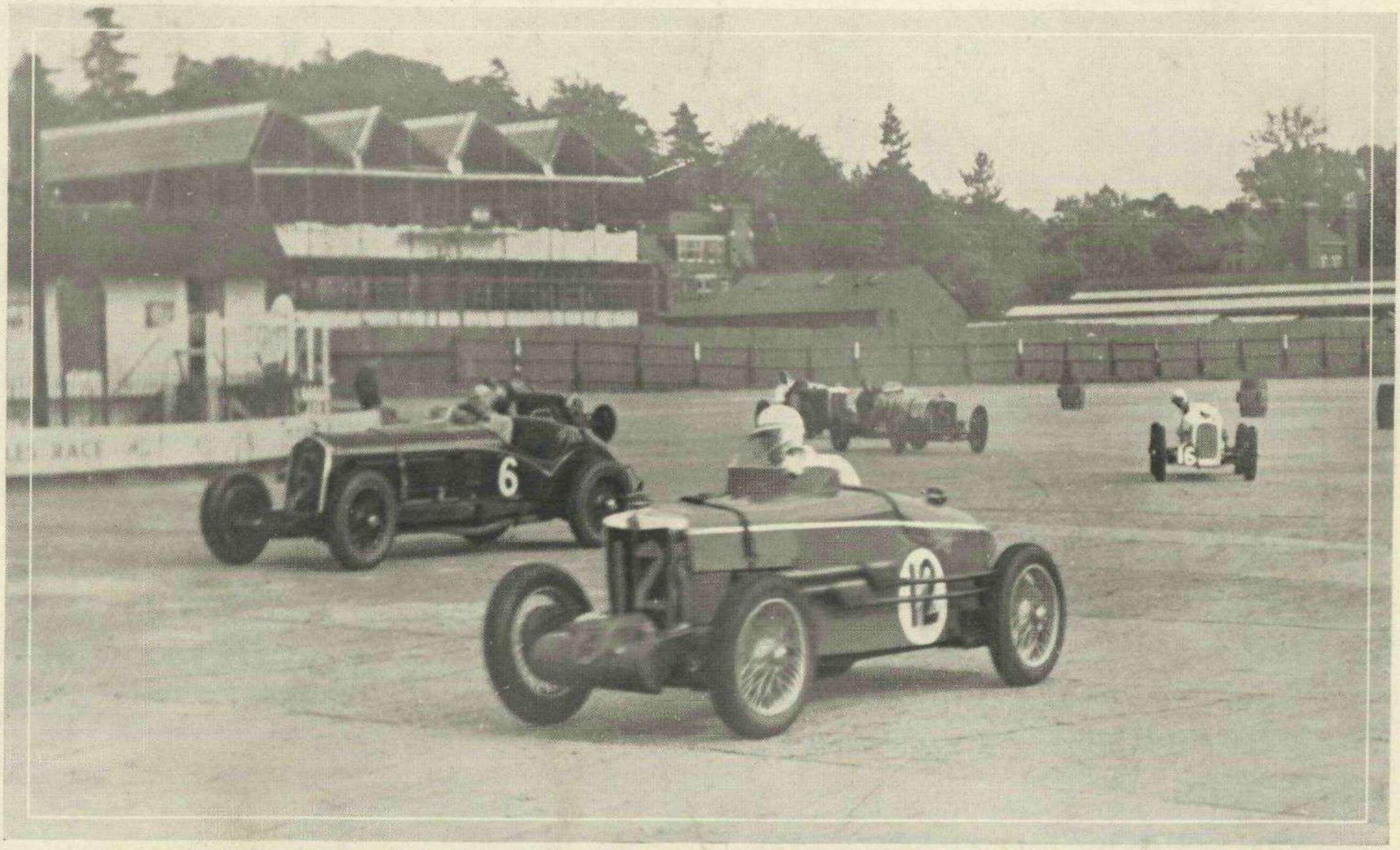
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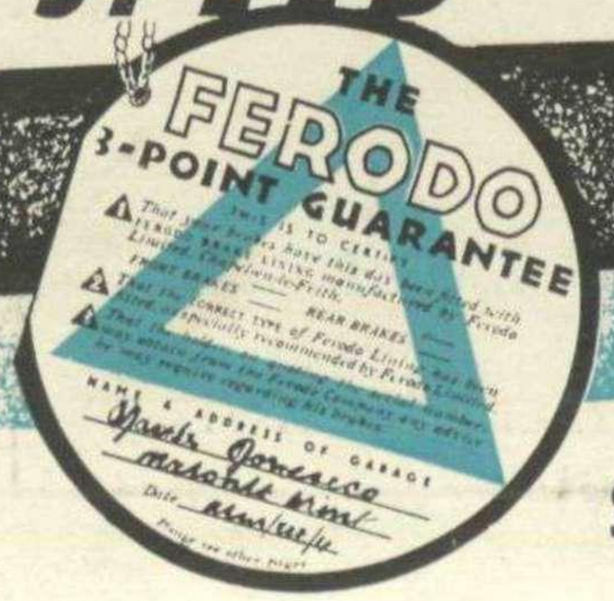
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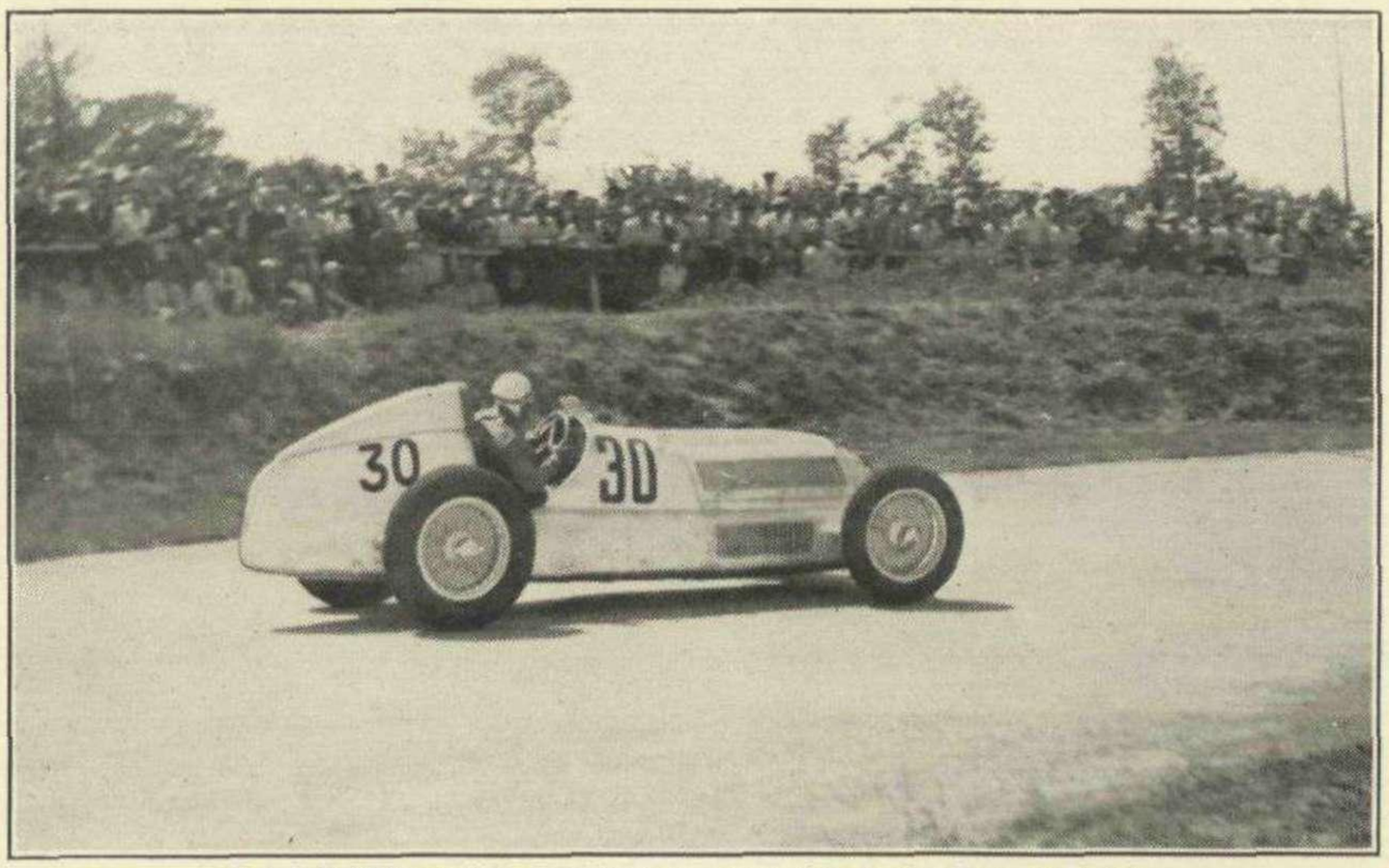
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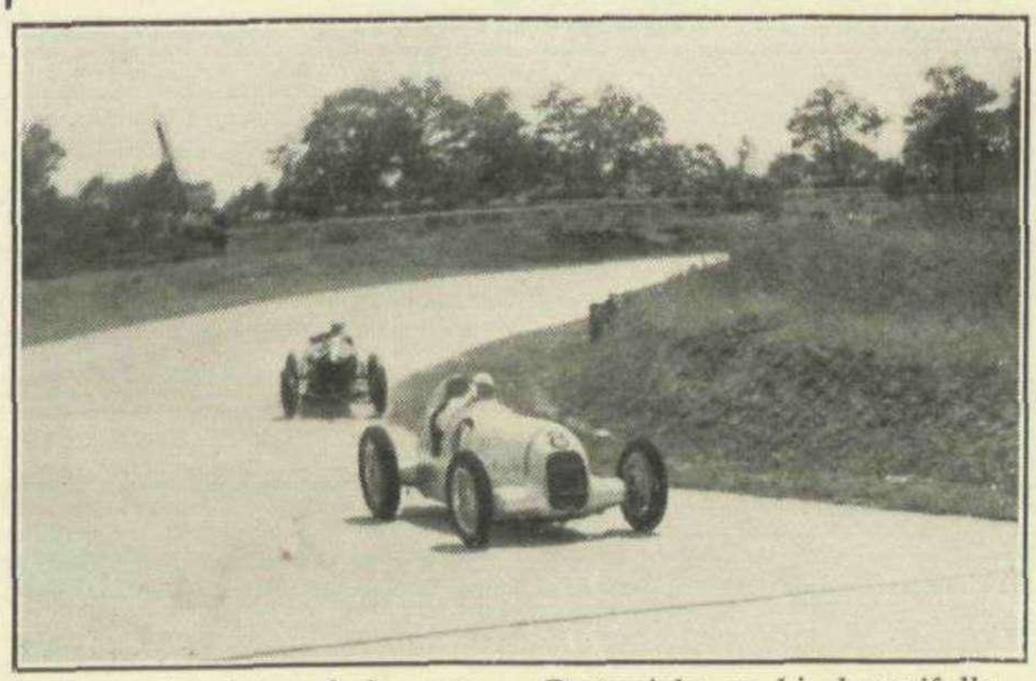
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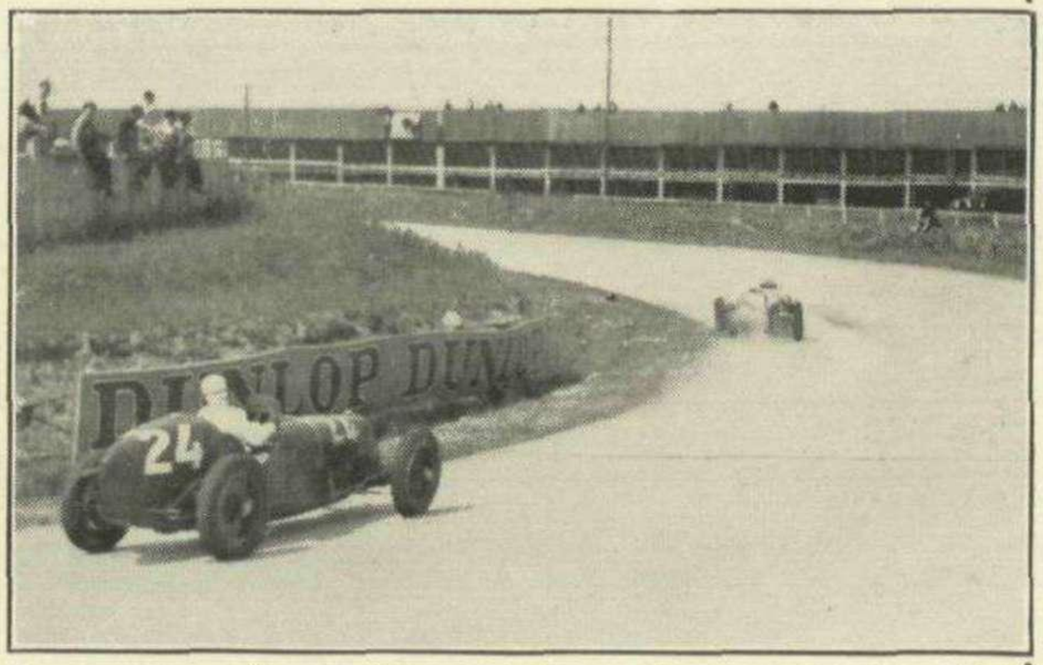
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An early phase of the race. Caracciola on his beautifully streamlined Mercedes holds his own with Varzi.



Benoist (Bugatti) and Zehender (Maserati) corner close in. The west banking of the track circuit may be seen in the background.

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EDITORIAL VIEWS

THE question of supercharging for standard cars still crops up whenever motorists meet, and two events of last month have added a stimulus to the discussion. First of all, the unsupercharged Alfa-Romeos in the Italian 24-Hour Targa Abruzzo Race actually beat their supercharged rivals, covering a greater distance without a handicap. The fastest of the blown Alfas experienced trouble, but that does not affect the argument—for reliability is an all-important point in fast motoring. The second occurrence is the wonderful entry received for the R.A.C. Tourist Trophy, which has completely confounded those critics who foretold the utter failure of the race if superchargers were banned.

* * * * *

The T.T. will be a good deal more interesting this year from the general point of view owing to the competition among large sports cars. Such British cars as Talbot "105," 4½-litre Lagonda and 3½-litre Bentley are the most up-to-the-minute specimens of their type, and the banning of blowers gives them a chance to compete in the T.T. with every chance of success. In previous years they have had to contend with thinly-disguised racing cars built on the lines of present-day Grand Prix machines. The team of V8 Fords will make a useful comparison, and it would be still more interesting if they could be supplemented by a team of large American cars such as Graham, Studebaker, Packard, Hudson or Hupmobile.

The Alpine Trial provided Talbots and Triumphs with a convincing proof of their excellence, while the numerous winners of Glacier Cups all deserve praise. There is one point about the Trial, however, which we venture to suggest would give greater value to a good performance. At present nearly every competitor wins some kind of award, no matter how often his car boiled on the Passes, how late he was at controls, and how badly his car behaved under the prevailing conditions. What we should like to see would be a re-naming of the awards. Alpine Cups for teams and Glacier Cups for individuals finishing with a clean sheet are good, but all other awards should be called second-class or third-class, as the case may be. The man-in-the-street could easily believe that a Glacier Silver-Gilt Plaque is about the finest thing you can win! Only the finest performances should receive real recognition.

* * * * *

The suggestions made by Obergruppen führer Hühnlein were the subject of a good deal of discussion. The day-of-rest in the middle of the trial used to be most welcome in the events a few years ago, and would be worth while reviving. After all, there is not much point in making the trial too strenuous for the drivers, because the affair is primarily a test of the cars. The proposed lunch-stop every day does not seem to be popular. The set average speeds can be exceeded by most people, and allow time for lunch without prolonging the day.

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THE NICE G.P. WON BY VARZI (ALFA-ROMEO)

NUVOLARI AND ETANCELIN (MASERATIS) GIVE THE FERRARI ALFA-ROMEOS A GOOD RUN FOR THEIR MONEY, AND THE LATTER FINISHES SECOND. RACE ATTENDED BY HUGE CROWDS.

THE Nice Grand Prix, inaugurated two years ago, is one of the most popular events in France. Immense crowds turn up at the sunny town, and huge grandstands are filled to overflowing—to say nothing of the hotels which line the course. The circuit is 3 kilometres 214 in length, and has to be covered one hundred times. The longest straight is the Promenade des Anglais, at the end of which a hairpin bend brings the cars back again to the Jardin Albert I and the Place Marrena. The road makes four sharp turns here, at the end of which the Quai des Etats Unis finishes the circuit.

The full entry of 18 cars arrived on the starting line, and were arranged by order of practice times in the following lines: 1st Row, Dreyfus (Bugatti), Varzi (Alfa-Romeo) and Nuvolari (Maserati), last year's winner, 2nd Row, Trossi (Alfa-Romeo) and Etancelin (Maserati); 3rd Row, Chiron (Alfa-Romeo), Straight and Ruesch (Maserati); 4th Row, Minozzi (Alfa-Romeo) and Sommer (Maserati); 5th Row, Veyron (Bugatti), Zehender (Maserati) and Delmo (Bugatti), ; 6th Row, De Villapadierna (Maserati) and R. Brunet (Bugatti); 7th Row, Marret (Bugatti), Del 'Orto (Alfa-Romeo), and Earl Howe (Bugatti). Varzi leapt ahead at the start, and the cars could be seen rounding the virage du Ruhl, in a close pack. Varzi was still leading at the end of the first lap, followed at a short distance by Chiron, Nuvolari, Dreyfus, Straight, Etancelin, Trossi and the rest. There was not much change for several laps, but Dreyfus passed Nuvolari and took third place. Something happened to Chiron on the seventh lap, for he suddenly lost two places to Nuvolari and Dreyfus, while the latter passed Tazio's Maserati, on the next lap. But with Nuvolari right on his heels Dreyfus found himself going too quickly at the virage Gambetta, and crashed into the straw barricades so heartily that he could not extricate his car. Sommer also retired on this lap, with mechanical trouble.

The race was a tremendously keen one, for although Varzi covered a lap in 1m. 45s. (Nuvolari's record last year was 1m. 47s.), he was only 11 seconds ahead of Nuvolari and 20 seconds in front of Chiron. Nuvolari was giving a magnificent display of driving, returning to his old form, and delighted the crowd by improving on Varzi's record with a lap in 1 min. 44 secs. Sommer took over the Alfa-Romeo driven by Del 'Orto, an Italian who was substitute for Soffietti. The latter has been suspended for a short time by the Italian Motor Club. Sommer did not have a long ride, however, for the back axle passed out after a few laps. On the thirteenth lap, Whitney Straight made a rare error of judgment and charged the straw barricades. He found that his front axle was bent so badly that he could not continue.

The duel between Varzi, Nuvolari, Chiron and Trossi, continued with the same amount of spirit, and Varzi equalled Nuvolari's lap record of 1 min. 44 secs. But the latter's Maserati's proved unequal to the strain of keeping close to the Alfa, and on the 28th lap Nuvolari retired with a broken piston. Thus the Ferrari team no longer had to contend with those of their chief rivals, namely Dreyfus, Nuvolari and Straight, and at quarter-distance the order was Varzi, Trossi, Chiron, Etancelin, Earl Howe, Ruesch, Zehender, de Villapadierna, Veyron and Minozzi.

There is always some particular duel in a race on which the crowd centres its attention, and for some time following Nuvolari's retirement everyone followed with keen interest the battle for second place being carried on between Chiron and Trossi. For many laps the latter led, but Louis got past eventually on the 30th lap, only to fall back again to third position two laps later. From then until half distance there was no real change in the order, which was as follows:—

1. Varzi (Alfa-Romeo), 1h. 29m. 51s.
2. Trossi (Alfa-Romeo), 1h. 30m. 51s.
3. Chiron (Alfa-Romeo), 1h. 31m. 12s.
4. Etancelin (Maserati), 1h. 31m. 48s.
5. Zehender (Maserati), 1h. 34m. 18s.
6. De Villapadierna (Maserati), 1h. 35m. 9s.
7. Minozzi (Alfa-Romeo), 1h. 35m. 22s.
8. Ruesch (Maserati), 1h. 35m. 27s.
9. Earl Howe (Bugatti), 1h. 36m. 25s.

Varzi was a whole lap ahead of Etancelin, and the race became rather monotonous until Chiron was seen to pull into the pits. All the plugs were changed, and mechanics worked feverishly on the engine for 5 min. 30 secs. By the time he got going again he had lost third place and was now fifth behind Etancelin and Zehender. The latter, by the way, now drives a Maserati for the De Villapadierna stable. Chiron's Alfa-Romeo was not cured of its troubles, however, and on the following lap the loud speakers announced his retirement.

The rest of the field were making a good show among themselves. The Maseratis driven by Etancelin, Zehender, De Villapadierna and Ruesch were all going well, while Earl Howe and Pierre Veyron had the sympathy of the crowd for their regular driving of the two 2.3-litre Bugattis. Marrett and Brunet, on similar cars, were a little slower. Soon after the 70th circuit, Hans Ruesch drew into the pits and complained that the gearbox of his car was so hot that it was burning his legs. After a lively discussion with his pit-staff he decided to retire from the race.

Just when the crowd were beginning to be impatient with the monotony of the race, and the position of the leaders appeared to be unassailable, there occurred one of those incidents which give motor-racing its own peculiar uncertainty. Etancelin suddenly appeared in front of Trossi and all heads turned to see what had happened to the third Ferrari car. There it was, 200 yards from the pits, the driver cursing himself for having a bone-dry petrol tank! He pushed the Alfa to the pits, filled up and hurriedly departed, but the slip had cost him second place to Etancelin, and he could not recover the lost ground. Varzi finished an easy winner by a clear minute, with Count Trossi, 24 seconds behind Etancelin.

Both the leaders were cheered wildly at the finish and in spite of frantic efforts on the part of the authorities and the *gendarmerie* the huge crowd swarmed all over the road to welcome the drivers. Varzi had driven a beautiful race, calm, well judged and convincing in his superiority. Although sympathising with Trossi for his unfortunate delay, everyone congratulated Philippe Etancelin on at last getting the better of his deadly rival of Montreux and Vichy.

RESULTS.

1. A. Varzi (Alfa-Romeo), 3h. 2m. 19s., 105.772 k.p.h. (65.72 m.p.h.).
2. P. Etancelin (Maserati), 99 laps in 3h. 2m. 20s.
3. Count Trossi (Alfa-Romeo), 97 laps in 3h. 2m. 40s.
4. Count Villapadierna (Maserati), 97 laps in 3h. 3m. 19s.
5. G. Zehender (Maserati), 97 laps in 3h. 3m. 29s.
6. P. Veyron (Bugatti).
7. Lord Howe (Bugatti).
8. M. Marret (Bugatti).
9. R. Brunet (Bugatti).

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6 FRAZER NASHES STARTED— SIX FINISHED

THE TEAM

No. 103. L. Butler-Henderson and the Hon. William Fielding.

1932 (February) model. Competed in last year's "Alpine" as member of Frazer Nash team with same car. Relay Race, 1933. Official time for the Stelvio Pass—23 mins. 26 secs. . . . standard time for class 30 mins.

NO MARKS LOST

No. 104. Alan Marshall and D. G. Hopkins

1932 (December) model. Relay Race, 1933. Alpine Trial, 1933 and 1934. Considerable touring mileage, including track racing, reliability and speed trials.

NO MARKS LOST

No. 105. The Hon. Peter Mitchell-Thomson and Lord Waleran

1933 (February) model. Considerable touring mileage raced consistently at Brooklands, also reliability and speed trials. Relay Race, 1933 and 1934. Leaking impeller gland repacked, necessitating breaking radiator seal to replenish, losing 10 points—further 4 points lost for being 4 mins. late at check.

14 MARKS LOST

Team placed second to the German B.M.W's in the 1,500 c.c. class.

INDIVIDUALS

No. 110. H. J. Aldington and N. A. Berry

The "hat trick" in Alpine Trials! No marks lost by H. J. Aldington in three consecutive years.
1932—Coupe des Glaciers.
1933—Only English car to complete the Trial without losing a single mark.
1934—Coupe des Glaciers.

The Frazer Nash driven by Mr. Aldington was a 1932 model taken from second-hand cars in stock.

NO MARKS LOST

No. 111. John Tweedale Coupe des Glaciers

1932 (March) model, with three Alpine Trials to its credit.

NO MARKS LOST

No. 122. Mrs. Arline Needham

1933 (January) model. Mrs. Needham deserves a special word of appreciation for her fine effort in driving single-handed throughout the "Alpine" and also putting up the best performance of any lady driver. Through an error she was one minute late in entering the check at the end of the first day's run, although there in good time.

ONE MARK LOST

Faced with the annual outburst of "Alpinvertising"—a word we have coined to describe the misleading advertisements which appear after the Alpine Trial, frequently involving twisting round mediocre results so that they read as outstanding successes, we propose limiting ourselves to a plain statement of facts.

The fact that the average speed was reduced, together with the non-inclusion of the timed climb of the Pordoi Pass, made it a foregone conclusion that the results this year would show a higher proportion of awards among makes of cars which failed last year, but what we regret most of all was the last-minute modification of the route involving the elimination of the timed climb of the notorious Galibier Pass which robbed the Trial of its greatest difficulty.

Last year the Frazer Nashes, both the team and individuals, were the most brilliant performers on this Pass, and in fact one of the team was the ONLY English car not to lose a mark on this climb—this final test providing conclusive proof as to which was the most successful car in the Trial.

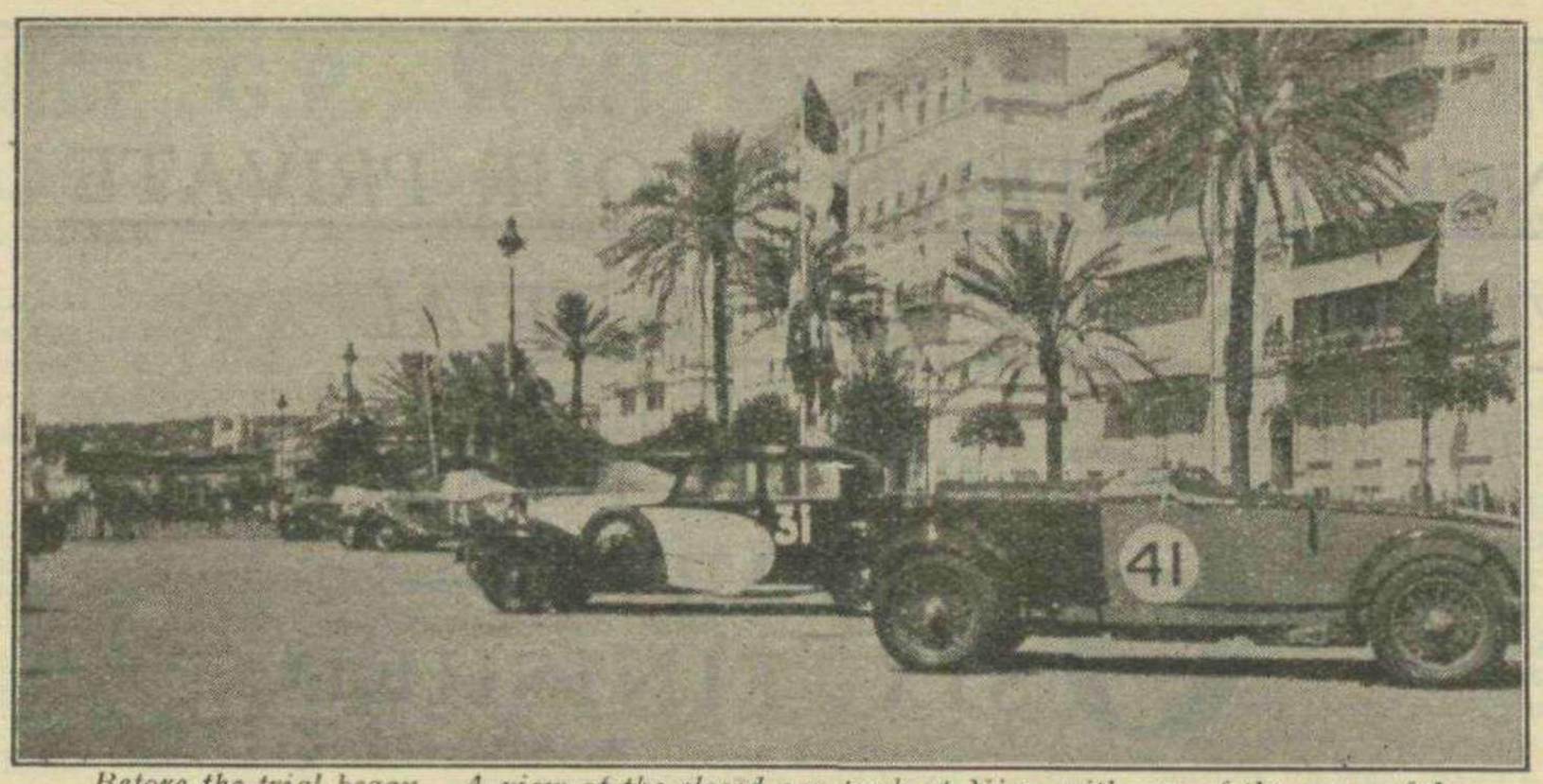
This year we **expected** all the Frazer Nashes to get through, as they did. It is certain that the Frazer Nashes put up a most creditable performance, particularly as it is equally certain that **no** make of car, English or foreign, provided such a large entry of successful private owners, while the actual team (the **only** team of private owners) was in direct competition with the many manufacturers' teams.

These facts will, we think, carry more weight with other private owners than the success of any carefully prepared manufacturer's team entry of cars built for the Trial, and handled by "works" drivers and expert mechanics. No works mechanics were carried in any of the Frazer Nashes.

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Before the trial began. A view of the closed car park at Nice, with one of the successful Talbot's in the foreground

BRITISH SUCCESSES IN THE ALPINE TRIAL

TALBOTS AND TRIUMPHS WIN ALPINE CUPS FOR TEAM PERFORMANCES. GLACIER CUPS WON BY TRIUMPH, SINGER, FRAZER NASH, ASTON MARTIN, STANDARD AVON, M.G., AND RAILTON TERRAPLANE.

ALTHOUGH the expense of transport to the Alps is much greater from England than from other European countries, British team entries in the Alpine Trial numbered 6, against the combined 13 of France and Germany. These consisted of Talbot " 105 "s driven by W. M. Couper, H. S. Eaton and Mr. and Mrs. Wisdom; Triumph " Southern Crosses " handled by Lt.-Col. Holbrook, J. Ridley and V. Leverett; SS.1. open cars in the hands of C. Needham, D. Clease and S. H. Light; Rileys driven by C. Riley, A. Farrar and F. C. Griffiths; Frazer Nashes piloted by L. B. Henderson, A Marshall and H. Mitchell-Thompson; and Singers driven by W. J. B. Richardson, A. B. Langley and H. M. Avery. As for the individual entries, there were 28 British drivers compared with 70 from the Continent.

As usual the competitors all had adventures of sorts en route to Nice, the starting point. Probably the most amusing was the one involving the Singer and Talbot teams. The Singers were in front, and ran into a flock of chickens at high speed. Suspecting that some more competitors would be along soon, the infuriated owners placed the corpses on a bench, ready to hand, and when the Talbot drivers appeared they were literally bombarded by the dead birds!

Most people went South via Rheims and Grenoble, and some went to the Galibier Pass for a trial run. This climb was to be timed on the first day, and thoroughly frightened most drivers when they found that they could only just do it within the specified time. The road was in a very bad state, owing to heavy rains, a state of affairs which would favour the large cars. As it turned out, however, there was no need to worry for the weather grew still worse and the Col du Galibier was cut out of the route.

The cars were taken away from the competitors on Monday morning for sealing and scrutineering. In order to stop any possible tampering with the seals a special type of yellow paint was used, containing some ingredient which turned its colour when wiped with a petrol rag. No one knew this, of course, and woebetide the competitor who dared to paint the seals once more with ordinary yellow paint!



The three Adler-Diplomats were winners of an Alpine Cup in the same class as the Talbots. Here they are waiting at a level crossing

The start was given on Tuesday morning, August 7th, at the early hour of 5 a.m. The big machines went first, the Fords and Delahayes, followed by the individual entries in the unlimited class. After them came the teams of Talbot, S.S, and Adler-Diplomats, and the rest of the 175 cars in order of size. Following a good main road, on which the Dutch drivers of Ford V8's did their best to give the atmosphere of a race, the Col de la Cayolle was reached, a long ascent over rough roads which did not cause any bother to the English competitors. Soon after came the Col du Vars, not too difficult, and a time check at a place called Guillestre. At the foot of the Col du Vars, Van der Meulen had to withdraw his Ford with gear-box trouble, thus putting the Ford team out of the running.

The Col d'Izsard is an extremely stiff ascent, reaching the highest altitude on the day's run, and trying the drivers to the full. Two competitors had a nasty time here, in both cases the cause being fire. M. Amband's V8 Ford and the Hotchkiss of that well-known driver, Dr. Sprenger van Eyk, both being badly burnt. All the English drivers were keeping well up to schedule and experiencing no trouble at all. Especially impressive were the Talbots, their pre-selecting gear-boxes being of great assistance on the Passes.

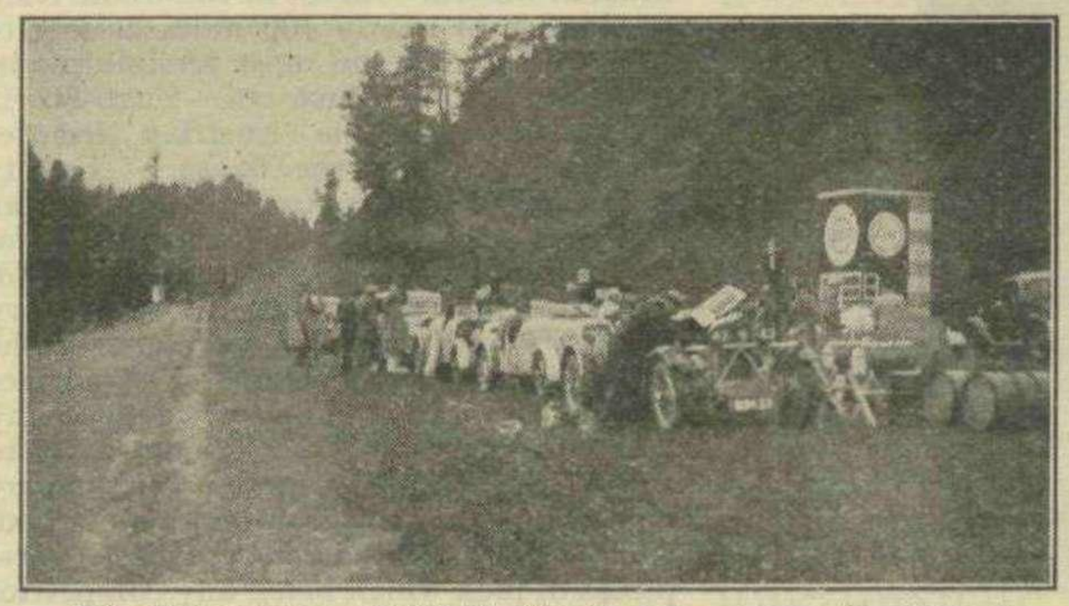
BRITISH SUCCESSES IN THE ALPINE TRIAL—continued.

After Briancon a deviation was made from the original route in order to avoid the Galibier. The new course took in the Glandon Pass, which was more difficult to descend than to climb. The Ford driver Pätzold was taken unawares on a corner and dashed down a precipice, without injuring himself. At the foot of the Pass a good level road brought the weary competitors to Aix les Bains, the stopping place for the night. On this road any competitors who had lost time had a chance of making it up, but H. Carr (Austin " 65 ") lost 45 marks during the day and Mrs. Needham (Frazer Nash) one mark, through being one minute late.

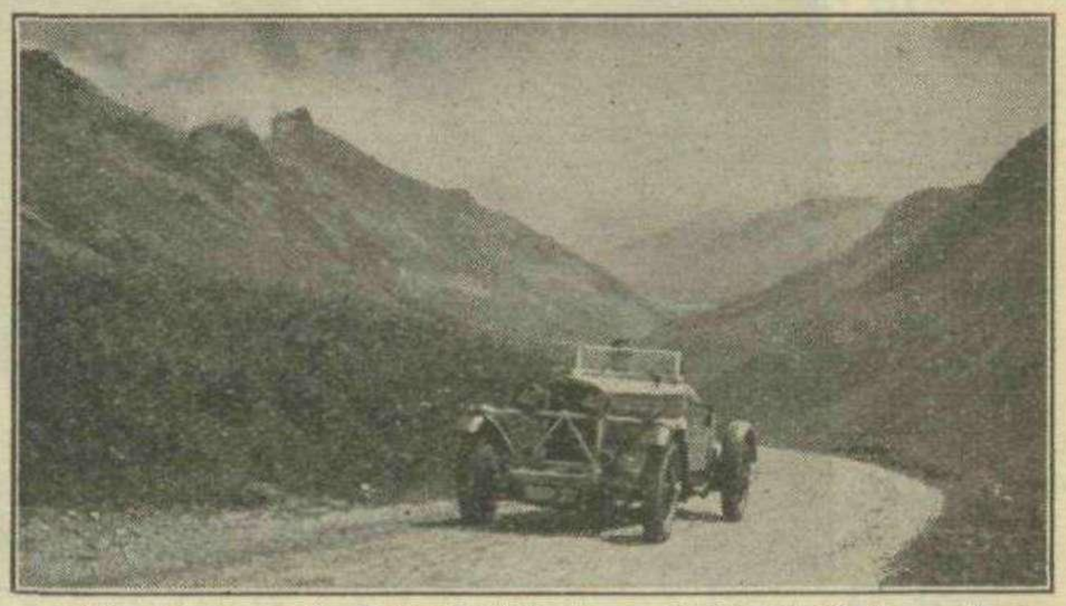
MARKS LOST ON FIRST DAY.

The following lost marks :—P. Glerum (Ford V8), 15 marks ; Mme. Potet-Sajoux (Delahaye), 14 marks ; J. Machat (Citroën), 1 mark ; **Mrs. A. Needham (Frazer Nash), 1 mark ; H. Carr (Austin), 45.**

At Aix les Bains there were a good many English " friends " to welcome the competitors, among them being Georges Roesch, the Talbot designer, at the wheel of a very special new model which he was testing under Continental conditions. For most of the competitors a bath, change and dinner was followed by bed, for another 12 hours of strenuous motoring had to be faced at 8 o'clock.



The filling depot outside St. Moritz was a scene of continual activity. Couper's Talbot, two Adlers and a brace of Hotchkiss are refuelling



This photograph of T. H. Wisdom's Talbot " 105 " on the Galibier Pass was taken 10 minutes before a cloudburst fell, destroying a bridge and making the road impassable

Leaving the park in the Place Clemenceau, the route took the cars back on the same road by which they had approached Aix, and so to the Little St. Bernard Pass. No trouble was reported here, though P. Glerum (Ford V8) had been disqualified for receiving outside assistance in starting the engine of his car. At the top of the ascent was the Italian frontier, and passports were stamped in record time. In Italy the automobile ranks as a " sacred animal," and encouragement to still greater speeds was given by the Fascists who waved the cars round blind corners.

Then came a stiffer obstacle, the Great St. Bernard, on which the small cars both from Britain and Germany showed up remarkably well. The Swiss frontier was at the top of the Pass, and here again everything was done to facilitate the passage of the competitors. The worst of the day was now over, and as a whole this second stage was the least strenuous and more enjoyable than any other. The scenery on the way down to Interlaken was magnificent, and the Col du Pillon caused no one a moment's trouble.

The English cars had fared very well during the day, but H. Mitchell-Thompson of the Frazer Nash team had lost 4 marks, thus giving the B.M.W.s an advantage in Group Four. The Dutch Ford team were cheerfully carrying on in spite of losing marks at the rate of 100 per day owing to Van der Meulen's retirement, and of the other teams all were intact except Adler-Trumpf Junior, who had lost 102 points through being late and taking on water. In the individual classes the only English competitor to lose marks was Miss Margaret Allan, who was penalised 10 for breaking the seal of the radiator of her Lancia Lambda. The other competitors had not been without adventures, however ; Light going off the road with his S.S. and striking one of those large stones which line the roadside in the Alps ; Tongue having had no less than four punctures on his Le Mans Singer ; and Marshall (Frazer Nash) having to refill his sump constantly owing to a nasty leak. The Dutch Ford drivers continued their wild progress, undeterred by the previous fate of some of their companions. This time Bakker Shute's car, driven by the spare driver, was overturned near Interlaken, nearly causing disaster to the Delahaye team. The latter manhandled the Ford back to its proper level and the Dutchmen continued with the journey to Interlaken.

MARKS LOST DURING THE SECOND DAY.

Teams : Dutch Ford V-8, 200 ; **Frazer Nash, 4 ;** Adler Trumpf Junior, 102.

Individuals : Tausberger (Mathis), 27 ; Mme. Potet-Sajoux (Delahaye), 33 (total 47) ; Machat (Citroën), 1 ; **H. Mitchell-Thompson (Frazer Nash), 4 ;** Kronmuller (Adler), 37 ; Widenmann (Adler), 65 ; **Miss M. Allan (Lancia-Lambda), 10.**

The morning of the third day was cold and damp, many competitors fearing that their cars would not prove too easy to start. H. M. Avery had the bad luck to break the front-bearing of his starter-motor, which cost the Singer team 5 marks. The weather grew worse as the Grimsel Pass was approached, the dark mist necessitating the use of side lamps. No sooner was the Grimsel passed than the Furka had to be attacked, but the only difficulty here was in giving room to the huge post-buses. Rain was falling at Disentis, and showers turned to heavy rain over the Bernardine and Spengen Passes. The former was very tiring, with innumerable acute hairpins.

Trouble was becoming more frequent, The Fords had their usual mishaps. Magnus being the first to suffer with a broken back axle. Wielemann's trouble was more serious, however, for he met another car head-on coming down the Remardino and wrote off the front of his car, to say nothing of the opposing vehicle. One of the Adler drivers had a distinct " moment " when he put his wheels over the edge of a precipice, but a conveniently placed rock saved him from destruction.

The team position was now not so good from the British point of view, for in addition to the Singer loss of marks, the Riley's had been penalised 67 marks through Farrar being late and filling up with water. The Wanderers, Opels and Adlers had lost no marks at all, so that the Riley chances of an Alpine Cup were fairly remote. The Talbots and S.S. team were holding their own against the Adlers, but Frazer Nashes were still 4 marks down to the efficient little B.M.W's. In the smallest class the Triumphs, were still without loss of marks, but Singers had lost 5. The small Adlers on the other hand, had lost 102.

MARKS LOST ON THIRD DAY.

The following competitors lost marks :—**Teams :** Group I.—Dutch Ford V-8 Team : 100 (total, 300). Group III.—**Riley Team : 67.** Individuals : Leonboldt (N.A.G.) : 54 ; **Miss M. Allan (Lancia) : 6** (total, 16); **A. Farrar (Riley) : 67.** Machat (Citroën) : 23.

The competitors woke up the next morning with the distinct sensation that The Day had arrived, for the dreaded Stelvio Pass had to be tackled—and timed into the bargain. Not only that, but there was a speed test to follow, held on an Autostrada near Venice, and the day's run amounted to 343 miles. Girding their loins quite cheerfully, the competitors left the hospitable Grand Hotel, at St. Moritz, and were soon across the Italian frontier. Then the Stelvio came in sight, a zig-zag ribbon of road with 48 hairpin bends to be negotiated. The official times taken by competitors on the Stelvio are not to hand, but judging by appearance, the Fords, Adlers, Hotchkiss, Delahayes and Talbots were all much about the same. Possibly the Talbots were the fastest of the lot, their self-changing gearboxes giving the drivers every assistance. Wisdom and Eaton were the fastest in 22 mins. 50 secs., and all three beat Brian Lewis's time of two years ago. The Railton Terraplanes both had to reverse on some of the bends, but so great was their acceleration that they easily maintained the requisite average

BRITISH SUCCESSES IN THE ALPINE TRIAL—continued.

speed. Nortier's Ford bore signs of hectic cornering at the beginning of the climb in the form of a torn-off tyre. The S.S. team now began to show signs of wear, and all lost marks, Needham 7, Clease 11, and Light 18. On the other hand the German Wanderers and Opels were going just as well as ever, and the Riley team were fast. Some of the individual Rileys however, were in a bad shape. The same thing applied to the Singers, the team losing no marks at all, while both Tongue and Mrs. Petre had trouble. The latter rammed the rock walls, and had difficulty in reaching Venice. The Triumphs made a model team ascent, and Don Healey was as good as usual. There were two outstanding climbs made by M.G. drivers. Humphrey Symons was first-class on an "N" type Magnette, and Leslie Seyd brought up his blown Midget in 25 mins. 26 secs., the fastest time in the 1,100 c.c. class. The Frazer Nashes were all splendid, with "Aldy" making a good climb as an individual in spite of misfiring. None of the team lost marks. The most amusing story of the Stelvio was that attributed to A. E. Dobell, driving a 4½-litre Lagonda.



W. M. Couper's Talbot "105" at the top of the Stelvio. The whole team climbed effortlessly without a trace of boiling. The Pass is the highest road in Europe, and has 44 hairpin bends,

He exceeded his time allowance, and gave as a reason that he could not find the Stelvio! He motored along, expecting to find it quite soon, and finally decided to stop and let the engine cool down, as he thought he must be approaching it. He got going again, and round the next corner found the finishing point! Well, well!

After the Stelvio, a few minor passes led the competitors by easy roads to Padua, the only annoyance being dust. Hereabouts, S. H. Light went off the road once more with his S.S. and this time damaged the car so badly that he could not continue, thereby putting paid to the S.S. hopes of an Alpine Cup. On the Autostrada from Padua to Venice the cars underwent a speed test over a 10 kilometre section. Most of the cars had no difficulty in attaining the requisite speed, but three English cars had lost their time and failed to qualify. Both D. Clease and F. W. Morgan, on S.S. cars, could not attain the necessary 68 m.h.p., and consequently were penalised. The other defaulter was H. Carr (Austin Seven). Foreign failures were M. Vial (Hotchkiss), Dr. Pfitzner (Tatra), and Graf von Westerholt (Adler Triumpf). The unofficial fastest time was made by Trevoux on a Hotchkiss. The three Talbots, were wonderfully impressive, averaging over 80 m.p.h. in line ahead formation.

At Venice, the cars were parked in a huge garage, and the competitors proceeded to their hotels by means of gondolas, than which a greater contrast cannot be found to the jolting and jarring of rough mountain roads on a small sports car.

The day had been an important one for many teams and individuals. The Ford team had so far, lost 400 marks, being four days without Van der Meulen, the third member of the team. Delahayes had lost 100, owing to Perrot returning on the Stelvio. The Talbots were still 100 per cent., but the S.S. team were 154 marks down, owing to Light's crash. The Adlers, Opels and one team of Wanderers were all free from penalty, as were the B.M.W's, which still led the Frazer Nashes by 4 marks. The Singers score of 5 marks was the same, Adler Juniors were still 100 marks to the bad, while the Triumphs were all free from penalization, and had great hopes of winning an Alpine Cup. The retirements of the day were as follow: Perrot (Delahaye), Leonholdt (N.A.G.), Magnus (Ford), Negrel (Renault), Rea l (Renault), Falmbige (Bugatti), Light (S.S.), Miss Allan (Lancia), Graumuller (Wanderer), and Mrs. Petre (Singer).

The first car had to leave Venice at 5 a.m. the next morning, and this early hour proved too much for some of those who had chosen to see Venice the night before. Norman Black and Reuben Harveyson, the drivers of an S.S.11, failed to answer the roll call and did not start. It was a bad day, the mileage being 290 miles over dusty and badly surfaced roads. Soon after leaving Venice, some of the competitors were not a little alarmed to hear the unmistakable whine of shells, and to see great jets of water being thrown up out at sea. Actually the shells were being fired from emplacements up in the hills at targets out at sea, and passed over the heads of the competitors.

The Italian roads toTrieste and Fiume, were straight and flat, but once over the Yugo-Slavian border and a very different tale was told. Great clouds of dust followed each car, and all the way to Zagreb the drivers had a most unpleasant journey. The country was absolutely desolate, and someone was clapped into a local prison for having run over a policeman and a child. The Talbot team found a man selling luscious watermelons, but had no dinars with which to buy some. After much haggling it was found that one Players cigarette could be exchanged for half a melon. Although lacking in mountainous ascents the day took its toll of marks and retirements. Beck Calkoen, of the Ford team, lost 12 marks through being delayed with electrical troubles, and an Essex Terraplane driven by the Swiss Philiporrian fell out with a broken axle. Lye's Talbot retired with a run big-end, Dr. Kharnbotto (Lancia Augusta) was disqualified for receiving assistance, Dreir's Alfa-Romeo failed to check in, and Miss Patten's Alvis developed a chronic form of petrol starvation. At Zagiel the last straw came when great difficulty was experienced by a group of competitors in obtaining access to their hotel accommodation, the unwilling hotel-keepers finally capitulating under threats of being reported to the British Consul.

The last day's run from Zagreb to Munich was the longest of the whole trial, a distance of nearly 400 miles having to be covered over the most terrible roads. The inevitable dust of Yugo-Slavia continued until the Austrian frontier was reached, and the flasks of brandy presented to each competitor by Austrian representatives of the Vacuum Oil Company came as an absolute God-send. Then a deluge of rain fell, and the weary drivers found the wild Turracher Höhe in an appalling condition. The surface was rough and slippery, and many competitors took a very long time to make the grade. There were many baulks, and passing cars became ditched. This climb marked one of the worst pieces of luck which befell any competitor when Leslie Seyd sheared the back axle of his supercharged M.G. Midget when only 200 miles from the finish. He abandoned his car and was picked up by the official vehicle which tailed the procession. The crew of this car had been on the road without stopping for two days, so Seyd drove them into Munich, arriving there at 5.30 the next morning.

The time check at Wurzenpatz nearly caused heart failure to many competitors. After frantic enquiries it was found that a mistake had been made and that it was 29 kilometres further than the place shown on the route cards. The result was that the big Adlers were 12 minutes late and Couper had lost 8 marks on behalf of the Talbot Team. The three British cars had filled up at a garage, but whereas Eaton and Wisdom got full tanks and departed, Couper was informed that he would have to fill his car from a lorry. In the ensuing rush to make up time he took a wrong turning down hill and nearly met disaster, but he made up time and was only 8 minutes late. Lots of people were late, so the officials decided to refund marks to all who had been penalised by the misplaced check.

The German frontier was decorated with huge banners welcoming the competitors to Germany, and Nazis with outstretched arms lined roads. The Germans treated the trial as a race, and all traffic was

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BRITISH SUCCESSES IN THE ALPINE TRIAL—continued.

stopped, which was a good thing for many competitors who had to make up time on this last stretch. Arrived at Munich the dog-tired drivers went to their hotels and slept solidly for 16 hours or more.

At the official reception afterwards some suggetions were made as to next years trial by Obergreppenführen Hühulein. Chief of these was the idea of a rest-day in the middle of the trial, as used to be arranged two years ago. This would be welcomed by most people, as the complete exhaustion of the last day has little to recommend it. The other suggestion was that an official lunch stop should be scheduled every day, but this idea is not so good. Most drivers prefer to get the day's work over as soon as possible, and to take their luncheon in the time made up on the schedule.

The results make interesting reading, for they show that it is indeed a praiseworthy achievement to gain an Alpine Cup with three cars, and a first-class feat to gain a Glacier Cup as an individual. Of the English teams, the three "105" Talbots and the three "Southern Cross" Triumphs deserve the highest possible praise in maintaining a clean score for the whole distance. The cars were well prepared and intelligently handled by Mr. and Mrs. Wisdom, H. S. Eaton and W. M. Couper in the first case, and by Lt.-Col. Holbrook, J. Ridley and V. Leverett in the second.

Accessories and equipment play a large part in the Alpine Trial, and it is worth noting that the Talbots used Esso fuel, Vacuum Oil, Zenith carburetters, Dunlop tyres, Champion plugs, Jaeger instruments and Duron brake linings.

RESULTS.

Group 1. Over 3,000 c.c.—Teams.

1. Delahaye (Drivers: Perrot, Dhom and Girod), 2,700 points, winning the International Alpine Cup.
2. Ford (Drivers: van der Meulen, van Beeck Calkoen and Bakker Schut), 2,388 points, winning the Silver-gilt Plaque of the International Alpine Trial.

Individuals.

Glacier Cups (1,000 points retained).—R. L. Richardson (Railton Terraplane), E. Mutsaerts (Ford V8), A. P. Van Strien (Ford V8), N. Füsette (Ford V8), S. D. Posthumus (Ford V8), B. Neamtu (Ford V8), R. Getac (Ford V8), M. Trevoux (Hotchkiss), v. Biro (Bugatti), M. G. Descollas (Bugatti), Mme. L. Schell (Delahaye), H. J. Davids (Railton Terraplane).

Silver-gilt Glacier Plaques.—A. E. Dobell (Lagonda 4½-litre), 997 points; P. L. Nortier (Ford V8), 991 points.

Group 2. 2,000 c.c. to 3,000 c.c.—Teams.

1. Talbot (Drivers: Wisdom, Eaton and Couper) and Adler-Diplomat (Drivers: Wimmer, Gehrmann and Hoffmann), 3,000 points, both winning International Alpine Cups.
2. S. S. (Drivers: Needham, Clease and Light), 2,630 points, winning the Silver-gilt Plaque of the International Alpine Trial.

Individuals.

Glacier Cup (1,000 points retained).—M. Carrière (Hotchkiss).

Silver-gilt Glacier Plaque.—M. Vial (Hotchkiss), 999 points; M. E. Legrè (Panhard), 995 points; F. W. Morgan (S.S.), 978 points; R. Fischer (Alfa-Romeo), 978 points.

Group 3. 1,500 c.c. to 2,000 c.c.—Teams.

1. Wanderer (Drivers: Sandizell, Trübsbach and Krämer), Opel (Drivers: Diehl, Blüm and Traiser), and Adler-Trumpf (Drivers: v. Guilleaume, Hasse and Löhr), 3,000 points, all winning International Alpine Cups.
2. Riley (Drivers: Riley, Farrar and Griffiths), 2,933 points, winning Silver-gilt Plaque of the International Alpine Trial.
3. Wanderer (Drivers: Graumüller, Hinterleitner and Bau), 2,700 points, winning Silver Plaque of the International Alpine Trial.

Individuals.

Glacier Cups (1,000 points retained).—Frl. E. Frisch (Opel), W. Engesser (Opel), Fohr. v. Goldegg (Alfa-Romeo), R. Sauerwein (Adler-Trumpf), W. Delmar (Adler-Super-Trumpf).

Silver-gilt Glacier Plaques.—v. Guilleaume (Opel), 992 points; Miss D. C. N. Champney (Riley), 990 points; Graf. v. Westerholt (Adler-Trumpf), 984 points; Lecot (Citroën), 968 points; Dr. Pfitzner (Tatra), 968 points.

Group 4. 1,100 c.c. to 1,500 c.c.—Teams.

1. B.M.W. (Drivers: Brenner, Kandt and v. Delius), 3,000 points, winning the International Alpine Cup.
2. Frazer Nash (Drivers: Butler-Henderson, Marshall and Mitchell-Thomson), 2986 points, winning the Silver-gilt Plaque of the International Alpine Trial.

Individuals.

Glacier Cups (1,000 points retained).—A. v. Mumm (Röler), H. J. Aldington (Frazer Nash), J. Tweedale (Frazer Nash), J. Cadbury (Aston Martin), T. Clarke (Aston Martin), Graf Spiegel-Diesenberg (B.M.W.), A. Gutknecht (B.M.W.), Frau L. Roehrs (B.M.W.), Graf. P. Orsich (Standard Avon), H. E. Symons (M.G. Magnette), Capt. O. H. Frost (Lancia).

Silver-gilt Glacier Plaque.—Mrs. A. Needham (Frazer Nash), 999 points.

Group 5. Up to 1,100 c.c. —Teams.

1. Triumph (Drivers: Leverett, Ridley and Holbrook), 3,000 points, winning the International Alpine Cup.
2. Singer (Drivers: Richardson, Langley and Avery), 2,972 points, winning the Silver-gilt Plaque of the International Alpine Trial.
3. Adler-Trumpf-Jun (Drivers: Bahr, Kronmüller and Widenmann), 2,590 points winning the Silver Plaque of the International Alpine Trial.

Individuals.

Glacier Cups (1,000 points retained).—M. A. Newnham (Triumph), D. M. Healey (Triumph), P. Schweder (Adler-Trumpf-Jun), R. P. Gardner (Singer), F. S. Barnes (Singer), J. Connell (Singer).

Silver-gilt Plaques.—v. Formanek (Aero), 996 points; A. G. R. Alexander (Riley), 985 points; V. Branck (D.K.W.), 983 points; H. Melfort (D.K.W.), 988 points; R. E. Tongue (Singer), 973 points.

Silver Glacier Plaques.—G. Macher (D.K.W.), 689 points; E. A. C. Cornelius (D.K.W.), 953 points; H. Carr (Austin), 941 marks.

MODERN PACKING METHODS.

In an address given recently by Mr. Frederick J. Wolfe, Chairman of the Anglo-American Oil Co., Ltd., some interesting details of the Company's enterprise were set forth.

Pratt's was the first motor spirit to be sold in the familiar two-gallon cans, theirs were the first petrol pumps, while the introduction of Essolube in sealed glass bottles met with instant success.

A large range of by-products are handled by the Company, one of the most important being "Standard Bitumen," which is used as a road-binding material. In England it is usually sent out in the steel drums which are a familiar sight where road repairs are in progress. This method of packing is, however, uneconomical where large quantities are to be handled, so for export purposes it is transported in specially constructed tank steamers. The bitumen is raised to 400° F. by steam pipes, is pumped into the tankers from the Company's plant at Fawley, near Southampton, and is maintained in a fluid condition by steam coils on the vessels, and can thus be pumped out of the tankers at the terminal port with the minimum of handling and delay.

FORTHCOMING EVENTS

MOTORING FIXTURES FOR 1934.

SEPTEMBER.

1st. *R.A.C. T.T. Race.*
1st. *Southport M.R.C. Sand Race Meeting.*
1st. *Middlesex County A.C. Hill Climb.*
2nd. *Course de Cote de Feleac. Roumania.*
8th. *M.C.C., Ltd. Brooklands Meeting.*
8th. *Bugatti Owners Club. Lewes Speed Trial.*
9th. *Grand Prix d'Italie. Italy.*
9th. *Rally de la Baule-Pornichet- France.*
12th. *Sutton Coldfield and N. Birmingham A.C. Evening Trial.*
15th. *Brighton and Hove M.C. Speed Trials.*
15th. *Riley Motor Club. Cotswold "6" Trial.*
16th. *Circuit de Wien. Austria.*
16th. *Circuit de Cremona. Italy.*
16th. *Course de Cote du Mont—Ventorna. France.*
22nd. *B.R.D.C. 500-Miles Race.*
23rd. *Liverpool M.C. Reliability Trial.*

SEPTEMBER—*continued.*

23rd. *Grand Prix d'Espagne. Spain.*
29th. *Midland A.C. Shelsley Walsh Hill Climb.*
29th. *Southport M.R.C. Sand Race Meeting.*
30th. *Circuit de Masaryk. Czecho-Slavakia.*
30th. *Singer Car Club. Bullock Cup Trial.*

OCTOBER.

5th-6th. *Women's A. & S.A. Reliability Trial.*
6th. *Derby and D. M.C. (Prop.), Ltd. Race Meeting Donington.*
6th. *Junior Car Club. Lynton Trial.*
7th. *Course de Cote du Zirleberg. Austria.*
13th. *B.A.R.C. Race Meeting.*
13th. *M.C.C. Sporting Trial.*
14th. *Bugatti Owners Club. Reliability Trial.*
20th. *N.W. London M.C. Team Trial.*
28th. *Brighton and Hove M.C. Chandler Trophy Trial.*

BUGATTI GAINS THE DAY AT FRANCORCHAMPS

RENÉ DREYFUS AND ANTONIO BRIVIO TAKE THE FIRST TWO PLACES, WITH SOMMER'S THIRD— CHIRON AND BENOIST HAVE MIRACULOUS ESCAPES FROM DEATH.

THE organisation of a Continental motor race is a most anxious business for the officials. First of all the entry of the leading cars and drivers has to be obtained, but even then their actual participation in the race cannot be assured. This is what happened in the Belgian Grand Prix, where entries from Ferrari, Bugatti, Mercédès and Auto Union gave the hope that the race would be one of the finest of the season. Forty-eight hours before the event, however, two telegrams came from Germany, the Mercédès factory saying that their cars could not be prepared in time, and the Auto Union directors stating that they wished to give their drivers a rest! This followed on some trouble about the Belgian Customs people demanding 180,000 francs duty on 3,000 litres of special fuel from Germany.

Fortunately there was just sufficient interest left in the remaining entries to make the race worth watching. There were the two Ferrari champions, Louis Chiron and Achille Varzi, driving brand new monoposto Alfa-Romeos; Brivio, Benoist and Dreyfus at the wheel of the "works" Bugattis, now enlarged in size to 3,500 c.c., Raymond Sommer on a 3-litre Maserati, and Montier driving a specially built V8 Ford—the smallest field for any Grand Prix race this year.

Just before the flag fell a slight drizzle set in, and the drivers were faced with an unpleasant 3 or 4 hours of handling their tremendously fast cars over the tricky Francorchamps circuit. The start was given at 1 o'clock, and Chiron made his usual lightning getaway to take the lead. Dreyfus was close behind, followed by Varzi and the rest. At the end of the first lap Chiron was leading Dreyfus by 2 seconds who in turn was 4 seconds ahead of Varzi. From a standing start Chiron had beaten Nuvolari's flying lap record of last year. A hint of the troubles that were going to beset the Bugattis was given when Brivio pulled into the pits and changed a plug. On the following lap he stopped again, and was joined by Benoist, who was also troubled by misfiring. To cap matters, the third Bugatti driven by Dreyfus swung into the pit area on lap 3, also smitten with faulty plugs. Altogether Brivio stopped 3 times, Dreyfus 3 times and Benoist once.

Chiron and Varzi now settled down to collect the prize money for first and second places on behalf of the Ferrari coffers, which are already reputed to be filled with money of various currencies to the value of £80,000. Sommer was lying fourth, with the Bugattis in the next three places, and Montier last. Benoist was the first Bugatti driver to get his car going well, and soon passed Sommer, and the half way mark was reached in this order.

Then came the refuelling period. Chiron drew up first, and then Varzi, and when they got going again there was a gap of 54 seconds between them. On the other hand the Alfas were no less than 10 minutes ahead of Dreyfus and Benoist. Quite suddenly the whole aspect of the race was changed. Chiron had intended to take up his shock absorbers at the pit stop, but this was not done. He got into a skid just past the hairpin bend of L'Eau-Rouge, and had to go on to the grass verge in order to correct the movement of the rear wheels. Unluckily one of them struck a large rock, and in a trice the red Alfa-Romeo had turned right over. By amazing good fortune there was a deep gulley at the point where the cockpit came in contact with the ground, and Chiron was uninjured. He lept to his feet and shook his limbs to make sure no bones were broken, after which he walked back to the pits unassisted.

Varzi now led the field in a state of advanced isolation. There was no need for him to hurry, for the next man was still many minutes astern. On the other hand the fastest lap so far stood to Chiron's credit, and Varzi decided to break his team-mate's figure before easing up for the rest of the race. Chiron's time was 5 mins. 47 secs. and Varzi succeeded in clipping a clear second from this. On the following lap, however, the cockpit suddenly filled with ominous blue smoke. Everyone suspected a broken piston, but the Ferrari pit gave out that a fractured oil-pipe was the cause. And so, quite unexpectedly, the Bugatti team found themselves in the lead, with Sommer's Maserati as their only rival. Dreyfus was in front, with Brivio two minutes behind. Benoist had been delayed for 10 minutes with a broken accelerator pedal.

The excitement was not at an end, for Benoist had a spectacular escape from death a few laps before the finish. After the corner of Bumerville there is a long descent on which high speeds are possible. Benoist approached this at his usual gait of 130 m.p.h. only to find that a local shower had fallen and that the surface was extremely slippery. He immediately raised his "accelerator foot," but the back of the car swung round beyond his control and he found himself in the disconcerting position of travelling backwards at 110 m.p.h. The goddess who takes care of racing drivers was in a beneficent mood that day, for although the road was edged on one side by a high bank and by a ditch followed by a mound on the other, his Bugatti chose to leave the road at a point where the ditch and the mound were smoothed out for a distance of about 10 yards. The result was that the car did not turn over, and merely came to rest without apparent damage. Benoist restarted his engine, got back on to the road, and drove back to the pits for a wheel change.

The Montier-Ford finished a long way behind the rest, but the driver had gained the respect of everyone by giving plenty of room to the faster cars and generally behaving in the proper manner. Before the end Brivio succeeded in bringing the lap record down to 5 mins. 45 secs., which gives an idea of the general performance of the Bugattis when functioning satisfactorily. Next year will no doubt see the 3.5-litre Bugattis among the list of regular winners in Grand Prix racing.

RESULT.

(40 laps. 596 kilometres.)

1. R. Dreyfus (Bugatti, 3,500 c.c.), 4h. 15m. 3.8s., 139.861 k.p.h.
2. A. Brivio (Bugatti, 3,500 c.c.), 4h. 16m. 54.8s.
3. R. Sommer (Maserati, 3,000 c.c.), 39 laps in 4h. 18m. 27.2s.
4. R. Benoist (Bugatti, 3,500 c.c.), 37 laps in 4h. 20m. 32s.
5. Montier (Montier-Ford), 30 laps in 4h. 27m. 25s.

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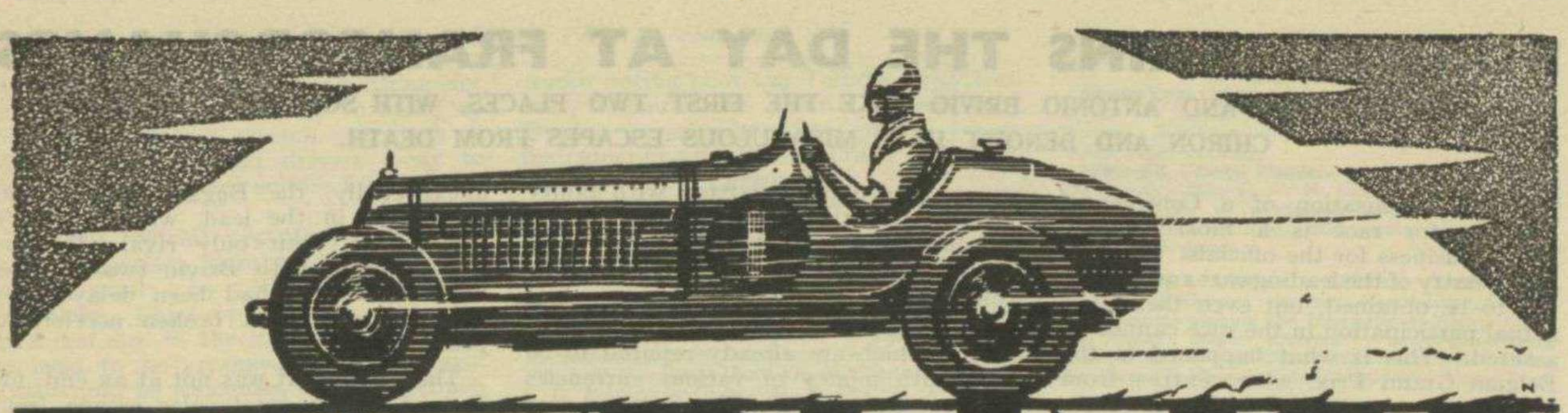
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RUMBLINGS

Fashions in Records.

SINCE Von Stuck set up a speed of 134.6 m.p.h. for the world's hour record there has been a lull in the usual activity of people attempting to gain what is probably the most coveted speed record of all. This is partly due to the racing season occupying drivers' time to the full, but I understand there will be several attempts made at Montlhéry in the Autumn. Whitney Straight wanted to try at the end of July, but had to postpone his effort. It certainly seems that a modern Grand Prix racing car should have an excellent chance being light on tyres and possessing a large reserve of speed. John Cobb, too, intends to take the Napier Railton across the Channel once more, and with his new Dunlops should be a serious contender.

Records seem largely a matter of fashion, and one which, although of a special kind, has been strangely left alone is the Montlhéry lap record. I say " strangely," but after all there must be very few drivers indeed capable of handling a car at the Paris autodrome as fast as Mrs. Gwenda Stewart. Her latest speed of 147.79 m.p.h., measured on the middle line, represents an actual higher speed, and is a performance to which it is difficult to do justice by mere words. Robert Benoist was rumoured to be making an attempt on this record some months ago on a 4·9-litre Bugatti, as was Von Stuck with an Auto Union, but I haven't heard anything more since. John Cobb may try it when he goes over for the Hour Record attempt, and it would be especially satisfactory for him to succeed and hold the lap records for both Brooklands and Montlhéry.

Turning to a different kind of record, the fact that some new gramaphone records were broadcast at Brooklands on August Bank Holiday is one deserving to be printed for all times in these columns. The fate of the 3-year-old discarded discs is at present undecided.

Bad Months.

In contrast to 1933, this year has not been marred by too many fatal accidents. July and August were bad months, however, with the deaths of Moll, Maag and Berthelon following Gaupillat and Houldsworth. The Scudeira Ferrari has lost its most promising young driver in Guy Moll, just when his class as a driver of the fastest road racing machines had become an established fact. He fell a victim to one of three fundamental causes of accidents given by the late Sir Henry Segrave in his book : change of road surface, error of judgment, or mechanical defect. At Monza last year Campari, Borzacchini and Czaikowski died from an artificial change of road surface, while Moll had to contend with a road on which spasmodic rain had fallen.

The Right Spirit.

At the Klausen hill-climb the issue lay beween Caracciola and Von Stuck, driving a Mercédès-Benz and an Auto Union respectively. Caracciola went up first, and when he got to the top his first remark was : " That's the best I can do. If Hans gets up quicker—well, he does." As you all know, Stuck was 4 seconds slower, partly owing to a skid and also to the fact that his car seemed to be overheating on the upper stretches of the ascent.

Those Short Races.

I hear a lot of criticism nowadays about the short races, both at Brooklands and Donington. Dealing with Brooklands first, I am bound to agree that unless one is a regular " habitué " of the track and can recognise the competing cars quickly, without reference to the programme, these 6 and 9 mile sprints are most unsatisfactory to watch. They are over almost as soon as they are started.

At Donington the five-lap races certainly last longer, but they attract only small entries and are usually lacking in interest. On the other hand the 25-mile handicaps are worth going a long way to see, allowing the spectators time to become familiar with the cars and to get a grip on the progress of the race. At both courses the remedy seems to lie in having fewer and longer races. The old 10-lap mountain races were better than the present 5-lap affairs, and the Long and Short Handicaps could be condensed into two or three 50-mile races. At Donington it would be better to cut out the 5-lap races altogether, but the difficulty here is lack of entries. As it is, practically the same field competes in both the 25-mile handicaps. Prize money is the solution, and I am glad to hear that the substantial sum of £600, together with the Nuffield Trophy, has been donated for the meeting on October 6th. There will be only three races, one of 10 laps, one of 20 laps, and the final race of 40 laps.



'ARD LUCK IN ULSTER T.T.

"Nothing but 'Ard luck can stop us winning!" said Gordon Harker to our editor over our private wire. "We've got the Juliet-Romeo nicely tuned and pruned now, all ready to line up for start, and when we *do* go you'll see what Pratts High Test will do!..... I'll let you into a secret — we took the family pawnbroker with us on our last practice lap (and on Nellie's), and he was so convinced the Trophy would be ours that he loaned us five bob on it in advance." "Yes," joined in Nellie, "the 'bus went like a scalded cat all the way from Pratts Bridge to Ballystockart, when we glue a basket." "Blew a gasket, you mean," corrected Gordon. — *Daily Tellacram.*

PRATTS HIGH TEST makes every car a better car

RUMBLINGS—continued.

Driving Good and Bad.

A recent conversation with some of those Big Shots, who are to be seen as officials at Brooklands on race days, revealed a state of mind which at first amazed and then disgusted me. We were watching a mountain race, and I was mentally admiring the driving of two competitors, both fairly new to the track and, therefore, outside the range of the Big Shots' patronage. One was driving an old sports car in a spirited fashion most excellent to watch, while the other was handling a 750 c.c. car in a similar manner. The corner was taken as fast as possible on every lap, and neither driver once overshot nor lost control of his car. At the end of the race the adjectives applied by the Big Shots to their driving were "highly dangerous, ghastly, dreadful, most unsafe," finishing with the futile remark: "I thought he was for it every time." Then they remembered the regrettable lapse of a driver who was "one of themselves." Although this man had actually done what the Big Shots had been so afraid the new drivers might do, their only comment was: "I wonder what happened to poor old So-and-So?"

A Sporting Gesture.

The entry of P. L. Donkin's M.G. Magnette in the last race at Brooklands on August Bank Holiday, followed by the words "Driver, W. Wilkinson," came as pleasant news to all who admire that cheerful person "Wilky." The job of those who do the actual work of preparing racing cars demands a good deal of unselfishness, for they experience the joy of handling the car while tuning it, and yet cannot drive in the race. But Wilkinson is always the picture of cheerfulness, working for whole nights before a big event, and never by any chance neglecting the smallest detail.

Anyway, there he was at Brooklands on August Bank Holiday handling a car he had so carefully tuned. Donkin and "Wilky" make a good team.

Bigger Engines.

Alfa-Romeo have demonstrated this year that a useful increase of power could be obtained by boring out the standard racing engines, and it is interesting to note that in the German Grand Prix the Mercedes had a five-litre engine and the Auto Unions were increased to 4.4 litres. Before this race, incidentally, it was announced that the Ferrari cars were the 1932 cars bored out to just under 3 litres, which seems possible, in view of the fact that the three-litres had run in the French and the Marne Grands Prix during the two preceding week-ends. Monsieur Bugatti followed the lead of the other makers, and his victorious cars at Francorchamps had been brought up to the four-litre mark.

Apart from the hill climbs, in which the German cars have been taking the first places, the first real encounter between the white cars and the red was in the Coppa Acerbo, the race in which, it is much regretted, Guy Moll had his fatal crash, and Fagioli, on a Mercedes, beat his fellow-countrymen on their own ground.

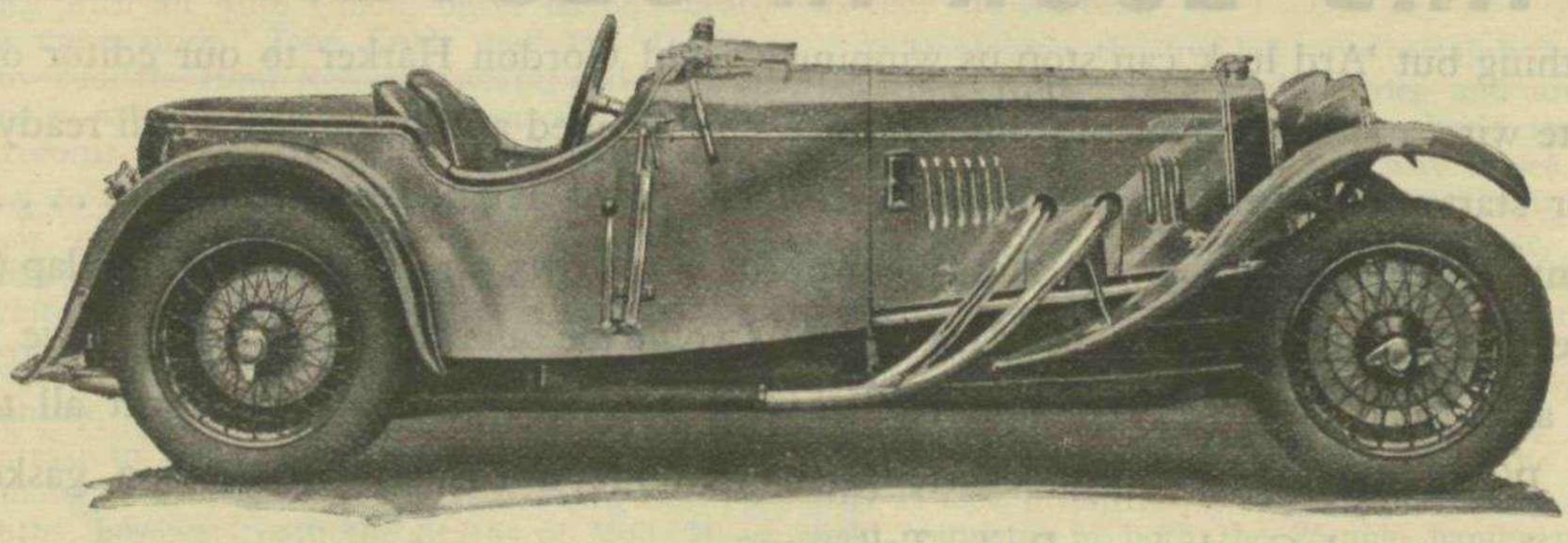
Can the Alfas "Come Back"?

The three-litre Alfa-Romeos are nearly 30 Kg under the weight limit, and could probably be bored out further to 3.5 litres or more, but the gear-boxes already show signs of weakness under the 270 h.p. at present developed, and I doubt if any further change will be made.

As for the "hush-hush" models, from all accounts they are not far enough advanced to be run this year, though the Spanish Grand Prix on the 23rd September has often been used for preliminary canters. The firm of Alfa-Romeo has been undergoing considerable reorganisation, of course, and the racing workshop is always the first place to be upset when changes of policy are being made.

Galloping Across Europe.

The Monte Carlo Rally will, I am afraid, lose much of its adventurous nature through the change in the regulations for 1935. In previous years, even if you got stuck in the middle of Bulgaria, near Lwow, or in the salubrious forests of Lithuania, you at least felt that but for a little bad luck you might have been amongst the first ten, but with the marks from the leading starting places evened up, there is no induce-



HANDSOME.—All Frazer-Nash cars are individual in character, for the fortunate owners of these vehicles always incorporate their own ideas of equipment and coachwork into their own particular model. The car shown on this page has just been supplied to Mr. A. L. Marshall, of Uplands, Pontefract. It is a 6-cylinder model, and, as can be seen from the photograph, possesses the lean, racy appearance of the genuine high-speed sports car. There are no doors, and the car is actually a 2-seater built on the more pleasing lines of a 4-seater. The coachwork is finished in polished aluminium, with dark blue chassis and upholstery. The polished outside exhaust completes a very pretty motor car.

RUMBLINGS—continued.

ment for anyone to venture again across the bounding plains and mountains of Greece (and how you bounded !). All the more annoying for the Greeks, who were improving the roads for the benefit of the Rallyists of 1935.

Opening up Europe.

Talking of trans-European roads, an ambitious scheme was drawn up a short time ago by Senator Puricelli, the originator of the Autostrade, the famous Italian roads reserved exclusively for motor vehicles. His plan was to cover Europe with a network of roads of this type, with a total length of over 20,000 miles, organised either by the states through which it passed or even by the League of Nations. Great Britain was not included in the scheme, but I feel a highway following the line of the Great North Road highway would be an immediate success, while a less ambitious but equally welcome route would be one from London to Brighton. Most of the Italian motor roads are owned by a private company, who have their own police force to enforce the regulations imposed on the users, and the scheme has proved a financial success as well as a national asset.

Under the Mersey.

The newly opened tunnel from Liverpool to Birkenhead is in its way quite as fine an achievement as the Autostrade, and doubtless many of our readers who are going to Ulster or the Isle of Man this month by the Liverpool route will take the opportunity of driving through it. The journey is made in five minutes, the air is remarkably pure, which, of course, for dwellers in Western England and Wales it saves crossing the Mersey on the tiresome vehicle ferries or the long detour through Warrington.

Airways in the North.

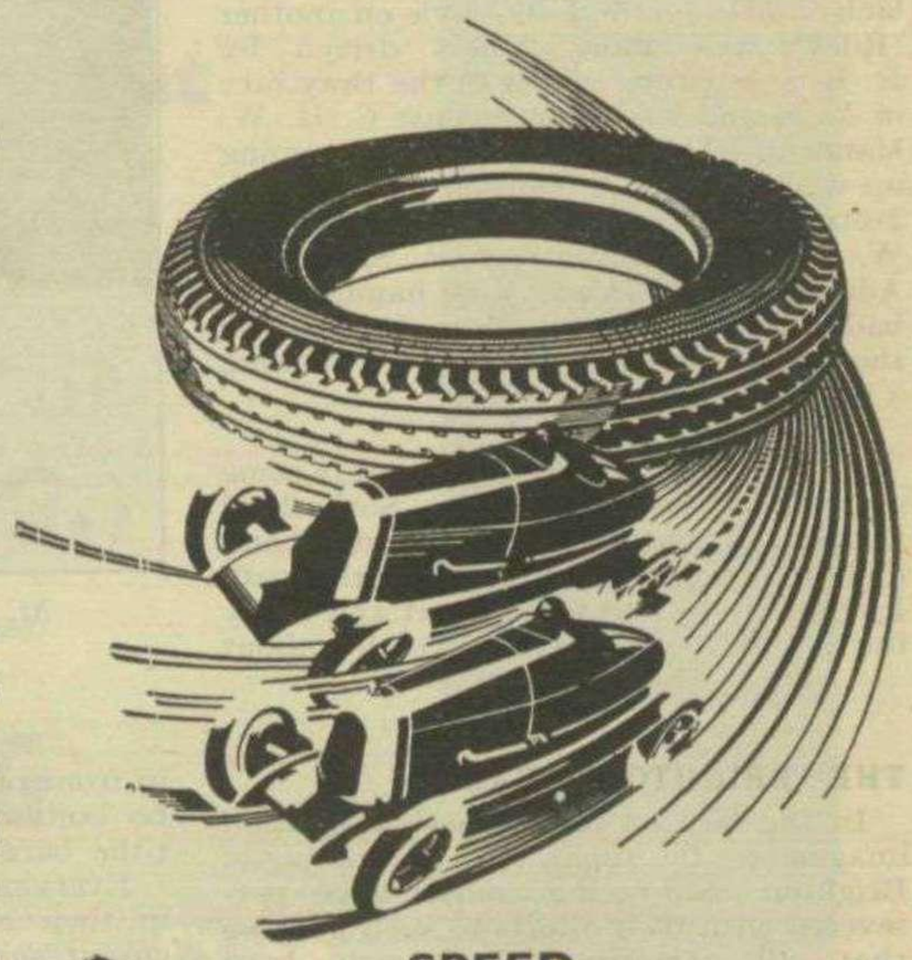
The aeroplane service to Northern Ireland has greatly reduced the time taken to reach Belfast and the Isle of Man, and leaving King's Cross Station, London, at about 9 a.m. the passenger is taken to Essex Air Port by motor coach, and gets to Ireland by 1.30 or the Isle of Man an hour earlier.

I understand that the Mannin races were much more successful from a monetary point of view than they were in 1933, and it is hoped to hold them again next year, while some of the more far-sighted amongst the committee are striving for a first prize for the Moar Race, running into four figures, which should make it worth while even for Continental drivers. The Manx Grand Prix, the famous motor-cycle race, which is the successor to the Amateur T.T., will be held on the 11th and 13th September, and once more a record entry has been received, 64 in the Junior and 66 in the Senior. This is nearly forty more than were entered for the three races in June, and there should be plenty to see on the famous 37-mile circuit.

Englebert

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THE LEINSTER TROPHY CAR RACE

WELL-DESERVED VICTORY FOR MISS FAY TAYLOUR DRIVING AN ADLER— MANY CRASHES BUT NO FATALITIES.

THE Leinster Motor Cycle and Car Club made their first attempt last month at running a car race on the well-known Skerries Circuit, near Dublin, and a very successful attempt it proved to be. There were 31 entrants, and of these 29 cars actually came to the starting line. The race was run on handicap, a combination of credit laps and time allowances being used.

The Skerries course has been used a good deal for motor-cycle races, but is not entirely suitable for cars. The road often narrows, so that several no-pairing sections had to be introduced on August 3rd. From the start, discerning observers could see that Miss Fay Taylour would be well in the running for first place. Miss Taylour actually hails from Dublin, but her racing career has been confined to this country and Australia. A few years ago she held the lap record for Wembley Speedway, and her dirt-track performances on motor cycles earned her a considerable reputation.

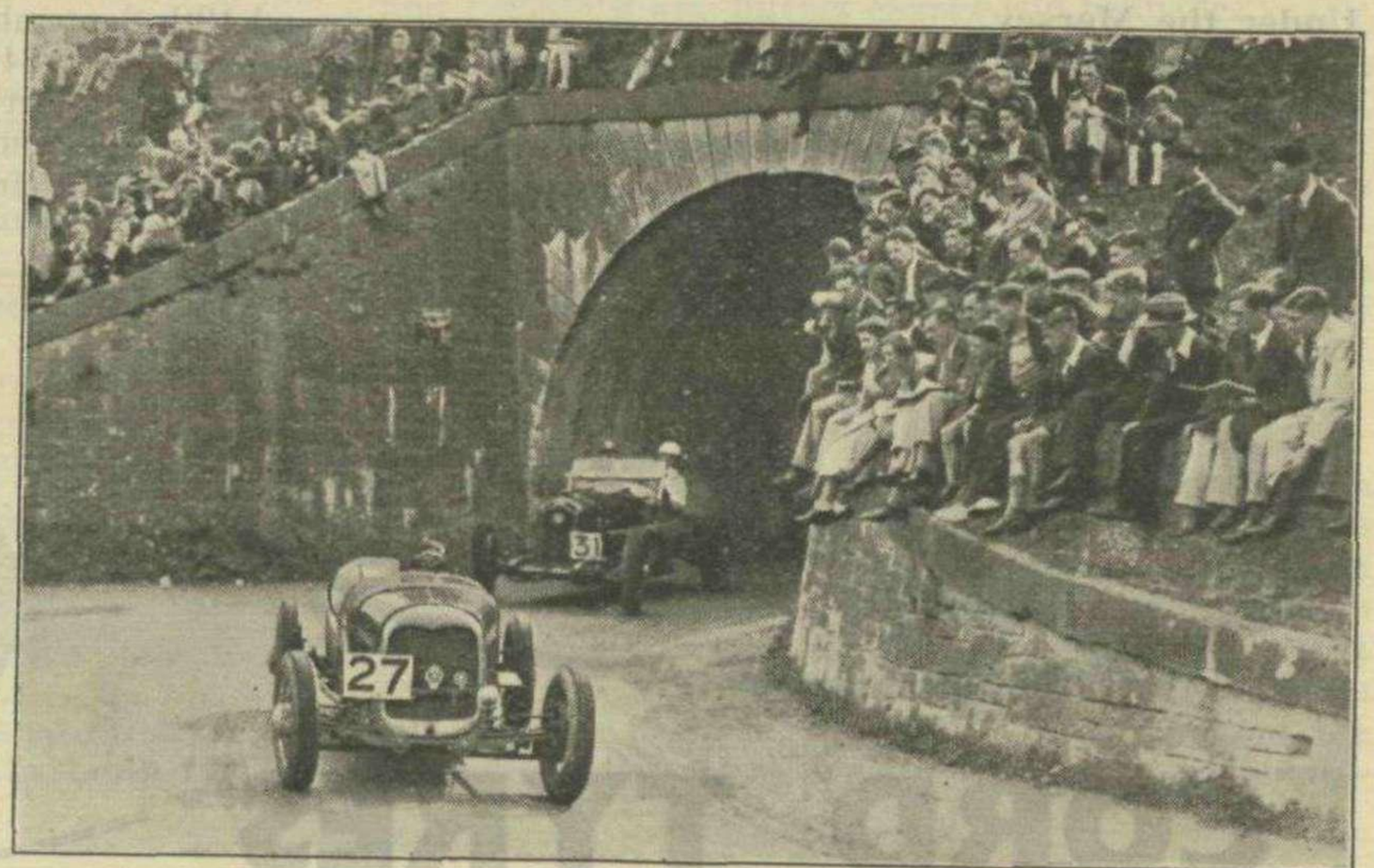
Miss Taylour received a start of 2 minutes and one credit lap, and after five laps was in third place behind A. Davidson (Austin) and D. O'Clery's (Riley), which had received 1 lap and 6½ minutes. Behind them came Dr. C. Maclachlan (Riley), who later had to fall back with lack of oil pressure, F. O'Boyle on another (Riley), two more Adlers driven by R. B. S. le Faun, winner of the Bray race in May, and the motor-cyclist C. H. W. Manders. The back markers were coming up well, notably A. Dobson (Alfa-Romeo 2-litres), M. C. McFerran (Bugatti), and W. T. McCalla (2-litre C.P. Sunbeam). Adrian Conan Doyle was handicapped badly by the size of his Mercèdés-Benz on the winding circuit, but he was making a good job of his task.

As had been predicted, there were some sensational accidents. F. Sutherland (Singer) got out of control on an S bend and cannoned from side to side of the road. Eventually he was thrown out and badly hurt, while his car rolled over for about 100 yards. The most spectacular pile-up occurred, however, when J. Berhery inverted his Sunbeam in the path of three other cars. The worst to suffer was C. W. Taylor, who rammed the bank with his Singer in trying to avoid the Sunbeam. With Taylor it was a case of "out of the frying pan into the fire." for while being taken back to the pits by C. Wilson (Vauxhall) who had retired, the latter nearly turned over and threw the luckless Taylor into the road.

The steady driving of Miss Taylour was a model which many other drivers would have done well to copy, and placed her in a fairly safe position in the lead. The danger lay in Dobson's Alfa-Romeo, but in spite of lapping at 75 m.p.h. (10 mins. 21secs.) on one occasion, the latter could not catch the Adler. Dobson had the satisfaction of making the fastest actual time in the race, exactly three minutes quicker than Miss Taylour.

		h.	m.	s
1.	Miss Fay Taylour (1,648 c.c. Adler) handicap, 1 lap and 2m.* (66.20 m.p.h.)	1	29	11
2.	A. Dobson (2,600 c.c. Alfa-Romeo S/c), owes 2m. (72.40 m.p.h.)	1	26	11
3.	D. O'Clery (1,089 c.c. Riley), 1 lap and 6½m.* 56.94 m.p.h.)	1	35	58
4.	F. O'Boyle (1,089 c.c. Riley) 5m. ...	1	35	55
5.	H. C. McFerran (1,990 c.c. Bugatti), 2½m.	1	34	11
6.	D. McKenzie (1,089 c.c. Riley) 9m. ...	1	41	52
7.	W. T. McCalla (1,992 c.c. Sunbeam, S.) 1m.	1	33	58
8.	R. B. S. le Fanu (1,648 c.c. Adler), 4½m.	1	38	8
9.	D. C. MacLachlan (1,089 c.c. Riley), 9m.	1	42	53
10.	R. Kay (847 c.c. M.G.), 1 lap and 2m.*	1	37	53
11.	C. H. W. Manders (1,648 c.c. Adler), 4½m.	1	43	19
12.	M. J. Hynes (3,622 c.c. Ford Special), 3m.	1	42	36
13.	S. R. Sheane (847 c.c. M.G.), 11m. ...	1	50	45
14.	H. G. Walsh (847 c.c. M.G.), 1 lap*...	1	42	8
15.	F. Pearson (1,497 c.c. Lea-Francis S.), 10½m.	1	53	43
16.	A. M. Conan Doyle (7,069 c.c. Merc'des-Benz, S.), scratch	1	47	30
17.	F. H. Ffench-Davis (3,161 c.c. Terra-plane), 4m.	1	54	14
18.	J. Bolger (1,271 c.c. Tate Special), 9½m.	2	8	19

*Did 7 laps (one credit lap), 91 miles.



M. J. Hynes (Ford Special) closely followed by A. Dobson (Alfa Romeo) at the Railway Bend.

THE BRIGHTON TRACK.

In the face of the sternest opposition imaginable, the sponsors of the proposed Brighton road-racing course have persevered with their efforts to such purpose that all opposition has now been withdrawn.

There remains now the question of finance, and if this last hurdle can be satisfactory surmounted, it is the intention to start work on constructing the course in October. The length of the circuit will be 4½ miles with two loops of 2¼ miles which can be used for shorter races, if desired. The road is to be 30 feet wide, without any banking on the corners, and the public will be able to see every part of the course from the grandstand in front of the pits. The Club-house will be built on the lines of a local Sussex tithe barn.

Everyone will wish the promoters luck in their efforts to bring about a road circuit suitable for Grand Prix races in this country.

M.G. RECORDS AT BROOKLANDS.

There seems every possibility of the new Q type M.G. Midget becoming an historic car in the progress of automobile history. A 750 c.c. car capable of 120 m.p.h., that can be bought by the general public for as little as £550 is an achievement of which the M.G. Car Company has every reason to be extremely proud.

The new model is already winning its spurs in the competition field. Last month W. G. Everitt made an attempt on the 750 c.c. standing mile and kilometre records, which were previously held by E. R. Hall on an earlier type Midget. The "Q" came through the test with flying colours, and set up new figures for both distances, as follows:—Kilometre 69.75 m.p.h., mile 79.88 m.p.h., both speeds being an average of a run in each direction. Hall's speeds were 67.21 m.p.h. and 74.74 m.p.h.

A week previously, R. T. Horton was down at Weybridge for an attempt on the standing mile record in Class C (up to 1,100 c.c.). Driving his single-seater K. 3 Magnette, Horton set up a new speed of 83.2 m.p.h., as against the previous figure of 74.57 m.p.h., made by H. T. H. Clayton's Amilcar.

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BY APPOINTMENT TO H.R.H. THE PRINCE OF WALES

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JUNE 16 & 17

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SINGER

3 F. S. Barnes & A. H. Langley
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7 British Cars out of the first 8

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AUGUST BANK HOLIDAY AT BROOKLANDS

JOHN COBB RAISES THE LAP RECORD TO 140.91 M.P.H. AND BECOMES BROOKLANDS 1934 CHAMPION —NEW MOUNTAIN CIRCUIT RECORDS BY RAYMOND MAYS AND H. W. COOK ON E.R.A.'S AND BY PAT DRISCOLL (AUSTIN.)

ALTHOUGH the skies were overcast and there was more than a hint of rain in the air, the regular Brooklands spectators who turned up on August Bank Holiday were rewarded by seeing one of the best B.A.R.C. meetings of recent years. A stroll round the Paddock stalls revealed an excellent entry of fast cars, and provided the student of design with plenty of food for thought. First of all there was John Cobb's mammoth Napier-Railton, making the typical rattle of an air-liner as it ticked-over, and creating an atmosphere of extreme preparedness by its thinly-greased components. Bertram's Delage and Don's Bugatti were there, the latter to be handled by Dudley Froy, while other fast cars of note were the E.R.A. machines entered by Raymond Mays and H. W. Cook, T. S. Fothringham's green Bugatti, and at the lower end of the scale, H. T. H. Clayton's re-modelled Amilcar Six and W. G. Everitt's very fast M. G. Midget.



Brooklands 1934 Champion. John Cobb piloted the Napier Railton to victory at a speed of 131·53 m.p.h., the fastest ever recorded in a race at Brooklands. He also set up a new lap record at 140·91 m.p.h.

Those who like their amusement that that way can make a tour of the stalls nowadays, and pick out their personal choice for the Appearance Prize. This time it went to Raymond Mays and the 1,500 c.c. E.R.A. The former wore spotless blue overalls and the latter a brand new coat of pale green paint. Humphrey Cook's 1,100 c.c. E.R.A. was just as smart, but the judges evidently considered blue overalls rather more *chic* than white. Brighter Brooklands, and all that.

The first race was scheduled for one o'clock, and attracted an entry of fourteen cars. A. C. Dobson's Bugatti, acquired from Charles Brackenbury, was the only non-starter. At the end of the first lap some idea of the chances of various competitors could be gauged, and the most casual observer could see that the race was a good thing for A. Ashton-Rigby on his extremely fast L type M.G. Magna. As the cars traversed the bumps and hollows of the Members' Banking at the end of the first lap, G. L. Green (M.G. Midget) was actually in the lead, followed by S. R. Mitchell (Marendaz Special) and W. E. Humphreys (Alvis), but Ashton-Rigby was bearing down on this trio at great speed. Behind the Magna came Miss P. Naismith (Salmson). C. T. Delaney (Lea-Francis), A. Powys-Lybbe (Alvis), Miss Doreen Evans (M.G. Magna), R. F. Oats (Amilcar), and the scratch man, A. G. Bainton (Bainton special). Miss Evans had run a bearing on her Magna, and Oats was in trouble with his Amilcar, which, by the way, now has two R.A.G. carburettors instead of a blower.

Ashton-Rigby was not to have it all his own way, however, for Delaney's Lea-Francis was showing a wonderful turn of speed coupled with great steadiness on the track, and gave the many people who had betted heavily on the M.G. a distinct amount of anxiety. Avoiding the alarming gyrations which distinguished his appearance in the High-Speed Trials, Ashton-Rigby kept ahead right to the end, scraping home in front of Delaney by a margin of 25 yards, with Green's Midget 300 yards astern. The Magna recorded the excellent average of 90.46 m.p.h. for 6½ miles, good going for an unblown "eleven-hundred." Bainton on his Special in spite of commendable track-holding, made no impression whatsoever on the field, and failed to pick up a place from his original scratch mark.

ESHER JUNIOR SHORT HANDICAP.

About 6½ miles.

1. A. Ashton-Rigby (M.G. 1,087 c.c.), 21s.
2. C. T. Delaney (Lea-Francis 1,496 c.c. S.), 9s.
3. C. L. Green (M.G. 747 c.c.), 51s.

Won by 25 yards at 90.46 m.p.h., 300 yards between second and third.

The amazing increase in speed of small cars was illustrated in the "Senior" Short Handicap, in which eight out of fourteen cars entered were under 1,500 c.c. capacity. The Marendaz Special, this time driven by Miss D. O. Summers, was the first car away from the line, followed by C. le S. Metcalfe (Abbot-Nash), K. H. Perry (M.G. Midget), A. R. Samuel (M.G. Midget), C. G. H. Dunham (Alvis Speed Twenty), W. G. Everitt (M.G. Midget), W. L. Thompson (Austin), A. C. Bainton (Bainton Special), Miss K. M. Moodie (Graham Paige), T. V. G. Selby (Bugatti), H. T. H. Clayton (Clayton-Amilcar), Major A. T. G. Gardner (M.G. Magnette), and R. Jarvis (Alfa-Romeo), the scratch man.

From the first all eyes were on the M.G. Midget driven by W. G. Everitt, which simply streaked round at a tremendous speed. At the end of the first lap he was in second place, leaving the rest of the field completely in the shade, with the exception of Clayton's Amilcar. This veteran vehicle, now fitted with a neat new body with a streamlined-tail, was gaining ground on Everitt, but not quick enough to catch the black Midget. On the Byfleet Banking during the second lap, Everitt took the lead, and the race now lay between him and Clayton. At the Fork the Amilcar passed Dunham's Alvis to get into 4th place, and improved this to 2nd by passing Miss Summers (Marendaz Special) and Major Gardner's Magnette, which had started from the same mark as the Amilcar. Major Gardner made a great effort to gain second place, but Clayton got home by 5 yards, with the speedy Everitt some 600 yards ahead. The Midget averaged no less than 104.47 m.p.h., and recorded the second win for the Abingdon factory that day.

ESHER SENIOR SHORT HANDICAP.

About 6½ miles.

1. W. G. Everitt (M.G. 747 c.c. S.), 25s.
2. H. T. H. Clayton (Amilcar 1,093 c.c. S.), 14s.
3. Maj. A. T. G. Gardner (M.G. 1,087 c.c. S.), 14s.

Won by 600 yards at 104.47 m.p.h., 5 yards between second and third.

The "Lightning Short" produced the heavy brigade in the form of Bertram's Delage, John Cobb's 2.3 litre Alfa-Romeo, T. S. Fothringham's Bugatti, of like capacity, the Leyland Thomas in the hands of R. J. Munday, and the 3,217 c.c. Hann Special. Tommy Hann will be remembered by Brooklands *habitués* for his "Softly-Catch-Monkey" of a decade ago, but his new mount was not in good form and refused to do more than tour round the track.

At the end of Lap one P. L. Donkin had wrested the lead from A. F. Ashby (Riley), and his M.G. Magnette looked as though it might possibly evade the attack of the back markers. Behind these two "1,100's" came Jarvis's beautiful red Alfa-Romeo, the black Leyland Thomas, Cobb's Alfa-Romeo, and Bertram's thundering Delage. Fothringham had come to rest on his preliminary warming-up lap, and did not take part in the race.

THE ALPINE TRIAL
RAILTON



R. L. RICHARDSON and D. H. DAVIDS BOTH WIN

GLACIER CUPS (Premier Award)

NEITHER CAR LOST A SINGLE MARK THROUGHOUT THE TRIAL,
THOUGH THIS WAS THE FIRST TIME THAT EITHER Mr. DAVIDS
OR Mr. RICHARDSON HAD DRIVEN IN THE ALPS.

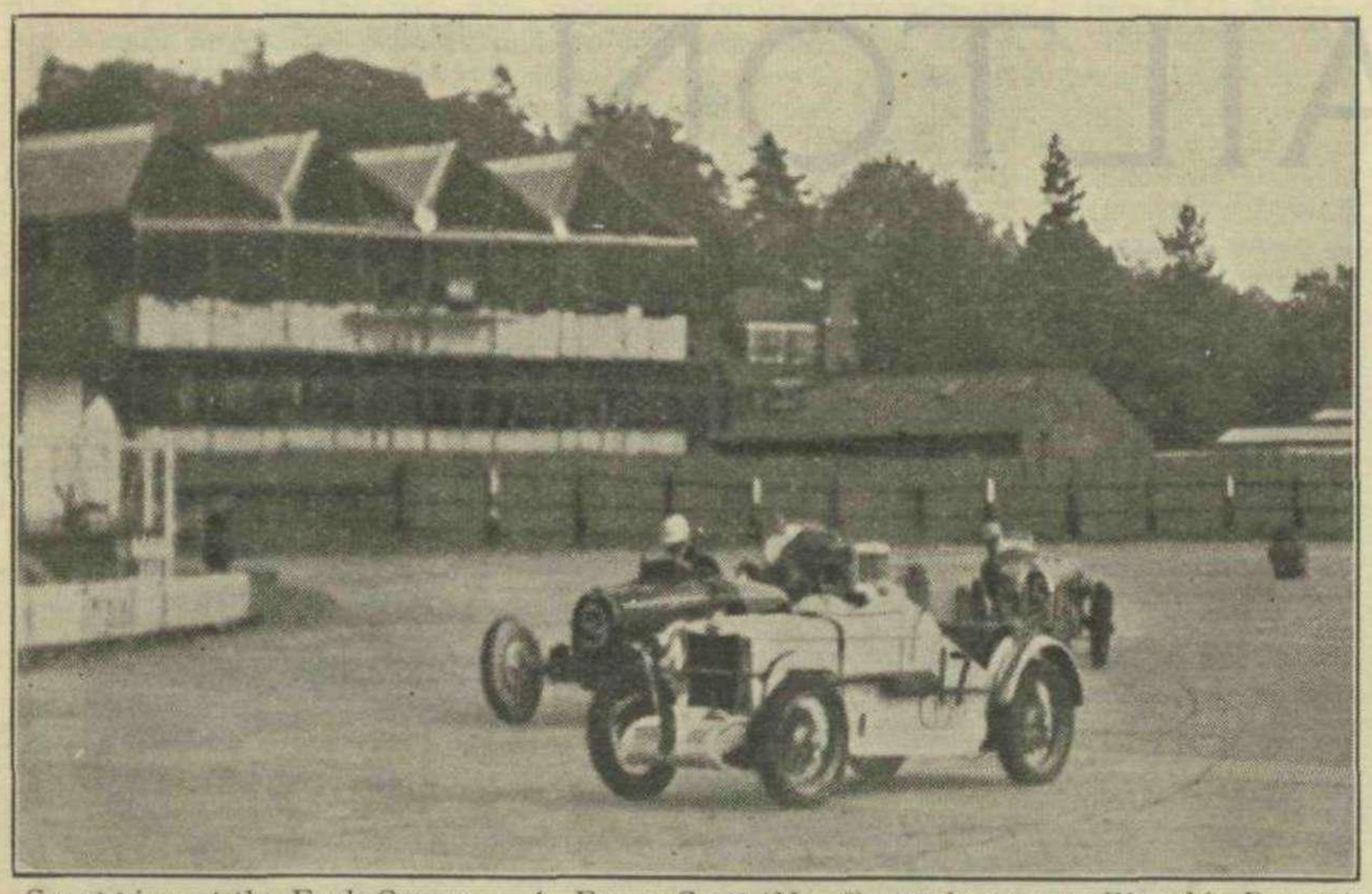
Tourer £535 — THE RAILTON CAR — *Saloon* £560

Adapted from the Hudson Straight-Eight by the designer of the Blue Bird and RAILTON TERRAPLANES.

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AUGUST BANK HOLIDAY AT BROOKLANDS—continued.

As the cars went on to the Byfleet Banking on the second lap the whole field was confined to a fairly short stretch of track, so that it was easy to follow the progress of the race and to make a very tentative guess at the winner. Donkin was still hanging on to his scanty lead, with Jarvis's Alfa and the Leyland-Thomas a few yards astern. But both Cobb and Bertram were coming up hand over fist, and it suddenly looked a good thing for Bertram. But we had reckoned without the slow and tricky Home Banking, with the result that when the cars emerged from the Members' Bridge on their final dash down the Railway Straight it was Donkin's Magnette which still bravely led the field. Then Cobb's Alfa-Romeo appeared high on the banking with Bertram immediately on his tail. Coming off the banking, Cobb pulled right across the track behind Donkin, whom he passed on the inside, thereby allowing Bertram a free passage of which the latter promptly took advantage. Those last few yards were the most exciting seen at Brooklands for many a long day, three cars of varying speeds converging on the finishing line in a closely-knit pack. From the Paddock and Public Enclosure the result was, of course, impossible to distinguish, until the announcer told us that Bertram had won by a length from Cobb, with Donkin half a length behind. Good work, Ebby!



Scrapping at the Fork Corner. A. Esson Scott (No. 9) can be seen pulling his Bugatti to the inside of K. H. Perry's white M.G. Midget to take the lead for the rest of the race.

THE ESHER LIGHTNING SHORT HANDICAP.
About 6½ miles.

1. O. Bertram (Delage 10,688 c.c.), Scratch.
2. John R. Cobb (Alfa-Romeo 2,336 c.c. S.), 12s.
3. P. L. Donkin (M.G. Magnette 1,087 c.c. S.), 34s.

Won by 1 length at 121.7 m.p.h., ½ length between second and third.

The scene of racing activity was then moved to the Mountain Circuit, while spectators adjourned to the Fork in order to watch the Fun and Games.

K. W. Marten (M.G. Midget) was the limit man, and he led the field for three laps before he retired from the fray after a rousing skid. Three other people fell out, too, namely, C. I. Lewin (Austin), P. M. Walters (Riley) and V. W. Derrington (Salmson). But enough of these sad men; let us turn to those who were delightful to watch, Beaver handling his heavy Vauxhall in a skilful slide, Appleton being neat and fast, Dunfee taking an extremely fast course in a wide sweep, and Letts being the steadiest of the lot with his twin rear-wheels.

Beaver got into second place on the 3rd lap, but was passed by Appleton on the next. The latter then led until the last run up from the Fork, when Letts came through from scratch to gain a well-deserved victory by 25 yards. Beaver finished third some 300 yards away, while Dunfee was suffering from a stiff handicap and could not get a place. However, on his first appearance at the track the youngest member of the well-known racing family has shown outstanding ability in fast cornering, and we shall undoubtedly hear more about this young driver in the road races of the future.

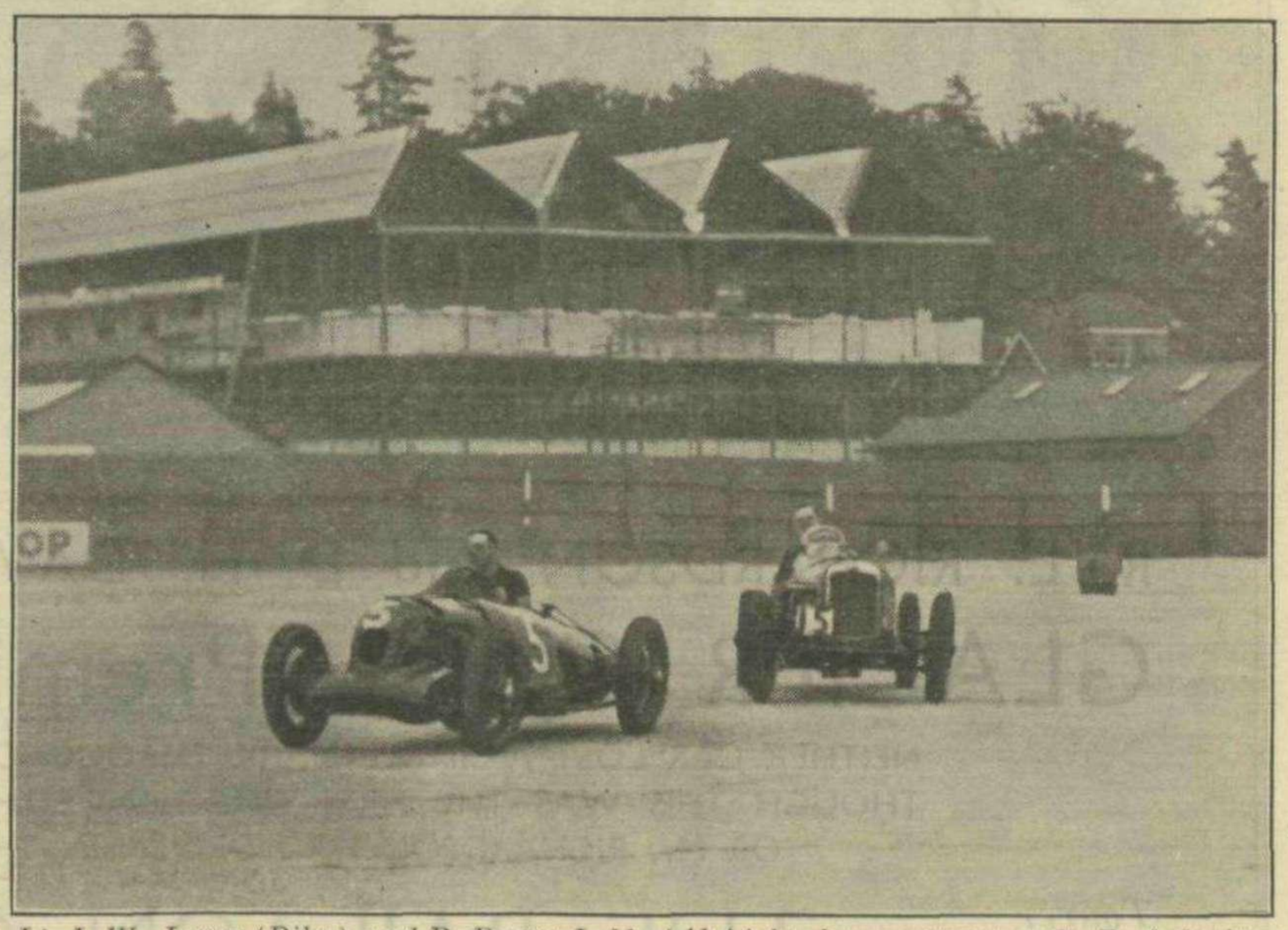
THE FIRST ESHER MOUNTAIN HANDICAP.
About 6 Miles.

1. D. N. Letts (M.G. Midget, 747 c.c. S.), scratch.
2. R. J. W. Appleton (Appleton Special, 1,089 c.c.), 14s.
3. Dr. R. A. Beaver (Vauxhall, 4,234 c.c.), 23s.

Won by 25 yards at 66.65 m.p.h., 300 yards between second and third.

A splendid field turned out for the second Mountain Race, and on rounding the Fork for the second time the cars were seen to be in the following order:—H. W. Cook (E.R.A., 1,100 c.c.), A. R. Samuel (M.G. Midget), E. K. Rayson (Riley), L. P. Driscoll (Austin), P. L. Donkin (M.G. Magnette), C. T. Baker-Carr (Bentley), R. H. Eccles (M.G. Magnette), D. N. Letts (M.G. Midget), K. D. Evans (M.G. Midget), R. Jarvis (Alfa-Romeo), C. T. Delaney (Lea-Francis), W. E. Harker (Harker Special), C. E. C. Martin (Bugatti), Raymond Mays (E.R.A. 1,800 c.c.), and J. H. Bartlett (Alfa-Romeo). Of these drivers the most headway had been made by Driscoll on the new road-racing Austin Seven. This small white projectile was lapping at a terrific speed, beautifully handled, and tuned to the last pitch of efficiency. Once at the Fork Driscoll was in danger of over-shooting, but he got away with it somehow and continued his hurtling progress.

Cook was firmly in the lead with the small E.R.A., and although very slow on the corners he managed to retain his position by the wonderful acceleration of his car. Driscoll got into second place on the 3rd lap, ahead of Samuel, Rayson, and Donkin, but he could not cut down the 7 seconds start of the E.R.A. in the time at his disposal. Instead, he had the consolation of breaking the 750 c.c. lap record on every one of his four flying laps, the fastest being covered in 58⅕s. at



Lt. J. W. Lucas (Riley) and R. Powys-Lybbe (Alvis) in close company at the Fork during the first Mountain Race of the programme.

AUGUST BANK HOLIDAY AT BROOKLANDS—continued.

72.37 m.p.h. The previous record was held by W. G. Everitt on a Q type M.G. Midget in 60⅕s. This was indeed a marvellous performance, and praise both for car and driver was heard on all sides when the announcement was made. Driscoll's time was 1 second better than Dixon's 1,100 c.c. Riley record, only one-fifth slower than Staniland's record with a 2.3 litre double-camshaft Bugatti, and 1½ second slower than Sir Malcolm Campbell's time with an 8,000 c.c. Mercedes-Benz. And yet he could not get better than second place!

THE SECOND ESHER MOUNTAIN HANDICAP.
About 6 Miles.

1. H. W. Cook (E.R.A., 1,090 c.c. S.), 40s.
2. L. P. Driscoll (Austin, 747 c.c. S.) 33s.
3. P. L. Donkin (M.G. Magnette, 1,087 c.c. S.), 40s.

Won by 200 yards at 69.05 m.p.h., 250 yards between second and third.

Now came an innovation on the Brooklands programme, the 1934 Brooklands Championship Race, entries by invitation only. Although the result was a foregone conclusion for John Cobb and the Napier Railton, interest could be found in the race as a scratch affair, and as a means of deciding the relative merits of such cars as Bertram's 12 cylinder Delage and Kaye Don's 4.9 litre Bugatti, to be driven by Dudley Froy.

Only four cars came to the line, those mentioned above and T. S. Fothringham's 2.3 litre Bugatti. The start was not a good one, and the cars got away in rather a ragged formation. Cobb made an initial thrust forward, but Bertram then forged ahead. Fothringham was slower, and Froy was left on the line for an appreciable pause. Cobb had already seized the lead when the cars came out from behind the Home banking, and Froy soon picked up to take up his place behind Bertram. Fothringham, of course, stood no chance with his Bugatti, which was at least 15 m.p.h. slower than the other cars, but he sportingly kept going—and there was always a chance of the leaders developing trouble.

On the second lap Froy got as close as he could to Bertram on the Members' Banking and swept past as they roared down the Railway Straight. His handling of the red Bugatti was first class, and he covered one lap at 135.34 m.p.h. Meanwhile Cobb was far away in front, and with the track to himself he set up a new Brooklands lap record at 140.91 m.p.h., covering the 2.767 miles in 70.69 secs. He did this on the second lap, and from then on was content to keep ahead of Froy and Bertram. The rest of the four laps passed off uneventfully, Cobb being returned the winner by half-a-mile at a speed of 131.53 m.p.h. This is the highest average speed for any race at Brooklands since the Track was built, beating Kaye Don's previous record of 128.36 m.p.h. made with the 12 cylinder Sunbeam in May, 1928.

THE 1934 BROOKLANDS CHAMPIONSHIP.

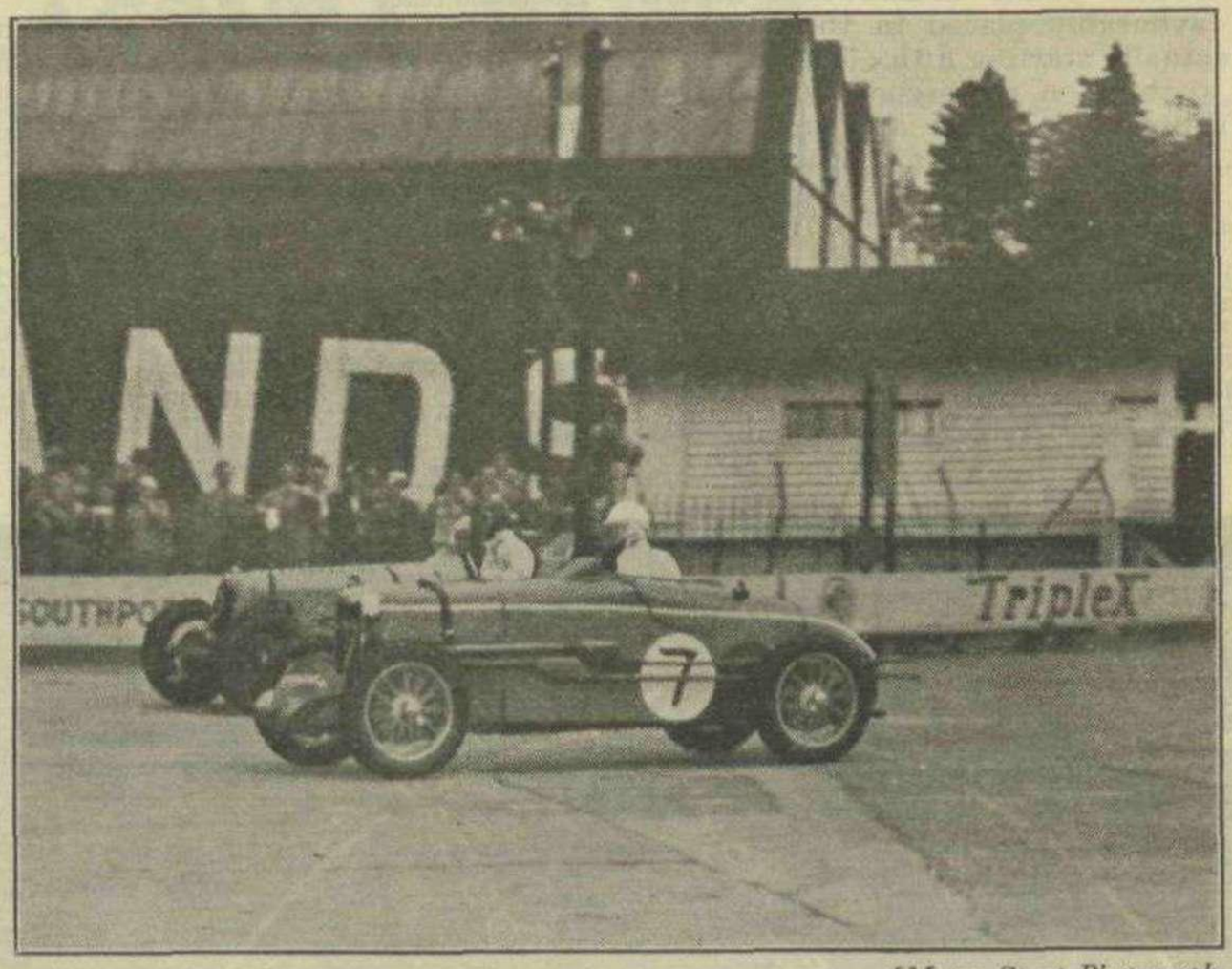
1. John R. Cobb (Napier-Railton, 23,890 c.c.).
2. Dudley Froy (Bugatti, 4,975 c.c. S.).
3. Oliver Bertram (Delage, 10,688 c.c.).
4. T. S. Fothringham (Bugatti, 2,263 c.c. S.).

Won by half mile at 131.53 m.p.h., 8 yards between second and third.

The next race, although not run at anything like the speed of its predecessor, was an interesting affair, featuring some close bunching of cars on the banking. L. Levy (M.G. Midget), passed the two cars ahead of him on the first lap and led from Miss Rita Don (Marendaz Special), W. E. Humphrey's (Alvis), R. F. Oats (Amilcar), H. L. Maddick (M.G. Magna), A. Ashton-Rigby (M.G. Magna), W. L. Thompson (Austin), H. C. Dobbs (Riley), S. Smith (Bugatti), and the scratch man C. A. Richardson (Riley).

An internecine warfare was being waged with great intensity by Maddick and Ashton-Rigby on L type Magnas, and on the second lap they were joined by Thompson, Oats and Dobbs. Miss Don seemed to occupy rather a high position on the banking in relation to her speed, but otherwise the standard of driving was good in this as in all the other races.

Coming off the Members' Banking, Humphreys at last caught Levy's Midget, but almost immediately a howling pack of



[*Motor Sport Photographs*

Kenneth Evans (Q type M.G. Midget) engages Raymond Mays (E.R.A.) in an acceleration test up the Finishing Straight. Mays took second place in the 10th race and broke the 1,500 c.c. lap record "Round the Mountain."

cars appeared which could possibly endanger the Alvis. From the resulting confusion, W. L. Thompson's dark blue single-seater Austin emerged, but failed to catch Levy's Midget by 6 yards. On the heels of the Austin roared Maddick, Ashton-Rigby, Oats, and Dobbs, providing a close all-round finish to a keenly fought race. Richardson's Riley, by the way, was lamentably slow and made no impression at all on the leaders.

THE ESHER JUNIOR LONG HANDICAP.
About 9 Miles.

1. W. E. Humphreys (Alvis, 1,496 c.c.), 49s.
2. L. Levy (M.G., 747 c.c.), 1m. 19s.
3. W. L. Thompson, jnr. (Austin, 747 c.c. S.), 7s.

Won by 50 yards at 87.2 m.p.h., 6 yards between second and third.

Fourteen cars assembled on the starting line for the "Senior Long," ranging from C. le S. Metcalfe's Abbot-Nash to John Cobb's Alfa-Romeo. The former was still in the lead after one lap had been covered, followed by W. E. Humphrey's (Alvis), W. L. Thompson (Austin), A. G. Bainton (Bainton Special), S. Smith (Bugatti), T. V. G. Selby (Bugatti), Miss K. M. Moodie (Graham-Paige), C. A. Richardson (Riley), H. C. Dobbs (Riley), H. T. H. Clayton (Amilcar), R. J. Munday (Leyland Thomas), A. F. Ashby (Riley), R. Jarvis (Alfa-Romeo), and John Cobb (Alfa-Romeo).

The Abbot-Nash then dropped out of the running, giving the lead to Humphreys on the "Firefly" Alvis. Selby was picking up places steadily, however, and on the second lap got into third position. But the greatest progress of all had been made by R. J. Munday on the black Leyland Thomas. Starting third from scratch he had now passed seven cars and was lying fifth. Clayton was going splendidly on the Clayton Amilcar, clinging to the Leyland Thomas like a leech. On the last lap both these cars caught Selby and Thompson, and with the only faster car in the race—Cobb's Alfa-Romeo—handicapped out of the running, were unchallenged leaders for the rest of the distance. Thompson finished well, close behind Selby, after which there was a gap, and then the others came past the flag in a straggling line.

THE ESHER SENIOR LONG HANDICAP.
About 9 Miles.

1. R. J. Munday (Leyland Thomas, 7,266 c.c.), 24s.
2. H. T. H. Clayton (Clayton Amilcar, 1,093 c.c. S.), 30s.
3. T. V. G. Selby (Bugatti, 1,990 c.c.) 45s.

Won by 200 yards at 103.61 m.p.h., 75 yards between second and third.

Selby and Munday were again running in the Lightning Long Handicap, but each had his handicap reduced by a few seconds. Selby was limit man with a start of 1 min. 10 secs., and he took full advantage of this to hold the lead for two out of the three laps. Major Gardner (M.G. Magnette) was lying second after the initial lap had been covered, and then came R. Jarvis (Alfa-Romeo), T. S. Fothringham (Bugatti), who had just passed R. J. Munday (Leyland Thomas), and finally Bertram (Delage), and Cobb (Napier-Railton). It was obviously Fothringham's race, and he quickly dispatched Rose and Gardner. There only remained

AUGUST BANK HOLIDAY AT BROOKLANDS—continued.

Selby, and the green 2.3 litre Bugatti caught its older 2 litre sister by the Aeroplane Sheds on the last lap. Bertram and Cobb did not look as though they would be able to get through the field, but the former made a great effort at the last moment and passed Selby almost on the line to take second place. The Hann Special started in this race, but only covered half the distance of the rest of the field.

THE ESHER LIGHTNING LONG HANDICAP.
About 9 Miles.

1. T. S. Fothringham (Bugatti, 2,263 c.c. S.) 37s.
2. Oliver Bertram (Delage, 10,688 c.c.) 8s.
3. T. V. G. Selby (Bugatti, 1,990 c.c.) 1 min. 10s.

Won by 350 yards at 116.73 m.p.h., 8 yards between second and third.

The Third Mountain Handicap was a most exciting business, the cars being so evenly matched that they were almost running on a scratch basis. Esson-Scott's black Bugatti, reputed to be one of the late Count Czaikowski's stable, was favourably placed in the handicap list, actually starting fifth. He improved this to third on the second lap, and on the subsequent circuit appeared in the lead. Lemon Burton, on another Bugatti, was second and these two were lying ahead of a raging bunch of nine cars. Lap 4 saw "the nine" approaching the top corner in a solid pack, roughly in the following order; R. H. Eccles (M.G. Magnette), K. D. Evans (M.G. Midget), R. Jarvis (Alfa-Romeo), W. E. Harker (Harker Special), C. E. C. Martin (Bugatti), Raymond Mays (E.R.A.), and W. G. Everitt (M.G. Midget). The latter seemed to go perilously near the top in sweeping up behind Mays, but the E.R.A. driver soon got ahead and picked up six places on this lap. No one could catch Esson-Scott, however, and the Bugatti came home a good winner by 150 yards. Mays' fast driving was rewarded by the news that he had broken the 1,500 c.c. class record with a time of 55⅕ secs. This was one-fifth faster than his own previous record made with the Riley. C. S. Staniland had a difficult job to get through from the scratch mark against so many fast cars, but by dint of really fine driving he passed 10 cars in the five laps and finished third.

THE THIRD ESHER MOUNTAIN HANDICAP.

1. A. Esson Scott (Bugatti, 1,990 c.c. S.) 30s.
2. Raymond Mays (E.R.A., 1,486 c.c. S.) 8s.
3. C. S. Staniland (Bugatti, 2,263 c.c. S.) scratch.

Won by 150 yards at 69.05 m.p.h., 100 yards between second and third.

The last Mountain race—and event on the programme—produced very much the same field that competed in the first race round this circuit. Squadron-Leader Bowen-Buscarlet led for a couple of laps with his Riley, followed by R. J. W. Appleton (Appleton Special), J. W. Lucas (Riley), A. R. Samuel (M.G.), E. K. Rayson (Riley), Dr. R. A. Beaver (Vauxhall), W. Wilkinson (M.G. Magnette), C. T. Baker-Carr (Bentley), H. W. Cook (E.R.A.), E. Urlwin-Smith (Invicta), and G. Dunfee (M.G. Midget), who had the misfortune to get left on the line.

The E.R.A. was obviously a great danger in this race, for on the first lap Cook broke the 1,100 c.c. class record with a time of 58 secs., as against the previous figure of 59⅘ secs. made by Fred Dixon. On lap 2, however, Cook was involved in a peculiar lapse on the top corner, which put him out of the race. Approaching the corner he braked, with the result that the car promptly turned sideways and charged straight into the side of the cutting at the foot of the Members' Bridge. Not content with allowing the car to come to rest in the natural way, Cook opened up his engine in a sort of endeavour to climb the vertical. The car came right up on its tail, and nearly fell over backwards on to the driver. Then control was regained, and Cook allowed the car to slide slowly back to the horizontal position.

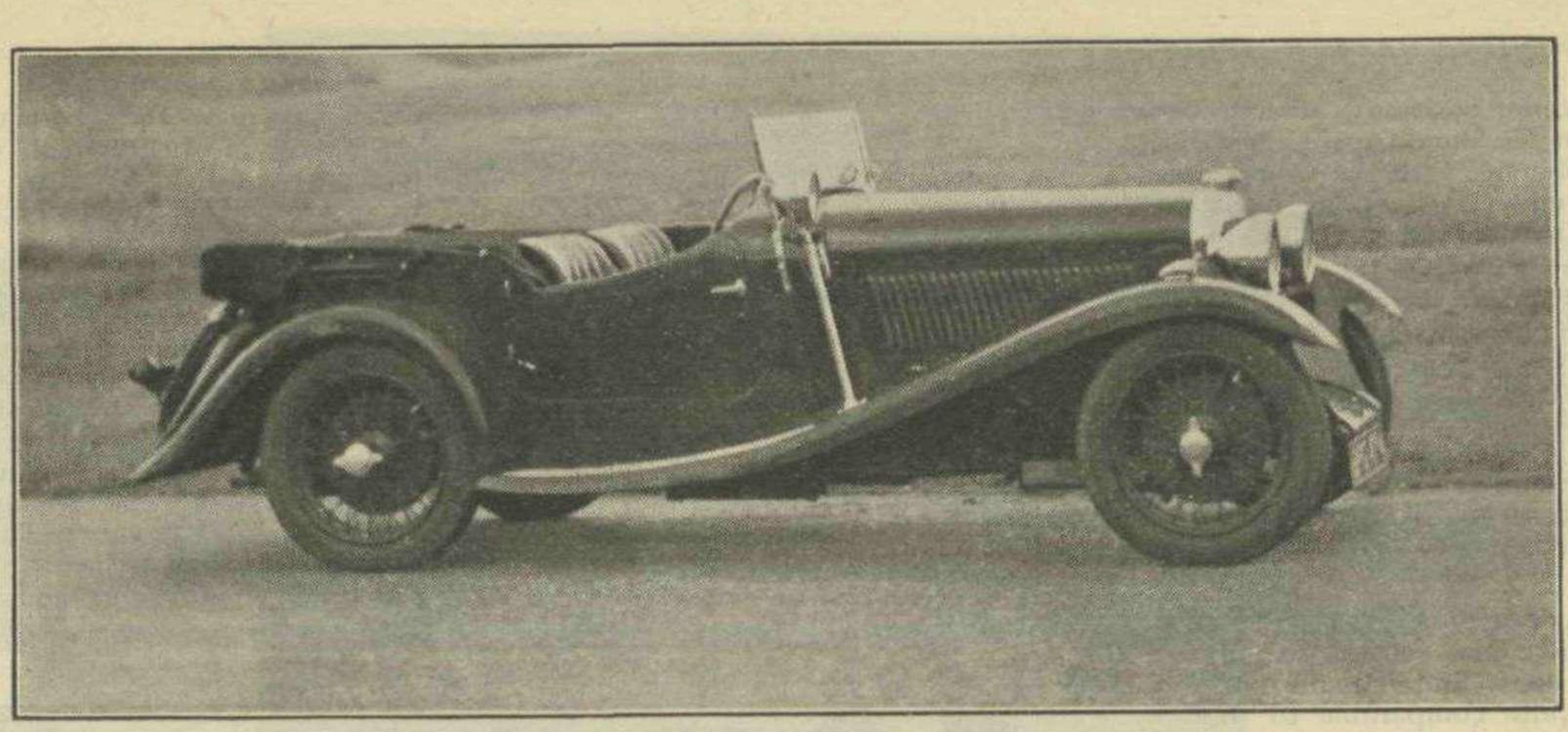
Appleton led the field on the third lap, but Rayson (Riley), and Wilkinson (M.G. Magnette) the head of the Bellevue Garage, were both drawing rapidly nearer. In the end Rayson got home first by 75 yards, staving off Wilkinson's challenge by neat and fast driving. A. R. Samuel was third.

THE FOURTH ESHER MOUNTAIN HANDICAP.
About 6 Miles.

1. E. K. Rayson (Riley, 1,089 c.c. S.) 16s.
2. W. Wilkinson (M.G., 1,087 c.c. S.), 16s.
3. A. R. Samuel (M.G., 747 c.c. S.) 21s.

Won by 75 yards at 67.60 m.p.h., 30 yards between second and third.





THE LAGONDA RAPIER

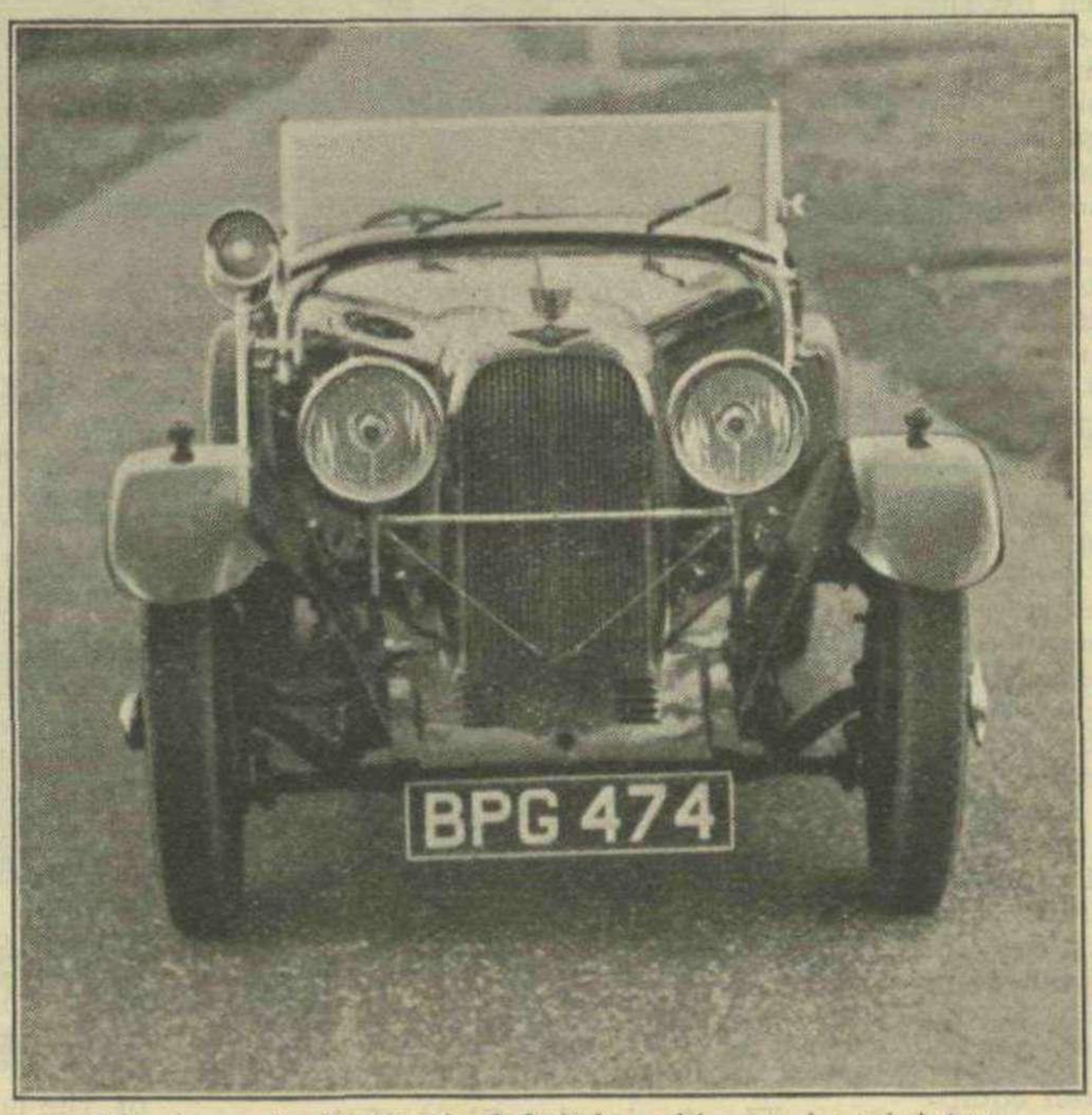
BUILDING a small-capacity four-seater touring car capable of well over 70 m.p.h. is by no means an easy task, and there is considerable temptation to cut down weight and to reduce the rigidity of the chassis in order to achieve the required performance. An examination of the sturdy chassis and components of the new Lagonda Rapier reveals that this car departs not at all from the high traditions of former models which have come from the Staines factory, while the overhead camshaft engine provides the necessary power from a capacity of only 1,104 c.c. Fixing the capacity above the 1,100 c.c. limit was deliberately done to emphasise the fact that the car is intended as a fast tourer and not for competition work.

The benefits of the rigid chassis are noticed as soon as one takes the wheel. The car rides equally well on rough or smooth surfaces of road or track, and the steering is free from any feeling of snatch on uneven roads. It is quite high-geared, is free from back-lash, and has a useful caster-action. The weight distribution, the double-dropped chassis, and the fact that the body is well within the wheel-base all contribute to give good cornering, there is no rolling even on acute bends, and only deliberate brutality on corners will cause the tyres to scream.

The brakes are quite the best we have tried. The Girling mechanism, which expands the shoes by means of wedges instead of cams, is light in operation and completely progressive. The mean stopping distance of several attempts from 40 m.p.h. was 48 feet, and there was never a suggestion of locking any of the wheels when deviating from the straight.

The hand-lever operates all four brakes and is fitted with a racing-type rachet, which only engages when a knob on the top of the lever is depressed, and springs off again as soon as the lever is pulled.

The engine is less smooth than a six, but gains by its good torque and healthy feeling at low speeds. The maximum revs. are 5,600, which give speeds of over 40 m.p.h. and nearly 60 m.p.h. on second and third gears, but for general running we preferred to keep down to 5,000 r.pm. The valve gear was less silent than one would have expected, and the exhaust note was prominent at maximum revs. The maximum speed timed over a quarter mile was 80.3 m.p.h., which seems very creditable in view of the substantial body fitted. At 60 m.p.h. on top gear the engine is running at about 4,300 r.p.m.



The Lagonda Rapier is definitely a big car in miniature, as this front view shows.

A plate clutch of normal design is fitted between the engine and the self-changing gear-box, and is freed by the gear-change pedal during the first part of its movement. It takes up the drive smoothly, and almost equally important, disconnects the gear-box from the engine when " neutral " is selected, thus avoiding the rumbling sound sometimes experienced on self-changing boxes always coupled up to the engine. The gears are pre-selected by means of a small lever mounted on the driver's right and working against an indented quadrant, with a spring catch to prevent engaging reverse. This form of control has much to recommend it, especially if the driver is accustomed to cars with an orthodox type of right-hand gear-change.

As may be expected in the case of a small car fitted with a substantial body, the gears have to be used freely to get the best performance. Just a touch of revs. in each gear and an instant change-up gets the car unstuck from a standing start with the minimum of effort, while third gear takes the car very quickly through winding roads or gives enough speed to overtake most of the traffic to be met with on the main thoroughfares. 55 or 60 m.p.h. seems to be the natural gait of the Rapier, with an extra 10 m.p.h. when long stretches of fast roads present themselves, and with the good suspension, the rigid feeling of steering and chassis, and the excellent brakes it would be hard to find a car up to twice its capacity, which covers the ground with less effort. The only drawback we found on the scorching day on which the car was tested was that the engine ran about 95 degrees Centigrade, so that the cockpit became rather warm. A pair of scuttle ventilators would have overcome this trouble

THE LAGONDA RAPIER—continued.

The driving position, though less upright than we should have liked, was a comfortable one, with the thin-rimmed Ashby steering wheel coming right into the lap. The ignition lever is in the centre of the wheel, but never requires to be moved from the fully advanced position, except when starting and pulling at low speeds on top gear. The slow-running adjustment is conveniently placed alongside the steering column. The pedals are well placed, and since the gear-box does not project at all above the level of the floor-boards, driver and front passenger have plenty of room for their feet.

Both the power unit and the chassis of the Rapier have been constructed on very substantial lines and should have a useful life, quite comparable to that of the larger models in the Lagonda range. The engine has two overhead cam-shafts, which are each driven by chain from the front end of the unit and carried in four bearings, and may be detached from their driving sprockets without disturbing the timing. The combustion chambers are hemispherical, with 14 mm. plugs centrally disposed. The cams operate direct on to hardened thimbles on the top of the valves, and the clearance is adjusted by shims inside the thimbles.

The cylinder block and the crank-case are made together, and the crank-shaft is carried in the latter in three plain bearings. The crank-shaft is of massive construction with disc webs and fully balanced, and the connecting rods are steel with plain big-ends.

Two S.U. carburetters are fitted and are supplied from the eight gallon rear tank by an electric pump. Part of the supply is held in reserve by means of a two-way tap. The magneto is carried on the near side of the engine, driven by the helical timing wheels, and the dynamo occupies a corresponding position on the other side. The aluminium sump holds two gallons, and an external gauze filter is easily removed for cleaning. The radiator is fitted with a thermostat, and is assisted by a water pump.

A single-plate clutch, as has already been explained, precedes the self-changing gear-box. The transmission follows orthodox lines, with an open propellor shaft, with two enclosed universal joints and a bevel driven back axle.

The chassis has massive flanged side members swept up behind the engine, and also at the rear to clear the back-axle, giving a low centre of gravity. Six tubular cross-members are used and a triangular bracing between the front dumb-iron tie-bar and another member just in front of the radiator assures perfect rigidity in this important part of the chassis. The springs are semi-elliptics of normal type, and Hartford friction shock absorbers are used all round, those at the back being set parallel with the axle. The steering gear is by cam and roller, and the Girling brakes do their efficient work in ribbed 13-in. drums, and are operated by light rods.

The instrument board was well equipped, with the Smith rev. counter under the driver's eye, and the headlamps are of large diameter. An unusual but welcome item of equipment was the large fog-cum-spot light mounted alongside the wind-screen and supported by means of a tubular stay.

The body lines of the open car are those traditional to the English sports four-seater, scaled down somewhat of course, for the 8 ft. 4 in. chassis, and are fully in keeping with the sturdy nature of the frame which carries them. The bold radiator with its distinctive curved header tank and the sloping rear panel are typically 'Lagonda' The tail panel can be swung back, incidentally, to give access to a small luggage locker.

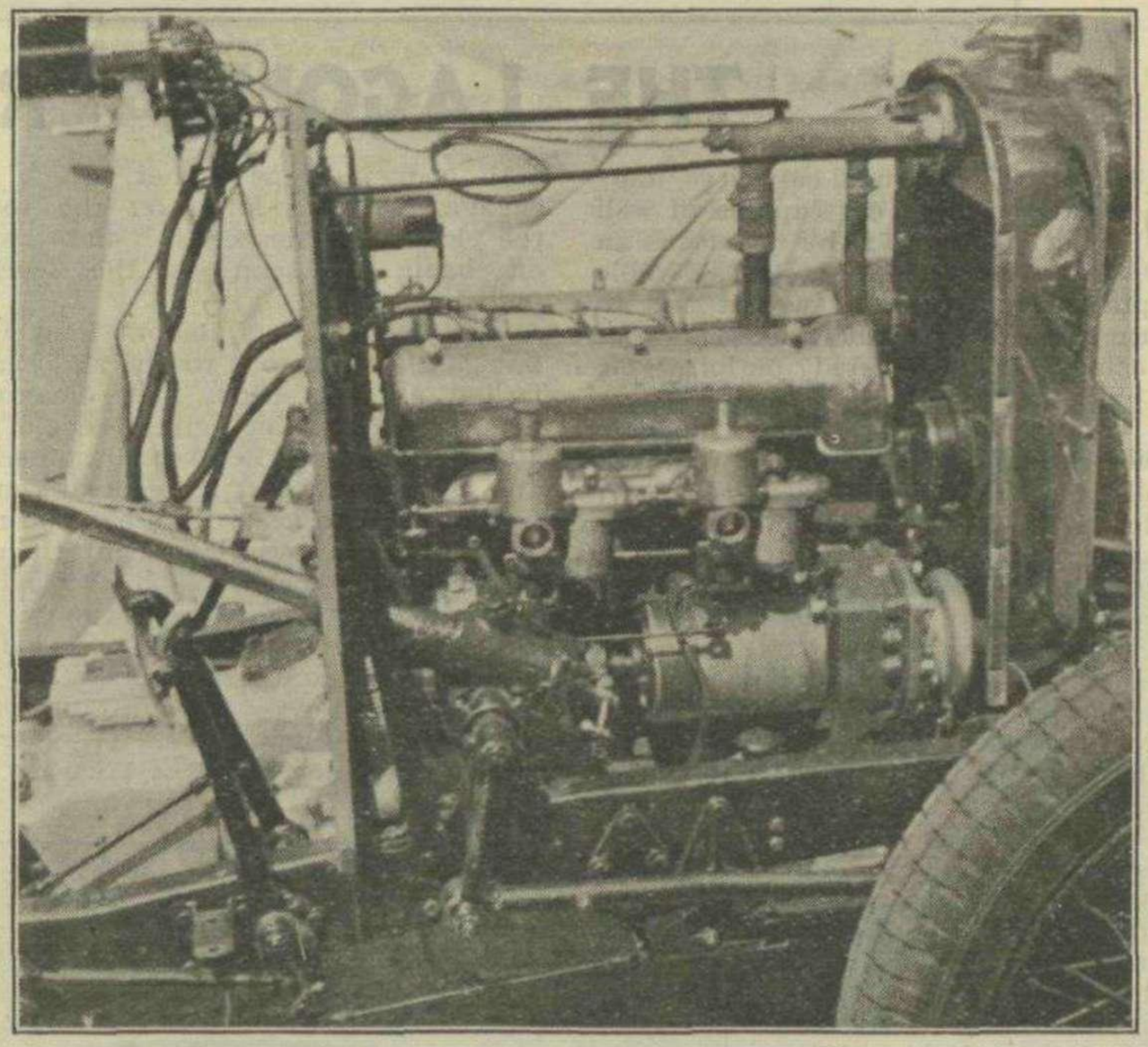
Brief Specification.

Engine : 4 *cylinders,* 62.5 *mm. bore,* 90 *mm. stroke, capacity 1,104 c.c. Tax* £10. *Two overhead cam-shafts. Magneto ignition. Two S.U. carburettors.*

Gearbox : Four speeds and reverse. Epicyclic self-changing. Right hand control. Separate clutch. Ratios 5.27, 7.06, 10.54 *and* 17.92 *to* 1.

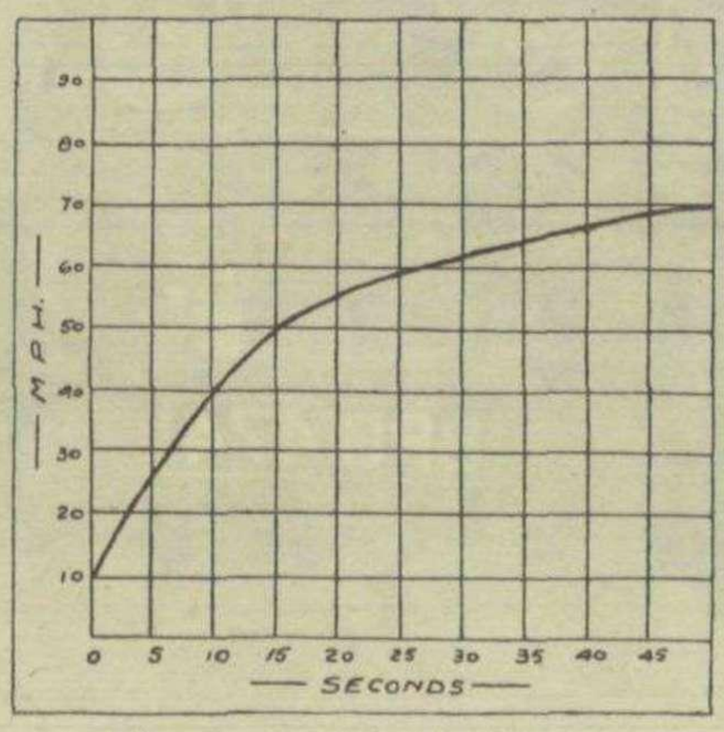
Dimensions : Wheelbase 8 ft. 4 in. Track 3 ft. 11¾ in. Weight 18½ *cwt.*

Price with four seater open body £368.



Motor Sport Photographs.

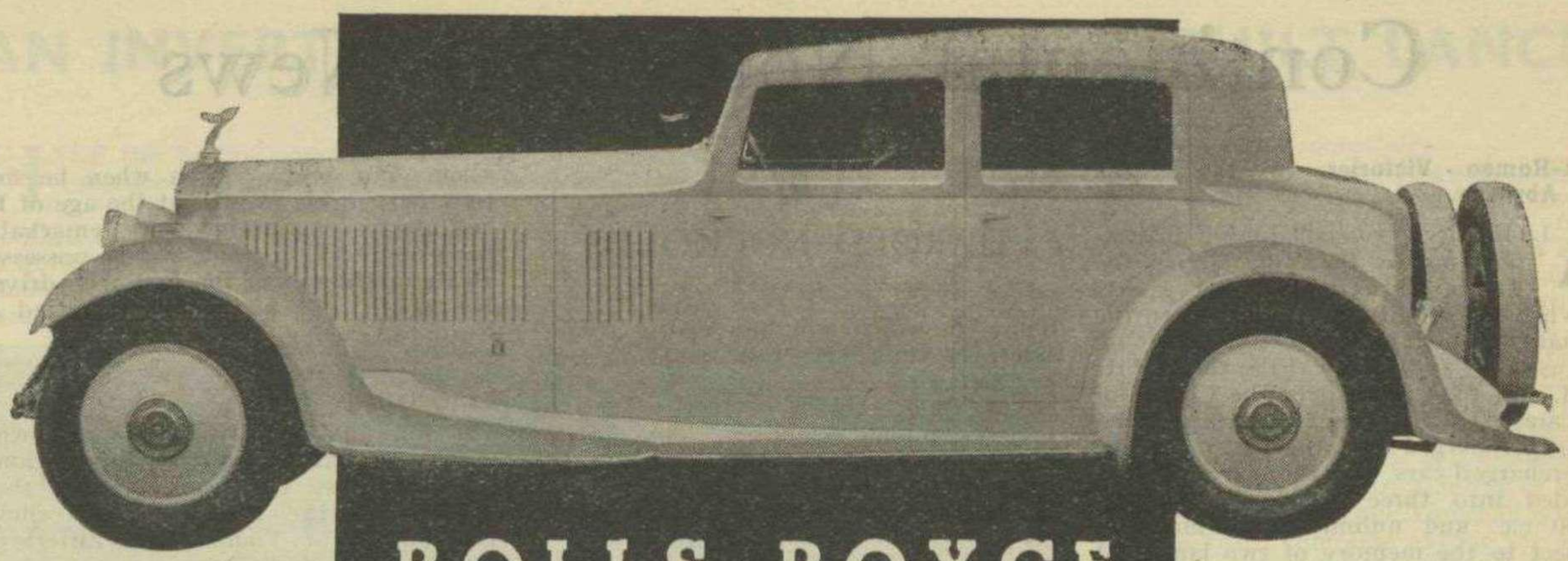
Where the performance comes from. A close-up of the twin overhead camshaft engine of the Lagonda Rapier.



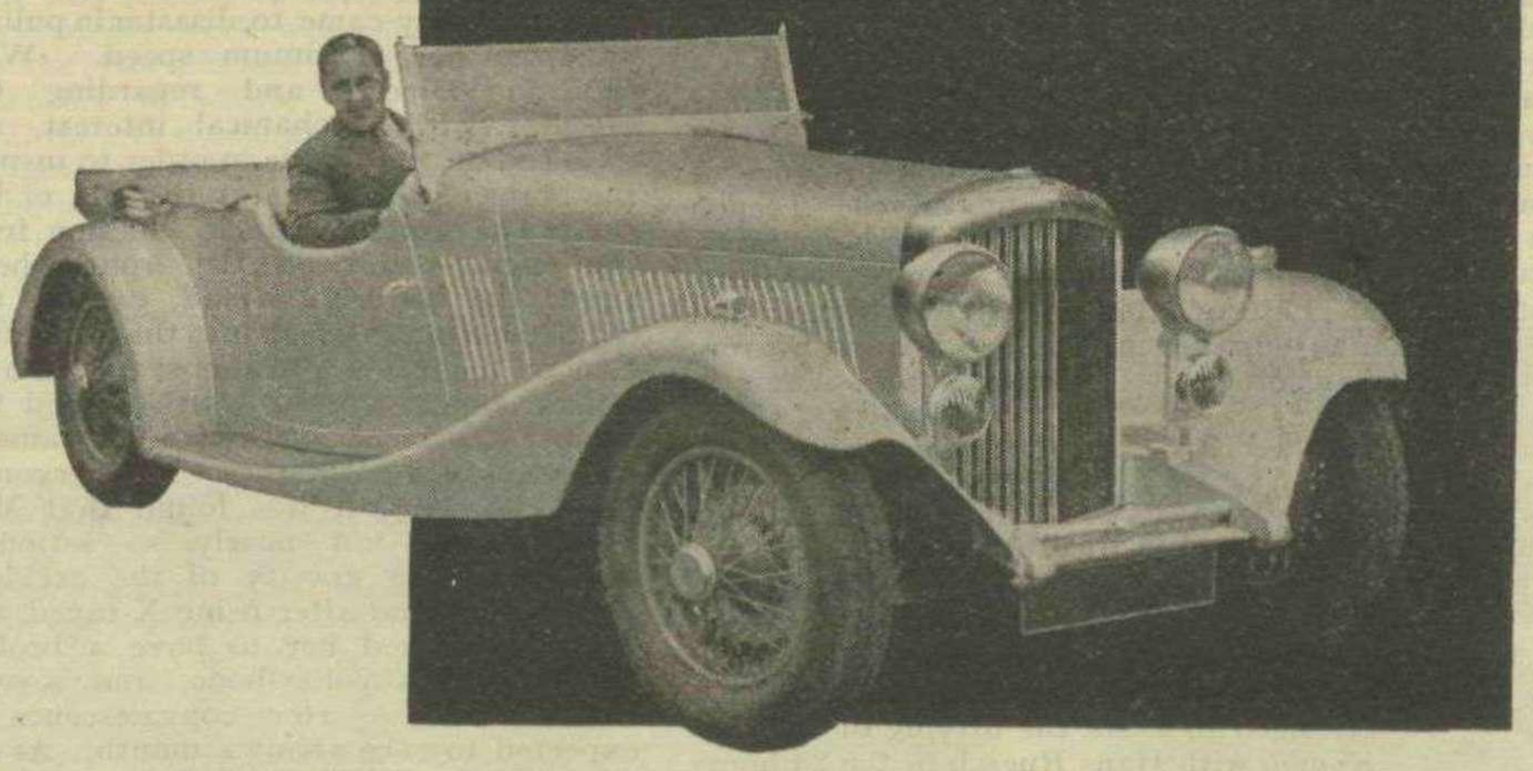
The Acceleration Chart of the Lagonda Rapier.

The interior of the car is well upholstered in leather, and the two front seats afford good support to legs and back. The rear seats are also well padded, but with the front seats set for a six-foot driver, a passenger of the same height sitting at the back would find his legs come close up to the front seats, but the feet are not cramped, as wells are provided under the front seats. A single tall rear passenger or two small ones would find plenty of room, with a seating position low enough to give good protection from the wind.

The Rapier breaks new ground in bringing together the low tax and small upkeep of the light car and the long wearing qualities and high cruising speed of the " medium-weight " tourer. Lagonda enthusiasts, hitherto prevented by financial considerations from owning one of the larger cars, have reason to rejoice at the appearance of the junior member of the family built in the same tradition.



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Continental Notes and News

By

HAROLD NOCKOLDS

Alfa-Romeo Victories in the Targa Abruzzo.

ALTHOUGH overshadowed in importance by the Mille Miglia, the Targa Abruzzo race for sports cars has become firmly established on the Italian calendar. The event held on August 12th and 13th was the third of its kind, and took place over the Circuit of Pescara. There were two groups, one for supercharged and the other for unsupercharged cars, and these groups were divided into three classes, 1,100 c.c., 2,000 c.c. and unlimited. A mark of respect to the memory of two lamented drivers was made by the organisers in donating a Coppa Campari for the first group and a Coppa Borzacchini for the second.

An entry of 18 supercharged cars was received, all Alfa-Romeos but for three Maseratis. In the second group, however, no fewer than 34 cars were entered, Fiats preponderating. There were also entries by owners of several Alfa-Romeos, Bugattis, Lancias, and a Ford. There were no English cars in the race, but the following drivers participated on Alfa-Romeos, Earl Howe and Rose Richards, Penn Hughes and Clifford.

The start was an impressive business, Marechal Balbo sending the 45 cars away on their 24 hours journey. The midday sun was intensely hot, and a huge crowd had assembled to watch the race. A fast pace was set from the start by the supercharged cars, the struggle being waged by the following teams: Moll and Ghersi, Nuvolari and Sommer, Pellegrini and Quarantoni, Dusio and Rovere, all on Alfa-Romeos, and the Maserati driven by Zehender and de Villapadierni. The lap speed was in the neighbourhood of 75 m.p.h. During the evening Moll and Ghersi drew ahead, but Nuvolari and Sommer were not far behind. Towards 2 o'clock in the morning, however, the leading Alfa-Romeo developed back-axle trouble, and the Nuvolari-Sommer combination moved up to the head of affairs. Then exactly the same misfortune befell the new leaders, and it was the turn of the un-supercharged Alfa-Romeo handled by Severi and Cortese to lead the field. Their car was entered by the Scuderia Ferrari, and held its place until the end, finishing 12 kilometres ahead of a similar car driven by Barbieri and Tadini, also entered by the Ferrari stable.

General Classification.

1. Severi—Cortese (Alfa-Romeo 2,300 c.c.), 2,482 k.m. 082, 103.420 k.p.h.
2. Tadini—Barbieri (Alfa - Romeo, 2,300 c.c.), 2,470 k.m. 816.
3. Rosa—Conotti (Alfa-Romeo, 2,300 c.c.), 2,470 k.m. 548.
4. Faccioni—Moretti (Fiat, 995 c.c.).
5. Ravano –Zuccarini (Fiat, 995 c.c.).
6. Castelbarco –Lurani (Bugatti, 1,500 c.c.).
7. Gabini—Zappacorta (Alfa-Romeo, 1,900 c.c.).
8. Loretelli– Lunardi (Fiat, 995 c.c.).
9. Maccia—Jelmina (Fiat, 995 c.c.).

Campari Cup.—Earl Howe—T. E. Rose-Richards (Alfa-Romeo).

Borzacchini Cup.—Cortese—Severi (Alfa-Romeo).

Braillard to Rest.

Early this season, in April to be exact, Louis Braillard had a bad accident at Saint-Lô, which laid him up for a considerable time. He has taken part in one or two events recently, but on the advice of his doctor he has decided to take a complete rest from racing for the remainder of the season. Next year will see him in action once more, however, piloting a Maserati for the stable run by his sister, Mlle. Nellie Braillard.

And Now for Monza.

The last of the national Grand Prix races is the Italian G.P., which will take place on September 19th at Monza autodrome. A special circuit of four kilometres in length has been chosen, and this will be covered 125 times. Four cars from each manufacturer will be permitted to enter, and the prize money is as follows: 50,000, 40,000, 30,000, 20,000, 15,000, 12,000, 10,000, 9,000, 8,000, 6,000 liras.

Straight to Attack Hour Record.

At the end of July Whitney Straight arrived at Montlhéry autodrome with the intention of making an attempt on the World's Hour Record. Unfortunately, the American driver fell ill and had to postpone the attempt, by which time his racing engagements demanded his presence elsewhere. He firmly intends to return to Montlhéry at the earliest possible opportunity, however, and try to beat Von Stuck's existing record of 135 m.p.h. made with an Auto Union.

A Moving Ceremony.

Many well-known personalities in French motor-racing circles attended the funeral of Jean Gaupillat, who was killed so tragically in the Dieppe races. The ceremony took place at the little church of Bellevue, and the feelings of regret which Gaupillat's untimely death have aroused could be seen by the vast number of wreaths from friends and admirers all over France, and the actual presence of M. Perouse, president of the French Sporting Commission, M. Julien, organising president of the Dieppe meeting, M. Letorey, director of Montlhéry, and many drivers including Zehender, Scaron, Falchetto, de Villapadierna, Vagniez, Mme. Siko, Mlle. Hellé-Nice, Lony, Maurice Benoist, R. Brunet and Réne Thomas.

Maag Killed in Road Accident.

The promising young Swiss driver, Ulrich Maag, was killed last month in a road accident near Parma, Italy. He was on his way to Pescara, where he had arranged to share the driving of an Alfa-Romeo with Hans Ruesch in the 24 hours Targa Abruzza. Coming round a corner at speed, Maag collided with a stationary lorry. He was severely injured about the head, and passed away in hospital that night.

Ulrich Maag was the 1934 champion of Switzerland, and had been racing for about four years. Even when he first took part in big events, at the age of 18, he always maintained a remarkable coolness and sang-froid, and he possessed all the attributes of the first-class driver. His death will be deeply regretted in European racing circles.

Cancellations.

I am informed that the following events appearing on the International Calendar have been cancelled by their organisers: the Poetschen Hill climb, the Circuit of Vienna, the Zirlerberg, and the Circuit of Cremona.

Mrs. Stewart's Magnificent Records.

When Mrs. G. M. Stewart broke the lap record for Montlhéry track last year at a speed of 145 m.p.h., and made world's and class records at a corresponding velocity one did not think that there could be very much room for improvement. But the world's finest woman driver simply went back to the Derby works at Courbevoie and set about thinking of ways and means whereby the Derby Special could be made to go still quicker, in company with W. D. Hawkes, the brilliant head of the factory.

Last month the car was deemed to be ready for further action, and an official attempt on the mile and kilometre records in Class E (up to 2,000 c.c.). The run was completely successful, from the record point of view, and the new figures were found to be 147.9 m.p.h. in each case. Her previous best was 143.29 m.p.h. for both. Added to this Mrs. Stewart had set up a new speed for the lap record, at 147 m.p.h., a really amazing performance, and one which sets the seal on her reputation as the finest woman driver in the world.

Having accomplished her aim, Mrs. Stewart nearly came to disaster in pulling up from her maximum speed. With typical coolness, and regarding the attempt with mechanical interest, she switched off the engine in order to inspect the state of the plugs at the end of the run. The sudden lack of adhesion from the engine-power on the front wheels threw the car into a skid, causing the car to dash off the track into the protection zone on the inside. It almost turned over several times, a sight which caused the utmost consternation and alarm among the assembled spectators. To everyone's relief, however, it was found that Mrs. Stewart was not nearly so seriously injured as the gravity of the accident would infer, and after being X-rayed, the doctors declared her to have a broken rib, a broken collar-bone, and several torn muscles. Her convalescence is expected to take about a month. As for the car, it was not badly hurt, the damage being of a superficial nature.

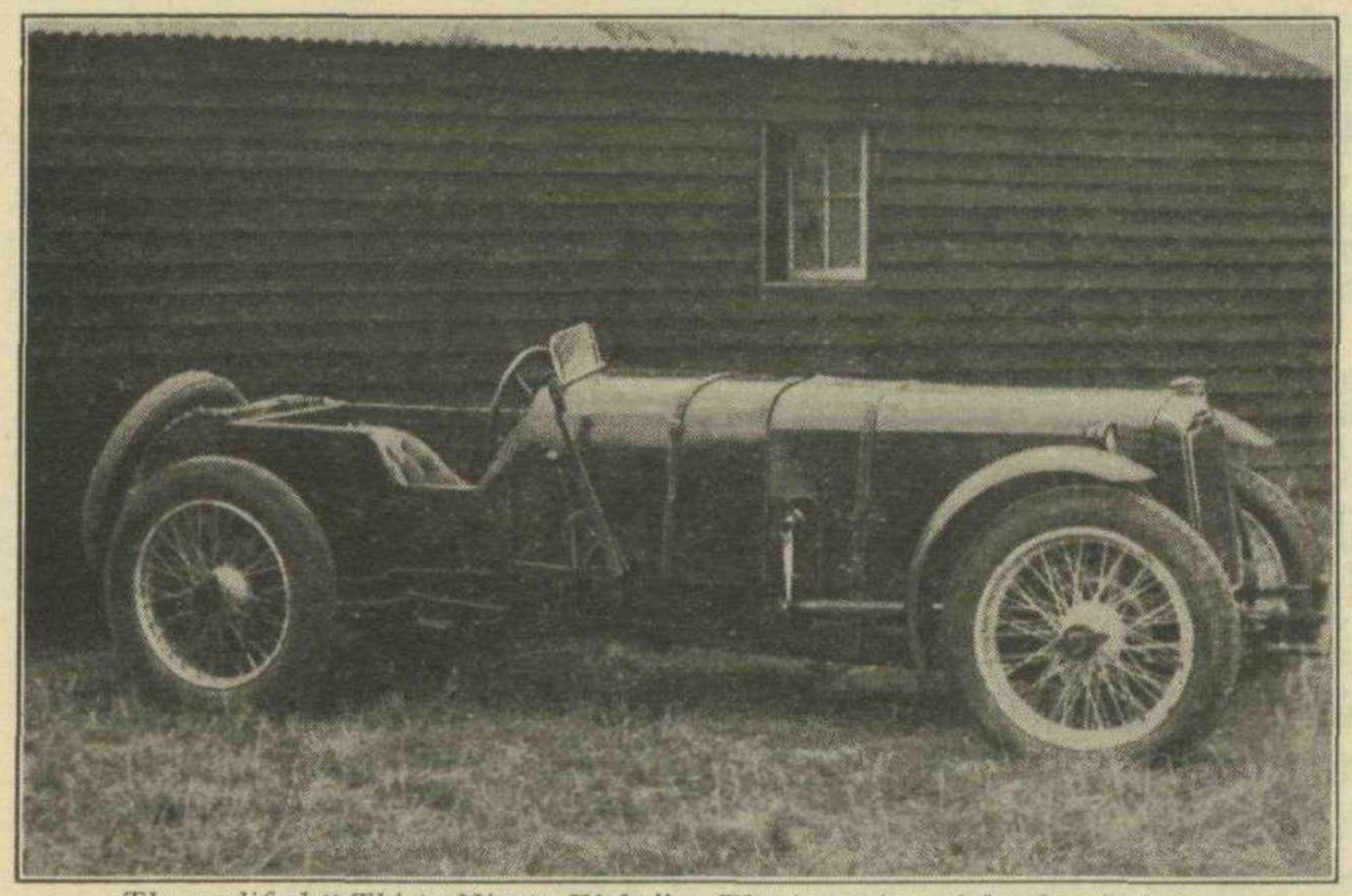
Everyone will congratulate Mrs. Stewart on her wonderful achievements, at the same time feeling grateful that she has emerged from a most dangerous accident without excessive injury.

AN INVERTED VAUXHALL AND A REBUILT LANCIA

TWO ATTEMPTS TO ACHIEVE THE OWNER'S IDEAL.

HALF the fun of possessing an old car, especially one of sporting type, is that chassis and body may be modified to suit the owner's requirements on quite a small expenditure, for " bits " which will fit in may often be bought very cheaply from a car-breaker, or picked up for a mere song at a local auction. I remember coming across two very interesting machines of this type, one with a Salmson engine and three-speed gear-box built into a G.N. chassis, also with three gears, giving a range of nine forward and three reverse ratios. Another ingenious vehicle consisted of the front end and engine of a 12-h.p. A.C., wedded to the four-speed gear-box back axle and chassis of an A.B.C., and some very pretty work was called for to join up the two chassis, which differed considerably in width.

These two machines were constructed, I imagine, just to show that it could be done without any serious object in view, but quite lately I have come across two specimens which had definitely been built in pursuit of an ideal. In one case it was to get a low centre of gravity on a well-tried chassis, while in the other the designer sought to improve the power-weight ratio of a chassis already famed for its road-holding.



The modified " Thirty-Ninety-Eight." The inversion of the chassis-frame results in a much lower appearance.

The first of these cars was met with in the B.R.D.C. car-park at Shelsley. It was a long powerful-looking black outfit with a two-seater racing body, suggesting a little Eldridge's old Mephistopheles, without the front cowling. There was nothing on the hub-caps, radiator or anywhere else to give us a clue as to the make, though I rather felt it might be a pre-war Sunbeam, while my companion favoured Vauxhall. We saw it again that night in the Plough Yard in Cheltenham, and more careful search revealed " Vauxhall " on one of the instrument dials. The car belonged to Mr. Carson of the Phœnix Hotel, Hartley Wintney, on the London-Basingstoke road, so down we went one afternoon to investigate this mysterious car more fully.

The mystery was to some extent cleared up when Mr. Carson raised the bonnet to reveal a side-valve 30-98 engine. In its original state the chassis had been raced at Brooklands some six years ago, and had been later used on the road, until the owner suddenly had the ingenious idea of lowering the centre of gravity by turning the chassis right over so that it passed under both the axles. As will be understood by anyone who has tried the job of converting chassis, this undertaking involved a tremendous amount of work, but after two years the Vauxhall is again on the road, complete except for a few details such as the speedometer drive.

The semi-elliptic springs in front have been inverted so that their concave surfaces are once more upwards, and the front ends are hung from the dumb-irons by the original ones which were used at the rear, while special hangers had to be built up above the chassis to carry the rear ends. The front axle comes off one of the old 3 litre T.T. cars and special brackets were made to carry the front brake mechanism and the shock-absorbers.

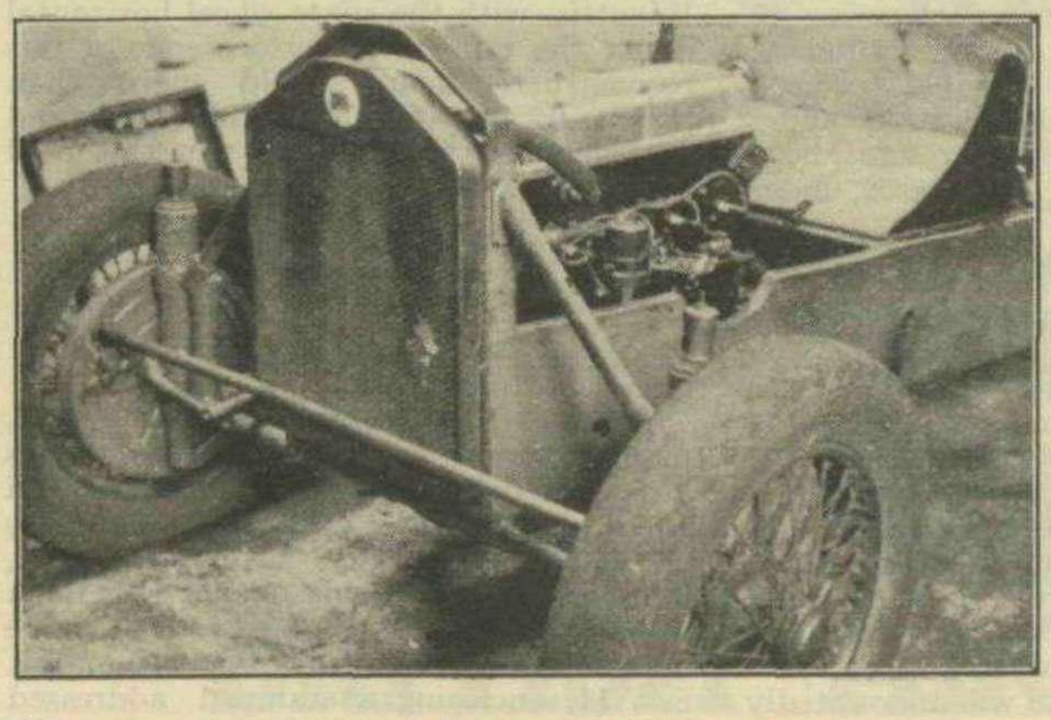
The kick-up (now " kick-down ") at the back of the chassis simplified greatly the task of remounting the rear axle, which is carried on the original springs and shackles, but the propellor shaft has been reduced in length. The engine and gear-box have also gone back into place quite neatly in the inverted frame.

A Rover radiator has been used owing to the difficulty of putting back the old one, and two standard Vauxhall petrol tanks are fixed one on top of the other at the rear of the chassis. The body is a rakish-looking affair with a straight top line rather suggesting a three-litre Sunbeam on a larger scale, and with its cycle-type wings has the air of some Grand Prix car in honourable retirement.

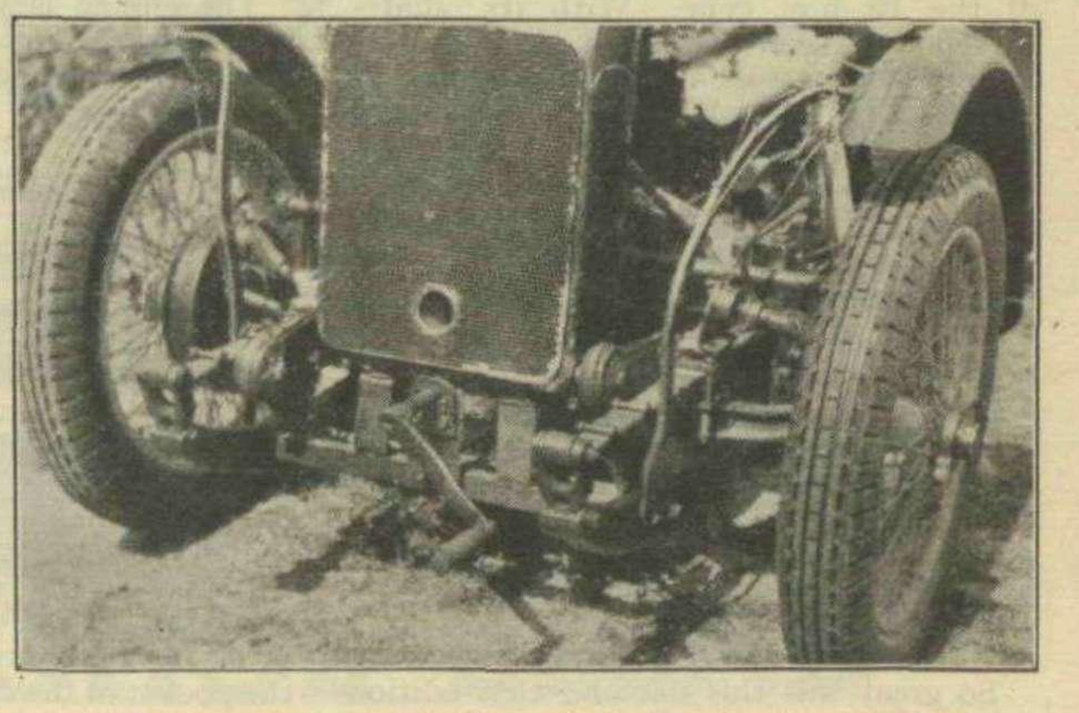
The car put up quite a good performance at Lewes this year, though a little outclassed by the " Spook," which was also entered in the unlimited racing class!

Mr. Carson has not yet fitted a speedometer, and so is unable to state the speed of the car in its new guise, but in the old days it lapped Brooklands at 85, with a maximum of 73 in third. It handles well

(*Continued on next page.*)



This Lancia is a Lambda-Trikappa combination. The work is being carried out by West and Chittenden, Ltd. for the owner A. R. Samuel.



A close-up view of the Vauxhall, showing the inverted chassis-frame and lowered radiator.

NEWS FROM THE U.S.A.

BY

Our American Correspondent

T. MERIWETHER-SMITH

BILLY WINN, intrepid Kansas City driver, was the winner of the late July race over the dirt track at Harrington, Delaware, outspeeding a fine field of dirt track drivers.

* * *

Lloyd Vieux, of Los Angeles, was killed in a crack-up at Atlanta in July.

* * *

Ab Jenkins, famous record breaking star, was all set early in August for his attempts at new 24-hour and 48-hour records on the Utah lake beds at Salduro. Jenkins has made several test runs in his giant streamlined Pierce-Arrow. Contrary to popular belief, Jenkins' car last year, in which he shattered several world records, was not a streamlined job, but merely a stripped Pierce-Arrow.

* * *

The astonishing rise of midget auto racing on the Pacific coast has awakened interest in Eastern sections of the States, and a series of events were held at an airport near New York City in August. There are also prospects of midget racing in Florida and the mid-west this year. Arvol Brúnmier and Mel Kenealy are two famous AAA pilots who have recently turned to midget racing.

The famous 5/8's-mile dirt speedway at Ascot Park, in Los Angeles, has been replaced by a flat half-mile course, cut inside the old oval. In the first two races held over this track Rex Mays proved the winner, but was hard pushed by Floyd Roberts. The new track is proving popular with the spectators and drivers alike.

* * *

A 200-mile stock car road race will be held over the famous Mines Field road track, Los Angeles, on September 3rd. First entries were those of "Stubby" Stubblefield, Rex Mays and Arvol Brunmier.

* * *

William Pickens, for over twenty-five years well known as a publicity man in motor racing circles, died last month in a Los Angeles hospital. Pickens stepped on a nail at the new Mines Field road course the day of its inaugural race late last year. Infection set in, and an operation for removal of the leg proved in vain, and the colourful, much-loved Alabamian died. He was once publicity man for such internationally known drivers as Barney Oldfield, Henry Ford, Ray Keech, and others.

* * *

Benny Hill, the diminutive Detroit driver famous during the board track racing era in America, is now competing in national power boat races. Hill, at the wheel of the famous power boat, "Hornet," was leading the recent Gold Cup races in New York when motor trouble forced him from the contest. It was won by the famous "El Legarto," driven by Reis. According to Associated Press dispatches, Hill's driving in the second heat was the sensation of the races, and his skill and daring on the curves had the spectators wildly cheering.

* * *

Bob Sall was the winner of the Pottstown races last month in his Vance Special. A warm contest for the Eastern dirt track title is being waged among Sall, Johnny Hannon, Billy Winn and Ken Fowler.

AN INVERTED VAUXHALL AND A REBUILT LANCIA—Continued from preceding page.

at high speed with the lowered chassis, and the owner has every reason to be satisfied with his experiment.

The second hybrid car referred to was a Lancia which was being reconstructed by Messrs. West and Chittendon, the well-known Lancia specialists of Walworth Road, S.E.17, to the order of Mr. R. A. Samuel, the well-known trials driver. The chassis was originally that of a 1927 Lambda with a wheelbase of 11ft. 4in., but by cutting and re-welding the pressed steel side members, in this car no longer integral with the body, the wheel base had been reduced to 9 ft. 6 in. This operation is a commonplace one for Mr. West, his great achievement being to instal a 1926 4.6 litre Trikappa engine in place of the Lambda one originally fitted. The Trikappa engine is an eight cylinder unit virtually equivalent to two of the 16 h.p. type. With its shaft-driven overhead camshaft and double carburetter it was as far in advance of current practise when built as was the Lambda chassis, with its front-wheel brakes and independent springing, and propelled the massive Trikappa chassis at speeds around 90 m.p.h. Lighter valves and stronger springs are now fitted, and the tubular connecting rods freed of superfluous metal, while the compression ratio has been raised to suit Pratt's Ethyl, so the power unit should produce amazing acceleration in the light Lambda chassis.

Mounting the engine was a difficult job, for on the big chassis the engine was mounted on the usual type of bearers, while here it had to be adapted to the tubular mounting parallel to the side members which is a Lambda feature. The auxiliaries presented certain difficulties and much thought was needed to find a place for the starter; S.U. petrol pumps on the dash replace the old Autovac.

The engine is very compact owing to the staggered lay-out of the cylinders, but it was no longer possible to keep the gear-box in its old position under the bonnet. It has therefore been moved to the centre of the chassis, under the front seat, and is carried on two supplementary cross-members. The flywheel, the clutch and the gear-box are all those of the Lambda, and the front end of the clutch shaft is now carried by a ball-race in turn supported by a spider on the flywheel. The complicated brake-compensating gear has been moved back with the gear-box, and works quite happily in its new position.

Transmission and the rear end of the chassis are unaltered except that a short tubular propeller shaft takes the place of the long solid one, with its centre steady bearing, and the petrol tank is carried low down and no longer enclosed in the famous "boot."

The body is to be a three-seater with tapering stern, rather like those fitted on the old Type 43 (supercharged) Bugattis, with the spare wheel horizontal under the tail. The performance of this reconstructed car should more than justify its speedy lines, and owner and designer deserve all success in this bold venture so ably carried out.

MOTORINE LOG BOOK.

THERE must be many thousands of motorists who, during the past few months, have learned a great deal more accurately what their motoring costs than ever before; which is only another way of commenting upon the enormous demand for the Motorine Log Book published last year.

So great was this demand that edition after edition was repeatedly exhausted and Price's, who issued this Log Book have now coped with the demand by publishing a "Junior" version.

This—a smaller Log Book—contains all the necessary charts and records which will enable the motorist to keep close track of all his motoring expenditure. It is of very convenient size to carry in the pocket of the car, and will undoubtedly receive an even greater welcome than its larger prototype which it succeeds.

To secure the original Log Book, motorists were asked to send to Price's a receipted bill for the purchase of a gallon of Motorine. The manufacturers of Motorine will be happy to send, however, a copy of this smaller Log Book to any motorist who cares to make application to Price's, Battersea, London, S.W.11, enclosing a stamped addressed envelope.

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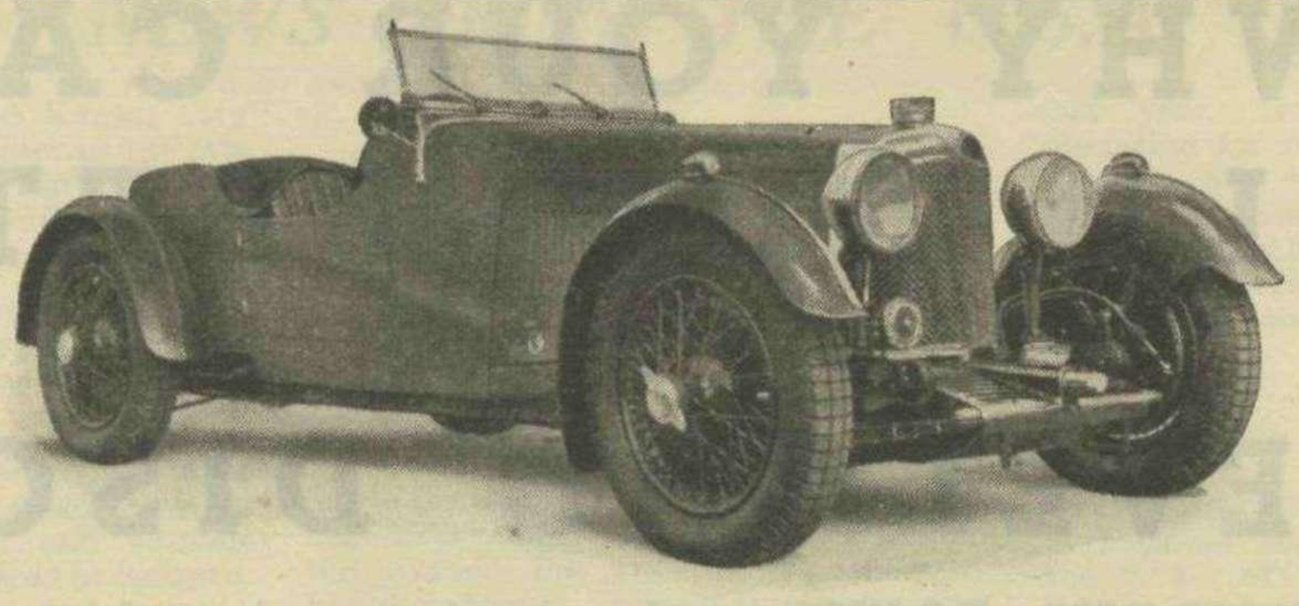
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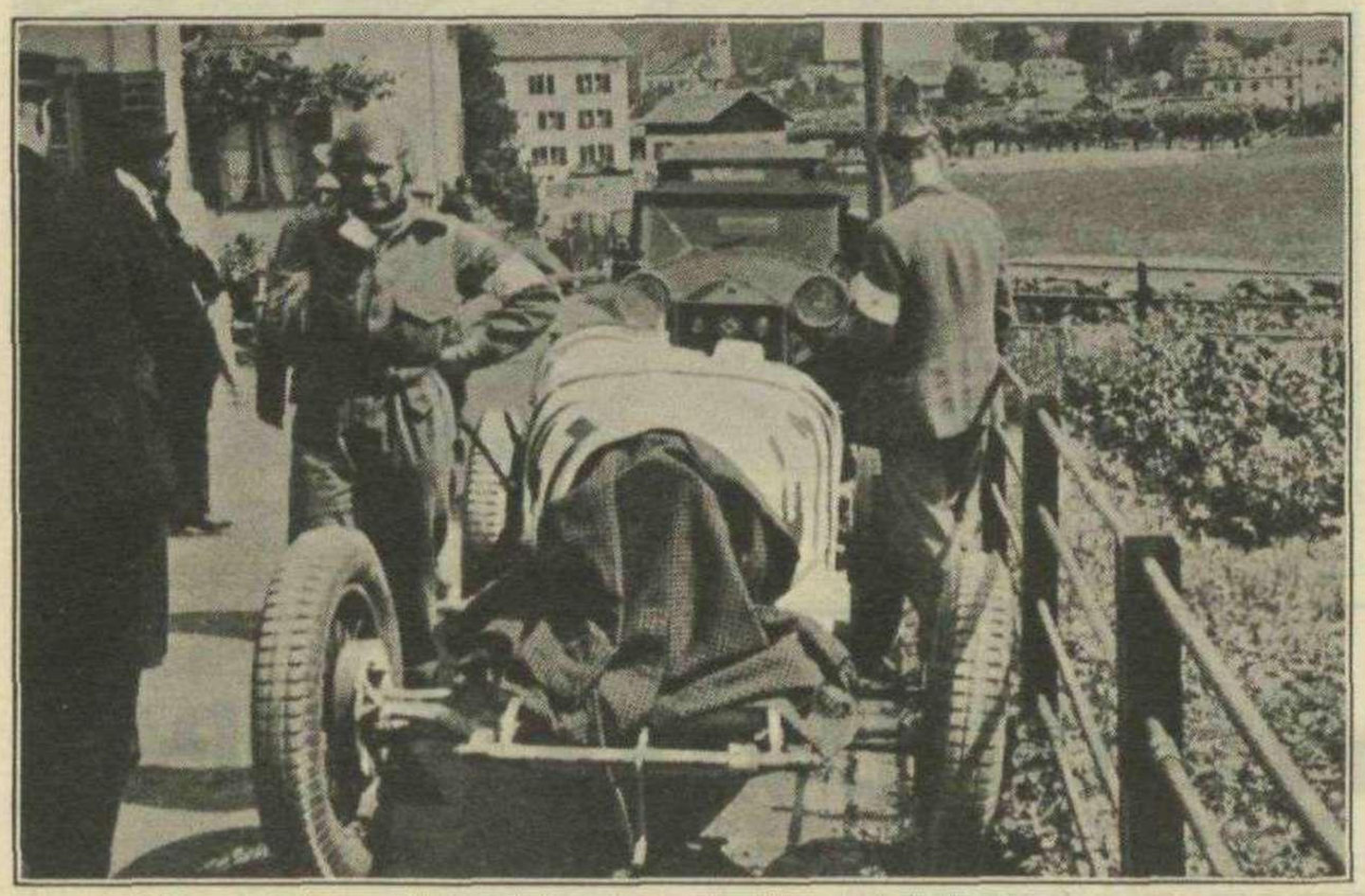
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THE KLAUSEN HILL CLIMB

PROBABLY the greatest hill climbing event in the world, the "Klausen" this year attracted a fine entry of the leading cars and drivers. There were works entries from Auto Union, Maserati, Mercédès-Benz and Zoller; stable entries from Brianza, Cazaux, Eyston-Penn Hughes, Ferrari, Genovese, San Giorgio, Subalpina, Toril and Whitney Straight, and a representative number of independents which included people like Burggaller, Steinweg, Zanelli, Rey, Chambost, Strazza, Tuffanelli, Maag, Stuber, Ruesch, Sojka and Hans Kessler. There were several English drivers besides Penn Hughes, namely H. C. Hamilton, driving a Magnette for the Whitney Straight Syndicate, Cormack with his supercharged Alta which has performed well at Brooklands and Donington, J. L. Ford with an M.G. Magnette, Thorpe and his Frazer-Nash, an Alpine trial car, and Miss Eileen Ellison with the white 1½-litre Bugatti, raced by herself and T. P. Cholmondeley-Tapper at most speed events in this country.



Miss Ellison with her 1½ litre Bugatti at the start of the Klausenrennen.

Without some knowledge of Alpine Passes it is difficult to realise fully the skill required from man and machine in order to make a fast time at an event like the Klausen. To begin with it is nearly 14 miles long, and abounds in the most acute hairpin bends. It is impossible to "learn" the hill, and those shades of difference between drivers that can easily be missed on easy circuits are fully exposed at the Klausen hill climb.

As a matter of interest and comparison, the following list of record holders since the war is illuminating:—

1922. Nieth (Hispano Suiza), 21m. 42s.
1923. Rutzler (Steyr), 20m. 24.4s.
1924. Merz (Merc des), 18m. 48.6s.
1925. Masetti (Sunbeam), 17m. 28.8s.
1927. Rosenberger (Merc des), 17m. 17s.
1929. Chiron (Bugatti), 16m. 42.4s.
1930. Chiron (Bugatti), 16m. 24.6s.
1932. Caracciola (Alfa-Romeo), 15m. 50s.

The three days before August 5th, were exceptionally bad, rain and snow falling heavily the whole time, Eileen Ellison had arrived in the neighbourhood a week before with her Lancia and Bugatti, and was camping out. She aroused the admiration of the Swiss people by her determination to stick it out. There was not so much practising done as usual, the only drivers who did a great deal being Caracciola and Von Stuck, under orders from the respective chiefs. Hartmann had a slight accident with his Bugatti, and bent his front axle. Most drivers contented themselves in getting their carburetters adjusted to the cold and damp atmosphere, but in this they were deceived, for the rain stopped just before the touring cars began to climb on the day of the race, and the weather grew much warmer. Incidentally, the Straight Syndicate lorry attracted a lot of attention.

The Klausen spectators are a hardy lot, and they arrived prepared for the worst, attired in macintoshes and gum boots, and carrying umbrellas. There was a tremendous noise of rushing water everywhere, all the streams being flooded to the brim with swirling brown water. There was a considerable anxiety among the organizers lest the principal torrent should burst its banks, while an avalanche on the straight stretch at Urnerboden made people wonder whether the event could be held at all. A large force of police was drafted to the pass in order to deal with the situation, and also many firemen—the purpose of the latter being somewhat mysterious.

There is a mountain at Klausen called Kilchenstock, from which boulders and rocks constantly descend even in fine weather. The heavy rains loosened things considerably, and there was a constant roar as rocks and shale rumbled down the hillside. Above all, however, was a constant sound of rushing water, eerie, and not a little disturbing. The drivers stood about in a close group, cold and damp, most of them protected from the rain by umbrellas.

The Sports cars went up first, and a good climb was made by L. Beccaria on a supercharged Ballila Fiat, beating Wustrow's M.G. Midget by 9 seconds. There was an interesting supercharged Derby driven by the Swiss driver Schneider, but the car was suffering from blower trouble. Then Count Lurani came up fast on 1,323 c.c. Maserati, making the fastest time so far in 18 mins. 5.4 secs. Thorpe's Frazer-Nash, running in the 2,000 c.c. class with a 1,657 c.c. engine, did well to get third place. The car would obviously have done much better supercharged.

With the 3,000 c.c. class came the fastest time by a sports car, made by Balestrero on his first appearance at Klausen with an Alfa-Romeo. Driving beautifully, Balestrero got up the 14 mile climb in 17 mins. 7 secs. Stuber, the Swiss driver, was favoured for this honour, but he was 21 seconds slower.

Then came the racing cars. There was no 750 c.c. class, so Burggaller's slimly-built Austin had to compete against 1,100 c.c. rivals. Easily the fastest was H. C. Hamilton, driving an M.G. Magnette entered by the Whitney Straight Syndicate. He roused the spectators to great admiration by climbing in faultless fashion in the time of 17 mins. 53.6 secs. Burggaller did extremely well to record 18 mins 38.6 secs., but the little car seemed to be handicapped by the size of the driver. A. J. Cormack was 12 seconds slower with the green supercharged Alta with which he has performed successfully at Brooklands and Donington. J. L. Ford had an accident with the wall in one of the tunnels at the beginning of the hill, but managed to carry on. A similar fate befell Count Castelbarco in the 1,500 c.c. racing class, but he punctured a tyre. In spite of this he climbed to the top in 23 mins. 5.4 secs. In this class Miss Ellison made third fastest time, and also the fastest time by a woman driver. She would have done a good deal better had her Bugatti not developed a leak in the petrol feed. There was keen competition between Maag and Steinweg in the 2,000 c.c. class. Steinweg's car was fitted with a monoposto body with a fairing behind the driver's head, and he made the fastest time recorded so far in 17 min. 2.6 secs. Maag followed, but his car jumped about a lot on the level straight at Urnerboden. On a particularly bad bump he lost control and the car became ditched. It was not badly hurt, but a tyre was punctured and he decided to abandon the attempt.

The fastest cars came last, those in the unlimited racing category. Here the duel lay between Caracciola and Stuck, for neither Varzi nor Chiron were competing. There seemed nothing to choose

THE KLAUSEN HILL CLIMB—continued.

between the Auto Union and Mercédès for speed, but Von Stuck made one mistake which cost him the few seconds which separated him from Caracciola. His Auto Union turned completely broadside on one corner, while Caracciola never made a single error. Whitney Straight seemed to have difficulty with the road holding of his Maserati, in spite of twin rear wheels, but he made a splendid climb in 16 mins. 20.6 secs. Penn Hughes was much slower with 2.6-litre Alfa Romeo.

Full Results.

Sports 1,100 c.c.

1. Beccaria (Fiat), 21m. 12.6s.
2. Wustrow (M.G.), 21m. 21.4s.
3. Mainardi (Fiat), 23m. 4.6s.
4. Schumacher (B.M.W.), 26m. 26.8s.
5. Schneider (Derby), 30m. 38.6s.

1,500 c.c.

1. Lurani (Maserati), 18m. 5.4s. (record).
2. Mme. von Kozmian (Bugatti), 22m. 17s.

2,000 c.c.

1. Rey (Bugatti), 18m. 40.2s.
2. Della Chiesa (Alfa-Romeo), 19m. 7.6s.
3. Kessler (Alfa-Romeo), 20m. 24s.
4. Thorpe (Frazer-Nash).

3,000 c.c.

1. Balestrero (Alfa-Romeo), 17m. 7s.
2. Diesio (Alfa-Romeo), 17m. 17s.
3. Stuber (Alfa-Romeo), 17m. 28s.
4. Hartmann (Bugatti), 17m. 49.2s.
5. Delmono (Alfa Romeo), 17m. 50s.
6. Rampinelli (Alfa-Romeo), 17m. 56.6s.
7. Battilana (Alfa-Romeo), 18m. 21s.
8. Norden (Alfa-Romeo), 18m. 24.8s.
9. Hoernig (Bugatti), 18m. 49.4s.
10. Corraggia (Alfa-Romeo), 19m. 7.6s.
11. Cocagne (Bugatti), 21m. 3s.

5,000 c.c.

1. Strazza (Lancia), 18m. 44s.
2. Maligari (Ford), 19m. 46s.
3. Colas (Hudson), 20m. 16.4s.
4. de Bremond (Mathis), 22m. 3.2s.

Racing 1,100 c.c.

1. Hamilton (M.G.), 17m. 53.6s. (record).
2. Burggaller (Austin), 18m. 38.6s.
3. Cormack (Alta), 18m. 50.2s.
4. Toti (Maserati), 20m. 0.6s.
5. Ford (M.G.), 20m. 36.2s.
6. Viossat (Mathis), stopped.

1,500 c.c.

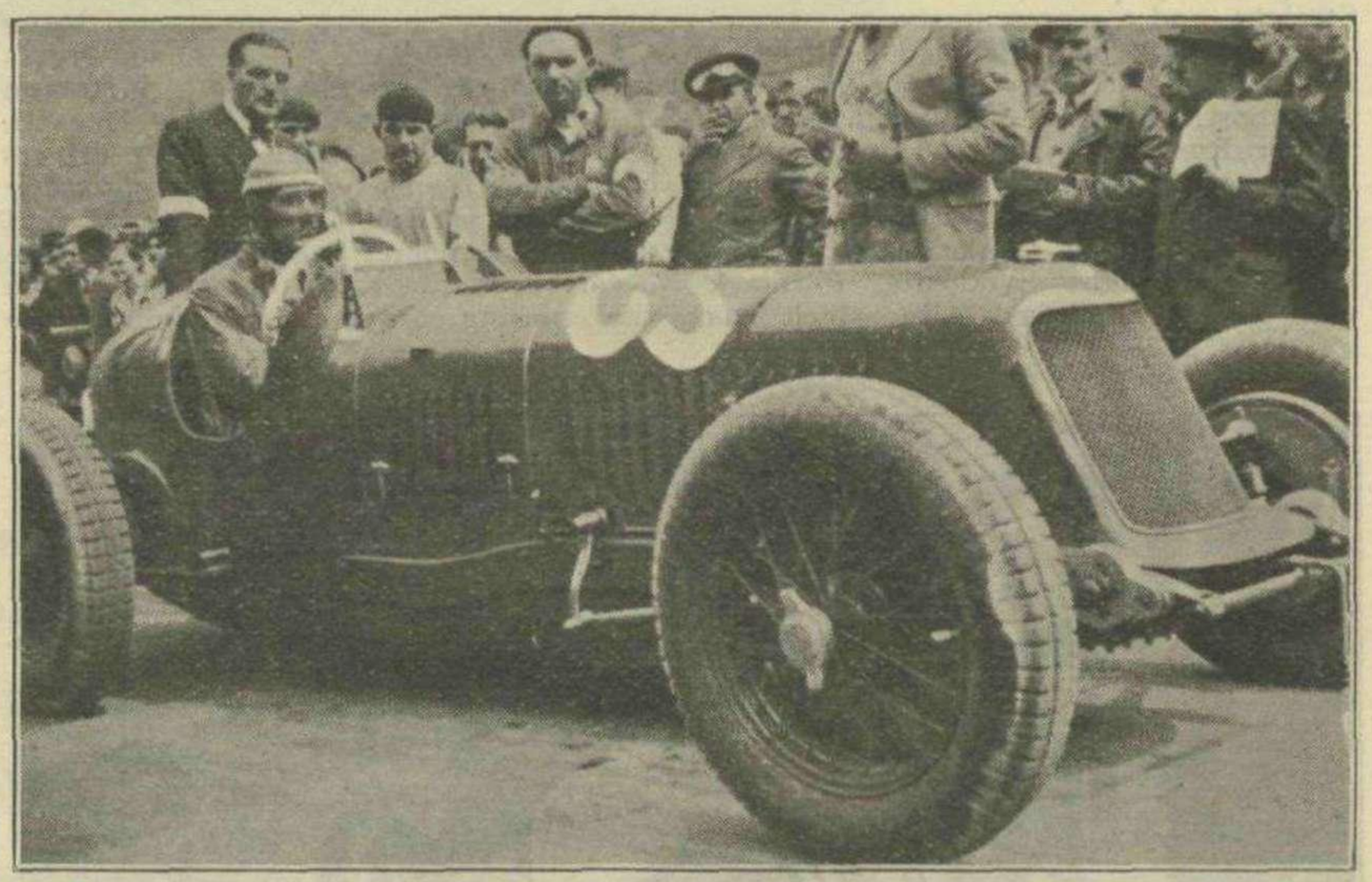
1. Sojka (Bugatti), 17m. 42.2s.
2. Malagoti (Maserati), 18m. 47s.
3. Miss E. Ellison (Bugatti), 21m. 34.2s.
4. Count Castelbarco (Maserati), 23m. 5.4s.

2,000 c.c.

1. Steinweg (Bugatti), 17m. 2.6s.
2. Palmieri (Bugatti), 19m. 21s.

Unlimited.

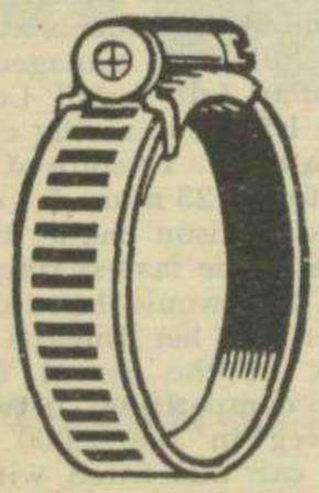
1. Caracciola (Mercédes-Benz), 15m. 22.2s. (new record).
2. Stuck (Auto Union), 15m. 25.4s.
3. Straight (Maserati), 16m. 20.6s.
4. Ruesch (Maserati), 16m. 55.8s.
5. Penati (Alfa-Romeo), 17m. 45.6s.
6. Penn Hughes (Alfa-Romeo), 18m. 17s.
7. Tuffanelli (Maserati).
8. Delmo (Bugatti).



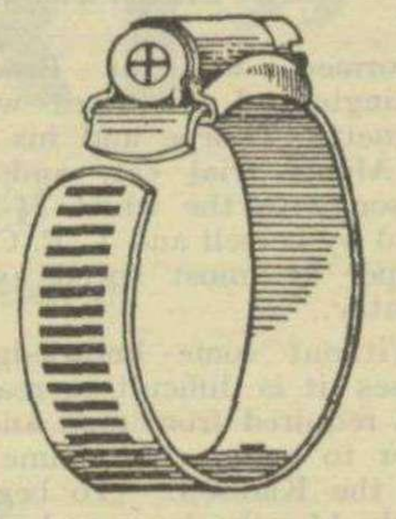
Tuffanelli (Maserati) at the start. Signor Maserati is seen standing behind the car (with white arm band).

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Club News

MOTOR CYCLING CLUB.

The annual High-speed Trial will be held on September 8th, starting in the morning with a One Hour "blind" for cars. This will be followed by a series of two-lap handicap and one-lap scratch races, then the second One Hour Speed Trial, and finally the Team Relay races. Altogether a full day's sport. Full particulars can be obtained from the Secretary, Mr. J. A. Masters, 22, Norland Square, London, W. 11.

MID-SURREY A.C.

A fine entry of 88 cars was received for the London to Barnstaple Trial, held on August 4th. A good idea was the alternative given to competitors of either having a night-section run from Hampton Court or of joining in at Minehead for the hilly part of the trial. Doverhay was the first of the six observed hills, and caused six failures, among them being such experienced people as M. W. B. May (Alvis), H. J. Ripley (Alvis) and Alan C. Hess (British Salmson).

Edbrooke came next, but troubled no one at all. Taw Steps was not so easy, however, brought 17 cars to a standstill. Lynmouth Station Hill was in such good condition that most cars toured up quite easily, although W. A. V. Davis (Wolseley Hornet) and Mrs. L. Garstin (Alfa-Romeo) failed to cope with it. Lyn Hill is distinguished by its acute hairpin, and cars of over eight feet wheelbase were allowed to reverse. Rain caused a little difficulty, and altogether there were 23 failures.

Beggars Roost was the last hill, made more difficult than is usual in the summer by a slippery surface. There were some good performances made here, and some very bad ones, the difference generally being a question of choosing the right path. A surprising failure was C. V. Glass (Singer Le Mans), while few people expected J. H. Summerfield to stop with his Magnette. Near Hunter's Inn a special timed test was held, in which the fastest time was made by J. R. H. Baker and A. H. Langley, both driving Le Mans Singers in 32.6 secs. The cars had to stop on a hairpin bend, restart, and stop again on a line farther up the hill. Second fastest was P. F. Parker (Lancia) in 33 seconds, followed by A. R. Samuel (Lancia) and J. A. Robinson (Lancia).

Here are the full results :—

Surbiton Cup.—Tie, A. R. Samuel (Lancia) and J. A. Robinson (Lancia).

Spikins Cup (Team Prize).—A. R. Samuel (Lancia), J. A. Robinson (Lancia) and J. D. Stewart (Lancia).

First Class Awards.—R. A. Macdermid (M.G.), C. M. Davis (Austin), F. A. Thatcher (Singer), K. G. Marsh (Triumph), R. J. W. Appleton (Singer), M. H. Lawson (Singer), M. G. Billingham (Singer), C. W. S. Crabbe (M.G.), J. H. Summerfield (M.G. Magnette), K. D. Evans (M.G.), Miss D. B. M. Evans (M.G.), D. G. Evans (M.G.), J. R. H. Baker (Singer), A. H. Langley (Singer), H. W. Johnson (Singer), K. G. Cotton (Singer), J. F. Parker (Lancia), W. R. K. Silcock (Frazer Nash), R. J. Richardson (Austin), J. A. Driskell (B. N. C. Special).

Second Class Awards.—G. May (Alvis), M. W. B. May (Alvis), J. G. C. Bond (Morris Minor), W. E. C. Greenleaf (Morris Minor), A. T. K. Debenham (Singer), Miss C. Mason (Singer), C. A. N. May (M.G.), E. H. Banfield (M.G.), Miss E. Blathwayt (Austin), Miss P. Blathwayt (M.G.), R. L. Appleton (Singer), A. W. F. Smith (M.G.), J. H. Hibbitt (M.G.), M. D. England (Singer), J. A. Bastock (M.G.), N. V. Terry (Frazer Nash), C. S. Parrott (Singer), C. B. Phillips (Lancia), D. Silcock (Masendaz), A. K. Hunt (M.G.), H. E. F. Maddrell (M.G.), J. E. S. Jones (M.G.), A. C. Imhof (Singer), W. C. Lockhart (Singer), C. H. Newman (Singer).

BRIGHTON AND HOVE M.C.

The Brighton Speed Trials will be held this year on Saturday, September 15th. As in the past, the course will be the Madeira Drive, the timed distance being half a mile. Only racing and sports cars will be eligible, no touring cars being allowed. The road is 50 feet wide, and the cars will race in pairs. Cash prizes will be given as well as cups and trophies, the driver making the fastest time of the day receiving a cheque for ten pounds. Class winner will receive three guineas.

The first event will take place at 10.30 a.m. and the morning will be taken up by the classes for sports cars and three-wheelers. After an interval of one hour the racing cars and motor-cycles will have their turn, followed, if time permits, by a second run for the former.

DUBLIN UNIVERSITY M.C. AND L.C.C.

The Annual Mount Venus Hill Climb will take place on Saturday, September 8th, starting at 2.30 p.m. In addition to motor-cycle events, there will be classes for cars as follows :—Up to 1,500 c.c. handicap, open handicap, and open scratch. Entries close on Monday, September 3rd, and the fees vary from 5s. to 4s. The hill is roughly 800 yards long, and has a stiff gradient. In the middle of the climb there is a 50 m.p.h. "S" bend, and so far the fastest climb has been made by a supercharged Austin Seven at an average speed of 46 m.p.h.

A short rolling start of 100 feet is used. Further particulars can be obtained from the Hon. Secretary, Mr. S. D. Campbell, Dublin University Motor Cycle and Light Car Club, Trinity College, Dublin.

IRISH MOTOR RACING CLUB, LTD.

The Phœnix Park Races, which have been a great success for the past two years, will be held once more on September 15th. There will be two separate races, the Senior and Junior, the latter starting at 3 o'clock, and the former at 4.30 p.m. The engine capacity limit for the Junior race has been fixed at 1,100 c.c., and both races will be run on a handicap basis. The Phœnix Park circuit measures 4 miles 460 yards, and the races will be run over 18 and 24 laps respectively.

The chief awards are the Wakefield Trophy and a cheque for £25 for the winner, £15 for the second and £10 for the third men home. All cars are eligible, of any type, as long as they are not fitted with saloon bodies. The only fuel permissible is petrol, with an admixture of benzol.

Further particulars may be obtained from the Secretary, Mr. C. J. Walsh, 1-2, Foster Place, Dublin.

MIDLAND AUTOMOBILE CLUB.

The Open Hill Climb at Shelsley Walsh on September 29th will be the 32nd of the series. As usual there will be two categories, for racing and sports cars, divided into classes up to 850 c.c., 1,100 c.c., 1,500 c.c., 2,000 c.c., 3,000 c.c., 5,000 c.c. and unlimited. The principal award of the event is the Shelsley International Championship Cup and a cheque for £100, for the driver making the fastest time of the day. Besides this handsome award there are many others, and a special new one, the M.A.C. Ladies Cup for the lady making the fastest climb on a sports car. Racing starts at 1 p.m.

Entries close on Thursday, September 20th, and forms can be obtained from the Secretary, Mr. Leslie Wilson, 415, Stratford Road, Birmingham.

BUGATTI OWNERS CLUB.

The Speed Trials held every year on the Race Hill, Lewes, always attract a good entry. This year the event takes place on September 8th, starting at 1.30 p.m. The hill is about a third of a mile in length, with a very slight gradient. In addition to the Bugatti Club members, the Speed Trials are open to members of the Kent and Sussex, the Frazer-Nash and the Lagonda clubs. There will be classes for touring, sports and racing cars, and there will be special awards for members making the fastest time on various types of Bugatti cars.

The Hon. Trials Secretary is Mr. J. K. W. Baines, Wadhurst, Links Avenue, Gidea Park, Essex.

THE SOUTHPORT MOTOR RACING CLUB.

Owing to the state of the sands, the race meeting originally fixed for September 1st has been cancelled. The next race meeting will be on September 29th and it is hoped that there will be a really good beach for the event.

The Secretary is Mr. M. D. Ball, 2, Post Office Avenue, Southport.

HARROW CAR CLUB.

The new Harrow Car Club is now in full swing, and the offices of President and Vice-President have been accepted by Mr. S. C. H. Davis and Mr. T. G. Moore, respectively.

All communications should be addressed to the Secretary, Kynaston Court, Box Tree Road, Harrow Weald.

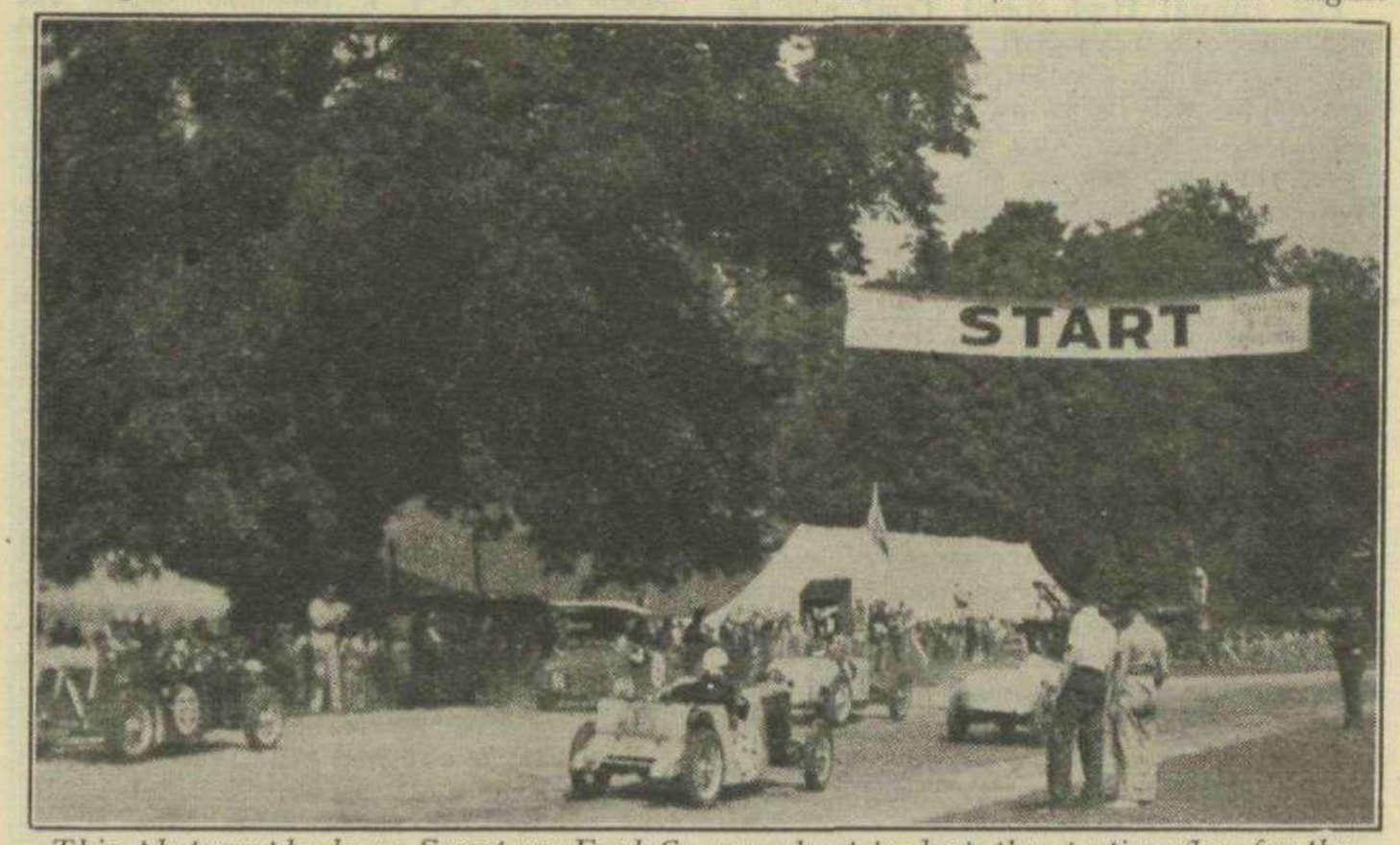
THE DONINGTON LAP RECORD BROKEN

C. S. STANILAND (BUGATTI) RAISES THE COVETED RECORD TO 69.51 M.P.H. AND ALSO IMPROVES ON THE 10 LAP FIGURE. EVERITT'S Q TYPE M.G. MIDGET AND CYRIL PAUL'S RILEY BOTH DO WELL

DONINGTON is gradually losing its reputation for spectacular crashes by wild young men, and the meeting on August 18th was characterised by good driving by the majority of competitors. Particularly did this apply to the fastest cars present, such as C. S. Staniland's Bugatti, Cryil Paul's Riley, W. G. Everitt's Q type M.G. Midget, C. E. C. Martin's Bugatti, and R. F. Turner's Austin, all of which were handled beautifully and were an object lesson in how this sort of thing should be done.

The course was closed by W. H. Green driving round in an Adler, the *marque* which has been so successful recently in Irish road races. Then the cars left the Paddock to take up their positions for the first race, and Fred Craner dropped his flag to send H. Whitley Burt and J. Hutton Potts (M.G. Midgets) away on their 5 lap journey. Both these cars were unsupercharged and had 60 seconds start from the rest of the field, namely C. L. Goodacre and R. F. Turner (Austins) and W. G. Everitt and G. Dunfee (M.G. Midgets). Hutton-Potts led for three laps, but Bill Everitt was tremendously fast with his "Q" Midget, fitted with a pre-selector gearbox, and assumed command on lap 4. R. F. Turner (Austin) kept Everitt in sight, and finished second, 10 seconds slower than the Midget. Both these men gave a fine exhibition of smooth, polished driving which atoned for the race being somewhat uninteresting. It was difficult to compare the relative speeds of the two cars on a given corner, for Everitt came round as though on rails while Turner gave his characteristic slide. Geoffrey Dunfee drove well, but his Midget began to misfire half-way through the race and he was not placed.

The second race was a 5-lap event for unblown cars up to 1,100 c.c. and the full entry came to the starting line. On the fall of the flag three cars made a hectic rush for Hairpin Corner, T. C. Harrison (Ford) getting there first ahead of C. A. Richardson and P. Maclure on Rileys. Harrison's Ford, by the way, has been bored out to 1,800 c.c. and was one of the steadiest and best driven cars at the meeting. For two whole laps he kept ahead of Maclure, but the Riley got by at last on the third lap. Richardson faded right out, and eventually retired, while E. Hodges (Singer) moved up into third place in front of J. W. Lucas (Riley), J. D. Middlebrook (Singer), and E. W. Quero (Singer). Lucas's Riley developed a horrid front-wheel wobble on every corner, which seemed to alarm the spectators a good deal more than the driver.



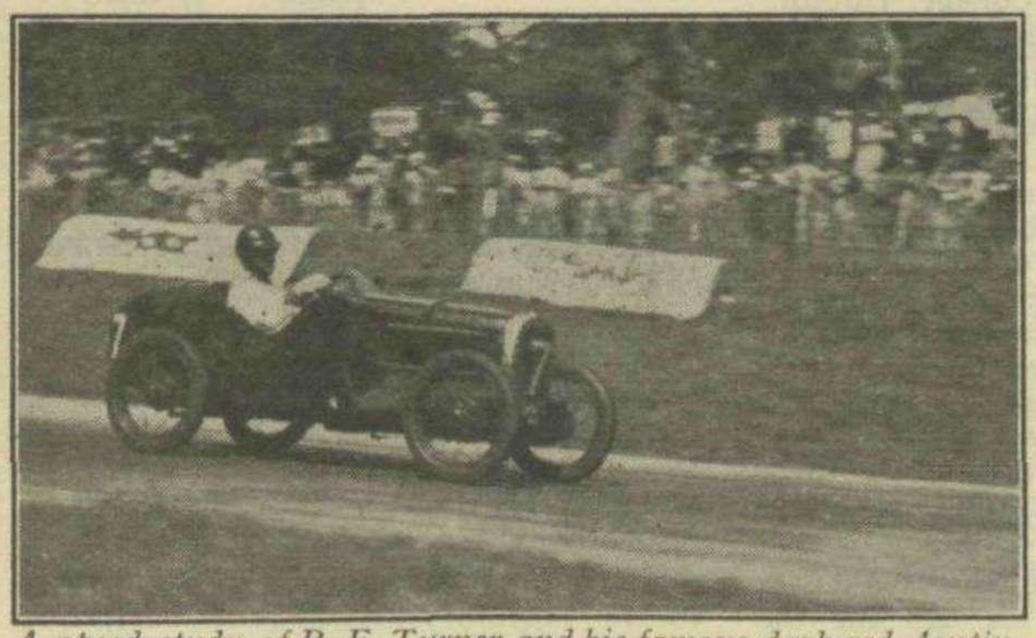
This photograph shows Secretary Fred Craner about to drop the starting flag for the second race. The cars in the front row are: P. Maclure's Riley, C. A. Richardson's Riley and T. C. Harrison's Ford

These two races were only in the nature of curtain-raisers, and the real business of the day started with the first 25-mile Handicap for any cars up to 3,000 c.c. E. Hodges (Singer) was limit man with a start of 140 seconds, and he held his lead for three laps. Behind him came Maclure's Riley, but both of these were obviously going to be challenged very shortly by W. G. Everitt (M.G. Midget), Cyril Paul (Riley Six), and Raymond Mays (Riley); of the remaining back markers C. E. C. Martin (Bugatti) was not fast enough to make much headway against Mays and Paul, while C. S. Staniland, driving Mathieson's Bugatti, had started a bit late and was not used to the course.

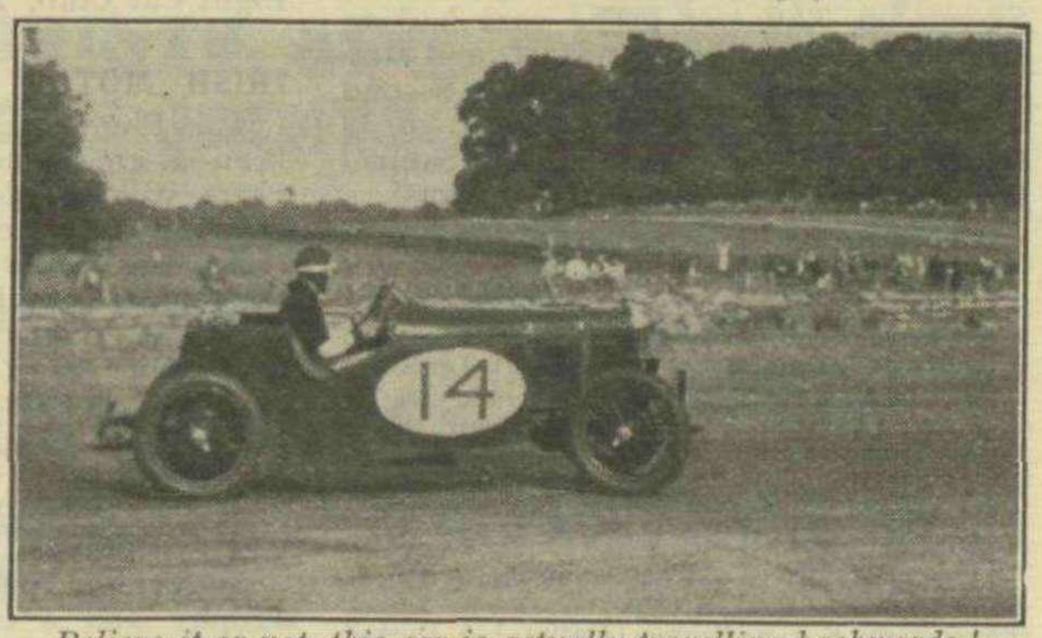
On the fourth lap Cyril Paul took the lead, having passed Everitt with difficulty. Raymond Mays, after a shaky initial lap, was settling down well with the white Riley, which displayed amazing acceleration after the corners. On the sixth lap he had pulled right up to third place behind Paul and Everitt, having passed seven cars since the start. Then his engine began to misfire as he accelerated, a complaint which grew steadily worse until he had to retire when within sight of the finishing line.

Maclure kept well up with the leaders by driving in his usual determined fashion, but he was swamped by Staniland and Martin on the last lap. Staniland's twin camshaft model took eight laps to catch Martin's older machine, and he eventually got third place to Paul and Everitt. Compared with the previous races this event was altogether more interesting, both from the amount of scrapping and the better quality of the field. Hodges (Singer), Richardson (Riley), Turner (Austin), Simister (M.G.), Goodacre (Austin) and Porter-Hargreaves (Frazer Nash) all suffered mechanical trouble.

Seven cars turned out for the unblown 1,500 c.c. race, these being J. W. Lucas



A speed study of R. F. Turner and his famous dark-red Austin. After finishing second in the first race it developed mechanical trouble in the 25-mile handicap and was seen no more



Believe it or not, this car is actually travelling backwards! C. Middlebrook is the driver and his car is a Singer Le Mans, which spun round at Old Starkey

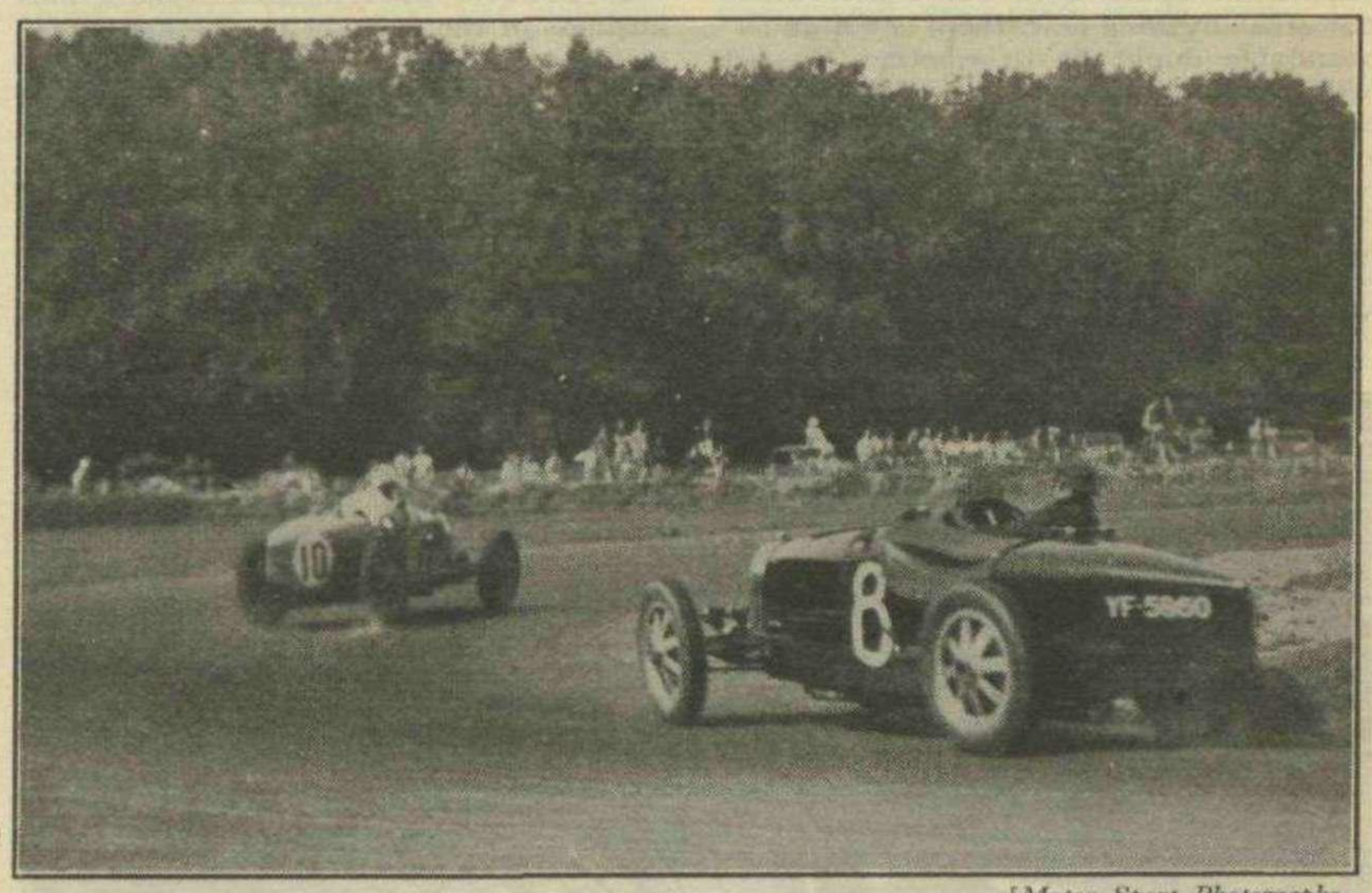
THE DONINGTON LAP RECORD BROKEN—continued.

(Riley), P. Maclure (Riley), C. A. Richardson (Riley), A. Powys-Lybbe (Alvis), T. C. Harrison (Ford), H. H. Porter-Hargreaves (Frazer Nash) and A. C. Dobson (Bugatti). Harrison made the usual nippy getaway at the start and led for a lap, but Maclure then went ahead. Richardson was right on Harrison's heels but could not get past until the last lap, taking second place in the race by a margin of $\frac{4}{5}$ of a second. The rest of the field were "also rans," and never looked the least bit dangerous to the leaders. Dobson's Bugatti completed one woolly lap and then retired; Porter Hargreaves's Frazer Nash again made unhealthy noises, Lucas's Riley flabbed its front wheels, and Powys-Lybbe motored quietly round with his rebuilt Alvis.

Event 5 was a complete flop. Four cars started, and three of them fell out after three laps, leaving Bill Everitt to win exactly as he pleased on the "Q" type Midget. The wretched drivers who retired were C. A. Richardson (Riley), K. Hutchison (Bugatti) and A. C. Dobson (Bugatti).

Although only three cars started, the next race was a good one owing to the fact that all three drivers were really worth watching. Cyril Paul was given a 30 secs. start with the 1,808 c.c. unblown Riley, W. G. Everitt was on scratch with his Midget, and C. S. Staniland (Bugatti) owed 30 seconds. The order remained the same for the whole race, but Staniland made great headway and nearly caught Everitt. Watching the race at MacLean's corner it seemed that Everitt was the neatest driver, Staniland just as fast but not quite so regular, and Paul rather ragged in his methods but nevertheless very quick.

Cyril Paul (Riley) and Charles Martin (Bugatti) had started together on the 15 seconds mark, with C. S. Staniland (Bugatti) at scratch. Incidentally Martin's driving was first-class, lacking anything in the nature of flurry and at the same time being as fast as the capabilities of the car would allow.



[*Motor Sport Photographs*

Two fine Bugatti drivers. C. S. Staniland has just passed C. E. C. Martin on the Starkey Straight. He went on to win the race at record speed

Staniland was picking up seconds on every lap, and Dunfee's Midget, with a whole credit lap as well as 60 secs. start, was still a danger. The cars seemed to get faster and faster on every lap, and on one lap Staniland caught Martin, and Richardson fell back. The next lap would bring the blue Bugatti right on the heels of Paul's Riley, and the crowd anxiously awaited the sharp bursts of noise which betokened their arrival at the top of the hill. Staniland was still behind, but with terrific acceleration he managed to scrape past as the two cars roared under the Bridge, Paul keeping well to the right and giving the Bugatti as much room as he could. This was real motor-racing, and Staniland received a great cheer as he was flagged past the post two laps later, and Paul and Martin got their share too.

After the race it was found that Staniland had also broken the record for 10 laps with a speed of 68.792 m.p.h., a performance which reflects the extreme regularity of his driving. The record was previously held by Lindsay Eccles at 66.99 m.p.h.



Watch Everitt and his Q-type M.G. Midget! He was one of the "high-spots" at Donington. Here he has just passed Maclure's Riley on the Straight

The meeting closed with a really fine 25-mile handicap, in which 13 cars took part. At first a hard-fought duel was staged between T. C. Harrison (Ford), H. Laird (McEvoy special) and E. Hodges (Singer). For three laps the McEvoy stayed in front, and then was no more. Harrison then settled down to keep ahead for as long as possible. But now the interest centred on the back markers, and on three cars in particular. occasion Staniland put in a lap at 69.51 m.p.h., a new record for the course. Eccles previous figure was 69.00 m.p.h. As the end grew nearer everyone was on tip-tce with excitement. When the cars came down the hill past the Paddock on the 5th lap Staniland was right behind Martin, with Paul a little way ahead. Actually the Ford and Richardson's Riley were still in front, but they did not stand a chance of winning. On the next

RESULTS.

5-lap Race for Cars up to 850 c.c. (unsupercharged cars 60 secs. start).—1, W. G. Everitt (M.G. Midget S), 12m. 23⅘s. (66.22 m.p.h.); 2, R. F. Turner (Austin 7 S), 12m. 33⅕s. (61.40 m.p.h.); 3, J. Hulton-Potts (M.G. Midget J2), 14m. 4s. (54.97 m.p.h.).

5-lap Scratch Race for Cars up to 1,100 c.c. (unsupercharged only).—1, P. Maclure (1,098 c.c. Riley), 12m. 32⅘s. (61.48 m.p.h.); 2, T. C. Harrison 1,080 c.c. Ford), 12m. 46⅘s. (60.51 m.p.h.); 3, E. Hodges (972 c.c. Singer), 13m. 34s. (56.79 m.p.h.).

25-mile (10-lap) Handicap for Cars up to 3 Litres.—1, C. Paul (1,808 c.c. Riley), 45s. start, 23m. 15⅘s. (66.32 m.p.h.); 2, W. G. Everitt (M.G. Midget S), 60s. start, 23m. 44⅘s. (64.74 m.p.h.); 3, C. S. Staniland (2.3-litre Bugatti S) (scratch), 23m. 14s. (66.32 m.p.h.).

5-lap Scratch Race for Cars up to 1,500 c.c. (unsupercharged only).—1, P. Maclure (1,098 c.c. Riley), 12m. 31⅘s. (61.56 m.p.h.); 2, C. A. Richardson (1,087 c.c. Riley), 12m. 52⅘s. (59.88 m.p.h.); 3, T. C. Harrison (1,080 c.c. Ford), 12m. 53⅕s. (59.81 m.p.h.).

5-lap Scratch Race for Cars up to 1,500 c.c. (supercharged or not).—1 W. G. Everitt (M.G. Midget S), 13m. 20s. (57.78 m.p.h.); only one finished.

5-lap Race for Cars up to 3-litres (unsupercharged cars, 30 secs. start).—1, C. Paul (1,808 c.c. Riley) (30 secs. start), 11m. 46⅘s. (65.48 m.p.h.); 2, W. G. Everitt (M.G. Midget) (scratch), 11m. 52⅘s. (64.93 m.p.h.); 3, C. S. Staniland (2.3-litre Bugatti S) (owes 30 secs.), 11m. 41⅘s. (65.95 m.p.h.).

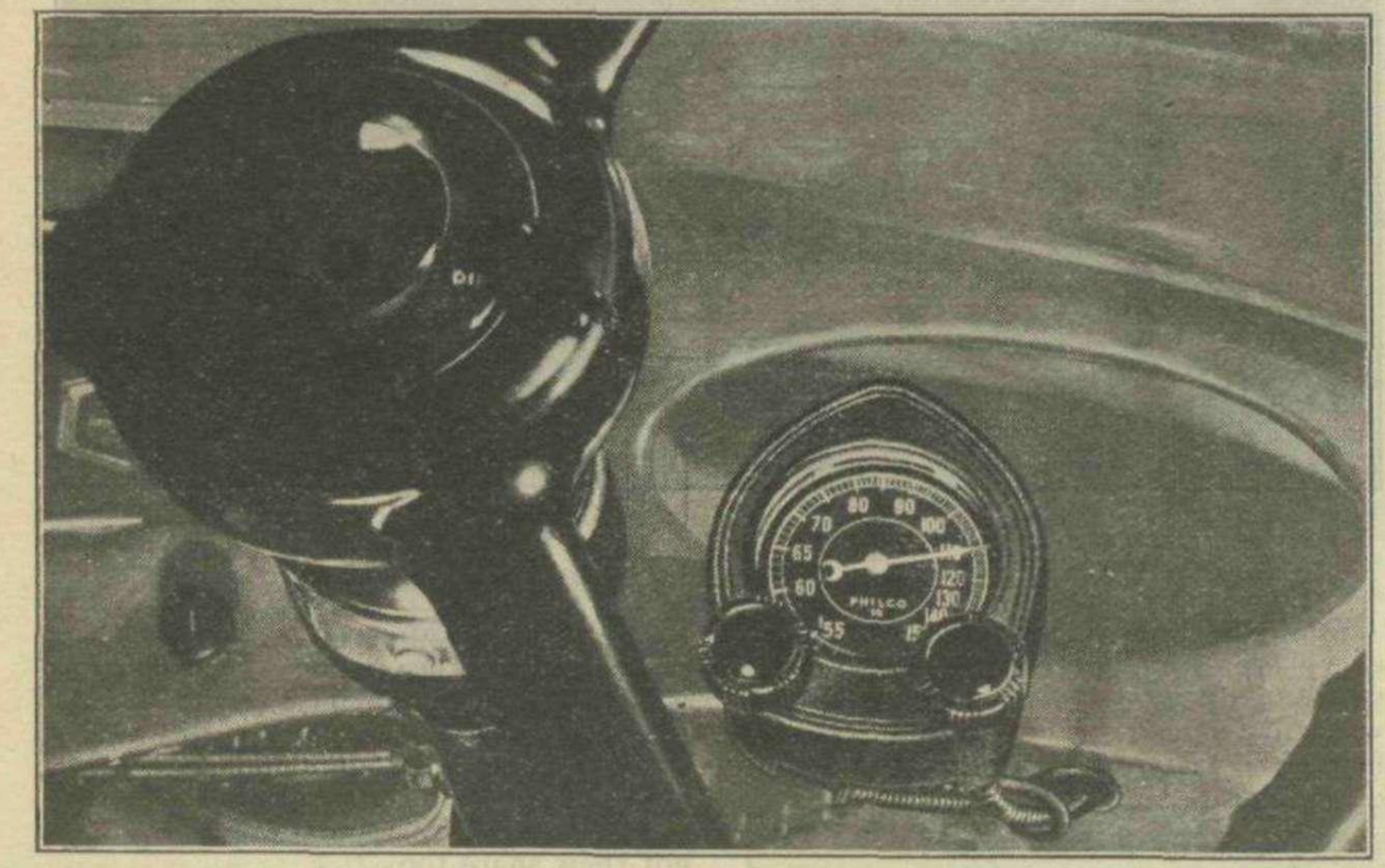
25-mile (10-lap) Handicap for Cars up to 3-litres.—1, C. S. Staniland (2.3-litre Bugatti S) (scratch), **22m. 23⅘s. (68.792 m.p.h.)***; 2, C. Paul (1,808 c.c. Riley) (15 secs. start), 22m. 53s. (67.39 m.p.h.); 3, C. E. C. Martin (2.3-litre Bugatti S) (5 secs. start), 22m. 56s. (67.194 m.p.h.).

(*Record for a 10-lap race.)

"LISTEN AS YOU DRIVE"

IMPRESSIONS OF PHILCO CAR RADIO.

THOUGH wireless sets are being installed in increasing numbers on English cars, they are still not nearly so popular as they are in America. Apart from our conservatism towards anything new, there is the understandable doubt as to whether the set will receive any but the local station, whether the quality is up to the standard of indoor sets and finally, whether the set would prove distracting to the driver as he makes his way along the roads with their ever-growing volume of traffic. The writer takes both his motoring and his radio seriously, that is to say, concentrates entirely on the road when driving fast, charm his passenger never so sweetly, while in the study he regards the loud-speaker with steadfast gaze and firm-set chin, determined that none of the music whether serious or light shall escape him. It will be appreciated therefore, that he was by no means biased in favour of car-radio when the test began.



The New Tuning Dial of the Philco Car Radio.

The set tested was installed in a " 105 " Talbot car fitted with a drop-head coupé body, and the trial began in the centre of London. Fearing possible distraction in the thick of the traffic, " Philco " was not switched on until the quieter neighbourhood of Kensington was reached. At first it was found that one's attention tended to wander a little and traffic lights were missed, but this was overcome by turning down the volume control, which suited very well the Eddie Pola programme then being broadcast on the National wavelength. By the time the Great West Road was reached we were shaking the hips to the rhythm of a Cuban rumba, which fortunately did not seem to affect the steering, and had conceived the brilliant idea, not yet available on any car-radio, of a gramophone turn-table and pick-up, furnished, perhaps, with some recordings by a regimental sergeant-major suitable for putting on when addressing drivers who hug the crown of the road and refuse to give way, and a collection of triumphal marches and American college cheers, to be used when a hated rival had been overtaken. We were, however, brought back to the serious business of the evening by the announcement of a Classical Concert. Fortunately this was not too heavy and proved as enjoyable as the foregoing item, a Vaugham Williams Concerto coming over particularly well. The steering wheel of a sports car is not, of course, the place to wrestle with Mahler, nor to wonder how Bartok manages to think of such peculiar noises !

It was now 9.30 and nearly sunset, and we therefore stopped the car near Maidenhead in order to log the stations which could be received. 20 stations of definite programme value were identified. Seven of these were British, namely London and Northern National, and London, Midland, Western, Northern and Scottish Regionals. London Regional, of course, gave the best results, with Midland equally enjoyable with the volume control turned up a little more. From France the bag was Fécamp, Lyons and Lyon, Poste Parisien and Strasbourg and the Paris station was actually louder than London National. Germany gave us Cologne, Frankfort, Leipzig and Munich ; Belgium, Brussels ; Italy, Milan and Rome, which was particularly good, and Switzerland, Berominster. Finally, at the top of the scale were Athlone and Vienna, particularly interesting as the test was made two days after the seizure of the broadcasting station, and the assassination of Dr. Dollfuss. Whatever the personal feelings of the actors, they sounded perfectly happy and natural in their sketch of a picnic in the Vienna Woods.

This list of stations leaves no doubt as to the power of the Philco, and the controls are so simple that even the least skilled operator could repeat the results given above. A small control panel is clipped to the steering column or in any other position within easy reach. It carries two knobs, one of which rotates a dial graduated in kilocycles, and the other acts as on-and-off switch, and then with further rotation as a volume control, also switching on indirect lighting for the dial. The station control seemed a little stiff towards the top end of the scale, probably due to the fact that the owner generally confines himself to the two London stations, but the markings on the dials everywhere agreed closely with the frequency of the stations.

The set gave first class reproduction of the high and medium frequencies, with some falling-off in the bass. Such an arrangement is to be preferred to one giving bass response through spurious resonances, allowing as it does clear speech and good quality for all instruments, except the double-bass violin and the kettledrum, refinements which in any case would not be heard against the low-pitched hums which are made by a car on the move.

Car radio would scarcely be possible without automatic volume control to counteract the attenuation caused by bridges and high buildings, and only on one occasion, when passing under Taplow railway-bridge, did the volume drop noticeably. In the centre of London, of course, the high buildings caused an all-round reduction in volume, countered simply by slight rotation of the volume control. Suppressors fitted to the car electrical system have eliminated any interference from this source, though one hears crackles of short duration when passing neon signs or moving close alongside another car. Except when working all-out the set is free from background noises, and the twenty stations mentioned above were without any interference of this kind.

The next point to be determined was the special bearing of car-radio on the sports car and its driver. We found that up to 50 mph., speech and music could be heard and appreciated quite clearly, but that above that speed the sound of the wind past the car tended to drown the music. Increasing the volume of the signals was unsatisfactory, for the last valve was obviously being overloaded, and began to distort, while the effect of such a loud signal was definitely distracting at speed. We therefore switched off the set and enjoyed half an hour's fast driving, which was particularly pleasing behind the quiet-running engine and powerful headlights of the Talbot " 105."

The evening's experiences had shown us that though a wireless set was no benefit when a car is driven fast, for one needs to be all on the alert when matching one's skill against a difficult road and sudden emergencies, it can be a most agreeable companion on long journeys undertaken over familiar roads where the car is humming along quietly at round the " 50 " mark. On the return trip to London we kept the car bowling along at this speed, and with Harry Roy and his Band pounding out a cheerful beat, the fatigue of a long day's work was forgotten

LISTEN AS YOU DRIVE—continued.

in the swing of the dance music. We ended up by trumpeting "Tiger Rag" under the nose of a very lordly chauffeur who was held up with us by the Piccadilly traffic lights, and were appropriately played into the garage by the midnight chimes of Big Ben, quite satisfied that here was a first-class way of "banishing the blues" of long journeys on the road.

The set tested had been in use for a year, and during this time had been installed in four cars, while the running costs were confined to replacing one valve. A six-valve superheterodyne circuit is used with L.T. from the car lighting system and H.T. from the same source through a convertor, the total consumption being about 5 amps. The total cost including fitting, is sixteen guineas.

On open cars, as on the coupé tested, the aerial wire is sewn into the hood, and reception is not affected by its being folded down. The installation was made by Messrs. Pass and Joyce, of Hanover Square, London, W.1, who also supplied the car with its handsome and luxuriously upholstered drop-head coupé body.

NOMAD MOTORISTS.

Some 30 members attended the first annual General Meeting of the Club at Hindhead, on Saturday, 23rd June, when Mr. C. E. Hart took the chair at 8.30 p.m.

A matter for congratulation was the favourable balance in hand at the end of the first year's working, and it was decided to make therefrom a donation to charity. It is hoped to make a more generous distribution of prizes for events in the future, but the extent to which this will be possible will be dictated by the number of entries. The officers of the Club (Lieut.-Commander C. H. J. Purkis, Hon. General Secretary and Treasurer; A. P. Squire, Hon. Organising Secretary) were unanimously re-elected, and the constitution of the Committee will remain unchanged.

The following dates were scheduled as fixtures for the next 12 months, the nature of the events being left to the Committee: September 22nd, November 17th, January 5th or 12th, April 13th, and June 22nd.

At the conclusion of the meeting a "Surprise Packet" mystery run, in which about 24 cars participated, followed a trail through 50 miles of Surrey and Sussex, to the unfortunate accompaniment of a violent thunderstorm, which, unpleasant as it was, could not spoil enjoyment of the various "Surprises" arranged en route by Messrs. R. Moon, G. S. West and F. N. Wood, the organising sub-committee. By 1.30 a.m. all the entrants had arrived at the rendezvous between Holmbury St. Mary and Peaslake where a short informal hill-climb was staged to decide the award of the Fuller Trophy.

It fell to A. P. Squire (M.G. Midget J.2) who occupied the 200 yards for 22 seconds only, the runners-up being E. A. Streeter (Hillman Minx) whose time was 24⅕ seconds, and R. J. Hughes (Morris Minor) 25 seconds.

When all the participants were assembled there was a brief, but exciting hunt for a Treasure concealed on the precipitous slope bounding the lane and quarry where the cars were parked. W. Hancock proved the finder and was rewarded with cigarettes and chocolate.

A moonlight picnic should have brought the proceedings to a close, but weather conditions were so distressing that after a modicum of refreshment there was a general move for home.

ENTRIES FOR THE "500."

The first list of entries for the Five Hundred Miles Race gives every indication that this classic race will be as keenly fought out as its predecessors. This year's race will be the sixth "500" organised by the B.R.D.C., and takes place at Brooklands on Saturday, September 22nd.

Here is the first list, which will undoubtedly be added to before the final closing date:—

Class H.

K. D. Evans (M.G. Midget S).
G. E. T. Eyston (M.G. Midget S).
G. H. S. Balmain and J. G. C. Low (M.G. Midget S).
R. T. Horton (M.G. Midget S).
Sir Herbert Austin, K.B.E. (Austin S).
Sir Herbert Austin, K.B.E. (Austin S).
Sir Herbert Austin, K.B.E. (Austin S).
A. R. Samuel (M.G. Midget S).

Class G.

Major A. T. G. Gardner (M.G. Magnette S).
H. L. Maddick (M.G. Magnette S).
W. A. Cuthbert (Cuthbert Special).
R. T. Horton (M.G. Magnette S).
G. E. T. Eyston (M.G. Magnette S).
G. E. T. Eyston (M.G. Magnette S).
A. F. Ashby (Riley).
H. G. Dobbs (Riley).
F. W. Dixon (Riley).
F. W. Dixon (Riley).
K. A. Maxwell (Appleton Special).
A. H. Boyd (M.G. Magnette S).
P. L. Donkin (M. G. Magnette S).
C. E. C. Martin (M.G. Magnette S).
G. F. Manby-Colegrave (M.G. Magnette S).
J. L. Ford (M.G. Magnette S).
E. R. Hall (M.G. Magnette S).

Class F.

C. Penn Hughes (Aston-Martin).
Victor Riley (Riley).
J. D. Greaves (Aston-Martin).
J. D. Petit (Aston-Martin).
F. W. Dixon (Riley).
Anne, Lady Selsdon (Frazer-Nash).

Class E. A. W. Fox (Singer).

Class D.

A. P. Hamilton and N. Black (Alfa-Romeo S).
Whitney Straight (Maserati S).

Class C.

R. R. Marker (Bentley).
Kaye Don (Bugatti S).
Tommy Hann (Hann Special Mercédés).

Class B.

Capt. Woolf Barnato (Barnato-Hassan Special).

Class A. John Cobb (Napier-Railton Special).

Not Classified.

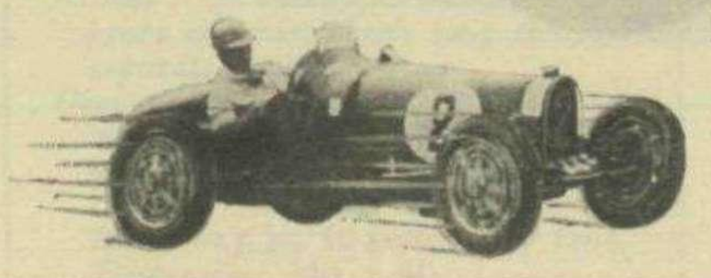
Sir Malcolm Campbell (—).
Whitney Straight (Dusenberg).
E. K. Rayson (—).

CORRECTION.

In the August issue of "Motor Sport," we published a diagram of a speedometer which was described as an A.T. instrument. We are informed by British Jaeger Instruments, Ltd., that the speedometer in question was actually a Jaeger, and we hasten to express our apologies for the error in our caption.

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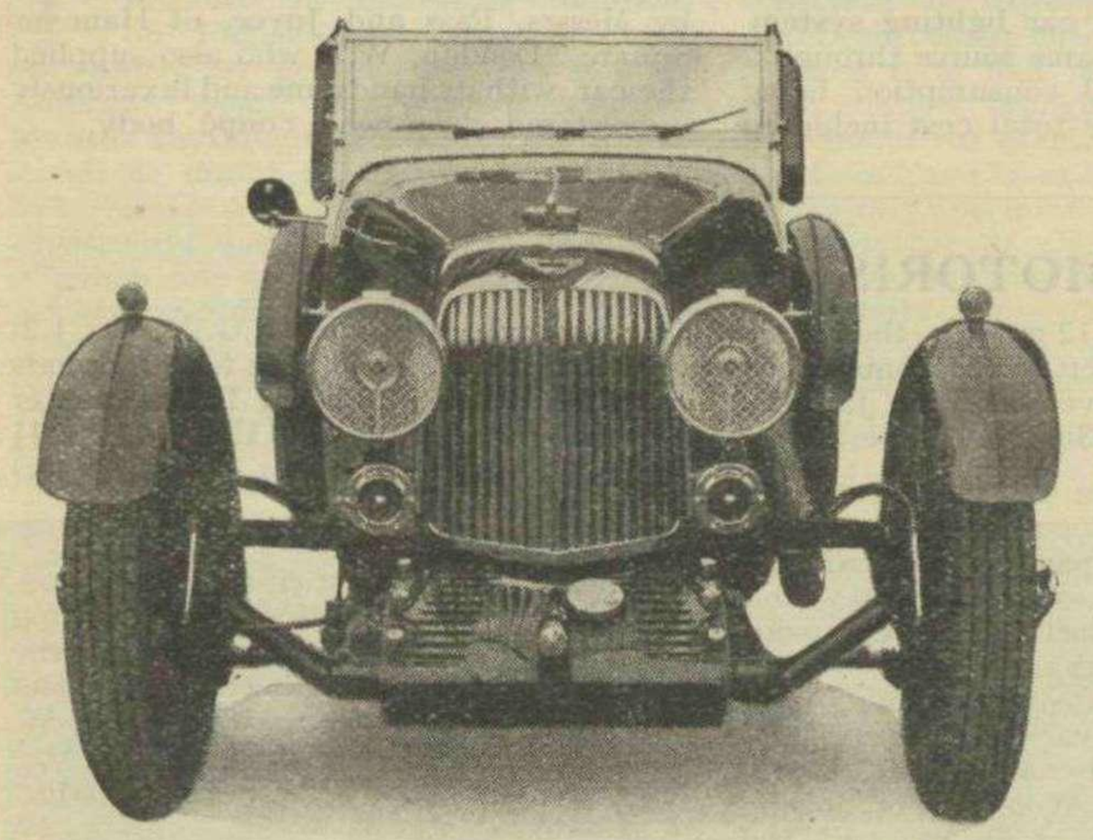


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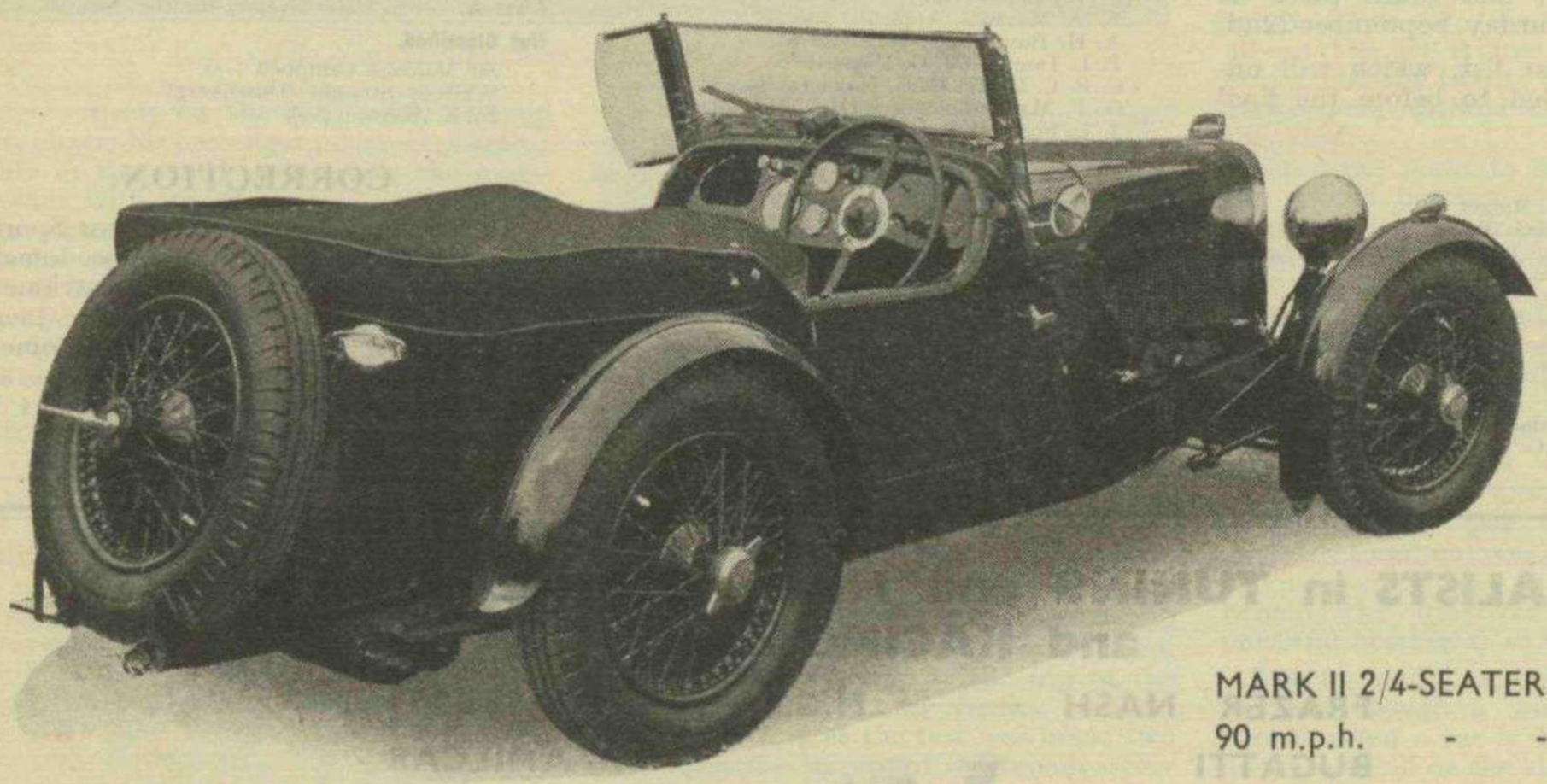
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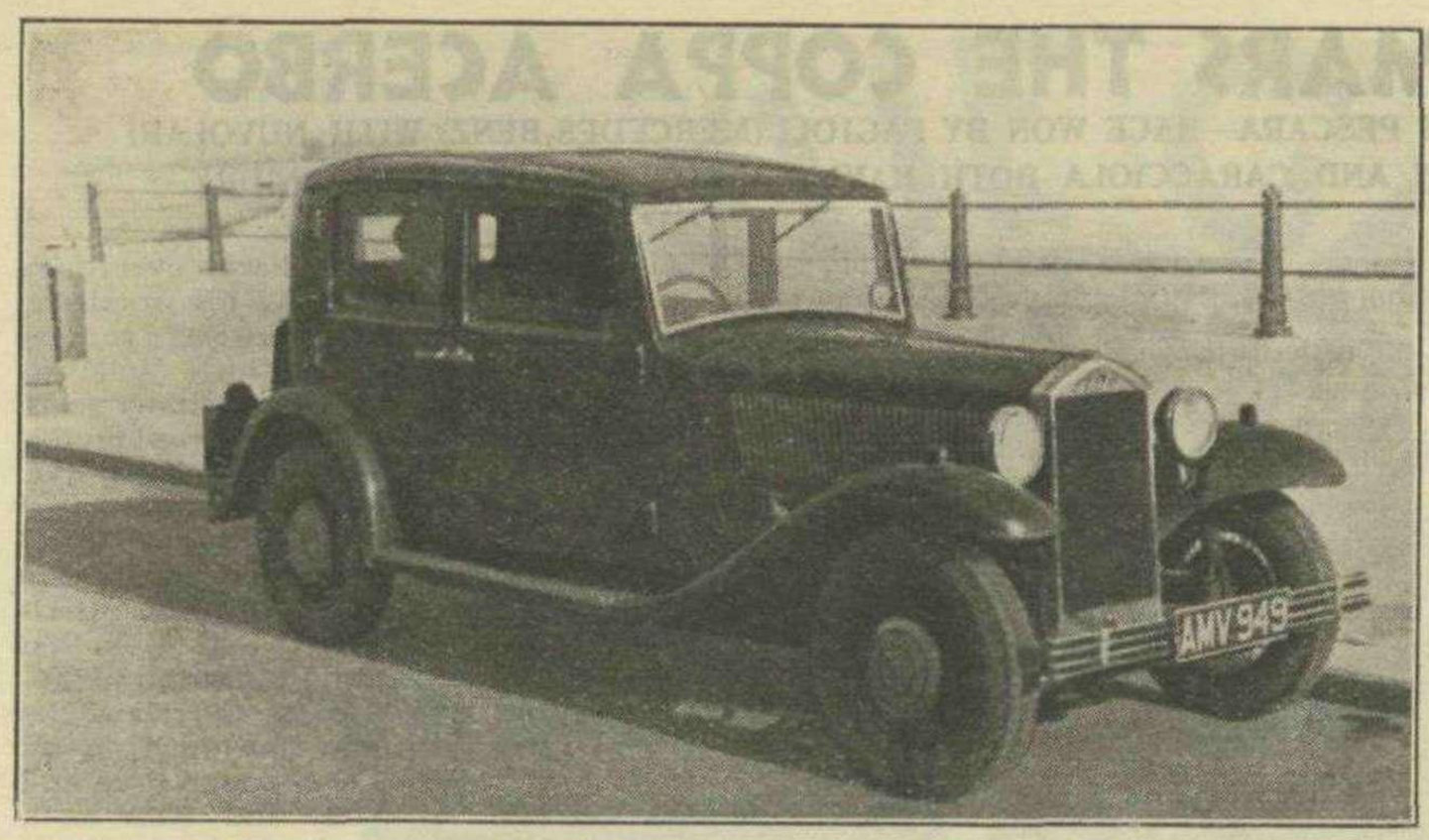


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THE LANCIA "AUGUSTA"

A SMALL ITALIAN CAR POSSESSING THE COMFORT AND GENERAL CHARACTERISTICS OF A MUCH LARGER VEHICLE.

ALTHOUGH the 11.9 h.p. Lancia "Augusta" was first shown at Olympia in 1932 it was not until quite recently that a batch of these cars was introduced to this country by the sole concessionaires, Lancia (England), Ltd., of Alperton, London. Being confirmed admirers of the famous Italian *marque*, and hearing most favourable reports of this particular model's general performance, we therefore gladly accepted an invitation to become better acquainted with the "Augusta" by means of a week-end road test.

When we left the Lancia Works the weather conditions were as bad as they could be, for the first rain for many weeks was falling on to grease-laden roads, and the result was a mild imitation of the renowned bus-drivers' skidding-ground, "Slippery Sam." As with all Lancias, however, we immediately felt completely at home, and the whole car responded accurately to every instinctive move. A friend was following us in a low-built car well known for its road-holding qualities, and it was not until we noticed that he was nowhere in sight, and until he drew up to where we stood waiting for him demanding "What's all the hurry about?" that we fully realised the astonishing performance of the "Augusta."

On the open road the car is equally enjoyable to drive. 50 m.p.h. is a comfortable cruising speed, and this gait can be maintained on a winding road without discomfort to the passengers. The car has that elusive degree of weight-distribution, springing and steering that encourage the driver to indulge in the fastest cornering possible, merely for the sake of correcting and holding incipient "slides."

This unusual controllability is the result of a combination of different features of design. In the first place, complete rigidity has been gained by making the chassis and body-frame in one. This is particularly noticeable when a curve is taken fast on a road with long undulations in the surface. Small cars of normal construction are apt to flex alarmingly under such treatment, but the Lancia never deprives its driver of security and control. The second feature is the independent springing of the front wheels which has been characteristic of all Lancias since the "Lambda" was first introduced a decade ago. This suspension damps out practically all inequalities in the road surface, and is particularly effective on really rough stretches. In addition, there is a complete absence of rolling at the front, even when an adverse road-camber is negotiated at speed.

The steering of the Lancia "Augusta" calls for some comment. It is of the kind best known as "live"; that is to say, every movement of the front wheels is conveyed by a faint tremor to the driver's hands.

The Lancia "Augusta" will do an honest 70 m.p.h., at which speed the engine does not show the slightest signs of stress. When one remembers that the engine capacity is only 1,184 c.c. and that the body accommodates four people in complete comfort, this maximum speed is seen to be very creditable. The general "feel" of the car is certainly that of a 2-litre job rather than an eleven-hundred. The gear-change is one of the best we have ever encountered on any car, regardless of size or type. First-to-second requires an infinitesimal pause, but second-to-third and third-to-top can be made instantaneously, even when maximum "revs." have been reached on the lower gears. The gear-lever itself is a massive chromium-plated tube, typical of the sturdy construction of the car.

The power-unit is extremely willing, and deals with the fully-laden car without fuss or flagging. The acceleration is brisk and entirely free from flat spots in the carburation. The engine is of the usual Lancia "narrow-vee" construction, with overhead camshaft operated by a silent roller-chain. Not the least important advantage of this V-type engine is the increased amount of body-space available without having to resort to overhang at the rear. Indeed the engine looks astonishingly small and compact underneath the large bonnet. An unusual form of engine mounting is used, consisting of laminated springs and shock absorbers. The system is most efficient, for it would be difficult to find a smoother engine at 50 m.p.h., even in the six-cylinder field.

The brakes of the "Augusta" are Lockheed hydraulic, and long mountain-pass descents have been provided for by the use of large aluminium drums with cooling vanes. The modern whim of free-wheeling has been studied, and a handle on the dash-board operates the device in the usual way. The facia-board, by the way, will appeal to all who like their motor-cars to be something more than travelling drawing-rooms. No panel is used, but the chromium-plated controls and accessories are neatly arranged on the black dashboard in such a fashion as to give the appearance of absolute mechanical efficiency.

The Lancia "Augusta," then, is a car which will appeal strongly to those who take a keen interest in their motors and motoring. It is beautifully designed and constructed, and will give unfailing service for many years. On the performance side, it is a joy to drive and will get the better of faster cars on an ordinary give-and-take road. When motor-car manufacturers are turning more and more to mass-production methods, and the cars themselves are consequently losing the separate personalities which were so noticeable to enthusiastic motorists a few years ago, it is satisfying to be reminded that a few manufacturers, at least, are not giving up the careful design and manufacture on which their reputations have been based. In the van of these is Lancia, and when we say that the "Augusta" is a worthy product of the Turin factory, discerning motorists will have been told enough.

Brief Specification.

Engine: 4-*cylinder narrow "vee,"* 69.55 *mm. bore,* 78 *mm. stroke, cubic capacity* 1,184 *c.c. Overhead camshaft operated by silent chain. Oil-filter with automatic cleaning device. Unit mounted on laminated springs and shock absorbers. Bosch coil ignition,* 6-*volt battery, double wiring for lights. Thermostatically controlled radiator shutters. Zenith carburetter.*

Transmission: Mono-disc clutch. 4-*speed gearbox with silent third. Free-wheel controlled from dash-board. Tubular propeller shaft. Hypoid final drive.*

Suspension: Lancia patent independent springing in front; half-eliptics at the rear with shock absorbers.

Brakes: Lockheed hydraulics. Hand brake on rear wheels only through separate control.

Dimensions: Track 3*ft.* 11½*in., wheelbase* 8*ft.* 8½*in., ground clearance* 6¾*in., weight of complete car* 16¼ *cwt. Petrol consumption* 25/26 *m.p.g.,* 10-*gallon rear tank. Tyre sizes,* 140 × 40.

Price:

Saloon £390, *De Luxe Saloon* £430.

TRAGEDY MARS THE COPPA ACERBO

GUY MOLL MEETS HIS DEATH AT PESCARA—RACE WON BY FAGIOLI (MERCEDES-BENZ) WITH NUVOLARI (MASERATI) SECOND. CHIRON AND CARACCIOLA BOTH HAVE NARROW ESCAPES FROM INJURY.

PROBABLY the most fiercely contested road race of the season, the Coppa Acerbo, on August 12th, culminated in a victory for the German Mercédès-Benz, driven by Luigi Fagioli. The Ferrari Alfa-Romeos, hitherto almost invincible, met with a run of disastrous bad luck. First of all Chiron's car caught fire at the pits, and was completely destroyed, and then Guy Moll had a terrible crash which resulted in his death. The remaining car, driven by Varzi, finished fourth.

Rain had been falling steadily before the start, but stopped a few minutes before Minister Scarara dropped the flag. The start was really impressive, with the cars arranged in the following order : 1st row, Caracciola (Mercédès-Benz), Varzi (Alfa-Romeo) and Von Stuck (Auto Union) ; 2nd row, Nuvolari (Maserati) and Fagioli (Mercédès-Benz) ; 3rd row, Penn Hughes (Alfa-Romeo), Corsi (Maserati) and Whitney Straight (Maserati) ; 4th row, Earl Howe (Méserati), Zehender (Maserati) Henne (Mercédès-Benz), and Moll (Alfa-Romeo) ; 5th row, Chiron (Alfa-Romeo), Brivio (Bugatti), Sebastian (Auto Union), Ghersi (Alfa-Romeo), and Hamilton (Maserati).

From this acceleration test of the three leading *marques*, the Mercédès-Benz, driven by Caracciola emerged the victor. But every inch of the first lap was fought out with great determination by "Carratsch," Von Stuck and Varzi. This was the order at the end of the first lap, and behind the Ferrari Alfa, came Fagioli, Moll, Penn-Hughes, Henne, Chiron, Zehender and the rest. The "Merc" had covered the first lap in 12 mins. 18secs., and for seven more circuits the German driver held to his lead. Then he failed to appear, and the news was announced that he had met with a terrific accident, fortunately without injuring himself at all.

The order for those seven laps was not so constant among the other cars. At first Von Stuck was in second place, but Varzi deprived him of this position on the third lap. Fagioli was coming up fast, however, and got ahead of Stuck to creep up behind Varzi. Then the Ferrari driver stopped to change two wheels, so the order was Mercédès first and second, Auto Union third. And this on an Italian circuit !

On the sixth lap Stuck retired, while Nuvolari (who had been lying fourth) pulled into his pit for an adjustment. Whitney Straight also retired. After Caracciola's crash his team mate Fagioli, took the lead, only to come into the pits for new wheels.

This "general-post" resulted in Guy Moll taking the lead, with the German motor-cyclist Henne (Mercédès-Benz), close behind him. Chiron had stopped at his pit for an investigation of his engine when suddenly the whole car burst into flames. Louis raised his hands to his face to save his sight, and was promptly dragged out of the cock-pit by mechanics. His Alfa-Romeo was soon a sheet of flame, and the whole car and pit were burnt out.

At half-distance the order was as follows :—

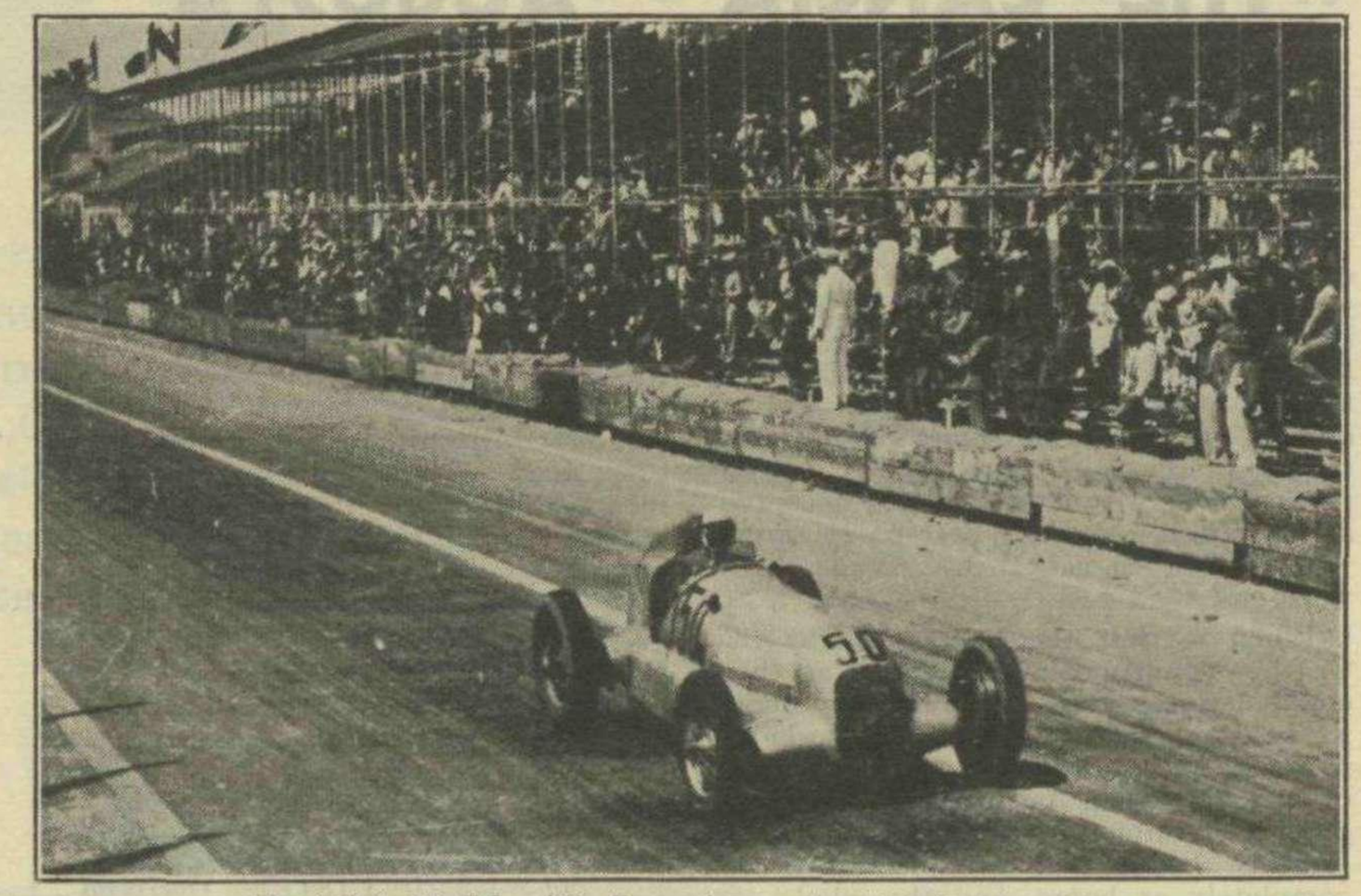
1. G. Moll (Alfa-Romeo), 2h. 3m. 27s.
2. E. Henne (Mercédès-Benz), 2h. 3m. 59s.
3. A. Varzi (Alfa-Romeo), 2h. 4m. 28s.
4. L. Fagioli (Mercédès-Benz), 2h. 4m. 29s.
5. T. Nuvolari (Maserati), 2h. 7m. 51s.
6. A. Brivio (Bugatti), 2h. 8m. 44s.
7. C. Penn Hughes (Alfa-Romeo), 2h. 13m. 52s.

The race had been a bad one for retirements, as the following list shows : Ghersi, Caracciola, Stuck, Hamilton, Straight, Corri, Zehender, Howe and Chiron. Corri had overturned his Maserati, but was not seriously hurt.

Varzi had taken over Ghersi's car, and when Moll stopped to refuel he once more led the field. Fagioli was only a matter of 15 seconds behind him, however, and a quick stop for a wheel change by Varzi gave the Mercédès-Benz the lead. Varzi handed over to Ghersi. Moll was now second, with Gherzi third and Nuvolari a dangerous third.

Moll fully realised that he would have his work cut out to reduce Fagioli's lead of 1 minute, so he put on speed. He gained some ground, but on the 18th lap, he attempted to pass two other cars at a point where a local shower had fallen. His Alfa-Romeo got out of control when he was travelling at great speed, and after a series of skids crashed into a house. Poor Moll was not dead when extricated from the wreckage, but he died soon afterwards.

Fagioli continued to lead for the rest of the race, with Nuvolari second. Brivio moved up into third place with the 3.5-litre Bugatti, which had not been running too well, and this was the order until the end. The finish was greatly overshadowed by Moll's tragic accident, for the young driver had won everyone's admiration this season by his wonderful leap into prominence. There was a rumour that Henne's Mercédès which Moll was trying to pass, had been put under seals. Moll actually started racing on motor-cycles in Algeria, where his family live. After a good deal of experience at speed trials and small races, his *patron* Marcel Lehoux advised him to try his luck in Continental races. It was with the latter's single camshaft Bugatti, that Moll first raced in France, and at his initial appearance finished third in the Marseilles Grand Prix, 1933 saw him finish second to Lehoux in the Paris Grand Prix, and get "thirds" at Nîme and Nice on a 2.3-litre Alfa-Romeo. At the beginning of this season he placed an order with the Alfa-Romeo factory for a *Monoposto*, but the ban on foreign owners stopped this move. Instead he joined the Scuderia Ferrari, for whom he has this year won the Monaco Grand Prix and the Avus Grand Prix, finished second at Tripoli and Rheims, and third in the French Grand Prix at Montlhéry. One of the most promising young drivers in the game has been cut off in his prime, and his untimely death at the early age of 24 will be deeply regretted by all followers of motor-racing.



Fagioli in his Mercédès-Benz, is seen passing the stands.

RESULT OF COPPA ACERBO.
(Unlimited Race.)

1. L. Fagioli (Mercédès-Benz), 3h. 58m. 56s. 129.658 k.p.h.
2. T. Nuvolari (Maserati), 4h. 3m. 35s.
3. A. Brivio (Bugatti), 4h. 5m. 7s.
4. Ghersi-Varzi (Alfa-Romeo), 4h. 5m. 27s.
5. Sebastian (Auto Union), 1 lap later.
6. E. Henné (Mercédès-Benz), 1½ laps later.

Before the big-car race, the class for 1,100 c.c. machines was run off over a short distance of four laps. It will be remembered that Whitney Straight won this event last year on an M.G. Magnette. The same car was running again, this time in the hands of R. J. B. Seaman,

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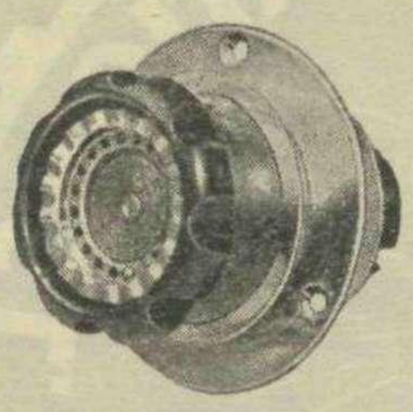
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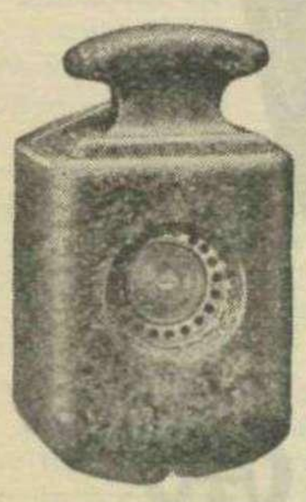
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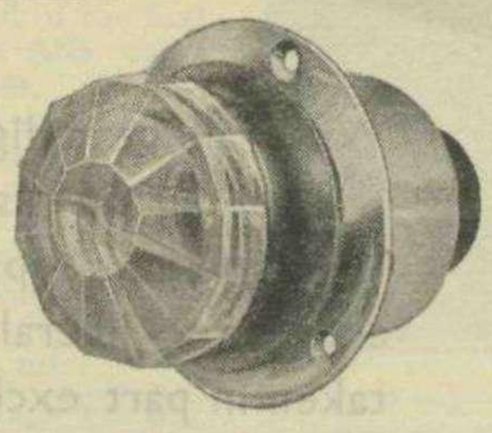
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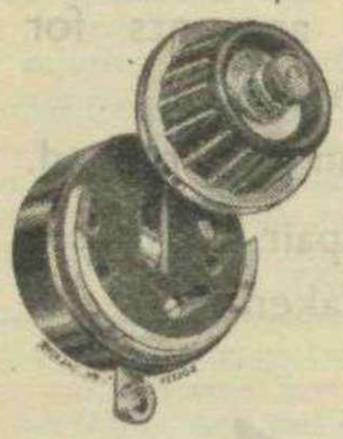
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THE GRAND PRIX OF SWITZERLAND

CONVINCING VICTORY FOR AUTO-UNIONS DRIVEN BY VON STUCK AND MOMBERGER OVER ALFA-ROMEO, MERCÉDÈS-BENZ, BUGATTI AND MASERATI. H. C. HAMILTON KILLED ON LAST LAP.

THE first Grand Prix of Switzerland was received with enormous enthusiasm by the entire population of Bern, the federal capital. Every hotel was booked up weeks before, innumerable posters covered the walls, and the shopkeepers all dressed their windows in a suitable Grand Prix fashion. The *pâtissiers-Confiseurs* vied with each other in making chocolate and sugar cakes of racing cars, and altogether the city could well be described as being " motor racing conscious."

A beautiful circuit of 7 km. 280 metres was prepared in the Forest of Bremgarten, about a mile from the city, and a fine *tribune* to hold 4,000 spectators was erected opposite the pits. The voiturette race (1,500 c.c.) was held over 15 laps, or 109 km. 200, and the big race over 70 laps or 509 km. 600. Practice times showed that the course could be lapped in 2 mins. 50 secs., which represents an average speed of about 96 m.p.h.

Promptly at 10.30 the voiturette race began, drawing a field of 22 cars made up as follows: M.G. (Hercullyns, Kohlrausch, Krebs, Hamilton and Seaman), Bugatti (Mme. Kozmian, Veyron, Sojka, Simon, Burggaller, Cholmondeley-Tapper, Mme. Itier, and Hartmann), Maserati (Malaguti, Kessler, Castelbarco, Ruesch, and Tote), Amilcar (Hummel and Briem), Delage (Earl Howe), Salmson (Girod), Talbot (Plate). The lead was immediately taken by Malaguti's Maserati, and the Italian held his position for 11 laps. Hamilton and Seaman were handicapped at the start by being in the 7th and 9th rows respectively, and Hamilton had to retire on the seventh lap with engine trouble. Seaman, however, was driving splendidly and gradually worked his way into the lead, which he held to the end. Earl Howe and T. P. Cholmondeley-Tapper could not get among the leaders, but the latter was doing very well in view of the fact that his car was unsupercharged. The fastest lap was made by Hans Kessler (Maserati) in 3 mins. 4 secs.

RESULT.

1. R. J. B. Seaman (M.G. Magnette), 50m. 43.8s., 120.559 k.p.h.
2. P. Veyron (Bugatti), 51m. 5.6s.
3. Burggaller (Bugatti), 51m. 11.4s.
4. Sojka (Bugatti), 51m. 41s.
5. Earl Howe (Delage), 51m. 53.6s.
6. Castelbarco (Maserati), 52m. 18.4s.
7. Girod (Salmson), 52m. 58.6s.
8. Cholmondeley-Tapper (Bugatti), 53m. 20.4s.
9. Mme. Itier (Bugatti), 54m. 0.4s.
10. Mme. Kozmian (Bugatti), 54m. 20s.

By the time 1 o'clock came, and the Grand Prix itself was due to start, a huge crowd lined the course, estimated at over 50,000 people. The story of the race as far as the winner is concerned is easily told, for Hans Stuck immediately took the lead with his silver Auto Union and was never seriously challenged from start to finish. For nearly 30 laps Tazio Nuvolari (Maserati) was in second place, with Chiron (Alfa-Romeo) third and Dreyfus (Bugatti) fourth. At that point great excitement was caused by Dreyfus passing Chiron, and the former's position was improved to second when Nuvolari retired with incurable misfiring on his Maserati.

The French section of the crowd was delighted to see the Bugatti in such a favourable position, and they had every hope of seeing Dreyfus finish second. A few laps before the end, however, his radiator began to run dry, and a brief halt for water allowed Momberger to slip by on the second Auto Union. So Dreyfus could only get a " third " after all. His Bugatti had run fautlessly throughout the race. The two Auto Unions were in perfect condition, and thoroughly deserved their victory. The third car of the team, driven by the Prince von Leiningen, developed ignition trouble and was withdrawn on the 20th lap.

Behind Dreyfus came Varzi and Chiron, occupying for once a back seat in the proceedings. It was strange, indeed, to see the invincible Ferrari Alfa-Romeo's incapable of finishing better than fourth and fifth. The reason for their failure to occupy a higher place is difficult to find, for the cars seemed to be functioning satisfactorily. It is possible that they lacked the maximum speed of the Auto Unions, an important point on the Bremgarten circuit which has good straights. Another contributory factor in their defeat is that the drivers are probably a little stale, having had a much fuller season than the Germans.

It was definitely an " off day " for the Mercédès. Caracciola made a good start and followed Von Stuck for a few laps, but then he fell right back with petrol pump trouble, a misfortune that has attacked the cars before. Later he handed over to Geier, who brought the car in 10th and last. The other two machines, driven by Fagioli and Von Brauchitsch, were both suffering from weak brakes—again a difficulty which has previously beset the cars. The " Mercs " seemed to lack adequate preparation.

As reported elsewhere in this issue, the race was a disastrous one for England, for H. C. Hamilton was killed almost within sight of the finishing line. He had piloted his Maserati with characteristic coolness and skill, and was lying seventh behind Fagioli's Mercédès-Benz at the time of the accident. On the single dangerous corner of the course he left the road and crashed into a tree, bouncing off into another. A branch from the latter fell on the head of a spectator, who was taken to hospital with a fractured skull.

The only other English competitor was Earl Howe, who finished ninth, after a steady display of polished driving. The weather, which was fine and clear in the morning, deteriorated in the afternoon and rain made the road very slippery at one stage.

RESULT.

1. Von Stuck (Auto Union), 3h. 37m. 51.6s., 140.350 k.p.h.
2. Momberger (Auto Union), 3h. 37m. 54.4s.
3. Dreyfus (Bugatti), 69 laps, 3h. 38m. 10.2s.
4. Varzi (Alfa-Romeo), 69 laps, 3h. 39m. 53.4s.
5. Chiron (Alfa-Romeo), 69 laps, 3h. 40m. 35.6s.
6. Fagioli (Mercédès-Benz), 68 laps, 3h. 38m. 34.4s.
7. Gherzi (Alfa-Romeo), 66 laps, 3h. 38m. 50s.
8. Biondetti (Maserati), 66 laps, 3h. 38m. 58.4s.
9. Earl Howe (Maserati), 66 laps, 3h. 40m. 46.8s.
10. Caracciola-Geier (Mercédès-Benz), 62 laps, 3h. 39m. 59.2s.

TRAGEDY MARS THE COPPA ACERBO—Continued from page 520.

while another Magnette owned by the Straight Syndicate was to be handled by H. C. Hamilton. The other competitors consisted of several Maserati's, a Fiat, and another Magnette driven by an Italian named Cecchini. In the race the M.G.s had it all their own way, and Hamilton won quite easily with Cecchini second and Seaman third.

RESULT OF COPPA ACERBO.
(1,100 c.c. class, 103 k.m. 800).

1. H. C. Hamilton (M.G. Magnette), 52m. 24.2 s., 118.160 k.p.h.
2. Cecchini (M.G. Magnette), 53,. 22.6s.
3. R. J. B. Seaman (M.G. Magnette), 54m. 34.6s.
4. Fourmarik (Maserati), 55m. 6.2s.
5. Fellizolla (Maserati), 56m. 4.2s.
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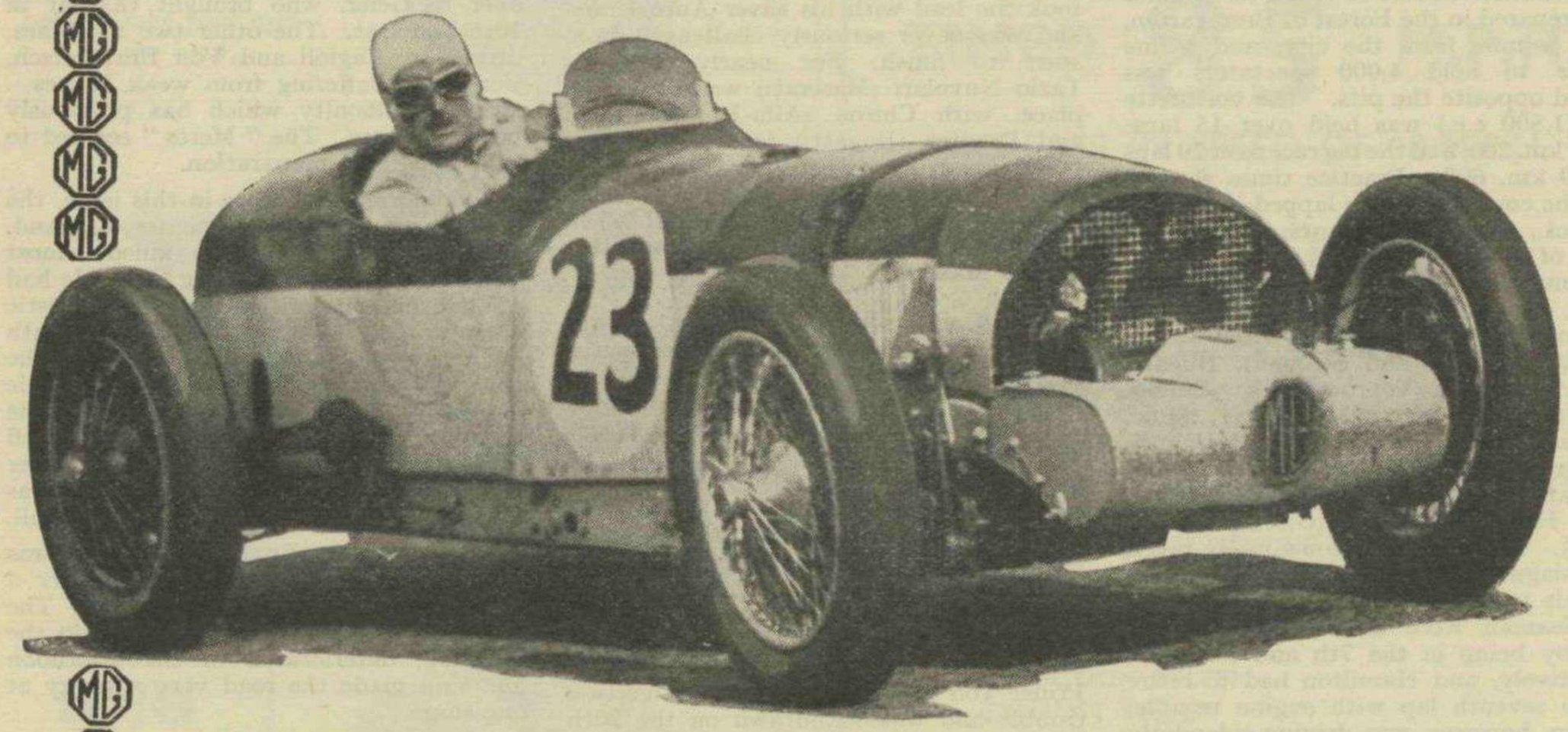
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HERE AND THERE

Sports Car Tuning.

IN our description of the workshops of Messrs. Carling Motors, Ltd., last month, we made some reference to the personal experience of the foreman, Mr. O. A. F. Finch. It appears that our paragraph was not quite accurate in all respects, and we give hereunder the real experience gained by Mr. Finch during the past years. He received his training as a motor engineer at the Automobile Engineering and Training College, Chelsea, where he gained a Diploma and successfully passed the examinations of the I.A.E. and the I.M.T. Subsequently he worked with the makers of Frazer Nash cars for two years. He then joined the staff of Automobile Super Tuners, Ltd., of Hampstead Road, London, and several other firms, specialising in the same type of work, for short periods, during which time he had experience of Maserati, Bugatti, Invicta, Alvis, Austin, M.G., and other sports cars. When we visited the workshops of Carling Motors, Ltd., he was preparing an Amilcar Six with a view to road and track events next year.

Dobson's Alfa-Romeo.

We are informed by Mr. Austin Dobson that the " advance publicity " about his Alfa-Romeo referred to in our last issue did not in any way originate from the owner. The car, by the way, is the one with which Chiron and Rossi gained third place in the Mille Miglia last April, at a speed of 65.21 m.p.h. It is a short chassis 2,300 c.c. touring model, bored out to 2,600 c.c. and fitted with a special 2-seater body.

An Insurance Concession.

Readers of MOTOR SPORT are already familiar with the Featherstone Automatic Petrol-Ignition Lock, which was fully described in these columns a few months ago. So efficient is this car-lock considered to be, that special insurance concessions are now obtainable from Lloyd's Underwriters in respect of the insurance of goods against loss by Fire, Burglary, Theft, or Accidental Damage, provided they are carried in saloon cars fitted with the Featherstone Lock. These concessions consist of a discount of 20 per cent. off existing rates, and the omission of the usual £5 " excess " clause.

The makers of this ingenious accessory are Messrs. Allen, Rae & Co., Ltd., Thames House, Millbank, London, S.W. 1.

Tadini Wins the Stelvio.

The annual Stelvio hill-climb differs from most other events of this kind in that only sports and touring cars are eligible to compete. Beginning at Trafoi with a height of 1,553 metres the 14 kilometre timed section shows a rise in altitude of 1,200 metres before the summit at Giogo della Stelvio is reached. The average gradient is 11 per cent. with a maximum of 8.57 per cent. and there are 45 bends.

On August 26th fastest time of the day was made by last year's winner, Mario Tadini, driving a 3-litre Alfa-Romeo on behalf of the Scuderia Ferrari. His time was 15 mins. 1.4 secs. Steinweg was second with his 2-litre Bugatti, his time being 15 mins. 27.8 secs., which gave him first place in the 2-litre class. Count Lurani won the 1½-litre category with his Maserati in 15 mins. 38.4 secs., and Cecchini carried off the 1,100 c.c. class in 16 mins. 48.6 secs. with his M.G. Magnette. Sports class winners were as follows: 1,100 c.c., Baumer (Austin), 16 mins. 58.2 secs.; 1,500 c.c., Argentiero (Alfa-Romeo), 16 mins. 44.4 secs.; 2,000 c.c., Restelli (Alfa-Romeo), 16 mins. 22.8 secs.; unlimited, Belmonde (Alfa-Romeo), 15 mins. 47.2 secs.

No Grand Prix of Spain.

Political disturbances in Spain have been the cause of the abandonment of the Spanish Grand Prix, which was to have been held on September 23rd.

New Records by Jenkins.

Few record attempts have caused such a stir as that made by the American, D. A. Jenkins, at Salt Beds, Utah, last year. It will be remembered that eight months passed before his record claims received official confirmation, the most important of these being the world's 24 hours mark at 117.82 m.p.h. Many people frankly disbelieved these records, although the necessary evidence from the A.A.A. was impeccable.

The news that Jenkins has improved on his previous figures, as well as breaking a lot more records, will set many tongues a-wagging. The only fact so far available, at the time of going to press, is that the International Sporting Commission in Paris has received a telegram announcing the records. By a new rule, made this year, a letter has to be dispatched on the same day, and the necessary documents sent within eight days. Until that letter and the documents arrive it is too early to form any opinion about the records, except to marvel at the rumoured new figure for 24 hours, which is given as 130 m.p.h.!

Comotti Wins the Comminges G.P. for Ferrari.

Whitney Straight finishes third behind Zehender, both on Maseratis. Featherstonhaugh does well before retiring.

FACTS ABOUT THE RACE.

Run on August 26th, at St. Gaudens. 35 laps of 11 k.m. .005 circuit, giving a total distance of 385 k.m. .175.

PREVIOUS WINNERS.

1928. Williams (Bugatti).
1929. Etancelin (Bugatti).
1930. Doré (Bugatti).
1931. Etancelin (Alfa-Romeo).
1932. Zehender (Alfa-Romeo).
1933. Fagioli (Alfa-Romeo).

The Grand Prix du Comminges this year produced a convincing victory for a little-known Italian driver, Comotti, who filled the place of the lamented Guy Moll at the wheel of a Ferrari-owned Alfa-Romeo. The other 3-litre *monoposto* Alfa was driven by Marcel Lehoux, but retired with a broken valve.

The early stages of the race were marked by a meteoric display of driving by Whitney Straight. At the start his Maserati was in the front row, alongside Lehoux and Etancelin (Maserati). When the flag fell the American driver fairly shot ahead, but after five laps he was passed by Comotti, who set up a new lap record in 4 mins. 16 secs., against Fagioli's record last year of 4 mins. 29 secs. Lehoux and Etancelin fought their old battle anew, but the former had to stop on his 8th lap to investigate some trouble with his engine. Soon afterwards Etancelin broke a conrod, and he was joined on the retired list by Lehoux, with a faulty valve. Lehoux's trouble was probably caused by a hair-raising lap covered in 4 mins. 11 secs.! This proved to be the fastest of the day.

Although Straight was still second, Zehender on another Maserati, was dangerously near. Both drivers refuelled at the same time, and Zehender got ahead by a slightly quicker fill-up. Featherstonhaugh was also in at the pits, but had the appalling bad luck to break his starting handle. A push-start is forbidden so he retired. It is worth whole noting that Benoit Falchetto disregarded this rule and was fined 500 francs. He finished in fourth place, for which he received a prize of 10,000 francs. At the time of their pit-stop, Falchetto was only 12 secs. ahead of Featherstonhaugh, so it would obviously have benefited the latter to have broken the rule flagrantly, and paid the fine out of his prize-money. That's what happens when you try to play the game according to the rules!

No further change took place in the order, Comotti, winning quite comfortably from Zehender, with Straight a good third. At the last moment the latter was delayed by tyre trouble. Comotti's time for the whole race was faster than Fagioli's record lap of a year ago, so he is definitely a driver to watch. Wimille, driving a 3.3 Bugatti, was fined 500 francs for ignoring the signals at the end, continuing for two laps to the considerable danger of the crowd.

RESULT.

1. Comotti (Alfa-Romeo), 2h. 33m. 49.8s., 150.234 k.p.h.
2. Zehender (Maserati), 2h. 35m. 5s.
3. Straight (Maserati), 2h. 36m. 45s.
4. Falchetto (Maserati), 1 lap later.
5. Wimille (Bugatti), 2 laps later.
6. De Villahadierna (Maserati), 3 laps later.
7. Brunet (Bugatti), 4 laps later.
8. Mlle. Hellé Nice (Alfa-Romeo), 4 laps later.

TRAFFIC A.B.C.

Few of us nowadays would come out really well from an examination of our knowledge of the Road Traffic Act, 1930. Perusal of a little booklet which has been published by the Police Review Publishing Co., Ltd., called " The Traffic A.B.C." will reveal a number of small points of the Law which every motorist ought to know. The booklet is the work of Sergeant E. Tucker, of the Metropolitan Police, and costs 6d.

A SPLENDID FINALE AT LEWES

THE ever-popular Lewes Speed Trials were held for the last time this year on August 25th, and attracted a first-class entry of over 100 cars.

Miss Joan Weekes was the sole entrant in the unlimited touring car class, and her streamlined Hupmobile attracted a lot of favourable attention. S. E. Cummins recorded his time-honoured victory in the Frazer Nash class, and J. Eason Gibson carried off the 1,100 c.c. sports class with his Riley, handsomely beating Major A. T. G. Gardner's Singer Le Mans and the Marquis de Belleroche's Austin.

Alec Irrigonis upheld the Austin colours in the Super Sports 1,100 c.c. class, while Cummins collected a couple of silver cups in winning the standard sports classes for 1,500 c.c. and 2,000 c.c. machines. G. H. Walker recorded another Frazer Nash success in the super sports 1,500 c.c. class.

With the unlimited super sports class came a taste of real speed, for F. Lycett took his magnificent 8-litre Bentley up the half-mile course in 23.4 secs. The Hon. J. D. Leith was a creditable second with a massive but veteran Hispano-Suiza in 25.6 secs., with Robert Strange's Railton Terraplane third in 26.4 secs.

Then came the racing cars, starting with the 1,100 c.c. class. Although H. T. H. Clayton's Amilcar Six made fastest time in 23 secs. dead, probably the finer performance was that of A. N. L. Maclachlan's 750 c.c. Austin, which fairly streaked up the course in 23.4 secs. K. A. Maxwell was a whole second slower with the Riley-Maserati Appleton Special, tieing with J. W. T. Raynes V.G. Special.

In the racing 2,000 c.c. and unlimited classes Nash was up against stern opposition, but he managed to maintain his unbroken sequence of "fastest times of the day" at Lewes. In the first class he got down to 22 secs. dead, beating Esson Scott's 2-litre Bugatti by 2/5 secs. W. E. Harker's "Special" recorded 23.2 secs. In the unlimited class Nash improved his time to 21.6 secs., an advisable procedure, for Esson Scott got down to 21.8 secs. J. Street (2.3 Bugatti) was third in 22.4 secs., F. Lycett being a good tie with his 8-litre Bentley. Finally Andy Leitch won the Handicap class with the Spidery Poppet, second place being shared by G. E. W. Oliver (Morgan) and G. R. Steel (Waverley).

This being the last meeting of the year organised by the Kent and Sussex Club, a word of appreciation is due to Mr. H. V. Warren, who has so ably carried out the work of running the Speed Trials. There is never a tedious delay; the spectators are not marshalled in an officious manner; and the competitors are given every consideration. The charm of the Lewes Speed Trials lies in that important word "atmosphere" and for the secret of this success other organisers would do well to take a lesson from Secretary Warren.

A PIONEER



July 25th of this year was the 25th anniversary of the first cross-Channel flight, made by M. Louis Blériot.

The photograph shown herewith is interesting in many respects and it will be noticed that there are no wind screens, goggles, or helmets, indeed no protection at all for the occupants.

M. Blériot is seen in the cockpit of his machine, which was fitted with two superimposed 50 h.p. 7-cylinder Gnome Radial engines, and with him is Mr. Alexander Duckham who became friends with M. Blériot in 1909 and was privileged to fly with him in those early days.

Mr. Alexander Duckham met M. Blériot through his brother, Mr. F. W. Duckham, who was the engineer in charge of the building of Dover harbour. Mr. F. W. Duckham most sportingly sent out one of his tugs to be of assistance to the intrepid airman in case of an enforced descent into the Channel

H. C. HAMILTON

It is with deep regret that we have to record the death of H. C. Hamilton, while competing in the Swiss Grand Prix, at Bern, on August 26th. He was driving a Maserati and had completed 69 of 70 laps when he crashed into some trees on a corner. He was thrown from the car and killed instantaneously.

Hamilton was considered by many authorities to be England's most brilliant racing driver. Certainly he had some performances to his credit—his handling of M.G. Midgets on the Ards Circuit in particular—which will long be remembered. Most of his racing experience was gained with M.G. cars, at the wheel of which he performed consistently well at Brooklands, Belfast and Donington. On the same cars he built up a fine reputation in Continental circles, especially at the Nurburg Ring. He several times partnered Earl Howe in driving the latter's Bugattis. At the beginning of this season he joined the Whitney Straight Syndicate, driving principally a very fast Maserati, originally built to the order of Nuvolari. It was in this car that he met his death. For the same stable he sometimes drove an M.G. Magnette, with which he won the Junior Race of the Coppa Acerbo, a week before the fatal race at Bern. His career was marked by several narrow escapes from death, the most serious being at Belfast and Masaryk.

"Hammy," as he was known to his friends, possessed those quiet manners which so often characterise men of valour. Modest to the point of reserve, he never referred to his own exploits. Yet his racing career was all important to "Hammy," for it represented the ruling ambition of his life from the time he was a schoolboy, through his youthful days of early motoring with an old but well-tuned Talbot Eight, to this present season of growing reputation as a Grand Prix driver.

The death of a young man can never be completely justified, be the cause ever so fine. That Hamilton should devote all his fine qualities to motor racing was inevitable, and consolation for his passing can be found in the thought that it was in the heat of the battle he loved so well that the end came, suddenly and without illness or lingering pain.

Motor racing has lost one of its finest exponents; many of us will mourn an admired and respected friend. To his bereaved mother we offer our sincere condolences, to which are joined those of all our readers.

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1931 2-LITRE supercharged LAGONDA fabric open 4-seater sports tourer, P.100 headlights, mileage under 25,000. £245.—Box C. 300, c/o MOTOR SPORT.

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Motor Sport Classified Advertisement Section

(continued).

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LAGONDA, 1928, 12.9-h.p., 4-door Weymann saloon, fabric as new, new tyres, taxed, pneumatic leather upholstery, beautiful condition throughout. £125.—Box R., c/o MOTOR SPORT.

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1933 MODEL WOLSELEY HORNET de Luxe Saloon, excellent condition, beautifully kept. £130.—Box 310, c/o MOTOR SPORT.

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WOLSELEY HORNET—*continued.*

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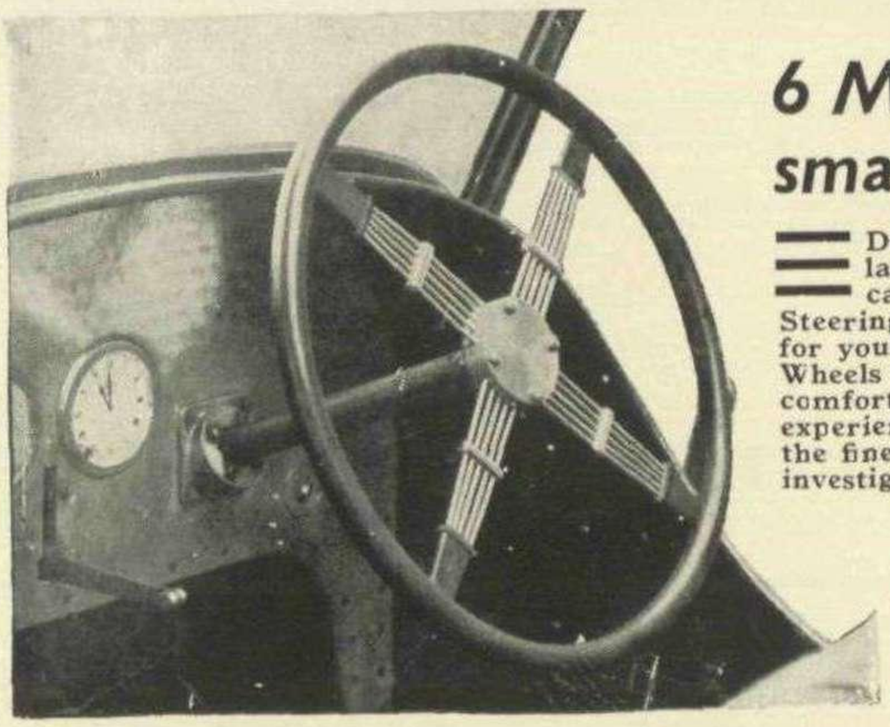
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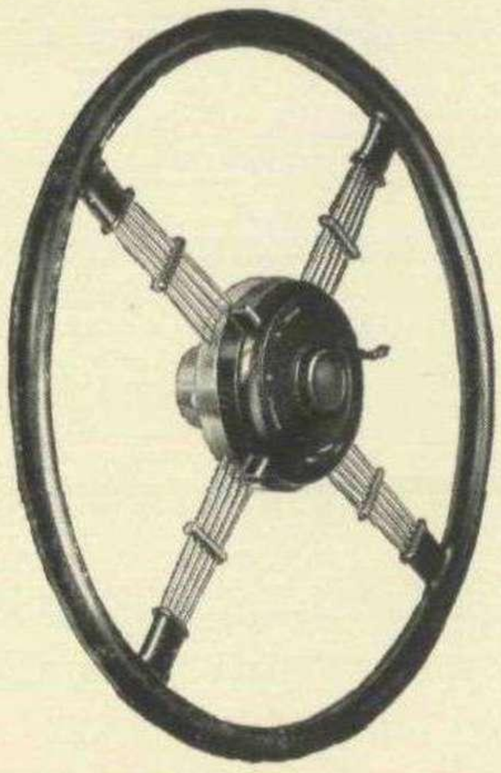
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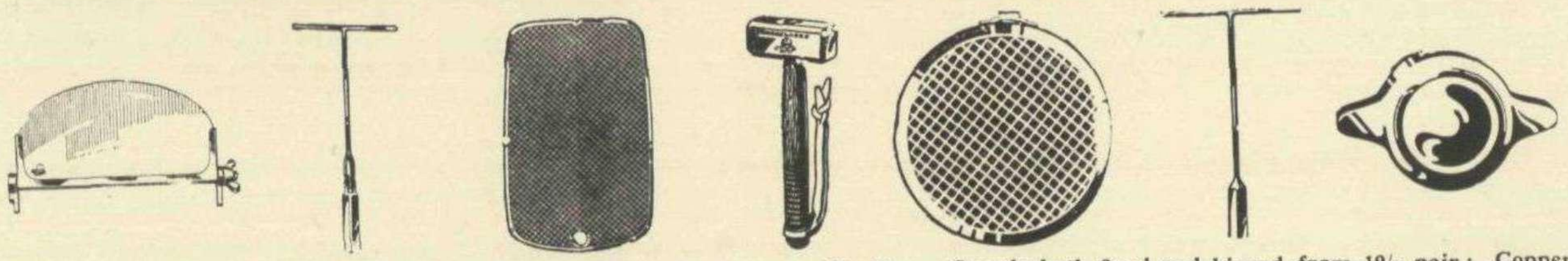
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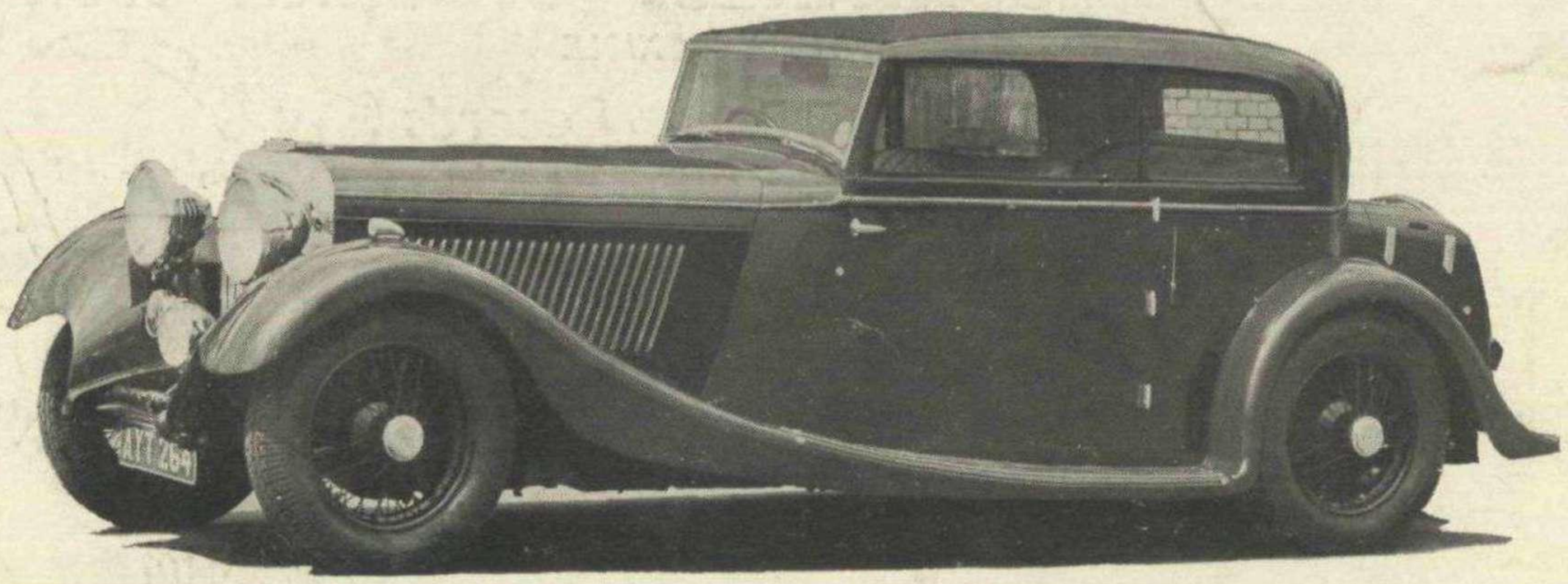
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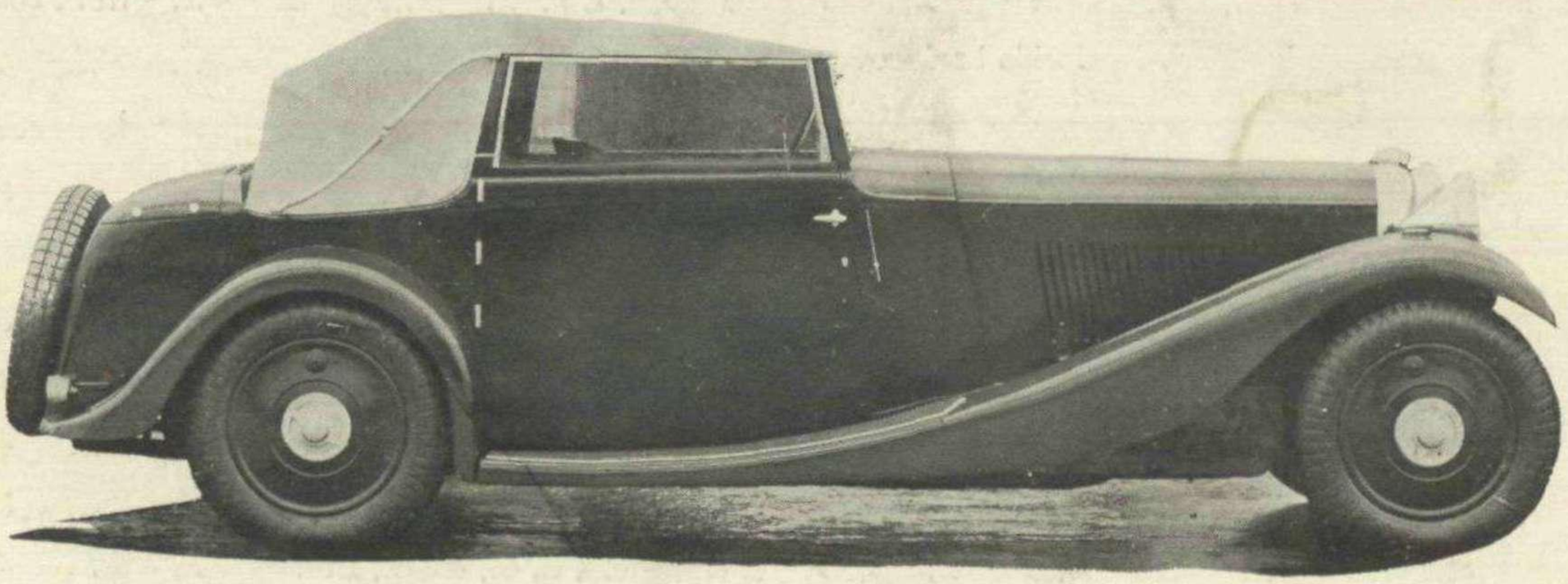
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