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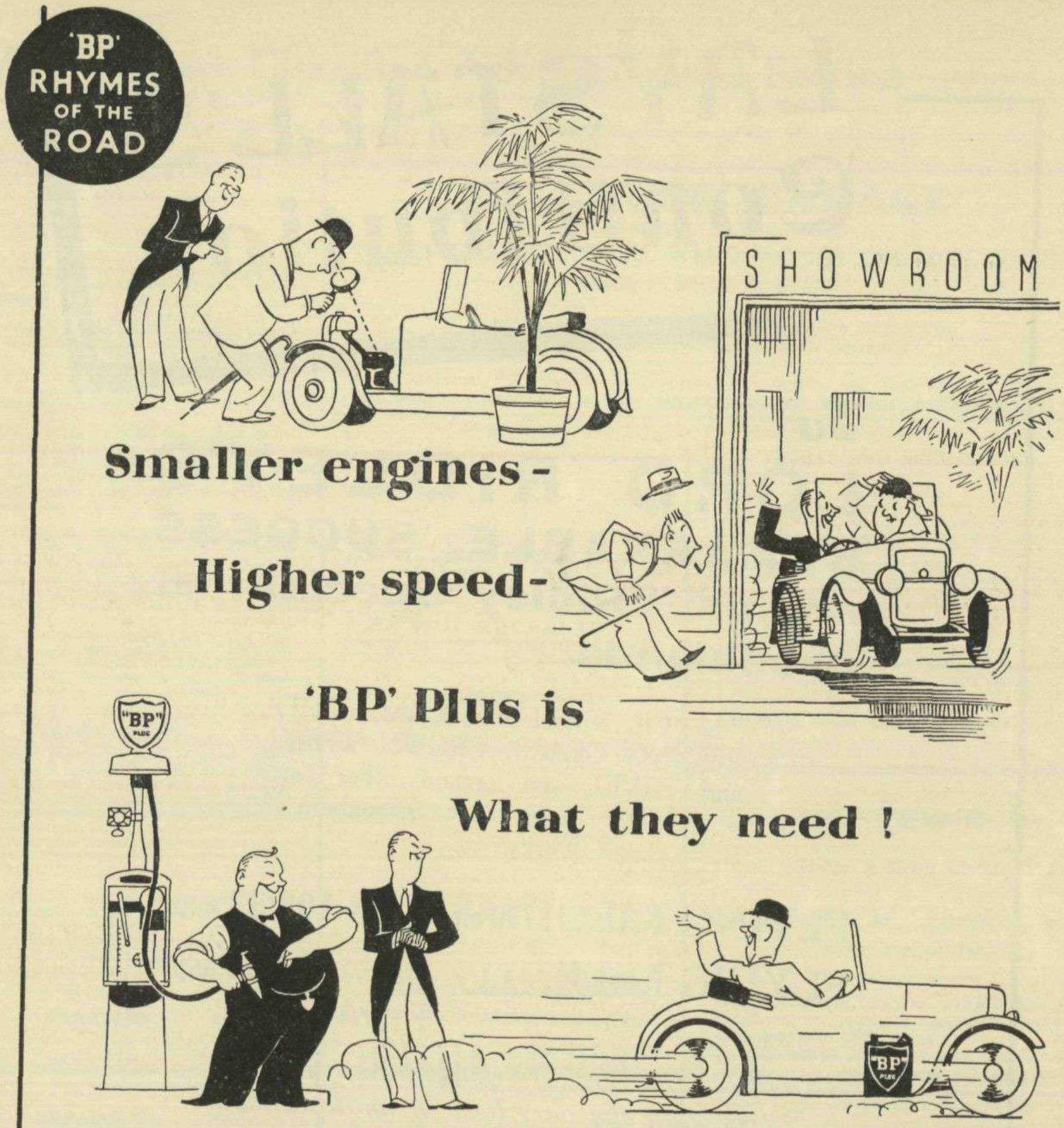
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The Way of Things

The Future of the T.T.

THE result of the Ulster Tourist Trophy has provided much food for thought among all interested in the sport, and many valuable lessons will have been learnt by both winners and losers.

One thing, however, which is very definitely established is the fact that the unsupercharged car is at a greater disadvantage on a road circuit than it is on the track, and that the supercharged cars in this event, in spite of conceding a start, beat the other type at both ends of the scale. The little M.G. Midget put up a performance which can only be fully realised by actually seeing them in action. Cold figures mean little in comparison to the sight of these 750 c.c. cars showing a turn of speed and acceleration which a few years ago would have been considered very wonderful in an engine of twice their size. The increase in performance due to the use of a supercharger has become steadily greater as this instrument has been developed, and the greater power-weight ratio which it renders possible will ensure a better performance than a larger capacity engine giving the same total brake horse power.

There are advantages still in silence and economy, also in reliability, in the unsupercharged unit, and the wonderfully consistent performance of the Rileys and Talbots in the Tourist Trophy has shown how a well designed car of this type will go. At the same time it is evident that, if the handicap system is to be continued, they will have to be given a greater start if they are to be really close up at the finish.

On the other hand, handicapping of any sort is a purely arbitrary affair, and if the fastest type of road racing car is to be developed we will have to revert to the scratch race for unrestricted cars. It looks as if we are gradually reaching this stage, as the special sports car of to-day is a racer in essentials.

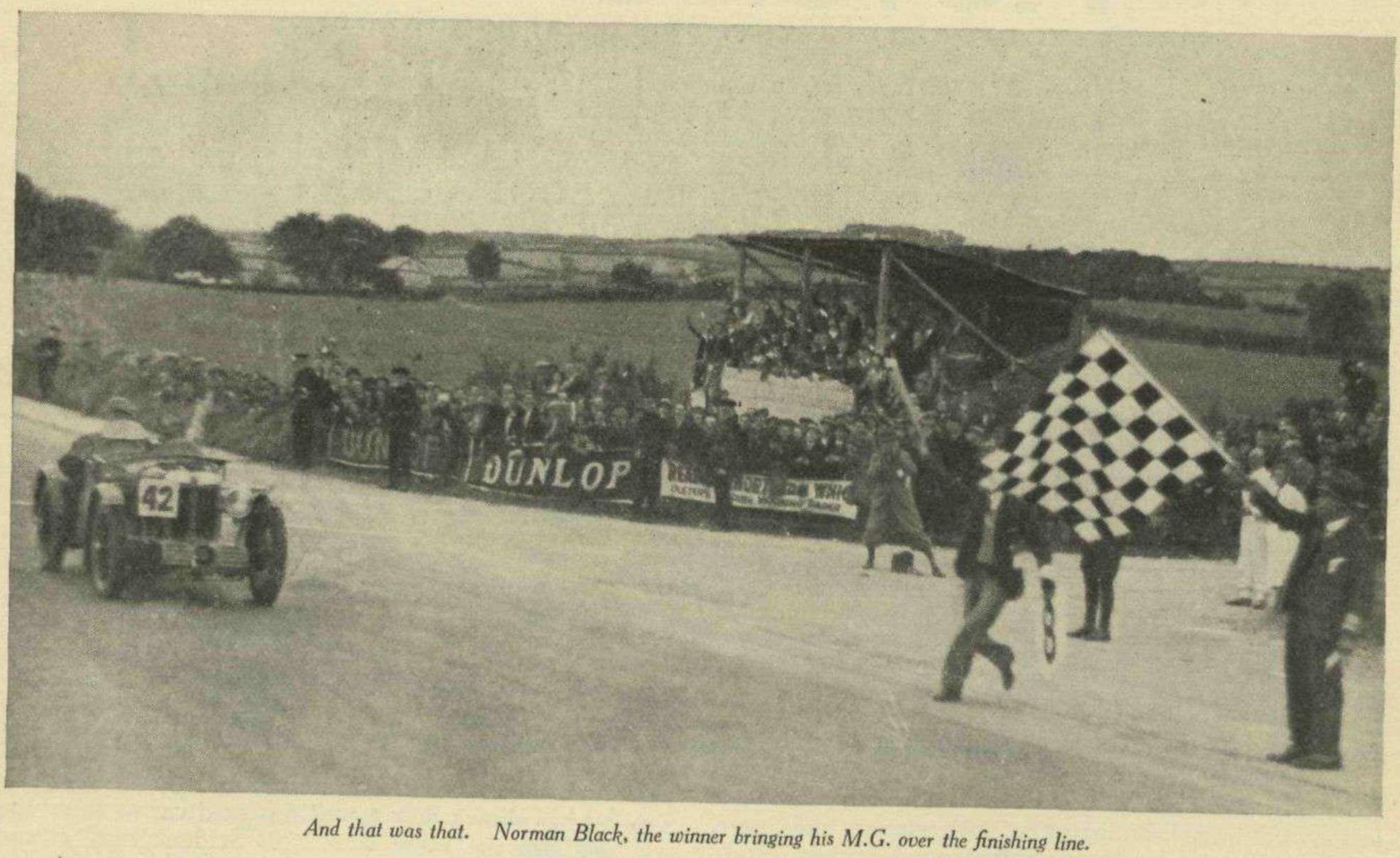
But of course the handicap system gives all classes a chance of winning and should not be dropped. Perhaps we shall shortly come to the idea of an unrestricted Tourist Trophy in which the fastest car will win, with a handicap prize as an important, though secondary, consideration. This would be an innovation which many of us would like to see introduced.

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THE TOURIST TROPHY RACE

A Well-earned Victory for Britain.



And that was that. Norman Black, the winner bringing his M.G. over the finishing line.

THE 1931 Tourist Trophy over the Ards circuit will go down to history as one of the greatest races of the series. Run under ideal, and most unusual, weather conditions, it passed off without a single serious accident, and yet provided as thrilling a spectacle as anyone could wish to witness.

The M.G. Car Company have added yet another trophy to their bag, and the supercharged model has proved itself beyond all doubt a very wonderful little motorcar, and we heartily congratulate them and Norman Black on their performance, and also the R.A.C., and their willing helpers on their marvellous organisation, and on the cheerful and helpful manner in which it was used to assist competitors and spectators alike to get the best out of the race.

The hour or so prior to the start saw the usual hectic last minute jobs which seem to be inevitable in racing, however carefully the cars are prepared. Gillow was certainly having an unlucky day, and started it by catching his Riley on fire on the way from Bangor to the start, with the result that he had a lot of work to do to get the motor ready in time.

Hamilton, who was driving the University Motors M.G., had a spot of bother which necessitated removing the head, but he got it back again in time, and judging by his speed in the race before his retirement, completed the job very thoroughly.

In the main however, work consisted of attending to minor poin s, and checking over details of pit signals and organisation, while the Dunlop people flitted here and there with a cylinder of compressed air, seeing that the drivers were running their tyres at correct pressures.

At length, though, all was complete, and the cars were moved from their own pits and arranged in starting order in their respective groups, the most formidable of which were undoubtedly the Alfas on the one hand, and the Midget-Austin group on the other.

Practice times had shown the Alfa-Romeos to be faster than anything which had appeared on this circuit before, while the Austins, although fast and well-handled, were not quite as fast as the M.G. Midgets. It was therefore to the M.G.'s that one looked for the chief hope of a British victory, with the thought that out of such a number some at least were bound to have a no-trouble run.

Then 11 o'clock at last, and the first group, the three "105" Talbots, and Esplen's privately entered "90," were sent off. Lewis was away like a shot, with his team mates in pursuit, but Esplen had a few seconds delay before his engine fired, and he too shot off to make up for lost time.

The next group was the 1500 c.c. class, with a team of Aston-Martins and a team of Frazer-Nashes. No one expected to find a winner among this group as they are all very normal sports cars, but it was certain that it would produce some good scrapping for the class prize. They all got off well.

The biggest class of all, the M.G.-Austin crowd, followed with an angry roaring of small but very hot motors, then the Rileys which also got away well.

Then we had two Invictas—Wisdom having taken over one as Froy broke his arm in practice—five 2,300 c.c. straight eight Alfas, two Maseratis, and the Arrol-Asters—a sporting entry but outclassed by their more modern rivals.

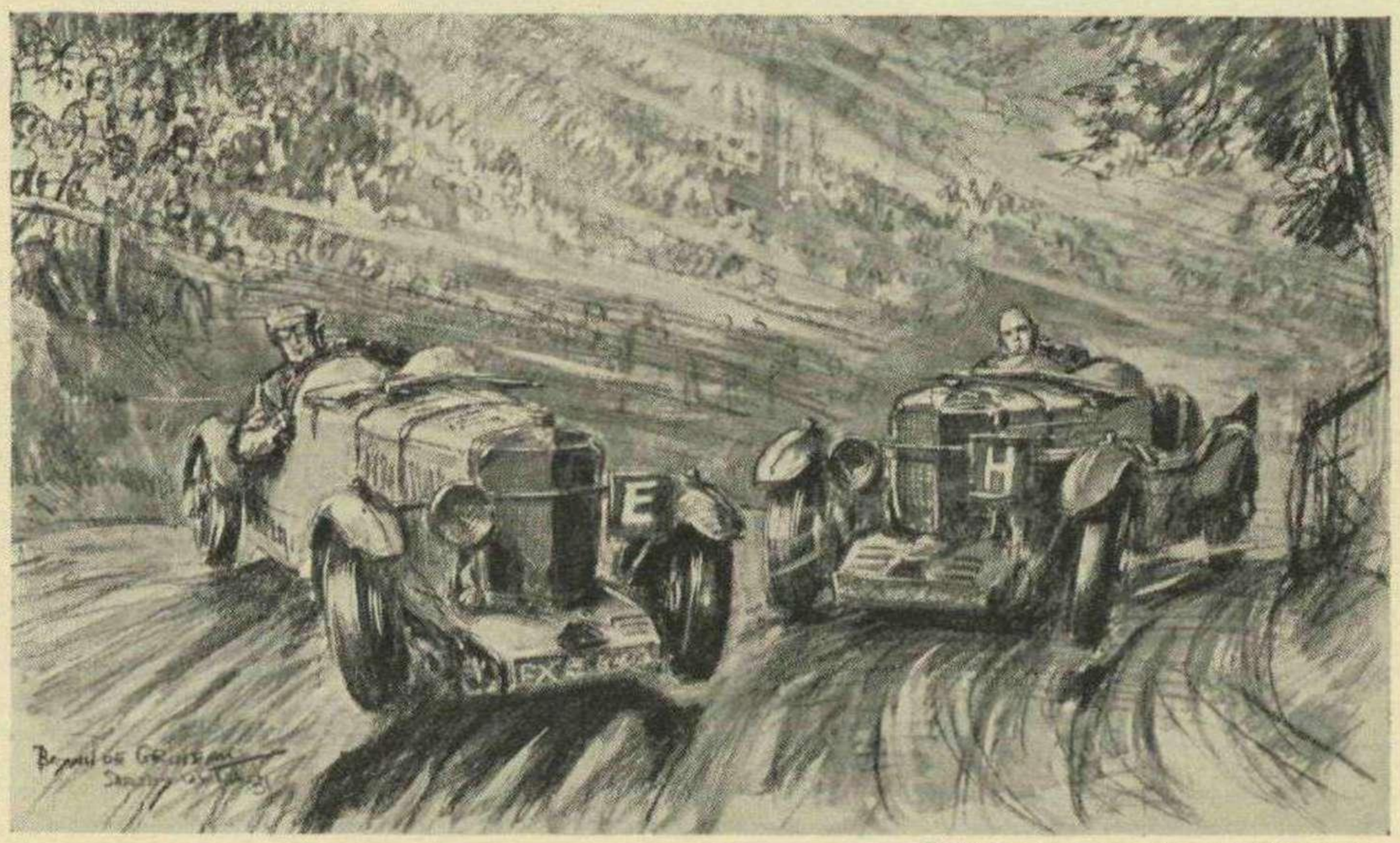
The Bugattis being—alas—non-starters only Davis' Merc. and Montgomery's unblown M.G. were left to complete the entry. The terrific getaway of the Alfas and Maseratis was a foretaste of the sort of racing we should see, and sure enough the first corner of all, Quarry Corner, produced plenty of excitement on the first lap.

Gillow tried his usual hectic cornering and a front wheel locked hard. He skidded round on the broad left hand bend, hit the outer bank with his rear wheels, just missed a telegraph pole, slewed round again, shot across the road and hit the inside bank and overturned. He was unhurt and after shovelling the wreckage

MG

'The Hat Trick'

Midget wins Ulster T.T.



Reproduced by courtesy of "The Motor"

Mr. Norman Black driving The Earl of Marche's M.G. Midget won the race at 67.9 m.p.h. B. Borzacchini, Alpha-Romeo, finished second, and and S. A. Crabtree, M.G. Midget Third.

Never before in the whole history of motor racing have the three premier racing events of the season been won by the same make of car.

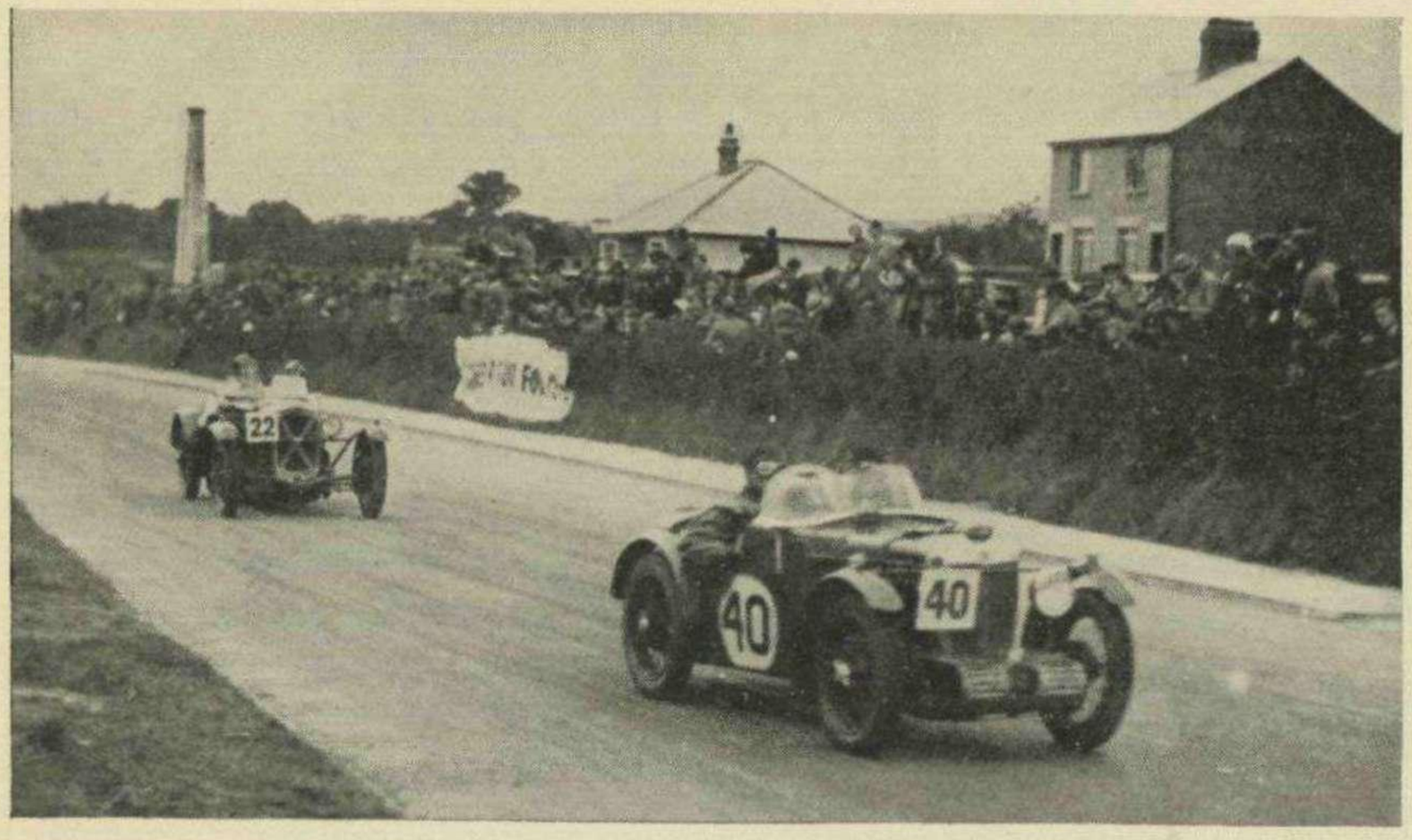
The Double Twelve	-	**M.G. Midget**
The Irish Grand Prix	-	**M.G. Midget**
The Ulster T.T.	- -	**M.G. Midget**

(Subject to official confirmation.)

The M.G. Midget was the first 750 c.c. car to exceed 100 m.p.h., and it holds all Class "H" records from five to one hundred kilometres.

ISSUED BY THE PUBLICITY DEPARTMENT OF THE M.G. CAR COMPANY LIMITED, ABINGDON-ON-THAMES

THE TOURIST TROPHY RACE—continued.



S. A. Crabtree (M.G.) leading H. J. Aldington's Frazer-Nash.

out of the way strolled back to the pits. Short and snappy!

Not long after the last car was despatched, Lewis' Talbot came singing through the start having broken the existing lap record for his class from a standing start in 11m. 8s., 74.5 m.p.h. and nearly a minute in front of his team mates Rose-Richards and Hindmarsh.

Soon the Alfas became due and with roar and a cloud of dust they shot through the stands with Birkin in the lead, Earl Howe close behind him, and the Italian team in a bunch at their heels, only feet apart! The Maseratis could not hold the Alfas this time, and Fronteras overshot Newtownards through leaving his braking too late in an endeavour to catch up.

The perfect weather conditions made record speeds certain, and Birkin's first lap was faster than the previous record from a standing start, 10m. 36s.—77.32 m.p.h.

Birkin held and actually started to increase his lead, and the order of this group was Birkin, Howe, Campari. Nuvolari's car was missing badly and after dropping back he had to come in to the pits. He frantically changed plugs and tried again, but it was no use, and the trouble was diagnosed as due to a seized piston.

The Alfa-Romeo pit asked if they could call in Borzacchini and let Nuvolari take over his car, but this was ruled out, and Borzacchini certainly proved later that he was not a driver to be replaced without considerable thought.

In the meantime records were going in the 750 c.c. class, and E. R. Hall put up 12m. 19s., and was indulging in a terrific duel with Crabtree on another M.G.; they were right on each other's wheels and at times on corners looked as if something unpleasant would happen. There was considerable excitement on Quarry Corner when Field's Invicta arrived on the bend just behind Hall, Crabtree and another M.G. He passed the other on the approach and then tried to come by Hall and Crabtree on the outside. They were about at the limit, however, and Field, after getting by one of them, hit the bank and got back in the road between them, and they disappeared jockeying for position.

The very hot pace was causing trouble and Higgin came by with his M.G. missing badly and eventually retired with valve trouble.

Faster and faster.

Birkin steadily increased his speed and put up another record lap in 10m. 17s.

The Riley team replied to this with a class G. record lap by Staniland at 68.9 m.p.h. The M.G. duel produced another record by Crabtree in 11m. 50s.—69.2 m.p.h. and Birkin once more broke the lap record for the course in 10m. 14s.

This orgy of record-breaking continued and before an hour of the race had gone Birkin had brought his time down to 10m. 11s.—80.48 m.p.h. Crabtree had taken the M.G. round at 69.6 m.p.h. in reply to Hamilton who had broken his previous best time, Staniland had pushed his Riley up to 71.8 m.p.h. and finally Birkin's lap record went to Campari and Earl Howe who both lapped in 1 sec. shorter time.

An idea of the fierceness of the struggle could be obtained on the long series of fast S-bends leading up to and over Bradshaws Brae, where the screaming Alfas were sliding from side to side as they kept all out through curves which the ordinary motorist would treat with respect at 40 m.p.h. or so.

A close call.

On the descent of the Brae towards Newtownards, Earl Howe came to grief and shot off the road backwards over a sharp drop, landing right way up and quite unperturbed in a field. Looking round he saw a convenient gap so restarted and drove back onto the course and round to the pits. Here he found, however, that the crash had damaged the brake mechanism and other details, and he was forced to retire.

With Earl Howe out of it, Campari was doing all he knew to catch Birkin, for the official team had had their eyes opened by the two English drivers who were leading them on the same type of car, and the revs. on the gears were terrific as he forced his car after Birkin.

At this point the handicap leaders were Hall and Crabtree, going round almost wheel to wheel, with Birkin only a few seconds behind on handicap.

Campari was only about half a mile behind Birkin, and slowly drawing up, and the lap record went once again when he clocked 10. 9s., 80.7 m.p.h.

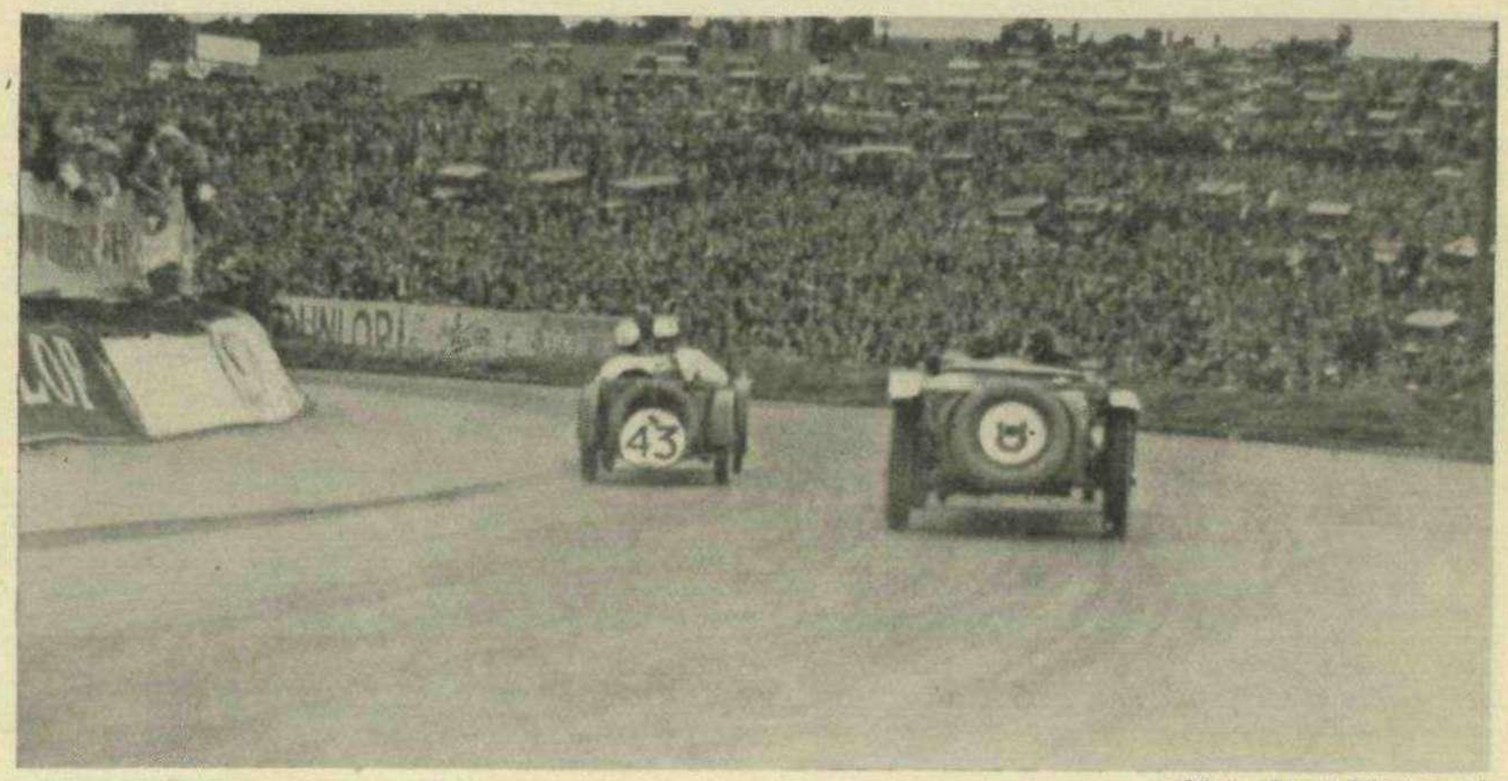
Hamilton was now actually in fourth place on handicap and going well, with Parker on another M.G. fifth.

Brian Lewis was still going very fast and steadily, and the other Talbots were also going well, but Hindmarsh's car had been missing slightly for some time and he came in for adjustments at the end of nearly two hours running.

Lewis was holding a consistent lap speed of 10m. 15s., a really astounding performance for any unsupercharged car, and his cornering was faultless.

The Hall-Crabtree duel came to an end after two hours running when Hall retired with engine trouble at Comber, and Crabtree continued alone.

Campari's effort to catch Birkin had failed for the moment, and the gap was widening again. Both drivers were all out



[*Motor Sport Photographs*

Borzacchini's Alfa-Romeo overtaking an M.G. at Quarry Corner.

THE TOURIST TROPHY RACE—continued.

everywhere possible, and cornering with considerable violence. The result of this was another jerk to the lap record which was re-taken by Birkin in 10m. 6s.

Borzacchini was then given the signal to go all out and his lap speed went up to 10m. 9s. for the next lap and he followed with a wonderful lap in 10m. 5s., thus setting up yet another record for the circuit and his speed of 81.25 m.p.h. remained unbeaten at the finish.

Sir Henry Birkin was still leading on handicap at 1.30 p.m., the order being Birkin, Crabtree, Campari, Hamilton, Borzacchini, and Norman Black, who thus brought his M.G. into the picture for the first time.

Hamilton set up a new record for the 750 c.c. class actually reaching 70 m.p.h. for a lap, but shortly afterwards had to retire with valve trouble.

The speed of the supercharged M.G.'s was simply amazing, and it was only on the fast winding portions of the course that one could realise what their performance really meant, and the way in which they were hanging onto much larger cars, while the even scream of their exhaust told of perfect tuning and colossal revs.

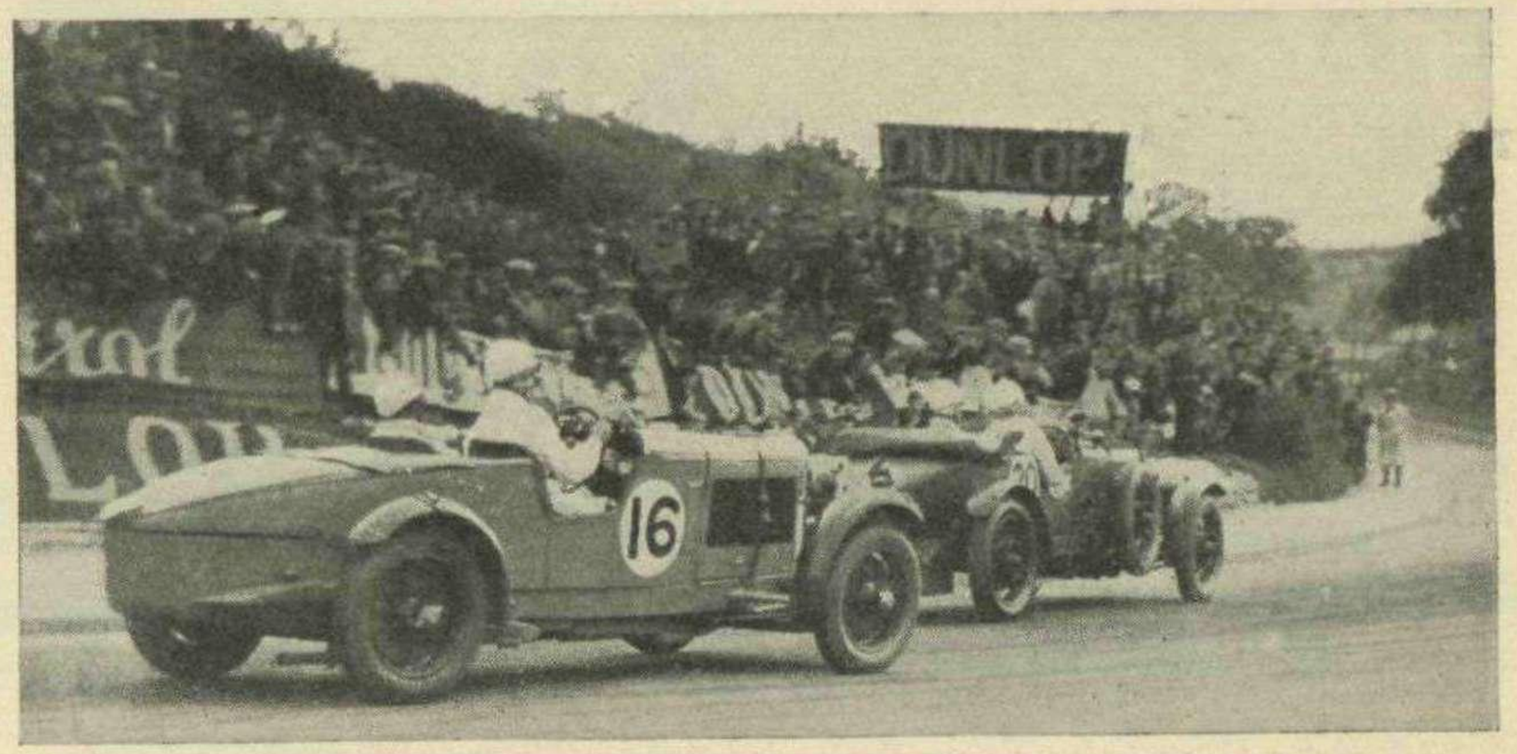
Birkin, although being hard pressed, seemed to be in a fairly safe position, but we were soon to see how, in a race of this sort, the slightest thing may change the whole complexion of the race.

When Birkin came in to fill up he took 1m. 37s., but when Campari came in he was away again in 40s., which gave him an advantage which many fast laps would never have done.

Birkin piles up.

However, more serious trouble was in store than a few seconds lost at a pit stop for Sir Henry, leading Campari into Comber, slightly overdid his approach.

With screaming tyres he slid down to the corner but could not pull up sufficiently and went head on into the sand with locked wheels, and Campari, following, shot up the slip road to avoid him. Birkin and his mechanic worked on the car but the front brake rods were damaged and he had to proceed with practically no front brakes and was now definitely out of the leaders. Hard luck after such a splendid drive but all in the game of racing.



Rose-Richards (Talbot) overtaking another competitor at Quarry Corner.

M.G.'s were now in a very strong position, having suddenly jumped into the first three places, though Hamilton's retirement robbed them of one of these almost immediately. Norman Black was now putting on speed and the 2 p.m. order on handicap was Crabtree, Hamilton, Black, Campari, Parker and Borzacchini. This gave M.G.'s four out of the first six places with the Alfas as their only real challenge.

The Riley team were putting up a very fine show indeed, and although not quite fast enough on handicap to challenge the leaders were a model of consistency in a race of many retirements.

Cook's Aston Martin was in at the pits fairly often with peculiar carburettor trouble, but got going again each time. Harvey, on another Aston was going well and looking fairly safe for the 1500 c.c. class winner as Penn-Hughes who had been keeping going very well on his Frazer-Nash, came in on three cylinders and had to retire after investigation, with supposed piston trouble, and Aldington, who had also been going consistently was about 8 minutes behind him and unable to increase his speed owing to slight clutch slip.

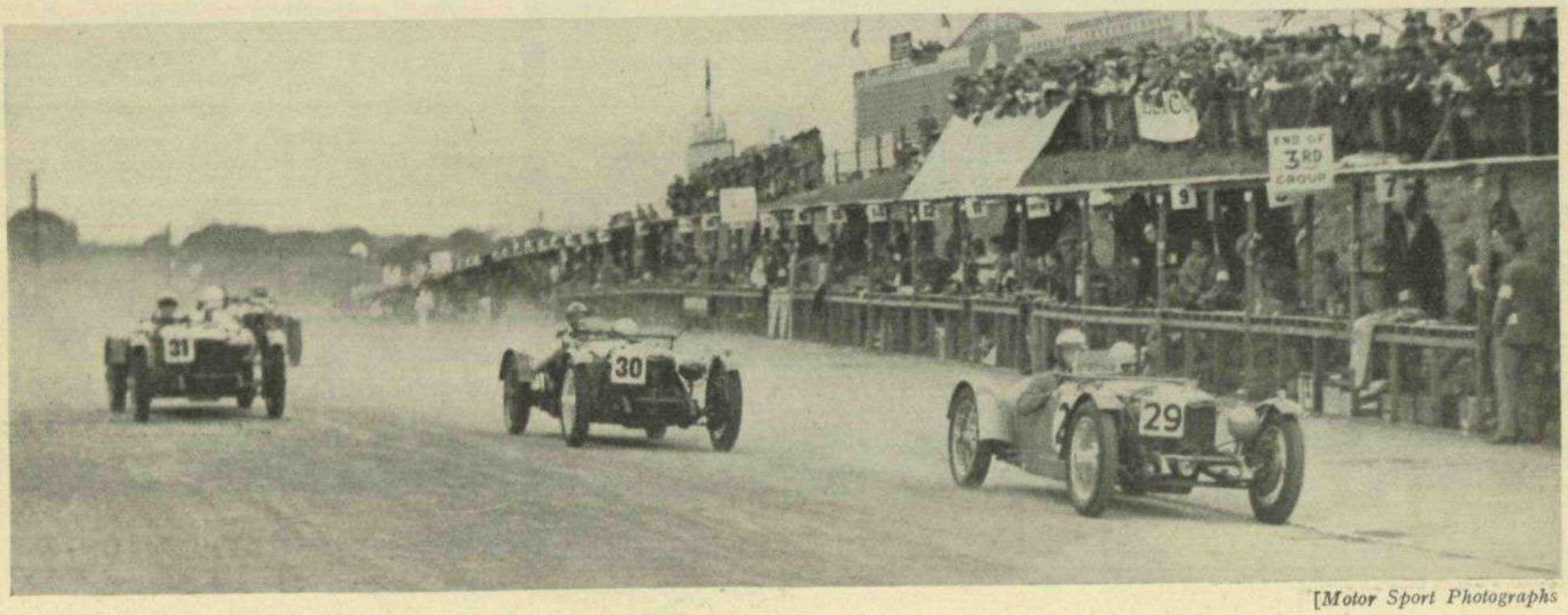
Half an hour later the leaders were Crabtree, Black, Campari, Parker, Borzacchini, and the ever consistent Lewis on the Talbot, who had run non-stop from the very start.

The class leaders were now Field's Invicta in class C, Brian Lewis in class D, Harvey in class F, Staniland's Riley in class G and Crabtree in class H.

Black was now putting on the winning spurt, and at 3 p.m. had caught Crabtree and was leading the race on handicap.

Campari and Borzacchini were third and fourth and Lewis fifth. Parker's M.G. was sixth, Campari seemed to be slowing slightly, due apparently to a broken valve spring, and Borzacchini, who was driving with grim determination and lapping the course consistently at well over 80 m.p.h., was catching up. To catch the leading M.G. he would have, to average 10m. 7s. till the end, however, and he was about two seconds a lap down on this. He was now half a minute ahead of Campari, and gradually increased this

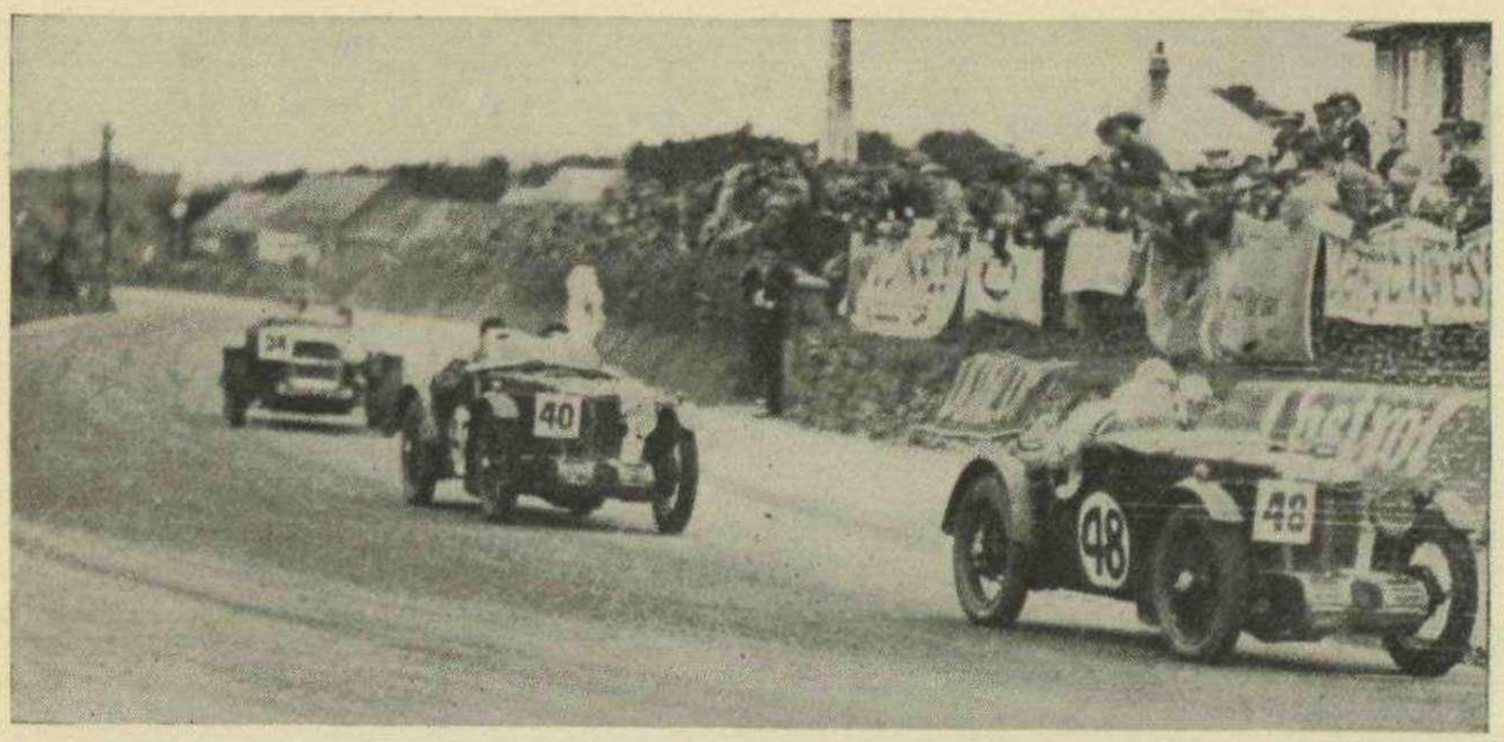
(*Con inued on page 522*).



[*Motor Sport Photographs*

Three Rileys snapping into it at the start. Staniland, on the left, put up new lap records for his class.

THE TOURIST TROPHY RACE—continued.



E. R. Hall and S. A. Crabtree close together in a duel which lasted for many laps, until the former was forced to retire.

to over a minute, and at 3.30 p.m. he was in third place, the order being Black, Crabtree, Borzacchini, Campari, Lewis and Parker.

Black and Crabtree were now on their 28th lap with 52 secs. between them, and the leading Alfa driver was steadily roaring up in pursuit, but 4m. 49s. behind Black.

It was certain that if Black held out the M.G. would win, but only just, and the excitement became intense as the cars started their last lap. Right round the course the order was unchanged, but Borzacchini and the Alfa were eating up the gap which separated them from the M.G.

Black was through Comber, Ballystockart, then Dundonald, then the finish. He had won a fine race and the crowd rose and yelled themselves hoarse. The excitement was not over, though, and all eyes were strained towards Dundonald. Two cars appeared, one of them Crabtree's M.G. Then a third and the scream of the Alfa drowned the cheers of the crowd as Borzacchini shot past Crabtree and snatched second place.

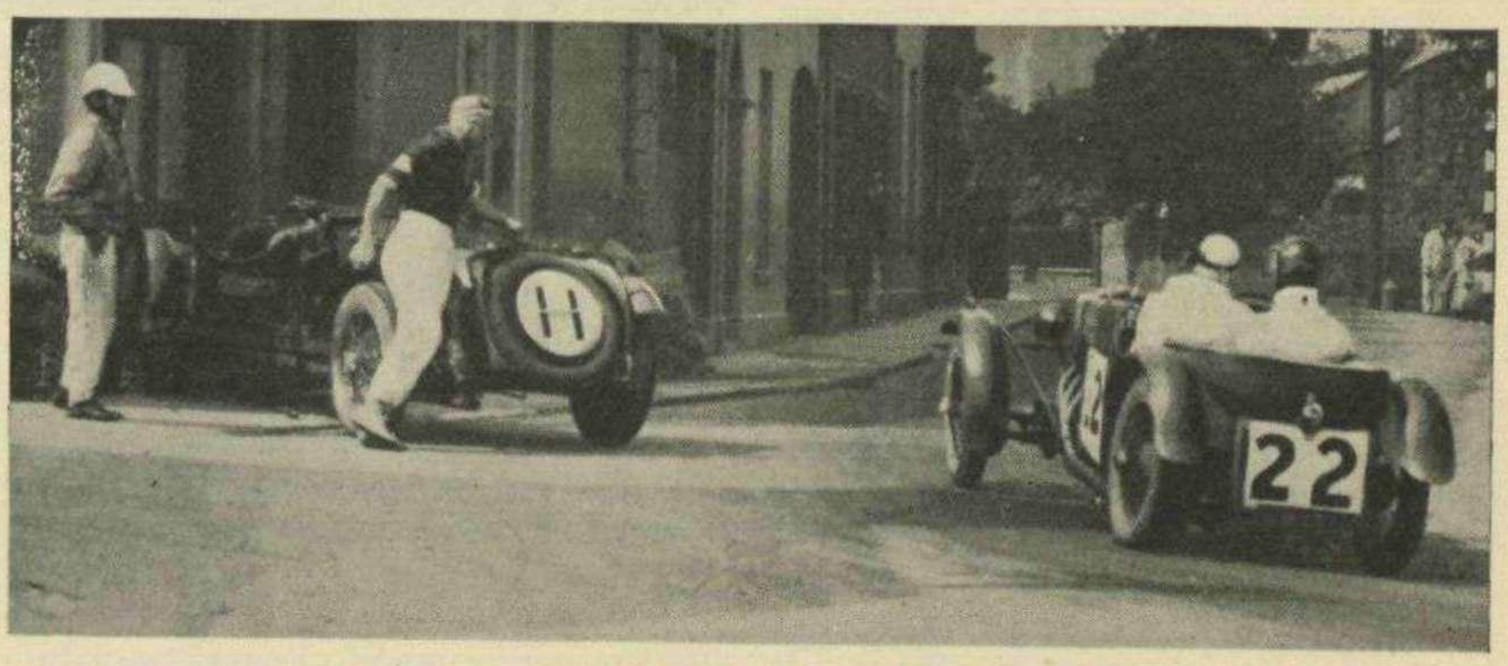
A fine finish to a wonderful drive! Lewis caught Campari and took fourth place after running from start to finish without a stop of any kind. Once more the Talbot had shown its consistency.

Then came Staniland and the Rileys claimed another team prize, and well they deserved it.

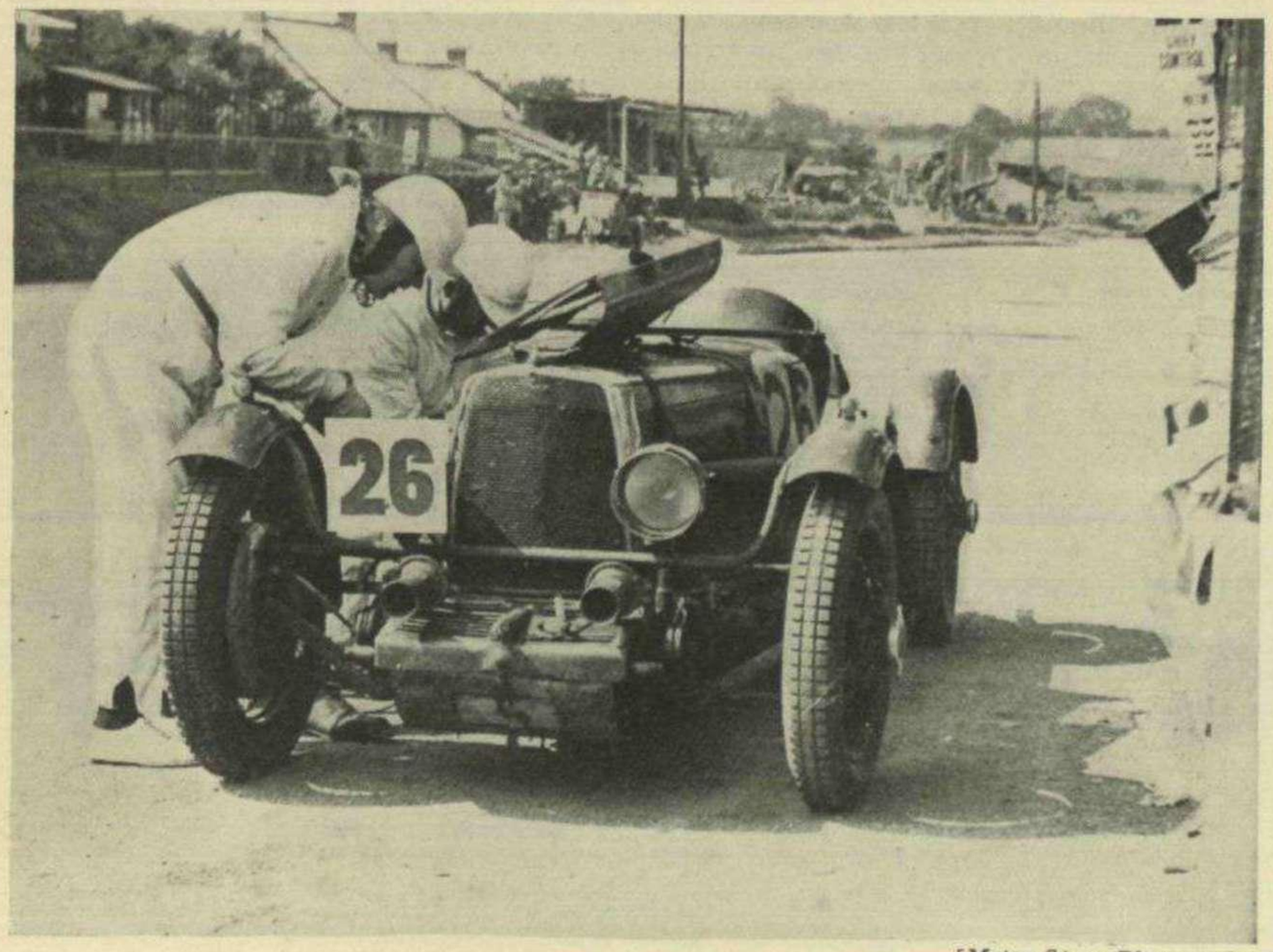
So ended yet another T.T. and a good one for British cars, while we must all take off our hats to Borzacchini for his wonderful effort of 79.05 m.p.h. for the distance of 410 miles.

RESULTS.

1st. Norman Black (M.G. Midget 746 c.c.), S., 67.90 m.p.h.



Sir Henry Birkin preparing to extricate his Alfa-Romeo after his crash at Comber. Aldington is passing in his Frazer-Nash.



[*Motor Sport Photographs*

A spot of bother. Cook working on his Aston-Martin to cure his carburetter trouble.

2nd. B. Borzacchini (Alfa-Romeo 2,336 c.c.), S., 79.05 m.p.h.

3rd. S. A. Crabtree (M.G. Midget, 746 c.c.), S., 67.62 m.p.h.

4th. Brian Lewis (Talbot 2,970 c.c.), 77.13 m.p.h.

5th. C. S. Staniland (Riley 1,089 c.c.), 70.35 m.p.h.

6th. C. Campari (Alfa-Romeo 2,336 c.c.), S., 78.4 m.p.h.

7th. H. P. Parker (M.G. Midget, 746 c.c.), S., 66.92 m.p.h.

8th. G. E. T. Eyston (Maserati, 2,494 c.c.), S., 77.29 m.p.h.

9th. Leon Cushman (Austin, 748 c.c.), S., 65.99 m.p.h.

10th. R. R. Jackson (M.G. Midget, 746 c.c.), S., 65.85 m.p.h.

11th. C. R. Whitcroft (Riley 1,089 c.c.), 68.94 m.p.h.

12th. D. Barnes (Austin 748 c.c.), S., 65.10 m.p.h.

13th. W. P. Noble (Riley 1,089 c.c.), 67.61 m.p.h.

14th. C. M. Harvey (Aston-Martin 1,494 c.c.), 68.49 m.p.h.

15th. J. S. Hindmarsh (Talbot 2,970 c.c), 72.93 m.p.h.

16th. F. M. Montgomery (M.G. Midget 746 c.c.), 62.41 m.p.h.

17th. C. Goodacre (Austin 748 c.c.), S., 62.80 m.p.h.

(*Continued on page 548*).

Rumblings



Record Activity.

THE last few weeks have seen a deal of activity in the record market, and the small class is getting plenty of attention. Following the fine Austin performance, which is described elsewhere in this issue, a side-valve Morris Minor appeared at the track complete with blower, in the hands of Van der Becke, who has performed very well at Shelsley on a home-made special, and who has already proved his ability as a tuner.

The car was entered by Sir William Morris as a demonstration for some new lubricant which is shortly to be marketed for Morris cars. So he is at least willing to admit that racing and records have some value after all! The car put up mean speeds for the mile and kilometre of 100.39 m.p.h. and 101.96 m.p.h. which although not actually records, are very remarkable indeed.

This engine struck me as a particularly good one to work on, the first time I drove one of the new £100 cars, as it was far snappier than I expected and being a side valve is fairly easy to tune up and also less liable to violent derangement in the valve department if it is over-revved.

Van der Becke's had a standard cylinder block and pistons, so it is evident that the engine is basically tough enough to stand supertuning. Perhaps we shall yet live to see the £100—100 m.p.h. vehicle though on the whole it might be safer not to.

The next on the list for records is Viscount Ridley, who turned up with his completely special vehicle and proceeded to raise the "750" mile and kilometre records to 105.42 m.p.h. and 104.56 m.p.h. respectively, which is really moving. The streamlining is reminiscent of the edition of Sir Malcolm Campbell's Bluebird which he took to Verneuk Pan, being ultra low in front and rising quite sharply round the cockpit. It is a job after the enthusiast's own heart being put together by its designer at his own workshop at Blaydon Hall, Northumberland Most of the special parts, and they are all special, were made by Laystalls, and the result is yet another testimony to the accuracy of their work.

The actual car was first built some two years ago. But this is its first appearance in search of record honours.

Eyston Again.

The list of fine performances this month is encouragingly full, and George Eyston's efforts with the racing Riley at Monthléry are among the brightest of the lot.

The most remarkable thing about these records is the fact that they were established with an unsupercharged engine. There is no doubt that Rileys are very much in the front of design in the matter of cylinder heads and valve gear, which have to be very cunning indeed if the full amount of gas is to be coaxed into the engine at high revs.

The records taken by Eyston were the 50 miles and kilometres, 100 miles and kilometres, one hour and 200 kilometres. These are long enough to show that the engine has plenty of stamina, and the speed of over 108 m.p.h. for all except the 50 kilometres is a big increase.

After the 50 m.p.h. he burst a tyre and did a little gyratory exercise before coming to rest. He was soon under way again though, and got the further records mentioned. The engine was kept turning over at a steady 6,000 r.p.m., which in conjunction with the high compression used, caused a very high oil temperature. But the Castrol oil used, was unaffected by this and played a big part in his success.

* * *

The Rally habit appears to be spreading and the increasing number of British drivers in foreign rallies has led them to demand similar events over here.

The Rally run in conjunction with the Ulster T.T. seems to have been a great success, and had the effect also of focussing local attention on the T.T. before the actual start of practice.

Another good event the week before the T.T. was the Craigantlet hill climb, in which R. G. Nash repeated his Shelsley Walsh success on his Frazer-Nash, breaking Earl Howe's last year's record by a useful margin. Mr. and Mrs. Wisdom on their Frazer-Nash both clocked exactly the same time and were equal, second to Nash.

The 120 m.p.h. Circle.

Members of the B.A.R.C. who have beaten 120 m.p.h. for a lap of Brooklands are now entitled to a special car badge which differs from the normal affair by having the figures "120 m.p.h." between a pair of wings at the top, and the date of the aforesaid indiscretion is engraved on the back.

The first on the list of this exclusive "club" is K. L. Guinness, who achieved this speed in 1921, while among those who have joined the circle this year are H. W. Purdy

RUMBLINGS—continued.

on the Thomas Special, Earl Howe on the G. P. Delage, E. L. Bouts on the 2-litre Sunbeam, and Penn-Hughes on the Bugatti.

P. W. Thoroughgood (Bugatti) and Jean Chassagne have exceeded this speed for a lap, but apparently only B.A.R.C. members are eligible for the badge so they are not included. And it worries them a lot, —perhaps!

The only lady driver to hold the honour is Mrs. E. M. Thomas, at that time Mrs. W. B. Scott, and she really ought to get more credit for it than is given, for people seem very quick to forget such a performance by anyone who is not always keeping at it.

Shelsley once more.

The next important event on the amateur's calendar is, of course, the Amateur Climb at Shelsley Walsh on the 5th of this month. Such is the nature of the sport of hill climbing, that the main performers in the amateur climb will be the same as in the open event, for this type of show is the real haven of the amateur.

He doesn't need a very costly motor car, it certainly needn't be new, and it need not be standard in any respect. In fact, he has the absolute minimum of regulations to take note of, and he can spend his money on tuning his motor instead of building bodies, etc., to conform to International standard rules. Not that these rules are not essential for standard car races, but these are out of reach of the impoverished amateur except in rare cases.

Hence the appeal of the hill-climb of which we have all too few. However, the Midland Automobile Club make the best of their event, and all roads will lead to Shelsley on the 5th.

* * *

It's a funny thing what an amazing fascination there is for many of us in the pukka cycle car. This, strangely enough, does not seem to be so much a question of money, but simply of an instinctive liking for the primitive. I know a lot of drivers who travel from place to place in perfect comfort and utter boredom in the most modern of motors, and yet who will go into raptures over the crudest possible buck-board with unorthodox and inefficient transmission and an engine which ought to have been long ago relegated to the scrap heap. There is no doubt that there is something very attractive about constructing a vehicle, however ineffective it may prove to be, and there will always be some home-made efforts about, in spite of the general trend to standardise everything. What is more, there are few better ways of getting a knowledge of some of the ills to which an automobile is heir than to attempt to make or assemble one off one's own bat.

THE 500-MILES RACE.

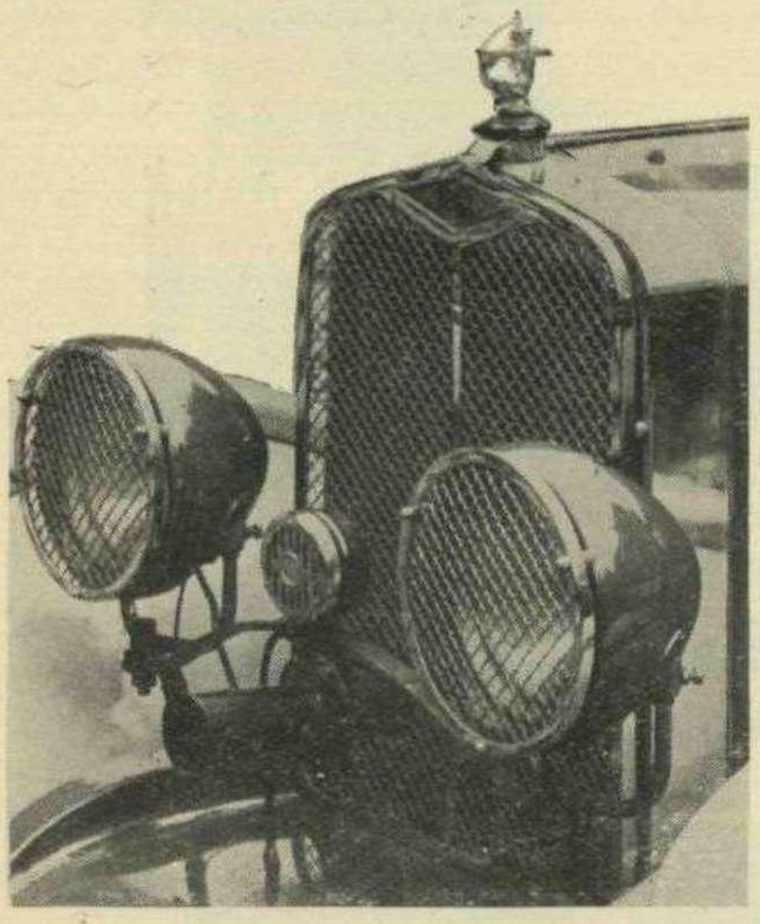
First Entries.

THE British Racing Drivers' Club announce the following as the preliminary list of entries for their forthcoming 500-Miles Race, which is to take place at Brooklands on the 3rd October. The next entry closing date is Thursday next, 3rd September.

Car.	Entrant.
Class B.	
(S) Mercédes	6740 H. H. Stisted
Bentley	6597 Capt. Woolf Barnato
Class C.	
(S) Bentley	4398 Hon. Dorothy Paget
Invicta	4467 L. Arnold Cushman
Bentley	4398 Anthony Bevan
Class D.	
(S) Bugatti	2262 Earl Howe
(S) Alfa-Romeo	2336 Sir Henry Birkin
Talbot	2970 A. W. Fox
Talbot	2970 A. W. Fox
Talbot	2970 A. W. Fox
Talbot	2970 A. W. Fox
Class F.	
(S) Maserati	1078 R. S. Outlaw
Thomas Special	1493 H. W. Purdy
Talbot	1485 J. F. Field
F.W.D. Alvis	1482 E. Farley
Bugatti	1496 C. Brackenbury
(S) Riley	
(S) Amilcar	
Riley	
Thomas Special	
Riley	
Riley	
Riley	
Riley	
Riley	
(S) M.G. Midget	
(S) Austin	
(S) Austin	
(S) Austin	
(S) Austin	
(S) M.G. Midget	
(S) M.G. Midget	
(S) M.G. Midget	
(S) M. G. Midget	
(S) B.C. Special	
(S) Austin	
(S) M.G. Midget	
(S) M.G. Midget	
(S) M.G. Midget	
(S) M.G. Midget	
M.G. Midget	
Class G.	
1089 Victor Riley	
1098 W. E. Humphreys	
1087 W. A. Cuthbert	
1088 R. T. Munday	
1089 E. Martin	
1089 H. W. Stonard	
1089 A. F. Ashby	
1089 Capt. A. G. Miller	
1089 Sir Malcolm Campbell	
Class H.	
746 E. R. Hall	
747 Sir Herbert Austin	
747 Sir Herbert Austin	
747 Sir Herbert Austin	
747 Sir Herbert Austin	
746 S. A. Crabtree	
746 Earl of March	
746 Earl of March	
746 Earl of March	
749 G. G. L. Willis	
747 Vernon Balls	
746 J. A. Palmes	
746 Major A. T. G. Gardner	
746 Major A. T. G. Gardner	
746 Major A. T. G. Gardner	
746 J. H. P. Clover	

(S) Denotes Supercharged.

B.S.S. STONEGUARDS



The finest made, as fitted by the leading racing men. Solid brass chromium plated throughout. Also Sports Hub Caps, solid cast, quick releasing filler caps, and all racing requirements made to fit any type of car.

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AGAIN!

Decisive and Incontestable Success of Frazer Nash Cars at Craigantlet Hill Climb.

Following on the remarkable success of the Frazer Nashes at "Shelsley," when Mr. R. G. J. Nash (Frazer Nash) put up Fastest Time of the Day, winning the Shelsley International Championship Cup, and Mr. and Mrs. T. H. Wisdom in their Frazer Nash annexed the C.P. Type Challenge Cup, Award for the Fastest Amateur Sports Car, Fastest Time 1500 c.c. Sports Class, &c., &c., and Mrs. T. H. Wisdom created a new Ladies' Record for the hill, these private owners repeated this outstanding performance by their successes at the recent important Craigantlet Hill Climb.

Results.

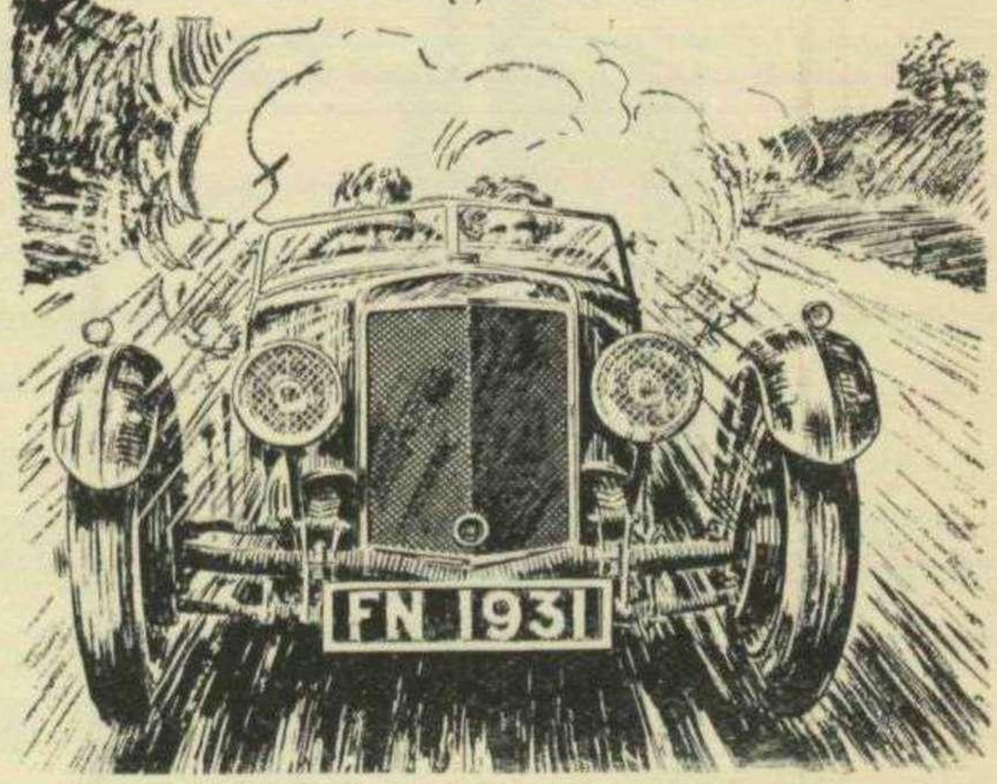
NEW RECORD FOR THE HILL and fastest time of the day, winning the "Dunlop Trophy" and the "Belfast News-Letter Cup. Mr. R. G. J. Nash (Frazer Nash).

New Record 1 min. 29 1-5 sec., 49-79 m.p.h., supercharged 1½-litre Frazer Nash.

Old Record 1 min. 38 2-5 secs., 41.48 m.p.h., Earl Howe supercharged two-litre Alfa-Romeo.

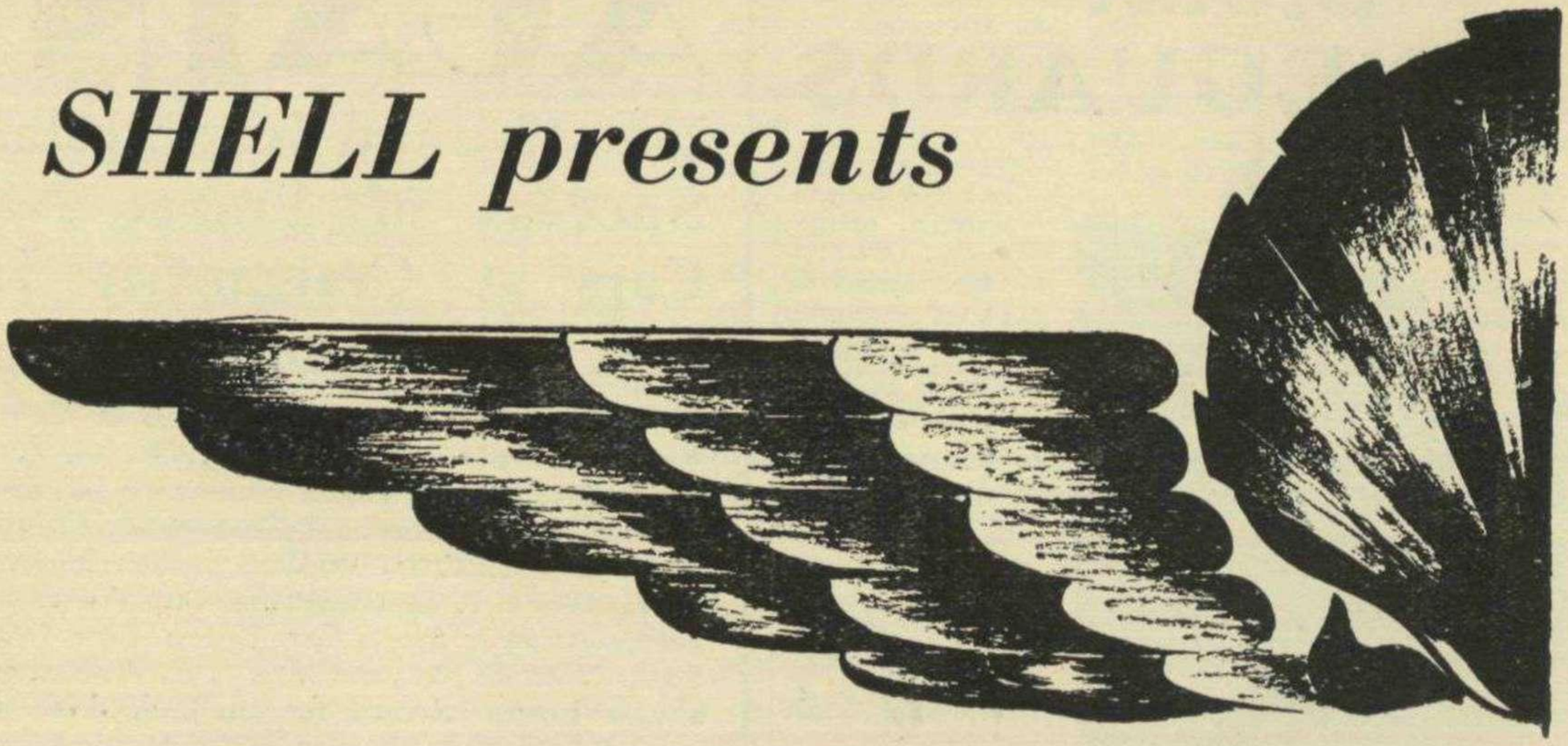
Standard Sports Cars (up to 2 litres).
1. Mrs. T. H. Wisdom (1,496 c.c. Frazer Nash).
2. Earl Howe (1,750 c.c. Alfa Romeo).
(Both Mr. and Mrs. Wisdom tied on their runs up the hill, and shared the honour of making second fastest time of the day).

Racing and Sports Cars (Unlimited c.c.)
1. Mr. R. G. J. Nash (1,496 c.c. Frazer Nash).
2. Mr. T. H. Wisdom (1,496 c.c. Frazer Nash).
3. Earl Howe (1,750 c.c. Alfa Romeo).



FRAZER NASH CARS
(Managing Director : H. J. Aldington)
Falcon Works, London Road, Isleworth.
Telephone : HOUNSLOW 3171-3172.

SHELL presents



AERO



Look for the new handy three cornered tin at your garage

GREAT FIRMS TEST AEROSHELL

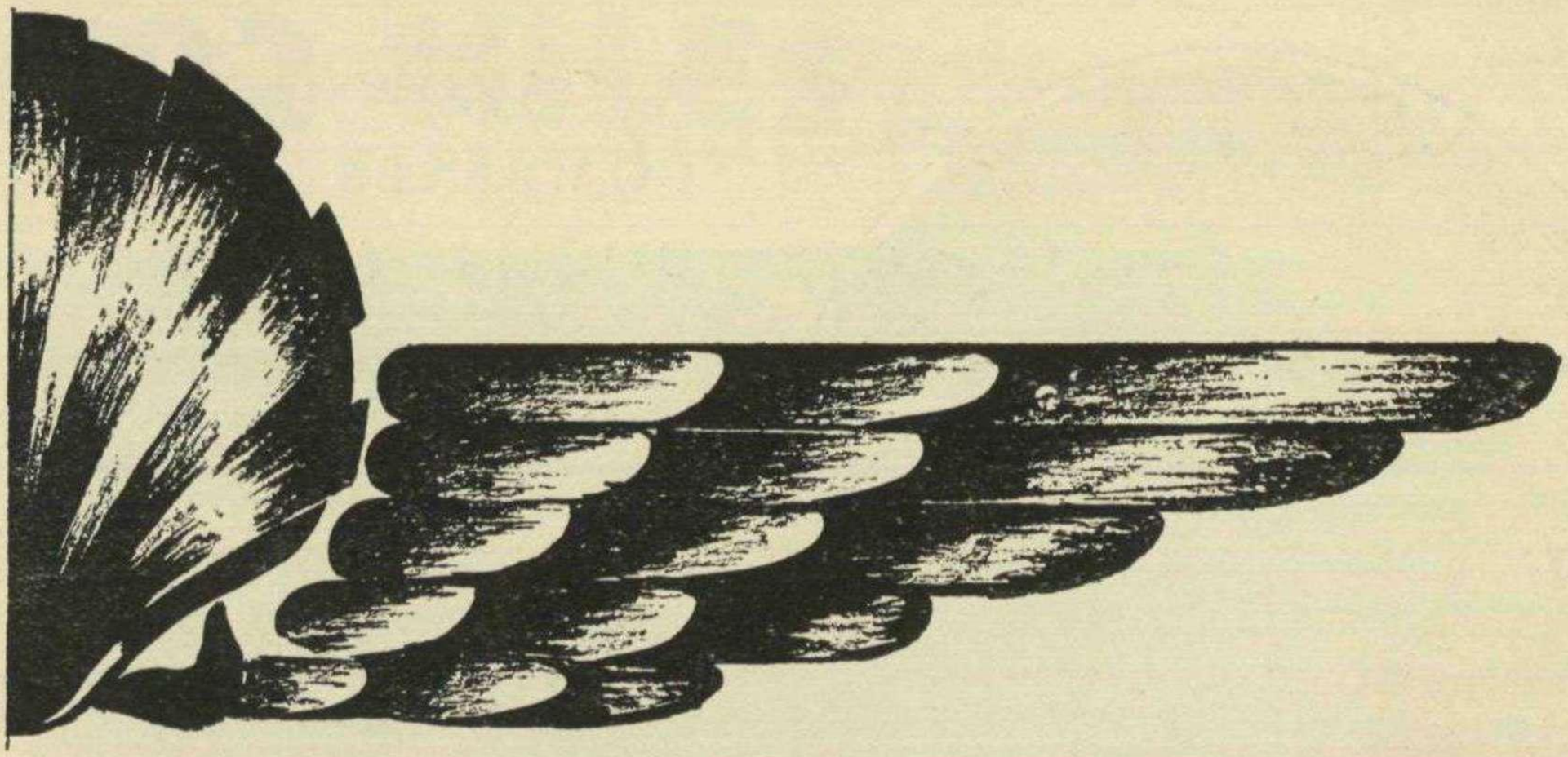
Bentley Motors Ltd. "This latest product of yours is superior to anything we have previously tested."

M. G. Car Co. Ltd. after using AeroShell in winning the "J.C.C. Double 12" and stripping the engine, say—"All the engines are in irreproachable mechanical condition and disclose an altogether remarkable state of internal cleanliness."

B.S.A. "Faultless lubrication was obtained, the behaviour of AeroShell comparing quite satisfactorily with good quality castor oil."

Imperial Airways Ltd. after prolonged tests, say—"The cleanest engine we have seen after such service."

Bristol Aeroplane Co. Ltd. report—"marked absence of sludge and very little carboning up of oil holes and channels."



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AeroShell is manufactured by new and exclusive processes including electrical stabilisation which are slow and costly but produce the most magnificent lubrication the world has yet seen. AeroShell is superior to Castor Oil because it is clean in use and remarkably free from gumming propensities.

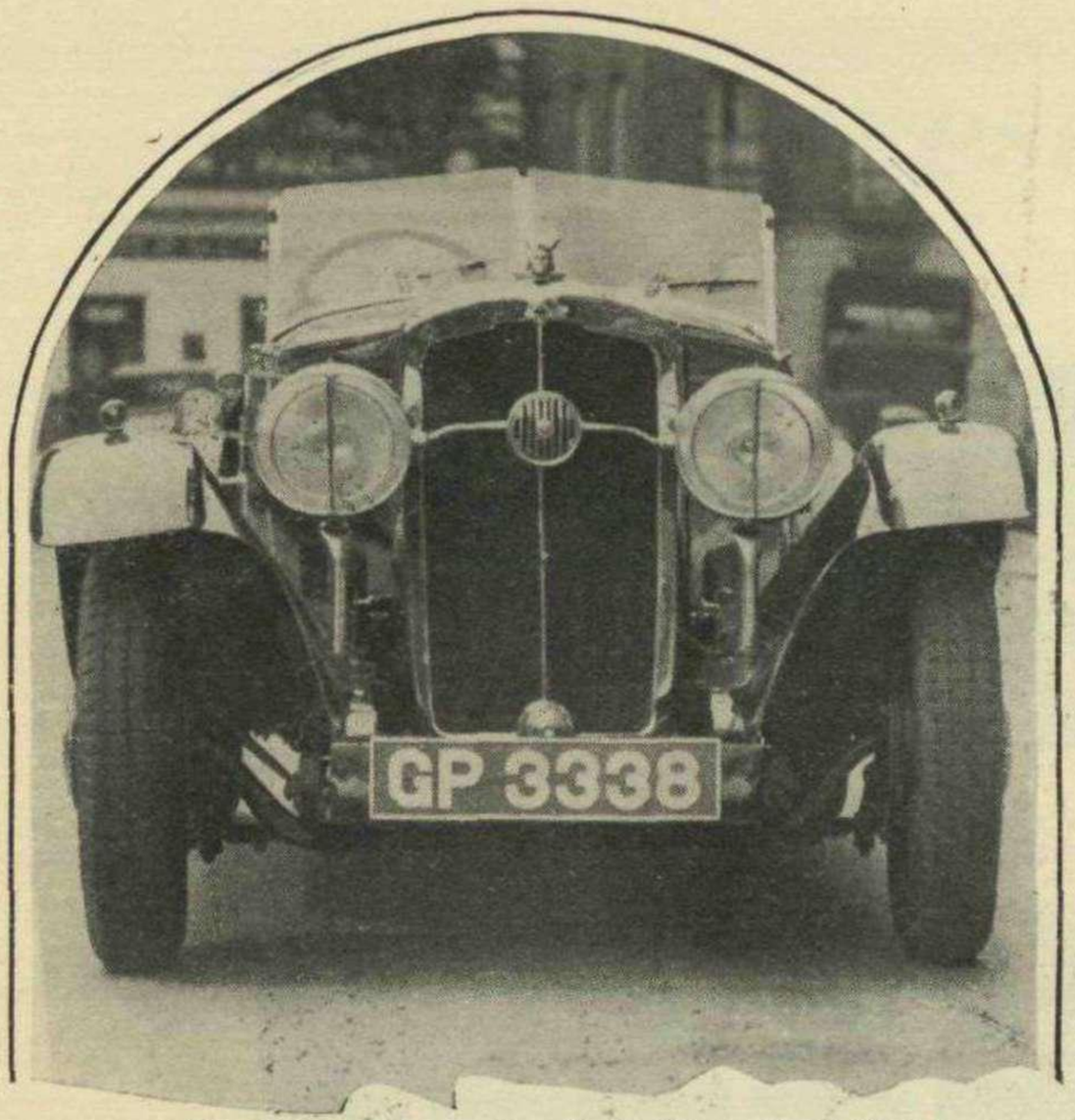
AeroShell lubricating oil is a luxury in ordinary slow "revving" engines, but is almost essential to fast "revving" engines because it gives a higher degree of lubrication efficiency under severe and sustained stress than does any other oil whatsoever.

ASK FOR IT AT YOUR GARAGE

AeroShell is a luxury in slow "revving" engines but almost essential for sports cars and all fast "revving" engines.

THE ROVER "TWENTY" SPECIAL

A CAR WHICH COMBINES DOCILITY WITH A REALLY GOOD SPORTS PERFORMANCE.



The imposing front view of the Rover Speed Model.

Principal Characteristics :

Engine : Six-cylinders, 72 mm. bore by 105 mm. stroke—c.c. capacity 2565 (19.3 h.p. R.A.C. rating, tax £20). Overhead valves, push-rod operated, battery and coil ignition, Stromberg downdraught carburetter.

Transmission : four-speed close-ratio gearbox, and enclosed propeller shaft to spiral bevel back axle.

Suspension : half-elliptics.

Dimensions : Wheelbase, 9 feet 3 inches—track, 4 feet 3 inches, ground clearance 7½ inches. Overall length, 13 feet 7 inches. Overall width, 5 feet 6 inches.

Price : £495 (2 or 4 seater).

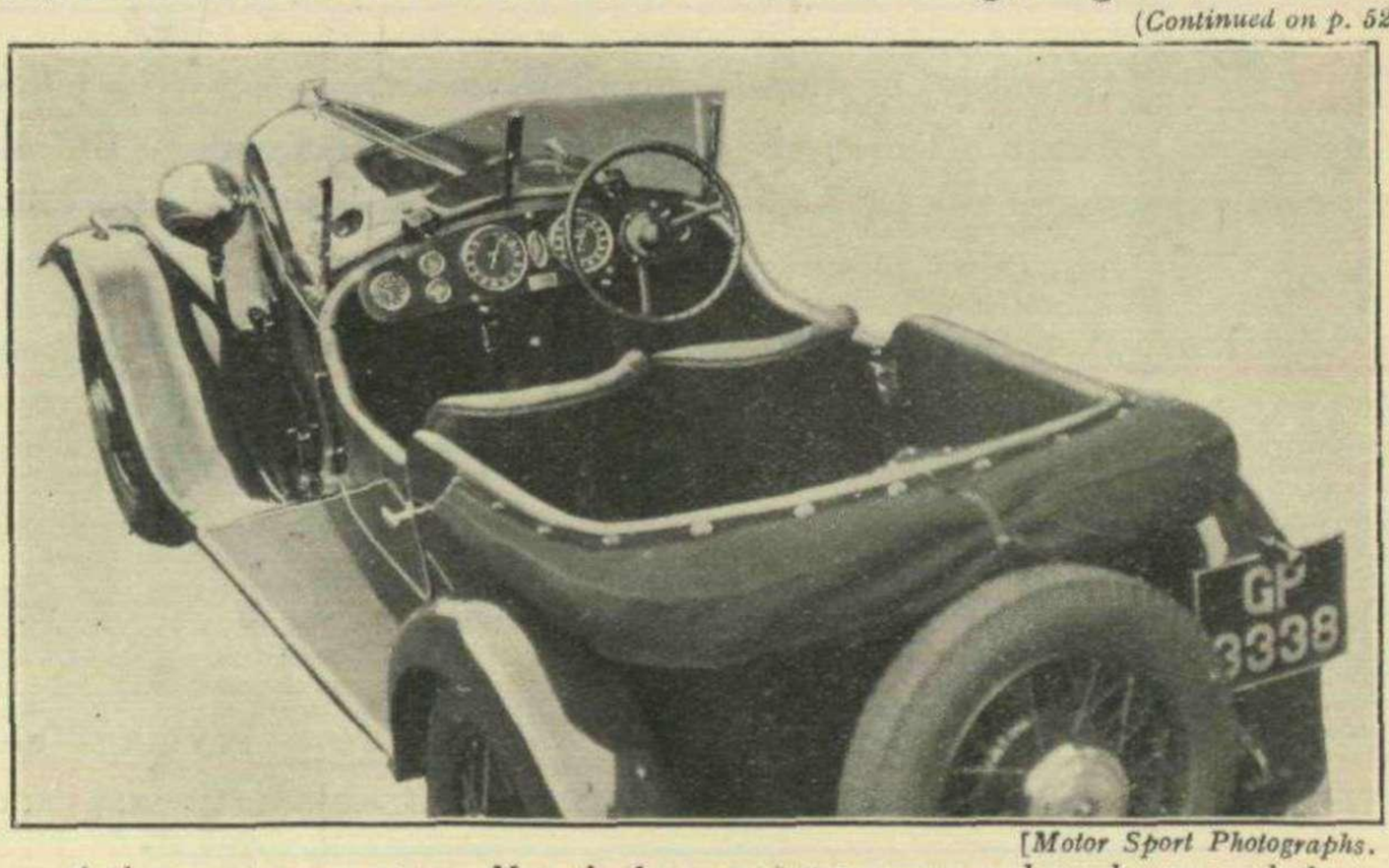
PEOPLE who in the past were wont to deny that racing has had any marked influence on the design of the ordinary touring machine have now got to admit the truth of the well-worn phrase, "the racing car of to-day is the touring car of to-morrow," for there is no modern common-or-garden standard production job made that does not embody a host of features which are the direct result of racing. In fact, so highly efficient is the average present-day car (which in the first instance was intended as a general purpose vehicle) that it only requires a little modification to transform it into a thoroughly respectable sports model. And there is now quite a pronounced tendency in this direction, so that the old adage may well give place to "the touring car of to-day is the sports car of to-morrow." This applies particularly to the 20 h.p. Rover, a car which we have recently tried both in saloon and open sports four-seater form.

Having had some experience of the former type several months ago, and retained very favourable impressions of the car, we were consequently very interested to discover just how the special speed model performed, so at our request Mr. Sydney G. Cummings, of 101, Fulham Road, London, S.W.3., kindly loaned us one of his demonstration cars. On our remarking at the rakish appearance of the machine, Mr. Cummings hinted that this did not belie its general capabilities, and it did not take very long to discover this fact.

On the occasion of our test, time was unfortunately extremely limited, so we hastened to get the Rover out of London on to some suitable route over which we could put her through her paces. The heavy traffic of the West End with which we mingled gave us a good opportunity of finding out the car's tractability, and thanks to the flexible engine, which possesses extreme docility and excellent acceleration, we soon left the maze and muddle of Hyde Park Corner and other irksome spots behind and were heading for the open country.

Intent on getting to our destin-

(Continued on p. 528)

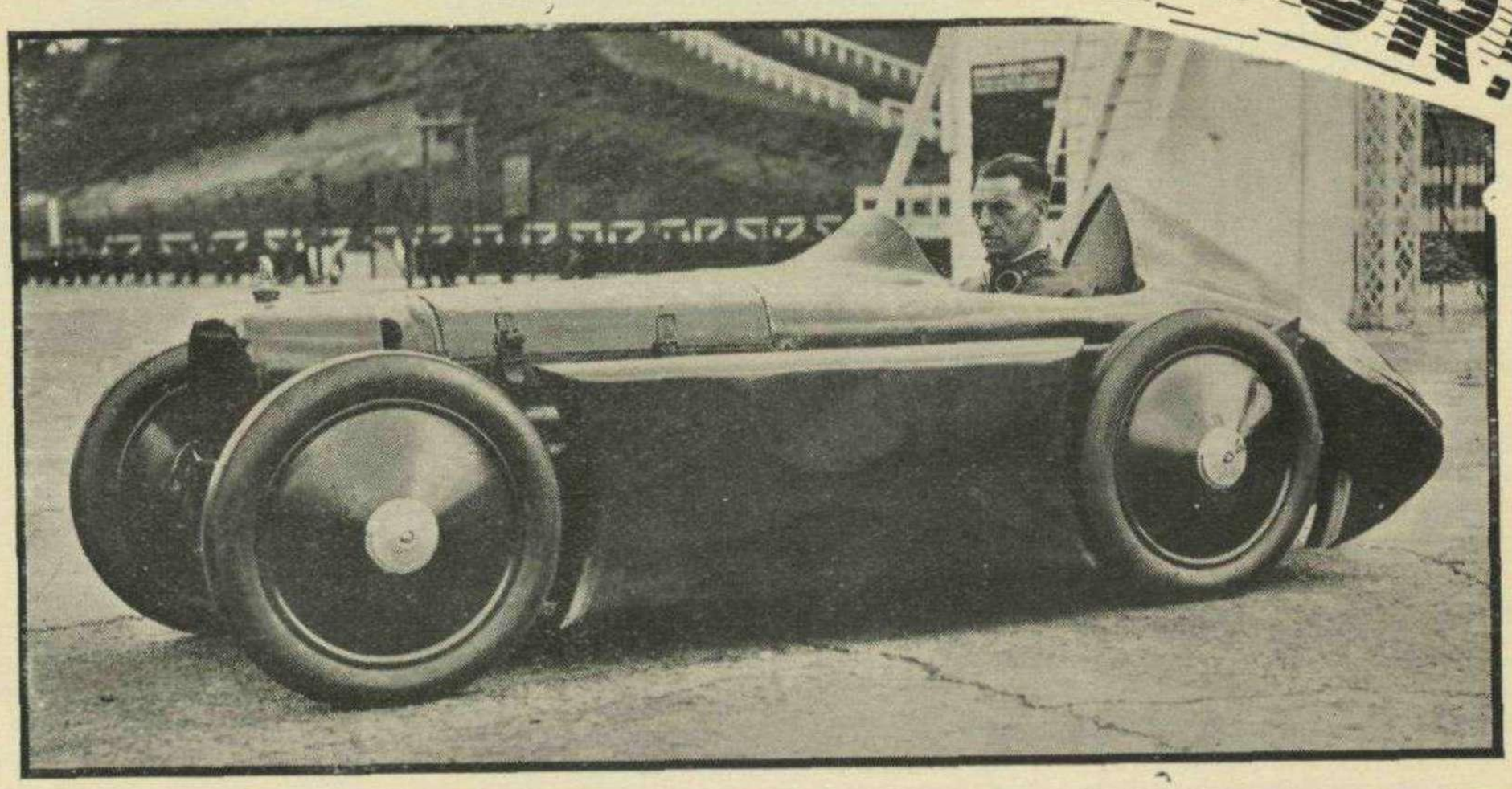


[*Motor Sport Photographs.*

A three-quarter rear view. Note the large revolution counter and speedometer and the neatly-stowed hood.

AS . DEPENDABLE . AS . AN . AUSTIN

102 MILES PER HOUR!



AUSTIN SEVEN

Driver - - Mr. LEON CUSHMAN

breaks

INTERNATIONAL CLASS H RECORD

Brooklands, August 8th, 1931.

1 MILE = = = = 100·67 m.p.h.

1 KILOMETRE = = 102·28 m.p.h.

(*Subject to official confirmation.*)

The Austin Seven is the first car of 750 c.c. to establish these records at over a 100 m.p.h., and also the first small car of side-by-side valve design to attain this speed.

And the record-breaking car, like all Austin competition cars, was built of parts similar to those used in the standard model—the Austin Seven that *you* buy.

THE AUSTIN MOTOR COMPANY, LIMITED, LONGBRIDGE, BIRMINGHAM.

THE ROVER "TWENTY" SPECIAL.

ation, we paid scant attention, at first, to the instrument board, but a casual glance at the speedometer as we passed through the suburbs showed us that we were travelling at a disgracefully high speed—all unwittingly be it added. For speed on this model is deceptive.

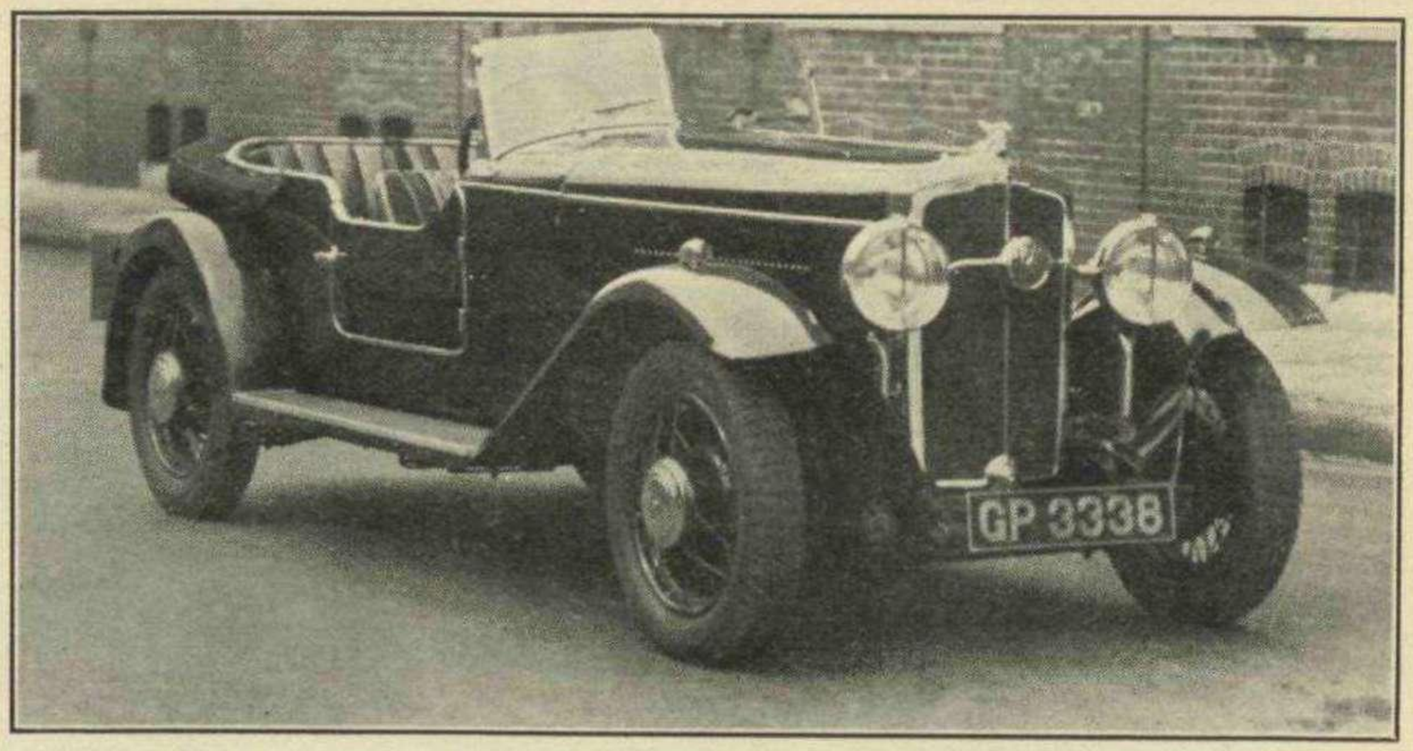
Ability to "do its stuff" without sound or sign of effort is one of the principal characteristics of the car, and having reached a fairly suitable stretch of by-pass highway a check was made of the maximum speeds on the different ratios. The box on this new model has close ratios and a silent third; first is 13.9 to 1, second 7.8 to 1, third 5.3 to 1, and top 3.7 to 1. In second 41 m.p.h. was touched, third gave us 61 m.p.h. and in top we attained 84 m.p.h. Unfortunately on the three occasions when we decided to try for the maximum speed an immense amount of traffic (including a police car) appeared so we had to curtail our little speed burst. But it was clear that eighty-four was not the limit of the Rover.

The brakes, which are assisted by a vacuum-servo motor, have a smooth and progressive action, and the pedal operation is neither too "touchy" or too heavy. Under test, they brought the car to a stop from 40 m.p.h. in 38 yards. The steering, as with other Rover models is light and self-centering, though personally we would prefer it to be a shade higher geared.

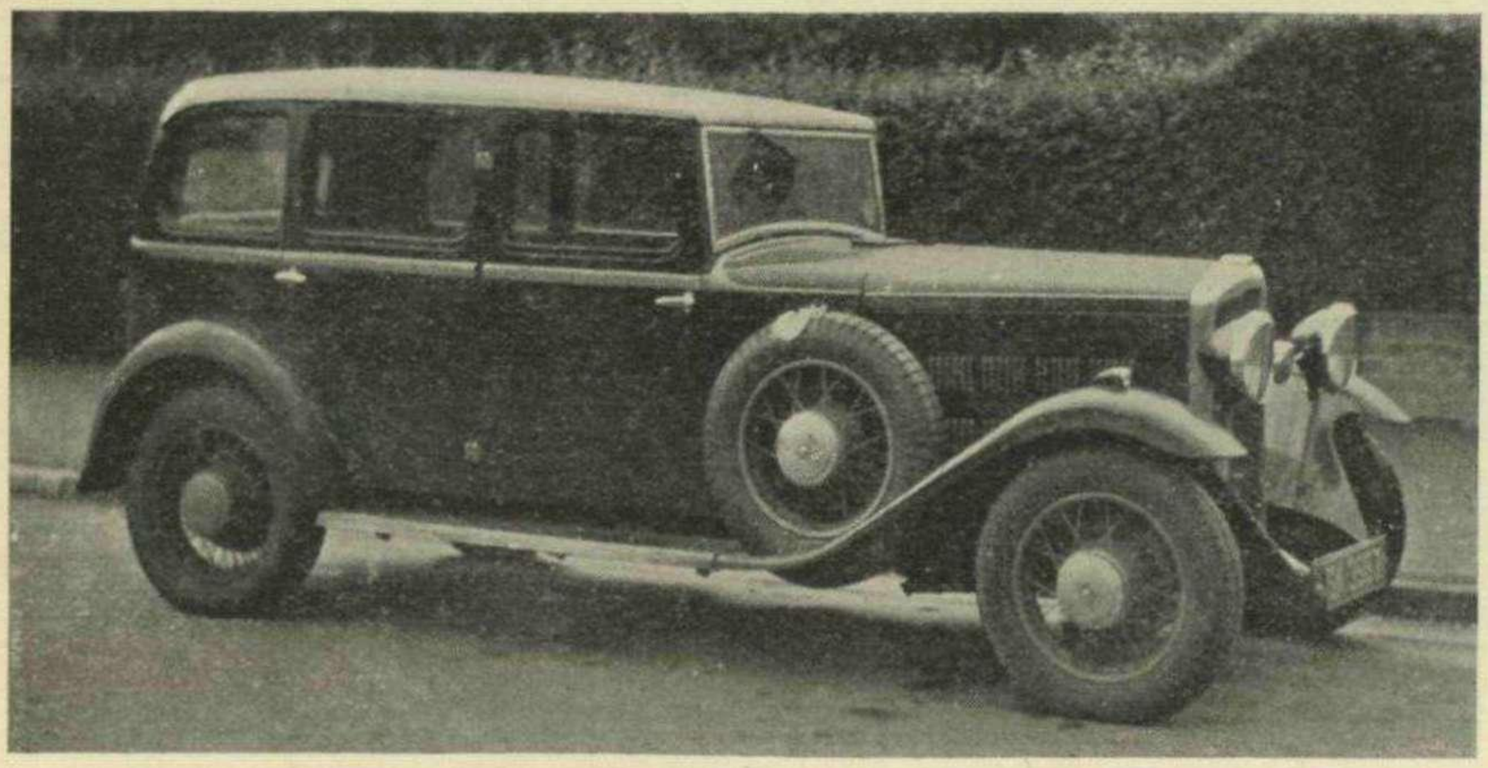
The suspension is half-elliptics all round with shock-absorbers, of course, and although the vehicle appeared to hold the road well at high speeds even when the surface was bad, comfort was not impaired in the least. Under all conditions the six-cylinder engine (which has bore and stroke dimensions of 72 mm. by 105 mm., and a cubic capacity of 2565 c.c.) is smooth and quiet, and both when turning over at its peak and "burbling" along in top at 30 m.p.h. or so it strikes one as being a very pleasant motor.

It is hardly necessary to mention that the bodywork of the car has very sporting and graceful lines—the photographs show this. As for the equipment, this is as complete as anyone could desire, comprising:—speedometer, revolution indicator, dual windscreen wipers, clock, water temperature gauge, oil and petrol gauge, ammeter, driving mirror, and warning light.

We liked the Rover very much indeed, and taking into consideration its good performance and its price—£495—it is, without doubt, a welcome newcomer to the sports category.



The long bonnet and low build give the Rover Special a fine appearance.



[*Motor Sport Photographs.*

The 20 h.p. Rover saloon, the chassis of which forms the basis of the new Speed Model.

* * *

A KING'S CUP ECHO.

IN our report of the King's Cup Race, which was given in our last month's issue, certain errors occurred in regard to the cause of the retirements of various competitors—and what befell them. We would explain that the report was written shortly before we went to press, and before we could obtain confirmation of the details which were received by telephone.

It has since been learned that the retirement of the Arrow "Active" (which we stated suffered engine trouble) was in fact due to thick weather, while Flight-Lieut. Atcherley landed owing to a leak in his petrol tank. We also did not do Mr. Law justice in saying that he broke his prop in landing; what actually happened was that the airscrew snapped in the air and by skilful piloting he got down without straining a wire. Further, the cause of the retirement of Miss Winifred Brown and Mr. A. C. Johnstone was solely the weather, and not through any mechanical failure.

All these competitors were using Hermes engines, and we are told by the Cirrus-Hermes Engineering Co., that these and all other aircraft which were so powered in this very trying race functioned perfectly.

* * *

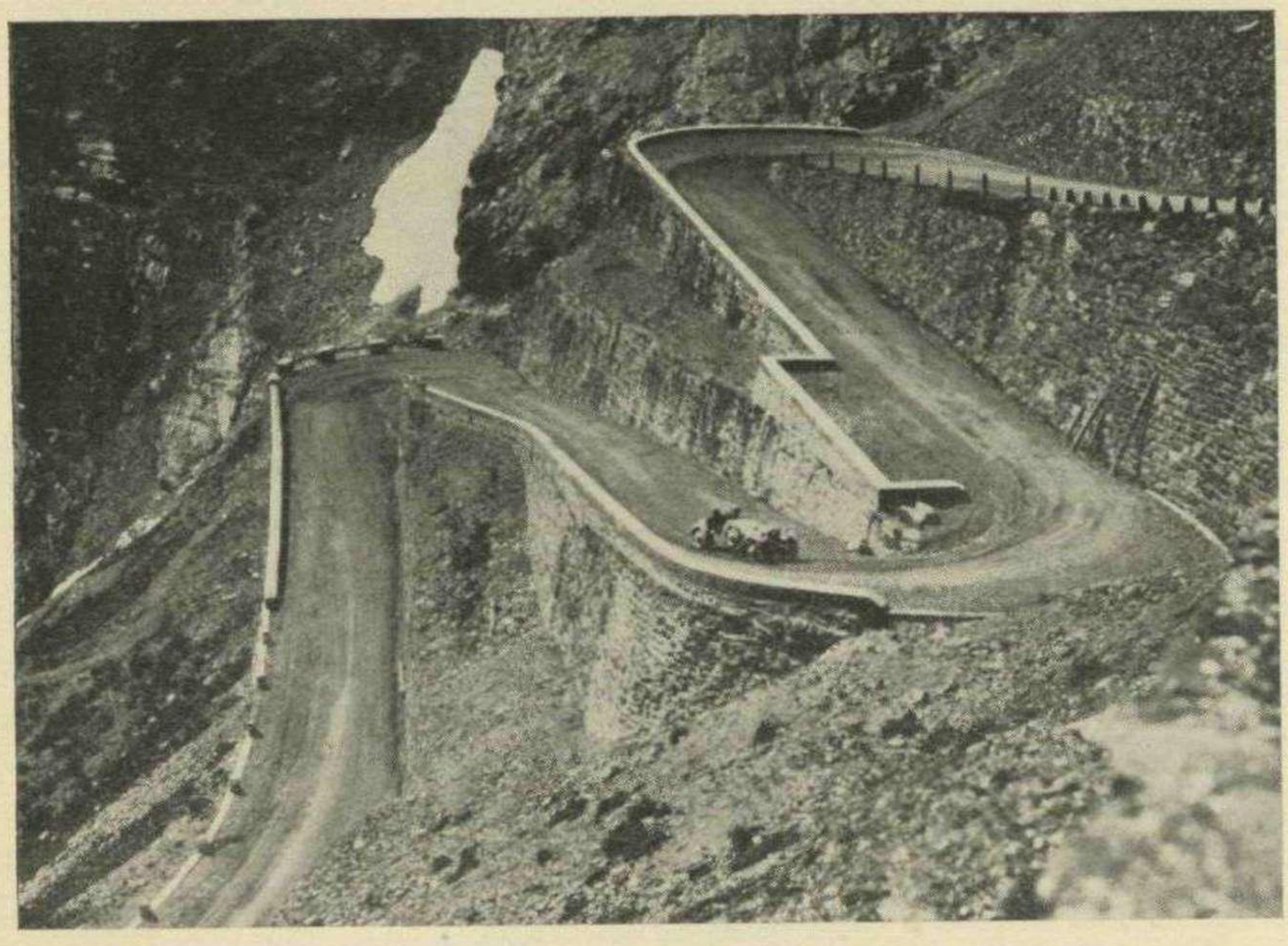
STEEP HILLS OF GREAT BRITAIN.

THE Automobile Association's booklet showing Steep Hills in England, Wales and Scotland has been revised.

The new edition, containing over seventy pages, gives details of hills with a gradient of 1 in 12 or steeper, the roads on which they are situated, and any special features.

A copy of the booklet may be obtained free by members from the Secretary, The Automobile Association, Fanum House, New Coventry Street, London, W.1., or any A.A. Branch Office.

The Coupe des Alpes



On the famous Stelvio Pass. The car is a Stoewer.

BRITISH SUCCESSES of INVICTA AND TALBOT in STRENUOUS ALPINE TRIAL

—

IT is a very good sign that British manufacturers are taking a greater interest in continental trials, as an event like the Coupe des Alpes is absolutely unrivalled for testing out cars, not only of the sports variety, but also touring cars.

A car which will function satisfactorily for long periods on the main roads of this country will not always behave so well under the arduous conditions of a continental tour, while a successful performance in such an event as this, should carry considerable weight in the overseas market.

In this Alpine event the sports car certainly has a great advantage as its high power weight ratio enables it to keep up the very high average speed required by the regulations with much greater ease than its heavier and less powerful brethren.

The best examples of this were the Invicta driven by Donald Healey who has already won fame in many events of this type, and who won the Monte Carlo Rally on a similar car, and the "105" Talbot driven by H. E. Symons, who put up a wonderful show, both drivers coming through without loss of marks, a feat accomplished by only seven competitors altogether.

Continental cars in general are brought up, as it were, under more strenuous conditions than our own, and the result is that their normal saloon or touring car is in reality closely allied in performance to a sports car.

After all, a sports car does not merely consist of a pretty streamlined body though that is sometimes very attractive. Its real test is the way in which it performs over bad climbs and rough country, and here appearances are apt to be deceptive.

The Rileys were unfortunate and did not repeat their previous successes on this occasion. They lost one car of the team due to mechanical trouble, and the team award in the 1100 c.c. class went to the team of Praga Piccolos. They showed great enterprise, however, in supporting the event in force, and gained much valuable information. It is to be hoped that other British makers will follow their example next year.

British cars to do well with solo efforts were W. F. Bradley's Armstrong Siddeley, and Lord de Clifford's M.G. Midget, while a Standard Ensign entered by an Austrian driver also did very well.

The chief troubles encountered were due in the main to inadequate cooling or lubrication or the effect of one on the other. Brakes and gears came in for a hard time, but stood up well on the whole and it was in the actual engine that most failures were recorded.

To the ordinary motorist, who is used to the hills of this country, and who is somewhat agreeably surprised when, on a west-country tour, his car surmounts Porlock Hill without boiling, the length of the Alpine passes would come as a rude shock, and would probably be even more of a shock to his car.

In the Coupe des Alpes the climbs must not only be made non-stop, but they must be made at a certain minimum, and fairly stiff, average speed to avoid loss of marks. Thus it comes about that a climb like the Stelvio Pass involves some three-quarters of an hour of full throttle hard collar work, mainly on low gear. The timed section did not commence till the cars were already beginning to get well warmed up, and lasted for about half an hour according to the car's speed.

The route of the trial included the Col St. Michel, the Cols d'Allos, de Gets, de Morgins, de Billon and de Jame. Although not the longest, the Galibier Pass caused a great deal of mechanical trouble, probably resulting to some extent from the previous gruelling the engines had suffered up till then. It was on this climb that the Riley hopes were

THE COUPE DES ALPES—continued.

dashed when C. Riley's engine ran a big end and had to retire from the event, thus breaking up their team.

Here Healey scored an individual success in making fastest time of the day, beating a supercharged Alfa by 8 secs. on his 4½ litre Invicta.

The trial embraced every variation of weather from sunshine to thunderstorms, and the survivors have every reason to be proud of their performance.

RESULTS.

	Points lost.
Donald Healey (Invicta)	0
W. Delmar (Mercéd s)	0
Dr. v. Bitzy (Austro-Daimler)	0
Graf Spiegel-Duesenberg (Austro-Daimler)	0
P. Schoeller (Austro-Daimler)	0
H. E. Symons (Talbot)	0
E. H. Scholten (Lancia)	0
C. Adorno (O.M.)	1
R. Foligne (Alfa-Romeo)	1
H. Butenuth (Hanomag)	4
C. Pollich (Hanomag)	4
Mme. L. Roehrs (Hanomag)	4
L. Peter (Fiat)	5
A. Graumuller (Wanderer)	6
B. Bau (Wanderer)	8
J. Hinterleitner (Wanderer)	8
W. F. Bradley (Armstrong Siddeley)	9
Dr. Kunheim (Austro-Daimler)	11
Dr. Sprenger (Ford)	11
Lord de Clifford (M.G. Midget)	13
" A. B." (Standard Ensign)	16
W. Sintenis (Ford)	16
A. Hein (Austro-Daimler)	16
Prince Liechtenstein (Steyr)	16
Fraul L. Graumuller (Wanderer)	18
E. Kordewan (Stoewer)	22
V. E. Leverett (Riley)	22
J. Heusler (Praga)	24
T. Georges (F.N.)	26
St. Pavlovsky (Praga)	30
A. Ruhstrat (Wanderer)	33
A. Suldovsky (Praga)	33
C. Charlier (F.N.)	40
Princess Liechtenstein (Austro-Daimler)	41
A. Frick (Praga)	55
Dr. Lettich (Fiat)	57
L. von Raffay (Hanomag)	59
E. Collignon (F.N.)	60
H. Ferigo (Amilcar)	64
Dr. Krailsheim (Stoewer)	115
V. Kumpera (Walter)	125
G. F. Dennison (Riley)	145
A. G. Gripper (Riley)	255
A. Faure-Durif (Hotchkiss)	426

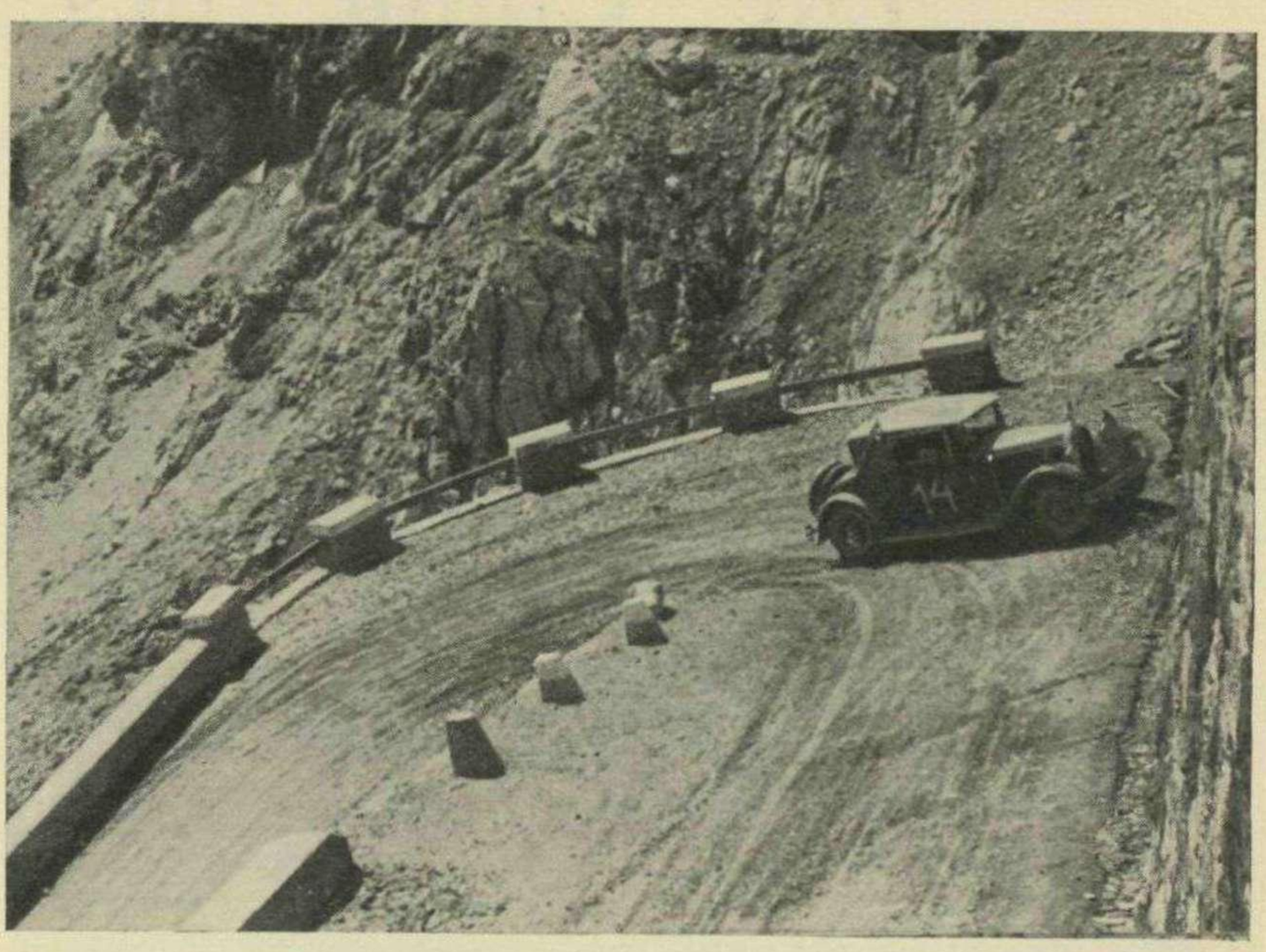
TEAM AWARDS.

3,000 c.c. CLASS.

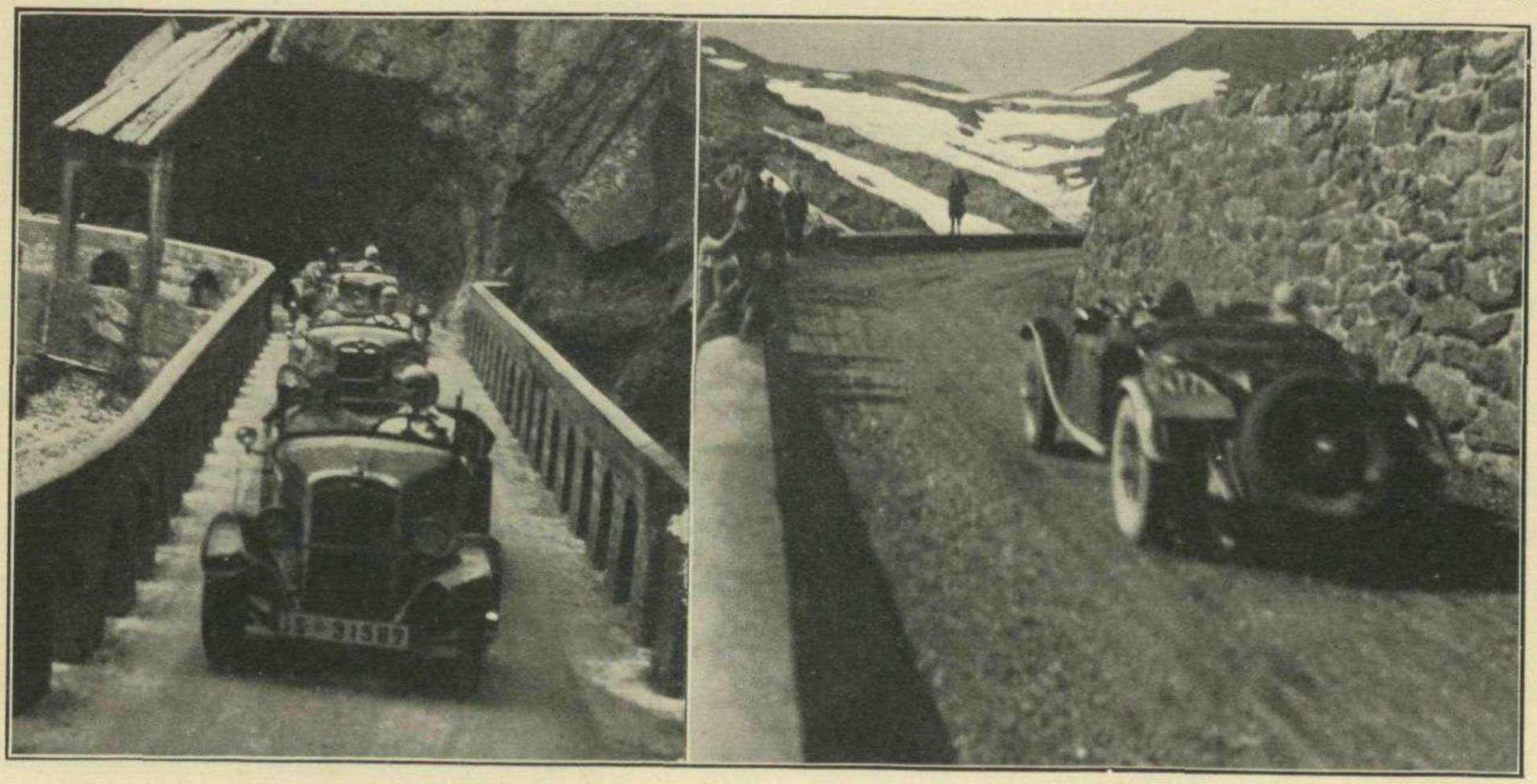
1st. Wanderer	22
2nd. F. N. Saloons	120

1,100 c.c. CLASS.

Praga Piccolo	88



Faure-Durif in difficulties with his Hotchkiss on one of the mountain curves. He had to reverse, and thereby lost several points.



The Hanomag cars in close company, passing over the Flexen Pass. Right : Foligno (Alfa-Romeo) going fast on one of the mountain roads.

The Dieppe Grand Prix

Etancelin and Earl Howe win their Classes

THE race for the unlimited category was won by Etancelin (Alfa-Romeo) who averaged 74.4 m.p.h. for the four hours of the event, and was closely followed by Czaikowski on a Bugatti.

Earl Howe put up a really magnificent performance in winning the 1500 c.c. class on his 5 year old Grand Prix Delage, and his time put him 3rd in the general results.

The first three cars in each class, although all of French or Italian manufacture, used Dunlop tyres to assist in their success.

The weather was anything but pleasant over the week-end, but by the time of the start the rain had stopped, though a boisterous wind remained.

The first lap saw Earl Howe in to change a wheel, and then Chevallier came in for a plug change. Roch (B.N.C.) retired very early in the race. Etancelin, who had painted his Alfa-Romeo blue by way of showing his nationality, went into the lead, and put up a new lap record in 4m. 1s. with Max Fourny and Lehoux scrapping at his heels. Etancelin steadily increased his lead, and Lehoux pulled up to second place. Scaron on his very fast Amilcar was leading the 1500 c.c. class, with Auber (Bugatti) second.

Lehoux (Bugatti) was making a desperate effort to catch Etancelin and on his seventh lap set up a new record in 3m. 45s., and then came in to hand over to Jacquelin, his spare driver.

Intermittent rain was making the surface very treacherous and there were several crashes, though without serious result. Auber went through the fence and Tedaldi on another Bugatti also crashed and retired. Etancelin led Fourny by 40 seconds only, the latter's Bugatti having taken up the challenge strongly, but the Alfa then did a lap in 3m. 51s. thus breaking Lehoux's record.

The order was now Etancelin, Fourny, Czaikowski, Vimille, de Maleplane. About the 18th lap Jacquelin, who had taken over from Lehoux, had overturned, fortunately without serious results.

The leading Alfa now had things well in hand and eased off a trifle, having nearly 1½ minutes lead on Fourny. Scaron struck trouble and Earl Howe took the lead of the 1½ litre class on the 21st lap, driving splendidly.

Gaupillat, who had taken over from Wimille, handed over once more to this driver who unfortunately piled up with considerable *éclat* on the St. Aubin corner. He was unhurt but the Bugatti caught fire and was not improved. Moreover it was right across the road, and Fourny arrived and crashed into it. His car overturned and he was shot out and considerably jarred up but otherwise unhurt.

Prior to this little contretemps Wimille and Fourny were second and third, the order after two hours being, Etancelin, Wimille Fourny, Czaikowski, Earl Howe, de Maleplane.

The leader filled up in 1m. 40s. and was away again, but Scaron was again in trouble and had to retire. Various crashes among the field had made the Alfa's position almost unassailable, his nearest rival being Czaikowski, who was over two minutes behind and had not yet filled up.

The third hour order was Etancelin, Czaikowski, Earl Howe, de Maleplane (Maserati), Ivanowski (Mercédes), and Delorme (Bugatti). The rest of the race provided little incident. Etancelin eased his pace a little, as well he might, for no one could catch him.

Czaikowski made a great effort and finished a good second with Earl Howe, who was also the 1500 c.c. winner, third.

RESULTS.

1. Etancelin (Alfa-Romeo), 74.4 m.p.h.
2. Czaikowski (Bugatti).
3. J. de Maleplane (Maserati).
4. Boris Ivanowski (Mercédes).
5. Mlle. Hellé Nice (Bugatti).
6. Pesato (Alfa-Romeo).

1500 C.C. CLASS.

1. Earl Howe (Delage), 73.2 m.p.h.
2. Delorme (Bugatti).
3. Wagniez (Bugatti).
4. Chevallier (Chevallier).

CURRENT AND FORTHCOMING EVENTS

INTERNATIONAL FIXTURES—1931

SEPTEMBER.

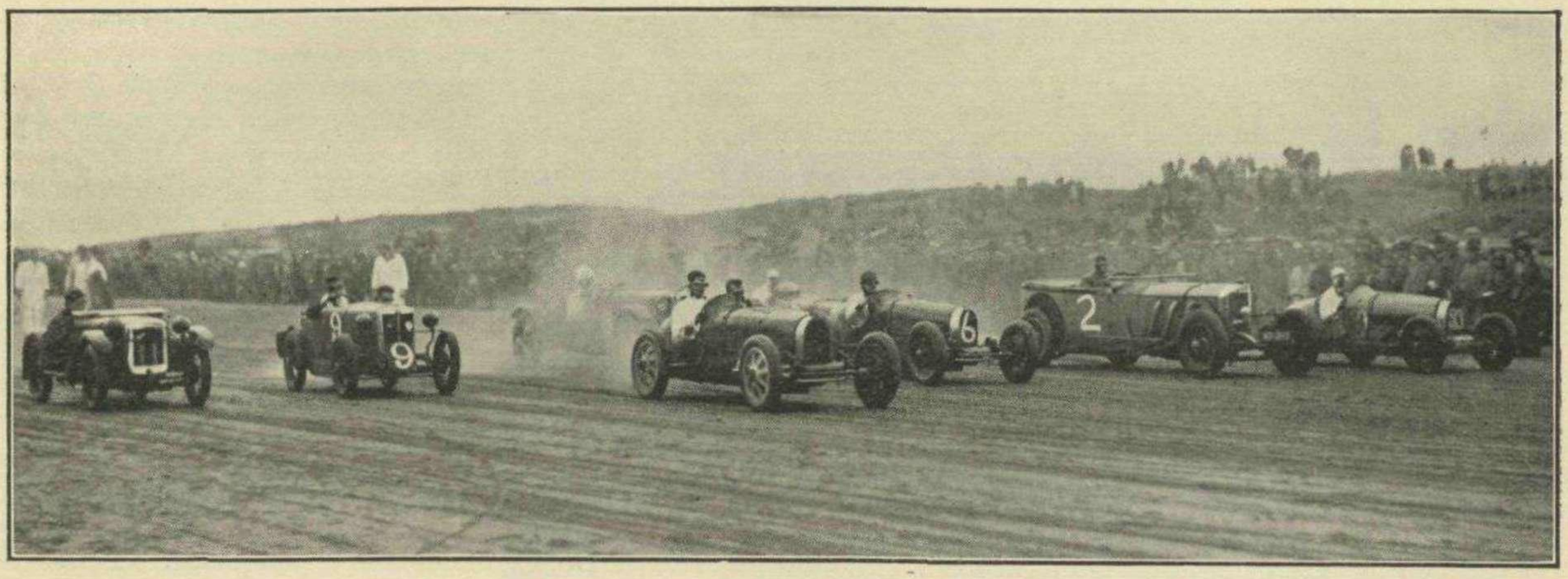
6th. *Italy—Italian Grand Prix.*
12th. *Great Britain—B.A.R.C. Open Meeting.*
13th. *Austria—Semmering Hill Climb.*
13th. *France—A.C. du Nord Race.*
19th. *Italy—Record Meeting at Cremona.*
19th.-20th. *France—Circuit de Pau.*
20th. *Hungary—Svab Hill Climb.*
27th. *Czecho-Slovakia—Race at Masaryk.*
27th. *Roumania—Feleac Hill Climb.*

OCTOBER.

3rd. *Great Britain—500-miles Race at Brooklands.*
4th. *Austria—Zizlerberg Hill Climb.*
4th. *Spain—Spanish Hill Climb.*
11th. *Hungary—Flying Kilometre Races.*

ON SOUTHPORT SANDS

Last Month's Meeting at Birkdale.



Altogether. The massed start in the Southport Club's fifty-miles race at Birkdale.

THE Southport Motor Club held one of their popular race meetings on the sands at Birkdale on Saturday, the 8th August, and thanks to the favourable weather and substantial entry list, this proved to be one of the most successful held so far this season.

It was thought at first that the meeting would be a washout as rain fell heavily in the morning, but by twelve o'clock an improvement set in and the clouds dispersed.

During the event a stiff wind was blowing, but this did not seem to affect the speeds to any extent while it helped to keep the course in good condition. The programme included a series of straight mile races and a fifty-mile event, and there was a fairly varied entry for each class.

In the 750 c.c. straight mile event C. D. Parish with an Austin Seven had a walk-over win, while the winner in the 1,100 c.c. class was B. L. Byrom (Amilcar).

A Veteran Re-appears.

One car which performed conspicuously was a single-seater A.C. driven by J. S. Aked, which in the hands of J. A. Joyce made history about eight years ago by establishing several records at Brooklands. Amongst these was the 100 Miles, which distance was covered in 57 minutes, 35.30 seconds, which is equal to 104.19½ m.p.h. The combustion head on this car, if one remembers correctly, was of bronze, and many novel features were incorporated in the general design. The passing of time and years of idleness apparently have had little effect on the car's ability to travel swiftly, for Aked secured first place in both the 1½ litre event and the 2 litre class, while he finished in very respectable fashion as third man in the three litre race. First and second places were taken by N. A. Carr and T. V. G. Selby, who were driving Bugattis. In the unlimited class the winner was G. J. Jackson on a three-litre Sunbeam.

The big "do" of the whole meeting was, of course, the fifty-miles race, and ten out of a total of seventeen entrants lined up at the start. It was arranged in this event that the "seven-fifties" should receive four laps credit at the start, the 1,100 c.c. cars three laps, and the 2-litre type two laps; a blown Bugatti of two-litres capacity also got a start of one lap.

The simultaneous start provided a fine spectacle for the crowd, and the field quickly spread out with a medley of varied exhaust notes. On the first lap Carr's Bugatti got well in the lead, while Stisted's Merc. and Selby's "Bug" were engaged in a fierce tussle. The race continued with the leading Bugatti g ing strong until the sixteenth round when it passed out with engine failure; this let Selby up into first place and he came home the winner. Byrom, who had driven his Amilcar very well, came second, the Mercédes was third, and P. Stephenson (Austin Seven) fourth. Six cars finished.

The results were as follows:—

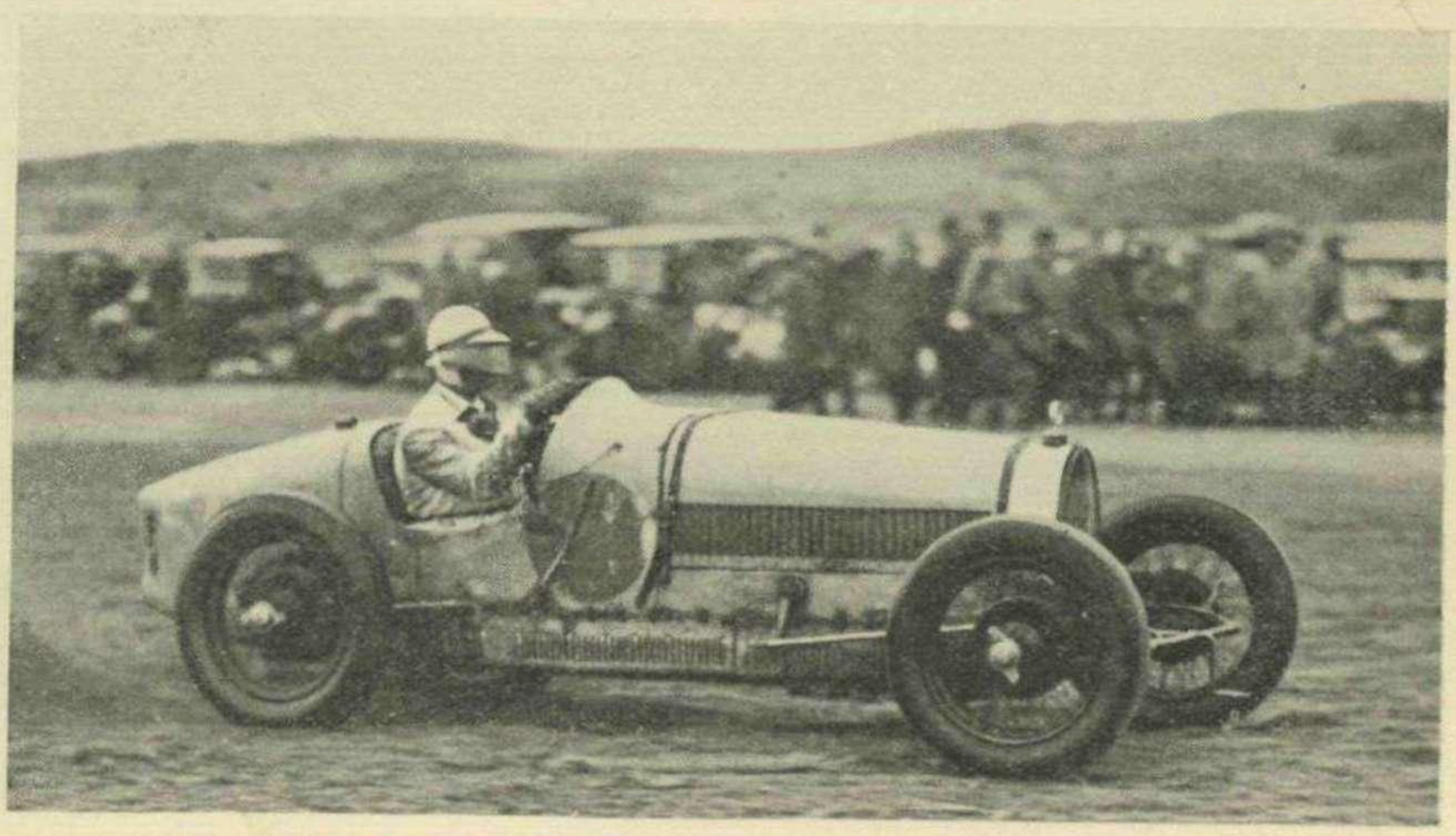
RESULTS.

STRAIGHT MILE EVENTS.

750 c.c.—C. D. Parish (Austin Seven). 1,100 c.c.—B. L. Byrom (Amilcar). 1,500 c.c.—J. S. Aked (A.C.). 2,000 c.c.—J. S. Aked (A.C.). 3,000 c.c.—N. A. Carr (Bugatti). Unlimited c.c.—G. L. Jackson (Sunbeam).

50-MILE EVENTS.

General—1, T. V. G. Selby (Bugatti); 2, H. H. Stisted (Mercedes); 3, P. Stephenson (Austin Seven). 2,000 c.c.—T. V. G. Selby (Bugatti). 3,000 c.c.—P. Stephenson (Austin Seven). Unlimited c.c.—B. L. Byrom (Amilcar).



T. V. G. Selby (Bugatti), winner of the 50-mile race.

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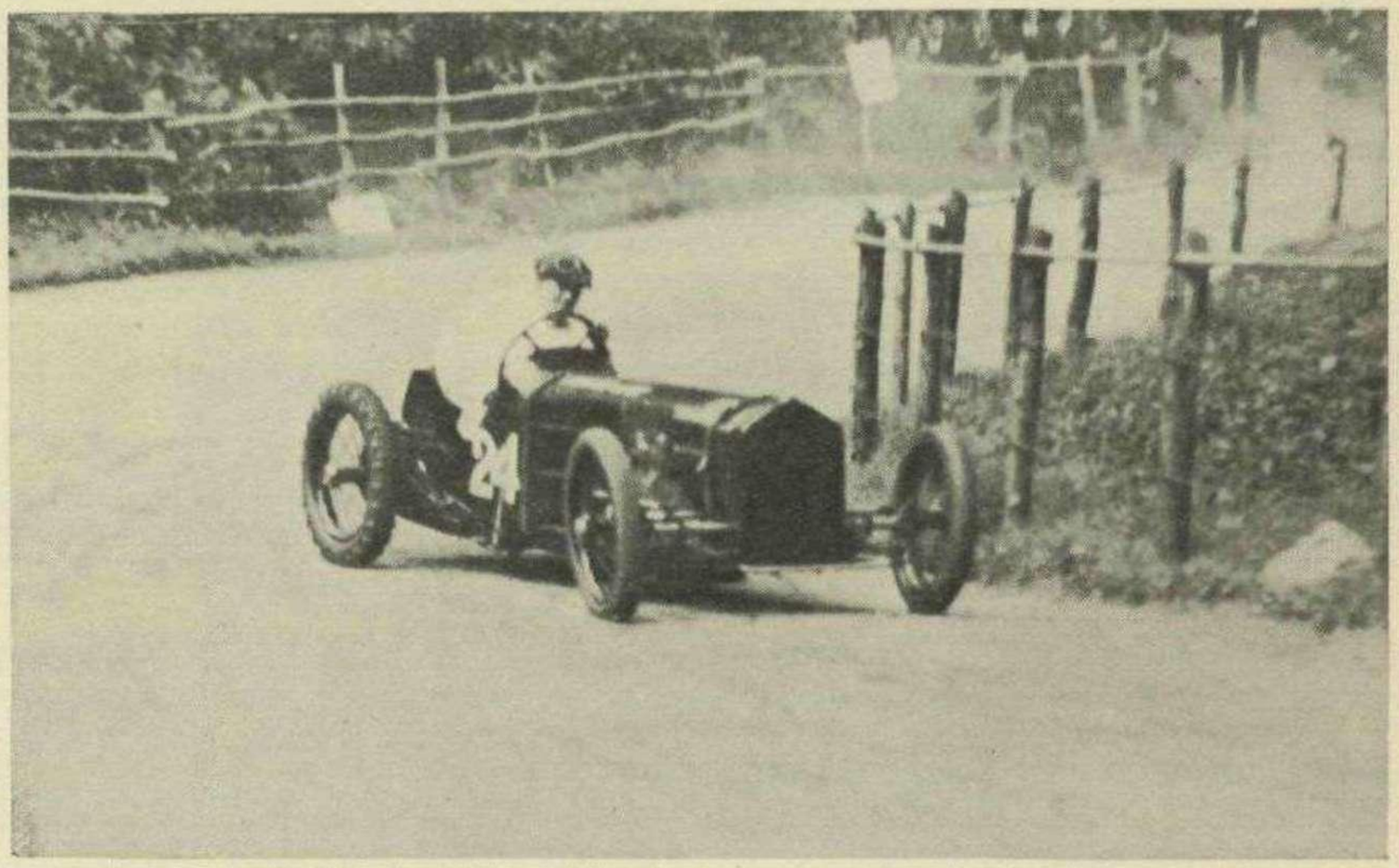
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A. W. Van der Becke (Becke-Special)—a very fast home-made racer.

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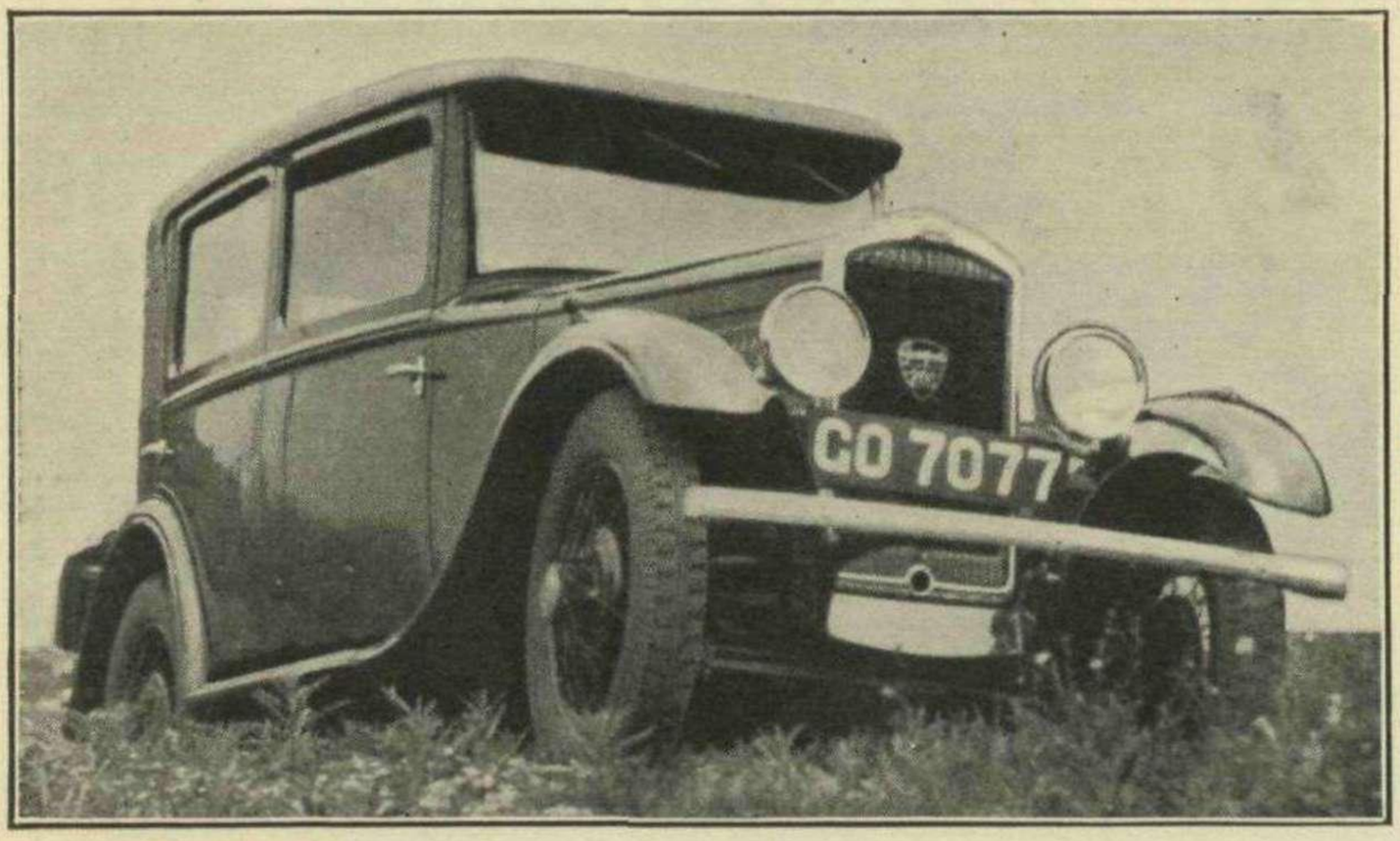
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A Test of the "201" Peugeot



Principal Characteristics.

Engine : Four-cylinder—63 m.m. bore by 90 m.m. stroke—cubic capacity 1,122 c.c. Battery and coil ignition, Solex carburetter.

Chassis : Overall length 12 feet, wheelbase 8ft. 0½ins. Front wheel track 3ft. 7¼ins., rear wheel 3ft. 9¼ ins., turning radius 17ft. 8ins. Weight (bare chassis) 1,312 lbs. Weight with four-seater saloon body, 1,962 lbs. Petrol tank capacity, 6½ gallons. Petrol consumption, 30-35 m.p.g. Oil consumption. 600-750 m.p.g

THE sport of motoring embraces many and various features, and the expression "sports car" should have a wider meaning than is generally given to it. The normal meaning of the term is now taken to be a car for high speed road work, usually made to look as fast as it is, and in some cases faster. The Peugeot which we recently tried on (and off) the road for a few days recently, certainly is not intended to fall into this category and we never considered trying to class it as such.

Our chief interest in this car lay in the fact that it has been a remarkably successful performer in the more strenuous continental trials and rallies, and is built to stand this sort of thing with impunity. In outward appearance, and in actual accommodation it is a normal small saloon, with ample room for four people and a capacious luggage trunk on the back. It is in fact a small edition of the type of body which is so popular for long distance touring on larger cars, and apart from finding it strongly made and well finished, we did not give it any great thought.

Once on the road we gave our attention to the functioning of the chassis and the performance in general, and in this we were frankly surprised.

Experience with earlier types of this and other small French cars had given us the impression that they were, although robust and reliable, inclined to be somewhat rough.

It was therefore all the more noticeable that the engine and transmission were extremely smooth, and the speed capabilities, of which we were not led to expect anything remarkable, were greatly in excess of our previous ideas on the subject.

The engine is a 4 cylinder with a two bearing crankshaft, having a bore and stroke of 63 by 90 m.m. giving a total capacity of 1,122 c.c. These figures alone would give one the idea that the car would come in the small family saloon class with but little performance, and when we found that it was capable of a genuine 60 m.p.h., we were distinctly surprised.

The engine appears to have an almost boundless capacity for revs., and as most of our test was over very rough country of the type chiefly favoured for sporting motorcycle trials, this was much appreciated.

The facilities in this country for trying out the cooling system of a car are somewhat limited, but we did our best by driving the car hard through woods and muddy tracks, also over an area of gravel pits where excavation is in progress and the surface is excellent for trying out springing and testing the rigidity of the chassis.

The result of this somewhat pointless but rather amusing motoring (for those who like that sort of thing) was that we formed a very high opinion of the strength and reliability of the car. The steering was particularly good, being positive and reasonably high geared, and the brakes were also smooth and effective. Maximum speed on second gear was about 40 m.p.h. which was attained without distress.

After spending more time one day than we intended on scrambling about the countryside in the Peugeot, we kept it all out on a good main road for many miles on end, and on one long stretch rather down hill, we pushed the speed up to 70 m.p.h., no mean effort for a car of this type which is definitely built for normal hard use rather than for speed.

Many people whose desires in the way of competitions are greater than their bank balances have often complained that they cannot afford to enter their ordinary car for trials as it knocks it about too much. Here, however, seems an example of the poor man's trials car, which can do his business all the time and yet stand all the rough stuff he can give it when his club runs a sporting trial, without having to replace any "bits" afterwards.

It is a very economical car to run, doing 35 miles per gallon without difficulty, and the price is £205.

BROOKLANDS.

THE AUGUST BANK HOLIDAY MEETING

A Good Day's Sport at Weybridge.



A scrap in the second Mountain Race—B. Lewis, high on the banking is chasing Raymond Mays' Invicta, while in the foreground is Sir Henry Birkin on the Maserati, with which he lowered the course and lap records for this event.

THE B.A.R.C. were once again lucky in their weather on August 3rd, but they fully deserved some luck, for the afternoon's racing was excellent in both quality and variety.

The sou d policy of reduced entry fees was continued, and a large crowd took the opportunity of watching as good a selection of motoring as we have seen for some time.

One of the attractions was the fact that attempts were to be made on the lap record by Sir Henry Birkin and Mrs. Stewart, the latter on the Miller with which she has been so successful at Monthlery.

The weather, however, although excellent for ordinary racing, was somewhat gusty for very high speeds, and it was hardly expected that new figures would be recorded for the lap, and this proved to be the case, although Sir Henry came very near to it in his last race.

Some hectic last minute work had been in progress on Mrs. Stewart's car, and it was got ready after various troubles so that the public could have a chance of seeing it perform. The famous single seater Bentley had also been receiving a lot of attention in order to coax those few extra miles an hour, and on Saturday George Eyston had been at work on it and took it round to see what could be done. Incidentally the car is now fitted with one of his Powerplus " blowers," so that he was naturally the man to look over it finally. However, the highest lap speed in practise was just over 134 m.p.h., so that Birkin was not too hopeful of records even under perfect conditions. He gave a wonderful display, and in the last race actually beat his own last year's record, with a lap at 135.45 m.p.h., very near indeed to Kaye Don's 137.58 on the " Tiger."

He was consoled for not getting this record by setting up new figures for the mountain circuit during the course of the second mountain event, both for the lap and the whole race of ten laps.

His lap speed was 75.21 m.p.h. and his speed for the race 71.38 m.p.h. The previous figures were 73.86 m.p.h. by Sir Malcolm Campbell on the " Merc.", and 70.31 m.p.h. by the same driver on the 1500 c.c. Grand Prix Delage.

Other features of the meeting were the fine speeds of R. F. Oats, on the re-built 1½ litre O.M. which did a standing lap at over 100 m.p.h. as well as winning a mountain race at 65.21 m.p.h., and also of Leon Cushman on the orange Austin Seven.

This wonderful little car has now got going to some tune, and the fact that he put in a lap at 96 m.p.h. gave us a fair warning of what he was after, and sure enough the figures for the " 750 " mile and kilometre now stand at over the 100 m.p.h. mark—and on Brooklands! But

THE AUGUST BANK HOLIDAY MEETING—continued.

that is another story, and we must return for the moment to August Bank Holiday.

The opening race of the meeting was a mountain handicap, with Raymond Mays in a 4½ litre Invicta, on scratch.

Randall (Austin) was the limit man followed by Hepburn (M.G.) and things began to be lively from the start.

Humphreys (Amilcar) overdid things at the fork, slid round and stopped.

Oats started early to overhaul the field, and drove beautifully, while his little O.M. had amazing acceleration. Raymond Mays was also going well but did not look like making up his 28 secs. on Oates.

Randall and Hepburn did their best, but the O.M. screamed past everything and was second by half distance to Randall. On the seventh lap he passed the Austin and had things all his own way to the finish.

Mays just got second place on the last lap from Fotheringham Parker, whose Alvis, a 2-litre six cylinder, although looking very high went well and thoroughly deserved its place.

The next event was short and sweet, being a one lap sprint. Two "blown" Salmsons were the star performers for their size, and Bartlett who gave Baker 3 secs. on a similar car, caught and passed him to win at 87.84 m.p.h. Baker was second, while the scratch man, E. L. Bouts (Sunbeam), roared through the field and just ousted Jack Dunfee's Ballot from third.

The Lightning Short Handicap which followed gave a very easy win to Jeffress' Bugatti, but the interest of the race lay in the scrap between R. F. Oats on the 1½ litre O.M., which he had driven in first place in the first race, and Brian Lewis on the now well known single seater Talbot which has been a consistent performer for some time at the track.

The straight supercharged O.M. was in form, however, and after a fine scrap all the way, passed its rival near the finish without using all the speed it had.

The Junior Short saw J. A. Welch as scratch man, as E. L. Bouts was a non-starter, and Major Gardner (M.G.) and the two Amilcars of Humphreys and Clayton in the forefront of the battle. Clayton's Amilcar incidentally is the one Major Gardner owned and drove last season.

Cushman's Austin was also in the race and showed a wonderful turn of speed. Ebby, however, was not to be taken by surprise, and the Austin was put well back and eventually had to be content with 4th. Gardner led till near the end. Humphreys was going great guns and came up with the leader soon after the members bridge and just got home by about 50 yards.

Horsman in the Triumph was third.

The Mountain race which followed was the finest we have seen since they were first introduced, and was particularly notable for Brian Lewis' fine driving which got him up to second place, and if he had not been twice baulked at the fork would probably have given him the race.

Fothringham was the limit man and his Bugatti went so well that no one could catch him. Behind him the cars came in great bunches and there was no lack of excitement on the corners in consequence.

A good scrap soon developed between Lewis and Raymond Mays, and continued rather to the advantage of the former until Mays skidded completely round at the fork and retired leaving Lewis to continue his hair-raising but accurate progress through the field.

His speed on the top corner was terrific, and every time he took it in a steady controlled slide, frequently shooting past other cars on the banking as he swept round with squealing tyres.

W. B. Scott (Delage), was also very fast and enjoying himself as usual in spite of the fact that his offside front tyre was through to the canvas all the way round!

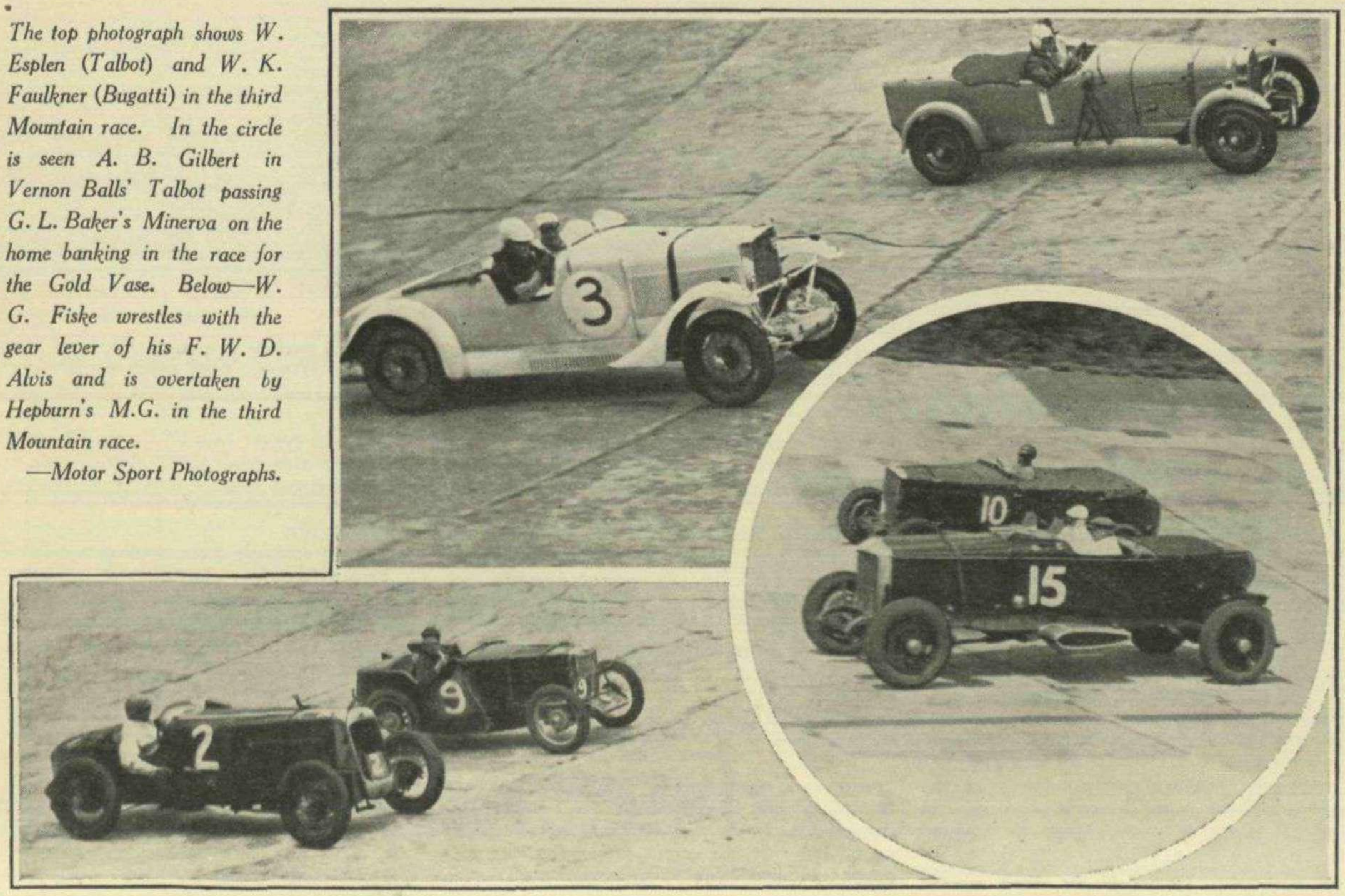
On scratch was Birkin's Maserati, and its exhaust note was a treat to hear, while the acceleration was simply astounding. Even after taking the fast top corner at between 50 and 60 m.p.h., the rear wheels spun furiously and he accelerated down towards the fork again.

Just after half distance Lewis took second place, with Bartlett's Salmson which always seems to be going fast without being noticed, was in third place, and they finished in that order after a really whole-hearted scrap that was good indeed to watch.

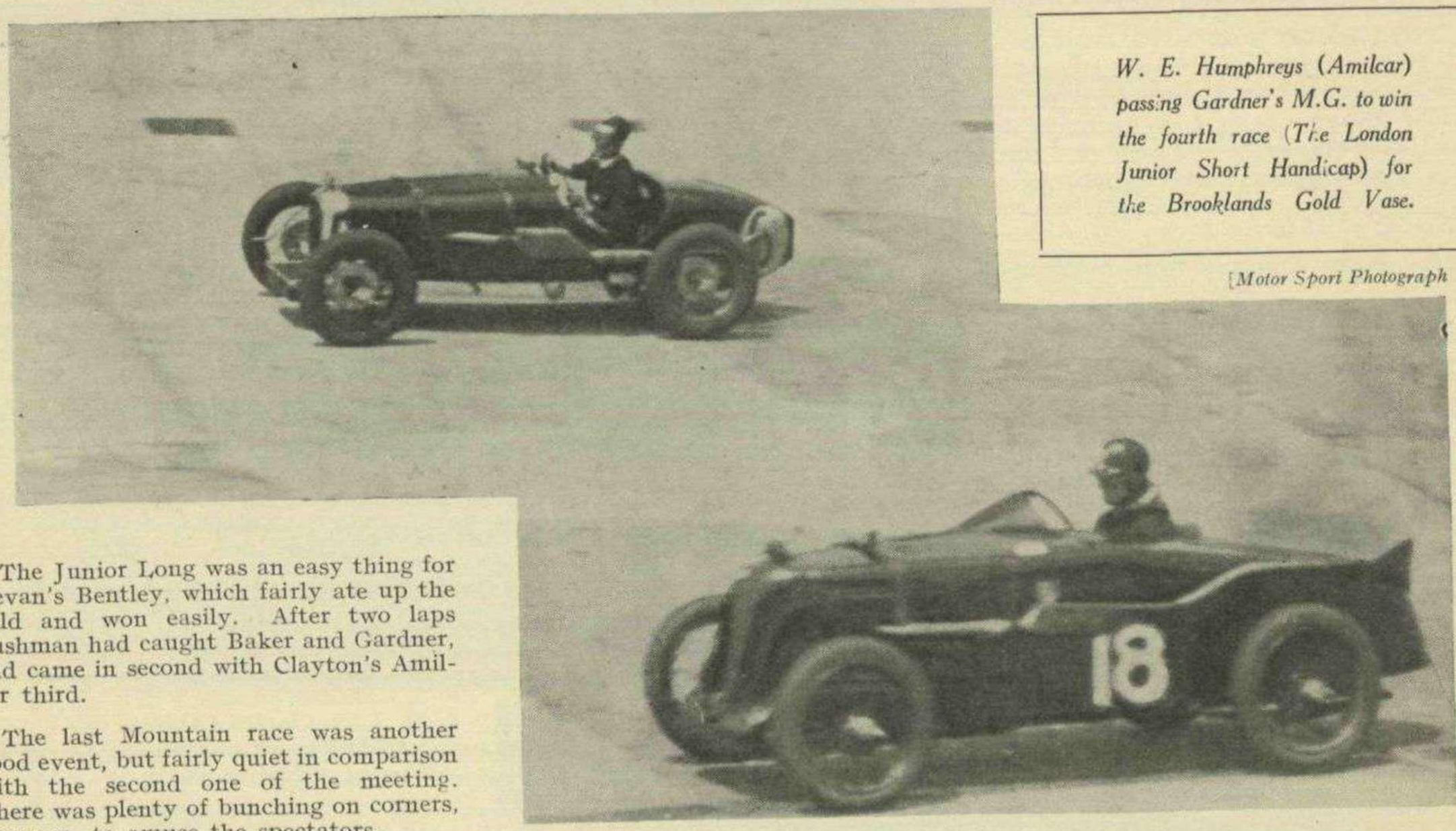
Another sprint event showed that Oats still had something up his sleeve, and he won it with a speed of 100.21 m.p.h. for the standing lap. Philips (B.C. special) and Cushman (Austin) were second and third.

The top photograph shows W. Esplen (Talbot) and W. K. Faulkner (Bugatti) in the third Mountain race. In the circle is seen A. B. Gilbert in Vernon Balls' Talbot passing G. L. Baker's Minerva on the home banking in the race for the Gold Vase. Below—W. G. Fiske wrestles with the gear lever of his F. W. D. Alvis and is overtaken by Hepburn's M.G. in the third Mountain race.

—Motor Sport Photographs.



THE AUGUST BANK HOLIDAY MEETING—continued.



W. E. Humphreys (Amilcar) passing Gardner's M.G. to win the fourth race (The London Junior Short Handicap) for the Brooklands Gold Vase.

[*Motor Sport Photograph*

The Junior Long was an easy thing for Bevan's Bentley, which fairly ate up the field and won easily. After two laps Cushman had caught Baker and Gardner, and came in second with Clayton's Amilcar third.

The last Mountain race was another good event, but fairly quiet in comparison with the second one of the meeting. There was plenty of bunching on corners, however, to amuse the spectators.

H. C. Hamilton on an M.G. Six drove consistently and cornered very fast, and this eventually gave him a well-deserved win. C. L. Guiver (Salmson) and R. L. Boote (Austin) led at the start but the backmarkers were coming up fast. Faulkner, the scratch man, on a Bugatti, had pulled to fifth when he crashed into the fork barrier and lost some seconds, but he continued with unabated *verve* and had got up to second on his ninth lap when he all but repeated his performance Esplen, on the "90" Talbot he drove at Dublin earlier in the year drove steadily and pulled up to take a very nice third place.

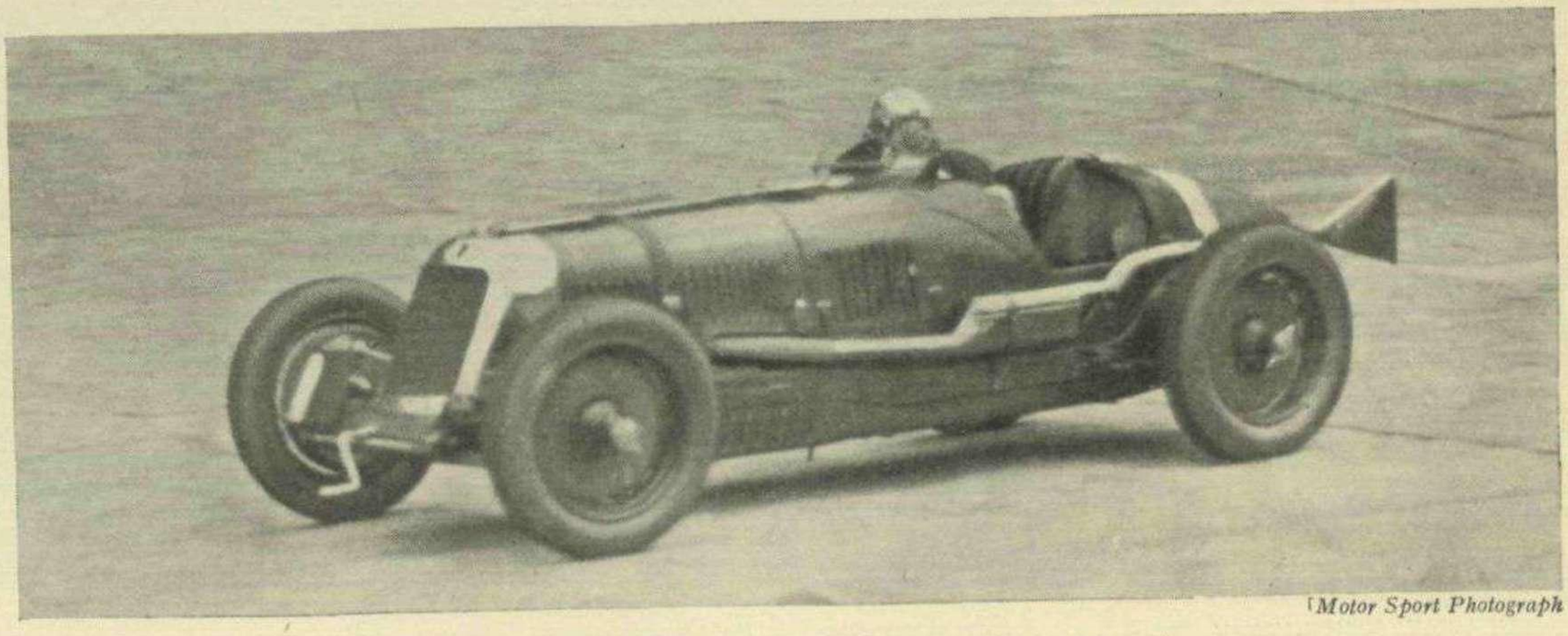
The Lightning Long Handicap was a really fine race, and Purdy, by virtue of running the Thomas-Special "unblown" had 1m. 4s. from Birkin's Bentley, and made good use of it.

Jack Dunfee was much fancied for the race and a fine scrap continued the whole way between his Ballot and the Thomas Special. On the second lap Dunfee just managed to get past Purdy at the beginning of the railway straight but had to go painfully close to the grass in doing so, and was repassed by Purdy almost immediately.

In the meantime Birkin's Bentley was coming up at a terrific pace and roared into third place with a last lap at 136.54 m.p.h., the fastest it has ever accomplished.

The meeting finished, to the accompaniment of much merriment and not a little noise and steam, with the "old crock's" race for 25 year olds (or older). A goodly turnout of machinery met the eye varying from the oldest motor propelled carriages to quite fast motors like Martin's 1905 Mercédes. This car was described and tested this year by MOTOR SPORT and was found to be a most inspiring monster. However, it was too heavily handicapped to do anything this time in spite of its speed, so R. Livesey on a 1903 Rover was left to collect the spoils. The race was over 2 laps of the mountain course.

So ended a good meeting with the hope that Sir Henry Birkin will find that odd mile-an-hour soon, and that Mrs. Stewart will have better luck with her engine another time.



[*Motor Sport Photograph*

Sir Henry Birkin breaking the mountain course record in his Maserati

THE AUGUST BANK HOLIDAY MEETING—continued.

RESULTS.

FIRST AUGUST MOUNTAIN HANDICAP.

	H'cap m. s.
1. R. F. Oats (O.M., S., 1,484 c.c.)	0 28
1. R. Mays (Invicta, 3,467 c.c.)	scr.
3. P. Fotheringham-Parker (Alvis, 1,991 c.c.)	0 38

Won at 65.21 m.p.h.

FIRST AUGUST ONE-LAP SPRINT HANDICAP.

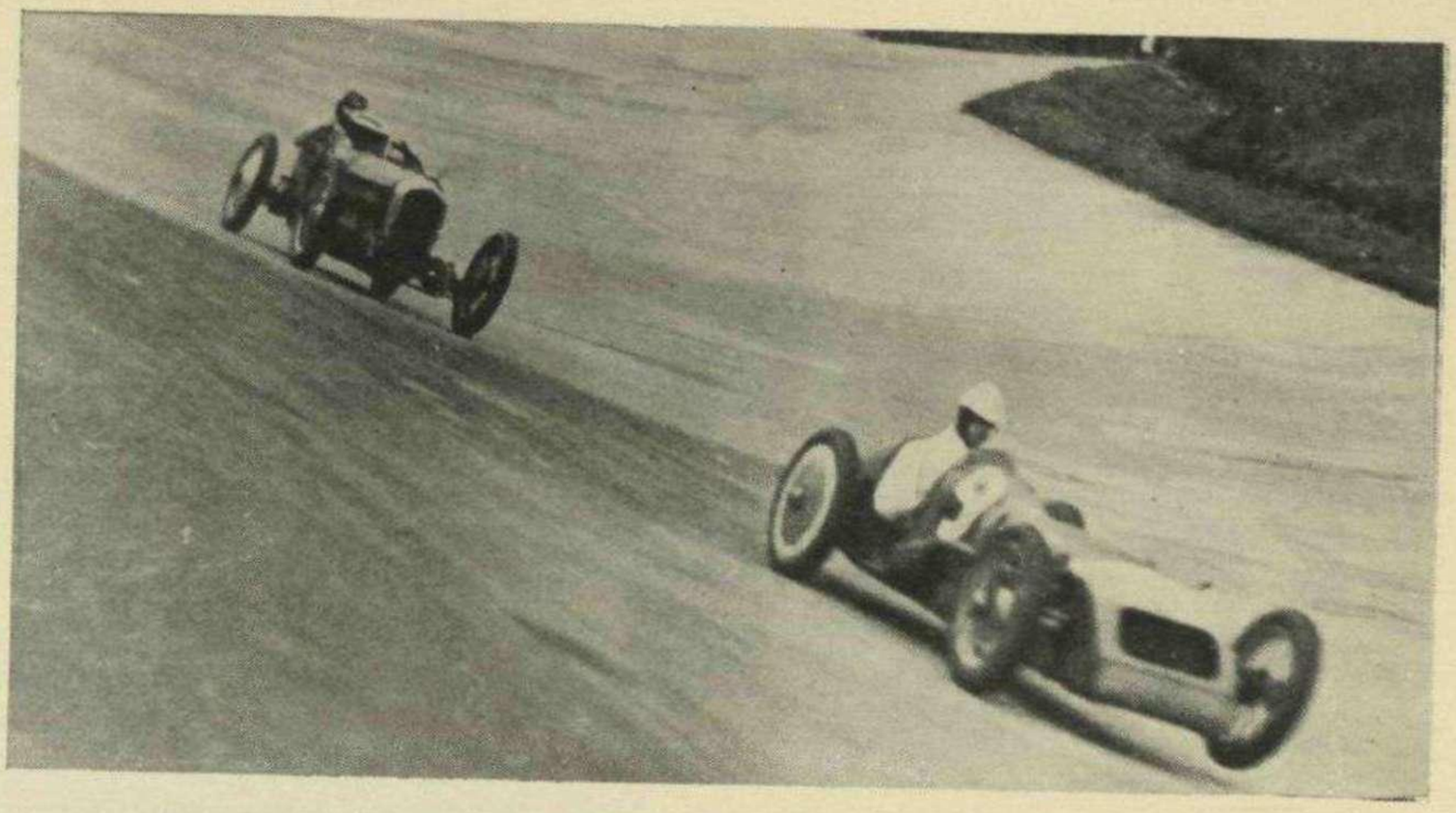
1. J. H. Bartlett (Salmson, S., 1,087 c.c.)	0 18
2. A. L. Baker (Salmson, S., 1,078 c.c.)	0 21
3. C. Paul (Sunbeam, 1,938 c..c)	scr.

Won at 87.84 m.p.h.

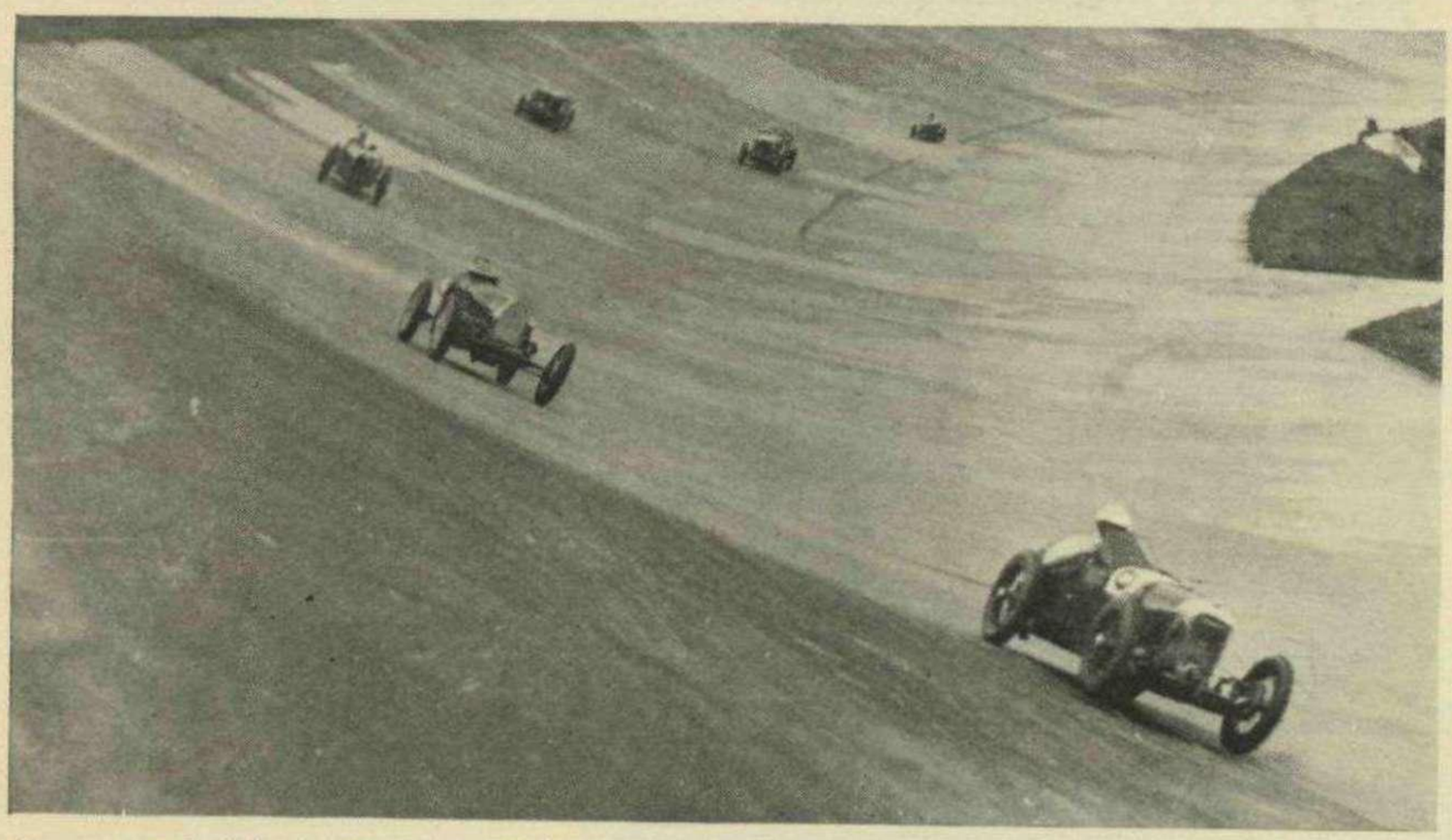
LONDON LIGHTNING SHORT HANDICAP.

1 J. R. Jeffress (Bugatti, 1,990 c.c.)	0 48
2. R. F. Oats (O.M., S., 1,447 c.c.)	0 41
3. B. E. Lewis (Talbot), 2,276 c.c.)	0 48

Won at 97. 04 m.p.h.



H. W. Purdy (Thomas-Special) winning the "Lightning Long" from Jack Dunfee's Ballot.



A group in the "Junior Long"—H. T. H. Clayton (Amilcar), who finished third, leading Brackenbury and Welch (Bugattis) off the banking.

LONDON JUNIOR SHORT HANDICAP.

1. W. E. Humphreys (Amilcar), S., 1,093 c.c.)	0 24
2. A. T. G. Gardner (M.G. Midget, 757 c.c.)	1 20
3. V. E. Horsman (Triumph, 832 c.c.)	1 23

Won at 99.62 m.p.h.

SECOND AUGUST MOUNTAIN HANDICAP.

1. T. S. Fothringham (Bugatti, 1,990 c.c.)	1 40
2. B. E. Lewis (Talbot, 2,276 c.c.)	1 14
3. J. H. Bartlett (Salmson, S., 1,087 c.c.)	1 22

Won at 63.81 m.p.h.

SECOND AUGUST ONE-LAP SPRINT HANDICAP.

1. R. F. Oats (O.M., S., 1,484 c.c.)	0 21
2. L. Cushman (Austin, S., 749 c.c.)	0 29
3. P. Fotheringham-Parker (Alvis, 1,991 c.c.)	0 33

Won at 100.21 m.p.h.

LONDON JUNIOR LONG HANDICAP.

1. A. Bevan (Bentley, 4,398 c.c.)	0 9
2 L. Cushman (Austin, S., 749 c.c.)	0 25
3. H. T. H. Clayton (Amilcar, S., 1,093 c.c.)	0 23

Won at 102.04 m.p.h.

THIRD AUGUST MOUNTAIN HANDICAP.

1. H. C. Hamilton (M.G., 2,468 c.c.)	0 40
2. E. F. Phillips (B.C. Special, 749 c.c.)	0 30
3. W. Esplen (Talbot, 2,276 c.c.)	0 10

Won at 55.42 m.p.h.

LONDON LIGHTNING LONG HANDICAP.

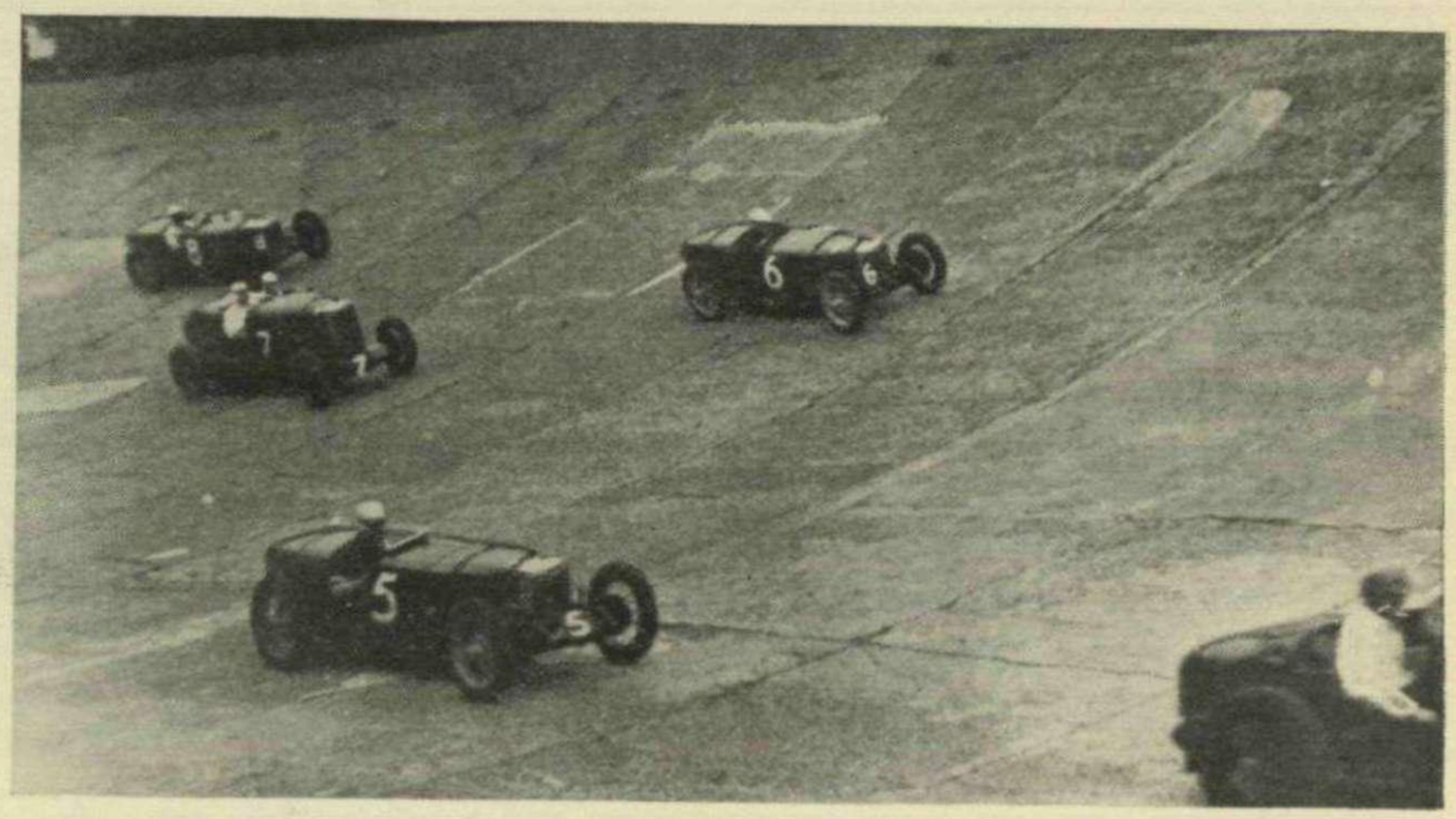
1. H. W. Purdy (Thomas Special, 1,493 c.c.)	1 4
2. J. Dunfee (Ballot, 2,973 c.c.)	1 4
3. Sir H. R. S. Birkin (Bentley, S., 4,398 c.c.)	0 5

Won at 103.61 m.p.h.

THE "DAILY SKETCH" VETERANS' RACE.

1. Rover, 1903 (R. Livesey) ...	3 14
2. Wolseley, 1903 (J. H. Wylie)	3 14
3. Mercedes, 1903 (E. Fedden) ...	0 30

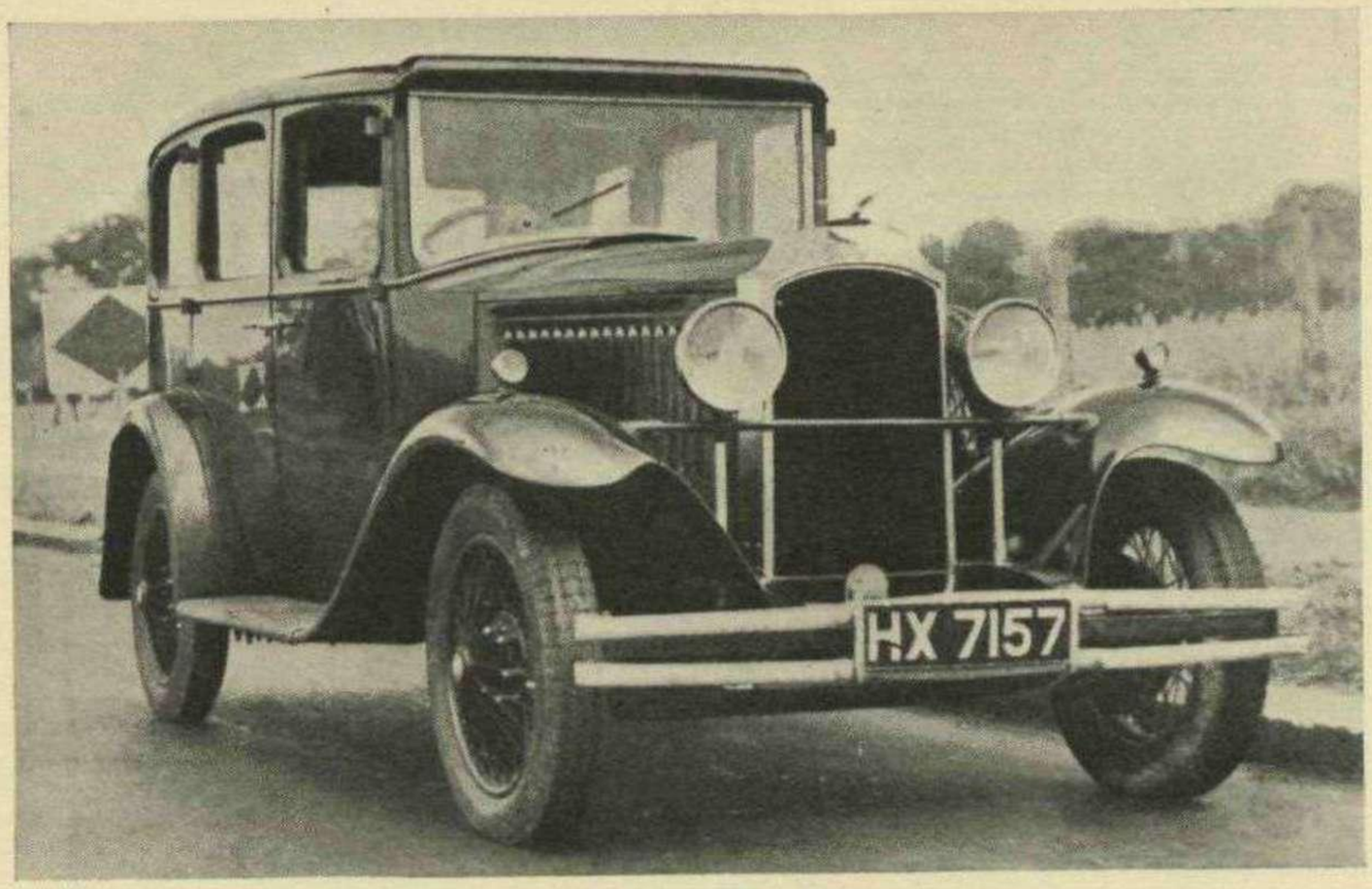
Won at 24.99 m.p.h.



A Riley "formation" in the Third Mountain Handicap. The drivers are W. W. Straight (No. 5), R. Pauling (No. 6), W. A. Cuthbert (No. 7), and E. N. Ward (No. 8).

THE VAUXHALL "CADET"

IMPRESSIONS AFTER LENGTHY WEEK-END RUN



Principal Characteristics.

Engine : Six-cylinder, o.h.v. (push-rod operated), 67½ m.m. bore by 95 m.m. stroke—cubic capacity 2,048 c.c.

Transmission : Three-speed gearbox with central change.

R.A.C. rating 16.9 h.p. (Tax, £17.

Prices : Chassis £185—Saloon £280—"Sportsman's" coupe £298—Open two-seater £295—Tourer £275—Saloon de luxe £298.

THE name of Vauxhall has always been one which sports car enthusiasts have held in respect, and the memory of the famous 30-98 will die but slowly. In fact there are today firms which specialise in selling reconditioned cars of this famous type.

However, we are not at the moment concerned with history, but with a present model produced by this firm; to wit, the Vauxhall Cadet. This is produced with a selection of open and closed bodywork, varying from a sporting two or four seater to a sportsman's coupé or normal saloon. The actual car tested by us was one of the saloon models, which sells at £280 and is certainly amazing value for the money.

Naturally times have changed since the early Vauxhall days, and the new model has but little in common mechanically with its prototypes, but it is a thoroughly roadworthy successor to its famous ancestor.

The car was in our possession for a week-end, and during that time, covered districts from the South East coast to the North of Wales, so that we cannot be accused of not trying it out. The result of this motoring made us realise that its somewhat sober appearance belied its performance, and that it has great possibilities for long distance touring with the minimum of fatigue.

The first impression on taking over the car was one of remarkable smoothness and silence, and there is no doubt that this is of great benefit on a long run, as the engine never appears to be working really hard and can be driven as fast as one likes continuously. It is a six cylinder overhead valve unit of normal design, with push rod valve gear. The bore and stroke is 67.5 mm. 95 mm. giving a rated horse power of 16.9 and a capacity of 2048 c.c.

The springing is governed by adjustable hydraulic shock absorbers and the road holding above the average. The steering is operated by a Bishop cam and lever mechanism, and functions admirably, requiring little effort and having good self centering action.

The necessity of a run up to North Wales and the observing of a trial in that district gave an opportunity of testing its average speed capabilities, and we found that these are greater than the maximum speed would lead one to expect.

The maximum speed on the level does not exceed 65 m.p.h., but a cruising speed of over 50 m.p.h. can be maintained indefinitely, while hills call for but little reduction of speed. Second gear gives 40 m.p.h. but is not meant for use at this speed.

American influence is very noticeable in the flexibility of the engine, and it is meant to be driven by lazy people with a long way to go. This is apt to prove rather a disappointment to the 100% sports car enthusiast, but it has its points, certainly for anyone out to cover the ground with the least possible trouble On that day we covered 410 miles in addition to the usual hanging about and incidental work connected with trials, and the only suggestion we could make at the finish was that Moseley air cushions would have been an improvement on the present seating for such work.

These, nevertheless, are really very comfortable, and in more normal use would never have provoked comment. But such alterations are easily carried out by the owner if he desires them.

The brakes, in common with all models of the Vauxhall range, are extremely powerful and smooth, also light to operate. They are semi-servo operated and will bring the car to rest in 55 feet from 40 m.p.h. without effort and without any tendency to lock the wheels. The surface used for the test was ordinary dry tarmac.

The car is well finished in both body and chassis, and should commend itself to the man who wants a useful and roomy car with a lively and comfortable performance. The distributors for this make are General Motors Ltd., The Hyde, Hendon, London, N.W.9.

The Relay Grand Prix

ON 25th July the Light Car Relay Grand Prix was held at Brooklands under very adverse weather conditions when a tremendously heavy rain storm rendered the track waterlogged. Nevertheless sixty-six—the full entry list—took part in the event, and considering the heavy going, the speeds put up by many of the competitors were very good. The race was won by Captain Waite's team of blown Austin Sevens with an average speed of 81.77 m.p.h., and the second team to finish—comprising an Austin, a Lea-Francis and a Riley—averaged 80.14 m.p.h. Three unsupercharged Austins came third at 65.01 m.p.h.

WINNERS OF AWARDS.

First Prize, The M.G. Challenge Trophy, replica and purse of 25 guineas.—Capt. A. C. R. Waite (three 747 c.c. supercharged Austins). To the drivers, L. Cushman, J. D. Barnes and C. Goodacre, souvenirs. Second Prize, The Mobiloil Cup.—J. C. Elwes (1,496 c.c. Lea-Francis, 1,089 c.c. Riley, 747 c.c. Austin (S.). To the drivers, A. N. Maclachlan, A. M. C. Jameson and J. C. Elwes, replicas. Third Prize, The Morgan Cup.—P. W. Marriage (three 747 c.c. Austins). To the drivers, P. W. Marriage, A. D'Arcy Browne and R. R. M. de Bolleroche, replicas.

Prizes awarded to Entrants and Drivers who do not benefit by the list given above.

"*The Light Car and Cyclecar.*"—Challenge Cup and replica.—To the entrant of the first team which ran to schedule and finished the race within qualifying time, C. Anthony (1,496 c.c. Aston-Martin, 847 c.c. M.G. Midget, 847 c.c. M.G. Midget). To the drivers, C. Anthony, C. E. Wood and A. Jones, souvenirs. The March Cup.—To the entrant of the first one-make team to finish the race within qualifying time. The Earl of March (three 746 c.c. supercharged M.G. Midgets). To the drivers, H. D. Parker, the Earl of March and G. K. Cox, souvenirs. The John Yule Cup.—To the entrant of the first mixed team to finish the race within qualifying time. J. Street (1,496 c.c. Bugatti, 1,496 c.c. Bugatti, 750 c.c. B.C. Special). To the drivers, R. L. Duller, J. A. Robinson and C. G. L. Willis, souvenirs. "*The Autocar*" Souvenirs.—To the entrant and drivers of every team which completed the race irrespective of schedule, but in qualifying time and provided they won no other award. The Hon. Mrs. Chetwynd (1,496 c.c. Lea-Francis, S., 746 c.c. M.G. Midget, 1,271 c.c. Wolseley Hornet). Drivers, the Hon A D Chetwynd, the Hon Mrs. Chetwynd and F. S. Hutchens C. A. Paul (1,089 c.c. Riley, 1,847 c.c. Aston-Martin, 1,354 c.c. Windsor). Drivers, R. S. Outlaw, C. H. Masters and C. A. Paul. R. Littlewood-Clarke (three 847 c.c. M.G. Midgets). Drivers R. Littlewood-Clarke, S. Pepper and P. H Lim. R. R. Jackson (three 746 c.c. M.G. Midgets, S.). Drivers, R. T. Horton, R. R. Jackson and A. T. G. Gardner. Miss V. Worsley (three 747 c.c. Austins). Drivers, E. C. H. Randall, Miss V. Worsley and A. G. B. Wood. G. H. Goodall (996 c.c. Morgan, 996 c.c. Morgan, 1,096 c.c. Morgan). Drivers, H. C. Lones, A. C. Maskell and T. A. Rhodes.

An English 1,000 Miles

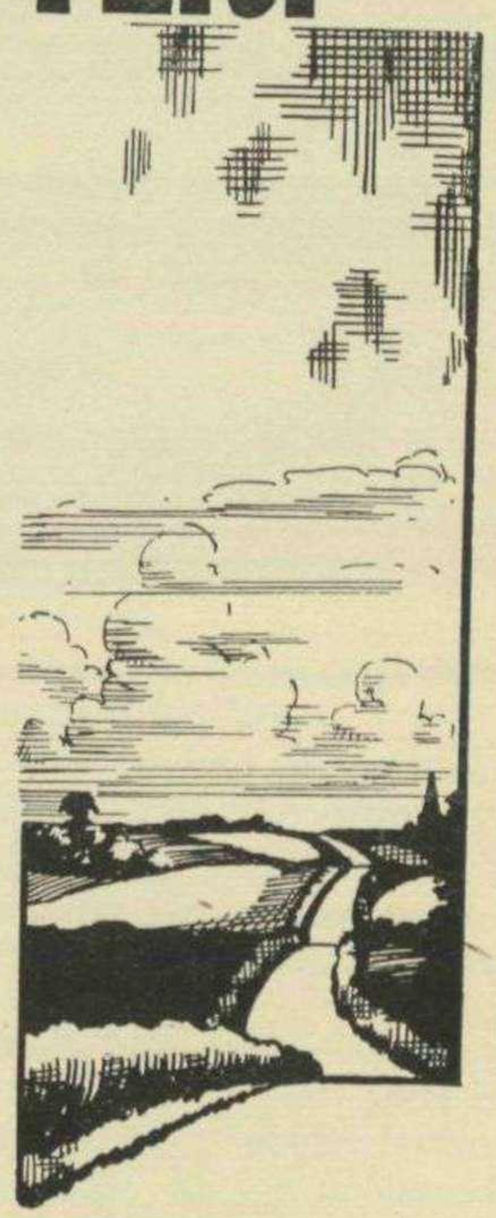
IT is proposed to organise an International 1,000 Miles Race at Brooklands early next year for cars coming within the International Categorie Sport. This embraces cars of all sizes, and the Junior Car Club, who will stage it, will extend invitations to foreign teams.

It is intended to run the race for approximately eight hours on a Friday and Saturday, as legal restrictions prevent the use of the Track during the hours of darkness. It is understood that the smallest cars in the race would start on their 1,000 miles at 10 a.m. on Friday, but the largest cars would be held back until some hours later.

Although Italy has held a 1,000 miles race for some time, there has never before been a contest of this character in England.

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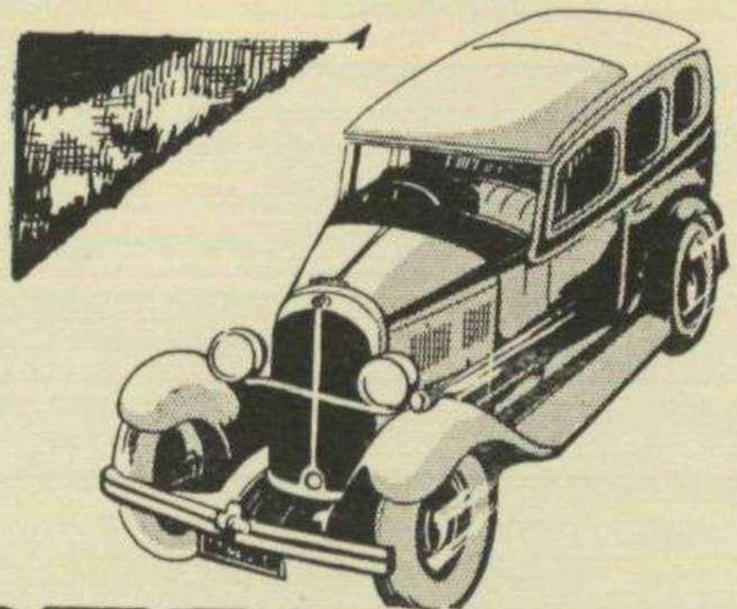


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ITEMS OF INTEREST

FROM VARIOUS SOURCES

The 500 Miles Race.

SIR HERBERT AUSTIN has entered a team of four supercharged Austin Sevens for the B.R.D.C. 500 Miles Race which is being held at Brooklands on October 3rd. The entry is an exceedingly interesting one as these cars, to perform as the handicap says they must, will have to average a speed of no less than 94 m.p.h. for the 500 miles! Even at this speed they will not appear to be travelling very fast, for the larger cars are expected to average somewhere in the region of 115 m.p.h. for the distance.

The Earl of March is to enter a team of supercharged M.G.s. It must be remembered that the full Brooklands course is being used and that the cars have simply to cover the 500 miles as fast as they possibly can. There are no restrictions regarding bodywork and no obstacles on the track.

We are again to see the Bentleys in action. Sir Henry Birkin is to enter the famous 4½ supercharged single-seater which at one time last year held the lap record at over 135 m.p.h. Anthony Bevan will also appear with another 4½ supercharged Bentley.

Lord Howe, also, has signified his intention of piloting his 2,300 c.c. supercharged Bugatti in the race and, from what we know of his lordship's capabilities, he should be regarded as one of the probable winners. Sir Malcolm Campbell is to compete as well, but at the moment he prefers not to mention the make of car he will drive.

Pocket Tyre Gauge.

A POCKET gauge for reading tyre pressures, fitting like a fountain pen into the waistcoat pocket, is now being marketed by the Dunlop Rubber Co. Ltd. There are two models—the balloon, reading from 6 to 52 lbs. per square inch in 1 lb. units, and the giant from 30 to 170 lbs. in 5 lbs. units. The plunger is calibrated to show these increases and the little instrument is both simple to work and remarkably accurate in its recording.

Developments in Buenos Aires.

AS already announced, Rootes Ltd. have formed a new company—Rootes (Argentina) Ltd.—to handle sales and service in the Argentine and South America generally. This step was decided upon following the visit of Mr. R. C. Rootes to the Buenos Aires British Trade Exhibition last March.

Big premises for showrooms and offices have been taken in Buenos Aires, and these have now been opened.

Thus successfully launched, it is hoped that an important and useful future lies before Rootes (Argentina) Ltd., the Sales Director of which is Mr. R. W. H. Cook.

Post-Summer Skids.

EXPERIENCE has disclosed, and statistics have confirmed, that August and September are the worst months in the calendar for skids. Discounting the larger number of vehicles on the roads and the holiday spirit, which tends towards carelessness among drivers, there remains an enormous number of skids that are caused by the "end of the summer" condition of glass-smooth roads.

The frequent and heavy winter rains render these surfaces fairly innocuous by washing them clean. But in summer, when they become wet after a dry spell, then a skating rink is to be preferred as a motoring surface.

This treacherous condition is explained by the fact that in addition to ordinary dust, a film of rubber is deposited on the dry, smooth road by the friction of tyres. Oil drippings mix with the rubber and provide a compound which is turned by the first drops of rain into a perilous coating of grease.

Tyres and oil are not, however, entirely responsible for such a state of affairs. The materials of which these glassy roads are constructed have an oil base, and some of the oil content seeps through to the surface to add its quota to the slime at the first shower of rain.

The remedy lies, obviously, in surfacing with a non-slippery substance, and most surveyors are now coming to realise that this can be done cheaply and efficiently by tar-spraying followed by a generous coating of large-size chippings lightly rolled in.

Private Cars and Trailers.

THE Automobile Association, in a case recently heard at Southam, (Warwickshire) successfully defended a motorist charged with driving a motorcar with a trailer attached, at more than 20 miles per hour.

The A.A. solicitor contended that no offence had been committed as the speed limit had been recently raised to 30 miles per hour by the Minister of Transport.

The Clerk to the Court stated that he had not received the new regulation, which apparently had not been printed at that time, and accordingly the Court adjourned the summons.

At the resumed hearing the Bench dismissed the case and awarded two guineas costs against the police.

New Imperial Innovation.

CAR-TYPE suspension front and rear and unit construction of engine and gearbox are features of a new motorcycle which will shortly be placed on the market by the New Imperial Company. In spite of these novelties, the machine is of orthodox appearance.

It has long been appreciated that the normal motorcycle frame, being rigid at the rear, must necessarily allow back-wheel bounce. On the straight this causes slight discomfort to the rider only, but on a corner it tends to deflect the machine from its true course and is thus largely responsible for skidding.

Rear springing is by no means new, but in almost every design so far produced there have been inherent drawbacks which more than counterbalance the advantages gained. It is stated that these have been overcome on the latest New Imperial and that it is not only particularly comfortable but can be banked over on greasy surfaces to a degree which would be disastrous with the normal type of machine.

Much of the success of this new mount is due to the fact that the springs both front and rear are fitted with shock absorbers, which can easily be adjusted by hand whilst in motion. By this means the exact balance for varying loads and road surfaces can always be obtained. Obviously, if a pillion passenger is carried the rear suspension must be stiffened, this being done instantaneously by a turn of a knob.

On most motorcycles the front chain requires continual attention. It wears and stretches rapidly, necessitating frequent movement of the gearbox and back wheel and adjustment of the gears. The unit construction of this new machine removes the necessity for this. The chain runs in an oil-tight case and has a spring-tensioning device. Tests for many thousands of miles have shown that the one-time vulnerable front chain will last without attention for several years of ordinary work.

The machine will be listed in two sizes—350 c.c. and 500 c.c.—both having overhead valve two-port engines. The valves and operating mechanism are totally enclosed, this, with the enclosure of the primary chain, providing a very marked degree of mechanical silence. It is stated that the price will be in the neighbourhood of £60, but the exact figure will depend upon the engine size and equipment fitted.

The A.A. Irish Handbook.

THE Automobile Association has now issued the Irish Handbook for 1931-32.

Particulars are given of all hotels and garages holding the full appointment of the A.A. in Ireland, whilst for the first time hotels having hot and cold running water provided in the bedroms are shown.

Up-to-date information is given concerning foreign tours, steamship charges for motor vehicles, lighting up tables for Northern Ireland and the Irish Free State, and a table "Your car tax at a glance," which shows the amounts due for taxation according to horse-power on an annual, quarterly or monthly basis.

A feature of the publication is a map in atlas form (scale 16 miles to the inch) which will be of the utmost service when touring.

In addition full information is given regarding crossing the Border from the Free State to Northern Ireland and vice versa, whilst the legal sections for Northern Ireland and the Irish Free State have been revised and brought up-to-date to include recent legislation.

Triumph Cars for 1932

A New "Nine" in the Range

AT the invitation of the Triumph Company we recently paid a visit to their works at Coventry to inspect their range of models for the coming year.

Among these is an entirely new 9 h.p. car which has a four-cylinder engine with overhead inlet valves and a three-bearing crankshaft. A four-speed gearbox is included in the standard specification and other items are semi-elliptic springs all round with Silentbloc bushes, rear petrol tank and underslung worm-drive back axle. As a two-seater it is to be listed at £175, and as a saloon, it costs the same. The new model will also be sold in *de luxe* form at £185.

The popular "Super Seven" sports two-seater, which has done so well in competitions both in this country and abroad is retained in the Triumph range, but numerous detail improvements have been added to its general specification, and like the other types it can now be had with a four-speed gearbox. The price is £147 10s.

An innovation is found in the saloon Triumphs in the "pillarless" door arrangement which allows exceptionally easy access to both front and rear compartments. This is made possible by the absence of the usual central column between the doors, and it gives an entrance space of nearly four feet.

The small six-cylinder, which made its appearance at last year's Olympia Show, has been improved in many respects, whilst at the same time the prices have been materially reduced.

Three types are listed—a 2/4 seater de luxe at £175, a four-door coachbuilt saloon at £185 and a de luxe model with four-speed gear-box at £205. All round improvements include increase of the track and wheel base to 3 ft. 7½ ins. and 7ft. 8¼ ins. respectively, a rear mounted tank and semi-elliptic springs with Silentbloc bushes and Luvax hydraulic shock absorbers.

In addition to its four-speed gearbox, the *de luxe* saloon is standardised with a sliding roof, spring bumpers, safety glass all round and real hide upholstery. A four-speed box can be supplied with the two other Scorpions for an extra of £5 5s. only. All Triumph cars are fitted with Lockheed hydraulic brakes.

The full list of 1932 Triumphs is as follows:—

"Super Sevens." De Luxe Open Cars: 2/4 seater, £140; Tourer, £140; Sports 2-seater, £147 10s. Coachbuilt Saloons: Two-door, £150; Four-door (pillarless), £150; de luxe model (two- or four-door) four-speed, £165.

"Super Nines." (all four speeds).—2/4 seater de luxe, £175; Four-door coachbuilt saloon, £175; de luxe model £185. Six-cylinder "Scorpions," 2/4 seater de luxe, £175; Four-door coachbuilt saloon, £185; de luxe model four-speed, £205.

Letters from Readers.

Brooklands Possibilities.

IN the July issue of MOTOR SPORT there was an article entitled "Brooklands Possibilities" in which certain criticisms and suggestions were made regarding the running of races at the track and the general organisation found there. I think the ideas of the writer are extremely sound, and his criticism well justified.

As one who has attended Brooklands for many years, both for pleasure and business, I think I am entitled to say that it is time these headquarters of British motor racing were braced up so as to make Brooklands a place fit for the mildly interested people to visit—as apart from the wildly enthusiastic (who will endure any discomfort and inconvenience, provided they can see some sort of racing).

One can forgive the organisers if they sometimes fail to provide a programme which is first-class, and which holds the attention of every onlooker all the time—in these days of *ennui* that must have a difficult job. But what I find so irksome is the catering arrangements, which I consider (to put it very mildly) very poor indeed. At any of the big meetings when the attendance is large, the service in the restaurant is distressing and the charges exhorbitant.

C. S.

Tring, Herts.

Speeds in the "Double-Twelve."

IN a recent issue, your correspondent complains that in the last seventeen years, average speeds of "baby" cars are only a mile-an-hour or so faster than those of the 1914 Singer "Ten." He then quotes the average speed of the M.G. in the "Double-Twelve" against that of the 1914 Singer.

He obviously forgets that there is an artificial course to be negotiated in the "Double-Twelve," while, presumably, the Singer ran on an open track. In spite of the corner, one of the M.G.'s averaged 68 m.p.h. for ten hours, and lapped at over 70 m.p.h.

Let him remember the records, broken at 83 m.p.h., by an unsupercharged M.G., then can he still maintain that we have made no progress in this "baby" class?

Denis H. Cohen.

Harrogate.

Letters on any subject of interest to readers of "Motor Sport" are always welcome, but correspondents are asked to be as brief as possible.

Club News

BRIGHTON AND HOVE M.C.

ON Saturday, September 5th, the club will hold its annual Brooklands meeting which is open to members of all clubs affiliated to the South-Eastern Centre of the A.-C.U. driving cars, and also to members of the J.C.C., the M.G.C.C. The Light Car Club and the North-West London M.C.

The first event will take place at 10.30 a.m. All the enclosures will be open to the public, the price of admission being 2s. 6d. per person, cars 2s. 6d. children 1s. 3d. Admission to the grand stand will be 1s. (children 6d.). Members of the promoting club will be admitted free (cars 2s. 6d.), and there will be no admission charge for cars or crews in the case of competitors.

The programme of events will consist of a one-hour's high-speed trial for cars, in which 850 c c cars must average 45 m p.h., 1,100 c.c. cars 53 m.p.h. and cars up to two litres 57 m.p.h. The entry fee is 10s. A similar event for three-wheelers and motor-cycles will be held at 12 o'clock. Other events include a relay race for cars and motorcycles for which the entry fee is 5s., a two-lap handicap race for three-wheelers and motorcycles (entry fee 5s.), and "The Brighton Road Race" on last year's "Double-Twelve" course (entry fee 15s.).

THE LIGHT CAR CLUB.

Members are reminded that the club has been invited to compete in the following events:—Brighton and Hove M.C Brooklands Meeting (September 5th); Sunbeam M.C.C. Speed Trials (September 12th)—for cars under 850 c.c. only; West Kent M.C. half-day trial (October 3rd) and the Liverpool M.C. Reliance Cup Trial (October 24th).

"LONDON-BARNSTAPLE" RESULTS.

The following are the results of the Mid-Surrey A.C. London to Barnstaple Trial, which was held on July 31st and August 1st:—

Surbiton Challenge Cup and Special Silver Cup for best performance: J. R. Temple (M.G. Midget).

Silver Cups: J. S. Drewett (Austin), F. N. Foster (Wolseley Hornet), H. S. Linfield (M.G. Midget S.), and R. Way (two-litre Rover).

Silver Medals: W. R. Writer (M.G. Midget), E. J. Erith (Wolseley Hornet), H. C. Hunter (Riley), M. W. B. May (Aston-Martin), J. S. de Freitas (Singer Six), and H. A. Close (M.G.).

Bronze Medals: G. E. Taylor (M.G. Midget), Mrs. M. Vaughan (Riley), and A. Negal (Morris Major).

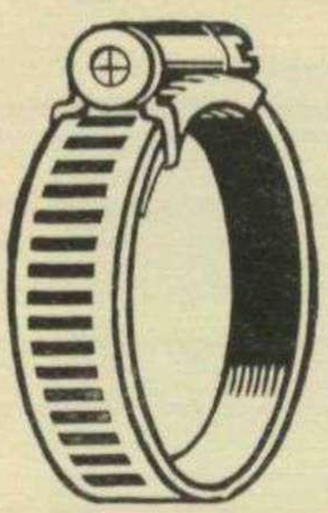
Team Award: J. R. Temple (M.G. Midget), G. E. Taylor (M.G. Midget), and F. N. Foster (Wolseley Hornet).

"SUNBAC."

An additional fixture has been arranged for Wednesday, September 16th, on which date an evening car trial will be held. The course will be of an interesting but easy nature, and should prove attractive to newcomers to competition driving. The Old Crocks Run has been postponed from September 5th until October 10th. The September Members' Meeting will be on Sunday, September 6th, and will probably take the form of a run to Derbyshire.

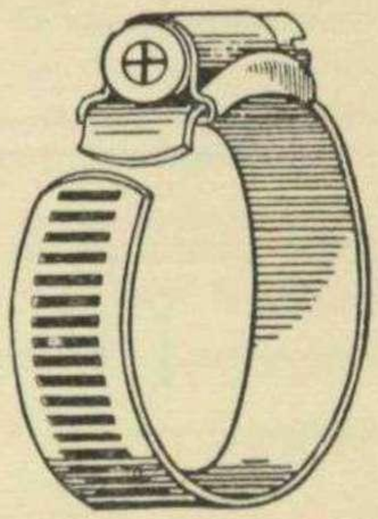
The Editor invites Club Secretaries to send details of their fixtures, sporting and social, for publication in these columns. These items should be sent to reach this office not later than the 16th of the month.

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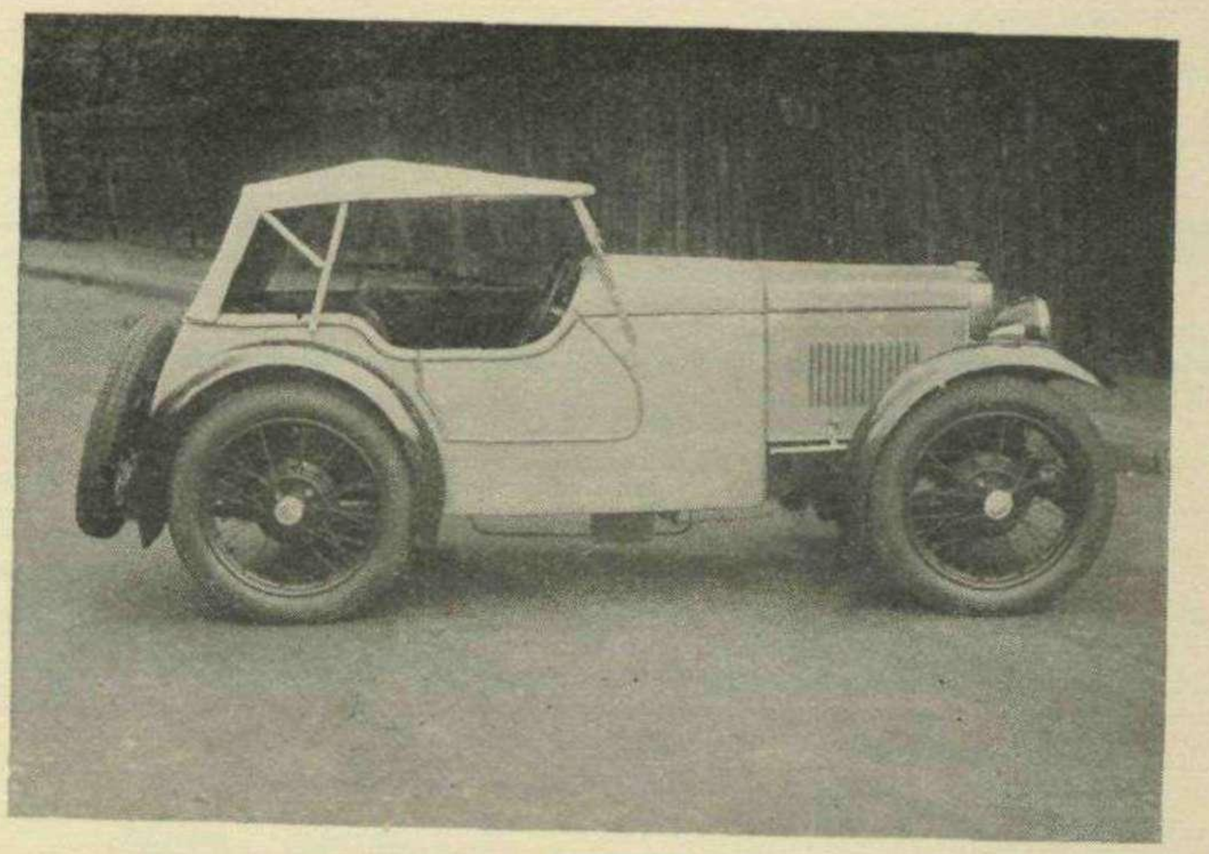
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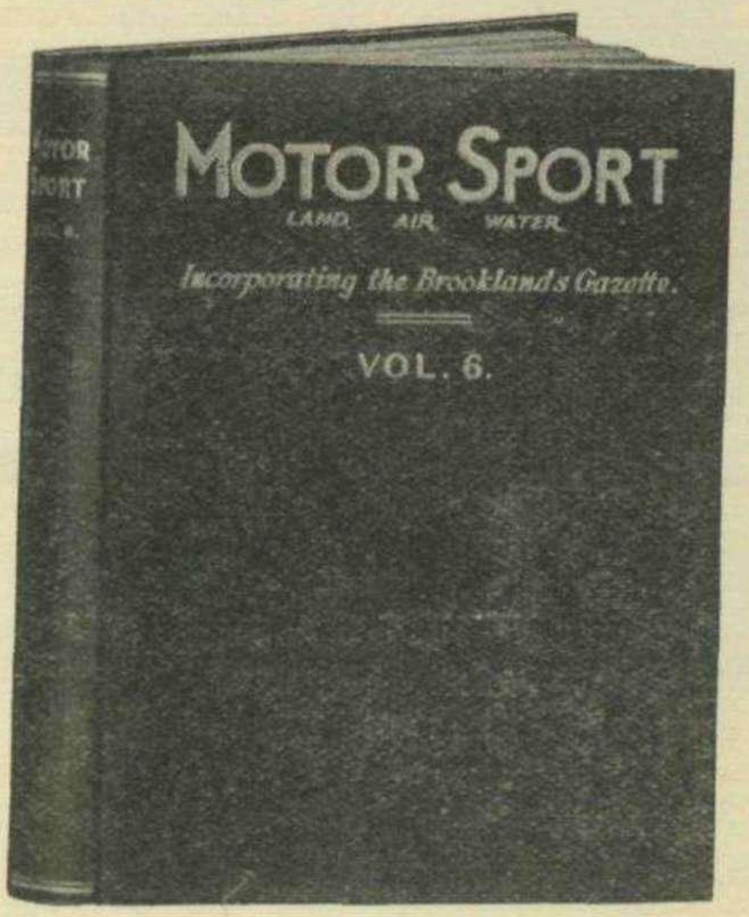
VOLUME 6

CONTAINING 12 ISSUES - - NOVEMBER, 1929 TO OCTOBER, 1930

MOTOR SPORT

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THE 100 M.P.H. AUSTIN—

AND WHAT CAPTAIN WAITE HAD TO SAY ABOUT IT

THE rapid development of the " 750 " racer has been one of the most noticeable features of motor racing in the last few years, and this has certainly been stimulated by the friendly competition between the M.G. and Austin in setting up new figures. George Eyston put up some fine performances at Monthlery on the M.G., and it was then up to Austins, who may almost be said to have created the 750 class in racing, to go one better.

An Austin had been in process of being prepared for records for some time past, and the details have been well known for months. The chief points of interest lie rather in the chassis than in the engine, which is entirely on the lines of previous Austins, and it says a great deal for the design of this famous engine that such power can be got out of it without any drastic alterations.

The chassis alterations are made simply to provide a low seating position and the minimum frontal area. This has meant off-setting the propeller shaft so that the driver can sit beside it, and the body work has been built up from this to suit the driver.

Originally it was intended to be driven by Sammy Davis, but when he was unfortunately placed hors de combat for this season, Sir Malcolm Campbell undertook to drive the car. However, when the time came for the record attempts Campbell was unable to be present for the job so Leon Cushman took over, with what success we already well know.

Body " made to measure."

The body was practically " made to measure " for S. C. H. Davis, and Cushman is fortunately very similar in size and build, and was able to fill his place, literally, without difficulty.

So much for the drivers for the moment, while we consider the mechanical side of the question. When talking over the speeds obtained with Capt. A. R. C. Waite shortly after the event, we were very impressed with the quiet accuracy which characterised all the arrangements.

The object was to be the first " 750 " to do 100 m.p.h. for the mile and kilometre, which meant doing the records at Brooklands, as Monthlery is not eligible owing to gradient etc., for these two-way records. Bound up with this object was the desire to be the first side valve engined car in the " 750 " category to beat 3 figures.

A nearly standard engine.

Capt. Waite was keen to emphasise the fact that the engine was a standard production in nearly all respects, always admitting that the record breaking unit had received that extra care in building and tuning which makes that little bit of difference which is so important.

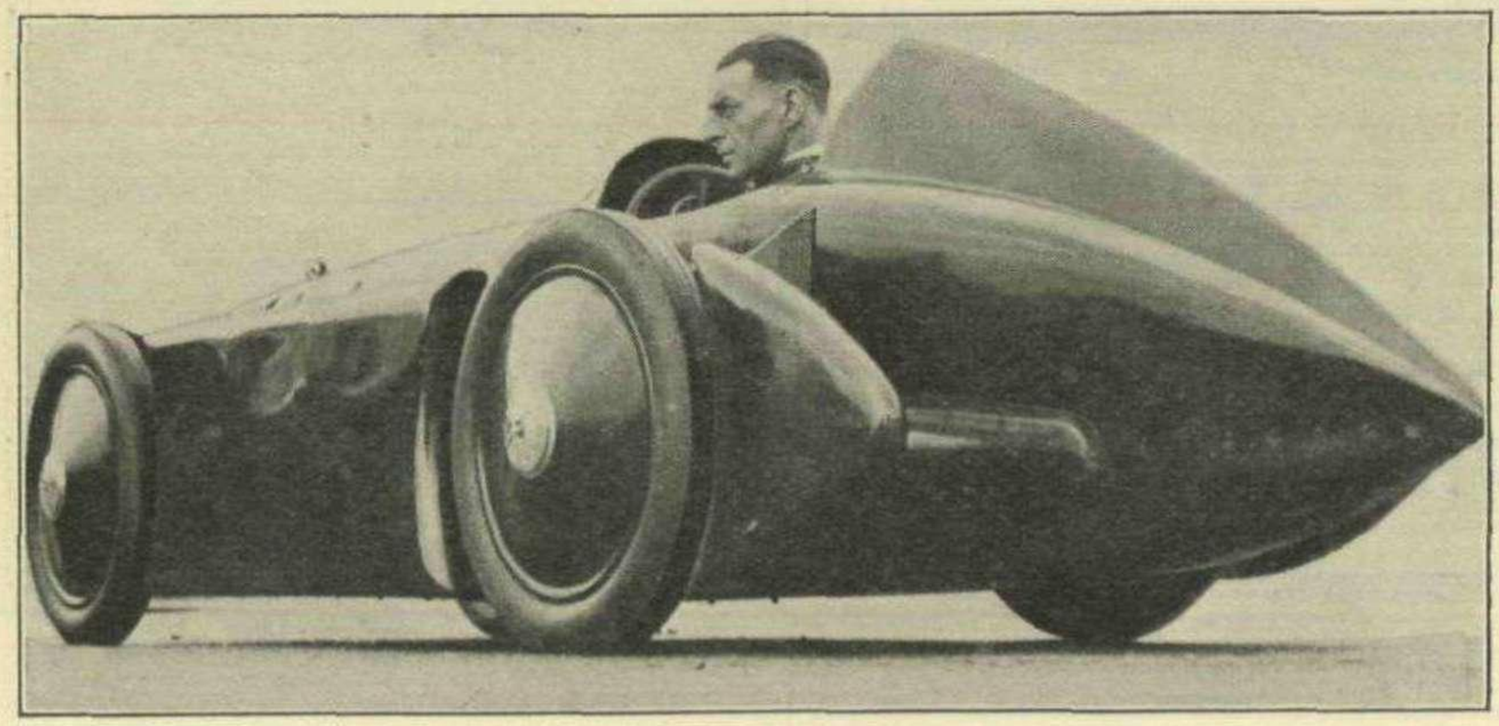
As for the ability of the car to get the record, this was never in doubt, as the car itself had been subjected to wind-tunnel tests at Vickers, and it was now within a horse-power or so of what was required of the engine to do the necessary speed.

A blower pressure of 15 lbs. to the square inch was used, and the blower itself was of the Roots type, and actually made by Austins themselves for the job.

The engine gave 56 b.h.p. at 6,000 r.p.m., and was run at this speed for the records. When everything was complete and the car had been lapping at 99 m.p.h. they stripped down the engine for examination and found a slight crack in a valve seating. Accordingly another cylinder block was fitted and the records duly obtained, a good example of the value of standard parts for racing. The radiator is separately mounted in a similar manner to that on " Bluebird " but was actually designed as such, prior to the making of Campbell's record-breaker.

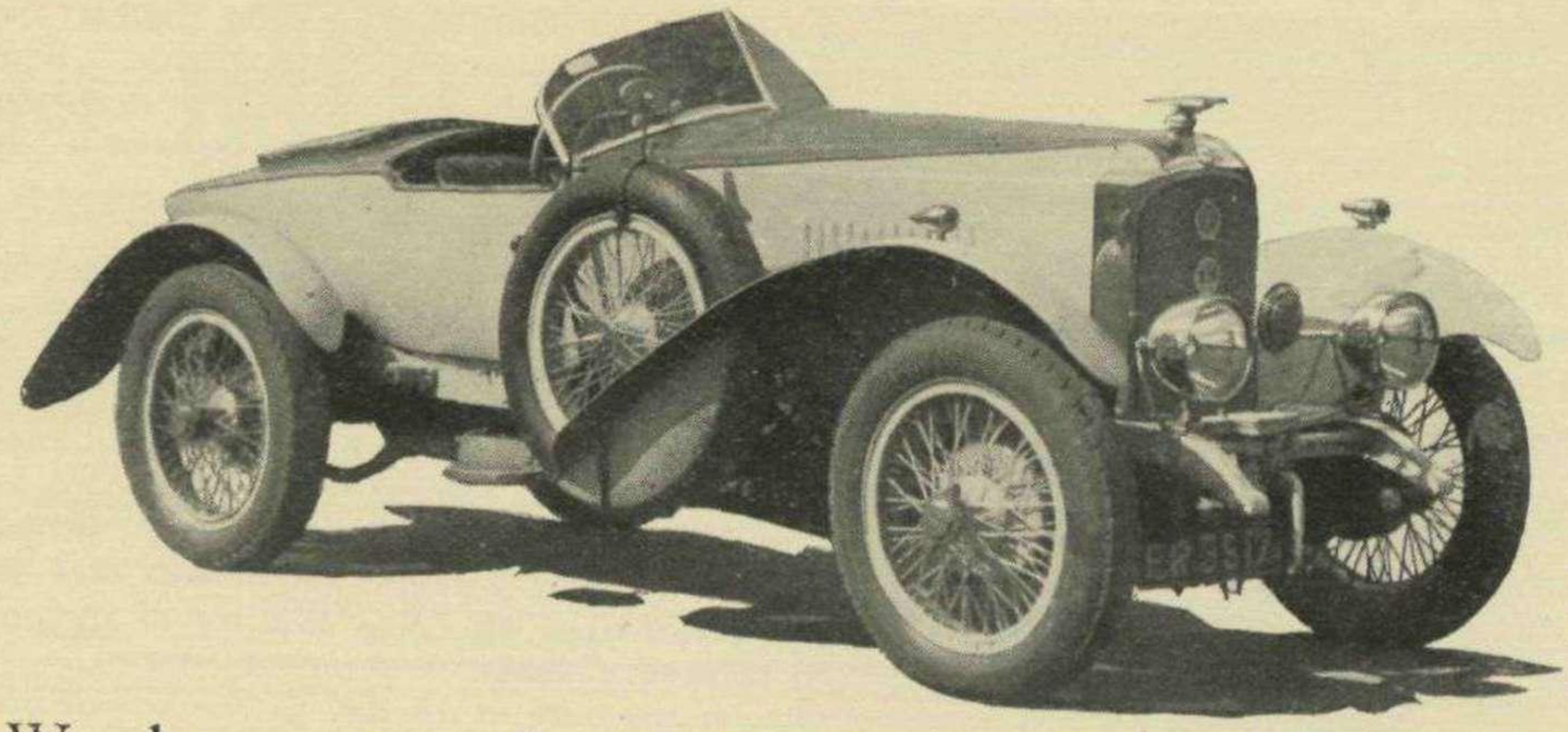
The first record attempts were made with discs on all wheels, and the record was raised to 99.64 for the kilo metre. The wind was a bit tricky that day, however, and Cushman reported that the car was not too easy to hold when going into the straight, so the front discs were removed with great improvement in the controllability, and also in the speed, which went up to 100.67 for mile and 102.28 for the kilometre.

Congratulations to all concerned on a very fine performance.



A very gallant little motor. A three-quarter rear view of the 100 m.p.h. 750 c.c. Austin, with Leon Cushman gracing the cockpit. The remarkably fine lines make it easily the snappiest looking miniature racer ever produced. The streamlining was scientifically checked in a wind-tunnel in order to obtain the best possible results.

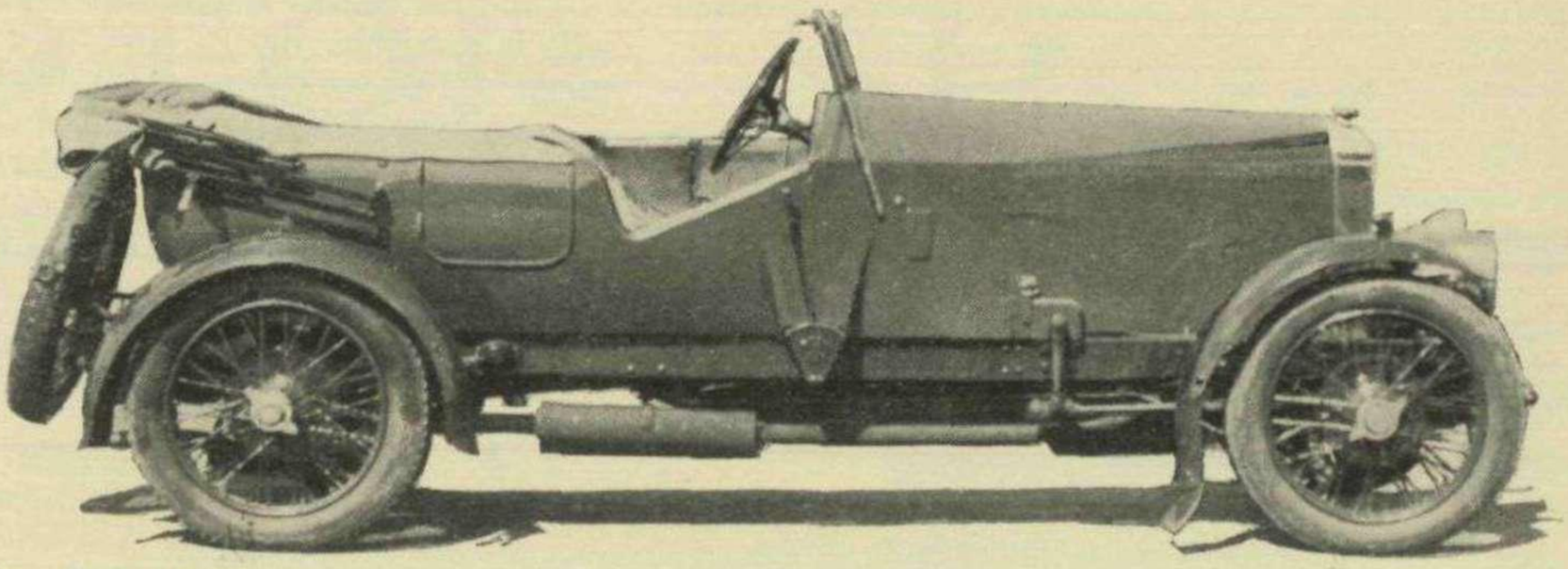
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THE SPORT ABROAD—

The Grand Prix du Comminges.

TO those sceptics who insist that motor-racing can never be really popular with the general public, the Grand Prix du Comminges forms an irrefutable answer. Although only held annually, the organisers have seen their way to erecting a new grandstand at Saint-Gaudens, made permanently of concrete, 232 metres in length, from which 15,000 spectators, all comfortably seated under cover, can watch a large part of the circuit.

Being sensible people, the organisers realise that they cannot hope to attract a large crowd unless all the most famous drivers are competing. At the same time they know that racing drivers, however, well off, will not go to the expense of bringing their cars and mechanics a considerable distance unless there is sufficient inducement in the way of prize-money. Accordingly 90,000 francs was subscribed for this purpose, with the result that a large crowd of comfortably seated spectators watched an exciting duel between some of France's most famous drivers.

The starters were :

Over 1,500 cm.—Etancelin (Alfa Romeo), Lehoux (Bugatti), de Maleplane (Maserati), Czaikowsku (Bugatti), Gaupillat (Bugatti), Pesato (Alfa Romeo), Lormand (Bugatti), Blanc (Bugatti), Mlle. Hellé-Nice (Bugatti), Besaucelle (Ballot), Consiglio (Alfa-Romeo), Giraud-Cabantons (Bugatti), d'Arnoux (Bugatti), Couzinié (Bugatti), Durand (Bugatti), Minangoy (Bugatti).

1.500 cm.—Delorme (Bugatti), Veyron (Bugatti), Ragot (Ragot), Joly (Maserati), Mme Itier (Bugatti), Antonio (Maserati), Meslon (Bugatti), Amade (Bugatti), Rey (Bugatti), Toselli (Bugatti).

1.100 cm.—Scaron (Amilcar), Charier (B.N.C.), Rongieras (B.N.C.), Demazel (Salmson), Faure (Amilcar), Lemoine (Caban).

No "Mercs."

In the absence of the Mercédes cars through a series of misfortunes it was obvious that the chief interest of the race would lie in the renewal of the battle between Etancelin and Lehoux. A fortnight previously Etancelin had won on the Circuit of Dauphiny, and now Lehoux was anxious to have his revenge.

At the start Czaikowski jumped into the lead, and it was clear that a very hot pace was going to be set, for on the first lap he broke the record with a speed of 87 m.p.h. He was followed closely by Lehoux, while hard on his heels came Etancelin. Next in order were Gaupillat, Giraud, Lomand, de Maleplane, D'Arnoux and Joly.

On the second lap Lehoux managed to pass Czaikowski, returning a lap speed of 11m. 7s. Etancelin was still third, followed by Giraud, Lomand, Gaupillat and Joly. The rest of the field were beginning to string our round the 26 kilometres of the lap.

On the third lap Lehoux was still in the lead, but Etancelin was right on the heels of Czaikowski. Gaupillat had succeeded in repassing Lomand, but otherwise the order was the same. Scaron stopped for a few minutes, but quickly set off again.

A Tremendous Duel.

At this stage the struggle for the lead was wonderful to watch. Lehoux again broke the record for the course with a time of 11m. 5s., but only 200 yards separated the first three cars. Etancelin had gradually crept up and was now second. The terrific pace began to tell, and Toselli crashed badly on a corner near the grandstand, fortunately without injury.

Seldom has such tremendous rivalry been seen between the leaders of a race, and one was reminded of the classic struggle between Nuvolari and Varzi at Spa. Both drivers were using all their skill and daring, while there was little to choose between their machines, the 2,300 c.c. 8-cylinder Alfa-Romeo and the double overhead camshaft Bugatti.

At the sixth lap the order was :

Over 1.500 c.c.—1, Lehoux, average 140 km. 648 ; 2, Etancelin, very close behind, then Giraud-Cabantous, Lormand, d'Arnoux, de Maleplane, Gaupillat, Mlle. Hellé-Nice, Blanc, Pesato.

1.500 cm.—1, Joly, average 124 km. 469 ; Veyron, Antonio, Rey, Mme Itier, Ragot, Delorme.

1.100 cm.—1, Lemoine, average 106 km. 064 ; Faure, Rongieras, Demazel.

High Lap Speeds.

On the seventh lap the order was unchanged. The leaders were lapping consistently at over 87 m.p.h., followed by Czaikowski and Giraud, while in the 1,500 c.c. class Joly the leader, was lapping at 80 m.p.h.

So far the centre of interest had been the duel between Lehoux and Etancelin. Lehoux was putting up a magnificent performance in spite of a damaged wrist, while Etancelin was driving a skilful race by letting his rival set the pace, never losing an inch. On the ninth lap, however, he passed Lehoux but his triumph was short lived, for Lehoux driving with an almost ferocious abandon, regained the lead. One second between the first and second cars after 140 miles, with the third man only 59 seconds behind !

Then on the tenth lap Czaikowski came into the pits with a punctured tyre. Encouraged by the excitement of the crowd he made an extraordinarily quick change, and was away in 18 seconds. At the same time Giraud stopped to re-fuel, while Lemoine came in winner of the 1,100 c.c. class.

For a moment the general excitement was hushed, for news came through that Mme. Itier had had a terrible accident, completely wrecking her car. Then it was announced that she herself had escaped injury, much to everyone's relief.

The Herculean struggle between Lehoux and Etancelin continued, and on the 12th lap Etancelin lowered the lap record with a time of 11m. 2s., although Lehoux came past the stands first, two seconds in front of his rival, who in turn was two minutes ahead of Czaikowski. On this lap Joly finished first in the 1,500 c.c. class.

Two laps before the end came tragedy. Lehoux punctured a tyre, a misfortune which at this stage of the race destroyed his chances of securing a win. He pulled in to change a wheel, but while doing so Czaikowski flashed by to gain second place. On the 14th and final lap Czaikowski made a supreme attempt to catch the fleet Etancelin, and finally broke the lap-record by returning a time of 10m. 58s. His effort was too late, however, and Etancelin crossed the line, winner of a most memorable race.

RESULTS.

GENERAL CLASSIFICATION.

1. Ph. Etancelin (Alfa-Romeo), 394 k. 500 en 2h. 48m. 55 4/5s. (average 140 km. 117). 2, Comte Czaikowski (Bugatti), 2h. 50m. 9s.

CLASS WINNERS.

Over 1.500 cm. (394 km. 500).

1. Etancelin (Alfa-Romeo), 2h. 48m. 55 4/5s. (average 140 k. 117).
2. Czaikowski (Bugatti), 2h. 50m.9s.
3. Lehoux (Bugatti), 2h. 52m. 33 2/5s.
4. D'Arnoux, relieved by Zehender (Bugatti), 3h. 1m. 35 4/5s.
5. Giraud-Cabantons (Bugatti), 3h. 2m. 56 4/5s.
6. Gaupillat (Bugatti), 3h. 5m. 5 2/5s.
7. Lormand (Bugatti), 3h. 7m. 39 1/5s.
8. De Maleplane (Maserati), 3h. 11m. 3 3/5s.

1.500 cm. (315 km. 600).

1. Joly (Maserati), 2h. 32m. 49 3/5s. (average 123 km. 305).
2. Veyron (Bugatti), 2h. 36m. 6 2/5s.
3. Antonio (Maserati), 2h. 44m. 39 4/5s.
4. Rey (Bugatti), 2h. 47m. 33 1/5s.
5. Ragot (Ragot), 2h. 52m. 44 1/5s.

1.100 cm. (263 km.).

1. Lemoine (Caban), 2h. 27m. 58s. (average 156 km. 645).
2. Rougieras (B.N.C.), 2h. 36m. 6 4/5s.
3. Demazel (Salmson), 2h. 39m. 0 1/5s.

* * *

CAMPARI WINS THE COUPE ACERBO.

THIS famous Italian race was run off on August 17th before a large crowd, among whom were the Duke of Abrizzi and several members of the Italian Government. It provided yet another round of the struggle between Alfa-Romeo and Bugatti, the victory in this case going to the former.

RESULTS.

Over 1,100 c.c.—1, Campari (Alfa-Romeo), 306 km. in 2h. 19m. 49 2/5s. ; 2, L. Chiron (Bugatti), 2h. 21m. 49 2/5s. ; 3, Nuvolari (Alfa-Romeo) ; 4, Varzi (Bugatti).

Under 1,100 c.c.—1, Decolari (Salmson), 127 km. in 56m. 10 3/5s. ; 2, Ferrari (Talbot) ; 3, Matrullo (Salmson).

THE TOURIST TROPHY RACE—continued.

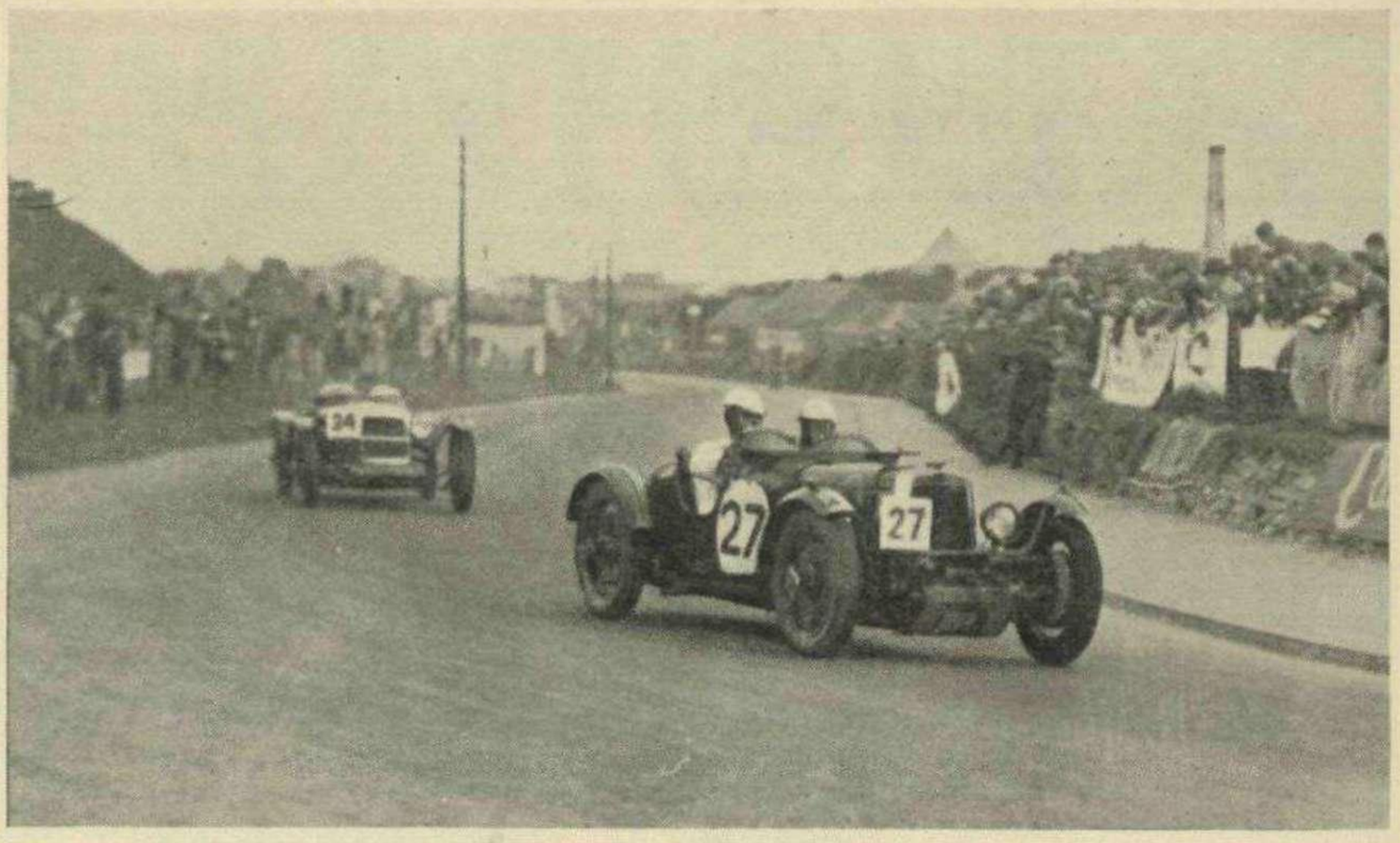
18th. A. C. Bertelli (Aston-Martin 1,494 c.c.), 66.42 m.p.h.
19th. T. H. Wisdom (Invicta 4,467 c.c.), 70.84 m.p.h.

LAPS COMPLETED BY NON-FINISHERS, INCLUDING CREDIT LAPS.

B. O. Davis (7,020 c.c. Mercédes-Benz, S.), 12; G. Field (4,467 c.c. Invicta), 27; T. Nuvolari (2,336 c.c. Alfa-Romeo, S.), 2; Earl Howe (2,336 c.c. Alfa-Romeo, S.), 6; Sir Henry Birkin (2,336 c.c. Alfa-Romeo, S.), 29; W. Esplen (2,276 c.c. Talbot), 29; T. E. Rose-Richards (2,970 c.c. Talbot), 28; E. Fronteras (2,494 c.c. Maserati, S.), 3; W. P. Lockwood (2,356 c.c. Arrol-Aster), 9; H. J. Aldington (1,496 c.c. Frazer-Nash), 29; C. Penn-Hughes (1,496 c.c. Frazer-Nash), 11; T. G. Moore (1,496 c.c. Frazer-Nash), 25; H. W. Cook (1,494 c.c. Aston-Martin), 23; V. Gillow (1,089 c.c. Riley), 0; A. F. Ashby (1,089 c.c. Riley), 29; H. Widengren (1,078 c.c. Maserati, S.), 25; G. V. B. Cooke (747 c.c. Austin, S.), 17; H. Kayley (747 c.c. Austin, S.), 24; C. W. Fiennes (746 c.c. M.G. Midget, S.), 27; Major A. T. G. Gardner (746 c.c. M.G. Midget, S.), 15 & R. T. Horton (746 c.c. M.G. Midget, S.), 13; S. W. B. Hailwood (746 c.c. M.G. Midget, S.), 11; E. R. Hall (746 c.c. M.G. Midget, S.), 10; H. C. Hamilton (746 c.c. M.G. Midget, S.), 19; D. Higgin (746 c.c. M.G. Midget, S.), 6.

CLASS WINNERS.

Class C. 5,000 c.c.
T. H. Wisdom, Invicta, 70.84 m.p.h. (only finisher).
Class D. 3,000 c.c.
B. Borzacchini, Alfa-Romeo, 79.05 m.p.h.



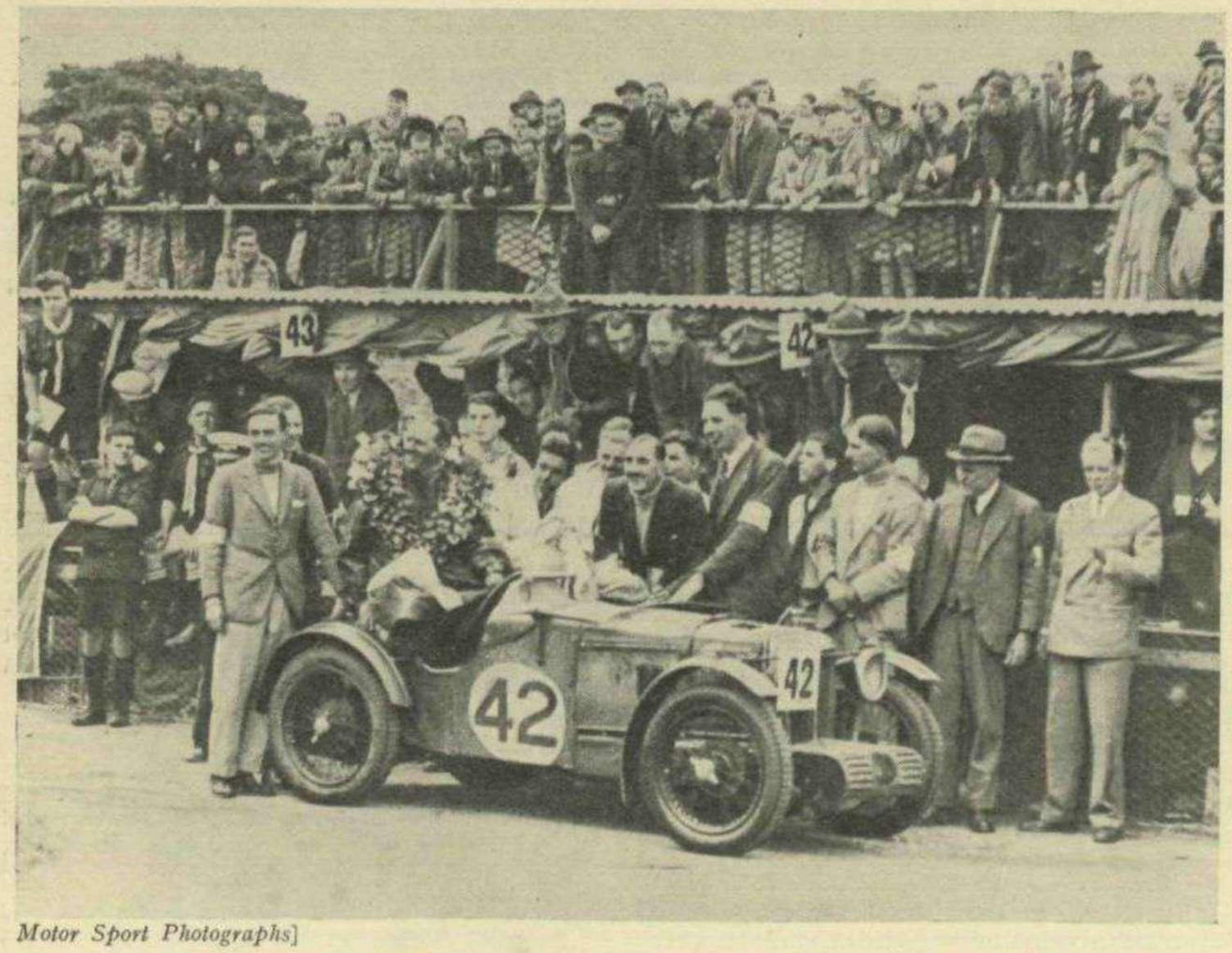
C. M. Harvey won the 1,500 c. c. class on his Aston-Martin. He is seen here leading Widengren's Maserati.

Class F. 1,500 c.c.
C. M. Harvey, Aston-Martin, 68.49 m.p.h.
Class G. 1,100 c.c.
C. S. Staniland, Riley, 70.35 m.p.h.
Class H. 750 c.c.
N. Black, M.G., 67.90 m.p.h.

TEAM AWARD.

1st Riley Team.—C. R. Whitcroft, C. S. Staniland and W. P. Noble. 29 points.

2nd, Austin team.—L. Cushman, D. Barnes and C. Goodacre.



Motor Sport Photographs]

Cheerful, and why not? Norman Black, the Earl of March and a smiling crowd, when the race was over and won.

A Little Bit of Fluff.

As we go to press the following telegram arrived from Mr. H. J. Aldington of Frazer-Nash Cars (A.F.N., Ltd.):—

"The joke is on us perfectly good motor car withdrawn officially with engine trouble discovered main jet one carburetter choked by fluff—Aldington."

* * *

Nuvolari was prompted to drive with even more dash than usual, when he found that the English Alfa drivers were so hot. And he swore that he would do the lap in under ten minutes on the day of the race. But it was not to be.

* * *

On all sides one heard regrets expressed that the Bugatti contingent were absent from the T.T. For weeks supporters had been eagerly awaiting the event with the hope that the "Bugs." would be competing, only to be disappointed.

* * *

Victor Gillow's part in the race lasted for just about 300 yards, for his wild cornering finished in his overturning his Riley at the very beginning. Actually, when he inverted the motor, his speed was only about 20 m.p.h. It hit a bank and rolled slowly over.

* * *

After his sensational entry backwards into a field, Earl Howe appeared quite unperturbed; he even stopped to apologise to the farmer for any damage which may have been incurred to the crops!

"SPEEDOIL WORKED WONDERS": R. CARACCIOLA.

Rudolf Caracciola.
c/o Daimler-Benz A.G.

Stuttgart-Unterturkheim,
8th August, 1931.

Messrs. C. & S. CLEMENTSON,
Malmo-Limhamn, Sweden.

Re Results obtained with Speedoil.

I am very pleased to be able to inform you of further results with your product "Speedoil" for upper lubrication. I was fortunate enough to win in a most decisive manner on three successive Sundays. I gained the first victory in connection with the Grand Prix of Germany on the 19th July, competing against all the best racing men in Europe, the second victory on the following Sunday, the 26th July, when I participated in the Freiburg Mountain Record, the most famous mountain race in Germany, and the third victory in connection with the race on the Avus on Sunday, the 2nd August. In the case of the latter race the distance was 300 kilometres. My average for the distance was 186 k.p.h., and my best average for one lap was 196 k.p.h. Particularly the Avus track has very long stretches of straight roads, and whilst racing along these stretches the engine has to be kept running for three minutes at full capacity so that the maximum possible demands are made on the pistons., In this instance your "Speedoil" worked wonders! Yours faithfully,

(Signed) RUDOLF CARACCIOLA.



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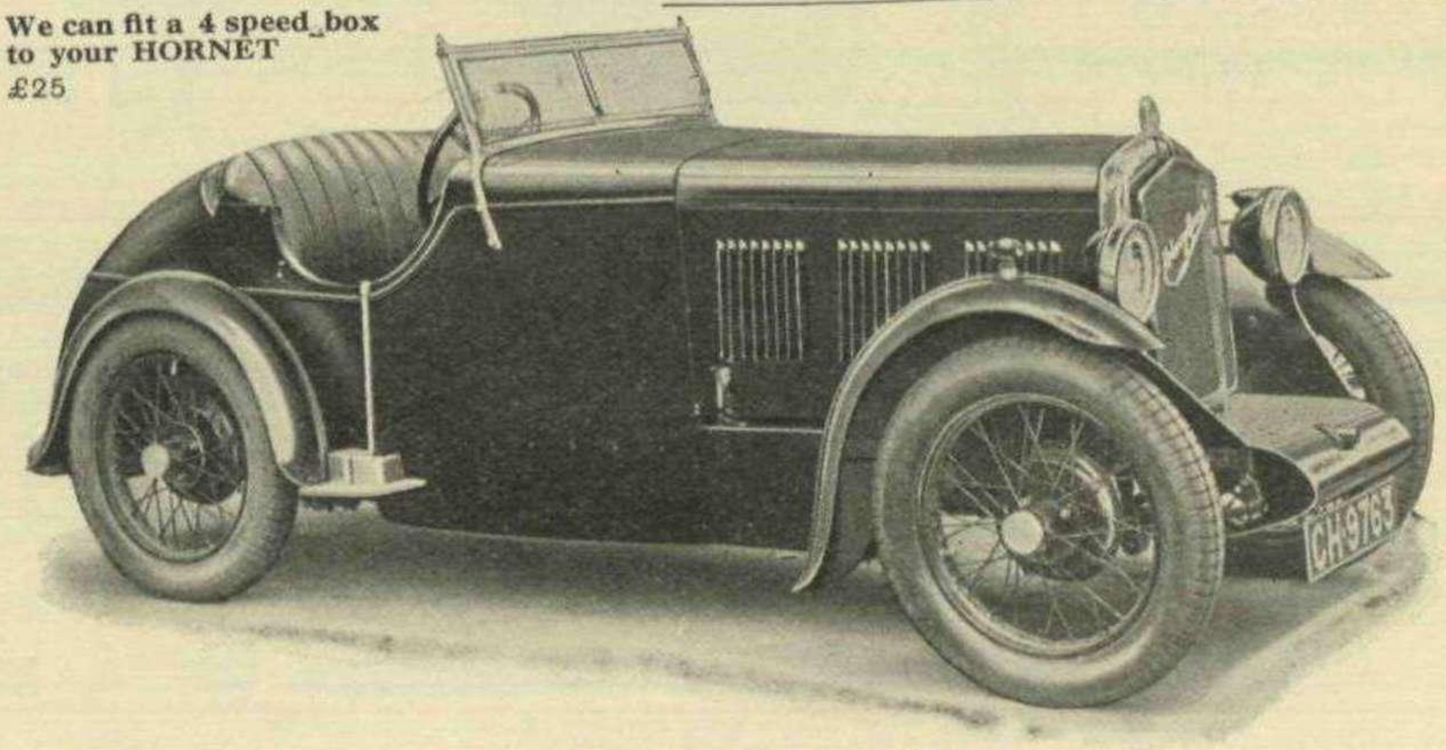
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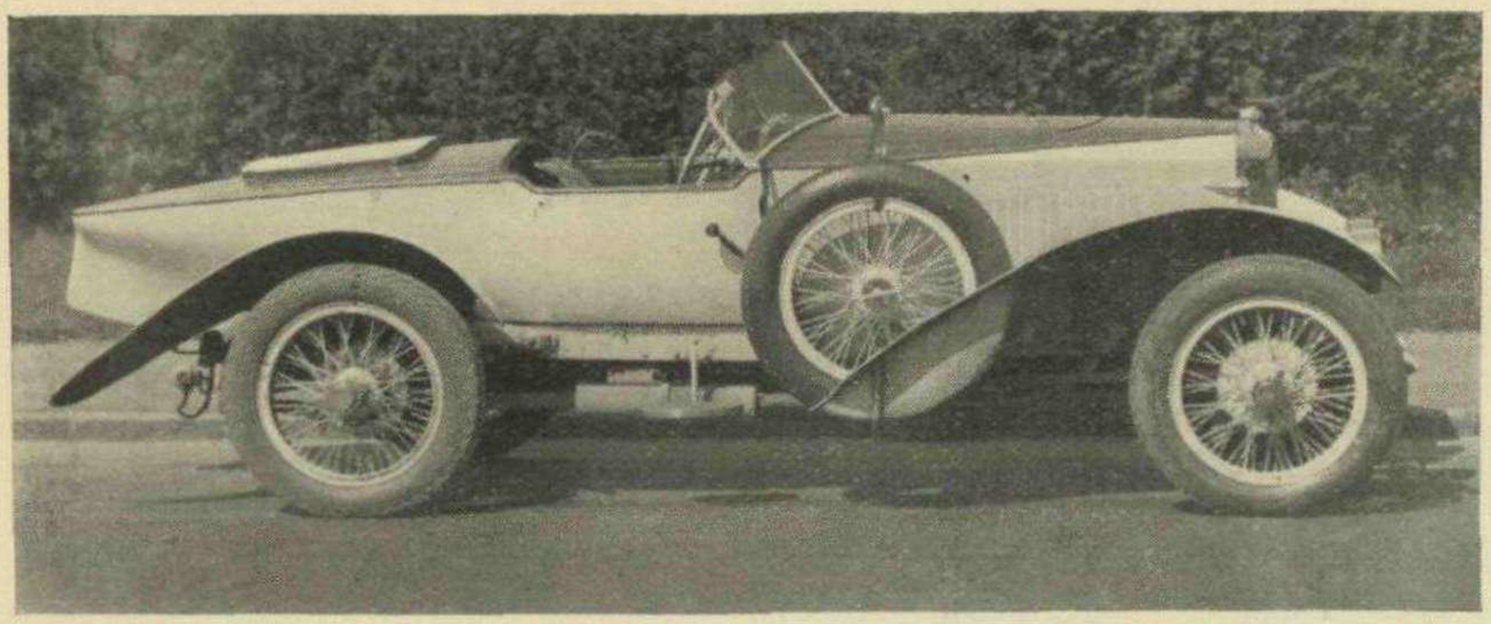
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A typical example of a "30-98" Vauxhall after renovation by Crackington Motors.

Specialising in the Re-conditioning and Tuning of the Famous "30-98" Vauxhall.

IT is now four years since the Vauxhall concern turned out their last chassis of their famous "30-98" model, and their decision to cease manufacture was a matter for real regret amongst a vast number of sports car enthusiasts.

But any one who thinks that the 30-98 h.p. Vauxhall has seen its day would do well to pay a visit to Messrs. Crackington Motors, who can be found at The Avenue, Welwyn, a turning off the Barnet By-Pass just past The Clock House (going from London). Here they will find examples of 30-98's which must surely convince them that this is a model which makes some of our modern sports cars take a back seat.

This firm is specialising in altering the body of the old "Velox" type to make it almost identical to that of the "Wensom," the alterations being the fitting of semi close-up mudguards, a cut-away for the driver's arm, and the fitting of a different spare wheel bracket at the rear, which mounts the wheel at an angle in the approved modern style. A raked, one-piece windscreen is also fitted.

The "30-98" advocate is a difficult man to please and he will not be particularly impressed by the mere fact that alterations have been made to the outward appearance of the car, however attractive the finished article may be, and this fact has not been overlooked as the chassis is completely stripped and every part examined before the car is sold. As to the question of maximum speed we are told most emphatically that any "30-98" which they have re-conditioned and does not clock a speed of 80 m.p.h. is not considered to be in good order. When one realises that some of these cars have more than eight years' service to their credit one is inclined to feel, perhaps, that the performance of some of the sports cars of to-day is not so remarkable as we sometimes imagine.

Dutch Motorcycle T.T.

In the Dutch Motorcycle T.T. at Assen, all three classes were won by British riders on British machines. In addition, British riders secured second and third place and in only one case was a foreign machine placed at all.

P. Hunt (Norton), S. Woods (Norton) and H. G. Tyrell Smith (Rudge) respectively won the 500 c.c., the 350 c.c. and the 250 c.c. races. In addition P. Hunt secured the world's motorcycle lap record, averaging 85.5 m.p.h.

Users of Castrol oil secured all three places in the 500 c.c. event, first and third in the 350 c.c. event, and first and second in the 250 c.c. race. Detailed results are as follows:

500 c.c.—First, P. Hunt (Norton); Second, G. E. Nott (Rudge); Third, S. Woods (Norton).

350 c.c.—First, S. Woods (Norton); Third, G. W. Walker (Rudge).

250 c.c.—First, H. G. Tyrell Smith (Rudge); Second, E. A. Mellors (New Imperial).

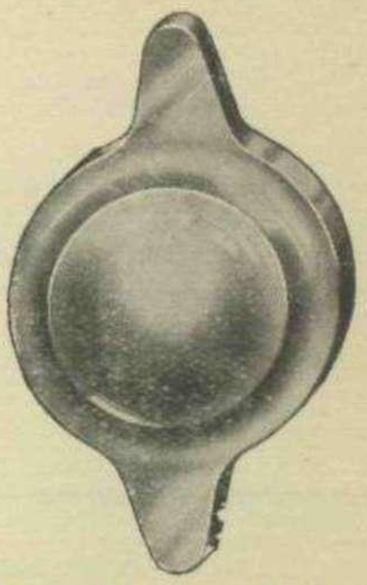
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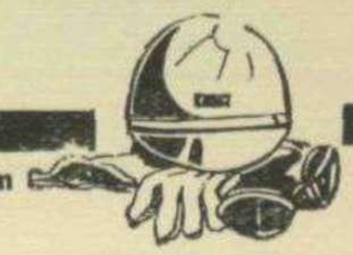
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Continental News

THE FRIBOURG HILL-CLIMB.

THE Fribourg Hill-Climb was run on Sunday, the 26th July. As this event counts towards the European Hill-Climbing Championship for 1931, the entry list was well filled, and the competition for fastest time very keen. A certain amount of interest was taken from the event, however, by the absence of the Nacional Pescara racers, driven by Zanelli and Tort, who at that time were leading in the racing class of the Championship.

Fastest time of the day was made by Caracciola (Mercédes-Benz), with Von Morgen (Bugatti) close behind, 2/5ths of a second slower.

The full results were :—

SPORTS CARS :

750 cm.—1, Kohlrausch (E.M.W.), 11m. 52 1/5s.

1.100 cm.—1, Herzberg (Amilcar), 11m. 49 2/5s.

1.500 cm.—1, Comte Lurani (Alfa Romeo), 10m. 28 2/5s.

2.000 cm.—1, Prince Leiningen (Bugatti), 9m. 38s.

3.000 cm.—1, Burggaler (Bugatti), 9m. 33s.

8.000 cm.—1, Caracciola (Mercédes-Benz), 8m. 51 2/5s.

RACING CARS :

750 cm.—1, Buhofer (D.K.W.), 11m. 2/5s.

1.100 cm.—1, Decaroli (Salmson), 9m. 54 2/5s.

1.500 cm.—1, Tauberg (Alfa Romeo), 9m. 32 1/5s.

3.000 cm.—1, Stuber (Bugatti), 9m. 3 4/5s.

8.000 cm.—1, Von Morgen (Bugatti), 8m. 51 4/5s.

THE TATRA HILL CLIMB.

CARACCIOLA added still further to his reputation by making fastest time of the day in the Tatra Hill Climb held on August 18th. This event is the Polish Hill-Climb which forms part of the European Mountain Championship.

An Austin Seven driven by Mackiewicz won the 750 c.c. class, while of the faster cars good times were put up by Arco-Zinneberg (Austro-Daimler), Holij and Hartmann (Bugattis). Caracciola's time for the climb of 7 km. 500 was 5 minutes 29 seconds.

RESULTS.

SPORTS CARS.

1.100 cm.—1, Schmidt (Amilcar), 6m. 30s. 570 (average 69 km. 129).

1.500 cm.—1, Szczyzycki (Vikov), 7m. 14s. 070 (average 52 km. 201).

2.000 cm.—1, Suminski (Alfa Romeo), 7m. 29s. 830 (average 60 kn. 122).

3.000 cm.—1, Fruhling (Bugatti), 7m. 1s. 030 (average 64 km. 080). 2, Widawski (Austro-Daimler), 7m. 9s. 045.

5.000 cm.—1, Hilczynski (Ford), 6m. 58s. 205 (average 64 km. 128) ; 2, Lobkovitz (Chrysler), 8m. 20s. 795.

8.000 cm.—1, Caracciola (Mercédes-Benz), 5m. 29s. 870 (average 81 km. 850), fastest time of the event.

RACING CARS.

750 cm.—1, Markiewicz (Austin), 7m. 9s. 050 (average 62 km. 929).

1.500 cm.—1, Holuj (Bugatti), 5m. 51s. 670 (average 76 km. 776) ; 2, Pohl (Bugatti), 5m. 51s. 735 ; 3, Ripper (Bugatti), 6m. 0s. 270 ; 4, Frankl (Bugatti), 6m. 7s.

3.000 cm.—1, Hartman (Bugatti), 5m. 53s. 935 (average 76 km. 285) ; 2, Lobkovitz (Bugatti), 6m. 1s. 300.

5.000 cm.—1, Arco-Zinneberg (Austro-Daimler), 5m. 51s. 630 (average 76 km. 890) ; 2, Liefeldt (Austro-Daimler), 5m. 59s. 600.

THE COUPE CIANO.

THE race for the Coupe Ciano was held on August 2nd, over 200 kilometers of the Montenero circuit, and proved a great victory for Tazio Nuvolari (Alfa-Romeo), closely followed by Chiron (Bugatti) and Fagioli (Maserati).

RESULTS.

2 litres and over.—1, Nuvolari (Alfa-Romeo), 2h. 23m. 40s. (average speed 83.518 k.p.h.) ; 2, Chiron (Bugatti), 2h. 24m. 23s. ; 3, Fagioli (Maserati), 2h. 26m. 48s. ; 4, Campari (Alfa-Romeo), 2h. 27m. 27s. ; 5, Varzi (Bugatti), 2h. 28m. 56s.

1,100 c.c.—1, Premoli (Salmson), 2h. 14m. 3s. (average speed 71 k.p.h.) ; 2, Furari (Talbot), 2h. 14m. 5s. ; 3, Matrullo (Salmson), 2h. 16m. 39s.

ANOTHER WIN FOR CARACCIOLA.

A RACE meeting was held at the Avus Track in Berlin on Sunday, August 2nd, and a huge crowd of spectators saw Caracciola score a popular victory on his Mercédes-Benz at an average speed of 117 m.p.h.

RESULTS.

750 c.c. 96.696 km.—1, Macher (D.K.W.), 49m. 14s. (average speed 120. 240 k.p.h.) ; 2, Lohlrausch (X. . .), 49m. 16s.

1,500 c.c., 196.561 km.—11 starters 2 finished. 1, Levy (Bugatti), 1h. 18m. 26s. (average speed 150.180 k.p.h.) ; 2, Decaroli (Salmson), 1h. 23m. 28s.

Over 1,500 c.c., 294.426 km.—1, Caracciola (Mercédes-Benz), 1h. 35m. 7s. (average speed 187 k.p.h.) ; 2, Von Morgen (Bugatti), 1h. 39m. 43s. ; 3, Brauchitsch (Mercédes-Benz), 1h. 42m. 32s.

THE CIRCUIT DU DAUPHINE.

SO many races this year have been marred by bad weather conditions that it was not surprising that Sunday, August 2nd, the day on which was held the Circuit du Dauphine, should dawn grey and cold, with a steady downpour of rain.

In spite of this, however, a good crowd watched an exciting race which was eventually won by Scaron (Amilcar) in Class B, by Toselli (Bugatti) in Class C, and by Philippe Etancelin (Alfa-Romeo) in Class D. In the latter class there was a terrific struggle between the winner and Lehoux (Bugatti), who lead for the first few laps.

The record speed for the race made by the late Eddoura of 128 k.p.h. was not beaten, but this was not to be wondered at when one remembers that heavy rain fell throughout the race.

The results were :

Class B (217 km.).—1, Scaron (Amilcar), 2h. 35m. 53s. (average 101 km. 045) ; 2, Martinatti (Salmson) ; 3, Dourel (Amilcar) ; 4, Girard (B.N.C.).

Class C (233 km. 200).—1, Toselli (Bugatti), 2h. 18m. 30s. (average 104 km. 633) ; 2, Ralph (Bugatti) ; 3, Veyrat (Bugatti) ; 4, Mme Anne Itier (Bugatti) ; 5, Joly (Maserati) ; 6, Angwerd (Bugatti) ; 7, Mlle Hellé-Nice (Bugatti).

Class D (238 km. 500).—1, Etancelin (Alfa Romeo) ; 2 h. 2m. 8s. (average 117 km. 160) ; 2, Lehoux (Bugatti), 2h. 2m. 37s. ; 3, Zehender (Alfa-Romeo) ; 4, Ferrant (Peugeot).

FORTHCOMING EVENTS.

Boulogne Once More !

MANY enthusiasts will be pleased to hear that the Boulogne Meeting has been revived. This will open with a Rally on September 3rd, followed on the next day by a Concours d'Elegance and a Concours de Confort. On the 5th there will be a pilgrimage to the monuments of Boillot, Guippone and Matthys, while on the next day there will be a hill-climb for motor-cycles and cars. The Meeting will conclude with a distribution of prizes on the same day.

The Monza Grand Prix.

This classic race will be held on September 6th. Prize money amounting to 284,000 lire has been put up, and should ensure a comprehensive entry. As in the past, eliminating heats will be run, and for these, 14 circuits of the track will be used. In the final 35 laps will be run, while the 1,100 c.c. class will have to cover 20 laps.

Entries so far received include Philippe Etancelin (Alfa-Romeo), winner at Dieppe, Dauphine and Comminges, Marcel Lehoux (Bugatti), victorious at Geneva and Champagne, Scaron (Amilcar), Dourel (Amilcar), Pesato (Salmson), Manet (Salmson) and Macher (D.K.W.).

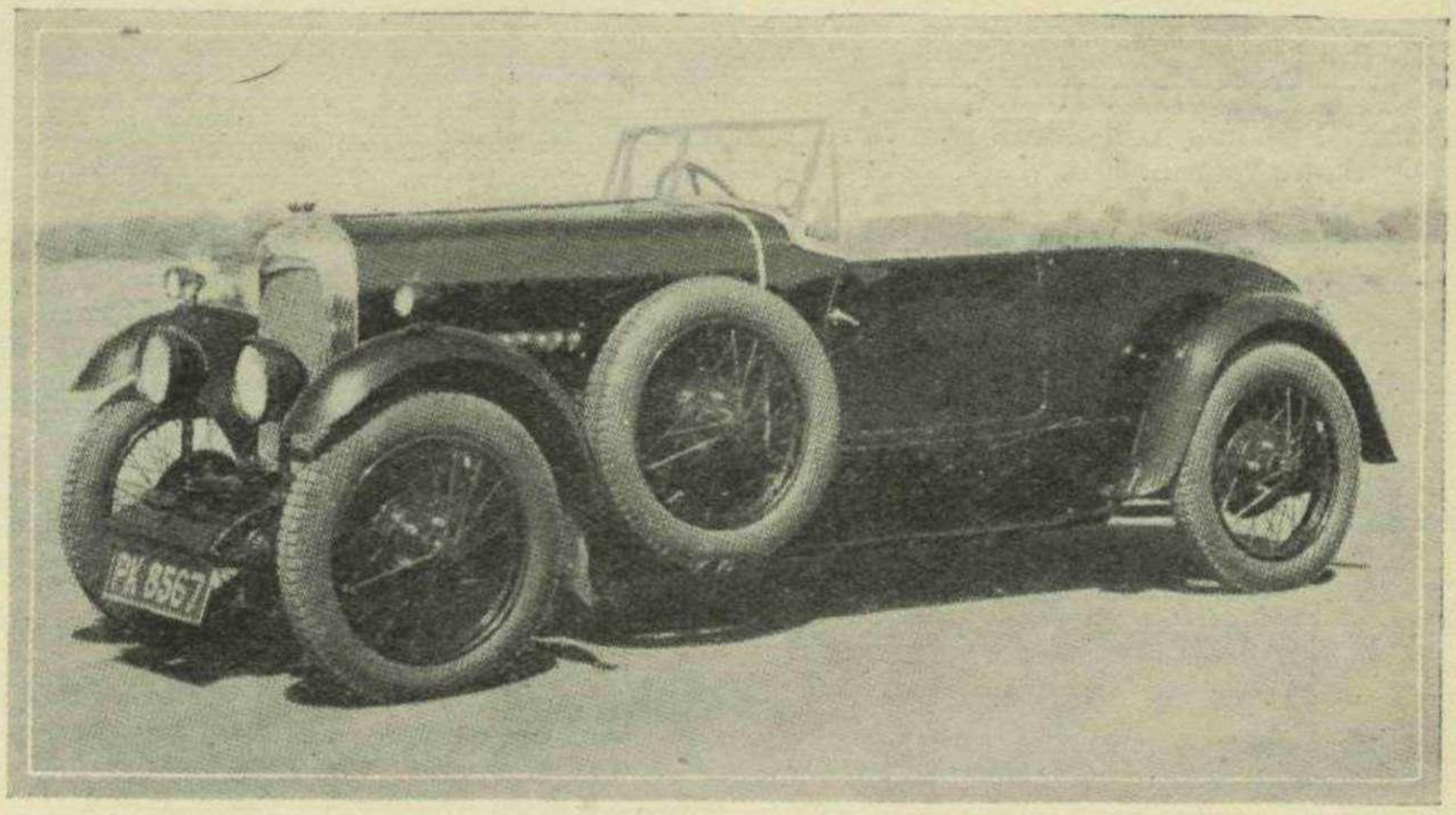
The Meeting of Routes Paveés.

Entries for this interesting meeting closed on August 24th, but those so far received will guarantee the success of the Six Hour Grand Prix for the Cup donated by the " Petit Parisien." The entries so far received number over 40, made up as follows :

13 Bugatti, 3 Lorraine, 2 Omega-Six, 1 Chrysler, 1 Mercédes, 1 Peugeot, 1 Ford, 3 Alfa-Romeo, 3 Licorne, 1 M.L.C., 2 Amilcar, 1 Chevallier, 2 B.N.C., 4 Caban, 2 Antony, 1 Gobron, 1 Maserati.

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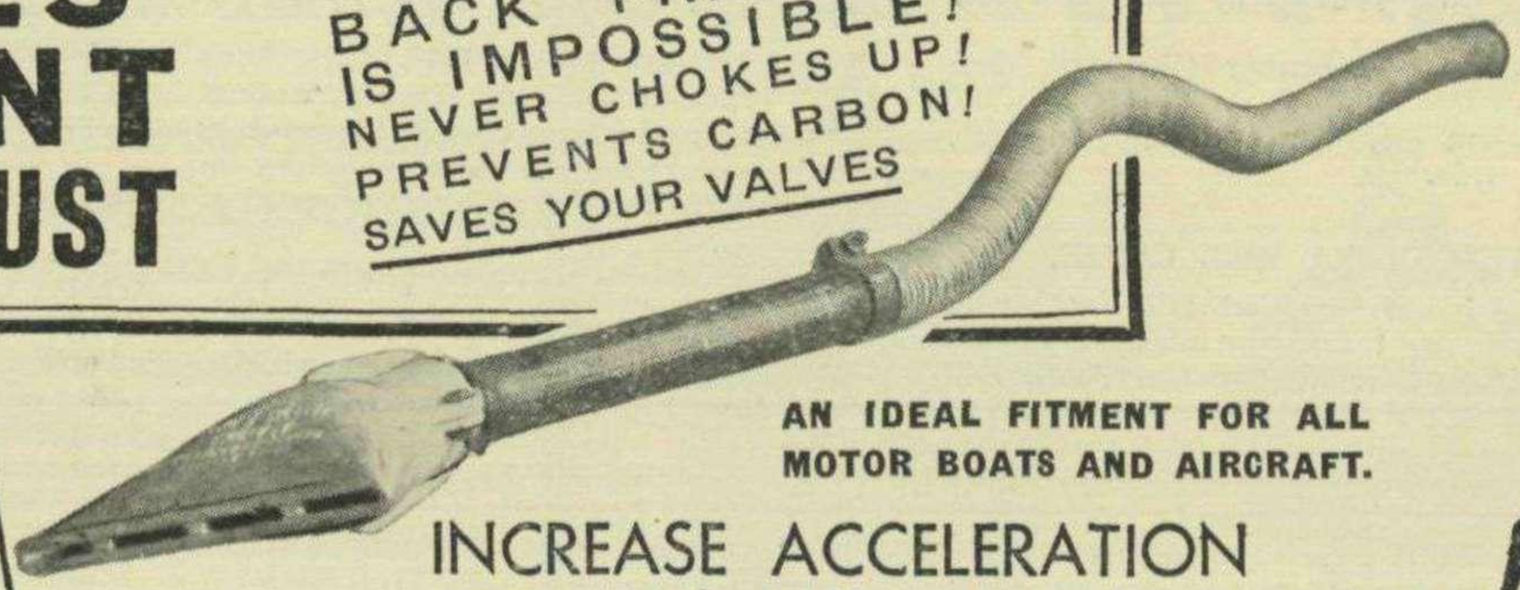
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Mr Sykes, Leeds.

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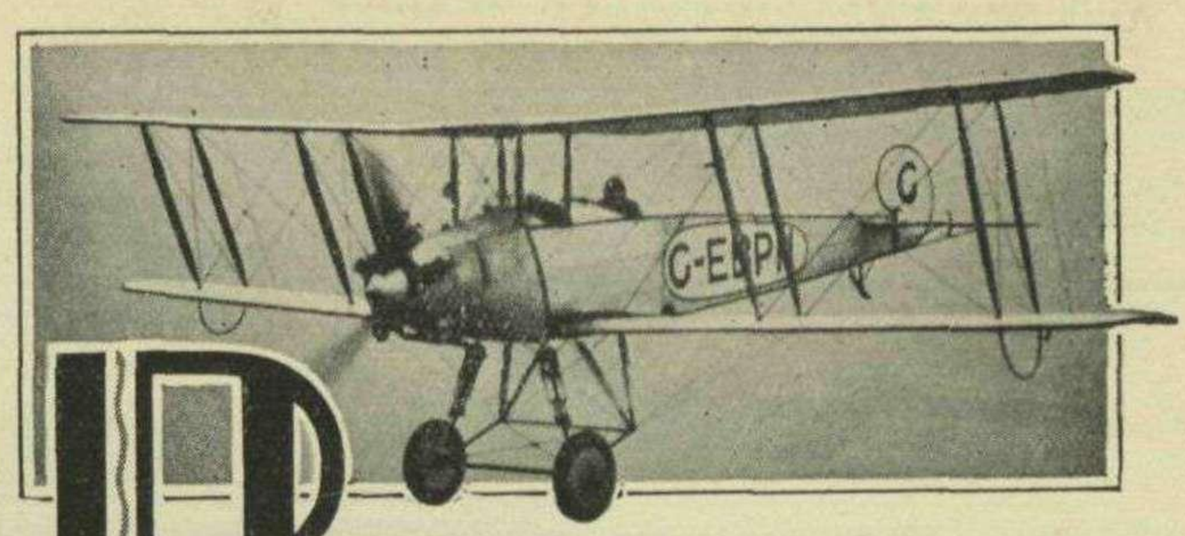
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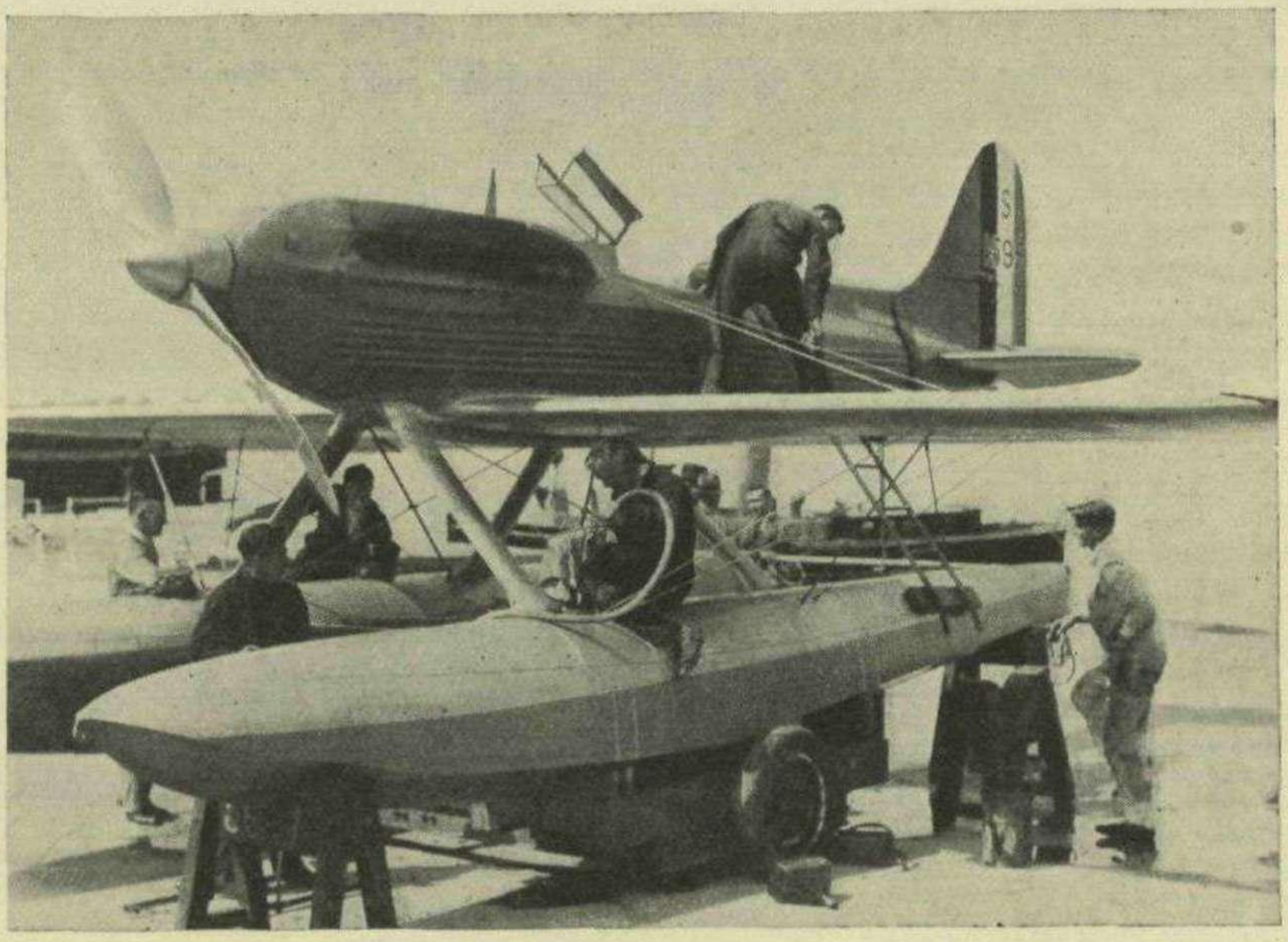
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AND NOW FOR—
THE SCHNEIDER TROPHY

IN less than a fortnight's time, if all goes well, the attention of the whole world of sport will be focussed on the Solent, for on Saturday, 12th September, the Schneider Trophy Contest is scheduled to be held there.



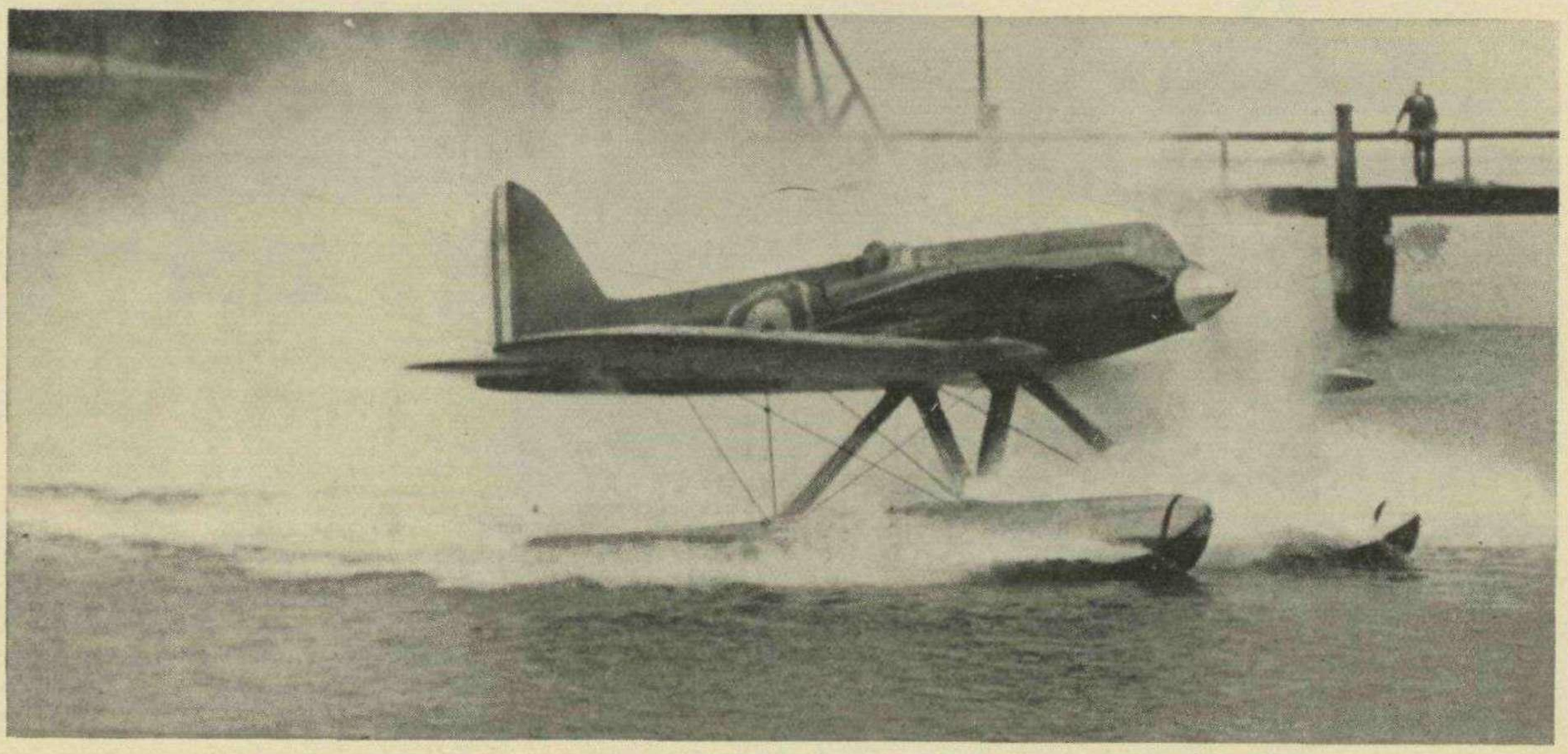
The Vickers-Supermarine-Rolls Royce S.6.B. which has been built specially for this year's Contest. Her speed is being kept a close secret—but we shall soon know

Because of the tremendously high speeds, the weather conditions will be the main factor in deciding whether the race will take place according to plan, or not, for with the seaplanes travelling at something approaching seven miles a minute, good visibility is essential. As in previous years, there have been not a few doubts, delays, and disappointments beforehand not only in regard to Britain's participation in the Contest, but in connection with foreign entries. Some time ago it was believed that three countries would compete against us for the Trophy —America, France and Italy; but it seems possible at the time of writing, that only the Italians will race with us, for the U.S. entry has not materialised, and there are strong rumours that the French have abandoned their intention of coming to Calshot owing to their machines proving unsatisfactory in their tests, since they attained a speed of only 328 m.p.h. It should be added that, so far, no official intimation has been received of this withdrawal, however, and considering that their high speed flight has been in training for several months past, at Etang de Berre, and that they have been hard at work with a number of promising machines of different types, one cannot help treating this rumour with hopeful reserve.

As for our friendly rivals, the Italians, they have been pursuing a "hush-hush" policy over their 'planes; unofficial statements have reached this country, however, that their speed will not worry the British team, but there has been an equally persistent report also in which 418 m.p.h. is mentioned.

Meanwhile our own team, while being fortunate in taking delivery of the S.6.B.'s in good time, and having the Gloster biplane, the Gloster 6, and the S.5. with which to practice, have experienced few days when flying was possible. And then they have suffered a blow in the fatal accident of Lieut. G. L. Brinton, R.N., on his first flight in the S.6., N.247. But Squadron-Leader A. H. Orlebar and his pilots are optimistic and are now getting down to it. Like the Italians, our High Speed Flight are retaining a discreet silence about the perform-

AND NOW FOR THE SCHNEIDER TROPHY—continued.



The 1929 type Trophy machine of which the S.6.B. Supermarine is the logical development. She will probably be used again in the race.

ance figures of the new Vickers-Supermarine S.6.B. This machine is based largely on the 1929 design and is powered with a Rolls-Royce " R " engine. Outwardly, she is very similar to her immediate predecessor, being a low-wing Rafwire-braced monoplane. The wing span is the same, but she is longer in the fuselage and is somewhat heavier. By some means, which are not revealed, the engine has been boosted up to give off a considerably greater power than was developed in 1929—and that was 1,900 h.p.—and the increased torque has necessitated an alteration in the distribution of the petrol tanks in the floats. These tanks are actually integral with the floats themselves. As is the case in the S.6. the oil is carried in the fin, but in addition, another tank for lubricant is fitted in the fuselage fairing behind the pilot's head ; the oil is cooled as it flows through radiators which run the whole length of the fuselage sides. The water circulation system is wonderfully ingenious and incorporates surface radiators which are carried on the floats and the water also passes through cooling ducts in the double-skin of the wings.

Throughout, the S.6.B. is built of metal, the wing covering being of Duralumin ; the rudder, ailerons, and elevators are statically-balanced in order to cut out " flutter." The S.6.B. is the design of Mr. R. J. Mitchell, the Supermarine chief designer, who is responsible, of course, for the earlier Supermarine Schneider machines.

The Team.

The personnel of the British team under the leadership of Squadron-Leader Orlebar, consists of Flight-Lieuts. E. J. L. Hope, A.F.C., F. W. Long, G. H. Stainforth, J. N. Boothman, W. F. Dry and Flying Officer L. S. Snaith. All served during the War. Squadron-Leader Orlebar is 35 years of age, and he was originally a second-lieutenant in the Bedfordshire Regiment in 1915. In 1916 he transferred to the R.F.C. and served with Squadrons 19, 73 and 43 in France, and later with two Home Defence squadrons in England. He was twice wounded. Flying Officer Snaith is the youngest member of the team, and as he is now only 29, one might assume that he was too young for service during 1914-1918. In point of fact, however, he enlisted in the " boy's " category of the R.F.C. in 1917 and he has been in the flying service ever since. Flight-Lieut. Long joined the R.F.C. in 1917 and served with No. 65 squadron in France. He was appointed to the High Speed Flight in May of this year. Flight-Lieut. Stainforth is 32 and during the War was in the Buffs, as a regular officer. After he retired from the Army in 1922 he joined the R.A.F. It will be remembered that he was to have flown the Gloster 6 in the 1929 Schneider Contest, but the craft was not prepared in time. Flight-Lieut. Boothman has been in the Service since 1921, and during the War, when he was only 16 years old he was a driver in the French Red Cross, in the Balkans, for which service he received the Croix de Guerre.

A New Course.

Turning to the regulations governing this year's Contest, one finds certain innovations. For instance, there will be no interval between the preliminary trials—taxying and other tests—and the actual flying, so that the machines will take off, climb to 150 feet, then alight and proceed to the starting line. The course will be a triangular one with turning points at Rye Middle, St. Helens Point, and West Wittering. This provides a course of 31.07 miles, and it will have to be flown anti-clockwise seven times. From the spectator's outlook the inclusion of a turning point on land is an excellent change, and there should be no chance of the pilots failing to see the pylon as it will be near the entrance to Chichester Harbour. The Contest has been timed to start at 12.30 p.m., and each competitor will be started by a signal gun, and there will be an interval of 15 minutes between the starting of each machine.

HISTORY OF THE RACE.

What Has Happened in 18 Years.

THE history of the race for the trophy given by the late Jacques Schneider goes back eighteen years. The first contest was held in 1913 at Monaco over a course measuring 150 miles. The winner proved to be Prevost, one of the French entries with a Deperdussin monoplane, powered with a Gnome rotary engine of 160 h.p., and his speed was 45.75 m.p.h.

Under the rules, it is laid down that the country which wins the contest has the right to propose the venue for the race in the following year, and thus it came about that the second event was again staged at Monaco, with the Aero Club de France as the organisers. By 1914 considerable progress had been made in the development of seaplanes, and the entries became international in character. Besides the French, there were representatives from England, Switzerland, Germany and America. But various misfortunes befell sundry competitors, engine trouble and crashes putting several out of the running. But Great Britain did extremely well, and lifted the trophy with a speed of 86.8 m.p.h.—an immense improvement on Prevost's performance in the previous year. The machine was a little Sopwith biplane, powered with a 100 h.p. Gnome, and the pilot was Mr. Howard Pixton who, incidentally, is still in our midst as a ground engineer at a flying club in the South of England.

The 1919 Fiasco.

Four months after our victory at Monaco the War broke out, and so the contest was suspended until 1919. The first post-War Schneider took place at Bournemouth, but although good support was given to the event, bad organisation and unfavourable weather reduced this third contest to a fiasco. On the appointed day, 10th September—a thick fog enveloped the course, and it was not until late in the afternoon that the officials decided to let the competitors start. The British entry numbered four, these being a Sopwith seaplane ("Jupiter" engine), a Supermarine flying boat (Napier "Lion" engine), a Fairey seaplane ("Lion" engine), and an Avro seaplane (B.HP. "Puma" engine). The pilots of these machines respectively were, the late Harry Hawker, Squadron-Commander Hobbs, Lieut-Colonel Nicholl, and Captain Hammersley. Our rivals were three Frenchmen, i.e., Sadi Lecointe, who flew a Spad, Casale and Malard (Nieuports), and Janello, the Italian who piloted a very neat little Savoia flying boat.

No sooner had the competitors taken off, however, than the visibility became impossible again, and all save Janello retired—and though he completed the course, he was not observed at one of the turning points. There was nothing for it, therefore, but to declare the whole affair void.

The lamentable state of affairs of 1919 was nearly repeated in the following year, for neither Britain or France competed and but one solitary machine—a Savoia flying boat put in an appearance! Nevertheless the pilot Bologna was allowed to fly the course all on his own, and he thus secured the trophy, with a speed of 107 m.p.h.

The 1921 race was a mediocre event in which only the Italians took part, for the British aircraft industry at that time was very nearly extinct and could not afford to construct and enter special craft; Sadi Lecointe who was to have flown a Nieuport, crashed before the race. The Italians too had their share of ill luck, for one 'plane caught fire and another ran out of petrol, leaviug the sole survivor—Briganti (Macchi flying boat) to win at 111 m.p.h.

The Second British Win.

Italy had now to win the contest but once again to retain the trophy for good, and this fact probably prompted the Supermarine concern to make a special effort in 1922. And so they built a flying boat specially for the occasion; this was a single bay biplane fitted with a Napier "Lion" engine. Considerable secrecy was maintained over this craft, and when it ultimately got the trophy back to Britain again, our friends the Italians were considerably surprised.

The machine was flown by Captain H. C. Biard, test pilot to the Supermarine Company, and his speed was 145 m.p.h.

It seems inevitable that there should be last minute withdrawals and misfortunes before the Schneider is run each year, and this happened in 1922, for although France intended to compete with two new type seaplanes, these were not finished in time, so that there were only three machines competing, Biard's Supermarine, Passaleva in a Macchi, and Zanetti in a Savoia.

Biard's success gave us the chance of seeing the race fought out over British waters again, and the Royal Aero Club arranged a course off Cowes. Much better support was forthcoming in 1923, and the Americans came over with two Navy-Curtiss biplanes and a T.R.3, the French entered a C.A.M.S. flying boat, a Latham, and a Blanchard seaplane, while British hopes rested with a Supermarine flying boat and a Blackburn "Pellet" flying boat.

Out of this total of eight, only four actually competed, however, the others being eliminated for various reasons during the preliminary trials. The weather conditions fortunately, were ideal, and with three nations competing, public interest was very keen. It was apparent from the outset that the Americans were very formidable indeed, for besides being very fast on the level they were extremely manoeuvreable and rounded the turning points in very tight banks. Moreover their chances were increased by having two 'planes in action as against France's solitary C.A.M.S. and the British Supermarine. On the second lap the French machine retired, and in the end Lieut. Rittenhouse came home the winner in his Navy-Curtiss with an average speed of 177.38 m.p-h. His team mate, Lieut. Irvine was second in a similar machine, at 173 m.p.h. and Biard finished at 151 m.p.h. These Navy-Curtiss machines were small single bay biplanes with Curtiss water-cooled engines 500 h.p.

As most readers know, four years were to elapse before Britain had a "look in" again in this great contest of the air, which by this time had left all other sporting events far behind in the matter of sheer speed, and while British aircraft manufacturers and their pilots tried hard to regain the trophy, we had to give best to both Italy and U.S.A. until 1927.

After the U.S. victory in 1923, the race was not held until 1925. In that year the course was arranged at Bay Shore Park, Baltimore, and altogether seven machines were entered—two British, three American, and two Italian. The necessity for more speed resulted in all the craft being more powerfully engined and much more attention was given to streamlining. For the first time the English entry comprised solely of seaplanes—one being the Gloster Napier III biplane and the other the Supermarine-Napier S.4. The former was a development of the famous Gloster "Bamel," with which Mr. "Jimmy" James was so successful in various speed events, and the Supermarine was a cantilever "middle-wing" monoplane. The Italian challenger was a Macchi monoplane flying boat, powered with a Curtiss engine, and the American defenders were all Curtiss biplanes.

Our Bad Luck at Baltimore.

If we had not had our share of bad luck in previous Schneider contests, we certainly received it at Baltimore. Our team in the first place suffered in the week before the race with severe influenza colds, and they were by no means fit. Then it was discovered that the propellers for the machines were unsuitable. And finally during the preliminary trials Captain Biard crashed on the new Supermarine. So on the day of the race, Captain H. Broad on the Gloster was the sole British challenger, and against the speedy Americans he had no chance. The wonderful performance of the victor—Lieut. Doolittle—will long be remembered, for his average speed was 232.5 m.p.h. Broad came second with a speed of 199 m.p.h. and the Italian, de Briganti third at 168 m.p.h.

With so great an increase over previous winning speeds it seemed extremely probable that the Americans would retain the trophy in the following year, but a strong Italian team took it back in 1926, only to be beaten by our own team of R.A.F. pilots in 1927. There was no race in 1928, and of the High Speed Flight's achievement in the following year little need be said, for the 1929 Contest is still fresh in our minds.

What the result will be this month no one can tell, but it is certain that the 12th Schneider Trophy will be a tremendously swift affair.



Early Seaplanes.

HISTORY, especially aviation history is always rather enthralling, and I am all attention when a pioneer of flying becomes reminiscent. Recently I was told some interesting facts about the early days with seaplanes. When, round about 1911, various aeronautical people conceived the possibility of replacing the landing gear of an aeroplane with floats, quite a controversy arose at the suggestion, and it was widely asserted that the idea was unsound. Considerable concern was felt that the resistance of the water to the floats would be so great as to throw the machine over onto its nose as soon as it touched, and before any practical tests were made, some elaborate arrangement was drawn out whereby a ballast tank installed in the tail of a machine would be filled with water from a pipe projecting forward; the idea being, of course, that as the seaplane alighted water would be impelled up the pipe, into the tank and so load the tail and keep it down!

Early seaplanes were fitted with puny and crude floats which make a striking contrast to those wonderful "boots" of present day Schneider Trophy machines. I am told that the floats on the new Supermarine are only one foot shorter than the fuselage (measured from propeller boss to the edge of the rudder), and that they are a mass of ingenious features made necessary owing to the complicated factors involved.

Besides carrying the machine on the water, these floats must create the minimum of air resistance, carry the fuel and radiators, be able to withstand severe impact shocks and be highly efficient hydrodynamically. Months of research work was carried out on them by the Supermarine people who co-operated with the National Physical Laboratory at Teddington, before the final design was evolved.

The Scarborough Meeting.

Flying meetings like all other out-of-doors affairs have been marred during the past few weeks by our atrocious weather. It was so with the Scarborough Aero Club's event on 15th August, their second venture of the kind. It was arranged that about thirty visiting machines should attend—mostly from the South, but so bad were the conditions that only a beggarly half-dozen 'planes arrived. Nevertheless the programme went through—with certain items curtailed—and the spectators, numbering about 1,000, did not go empty and unentertained away. Mr. Clayton was there with the "Bluebird" with which the Hon. Mrs. Victor Bruce did her world flight, and he carried out a highly-polished aerobatic show, while a novelty was provided by Herr Magersuppe, the glider exponent, with a demonstration of towed gliding, the motive power being an "Avian" belonging to the Rollason Aviation Co. Then Flight Sergeant Farlie did a 'chute jump from about 2,000 feet and landed in a road nearby.

Prizes were awarded to those visiting pilots who arrived nearest to a "sealed" time, and these were won by Mr. Chris Clarkson ("Moth"), Mr. Clayton ("Bluebird") and Miss Page (Robinson "Redwing.")

Still More Fine Flights.

These "record-breaking" long distance flights with light 'planes—English light 'planes, go on and on, but I'll wager that it will be a long time before anyone beats J. A. Mollison's great trip. Only the toughest of the tough could have done what he did—flying by day and by night that route from Australia to Croydon, with practically no rest in 8 days 21 hours. His first "hop" is in itself an astonishing achievement—Wyndham to Batavia, which measures 1,730 miles! The endurance of this young pilot was amazing; but, as he says himself, he was very lucky—as for instance when he made his night-landing at Batavia, without landing lights, and later when he put down on Pevensey beach, and all but turned up on his nose. One of his minor misfortunes occurred when his goggles blew overboard when crossing India, and he finished his journey without them. A great flight, and incidentally, yet another feather in the cap of D.H.'s, for Mollison used a Gipsy-Moth.

The Monospar on Test.

The little twin-engined Monospar monoplane, which was described in MOTOR SPORT last month, has been undergoing extremely searching tests lately in order to prove the large margin of safety which is provided by its unique design. It will be remembered that the Monospar system incorporates a single spar which is braced against torsion by an arrangement of struts and ties. Flight-Lieut. Schofield has been flying the 'plane with the wing covering made intentionally slack and "floppy"—so much so that an A.I.D. Inspector stated that it was totally unserviceable for flying. This was done in order to discover whether under stress of high speeds there was any distortion or twisting of the wing. But only a slight loss of lift was apparent. In this condition the machine was dived at 170 m.p.h. and even then no "flutter" or undue movement of the wing or aileron was noticeable, and the response to all controls was immediate and positive.

The Monospar has already been tested at the Martlesham R.A.F. station, and any machine that gets through there successfully can be considered O.K., so that these further trials by the General Aircraft Co., who are responsible for this new craft, show that they mean to prove to the hilt the safety and soundness of their production.

"RUDDERBAR."

THE SPORT AFLOAT.

THE THAMES INTERNATIONAL MEETING

THE arrangements for the Thames International Motor Boat Meeting were, as on previous occasions, in the capable hands of The Sussex Motor Yacht Club, whose officials can not only organise a meeting that will run without a hitch in spite of the water being in constant use by commercial craft, but can also choose, in a particularly notorious summer, two consecutive days that remained fine.

Here it should be pointed out, and at the same time publicly regretted, that the "*international*" part of the proceedings remained a mere complementary term in an otherwise accurate title. A pity, for we usually have one or two representatives at the continental shows.

As before, a very large crowd collected on the southern bank, but I am afraid that those in the enclosure were chiefly people one expected to see there. However, an unexpected attraction in the presence of Miss England II helped to swell the crowd on the second day

All the events were held over 12 nautical miles, the length of the course being 2 miles.

The First Event.

The first race of the meeting was for the Britannia Challenge Trophy, which was presented by His Royal Highness the Prince of Wales, who has recently become an enthusiast for small speed craft, both inboard and outboard. This race was for national class dinghies equipped with either B or C class engines ; the C class people were handicapped with an extra passenger or the equivalent in ballast. Though this system has worked well on previous occasions, this time the larger engines appeared to have a distinct advantage. Competitors, however, were so busy enjoying themselves that no one thought of complaining. Such was the spirit throughout the meeting. As in all the outboard races a "rolling" start was employed and was quite an impressive sight. In "rolling" starts, the starter is in a large speedboat and the competitors arrange themselves in line across the river and just behind the checkered flag. The speedboat increases its speed until the line is reached when the starter drops the flag and they are away. Lanfranchi (494 c.c. Laros) led the pack across the starting line, and got clear ahead while several pilots were having a spot of bother with a tug and some barges, the crews of which thought the race started in the opposite direction. It was obvious to the spectators at the end of the first lap that, barring mechanical breakdown, the race would be an easy win for Lanfranchi, and so events proved, though there were one or two anxious moments due to numbers of tugs and barges. The second man home was C. J. Turner, driving Miss Whitstable (488 c.c. Johnson) about threequarters of a mile behind the winner. Mr. R. D. Weatherell with another Laros took third place, after a hard struggle to hold Turner who ran away on the straights. Phil Turner, who came in fourth, might have done better had he not been so badly baulked on the up river turn. There were nine finishers out of fifteen starters.

The second race on the card was to have been for a new trophy, recently put up by Lord Wakefield, and open to 5.-litre hydroplanes, but as Mr. T. A. White was the only entrant to turn out, the race had to be abandoned. Whyteleaf III (125 b.h.p. Scripps), started on a demonstration run with Dream Girl, but did not get far beyond the start.

The second event on Thursday was the race for the Star Trophy held by B. G. Parker on Yoo-too (B class Watermota), but now defending with Joan, a See boat engined by Johnson. All but one of the 14 entrants turned out, and there did not seem room for them all abreast, so one or two unfortunates were handicapped doubly by being behind and also in the wash of the Chris-Craft and other competitors. One of these, Capt. Palethorpe, was, however, up to 5th at the end of the first lap, and thus justified his position as one of the favourites. Palethorpe, who has a long list of successes up north, never seems to have the requisite amount of luck necessary to win any outboard race, when he is down south, for on the last two laps he did not appear to be travelling as well as he had been. Another Sharland-engined craft was, however, in the lead throughout, and although Lanfranchi came up within 150 yds. on the fifth lap, Storey managed to maintain and increase his lead. Second and third places were hotly contested, but in spite of a short stop Lanfranchi was able to annex second place from Colin Fair on the two year-old-boat, Maureen. There were eight finishers and from what I recollect, the dinghies of this year do not seem to be any more reliable proportionately than the hydroplanes of previous years.

The last race on Thursday and the first for the Sussex M.Y.C. Championship open to semi-displacement boats up to 150 h.p., was of particular interest for Mr. Fred May's 23 year old boat, Defender II, was entered. Mr. Fred May's duties on the committee prevented him from driving his own boat, but Mr. B. G. Parker for him managed to show his wake to J. W. Shillan's Miss Hendon IV (Dartcraft) and Scott-Paine's Panther III (Powerboat), their boats finishing second and third respectively. Dream Girl and Baby VII also completed the course.

The Field Trophy Race.

Proceedings opened on Friday, the second day, with the Field Trophy race for unlimited class hydroplanes. Of the 11 entries four were non-starters, while Palethorpe and Harrison were the only two pilots of unlimited class engines. On the first few laps the crowd were greatly thrilled by the way these two men handled their boats, and it was most unfortunate that Capt. Palethorpe should have developed engine trouble. His case was not an isolated one, however, for of the seven starters B. G. Parker, driving Erb II powered by a two-year:old 326 c.c. Johnson, was the only other finisher, and of course he could offer Harrison no real race.

[*Continued overleaf.*

THE THAMES INTERNATIONAL MEETING—continued.

Following the Field Trophy, F. A. White took out Whyteleaf III and proceeded to walk over the course at 42.92 m.p.h. (37.27 knots), which was the fastest time of the meeting. "Chick" Myers also went out with White to make it a bit more of a show, but his boat seemed so upset when it spotted the police launch "Albert" that it did so. Chick, of course came up smiling. Harrison was also in bad luck for he inverted the outfit in the wash of Whyteleaf III.

Again the hydroplanes did not materialize in force for the Thames Championship Trophy, for there were only eight starters while the favourite, Lanfranchi, got no further than the line. Weatherell, who made a comparatively poor start, went right through the field in a lap and a half. Leslie Wood, driving for Phil Turner, and C. J. Turner both hung grimly on to the leader's tail until the latter went out of his boat quicker than I have seen anyone do it previously, due to hitting a floating baulk of timber. A nasty spill, and I suppose Turner must really consider himself fortunate that he was not seriously hurt. Wood made a fine spurt as they were approaching the line and managed to get within 80 yds. of the winner, but it appeared that Weatherell had a little in hand.

During the course of the afternoon Fred May took out Defender II for a friendly race with Mawcksby Brooke, against whom he raced many years ago, but May was out of luck for he damaged the poop, so that when Parker took over for the second heat of the Sussex M.Y.C Championship, Defender II was considerably slower than she had been on the previous run. Further, several of the other boats appeared to have roped in a few extra horses for their engines during the night and were going just that much faster.

Scott-Paine's Panther III led from start to finish, increasing her lead over Arthur Bray's Dream Girl, the whole way, the latter being closely pursued by Miss Hendon IV until she slowed on the last two laps, but not sufficient to permit Defender II to annex a place.

RESULTS.

BRITANNIA CHALLENGE TROPHY FOR B AND C CLASS DINGHIES.

Pilot	Boat	Engine	Time m.	Time s.
1. A. Lanfranchi	Sea Bee III (See)	494 c.c. Laros	26	31
2. C. J. Turner	Miss Whitstable (Wood)	488 c.c Johnson	27	14
3 R. D. Weatherell	Itsit XVIII (Wood)	494 c.c. Laros	27	49

Winner's speed: 31.6 m.p.h. (27 15 knots)

THE "STAR" INTERNATIONAL GOLD TROPHY FOR B CLASS DINGHIES.

Pilot	Boat	Engine	Time m.	Time s.
1. F. G. Storey	Steeth (See)	347 c.c. Sharland	28	20
2. A. Lanfranchi	Sea Bee III (See)	326 c.c. Johnson	28	58
3. Colin D. Fair	Maureen (Chester)	347 c.c. Watermota	29	20

Winner's speed: 29.2 m.p.h. (25.41 knots).

SUSSEX M.Y.C. CHAMPIONSHIP.
FIRST RACE.

Pilot	Boat	Engine	Time		Points
1. B. G. Parker for Mr. R. May	Defender II (Burgoyne)	35 h.p. Green	26	1	4
2. J. W. Shillan	Miss Hendon IV (Dart)	120 h.p. Chrysler	26	5	2
3. H. Scott-Paine	Panther III (Power)	125 h.p. Gray	27	7	1

Winner's speed: 31.8 m.p.h. (27.6 knots).

THE "FIELD" INTERNATIONAL GOLD CHALLENGE TROPHY.

Pilot	Boat	Engine	Time m.	Time s.
1. C. H. Harrison for J. W. Shillan	Non-Sequitur V (Wright)	973 c.c. Elto	19	37
2. B. G. Parker	Erb II (Parker)	326 c.c. Johnson	25	56

Winner's speed: 42.2 m.p.h. (36.7 knots).

CHAMPIONSHIP OF LONDON TROPHY.
INBOARD HYDROPLANES UNDER 150 B.H.P.

Pilot	Boat	Engine	Speed
F. A. White	Whyteleaf III (Power)	125 b.h.p. Scripps	42.92 m.p.h. (37.27 kts.

THE THAMES INTERNATIONAL CHAMPIONSHIP CHALLENGE TROPHY
B AND C HYDROPLANES.

Pilot	Boat	Engine	Time m.	Time s.
1. R. D. Weatherell	Itsit XVII (Salter)	494 c.c. Laros	22	2
2. L. Wood for Phil Turner	Tobasco (Wood)	292 c.c. Elto	22	4
3. D. G. Parker	Erb II (Parker)	326 c.c. Johnson	23	30

Pilot	Boat	Engine	Time		Pts.
1. H. Scott-Paine	Panther II (Power)	125 h.p. Gray	25	36	4
2. Arthur Bray	Dream Girl (Chris-Craft)	106 h.p. Chrysler	25	59	2
3. J. W. Shillan	Miss Hendon II (Dart)	120 h.p. Chrysler	26	19	1

Winner's speed: 32.3 m.p.h. (28.12 knots).

FINAL PLACINGS.

	Points
1. H. Scott-Paine (Panther III)	5
2. B. G. Parker (Defender II)	4
3. J. W. Shillan	3

TROPHY CONTEST AND CIVIL AIRCRAFT

THE Automobile Association will be in sole charge of the arrangements at the Portsmouth and Cowes Aerodromes, which have been officially appointed to receive civil aircraft taking visitors to witness the Schneider Trophy Contest.

In view of the large number of aircraft expected, hangar accommodation will not be available, but aircraft parks for a limited number of machines have been arranged.

Owners are advised to book space for their aeroplanes as early as possible, as to avoid obstruction, machines will not be permitted to remain on the landing area. Forms of application for parking space may be obtained from any of the A.A. Offices, or The Royal Aero Club.

The A.A. Air Squads will be on duty at Portsmouth and Cowes aerodromes to assist owner pilots; fuel supplies will be available, while the best vantage points along the coast, may be reached by omnibus or taxi.

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