have fitted one set of Standard rings.) Top speed is slightly in excess of 100 m.p.h. (4,300 r.p.m. with a 3½ to 1 rear axle) and over 80 (6,000 revs.) in second, and the job weighs 21 cwt. without fuel or driver. Our circuits, with one exception (Lobethol, S.A.), are from 3 to 4 miles long and are just ordinary gravel or dirt roads which usually cut up rather badly and the atmosphere becomes slightly "murky," the chassis taking a fair belting.

I am, Yours etc.,

J. K. PHILLIPS.

Wangaratta,  
Victoria, Australia

We welcome letters for publication in these columns. Letters intended for publication must be written on one side of the paper only and they may be signed with a nom-de-plume, but the name and address of the writer must be enclosed.



What do you know about cars? An interesting photograph of a special taken at a recent Donington meeting by a reader. If the owner should see this, we shall be only too pleased to put him in touch with our correspondent.

# EYSTON'S GREAT RECORD

NEW LAND SPEED RECORD OF 345.49 M.P.H. SET UP AT BONNEVILLE SALT FLATS

**B**RAVO, George Eyston! At the Bonneville Salt Flats, Utah, U.S.A., the world's most consistent record-breaker raised his own land speed record on August 27th by no less than 33 m.p.h., setting new figures for the flying mile at 345.49 m.p.h., and for the flying kilometre at 345.21 m.p.h.

His full times and speeds were:—

*Flying Mile:*

Northward—10.36 secs. 347.49 m.p.h.  
Southward—10.48 secs. 343.51 m.p.h.  
Mean—10.42 secs. 345.49 m.p.h.

*Flying Kilometre:*

Northward—6.45 secs. 346.80 m.p.h.  
Southward—6.50 secs. 344.15 m.p.h.  
Mean—6.48 secs. 345.21 m.p.h.

Eyston has not had quite such a trying time with the weather as he had last year, but even so he has already been out in Utah for nearly two months, and on his arrival was held up because the surface was too wet. During the rainy season the salt is covered with water, and the procedure when it dries is to drive little pegs into the ground, and measure the depth to which it has sunk below the surface. Not until the water is at least 2 in. below ground level, and has remained there for several days, is the surface fit for high speeds.

Then one has to wait for a calm day, as a side-wind, or worse still a wind blowing in gusts, might easily cause disaster at these very high speeds. Rosemeyer's accident is still fresh in the memory,

but "Thunderbolt," weighing about six tons, is less susceptible to gusts of air.

The 13-mile course, dead straight across the gleaming white surface, has to be marked out, and a black line, about 8 in. wide, has to be drawn with an oily paint for the entire length, to give the driver his direction. This is a big advantage over Daytona, where no line could be drawn owing to the ebb and flow of the tides.

Eyston arrived at the Salt Flats with "Thunderbolt" about the middle of July, but it was not until August 24th that he was able to make an attempt on the record. In the meanwhile he had had a few test runs, and this gave him an

opportunity to test his new respirator, or gas-mask. "Thunderbolt" now has an entirely enclosed cockpit, and there would be grave risks of fumes overpowering the driver.

"Thunderbolt" had been partly re-designed, and now has a longer tail, a smaller radiator opening, and adjustable slats on top of the bonnet to emit the air passing through the separately mounted radiator. Bigger air scoops, elaborately streamlined, have been provided for the superchargers, and an important alteration is the substitution of coil for leaf springs all round, while the brake actuating mechanism has also been modified, now utilising Lockheed servo motors.

On his first real attempt with the new car, Eyston put his foot down with great courage, and actually achieved 347.155 m.p.h. in one direction.

Then, on the return run, after "Thunderbolt" had appeared to be travelling even faster than before, a disappointment awaited the driver, for the timing apparatus had failed to function. This is worked by a ray, and it is thought that owing to the intense glare off the surface, with the polished sides of the car, the beam failed to be interrupted as the great machine flashed by.

Accordingly the sides of "Thunderbolt" were painted a dull black, and two days later Eyston tried again.

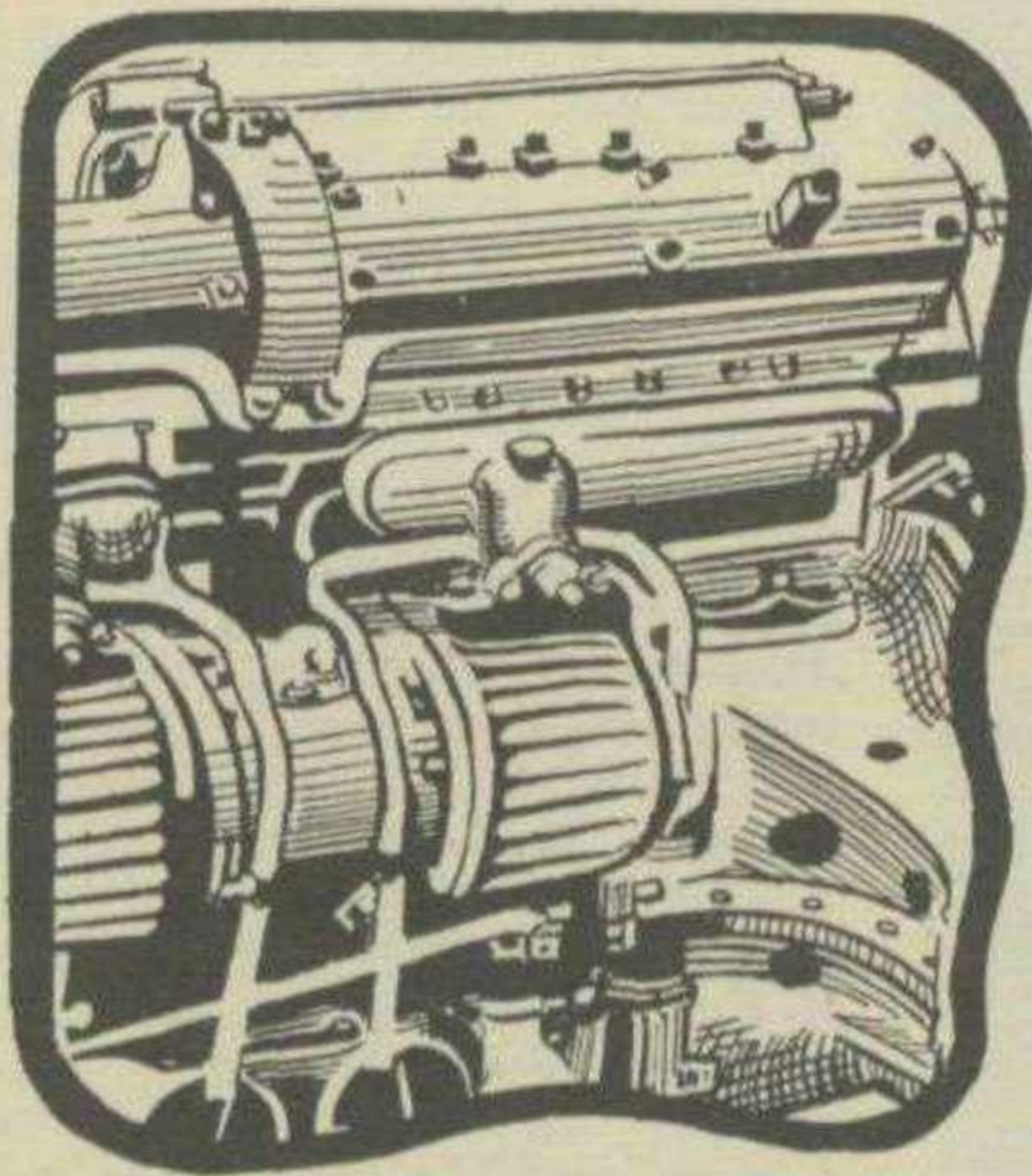
This time everything functioned perfectly, and Eyston set up new figures as recorded above.



Capt. G. E. T. Eyston

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## THE PARIS — NICE TRIAL

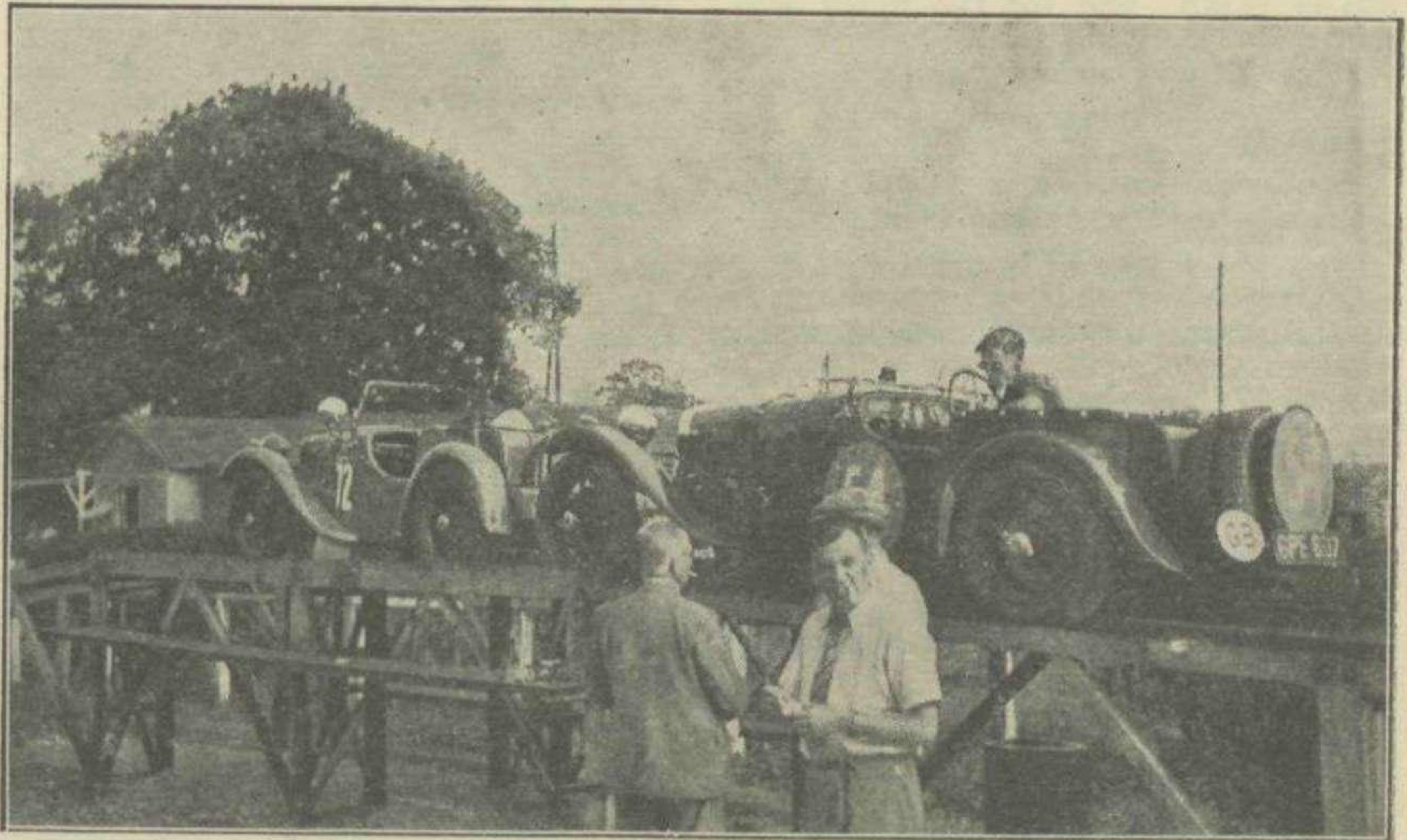
GORDINI, WINNER OF THE BOL D'OR 24-HOUR RACE, RUNS OUT EASY WINNER WITH HIS SIMCA FIAT

THE Paris-Nice Trial organised by the Automobile Club de Nice is a real test, not only of the drivers but also of the competing cars. We, in England, may perhaps feel that our trials have gradually tended to become contests of skill between drivers mounted on specially developed vehicles which may not be particularly suitable for normal use on the road. Trials courses too have included sections quite unlike any road that even the most intrepid and adventurous tourist would be likely to encounter. Hence the feeling among many enthusiasts that trials, as we have known them, have become divorced from the realities of motoring. Not so the Paris-Nice Trial however. Figure to yourself, as they say on the Cote d'Azur, a trial which starts with a timed flying lap of the Montlhéry track, followed up with a road section of over 500 miles (including the Col de la Croix Haute and the Col de Leques) which has to be covered at an average of 40 m.p.h. At the final control (only 15 minutes late margin allowed) there are special tests for slow running, flexibility, acceleration and braking. And, finally, there is a hill climb on the famous la Turbie hill. This is a real trial which is carefully designed to test the really useful features of a motor-car—reliability, speed, flexibility, acceleration, hill climbing and braking.

The Paris-Nice is more than a trial; the French call it an "épreuve tech-

their being changed during the trial. Bodies have to be of certain minimum dimensions and even the driver and

and 1st August at Montlhéry where the cars were weighed and certain vital parts marked with special white paint. Gear-



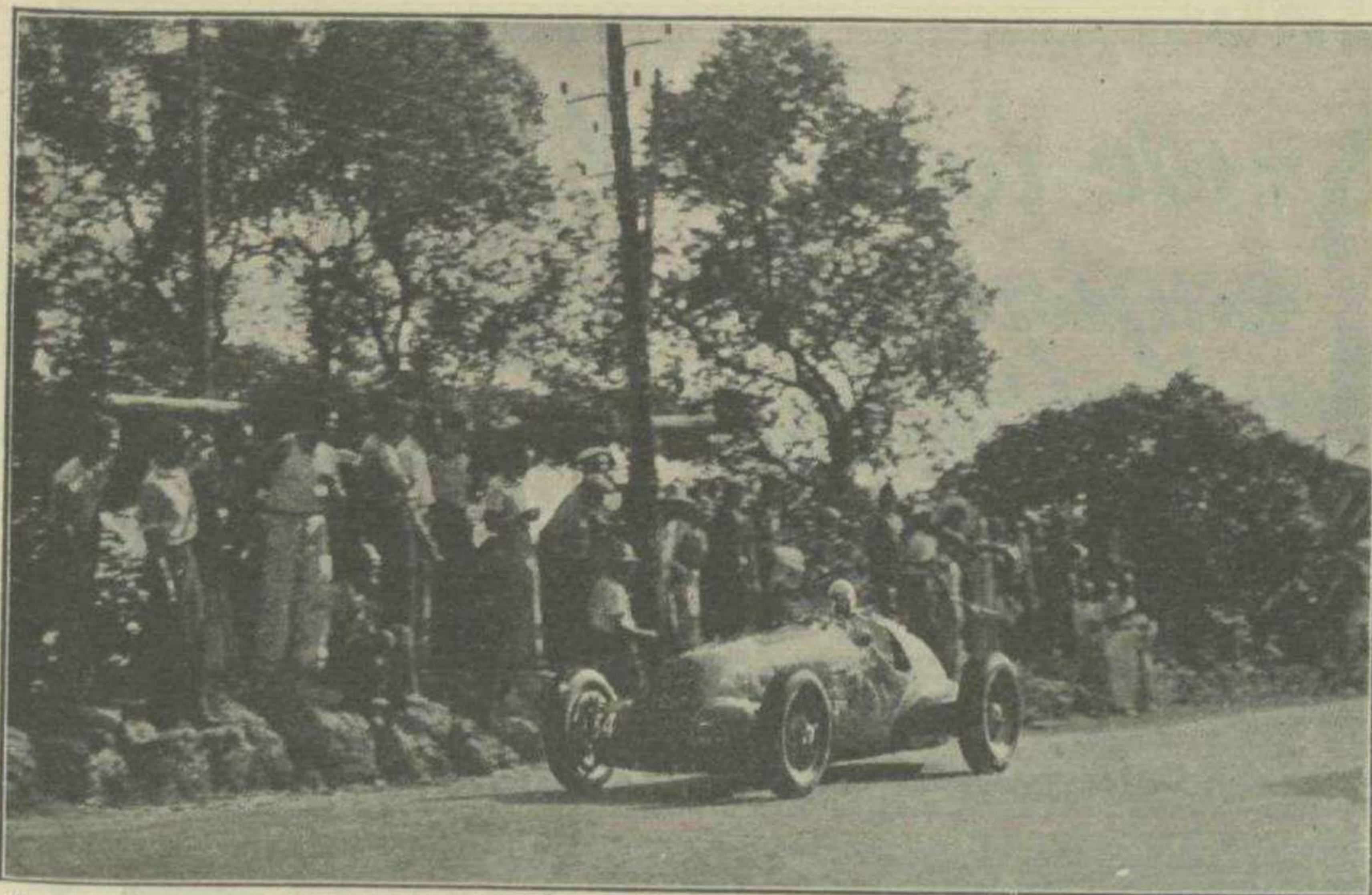
Mrs. Petre (Austin) and Yarburgh-Bateson (H.R.G.) on the ramp at Montlhéry

passenger must weigh more than a minimum of 60 kilogrammes.

The regulations are very carefully planned to ensure that only genuine

ratios and body dimensions were checked. Competitors were then sent out to do their timed flying laps of the "circuit de vitesse." It was an extremely hot day, and in spite of a cool wind the drivers of some of the closed cars found that they got too warm for comfort after a lap or so flat out.

Mme. Rouault's streamlined Delahaye saloon had the side windows sealed up with some black mastic, the only ventilation being provided by small hinged windows in the tail. She suffered from clutch slip at full throttle and during her flying lap the body filled with acrid blue smoke which must have been extremely unpleasant. In spite of this handicap however she managed to get round the 2½-kilometre "concrete saucer" in 58½ seconds. Hampton's new type 57S Bugatti coupé, which was scarcely yet fully run in, had experienced magneto trouble. He had managed to get another magneto fitted in Paris but he was afraid the timing was too much retarded. McKenzie (Riley Nine saloon) was also completely out of luck. After having had his bodywork damaged he had got it very quickly and skilfully repaired in Paris in time to present himself at the weighing in, only to be put out of the trial almost immediately by a broken connecting rod. Mrs. Petre and Mme. Itier with the little Austin (one of the trials cars but unblown) were also in trouble. On being weighed they were found to be less than the regulation 60 kilogrammes each. Ballast had to be obtained to make up the difference. The body of the Austin was then found to be too small but however the difficulties were eventually overcome after some little discussion. The recollection of Mme. Itier bringing all her powers of persuasion to bear on M. Portal, the President



Raymond Sommer with the new 3-litre Alfa-Corse at the finish of the La Turbie Hill Climb—he drove with his arm in plaster-of-paris.

nique." The cars have to be genuine standard catalogued chassis, made since 1934, and they have to carry full equipment, hood, lights, windscreen wiper, self-starter and horn. Moreover, all this equipment must still be in working order at the finish. Before the start certain vital parts, such as the chassis frame, back axle, engine, cylinder head, are marked with special paint to prevent

touring cars compete, and the officials are given wide powers to see that the competitors comply with the spirit of regulations. However, as everyone knows who has competed in Continental motoring events, regulations are made to be overcome, and some of the French Paris-Nice competitors had certainly exercised great ingenuity.

The proceedings opened on 31st July

THE PARIS—NICE TRIAL—continued

of the Automobile Club de Nice, will remain with us for many a day.

Lord Waleran and L. Callingham were driving the same twelve-cylinder Lagonda that competed in the Scottish Rally. It attracted a good deal of favourable comment at the weighing in. The H.R.G., driven by Yarburgh-Bateson, was the same car that "Bira" drove in the L.C.C. 3-Hour Sports-Car Race. It lapped in 1 min. 9 secs., putting up the best speed in its class. René Dreyfus, who examined the H.R.G. with interest, was heard to comment: "une tres jolie auto." The fastest car was Le Begue's red 4-litre Talbot with neat workmanlike streamlined two-seater body. He put in the fastest timed lap at 117 m.p.h. Gordini's and Mme. Largect's 1,500 c.c. Simca Fiat had very light, long tailed body work which covered in the wheels. They showed a surprising turn of speed, Gordini beating all but a few of the very fastest 4-litre cars.

After an official reception of the competitors given by the A.C.F., the road section started from Boissy St. Leger, just outside Paris, at 10.15 p.m. on the night of Tuesday, August 2nd. The Saurer motor coach (there was a special class for "voitures multiplaces") driven by sturdy M. Lamberjack, and the cars under 1,500 c.c. were sent off first, followed by the larger cars an hour later. All open cars had to run with their hoods up until the Breakfast control at Pont-de-Claix just beyond Grenoble. Marks were deducted if they arrived damaged. The route to Grenoble was via Troyes, Dijon, Beaune, Bourg, and the run was uneventful for most of the competitors. The Saurer motor coach rumbled along at 60 m.p.h. and Savoye (Singer) and Gordini (Simca Fiat) had quite a scrap for part of the way. The Talbot Ten driven by Stanley Barnes and R. Hughes retired, due, we understand, to part of the dynamo having come adrift, damaging the radiator. Brunot's Hotchkiss went off the road but all except six competitors arrived safely with time in hand at the Pont-de-Claix control which was open from 7.15 to 8.45 a.m. Here "la Société Dunlop," to celebrate their jubilee (1888-1938), offered a welcome breakfast to the drivers. It is to be hoped that other people may decide to celebrate their anniversaries in an equally practical and generous manner!

Mrs. Petre and Mme. Itier only paused at the control long enough to have their route cards stamped. That they managed to get their little Austin along over the very sinuous hilly roads between Grenoble and Nice at anything like the required average speed reflects great credit on them.

Just after Pont-de-Claix, Yarburgh-Bateson narrowly avoided hitting a cart due to his brake adjustment having slackened off. This was soon put right however, and he set off again for the Col de la Croix Haute. The morning air was still cool and the sky overcast, but as the competitors drove southwards through Sisteron, Digne, Castellane and Grasse the day got steadily hotter.

On the way up to the Col, Camerano passed us with his Simca Fiat saloon (1,100 c.c.) going very fast and making a

tremendous noise. One of the outstanding features of the Paris-Nice was the astonishing performances that Gordini and his fellow men managed to extract from these little Fiats. A study of Gordini's times at Montlhéry and la Turbie provides considerable food for thought. Admittedly his car is good aerodynamically and no doubt it is as light in weight as it can be got; but nevertheless his speed was little short of a miracle. Gordini drove through the whole trial single-handed, carrying ballast instead of a passenger.

Going over the Col du Pas de la Faye Mme. Rouault passed us in the almost hermetically sealed terra-cotta coloured Delahaye saloon. It appeared to be pretty hot inside. Just beyond Grasse the Talbot team were met by a service van

Begue (Talbot) and Gordini (Simca Fiat) both put up the same time of 12½ secs. for the 200 metres acceleration but Gordini was better in the braking test. These two were running very close for first place in the final classification, so close in fact that the final decision lay with the results of the la Turbie hill-climb.

LA TURBIE HILL CLIMB RESULTS

Racing-Cars

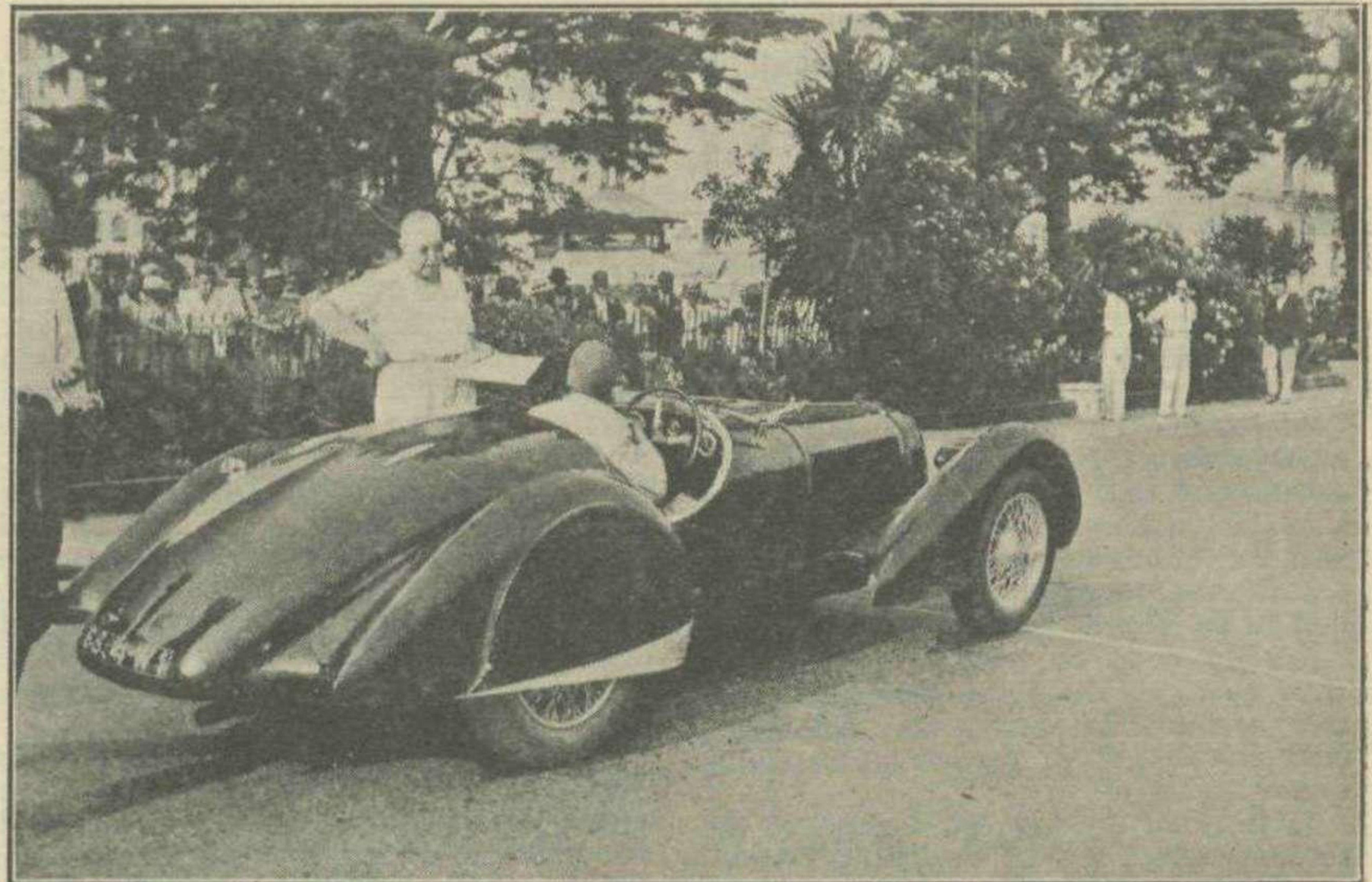
5,000 to 8,000 c.c.: 1, Stuck (Auto-Union), 3m. 30½s.; average 67.04 m.p.h.

3,000 to 5,000 c.c.: 1, Dreyfus (Delahaye), 3m. 40½s.

2,000 to 3,000 c.c.: 1, Raymond (Hotchkiss), 4m. 45s.; 2, Vernon (Jaguar), 4m. 53½s.

Paris-Nice Competitors

500 to 750 c.c.: 1, Mrs. K. Petre (Austin), 6m. 48s.  
750 to 1,000 c.c.: 1, Gordini (Simca), 4m. 49½s.;  
2, Savoye (Singer), 5m. 25s.



Rene le Begue's Talbot waiting on the line for the 200 metres acceleration test. Le Begue and Gordini's Simca Fiat made the fastest times.

where the cars were given a last look over before going into the control at Nice and the final tests. At Cagnes there was a similar depot for the Simca Fiat drivers. The H.R.G. also stopped to adjust brakes and make sure that everything was working. In spite of the high average speed set most competitors found time to look over their cars and have some lunch before the control opened at Pont-du-Var just on the outskirts of Nice.

From the control the cars were driven to the Quai des Etats-Unis, where they were examined, and all the equipment tested. After this they had to undergo two special tests. The first test consisted of a slow running test in third gear over 100 metres, followed by acceleration in the same gear over a similar distance. An official sat in the passenger's seat to see that nobody used his clutch or brakes to make the car go slower. Le Begue pulled on a piece of string attached to his accelerator pedal to ensure that the throttle closed fully.

The second test comprised 200 metres acceleration from a standing start immediately followed by a braking test. Le

1,100 to 1,500 c.c.: 1, Yarburgh Bateson (H.R.G.), 5m. 5½s.; 2, Glad (M.G.), 6m. 12½s.

2,000 c.c.: 1, Innes (Frazer-Nash-B.M.W.), 4m. 45½s.; 2, Fothergill (Triumph), 5m. 56½s.

2,000 to 3,000 c.c.: 1, Pycroft (Jaguar), 4m. 47½s.; 2, Wisdom (Jaguar), 4m. 57½s.

3,000 to 5,000 c.c.: Le Begue (Talbot), 3m. 59½s.

RESULTS OF THE PARIS - NICE TRIAL

General Classification

1. Gordini (Simca-Fiat), 1,202.8 marks.
2. Le Begue (Talbot), 1,205.3 marks.
3. Trevoux (Hotchkiss), 1,220.3 marks.
4. Madame Rouault (Delahaye); 5. Sapchin (Simca); 6. Madame Simon (Hotchkiss); 7. Mlle. Robert (Talbot); 8. Innes (Frazer-Nash-B.M.W.); 9. Wisdom (SS Jaguar); 10. Rosier (Talbot); 11. Chaboud (Delahaye); 12. Camerano (Simca); 13. Rossi (Talbot); 14. Lacheze (Talbot); 15. De la Celle (Talbot); 16. Molinari (Simca); 17. Lord Waleran (Lagonda); 18. Lage (Talbot); 19. Vernon (Jaguar); 20. Yarburgh Bateson (H.R.G.); 21. Hampton (Bugatti); 22. Glad (M.G.); 23. Fothergill (Triumph); 24. Huguet (Hotchkiss); 25. Andreany (Citroen); 26. Mrs. Petre (Austin); 27. La Rue (Peugeot); 28. Pycroft (Jaguar); 29. Madame Largect (Simca).

Cars below 1,500 c.c.: 1, Gordini (Simca); 2, Lapchin (Simca); 3, Camerano (Simca); 4, Molinari (Simca).

Women's Classification: 1, M. Rouault (Delahaye); 2, M. Simon (Hotchkiss); 3, Mlle. Robert (Talbot).

Auto Challenge Trophy: Trevoux-Simon (Hotchkiss).

# Continental Notes and News

## The New Alfa

Undoubtedly the most important event of the month has been the long awaited appearance of the new 1,500 c.c. Alfa-Romeo. At Livorno, where they won, the cars never gave the slightest trouble, but at Pescara, where they lost, they developed a vast appetite for plugs. This was due, I believe, to the varied conditions found on the circuit, the long straights requiring different plugs from the hilly and twisty bits. However, the trouble is not insurmountable, and the cars will be formidable competitors in the 1,500 c.c. field from now on.

They are tremendously quick. At Pescara in practice, for example, Emilio Villorosi lapped in 11 mins. 43 secs., compared with Nuvolari's 11 mins. 26 secs. on an Auto-Union. During the race itself, after innumerable pit-stops for plugs, Severi did the flying kilometre at 139.53 m.p.h.

## The Von Brauchitsch Affair

Reverting to Livorno, Von Brauchitsch's disqualification caused a considerable hullabaloo. The whole affair was very badly handled, because he was allowed to finish the race and to be presented to the Contessa Ciano as the winner. It was not until hours afterwards, at the hotel in the town, that the word was passed round that the finishing order had been changed, and the ensuing scramble by the Press for the only two available telephones had to be seen to be believed. Incidentally, no news or bulletins whatsoever were given to the Press throughout the race, which drew devastating comments from the G.O.M. of French motor-racing correspondents.

Here is an eye-witness account of the incident which led to Von Brauchitsch's disqualification. As Von Brauchitsch and Lang passed the pits to enter the long right-hand fast bend which follows, they were almost bonnet to bonnet. The former drew level and Lang eased up slightly, but at the same moment Von Brauchitsch decided that it would be wiser not to pass after all. He changed his mind, however, when Lang definitely slowed, accelerated too much and got into a slide, turning right round and finishing up against the straw bales. As is the way with Italians, the crowd at that point got wildly excited, rushed onto the road and before the driver could say they may had pushed the car back onto the course. He took the disqualification extremely well, confining his comments to: "Well, Mercedes won, and that's the main thing!"

Lang, on the other hand, had a face like thunder at the finish. He had had a good lead until two laps from the finish, when his tyre went, and it was a very angry man indeed who was presented to the Contessa.

The unfair part of the disqualification was that exactly the same thing happened to two Italian-driven Maseratis in the small-car race, and at exactly the same spot, but they were not disqualified. It was Furmanik who was responsible for Von Brauchitsch's disqualification, and I understood that he acted against the

By  
AUSLANDER

wishes of the R.A.C.I. officials. There was talk of a Mercedes protest, to the A.I.A.C.R. in Paris, especially after they secured some photographs of the incident showing Von Brauchitsch trying to keep the crowd off, but I think they would be wise to let well alone. The fact remained that the car *was* pushed, and that is against the rules; whether the driver condoned it or encouraged it does not matter.

## Livorno Notes

The centre of interest at the practising, apart from the new 1,500 c.c. Alfas, was Trossi's Maserati, which made fastest time of all on each day. His best time of 2 mins. 26.1 secs. compared with Von Brauchitsch's 2 mins. 29 secs.; Lang and Caracciola doing 2 mins. 26.4 secs., and Farina 2 mins. 27.4 secs. In the race he lay back for three laps, and then in one terrific rush overtook both Lang and Caracciola to take the lead. The crowd nearly went mad! It was a pity that he was not content to leave it at that. Instead, he continued to drive at an amazing pace, leaving the Mercs. well behind, with the result that his engine complained. Zehender's Maserati, which was intended to trail along behind Trossi's as a reserve, blew up on the second lap. Varzi was present, but not well enough to drive.

Caracciola's Mercedes, incidentally, was of the very latest type, lighter than the previous models. Herr Uhlenhaut tried out this car during the practice for the German G.P., but this was its first appear-

ance in a race. As you know, it retired, for what reason I do not know.

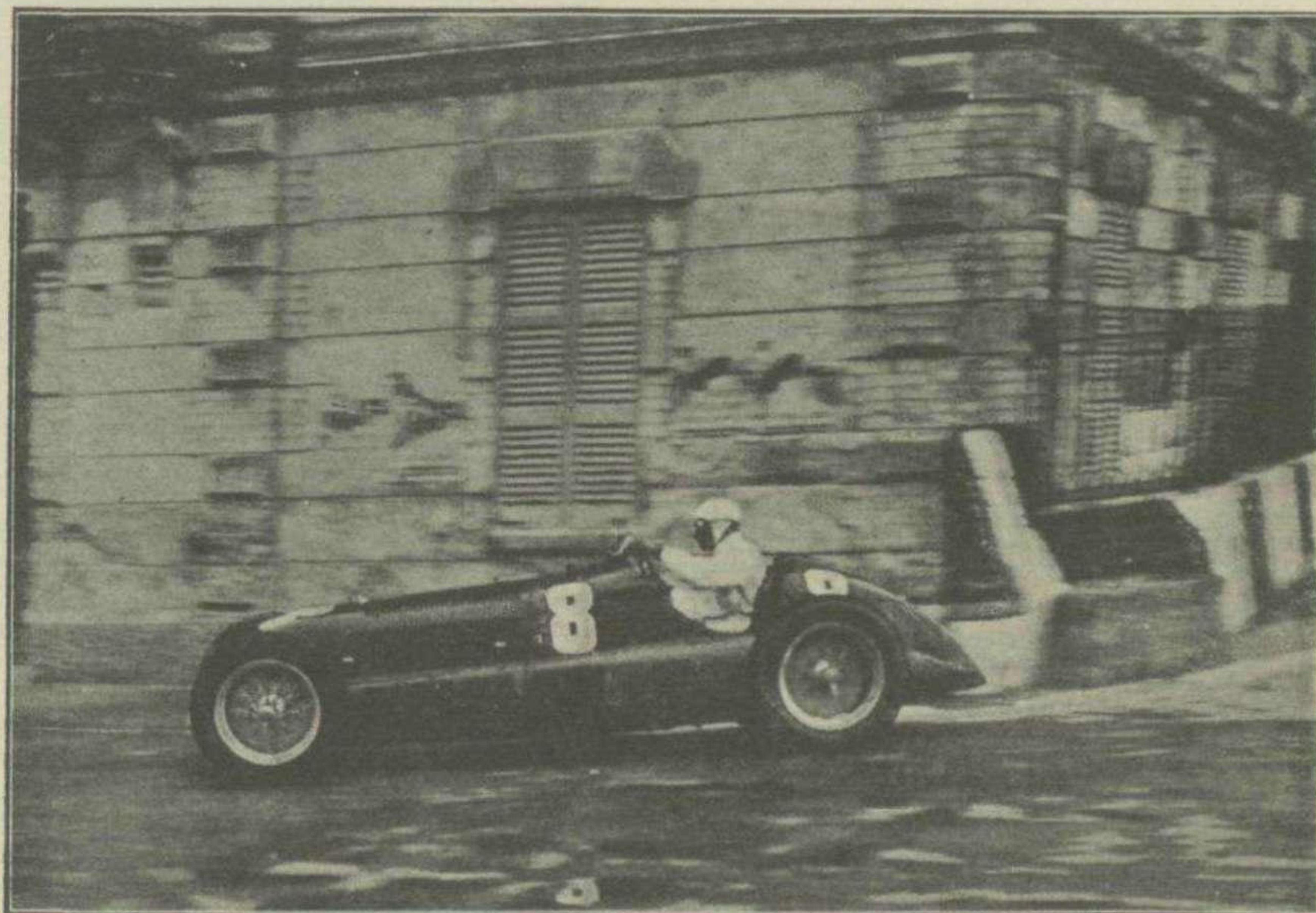
The Alfa Corse cars seemed to have found a bit more power. Farina's twelve-cylinder car was particularly good, and got a place in the front row at the start through its fast practice times. In the race Farina was superb, using his head well and well deserving his ultimate second place. By the way, he now owns the most marvellous Alfa coupé for road work, and he told me that it can do its 120 m.p.h. Wimille was driving his first race for Alfa Corse, but he was suffering from kidney trouble and had to hand over his twelve-cylinder car to Biondetti when lying fifth. However, he will undoubtedly do well later on. The car finished third.

By way of contrast, it was grand fun to see the drivers at the fair alongside the hotel in the town, dicing with dodgem cars. Their chief object seemed to be to turn over the one which Neubauer was driving, but the Great Man is no featherweight, and kept firmly in the saddle!

## Mays Fails at Albi

The danger of a marque having only one representative in a race was demonstrated at Albi last month, when Raymond Mays tried to uphold the E.R.A. "works" colours single-handed. A broken supercharger put him out in the first heat, after he had made the fastest lap in the race, and his retirement meant that Maseratis could justly claim to have had their revenge for previous defeats at the hands of the English cars.

As usual, the race attracted a tremendous amount of public attention in the Midi, and great crowds turned out to watch the practising. The E.R.A. was giving trouble throughout, and consequently the fastest practice lap went to



E. R. A. rival? The new 1,500 c.c. Alfa Romeo shows its paces for the first time at Livorno. Severi is the driver in this picture.

CONTINENTAL NOTES AND NEWS—continued

Bianco's Maserati at 3 mins. 31 secs., or 93.002 m.p.h. Villorosi clocked 3 mins. 34 secs., Hug 3 mins. 38 secs., Teagno 3 mins. 53 secs., Soffietti 3 mins. 58 secs., and Berg 4 mins. 4 secs. All these were driving Maseratis. Mays was not the only one in trouble, for Raph broke a piston on his Maserati and was faced with an all-night session of hard work to get his car ready for the morrow.

The morning of race-day was occupied with motor-cycle races, and after lunch the cars lined up for the first "heat." Actually this is a misnomer, for the Grand Prix d'Albi is run on the curious system of two races for the same cars, the final placings being determined on the aggregate times of the two events.

With only nine starters, the outlook for an exciting race was not very promising, and the prospect was not improved when Armand Hug lost the filler cap of his oil tank, which emptied its contents onto the road and prevented him from continuing. Meanwhile, Mays on the E.R.A. had succeeded in getting ahead of Villorosi, who had led for the first lap, but the effort was too much for his blower, which cracked and put him out of the race. However, he had the consolation of lapping in 3 mins. 24 secs., at 96.193 m.p.h., before going out.

The field was still further reduced when Bianco had an appalling crash. His Maserati came into a corner too quickly, turned sideways, struck a gully, rolled over twice, and finally came up against a telegraph pole, which it chopped in half. The unfortunate Italian was removed to hospital with pretty serious injuries, but his life was not in danger, I am glad to say.

And then Raph, who had managed to get his car to the starting line, finally gave up after eight laps with a badly misfiring engine.

With Mays, Hug and Bianco out of the way, Villorosi had an easy run for the rest of the race, finishing a long way in front of Teagno and Soffietti.

For the second heat only six cars lined up. Hug sportingly turned out, although his chance of a place in the final results was negligible. Villorosi again got off the mark better than the others, and led from Teagno, Hug, Berg and Soffietti. Villorosi covered the second lap in 3 mins. 35 secs., but this time was beaten by Hug on his seventh lap, with 3 mins. 33 secs. The Swiss driver had passed Teagno to take second place, and now he tackled the leader. Driving with fine spirit and judgment, he soon overhauled the Italian and went right ahead. Meanwhile Teagno had retired with a broken gearbox on the ninth lap, and had let Berg, the German, into third place. The latter then had the misfortune and/or misjudgment to run out of petrol on the far side of the course.

Hug continued his dashing drive, and finished one and a half mins. ahead of Villorosi, who, however, comfortably won the Grand Prix by virtue of his good aggregate for the two races. With the race in his pocket, he could not be blamed for refusing to chase Hug and thereby standing the chance of a mechanical breakdown.

RESULTS

First Heat :

1. Villorosi (Maserati), 20 laps in 1h. 12m. 31.2s. Speed 90.194 m.p.h.
  2. Teagno (Maserati), 19 laps in 1h. 12m. 48s.
  3. Soffietti (Maserati), 19 laps in 1h. 13m. 53s.
  4. Berg (Maserati), 18 laps in 1h. 12m. 49s.
  5. Plate (Talbot), 15 laps in 1h. 14m. 20s.
- Fastest lap : Mays (E.R.A.) in 3m. 24s., 96.193 m.p.h.

Second Heat :

1. Hug (Maserati) 20 laps in 1h. 13m. 5.4s. Speed 89.494 m.p.h.
  2. Villorosi (Maserati) 20 laps in 1h. 14m. 38s.
  3. Soffietti (Maserati) 20 laps in 1h. 16m. 55s.
  4. Plate (Talbot) 17 laps in 1h. 14m. 33s.
- Fastest lap : Hug (Maserati) in 3m. 33s., speed 92.128 m.p.h.

General Classification :

1. Villorosi (Maserati), 40 laps in 2h. 27m. 9.2s. Speed 88.90 m.p.h.
  2. Soffietti (Maserati), 39 laps in 2h. 30m. 48s.
  3. Plate (Talbot), 32 laps in 2h. 28m. 53s.
- Both winners of the heats, Villorosi and Hug on Maseratis, ran on Dunlop tyres.

Pescara Postscript

Practising for the Coppa Acerbo was notable for the manner in which Nuvolari seems to be mastering the different "feel" of the rear-engined Auto-Union. On the first day he was 9 seconds faster than Caracciola and Lang, and yet he didn't seem to be trying hard, being cool and absolutely unfurried. He didn't even slide, much. On the second day he again made fastest time, but this time the Mercédès did not turn out, as there was a thunderstorm at the beginning. Luigi Villorosi was given his first run on the big Maserati, and did 12 mins. 23 secs., as compared with Nuvolari's 11 mins. 26 secs. In the race, however, when Trossi handed the car over to him at half-distance, Villorosi did amazingly well, lapping in 10 mins. 57 secs., the fastest lap of the day! He followed this up with the second fastest lap in 10 mins. 59 secs., so the first one wasn't a fluke. His old fireworks are now nicely blended with judgment, and I believe he will be in the very front rank of G.P. drivers before long. It is certainly about time Italy found some promising youngsters. This fastest lap of the day also augurs well for the future of the Maserati, which has only to find a little more reliability to become a real menace to the Germans.

There was a little mystery about the Auto-Union's trouble. Nuvolari's retirement was officially stated to be due to a broken differential, but he himself was heard to say that it was petrol-pressure, or the lack of same. Then Muller's "running out of petrol" sounds very unlike Auto-Union staff-work, and it looks as though he may have had fuel starvation as well. But if so, why not say so? The crowd kept up a continual demand that Nuvolari should take over Hasse's car, or Muller's. The former was driving a French G.P. car, which Nuvolari has not tried, and the latter was just going to oblige when he ran out of petrol, or something.

Muller, incidentally, is definitely a coming man. His career so far has not been unlike Rosemeyer's, and I should not be at all surprised to see him win a G.P. race before long and suddenly emerge as a real "ace."

Farina deserved his second place, for the second week-end in succession. He knows that his twelve-cylinder Alfa is slower than the others, but he also knows

it is more reliable than most, so he jogs along and waits for the others to blow up, which they generally do. He told me that the sixteen-cylinder Alfa will not be ready until the Italian G.P. at Monza.

The Ecurie Bleue Delahayes, although outclassed in Italy, were admired for their sporting performance. The single-seater has been held up with suspension trouble, and the necessary new bits have been delayed through the French factories closing down during August. Schell thinks the car will be ready early in September. The Dreyfus-Comotti incident was most unpleasant. For some time Schell thought that Dreyfus was signalling that both he and Comotti were being balked by Belmonda, in his independent Alfa, which was ahead of both of them. Schell actually complained about Belmonda to the R.A.C.I. officials, and it was only later that he found out that the real culprit was Comotti, who did not want to have anything to do with team tactics in Italy. As a scrap, of course, it was terrific, a real needle affair with both drivers doing all they knew. Dreyfus broke his gearbox in an effort to get past, and Comotti ran off the road, but got back again. For this he blamed the brakes, but Schell had them examined afterwards and found them perfect. The result of it all was that Comotti's contract was cancelled on the spot.

Altogether the Coppa Acerbo was a most successful race, and it attracted a crowd of 100,000 which was the most enthusiastic I have ever seen, even in Italy, which is saying something!

Berne Gossip

The 1,500 c.c. and Grand Prix races at Berne brought up the old problem as to whether very slow cars should be allowed to run against the fast stuff. In the big race there were five cars, driven by local amateurs, which were lapped in four laps by the leaders, and at the end they were twelve to fifteen laps behind! The point is that their presence is neither an addition to the spectacle nor an assistance to the other competitors, but on the other hand it obviously seems unfair and unwise to stifle the amateur element altogether. In the small race some amazing cars turned out, and one of them did its fastest lap in practice at just under 60 m.p.h.! Incidentally, there were two English drivers who did not exactly create a favourable impression as regards rapid driving. These two seemed to have an uncanny desire to look anywhere but at the road ahead, and where they ought to be on it. They looked at the spectators, at the scenery, at the view behind the car, but only occasionally at the road. And then, I suppose, they wonder why their lap times compare so badly with those of people like "Bira," Villorosi, Pietsch, and Lord Howe! The answer is that the latter drivers concentrate on the job in hand, which is to get round the circuit as quickly as possible.

The Swiss national race was marred by the terrible accident to Gubelin, which was almost identical to that which occurred to Geier, the Mercédès driver, a few years ago. The car turned several somersaults before crashing into the pits, and two

CONTINENTAL NOTES AND NEWS

—continued

other cars collided in trying to avoid the hurtling projectile. Actually this race does not seem to be a very good idea, with 1,500 c.c. racing Maseratis on the same circuit (and a tricky one, at that) with standard American saloons and even baby Fiats. Only a few spectators watch it, in any case, and the Grand Prix drivers all stand several hundred yards away when the race begins!

As for the Prix de Berne, "Bira" had really bad luck to retire on the first lap of his heat, and so did Mays with the final apparently in his pocket. On the other hand, no one begrudged Armand Hug his victory, partly because he is a Swiss, and partly because he is a really good driver. He took his win very modestly, and immediately celebrated in a mild way with his mechanics. His car was tuned by Ruggeri, a man from the works at Bologna, who was delighted at unexpectedly getting the better of seven E.R.A.s. The most surprised man of the day, however, was Bianco, who thought he was an "also ran" and could not believe that he was second!

In the Swiss G.P. the duel between Caracciola and Seaman was magnificent. Their driving in the torrential rain was simply wonderful, and how they managed to pass the slower cars in those clouds of spray was uncanny. It was the rain which let Caracciola pass Seaman in the first place, for the "Regenmeister" was in his element (literally). But Seaman clung grimly to his tail, and was only 24 seconds behind at the end. Everyone is agreed that Seaman is now as good as any driver in any team, and he has got the present Mercedes absolutely "taped." Brauchitsch did not seem quite at home at Berne, while Lang was hit in the eye by a stone. He went to a clinic on the Monday after the race, and I am glad to report that his injury is not serious. Baumer is still taking things easily until he gets thoroughly used to the big cars, and very wisely, too! But one day he will do great things, I am sure.

The Alfa Corse team couldn't expect to win with their slower cars, but Farina finished fifth. "The Doctor" has been extremely consistent this year, and indeed he is one of the most polished drivers in the game. Wimille had his second drive for Alfa Corse and was very fast in practice. But he did not like the rain in the race, and was fairly subdued. He was actually beaten by Taruffi on an eight cylinder Alfa, which he handled superbly.

Berne was *en fete* for the races. Outside the station the 270 m.p.h. Mercedes was on view, and a huge board with the chief practice times was displayed beside it every day. Every hotel had a practice-time notice-board, and it was a great pity that the rain spoilt the attendance figures so badly. It is to be hoped that the Swiss people will not become disheartened and give up the race in the event of their having made a financial loss. I would like to add my word of praise to M. Huber, the organiser, who gets through an enormous amount of work without fuss or bother.

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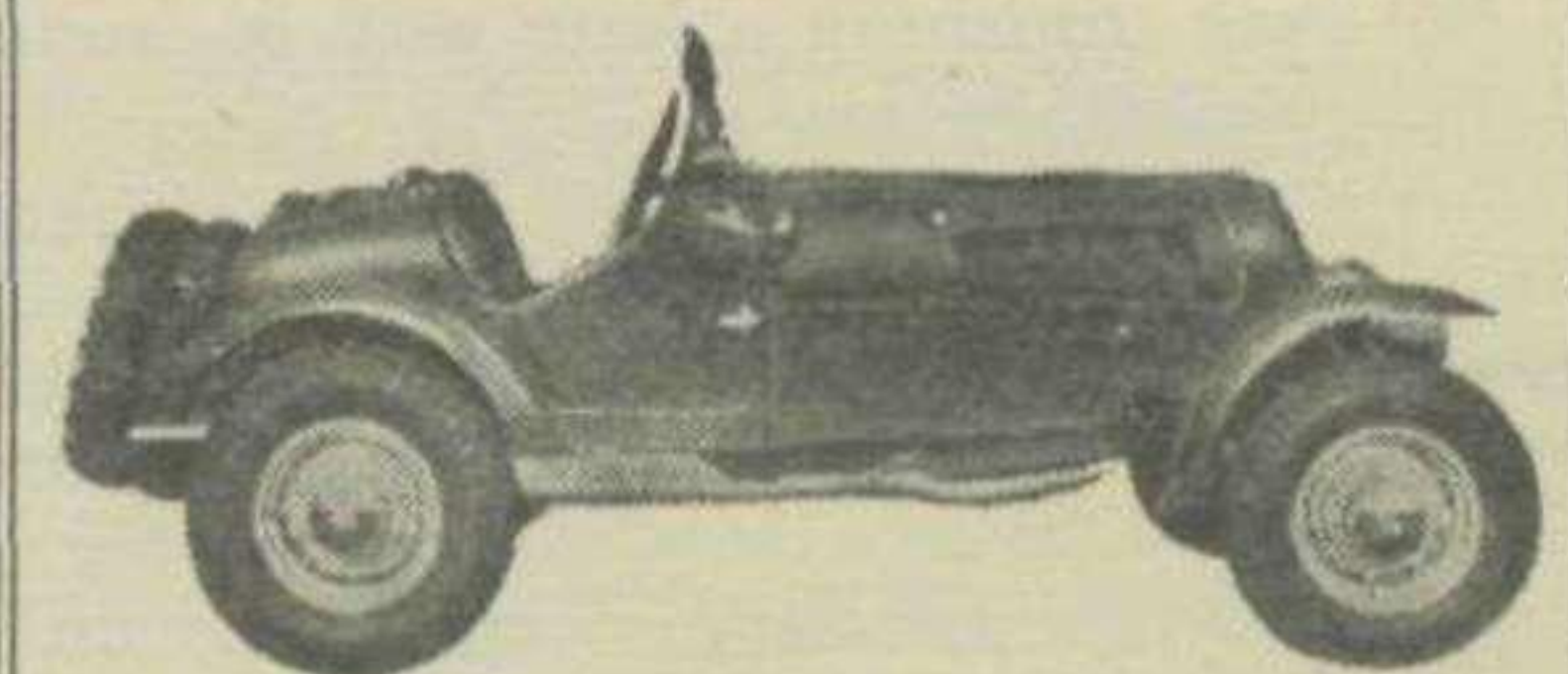
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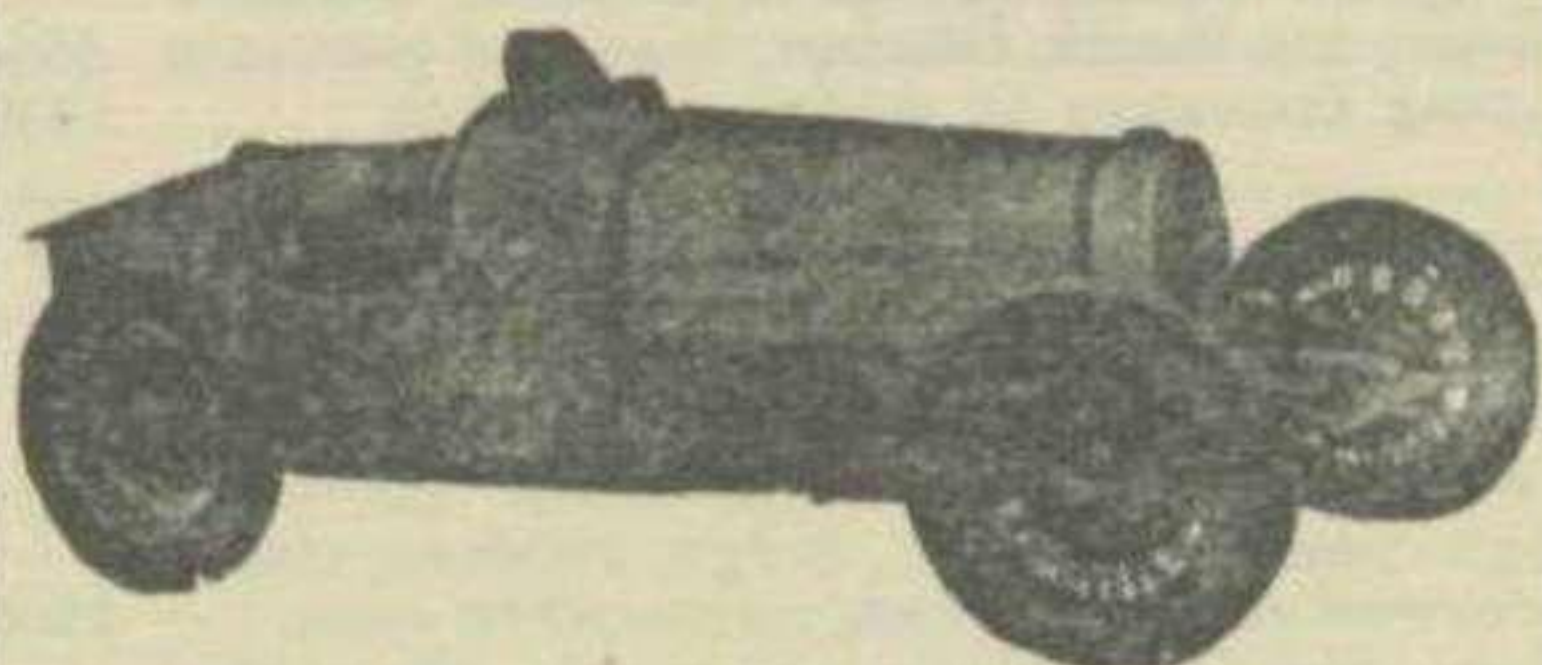
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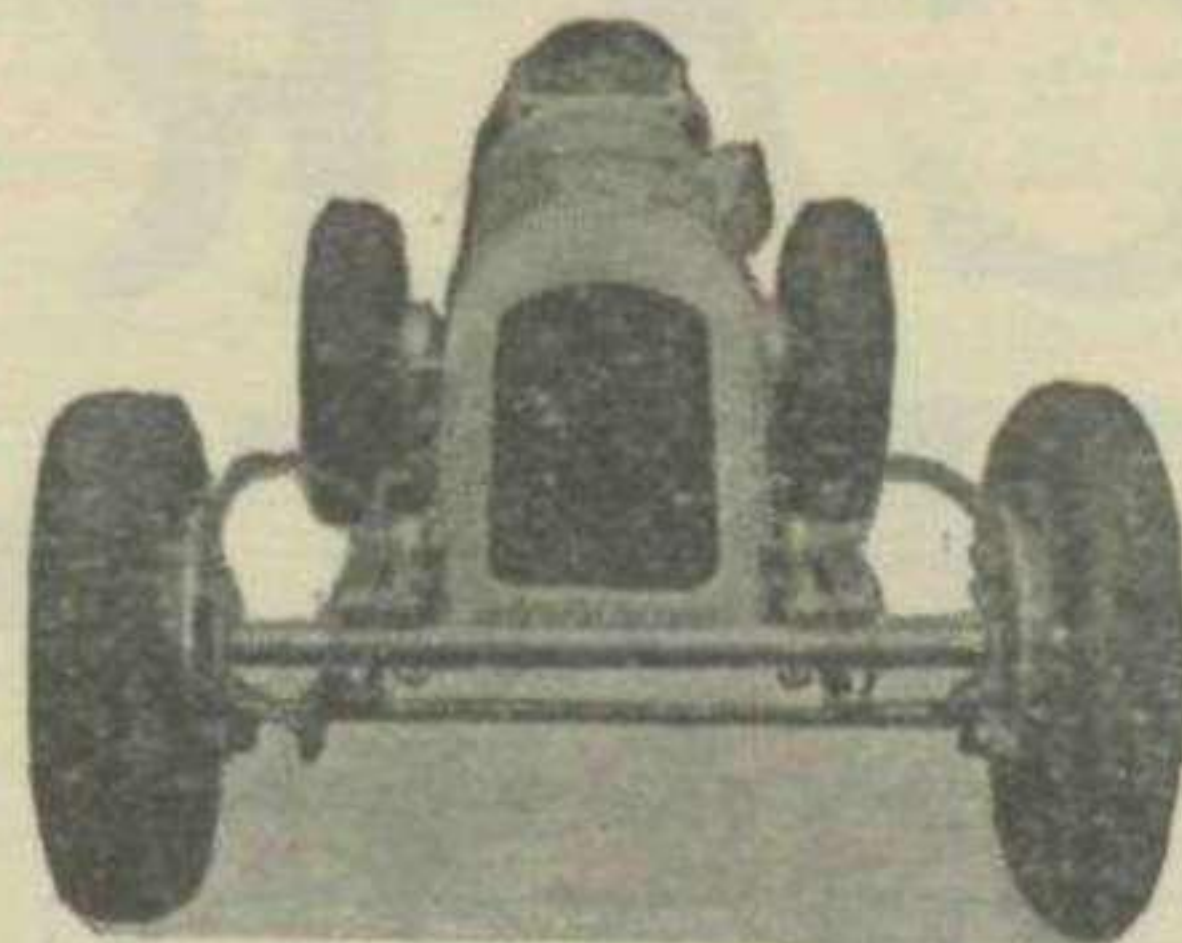
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Make of Car	Issue	Date	Make of Car	Issue	Date
A.B.C. 11 h.p. 2-cyl., 2-seater.....	Feb.	1926	Bugatti 2.3-litre 8-cyl., Type 43, supercharged 4-seater.....	May	1930
A.C. 2-litre, short-chassis, 15.7 h.p. 2-seater .....	July	1936	Bugatti 3-litre, 8-cyl., Type 44, saloon	July	1928
A.C. 2-litre, 16.40 h.p., 3-seater.....	Oct.	1927	<b>FRAZER - NASH - B.M.W., 2-litre, Type 45, saloon.....</b>	Feb.	1937
A.C. 2-litre, 16.66 h.p., 2-seater.....	March	1926	Frazer-Nash-B.M.W., 2-litre, Type 55, 2-seater .....	Nov.	1935
A.C. 2-litre, 16.66 h.p., 4-seater.....	June	1934	Frazer-Nash 6-cyl., 1½-litre (Blackburn) 2-seater .....	July	1933
Alfa-Romeo 22.90 h.p., 6-cyl. (push-rod) super sports test chassis.....	April	1927	Frazer-Nash 4-cyl., 1½-litre T.T. Replica push-rod o.h.v. 2-3-str....	Nov.	1931
Alfa-Romeo 1½-litre supercharged 6-cyl. Charles 2-seater (1929).....	March	1934	<b>H.E. 16.60 h.p., 6-cyl., 4-seater.....</b>	Febr	1930
Alfa-Romeo 1½-litre supercharged 8-cyl. "Zagato" 2-seater (1932)	July	1934	<b>LAGONDA 2-litre 4-cyl., twin o.h.c. 4-seater .....</b>	Jan.-Feb.	1928
Alfa-Romeo 2.3-litre supercharged 8-cyl. "Zagato" 2-seater (1933)	Aug.	1936	Lagonda 2-litre, 4-cyl., twin o.h.c. supercharged 4-seater .....	Oct.	1930
Alfa-Romeo 2.3-litre supercharged 8-cyl. 4-seater (1931).....	Aug.	1932	Lagonda 4½-litre, 4-seater.....	May	1936
Alvis 11.9 h.p., 4-cyl., "Firefly" saloon .....	Feb.	1933	Lagonda 4½-litre Rapide 4-seater...	May	1935
Alvis 4-cyl., 12.60 h.p., 2-seater.....	July	1931	Lagonda 4½-litre, 4-seater.....	Jan.	1934
Alvis 6-cyl., "Silver Eagle" 4-seater coupe (1929) .....	Aug.	1931	Lagonda Rapier 10 h.p., 4-seater...	Sept.	1934
Alvis 6-cyl., "Silver Eagle" 4-seater	June	1930	Lagonda 16.80 h.p., 6-cyl., 4-seater	Jan.	1933
Alvis 3½-litre saloon.....	Feb.	1936	Lagonda 3-litre, 6-cyl., 4-seater.....	March	1932
Alvis Speed Twenty Vanden Plas saloon .....	Feb.	1935	Lagonda 2-litre, 4-cyl., twin o.h.c., 4-seater (1928) .....	March	1931
Alvis Speed Twenty Charlesworth saloon .....	Feb.	1934	Lancia Augusta 11.9 h.p., saloon...	Sept.	1934
Alvis Speed Twenty 4-seater.....	June	1932	Lancia Astura, 25 h.p., 8-cyl., James Young saloon.....	Nov.	1932
Ansaldo 2-litre, 4-cyl., o.h.c., 4-str....	Sept.	1924	Lancia Dilambda 31 h.p., 8-cyl., saloon .....	Dec.	1930
Armstrong-Siddeley 20 h.p., 6-cyl., 4-seater .....	July	1933	Lea-Francis 1½-litre supercharged T.T. 2-seater (1929).....	June	1934
Aston-Martin Mark II, 11.9 h.p., 2-4-seater .....	Jan.	1935	Lea-Francis 1½-litre supercharged special T.T. 2-seater .....	Sept.	1933
Aston-Martin Ulster 11.9 h.p., T.T. 2-seater .....	Oct.	1935	Lea-Francis 1½-litre supercharged "Hyper" 4-seater .....	Aug.	1930
Aston-Martin Le Mans 11.9 h.p., 2-4-seater .....	June	1933	<b>MERCEDES-BENZ Type 540K, 5.4-litre, 8-cyl., supercharged, 2-str....</b>	April	1937
Aston-Martin International 11.9 h.p., 4-seater .....	Aug.	1932	Mercedes-Benz Type 500, 5-litre, 8-cyl., supercharged, 2-seater.....	Nov.	1934
Aston-Martin T.T., 11.9 h.p., racing 2-seater .....	Dec.	1931	Mercedes-Benz 12.40 h.p., supercharged 2-seater.....	June	1925
Aston-Martin 11.9 h.p., 2-seater.....	Jan.	1930	Mercedes-Benz 36.220 h.p. supercharged, 2-4-seater .....	April	1928
Auburn 30 h.p., 8-cyl. supercharged 2-seater .....	June	1935	Mercedes-Benz 33.180 h.p., supercharged, 4-seater.....	Aug.	1927
Austin Seven Boyd Carpenter 2-str.	Sept.	1930	M.G., 6-cyl., Mark I, 4-seater.....	May	1931
Austin Seven "65" 2-seater.....	Jan.	1934	M.G. Midget Jarvis 3-4-seater.....	Jan.	1931
<b>BENTLEY 3½-litre, 6-cyl., Vanden Plas, 4-seater.....</b>	Nov.	1933	M.G. Magna, 12 h.p., Abbey 4-seater	Feb.	1932
Bentley 4½-litre, 6-cyl., Park Ward saloon .....	June	1936	M.G. Magna, "L" 2-seater.....	Nov.	1933
Bentley 6½-litre, 6-cyl., long-chassis saloon (1928).....	Dec.	1936	M.G. Midget "P" 2-seater.....	Aug.	1934
Bugatti 11.9 h.p., Modified Brescia 4-seater .....	Aug.	1925	M.G. Midget "J3" supercharged, 2-seater .....	May	1933
Bugatti 1½-litre, 4-cyl., Type 37 G.P. 2-seater .....	Sept.	1926	M.G. Midget 750 c.c. Montlhery supercharged 2-seater (1931).....	May	1932
Bugatti 3.3-litre 8-cyl., Type 57 saloon .....	May	1934	M.G. Six Mark I, saloon.....	Aug.	1930
Bugatti 2.3-litre 8-cyl., Type 55, supercharged, 2-seater.....	July	1932	M.G. Midget Double-Twelve racing 2-seater.....	June 1930 & Aug. 1930	
Bugatti 2.3-litre, 8-cyl., Type 43, supercharged 4-seater (1930).....	Dec.	1932	M.G. Midget "J1" 850 c.c. 2-str....	Sept.	1932
			M.G. Magnette "N" 4-seater.....	Feb.	1935
			M.G. Midget "PB" 2-seater.....	April	1936
			M.G. 14/40 4-cyl., 3-speed, 4-seater	Oct.	1925
			M.G. Midget "T" 2-seater.....	Jan.	1937
			M.G. 14/40 h.p., 4-cyl., super-sports, 2-seater .....	May	1927
			<b>RAILTON Terraplane 4-seater.....</b>	Oct.	1934
			Railton Light Sports tourer.....	Dec.	1935
			<b>SINGER 1½-litre, 6-cyl., Le Mans 2-seater .....</b>	March	1935
			Singer Nine, 4-seater .....	March	1933
			Squire 1½-litre, 4-cyl., 2-seater.....	Aug.	1935
			S.S. I special-bodied 2-seater (1933)	Feb.	1934
			S.S. I coupe.....	June	1933
			S.S. II coupe.....	May	1932
			Steyr Type XII, 14.35 h.p., Weymann saloon.....	Aug.-Sept.	1928
			Stutz "Black Hawk" supercharged 4-seater .....	Jan.	1930
			Stutz 5-litre, 8-cyl., 4-seater.....	Dec.	1927
			Sunbeam 3-litre, 6-cyl. (twin o.h.c.) fabric saloon.....	Nov.	1927
			Sunbeam 6-cyl., 21 h.p. (push-rod) Speed Six saloon.....	Dec.	1933
			<b>TALBOT "90" Brooklands-bodied 2-4-seater .....</b>	April	1931
			Talbot "105" sports saloon.....	April	1934
			Talbot 3½-litre saloon .....	March	1936
			Talbot Ten "Rally" 4-str. ....	Oct.-Nov.	1936
			Talbot "105" Vanden Plas 4-str....	Nov.	1932
			Talbot "90" 4-seater.....	Nov.	1930
			Tetra 4-cyl., 1,154 c.c., coupe.....	Dec.	1932
			Terraplane, 8-cyl., 29 h.p., 4-str....	July	1935
			Triumph 2-litre "Vitesse Six" saloon.....	April	1935
			Triumph 10 h.p. "Gloria Southern Cross" 2-seater.....	June	1935
			Triumph 10 h.p. "Gloria" saloon	Jan.	1934
			Triumph Nine "Southern Cross" 4-seater .....	June	1932
			Triumph Eight "Gnat" 2-seater...	Aug.	1931
			Triumph Eight, supercharged 2-str.	Dec.	1929
			<b>VALE-SPECIAL 832 c.c. 2-seater...</b>	Aug.	1933
			Vauxhall 30/98 O.E. 4-seater (1925)	Jan.	1936
			Vauxhall 30/98 O.E. 4-seater (1924)	Dec.	1930
			Vauxhall 20/60 .p. Velox" saloon	May	1929
			Vauxhall 20/60 h.p. "Hurlingham" 2-seater .....	Feb.	1930
			Vauxhall 17 h.p., 6-cyl., "Cadet" saloon .....	Sept.	1931
			Vauxhall 14 h.p. "Stratford" 4-str.	Sept.	1933
			<b>WINDSOR 4-cyl., 11 h.p. "Special" 2-3-seater .....</b>	Nov.	1926
			Wolsley Hornet Swallow 2-seater (1933) .....	April	1934
			Wolsley Hornet E.W. "Daytona-Special" 4-seater.....	May	1932
			Wolsley Hornet (12.08 h.p.) saloon	Sept.	1930

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