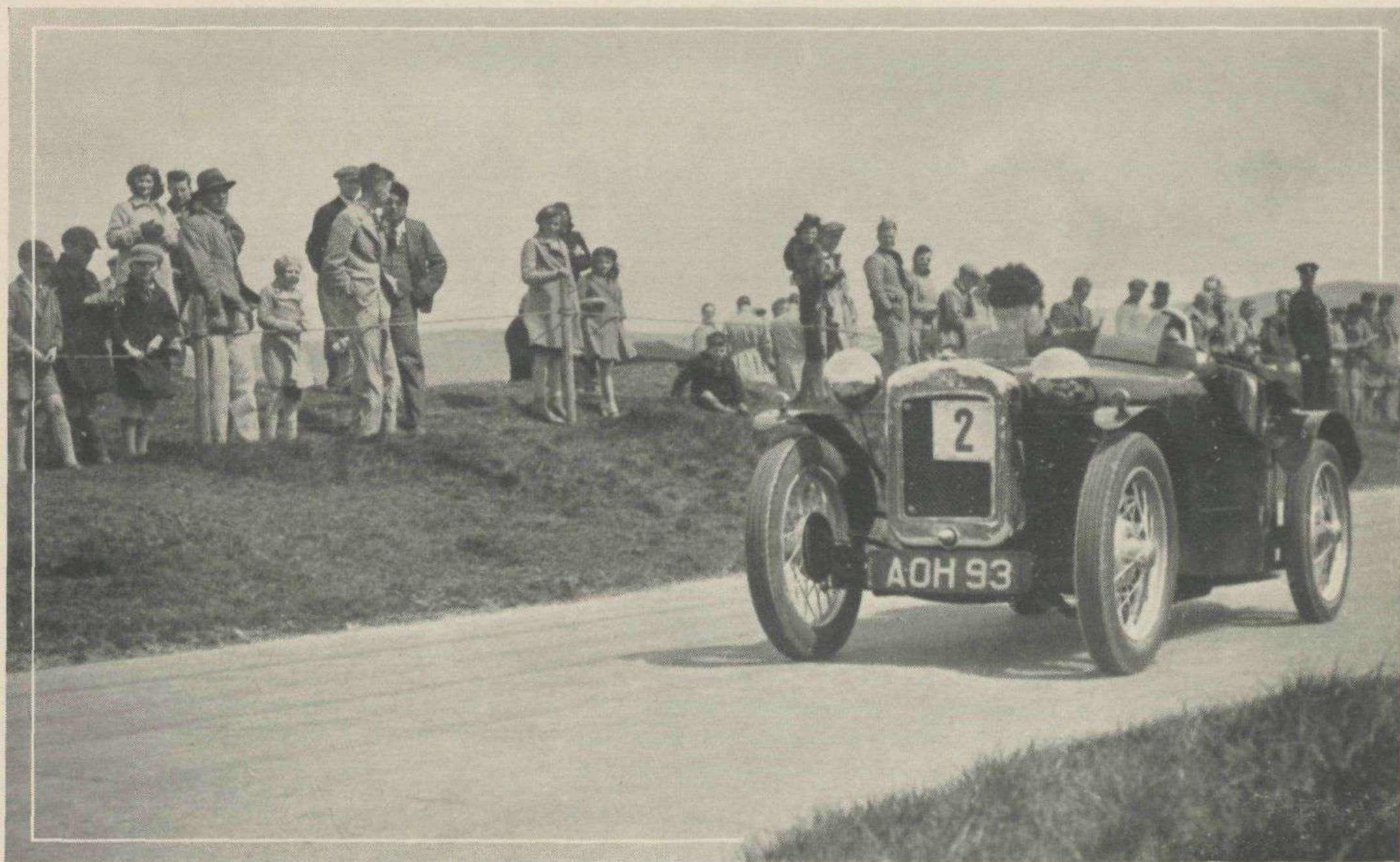


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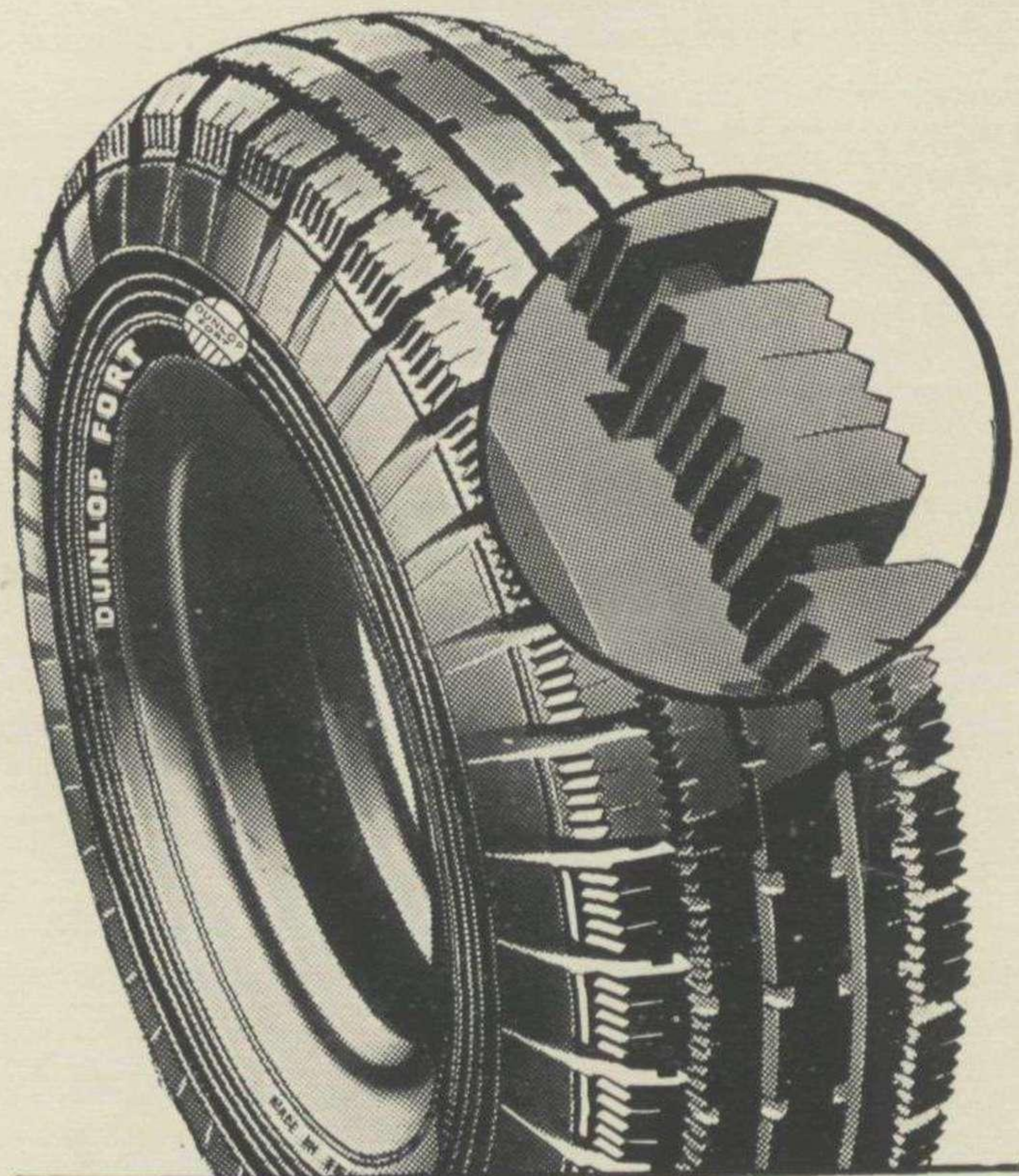
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FOR SALE

Alta engine 9 h.p. crankshaft, main bearings, camshafts, timing wheels, cylinder head, sump etc., engine complete except for two lines, one con rod, one piston, which are broken, and there is a hole in the crankcase.....

„ one set front universal steering for F.W.D., also two half shafts.....

Alvis 12/50 5, 1930 wheels with 2 semi-used tyres. 1929, rear and front axle, 1929 crankshaft in case etc. with sump. 1929 big port cylinder head, 1928 greabox, 1929 radiator and steering box.....

Austin Seven Special 1931, Morgan front axle, and flattened rear springs, 4 oversize tyres including 2 new Zig-Zags—crab tracked—rebored engine (just run in). Twin S.U. carburetters, twin spare wheels, double valve springs, new bearings throughout. Floor boards and bulkheads, assembled, but needs back finishing and body metal putting on, Burgess silencer, new crown wheel and pinion.....

Austin Cylinder head, flywheel, clutch plate with fingers and thrust, front half propshaft 2 Ferodo clutch linings with rivets (new) "chock-blocks" with pin (new), set kingpins and bushes (new), crankshaft with main bearing.....

„ 60 m.p.h. speedo, petrol tank, bucket seat, cycle type mudguards, three pairs, doors, off sports model, 12v. electric hooter.....

„ radiator and shell, starting handle and bracket, dished steering-wheel, carden shaft, fan complete with bearing and pulley.....

Axle, front, cycle type guards, new wheels, large aluminium brake drums, new swivel pins and races.....

„ rear, for M.G., complete with brakes and wheel caps, fit F.I. Magna or J.2, also front hubs, brakes and stub axles for F.I. or J.2,

Bentley, set of hour glass pistons, 20", oversize, complete with rings.....

„ 3-litre Blue Label 1925/6, all spares.....

„ 3-litre Red Label, set (4) hour-glass pistons, complete with rings, etc. Set (16) valve guides.....

„ 3-litre, Blue Label engine, complete, and gearbox, etc.....

„ 3-litre, Blue Label, camshaft, 1925 3-litre Blue Label chassis, F.W.B., complete with scrap saloon body, less engine.....

„ 1923, 16 h.p., 3-litre engine, complete with magneto, carburetter, clutch, etc.....

Body, 1927, open four-seater, complete hood, wings, side curtains, seats etc.....

Brooklands Riley 9, remote control and large capacity sump.....

Bugatti Type 43 and 37a, all spares.....

„ Type 37 and 40 cylinder blocks, complete

„ Type 37 and 40 connecting rods, Type 40 gearbox, clutch complete, Brescia gearbox and rear axle.....

„ Brescia, con rods, crankcase, sump, gearbox parts, valves, springs, etc.....

„ 1922, 12 H racing camshaft assembly, fit 1924/5 type.....

Carburetter, Solex, on horizontal 48 mm.....

„ Track racing Amal, twin float, suitable 500 c.c. motor-cycle, horizontal clip fitting, with flange adapter.....

Crankshaft and 4 con rods for 1930 Riley 9.....

Cylinder Head for blown Lea-Francis, without valves and rocker gear.....

„ aluminium, for Austin Seven "G.P." type.....

Engine, 1928 2-litre Lagonda.....

„ 26 or 27 E.W. twin Douglas, complete with clutch.....

„ B.S.A. 496 c.c. Empire Star, 1937 model. Has run approximately 5,000 miles, also gearbox, rear wheel, tank and 2 tyres.....

„ 5th series Lancia Lambda.....

„ Rover eight, 2-cylinder, horizontal-opposed air-cooled.....

„ Lea-Francis, total mileage 40,000. Rebored 1,500 miles ago. Complete magneto, dynamo, starter, etc., gearbox, back axle, wheels, hubs, brakes, etc.....

Excelsior, 250 c.c. Manxman, racing spares, etc. 2/3 gallon sprint tank, twin feed, recessed for rev counter.....

Gears, rear axle, for 3-litre Bentley, giving ratios of 3.92 to 1.....

Gearbox, 4 speed, complete with remote control, from 1 1/2-litre Singer.....

G.N. chassis, complete with 12/40 Alvis engine (Twin S.U.s), G.N. back and front axle and transmission, front and rear mudguards, aluminium bonnet and cowlings, new radiator and lamps, 4 wheels (G.N.) good tyres (19 x 4.50).....

H.E. 1923, 14 h.p., rebuilt wheels to take oversize tyres.....

Headlamps, 8" chromium, two.....

Heater, one "Hadess" air conditioning, complete with all fittings.....

„ 250 hour, under sump.....

H.R.G., set of 3rd gear pinions (constant mesh, etc.) for H.R.G. Moss gearbox, 7 H.R.G. Aerolite pistons, "wide ring" type with gudgeons, 6 piston rings, 6 oil control, 2 compression, and 4 gudgeon pins (new), H.R.G. clutch cover plate (new), 3 bonnet fasteners, 2 special H.R.G. con rods, hand polished and balanced.....

Lagonda, 3-litre, frame and body, complete with wheels, tyres, axles, gearbox, hood, bonnet, radiator, etc., less engine.....

„ 3-litre, all spares.....

„ 2-litre speed model, wanted open four-seater body, also high (4.4-1) crown wheel, pinion and differential assembly

„ 1928-29 2-litre, cylinder head, complete with rockers, pipes and valves (less two) also gearbox, less second gear.....

Lea-Francis 12/40 back axle, 5 Rudge wheels, and large amount of other spares.....

„ 12/40 or 12/50. Two complete engines, cylinder head and rockers (single carburetter) 2 cylinder blocks and pistons, one crankshaft, one camshaft, 3 flywheels (2 for cone, one for plate clutch). Three Lucas anti-clock magnetos, two complete 4 speed gearboxes, 2 Solex carburetters, 3 complete front axles, 2 complete rear axles, 6 4.50 x 19 Rudge wheels (large fitting) 2 sets of hubs and half shafts, one set of brake drums, one set of brake shoes, 2 steering columns, 4 crown wheels and pinions, 2 complete sets of front and rear springs.....

Lucas S.F.4 fuseboxes (three) cutout, junction and fuse box, stoplight switch, magneto and ignition switch, Solenoid starter switch, and steering column switchbox.....

Magneto M.L. racing, single cylinder motor-cycle.....

„ Summs, Verniers for Alvis 12/50.....

M.G. J.2. frame, less springs, brake cross shaft, complete with hand brake, needle bearing etc., 4 brake drums, 4 sets brake shoes, 2 pair shock absorbers, front and rear, back axle casing, with back plates and spring anchorridges, 2 rear, one front road spring, intact, front, 3 leaves broken. Bulkhead with throttle pedal. Fittings, etc., petrol pipes, foot brake pedal, bracket etc.....

M.G. Midget, 1933 J.2. Set of 4 pistons with rings and gudgeons, cylinder head oil drain housing, clutch centre floating plate, and 3 clutch fingers.....

Motorcycle speedometer, front wheel drive.....

Norton, 500 International racing spares, sprockets, etc.....

Scott Super Squirrel 1928, complete rebored engine and many spares.....

Spring, special flattened rear, for Austin.....

Stoneguards, pair, chromium for P100 lamps.....

Sunbeam 14/40 cylinder-head, cylinder block, 3 pistons, gearbox, clutch (relined).....

„ 14/40 complete power unit.....

Stoneguard radiator, suitable M.G.....

Talbot 8 h.p. 1923. 6 v. coil, 6 v. Benjamin electric horn, connecting rod, Zenith carburetter to take 3/4 in. pipe, torque tube, silencer and extension tube, petrol gauge, 5 hub caps, 8 day clock, one piece 2-seater seat squab, celluloid side screens.....

Tecalemit, automatic chassis lubrication outfit. Complete with chromium plated pipe lines.....

Triumph Super Nine cylinder blocks (two) rebored with new pistons.....

Tubes, 17" Dunlop Inner, new, for tyre sections, 4.50 up.....

Tank oil, separate facia-board, with drip feed attachment for filling crankcase whilst in motion, with snap-down cap.....

Tyres, 2 Dunlop sports, and inner tubes, 5.25 x 16, very little used.....

„ 21 x 5.25.....

„ 17 x 6.00.....

Wheel, front track racing motor-cycle, 27" x 3" (no brake) with good Dunlop type.....

„ New Ashby spring steering.....

„ Dunlop Magna 5 1/2" section comp. tyre (new) off Morgan 3-wheeler.....

Wheels, 5 Rudge 5" x 20", complete with tyres.....

Wolseley Hornet, 1932, crankshaft, cylinder head and rods.....

Wolseley Hornet set of four springs, front axle complete with hubs and brakes, rear axle, complete, crown wheel and pinion (as new), set of five Dunlop Magna wheels, 15" six stud fixing, four Rudge knock-off hubs, 2 Lockheed master cylinders, special 2-seater body, 10 gallon.....

„ Special 1932. 2-4-seater Abbey sports body, pair cycle type wings, front axle assembly, complete, fold flat windscreen, fitted Triplex, radiator, five wheels, knock-off type, 2 30 mm. S.U. carburetters, manifolds 6" 100 m.p.h. speedometer, 6" rev. counter, 12 volt dynamo.....

Wing Lamps, 2 chromium.....

Wolseley Special 1933. Rudge wheels and tyres, Rudge hubs and brake drums, four Rudge caps, complete back axle and springs, carpets (new), steering box, hood complete with frame and side curtains, tonneau cover with zipp fasteners, 12 v. battery.....

Zoller compressor for Series Morris 8.....

WANTED

Alfa Radiator with shell suitable for Mille Miglia 34

Brake Drum for 1934 Le Mans Aston-Martin 13 1/4" x 1 1/4" (inside).....

Carburetters, two road racing type Amal.....

Cylinder Head and block for 6 cylinder, 1,100 c.c. S/c Amilcar.....

Deflector head for Meadows engine, 1,496 c.c.....

Flywheel bell housing for P.I M.G. engine, also several clutch parts.....

Fold Flat Windscreen complete with Triplex for 1934 Singer Le Mans 2-str.

Frazer-Nash chassis, with F.W.B. and 4 speeds, complete with all axles, gear change, braking and steering parts, etc.....

Front Axle, wings, etc., for K.I 4-seater M.G. Magnette.....

Handbook for 18-80 Mark I M.G., 1931.....

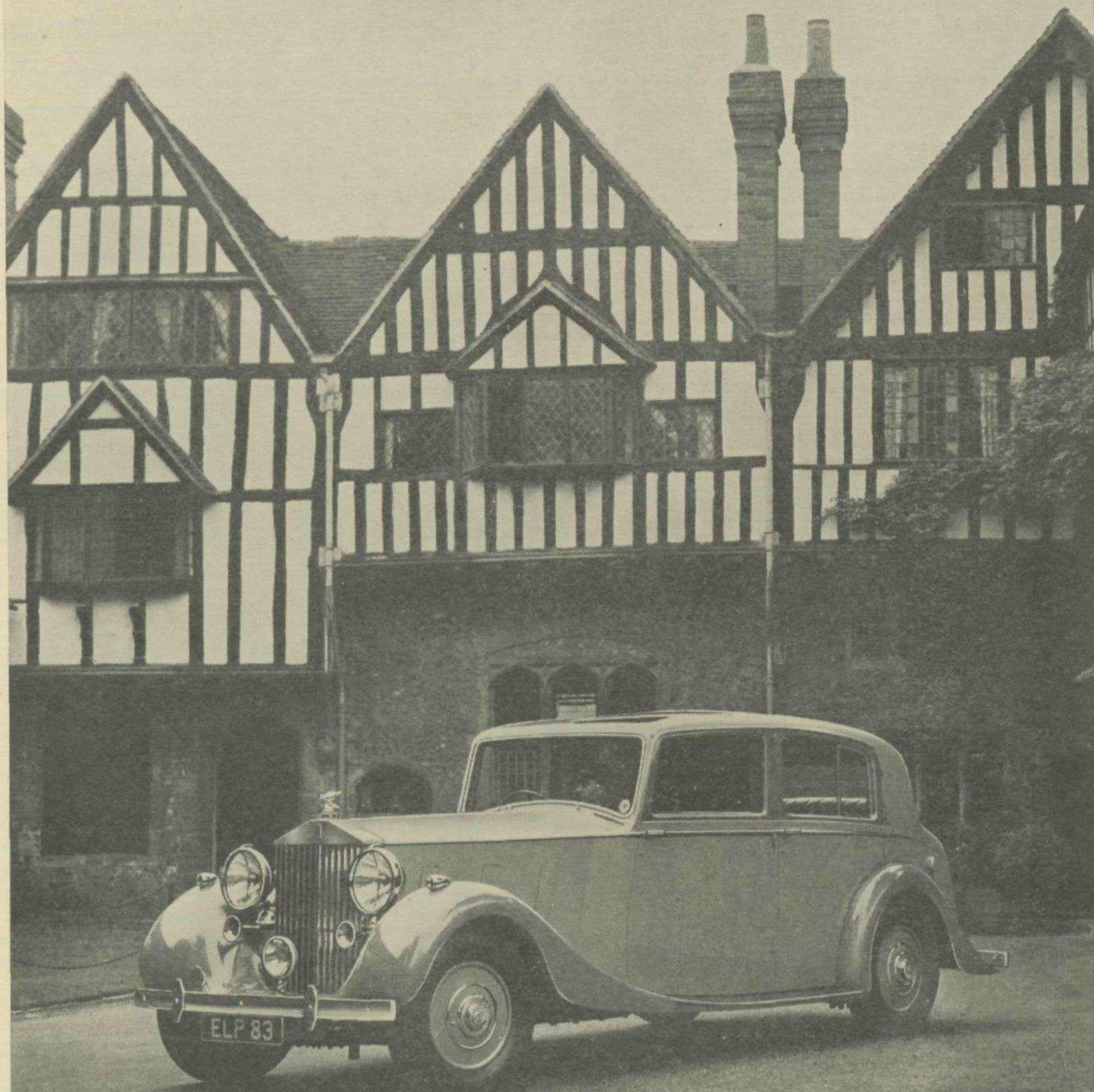
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„ for Austin Speedy 4-speed and reverse gearbox.....

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ROUND and ROUND

So much for the merry month of May . . . the disappointment of the new E.R.A. not starting in the International Trophy . . . the uncomfortably brilliant *debut* of the new Mercedes at Tripoli . . . the decision of Mr. Humphrey Cook to close down E.R.A.

It has had its lighter moments, of course. The bewildered confusion of those who had been so certain that if only the Grand Prix Formula were altered to 1,5000 c.c. Britain would be supreme in motor-racing, was one.

Another was the embarrassment of those who were convinced that the Germans knew nothing about extracting a high power output from small engines. Two hundred and forty b.h.p. from a fifteen-hundred is not so bad for a start. . .

The E.R.A. non-appearance in the International Trophy draws attention once again to the silencing ban at Brooklands. This injunction by the residents was obtained since the War—not before the War, as we saw stated somewhere. With it went a ban on the use of the track on Sundays, even by private cars, and a similar ban on racing at night.

As one of our contemporaries rightly pointed out, Weybridge and its environs now resound from morn till night—and often later—to the roar of aeroplane engines. Amid the general din, the sound of a few racing cars at a meeting once a month or so would not make much difference. But the cream of the jest—although it's no joking matter—is that the Brooklands silencer actually seems to make some cars noisier than they are with a straight-through exhaust.

In the case of the new E.R.A., while sympathising

with the difficulty of having to adapt a beautifully streamlined body and an efficiently working engine to a regulation which is universally regarded as "red tape," we cannot refrain from suggesting that this problem should have been attacked a good deal earlier in the preparation of the car for the International Trophy. It cannot be an insoluble problem—otherwise Brooklands would not attract the big entries it does.

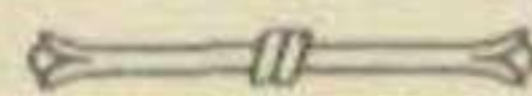
The International Trophy itself provided ample food for a good meal of thought. There was the shortness of May's run on what was probably the fastest car in the race, and one that we all thought stood a very good chance of winning. It seldom does to play the hare in a long distance race . . .

Then there was the efficiency of the "Chula-Bira" *equipe*. Efficient preparation of the car, efficient driving, efficient pit-control, efficient pit-work. The old Maserati went like a train, but we believe the result would have been the same if "Bira" had been driving one of his E.R.A.s.

As for Brooke, it was grand to see this real trier get the success he deserves. The fact that he does all the work on his car himself has rather overshadowed his ability as a driver. His knack of throwing the car into a four-wheel slide *before* he enters the Test Hill Bend is delightful to watch. Such dirt-track methods on hard concrete take some doing.

Incidentally, it is not a bad idea to guard against letting one's disappointment about the problematical future of the new E.R.A.s make one forget Britain's debt of gratitude to the man who put the E.R.A. on the map in the first place, and who has done so much for British motor-racing.

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MERCEDES WIN EIFEL RACE

THE first clash between Mercedes-Benz and Auto-Union this year resulted in a win for the former when Hermann Lang won the Eifel Race at the Nurburg Ring on May 21st. It will be remembered that the last two races of 1938, the Italian and Donington Grand Prix, both went to Auto-Union, and it was known during the winter that the Stuttgart firm were making every endeavour to improve their cars for 1939.

In this they seem to have been eminently successful, for at the Nurburg Ring the Mercedes were definitely faster than their rivals. Nuvolari (Auto-Union) actually finished only a dozen seconds behind Lang, the winner, but the latter had a pit-stop, whereas the little Italian went through the race non-stop. Furthermore, it was obviously the driving virtuosity of Nuvolari rather than the speed of the Auto Union which enabled him to finish second, some twenty seconds ahead of Caracciola's Mercedes.

The race was run at record speed even though the present cars have engines of only 3-litres as compared with the 5½-litre giants of the previous Grand Prix Formula. Lang's winning speed of 84.14 m.p.h. is the fastest ever recorded at Nurburg and he also smashed Rosemeyer's lap record of 85.57 m.p.h. with a speed of 86 m.p.h. (9 mins. 52.2 secs.). The

previous best 3-litre lap was accomplished by seamen last year at 83.76 m.p.h.

The race itself was a duel between the two German firms. The Alfa-Romeo team did not turn up, although they had entered; only one Darracq started, as the other (driven by Carriere) had crashed in practice; and the 1½-litre Maseratis were naturally outpaced.

Lang led for the first few laps, until a pit-stop for wheels and fuel put him back a couple of places. He went after Caracciola and Nuvolari, and the order changed again when "Carratsch" made his pit-stop and Lang passed the Italian. Von Brauchitsch did not seem in quite his usual form, and Seaman had the bad luck to damage his clutch at the start. He crawled round for one lap and retired.

The Auto-Union boys had some good scraps, notably Hasse and Muller. Victory went to the former, after Muller had cracked his engine in trying to get ahead. Ulrich Bigalke, a newcomer, drove quietly and well to finish sixth. Meier, the motor-cyclist for whom great things are expected by Auto-Union, was a last-minute non-starter through mechanical trouble.

In the sports-car class, events the 2-litre class was naturally dominated by B.M.W.s, P. G. Cristea driving the winning car. Hillegaart's British H.R.G. looked an easy winner of the 1,500 c.c.

class until a faulty plug on the very last lap reduced his speed and he had to be content with third place. This race was won by a B.M.W., with an M.G. second. An N.S.U.-Fiat won the 1,100 c.c. class.

RESULTS

1. H. Lang (Mercedes-Benz), 1h. 40m. 57.1s (84.14 m.p.h.).
2. T. Nuvolari (Auto-Union), 1h. 41m. 8.3s.
3. R. Caracciola (Mercedes-Benz), 1h. 41m. 28.4s.
4. M. von Brauchitsch (Mercedes-Benz), 1h. 42m. 53s.
5. R. Hasse (Auto-Union), 1h. 42m. 56.1s.
6. U. Bigalke (Auto-Union), 1h. 44m. 52.1s.
7. H. Muller (Auto-Union), 1h. 46m. 31.2s.
8. Hugo Hartmann (Mercedes-Benz), 1h. 48m. 10.4s.
9. P. Pietsch (1,500 c.c. Maserati), one lap behind.
10. L. Joa (Maserati).
11. P. Etancelin (4½-litre Darracq).
12. H. Dipper (1,500 c.c. Maserati).

Fastest Lap: Lang (Mercedes-Benz), 86 m.p.h.
Retired: Seaman (Mercedes-Benz) after one lap, with clutch trouble.

Pit Stops: On the fourth lap, Lang, rear tyres and fuel, 32s. Lap 5: Brauchitsch, rear tyres but no fuel, 24s. Lap 6: Caracciola, rear tyres and fuel, 37s.

Distance of the race 10 laps of the Nurburg Ring, 142½ miles.

2-litre Sports-Cars (6 laps 85½ miles): 1, P. G. Cristea (B.M.W.), 1 h. 11m. 24.4s. (71.47 m.p.h.); 2, F. Werneck (B.M.W.), 1h. 11m. 46s.; 3, W. Briem (B.M.W.), 1h. 12m. 34.1s.

1,500 c.c. Sports-Cars (5 laps 71½ miles): 1, R. Rose (B.M.W.), 1h. 5m. 13.4s. (65.08 m.p.h.); 2, W. Nunberger (M.G.), 1h. 9m. 48s.; 3, W. Hillegaart (H.R.G.), 1h. 9m. 53.4s.

1,100 c.c. Sports-Cars (4 laps 57 miles): 1, A. Reichenwallner (Fiat), 56m. 13.2s. (61.48 m.p.h.); 2, J. Hummel (B.M.W.), 56m. 33s.; 3, M. Neuber (Fiat), 57m. 39.2s.



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(No. 209). PEAR-SHAPED GOGGLES, fitted TRIPLEX lenses, cotton fabric and elastic head band 7/6.

(No. 210). Lightweight frames, silk fabric, TRIPLEX lenses, spring-leather head-band 25/-.

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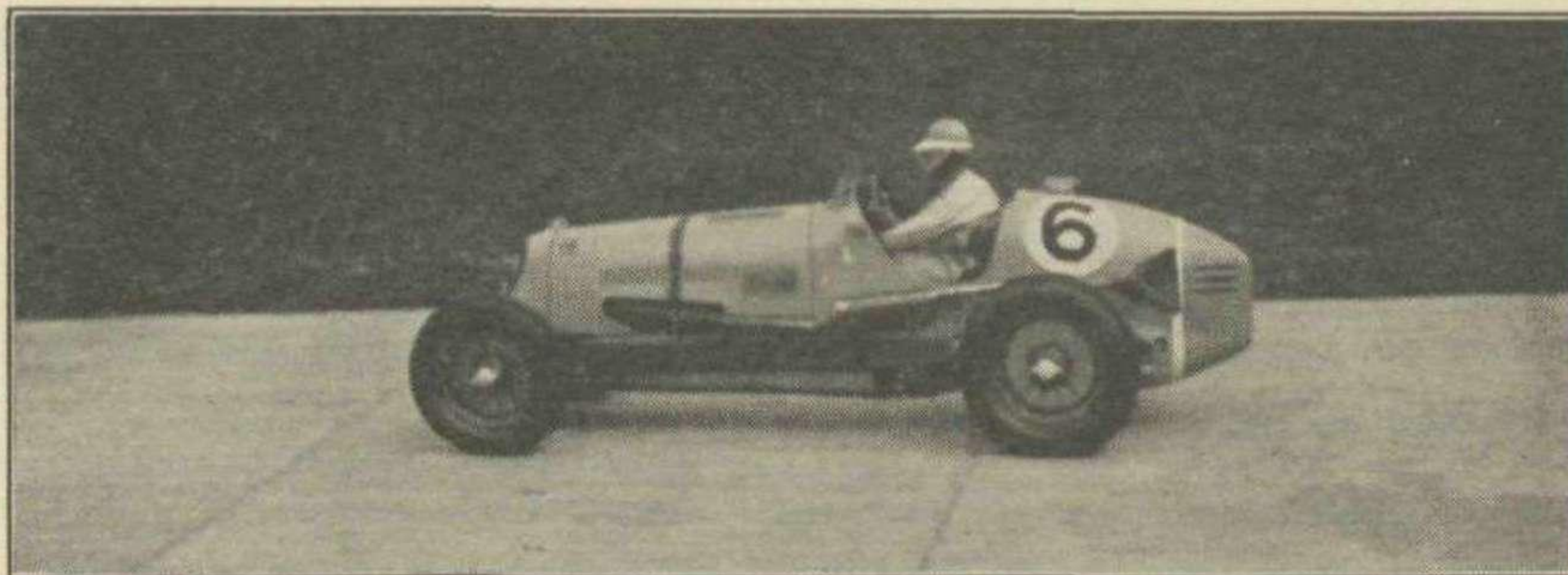
THE J.C.C. International Trophy Race, handicapped on the famous three channel system which makes this race virtually a scratch race in appearance, was contested in sun and torrential showers over the combined road and track course at Brooklands on May 6th. Chief topic of pre-race interest was whether the new E.R.A. would run. It appeared on the day before the race, when Mays completed two laps with it. The faster was at 3 mins. 18 secs.—a hopelessly slow speed. The car was then posted as a non-starter, with the explanation that Brooklands' silencing did not suit the new engine; a great disappointment to those who had subscribed to the British Motor Racing Fund to further the future of these cars. The car was exhibited in the Paddock, but everyone wanted to see it on the course. Mays took over the works' older Zoller E.R.A. and interest shifted from the Bourne marque to Reggie Tongue's new four-cylinder sixteen valve Maserati of the latest type. It has the valves at 45%, operated by twin o.h. camshafts, and all eight exhaust ports on the near side, each port with a separate off-take pipe. The pistons are steeply domed, and there is a single blower. The engine revs. to 8,000 r.p.m. and gives some 220 b.h.p. and the car weighs just over 12 cwt. It has unit gearbox and a conventional rear axle sprung on quarter-elliptic springs. Front suspension is by torsionally damped transverse links and the brakes are hydraulic. We should hear lots more of this 1½-litre Maserati in this season's races, for T. & T. are servicing it, completely ex-raying it between races, and Reggie Tongue is a very steady, ex-E.R.A. driver. Against it in this classic J.C.C. race were eleven E.R.A.s, to be handled by Mays, Dobson, Earl Howe, Aitken, Ansell, Cotton, Hanson, Horsfall, Humphreys, Wakefield and Whitehead. Evan's and Ashby's Alfa-Romeo, with their Ashby-designed brakes, both 3-litre cars; Beadle's Alta; Parnell's 5-litre Bugatti-engined B.H.W.; "Bira's" old Maserati; Mathieson with a 3-litre Maserati; Abecassis's 1½-litre Alta; Wilson's "eleven-hundred" E.R.A.; Gerard and Percy Maclure with Rileys; Smith's M.G.; Nichols's M.G.; Charlie Dodson's little Maserati, and the 1,725 c.c. unblown Brooke-Special. This last car was known by the knowledgeable to have a Dixon-Riley engine in its independently-sprung frame and was regarded with some awe in consequence, albeit 200 miles is 200 miles they said.

Actually, when the cars lined up, Beadle, Mathieson, the new E.R.A., Smith's M.G., Dodson's Maserati and Humphrey's E.R.A. were seen to be non-starters. Ashby's Alfa-Romeo had an improvised fire-proof bulkhead fitted at the last minute by its mechanics, at the forceful request of the scrutineers. "Bira's" ever-so famous Maserati, appearing in the new Siamese colours and protected by a "Bira"-blue umbrella, was proof enough that another great race was due. The cars did a most imposing Indianapolis rolling-

lap behind Cobb and Eyston in an equally imposing V12 Lagonda, and the contest was on. Mays went right out ahead; he had been in the front line in company with Tongue, "Bira," Evans and Maclure. Evans and "Bira" were on his tail and past the pits, in a swirl of sun-kissed concrete dust reminiscent of the first race on the Campbell circuit, "Bira" lay second. After a lap it was still Mays, "Bira" Evans, then Tongue, Whitehead (glad he is back again!) Horsfall, Aitken and the rest, Ashby last. Another lap and Mays had a nice lead. Four laps and Mays was at his pit, the engine drenched in oil. Mays, overalls and collar oil spattered, was calm, as mechanics used rag and cleaned off the engine, yelling to the Esso pit for more oil, which was put in. Two and a half minutes were lost and two laps later the car was retired. Evans was cornering near the lip of the banking and lots were not cornering at all, being already stationary at their

pits—Wakefield's E.R.A. for plugs, Abecassis's Alta for an examination and then for fuel and oil (why so early?) Cotton to work on a gear selector, Wilson for fuel pressure failure and Dobson's white E.R.A. for attention to carburetter body, rear shock-absorbers and brakes. Ashby now retired with a locking front brake, after snaking nastily—yet we believe he did lots of trouble-free miles in practice. Cotton and Dobson both worked in person, likewise Abecassis.

By ten laps "Bira" led by 2.2 secs. from the redoubtable Percy Maclure and Tongue sat happily, 2.8 secs. behind the Riley (which was unblown for this race) with Kenneth Evans fourth. On the 11th lap Maclure led and he built up a nice advantage. Abecassis was in again and Geoffrey Taylor tapped the glass out of the screen, which had cracked, with a hammer, while Dobson's E.R.A. didn't want to restart. "Bira" noted a thermometer climbing and spent 40 secs. having the radiator of the blue and yellow



B. Bira (2.9 Maserati) changes up as he passes the pits.

RESULTS

1. "B. Bira" (2.9 Maserati), 60 laps, 203 miles; 2h. 37m. 1s.; 77.25 m.p.h.
2. H. L. Brooke (Brooke Special), 1,725 c.c. u/s, 60 laps; 2h. 38m. 24s.; 76.48 m.p.h.
3. R. E. Tongue (1,500 c.c. Maserati), 60 laps; 2h. 38m. 47s.; 76.38 m.p.h.
4. K. D. Evans (2.9 Alfa-Romeo), 59 laps (199.6 miles); 2h. 37m. 38s.
5. R. Hanson (1,500 c.c. E.R.A.), 58 laps (196.2 miles); 2h. 37m. 31s.
6. I. H. Nickols (1,100 c.c. M.G.), 57 laps (192.8 miles); 2h. 37m. 18s.
7. Hon. P. Aitken (1,500 c.c. E.R.A.), 56 laps (189.4 miles); 2h. 37m. 26s.
8. N. G. Wilson (1,100 c.c. E.R.A.), 55 laps (186 miles); 2h. 39m. 8s.
9. R. E. Ansell and Charles Brackenbury (1,500 c.c. E.R.A.), 54 laps (182.6 miles); 2h. 37m. 20s.
10. W. E. Cotton (1,500 c.c. E.R.A.), 54 laps (182.6 miles); 2h. 38m. 23s.
11. R. Parnell (4.9 B.H.W.), 52 laps (175.8 miles); 2h. 39m. 50s.

Group Winners

Group I (1,100 c.c. supercharged and 1,750 c.c. unsupercharged): H. L. Brooke (Brooke Special).

Group II (1,750 c.c. supercharged and over 1,750 c.c. unsupercharged): R. E. Tongue (Maserati).

Group III (over 1,750 c.c. supercharged): "B. Bira" (Maserati).

Team Prize

H. L. Brooke (Brooke Special), Hon. Peter Aitken (E.R.A.) and R. E. Ansell (E.R.A.).

"The Motor" Trophy

Best performance in Group III: "B. Bira."

"First British Car" Award

Robin Hanson (E.R.A.).

Maser. filled and the cowl untaped.

Maclure did not manage a non-stop run, in spite of double fuel tanks, and on lap 20 he lost 49 secs. refuelling. This put Tongue in the lead with the new 1½-litre Maserati, at 82.15 m.p.h., Maclure second, Whitehead third and "Bira" fourth. Abecassis finally retired when it was found that the Alta had a broken carburetter needle seating and Horsfall, in whose pit Dixon advised, retired Rolt's E.R.A. with faulty valve springs. Dobson was also in again, looking rather tired, and Aitken came in because the off side rear brake drum was working loose. In Tongue's pit Ken Taylor solemnly removed his shoes. Rain now fell in torrents and the course became more than water-logged. Hanson spun unpleasantly at the Fork, losing valuable time before restarting, and Whitehead snaked about at the hairpin before the pits. Maclure did a clever bit of work in slowing to snatch a new pair of goggles at his pit without stopping. Excitement was intense when the leader stopped to refuel. The splash apron was not ready, but soon Tongue was completely covered. Taylor snatched up the off side of the bonnet, fuel went in, and both rear wheels were changed. A rag was used over the exhaust pipe as a fire precaution and, although the mechanics got rather excited, it was good work—but it cost

ANOTHER BIG VICTORY FOR "BIRA"—continued.

2 mins. 5 secs. Whitehead was in too, but to retire his E.R.A. with engine maladies. "Bira" slowed, merely to snatch a lump of rag with which to clean his visor. Torrential rain continued, reducing speeds materially. Maclure now led from "Bira" by 21 secs., Brooke found that a consistent, non-stop run had brought his Brooke-Special into third place, and Earl Howe was fourth. "Bira" had another brief stop for more water and Maclure stopped again to change wheels.

Troubles reduced the field. Earl Howe, tricked by wet brakes, hit the wall and damaged his E.R.A. at the Hill turn, poor Maclure had rear axle failure, and Gerard went out with plug and shock-absorber trouble. At 40 laps "Bira" was 80 secs. ahead of Brooke, who smiled at everyone and tried to really believe he was second in a classic race! Evans held third place and Tongue was fourth; the Maserati hampered by weakening brakes in the wet. Nevertheless, Tongue eventually passed the big Alfa. Brooke, helped, by the handicap, held grimly to second place, though his pit were uncertain whether or not he needed more fuel. "Bira" had put on a new visor while Shura had filled up the radiator, leaving his goggles behind—he had an anti-glare shade under the visor. The race was now virtually over and in a drizzle of rain "Bira" continued faultlessly in the old Italian car, to win at 77.25 m.p.h. Princess "Bira" and Princess Chula, who had been in the pits throughout the race stood patiently and alone in the rain as officials and fellow

drivers showered congratulations on "Bira," who, in his fifth driving season had scored his seventeenth win—with effortless efficiency. One min. 23 secs. behind came Brooke, to his first big success, although without his lower gears in the closing stages. Tongue brought the new 1½-litre Maserati in third, 23 secs. after the Brooke-Special.

Kenneth Evans, in the Bellevue Alfa-Romeo, drove steadily into fourth place, and, in the following order, finished Hanson, Nichols, Aitken, Wilson, Ansell (partnered by Brackenbury), Cotton (aided by "Wilky"), and Parnell, who struggled manfully with a very sick B.H.W. Brooke, Aitken and Ansell took the Team Award, and Brooke, Tongue and "Bira" won their respective classes. It was not a big day for British motor-racing prestige. Brooke lost the prize for the best all-British car because he had foreign ignition equipment, and Robin Hanson's E.R.A. took this prize—incidentally, we have heard that on every E.R.A. and almost every British racing-car there is a tiny part of a component not made in this country and actually stamped with the country of its origin...

Against "Bira's" 77.25 m.p.h., Brooke averaged 76.48 m.p.h. over his more easily arranged course and Tongue 76.38 m.p.h. The wet obviously slowed everyone. This finishing order does great credit to the J.C.C. handicapping system. There is one interesting point. Of the eleven finishers the E.R.A.s all refuelled once, Tongue's Maserati re-

fuelled once, the B.H.W. refuelled twice, so did Nichols, whereas "Bira," Brooke and Evans did not stop for fuel; only Brooke ran non-stop. The big cars always used to need to refuel in 200 miles, but "Bira's" Maserati and Evans's Alfa-Romeo have big tanks—Ashby had prepared for a refuel. E.R.A.s always refuel in a 200 mile race, so one would expect the 1½-litre Maserati to do so. But Dick Seaman's famous Delage could run a race of this distance non-stop, and if Tongue's car could have done so, he would have been 19 secs. ahead of "Bira" at the finish! Certainly "Bira's" two stops for water cost much more than this, so if both Maseratis had run non-stop "Bira" should still have won, but this racing game is full of "ifs," isn't it? A quick refuel only might have got Tongue in before "Bira," and if 3-litre cars do not require a tyre change, a 1½-litre should certainly go through without. However, doubtless Chula would have hung out the requisite Siamese signals to speed his man up!

Poor old Brooklands collects the puddles during a rain-storm and not much can be done about it, but the river in the pits must not happen again, while we suggest a few loads of clinker on the slush between the pit-grandstand and the bridge over which the public regain the Paddock.

"Bira" won a very fine race and is likely to meet his rivals again in a contest of this nature in the 200 Mile Race on August 26th, if the J.C.C. does not cancel this historic fixture—though 1½-litre cars will then have no handicap equality.

SUPPORT FOR E.R.A.!

BIG CHANGES IN THE PERSONNEL: TRUSTEES CANNOT ACCEPT H. W. COOK'S OFFER AT PRESENT

THE fate of the new E.R.A. still hangs in the balance, for the initial response to the British Motor Racing Fund has been somewhat disappointing, with only a little over £1,000, out of the £8,000 required, subscribed during the first two months since the appeal was sent out. Of this sum, £100 was put up at once by the Derby and District M.C., and at the time of writing this was quite the largest individual contribution (apart, of course, from Humphrey Cook's own unstinted efforts).

The trustees of the Fund, Col. Sealy Clarke, Sir Algernon Guinness, Lt.-Col. Moore-Brabazon, and Capt. G. E. T. Eyston, have reluctantly had to decline Humphrey Cook's offer to transfer to them all the assets of E.R.A., Ltd., including the four new cars, valued at £25,000, the plant, and all the equipment, on the ground that at present the undertaking is beyond the scope of the Fund.

However, Humphrey Cook, though still holding to his decision to close down E.R.A. Ltd., on May 26th, has made a last concession that he will continue to be responsible for running the cars for a few weeks longer. So the danger signal has now definitely gone up, and it cannot be too strongly hoped that the motor racing public, which has so often watched with enjoyment the performance of E.R.A. cars, will be stirred to action. Support for the Fund!

The fixture list recently issued by the R.A.C., with a list of clubs and their secretaries, reveals that there are in all no fewer than 475 clubs in Great Britain. Many of these are purely for motor-cyclists, but a large majority has car members, and a great number even of motor-cyclists is interested in car racing. Forty of the clubs, to take the minimum number, have agreed to "support" the Fund, but few of these have so far subscribed as a club.

Club secretaries are urged to circularise their members, asking for some quite small contribution, even 2/6 a head, to be sent to the fund in the name of the club. Even with this small sum, £1,000 or more could easily be raised, if only a small proportion of all those clubs would respond. Each club represented in the list would gain an honourable name.

The new E.R.A. has yet to make its debut in racing, but those lucky enough to get a glimpse of it at Brooklands on the occasion of the International Trophy were full of admiration for its workmanlike build and beautiful lines.

The engine, with six-cylinders as before, has a shorter stroke of 80 mm. compared with the former 95.3 mm. With a bore of 62.8 mm., the engine now has a capacity of 1,487 c.c. Aided by the shorter stroke, it is said to have immense revving capabilities, and to develop 240 b.h.p. at 8,000 r.p.m. This is more than the horse power claimed either for the

new 1½-litre Mercedes, or the new Maserati, both of which claim 220 b.h.p. at 8,000 r.p.m.

The frame has been entirely redesigned, and is now tubular, and torsion bars are used for the suspension all round. In front the suspension is independent, while at the rear the latest type De Dion axle is fitted, with the gearbox and final drive, both in one unit, mounted on the frame. The gearbox is now synchromesh on all speeds, to avoid the weight and extra complications of the pre-selector box formerly used, while synchromesh has been used to give a quick change.

The first appearance of the cars is expected to be in the Nuffield Trophy at Donington on June 10th. Dare one hope that success in this race, possibly against the best that Germany and Italy can produce, would move the donor of the Trophy, and Britain's greatest public benefactor, to support?

The whole position is at present in the melting pot, but before that race it is understood that startling changes in drivers and personnel will have taken place. Raymond Mays himself will be racing as an independent for the rest of the season, having bought from Humphrey Cook the car which he drove in the International Trophy.

Thus there are big things afoot, but without adequate support nothing effective can be done. Is British racing prestige to die? Surely the thousands of enthusiasts will now rally round.



THE LATEST SPORTS BUGATTI

BLOWN AND UNBLOWN MODELS TESTED AT THE MOLSHEIM FACTORY

(The first part of this article was published in the May issue)

Forward visibility was good in spite of a steeply raked windscreen, but the body pillars were rather thick and obstructed the driver's view somewhat on right-hand corners. This and the window-winding handle which caught the coat-sleeve are points being dealt with on later bodies. The front seats were made of metal tubing with padded leather upholstery over a hammock of small spiral springs, forming a resilient but firm seat.

Leg room is rather limited in the rear seats, and a tall passenger finds his knees in close proximity to the front seats when these are set well back. This is the result of having the back seats well forward of the back axle, which in compensation gives better riding and a large luggage boot with the minimum of overhang.

With deep foot-wells and well-padded upholstery the back passengers can make the most of the room available in the close-coupled coachwork.

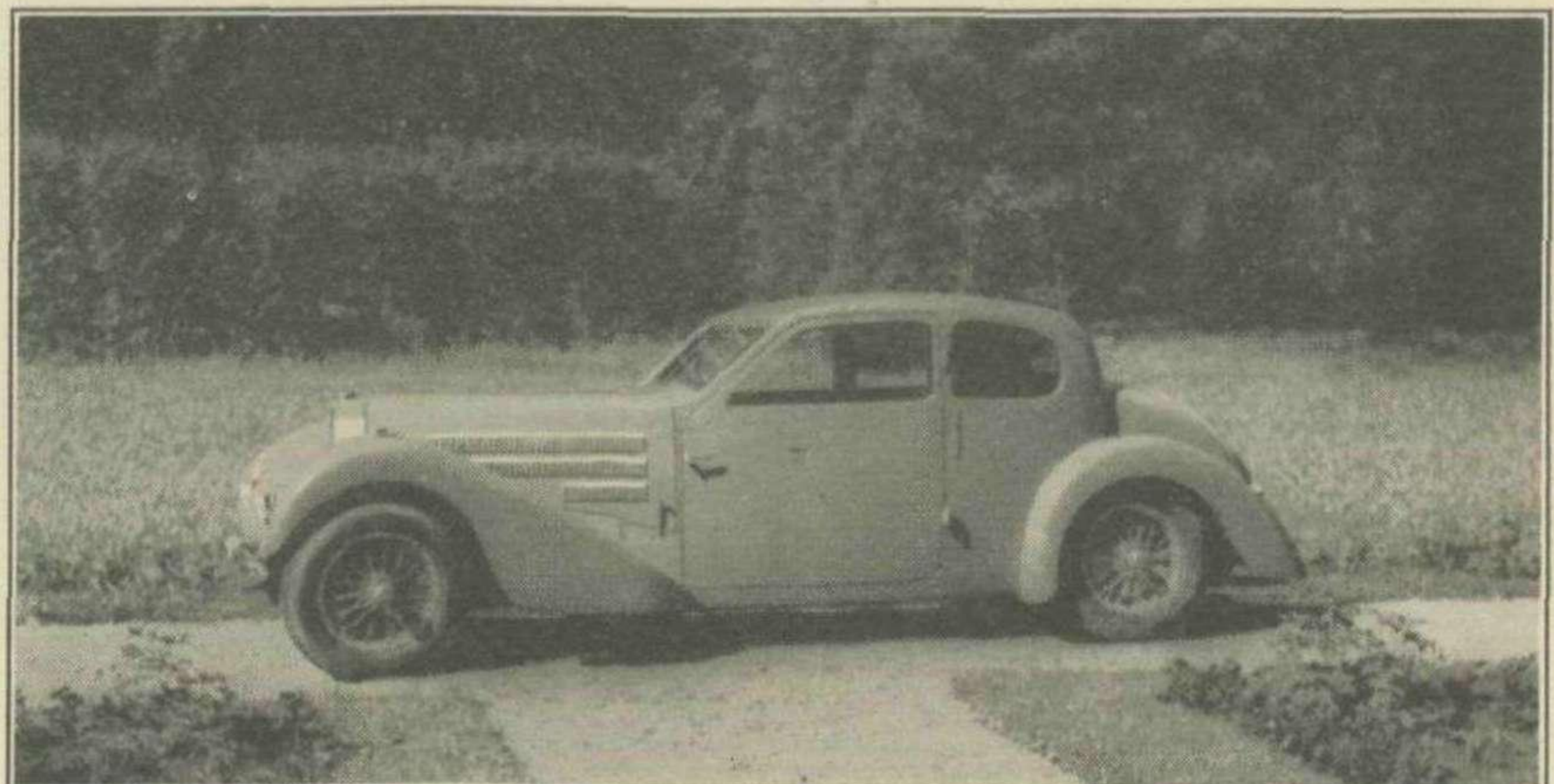
Returning to the works with Monsieur Bugatti after this highly entertaining test run, we fell to discussing the other models in the Bugatti range. "The 57s, as you know, have a high compression and a short wheelbase and is practically a racing-car. We only recommend it to clients who are constantly making long fast journeys on open roads, where the car has a chance to warm up properly and to give its full power. All the same we do find a demand for a car which will give an even livelier response from low speeds and a higher maximum than the standard '57'. That is why we have produced the 57c, which has a Roots-type supercharger driven at engine speed. This puts up the power from 130 to about 160 h.p., and gives a really brilliant acceleration from low engine speeds and of course a higher maximum. The gear-ratios, compression-ratio and chassis are the same, though we can run

up to about 5,300 r.p.m., and the car runs perfectly on Esso or other ethylised fuels."

Unfortunately, when we returned there was another disappointment, for the "blown" demonstrator had not returned from its run, so with apologies it was suggested that we should go out with one of the testers in a car which had been returned for some adjustment, though we must not take it as representing the full performance of the 57c.

This car again was fitted with a close coupled saloon body and while mechanics were checking over the engine, a routine which included blowing out a mass of flies from the radiator, we had a chance of admiring the neat installation of the supercharger, which is lubricated from the engine and driven by shaft from the timing gear, which in all the Model 57 series is at the rear of the engine.

All was soon ready, and the tester lost no time in showing the effect of the supercharger in getting acceleration from low speeds. As soon as conditions permitted we swung up from 10 m.p.h. to 85 in an incredibly short time, 21½ secs. on one occasion when we were able to time the performance on a level road. The supercharger, which was just audible as a faint rustling at 20 m.p.h., was unnoticed at higher speeds. The engine was a fraction less smooth than that of the unsupercharged car, though this may have been due to its not being in perfect tune in its new owner's hands. The exhaust note was again rather more virile than that of the unblown car, but still decidedly quiet for a car of such high performance. We timed the car at 105 m.p.h. over a kilometre, so the owner had little to complain about as far as we could see. (Continued on page 186).



The two photographs of the Bugatti on this page were taken in the grounds of the Molsheim Factory.

THE PERFECT HOLIDAY AT BROOKLANDS

WOODING'S NEW TALBOT WINS LOCKE KING TROPHY RACE AT NEARLY 116 M.P.H. DELAHAYE SUPREME IN ROAD CAR RACE

GLORIOUS sunshine gave a real holiday air to Brooklands on Whit-Monday, when a big attendance was present to watch a long programme. The Paddock was an even more devastating parade of male and female fashions than ever, while Mrs. Jill Thomas contributed by driving in summery attire. The races were very closely contested.

In the first 5 lap Campbell circuit handicap Robin Hanson, the favourite, came up well to win at just over 70 m.p.h. with Mrs. Hall-Smith's red E.R.A., though Thomas on the sports B.M.W. stayed persistently up until passed on lap 4 by Wilson's smart 1,100 c.c. E.R.A., which was second. Billy Cotton's scratch E.R.A. got third place in the run in, after he had caught Abecassis (Alta) who had 3 secs. start, on lap 2. Rolt's 2-litre Aston-Martin, Maclure's blown Riley, the Alta and Creed's supercharged, sports Lagonda Rapier could not last the distance, and G. M. Watson rolled his 1.8-litre Riley right over at the Fork turn on the last lap, luckily sustaining only a cut hand.

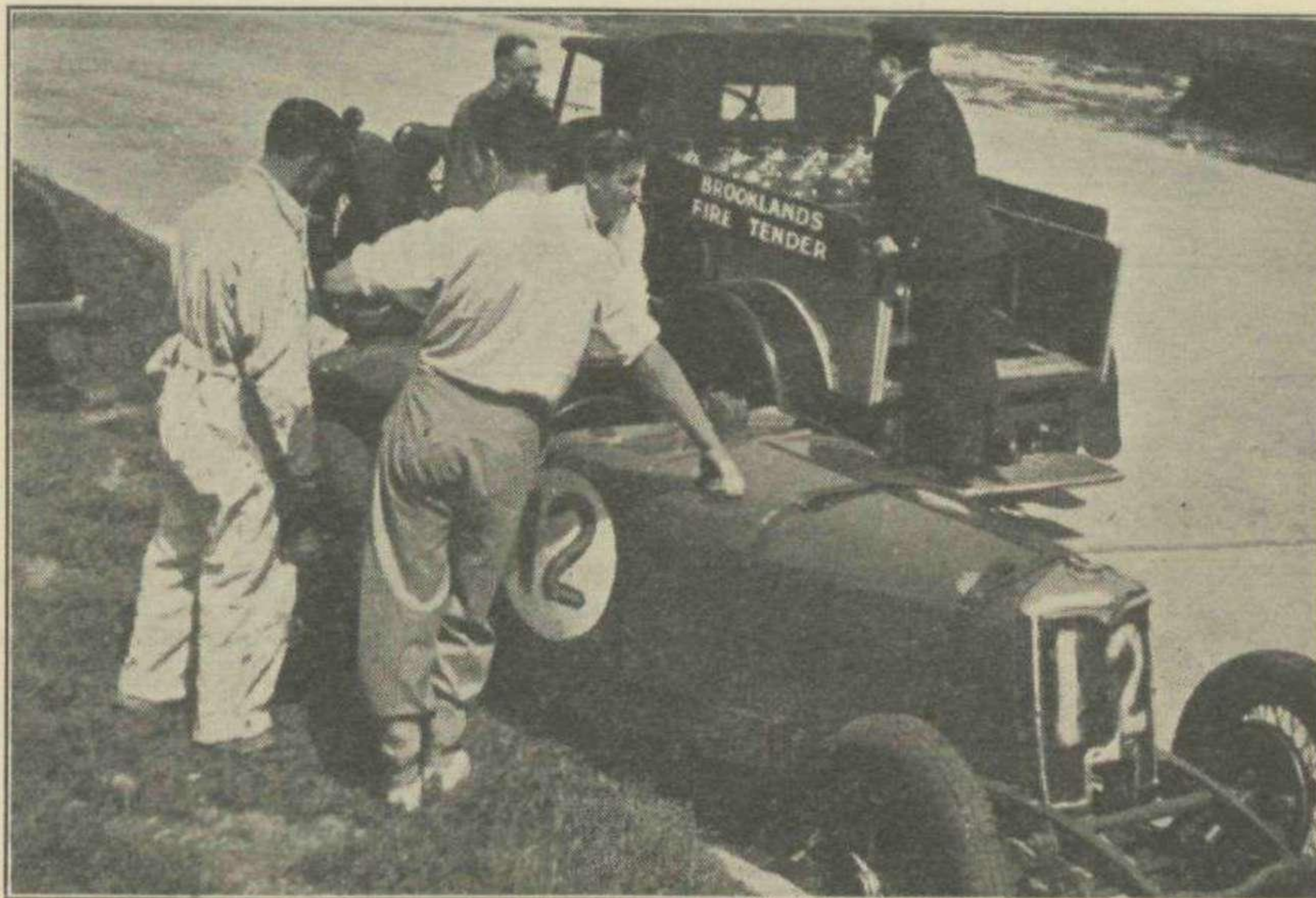
In the next race, of the same specie, motorcyclist Mortimer won after a steady drive with his unblown six-cylinder M.G., at nearly 64 m.p.h., catching Stocks's similar M.G. and Tuson's limit Fiat quite easily. Winterbottom (Alta) cast anxious backward glances at Baron's "2.3" Bugatti and Parnell's B.H.W., who was having a duel between themselves Parnell having the advantage, though Baron cut off later for the Railway Straight corner. Baron eventually finished second, and Beadle drove his 2-litre Alta nicely into third place.

The next race saw Kenneth Evans, calm as ever, gain a well deserved victory with his 3-litre Alfa-Romeo, by a mere $\frac{1}{8}$ of a second from "Hambone" Hampshire's little Maserati. The crowd on the Hill certainly showed appreciation of a truly exciting finish. Hugh Hunter drove very fast into third place with his

B.M.W. Aitken's E.R.A. and Gerard's Riley retired. Michael May's Alvis shimmied at the front end, and Nichols (M.G.) was troubled by a locking rear brake. Evans averaged 71.84 m.p.h.

Then followed a most interesting contest to ascertain which really is the *most potent road-equipped car*—obviously not, as the race card had it, the *fastest* car of

"4.9" Bugatti or Torin's Maserati running, and we thought Fane had agreed to drive a 328 B.M.W. The actual field was:—Arthur Dobson (3½-litre Delahaye), Aitken (3-litre Delage), Dorndof (2-litre Peugeot), Hunter (3-litre s/c Alfa-Romeo), Cowell (2-litre s/c Alta), Connell (4-litre Darracq) and Templer (2½-litre s/c Alfa-Romeo)—all road equipped. In

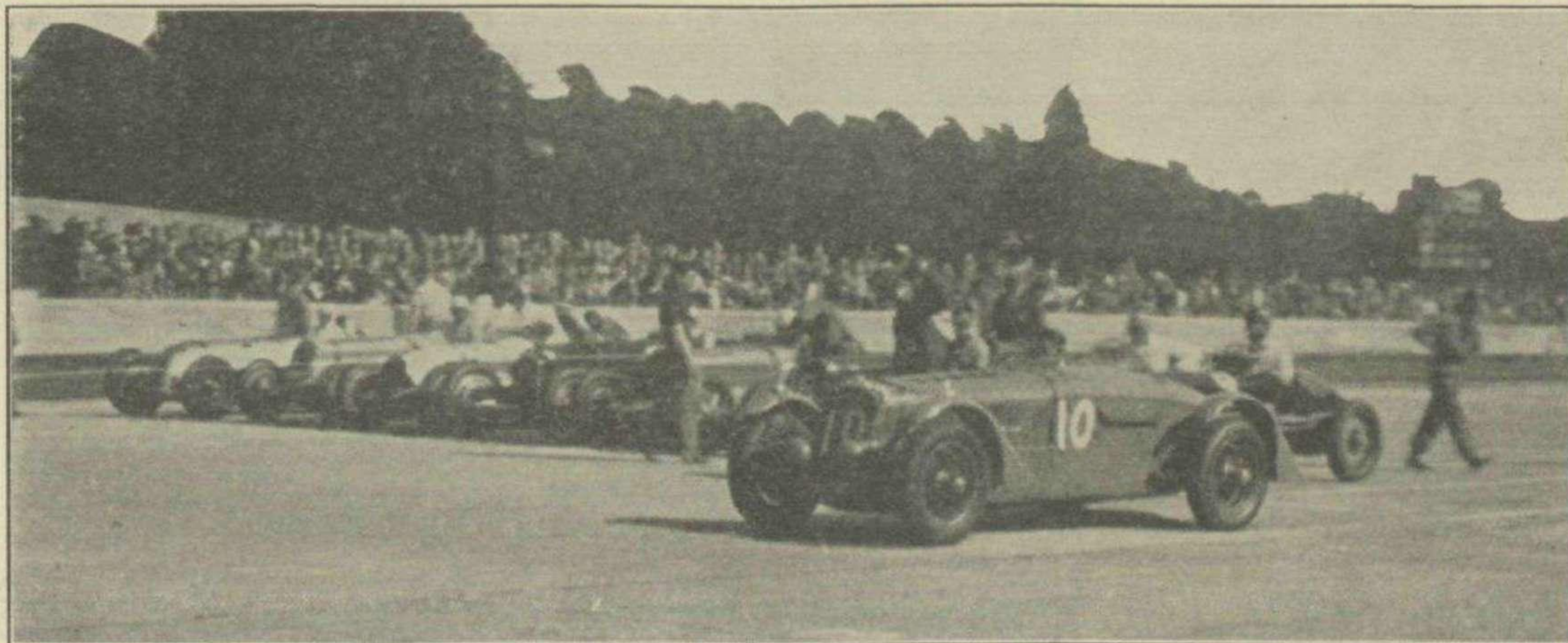


G. M. Watson who turned over his Riley on the last lap of the First Whitsun Road Handicap. Here he is just after the car had been righted.

this type, or a timed half-mile would have sufficed. Actually, entrants drove a race over 3½ Campbell circuit laps, then a race over 5 Mountain circuit laps, and the best time gained the day—and title. We would like to have seen two outer-circuit laps thrown in, and in any case the race lacked a comprehensive field, as Forrest-Lycett preferred to leave his 8-litre Bentley in the car park, and no Type 57SC Bugatti ran, nor were Craig's

the first scrap Dobson just beat Connell and Templer away, but Aitken led round the banking. After a lap Hunter's Alfa led from the Delahaye by a length or so, the Darracq third. Dobson passed Hunter on lap 2 immediately before the Hill corner, but ere they emerged from behind the Hill the Alfa again was in the lead—truly a real race. At the finish there was nothing in it, Hunter just winning,

Continued on page 185



R. R. C. Walker with the Delahaye, which had been driven by A. C. Dobson in the previous race, jumps into the lead and was never headed for the second Whitsun Mountain Handicap.

Letters from Readers

OF FRENCH VINTAGE

Sir,

As an owner for five years of a 1926 DISS Delage, I was interested to see your article on old Delages in the May issue. There are one or two inaccuracies, however, that I feel I must point out. Firstly there is no difference worth mentioning between the DIS. and the DISS models either in performance or essential mechanical details: the only constant difference being in the make of the dynamotor, Ducellier on the DISS and North-East on the DIS. Secondly, DIS's were made in 1925 and in 1927-28, and DISS's in late 1925 and 1926. Anyway, it makes no difference what the label says, it's the same motor-car.

In my experience of about eight various 14 h.p. Delages in assorted conditions, none of them would do an honest timed 80 m.p.h. They would do it all right on the speedo, but that instrument was always very optimistic. The true maximum is about 74 when in good order. Incidentally, if anyone has the old AT speedo fitted, which reads very high, a change to the ordinary "common-or-breaker's" Jaegar will give about an accurate answer without altering gearing.

The easiest way of converting to low-pressure tyres is to use 6.00 x 20's, the wheels for which were fitted to many later Delages and are to be found in most breakers. This improves road-holding and braking a great deal, but makes the steering slightly heavier, especially if there is any wear in the king-pins.

The tappet gear is infernally noisy, even after fitting new pins, rollers, etc. However, I have at last found the solution to that. It is difficult to describe in detail, but it consists essentially in grinding a groove for oil inside the cup-shaped rocker end, so that oil squirts down the push-rods in large quantities. It works like a charm. If anyone is interested, I shall be very pleased to show them how to do it if they will get in touch with me.

The chief and constant snag with these motors is clutch-slip. There is never any visible reason for it when you take the clutch down, but new linings and centre plate sometimes effect a cure. I have even fitted twice as many springs, but mine still slips sometimes. The other real bother is that oil will work up the prop-shaft from the back axle and come out of the universal-joint. I suppose I use a quart every 500 miles. I can find no reason for it on dismantling, so I just put in a quart every 500 miles!

I have fitted BHB pistons in mine with every success. I don't like the bi-metal Zephyrs. They come apart. Aerolites are also very good.

In conclusion, I would like to say that fitting a 36 or 38 mm. S.U. carburetter is to my mind a great improvement. A

K.1 needle in the standard $\frac{1}{16}$ in. jet gives the best performance and about 23 m.p.g.

These old motors are one of the pleasantest to drive that I know, and I wouldn't change mine for anything, even after enumerating all the snags. The chief joy is the steering and road-holding.

I am, Yours etc.,

GERALD A. EWEN.

Middlesex.

* * *

THE NEW E.R.A.

Sir,

I would like to congratulate E.R.A.'s on their latest motor. I have never been an out and out enthusiast for these cars, in spite of their record, for I think that the Alta is technically, at least a better car. This year's, E.R.A. however, certainly looks "The Goods."

I was interested in your article "Just Suggestions." You mention the "M" type M.G., and its response to tuning, yet I always understood that it was itself merely hotted up o.h.c. Morris Minor, and it gave 20 b.h.p. at 4,000 r.p.m. What might be called the racing "M" type with improvements as you suggest gave 27 b.h.p. at 4,500 r.p.m.

One of the most interesting motors here is a 1922 30 h.p. Armstrong-Siddeley. This started life as a tourer, but in 1927 it was fitted with a hearse body, and is in active use as such. In your correspondence columns a Mr. Ballard mentions a 2-litre Diatto, claimed capable of 85 m.p.h. I should imagine this possible as the

models of that time were rated at 16/50 and 16/60.

I wonder if any readers could give me information about the Diana car? It was of 29 h.p. with a straight-eight engine.

I am, Yours etc.,

A. J. VICARY.

Kent.

* * *

A 1937 LORRAINE FOR DISPATCH

Sir,

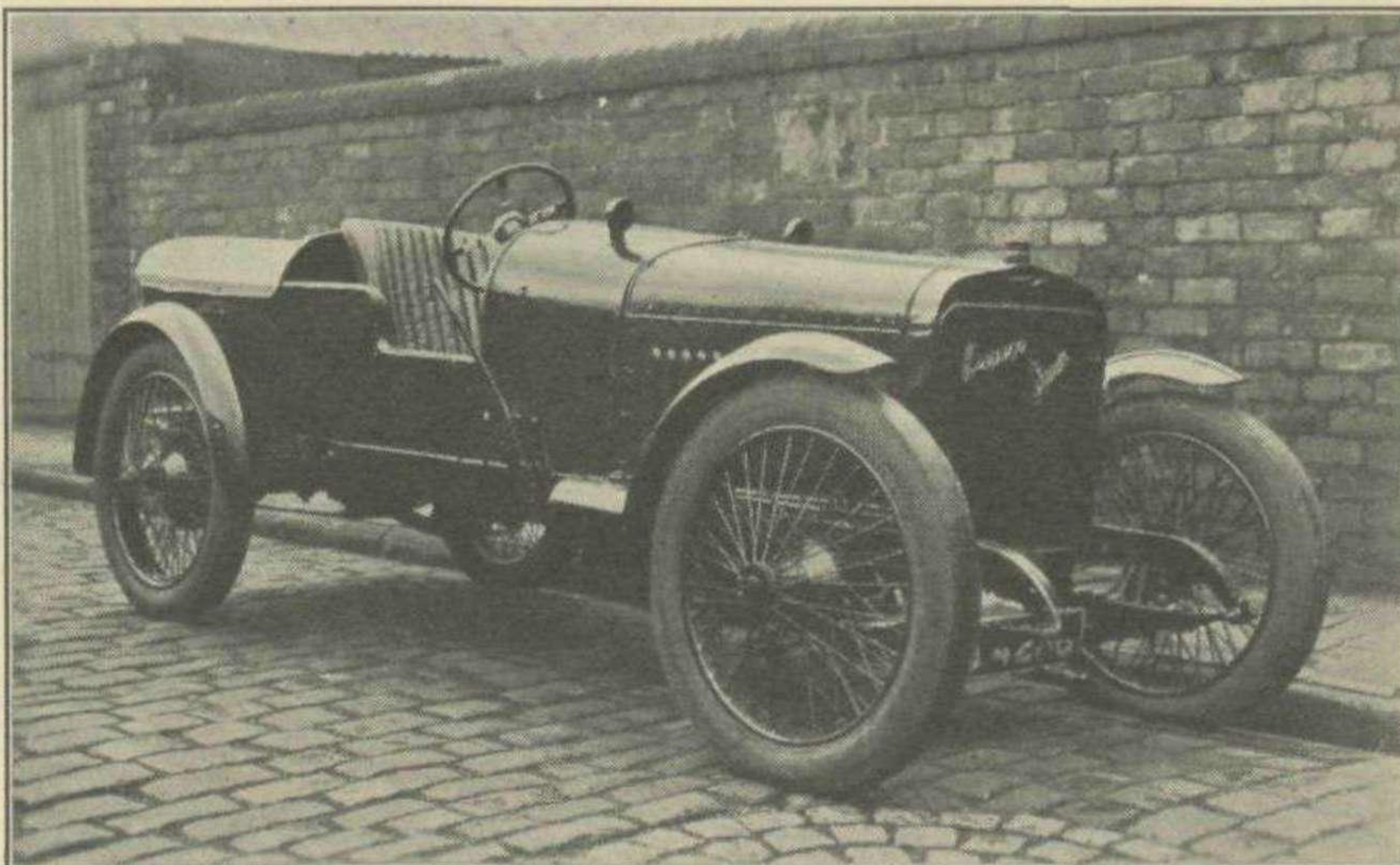
Mr. Ballard's letter in your correspondence columns regarding the Diatto and Lorraine are very interesting.

Diatto. I own a 1927 model, which is used for towing a 14 ft. International Dinghy. The specification of mine is substantially that given by Mr. Ballard, except:—

(1) Foot brake: there is no servo, but a very powerful self-wrapping shoe.

(2) Hand brake: This works on the rear wheels. I have replaced my wheels with ones which take a low pressure tyre; actually these were acquired from an Isotta. They are 21" rims, with 7" tyres, rear, 6" front. This gives 2,400 r.p.m. at 60 m.p.h., 4.1 to 1 axle ratio. I have another set of wheels, acquired from a 22/90 Alfa; these are 21" rims, 5.25" tyres. These give 2,750 r.p.m. at 60 m.p.h. There is no provision for fitting a speedometer.

Lorraine. This is now fitted with a Type 43 Bugatti body, and with two rear seats: According to the Book,



The Hispano owned by J. W. Burnand, mentioned in our article "Rumblings" to be found on page 172.

LETTERS FROM READERS—continued

this car was registered in Kent on May 6th, 1927, by the owner who lived in Lincolnshire.

Thereafter, it was licensed in Lincolnshire every year until March 1934; it was next licensed by a new owner in Sheffield on the 30th September, 1934; after which it has been unlicensed. The old body was a Weyman saloon, and the engine is declared as being made in 1927. I do not think that this is the Le Mans winner, as I can find no trace of left hand steering having been fitted—and the winner certainly had this feature. The car is now nearly ready for the road and is for sale to anybody who will keep it away from a dump. It is in North London at the moment, and I would be willing to let anyone interested see it, if they will make an appointment with me via MOTOR SPORT.

I am, Yours etc.,
E.C.3. "TYPHOON."

* * *

THE FASTEST SPORTS CAR

Sir,
Discussions in MOTOR SPORT regarding the fastest sports-car seem to have centred round Mr. Lycett's 8-litre Bentley; the general opinion of the ex-Birkin blower 4½, owned by the Robertson-Roger brothers appears to be based on MOTOR SPORT's best, which revealed a maximum of 104 m.p.h., this speed also being reached on third gear. However, an article by L. G. McKenzie, "Tuning the Bentley," published in a previous issue of MOTOR SPORT points out that this particular car originally had a special cylinder block with bigger ports and valves, though this is now fitted; it seems that to test the car fairly such a block should be fitted. If a test were carried out under such conditions, I think that a performance at least approaching that of Mr. Lycett's 8-litre car might be expected.

I am, Yours etc.,
R. H. WALTERS.

Melbourne,
Australia.

* * *

EMPHASIS ON ECONOMY

Sir,
Your article "Emphasis on Economy" interested me greatly, especially so because I am always on the look out for performance with very decided economy myself. A point that grieves me somewhat is your passing over of the undoubted merits of the Morris Eight, especially the two-seater-model.

Having run two of these cars over a period of some three years I feel that very definitely here is a little motor that can and does give plenty of fun. Let me whisper it, my first model was a fug-box, nicknamed "Bluebottle" which despite its "family" type, provided most enjoyable motoring to Donington and other speed venues over a period of nearly three years.

I have now advanced one stage further to the real thing by purchasing a two-seater model, which despite having a completely standard and untuned unit, has past the 65 mark under favourable

conditions on several occasions. I might add that "Bluebottle" was pushed well over the 60 mark on a number of trips, but her cornering was nowhere near as good as the present motor, for obvious reasons.

Another point that I would like to raise. The emphasis of your article seems very much Fiat-D.K.W. Admittedly these are both very good little barrows, but I quite fail to see why a British sporting journal, should hold forth to such lengths on their merits.

I might add that I look forward to your magazine with more eagerness than any other, and have taken every month's issue since January 1932. A point which may prove of interest. My first motoring was done in 1923 on a Gwynne Eight, which was the first car that my late father bought. This was a three-seater model having the appearance of a hip bath on wheels. The second car was also of this marque, a four-seater purchased in 1924. My father ran this very excellent little car until late 1932, so they obviously did last.

I am, Yours etc.,
KENNETH N. TEASDALE.
Birmingham.

* * *

A MOTOR CYCLIST ANSWERS

Sir,
As a motor-cyclist and a reader of your journal, I pen this as an answer to your Club's News Author's query anent pillion-riding. I have had a moderate amount of experience in the transportation of "fairies" or two, three (sidecar) and four wheels, and have now made enquiries of said "fairies" as to why they favour two wheels. The general concensus of opinion is this, that owing to manœuvrability and acceleration, high average speeds are easily obtainable and there are no long monotonous delays in lines of slow moving traffic. There is fresh air continually (despite the advice of the cold-cream wallahs and their depreciations of fresh air with its ruinous effects on complexions) with none of the draughts that are associated with fresh air in cars. Consequently it is not surprising that sidecars were also more popular than cars. One and all of the "fairies" said that they preferred to ride behind a none too handsome rider than to sit beside a veritable Adonis in his floating palace.

While on the subject of motor-cycles, I would like to take up the writer of "Just Suggestions" on his suggested use of a dirt J.A.P. engine in a Morgan frame.

Presumably in your April issue he is defending himself against Mr. Groves's admirable and timely letter on these engines when he states that he naturally meant a detuned engine. Why, oh why, spend untold gold in purchasing a highly tuned and specialised engine for the sole purpose of de-tuning it, with results that would without doubt be extremely unsatisfactory? I could name a dozen and more single cylinder engines of 500 c.c. capacity, some of them side-valve, that would give greater performance with reliability than any single-seater dirt engine in such a frame. Coupled with this, the dirt engine could not be run for

any length of time without a piston seizure resulting owing to the fact that for an air-cooled engine, the barrel finning is negligible.

Again the writer would appear to be unacquainted with present conditions in the realm of motor-cycles. The tendency to-day is the encouragement of the use of twin and multi-cylinders in preference to the single cylinder. This is because of the reduced engine wear and far more even loading on the transmission systems, which alas, are for the most part chains, and are very responsive to torque re-action or snatch.

Bearing these facts in mind, anyone who attempted to put a dirt engine, whether detuned or not into a Morgan frame would be inviting the wrath of the Gods on to his head.

I am, Yours etc.,
N. JOHN MURRAY.
Beckenham,
Kent.

* * *

FROM HOLLAND

Sir,
My enthusiasm for vintage cars started with motor-cycles, about ten years ago. Being practically penniless then, I had to be satisfied by reading anything I could get about motor-cycles. My first bike was a small Motobecane with belt-drive. Every year I visited the T.T. in Assen and after a while my father helped me to get a 150 c.c. Coventry-Eagle. (the Silent-Superb). But before that I rode an old Sarolea of a friend, a very delapidated O.K. Sypreme with belt-drive, etc. Then followed the day that I bought an old frame and with the enthusiastic aid of our village blacksmith I built a grass-track bike (the Huspecial). Already I was becoming car-minded too, and in March 1936 I bought my first vintage car; a wonderful 2-litre Ballot, of 1924, the 2-litres, with an open four-seater Weyman body. It reminded very strongly of the old victorious Le Mans Bentleys. The engine had single o.h.c. with bronze rockers, hemispherical head and radial valves, and the head was beautifully designed. It lasted me about four months. I bought it for about £8 and sold it for £4. Then I had some motor-bikes again. Another Motobecane (two-speeds) and an old four-cylinder ACE which made noises like a diving aeroplane. After that I rode for four months a very reliable 490 c.c. o.h.v. Norton of 1929 vintage. A wonderful bike! In June 1937 it was sold and that day I saw, parked among American tinware an old O.M., the 1,500 c.c. s.v. four-seater. Directly I bought it, but unfortunately I fell ill, so that it was only in November 1937 that the O.M. was on the road again. I stored it, because in March 1938 I heard about a small English car with supercharger, the said car being owned by somebody in the environs of Delft. The same evening I took the telephone book, looked for a local garage in that particular village, rang the poor fellow out of his cosy bed and heard that he had a small Austin with supercharger. Now that was a car I longed to drive for a long time. "All right," I said, "expect

LETTERS FROM READERS—continued

me in about an hour." Then we (my friend, Deelen and I) got into his Chrysler and drove to De Lier. There I found the car; black with red wings, the genuine Ulster, of 1932 vintage, looking very low and squat. I fell in love with the car and somehow secured it. (The manipulations were very intricate).

I drove it till October last and covered 11000 kms. I painted it orange and called it "Tim" after our great Tim Birkin. It is now in trim again for the road, but to be able to tax it, I must sell the old O.M. which is very sorry thing indeed. The O.M. was rebuilt in 1938. I streamlined the tail, chopped away the running boards and gave the car an outside exhaust. The engine is lovely and revs. up splendid. The whole thing is built for revs. The chassis is very strong and the car holds the road as no other. If I am able to keep it, the steering column will be lowered and a scuttle with two screens built over the dashboard.

In December 1936 I founded the Netherlands' Automobile Racing Club together with other enthusiasts, first Hans Herkuleyns the M.G. racing driver. We now have about 300 members. Honorary members are; Lord Howe, Kay Petre and Percy Bradley also Charles Faroux. I am still secretary of the Club and have made our little paper for two years. But in spite of all the work I have till now, not been able to bring a Grand Prix to Holland nor bring (except for a few very enthusiastic friends) the spirit of and the love for the old sports-cars like the Vintage Sports Car Club does in England. But then, we lack sports-cars and a centre like Brooklands and a course like Donington. The Royal Netherlands Automobile Club, which is the official body in Holland, and has much influence, organizes for the first time a race; on June 3rd at Zandvoort where a circuit of 2.3 km. is made, for races in two open classes; under 1½-litre and over 1½-litre and 750 c.c., 1,100 c.c., 1,500 c.c., 2-litre, 3-litre, 5-litre, and 8-litre classes for standard cars. Maybe this is a beginning but what we need is a course like Donington; a course about 5 kms. in length, with about four car and several motor-cycle races a year. This can be a centre for sports-activity, young people can practice there with their sports-cars and a new generation of racing-drivers can be made there. I am working for this, but I think that ideal will be a long way ahead. I have always longed to visit England and last year I went to Monthéry with the Austin for a week. I drove every day and lapped the Piste de Vitesse at about 100 k.m.p.h. I made about 40 laps of the road-course. It was like being in heaven without all the expense of dying. But the thing I should like most, is to drive my faithful Tim round the great concrete saucer of Brooklands, and to pilot the car up Prescott and Shelsley, and to stay with all my friends over in London, whom I have never seen, and yet know so well, for we are all of the same breed of speed, and enthusiasm.

If all goes as planned, I am going over to England this year on July 27th to stay till August 14th so that I can see Prescott on the 30th, Brooklands on Monday,

7th August and the Empire Trophy Race on the 12th. That time I think I will stay in London where I know many people of our splendid sport. Perhaps some of them will put up with me. Owing to lack of cash I cannot yet send my contributions to the British Racing Fund and to the 750 c.c. Club. You can count on me as a very enthusiast member however. Perhaps one or two friends of mine will go over too, one with a 1,100 c.c. Riley and one with an M.G. or with a 3-litre Ballot. About the Ballot the following story:—

My friend Deelen was planning to have a sports-car about two years ago. I told him about a 3-litre eight-cylinder single cam Ballot chassis which came to the Hague in 1931 and was stored because the buyer died and no body was put on the chassis. It was advertised in several papers during these years but no one in our unsporting country thought it worth while to develop that chassis. I longed for a year or two to buy it, but lack of cash was the handicap. Of course I told my friend Gerard about that chassis and he decided to buy it. We phoned . . . horror . . . it had been sold three months ago, to a . . . laundry! Imagine our anxiety. Immediately we went to that linen-lurker; that starch-stumbler who had dared to use a thoroughbred for his own low and dirty purposes; for carrying dirty socks, and pyjama's and other loathsome things. It was in a deplorable state that we found the Ballot, with only 7000 km. covered, looking almost new, but only hitting on six pots. Ordinary mechanics, skilled in demolishing American tinware only, had played havoc with the Ballot, forgotten the caps on the ends of the valves messed with the ignition, etc. etc. We secured it, and brought it home. The chassis then underwent a series of changes, it was lowered and shortened, the whole engine was reconditioned, 2½ mm. was machined off the head, new pistons, valves, springs, a new camshaft, etc., stronger bearings and so on were installed and at last a beautiful aluminium two-seater body was built, with a flat under-shield from which only the ribbed sump projects. The tail is streamlined. The car is still being run in and two weeks ago I drove it on the dykes here. As all had to be run in we did not go faster than 100 kms., about 2,500 revs. It is believed that the car will rev. up to about 4,500 r.p.m., but we hope to attain 100 m.p.h. on tap (4,000 r.p.m.) or 160 km. With the years and much work and expense, Gerard hopes to attain 180 and later 200 kms. by tuning the engine and giving other gear and back axle ratios. . . . The acceleration is tremendous and the steering is direct and light. He will be driving at Zandvoort on June 3rd. I should like to know if there are in England still specimens of the 3-litre double cam eight-cylinder Ballot. Some years ago a 3-litre Ballot two-seater was advertised in the "Motor" capable of 113 m.p.h. I should like to hear about that car. From the Ballot-Hispano works we did not hear anything we could use at all, they only send us a common-or-garden instruction book!! A fat lot of use that was to us. They

wrote very formal letters to tell us that it was impossible to rev at over 3,200, even with tuning and that had no "moteurs a doubles arbres a comes." Perhaps there are some 3-litre double-cam engines for sale separately in England?

My library of motoring consists of:— "Grand Prix," "Circuit Dust," "Motor Racing," "Combat," "Full Throttle," "Motor Racing and Record Breaking," "Road Racing 1936," "Wheels of Speed," "Power and Speed," "Modern Boys' Book of Racing Cars," and "Ten Years of Motor and Motor-Racing" (1895-1905) by Jarrott. Wonderful book!

I am, Yours etc.,

JOHN HUGENHOLTZ.

Ammerstol,
Holland.

* * *

Sir,

HELP WANTED

I wonder if any of your readers can put me in touch with anyone who has a Straight Eight Supercharged Front Drive Alvis as raced by this firm several years ago.

I am, Yours etc.,

S. BROADBENT.

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Elstree,
Herts.

* * *

Sir,

Readers will have noticed, and I hope, deplored the modern fashion of decrying the British made product in the car world, as in others.

People spend money in importing, from either ends of the "Axis," cars for the express purpose of proving (?) how much better they are. Or, in certain cases, they re-build old machines to the same end.

For the last four years we have been fed upon facts, figures and pages of photographs all intended to impress us with the absolute supremacy of certain racing teams. This season, please lets have less of this, maybe unintentional, but none the less effective propaganda. The Press "living-space" of the English product has been reduced until anyone who dares to suggest that England can still beat the world, is regarded as being just a little mad, to say the least. Recently while wearing my club badge, I was asked what the "E.R.A." stood for. Upon explaining, I was told "Oh, I never knew England built racing-cars, I thought the best cars came from Germany." And this from one who is alleged to be nominally intelligent!!

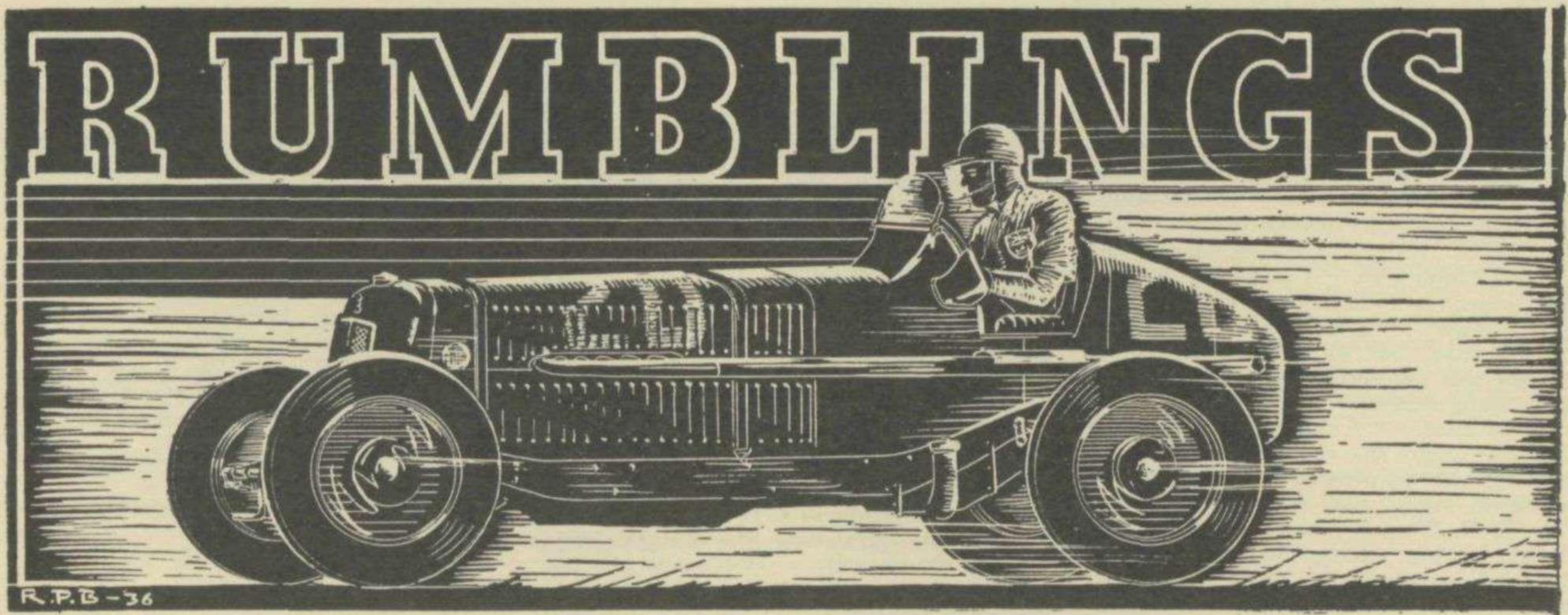
Had the E.R.A. Club, or later the Racing Fund, received the enthusiasm that greets the latest arrival from the foreign factories, the British cars would be much more able to stem the invasion of the 1,500 c.c. field.

Lastly I know all about the old "give credit etc.," and the "Englishman is the world's best loser" stuff, but it's worn very thin.

I am, Yours etc.,

H. PRATLEY.

E.18.



Big Stuff

LOTS to intrigue as usual at McKenzie's place at Victoria, revealed during a recent visit. First and foremost was "Mac's" own 4½-litre Bentley, which won one race at the Crystal Palace Stanley Cup meeting at 46.97 m.p.h., and then, scorning a heavy rehandicap, won another at 48.66 m.p.h. This car has the experimental engine from McKenzie's old, green, car, but now carries a light, fabric blue two-seater body. The framework is of really sound material extracted from old Rolls-Royce bodies and the dimensions conform to sports-car requirements, in case McKenzie should wish to run in such classes at Shelsley and elsewhere. The result is a wide body not unlike an enlarged Hyper Lea-Francis, and in its owner's opinion, not exactly pretty, although its finish is very smart and the facia very nicely laid out in spite of being choc-a-block with dials and switches. The car owes much of its success to a wider spring base at the rear, resulting in much improved road-holding. A new rear shackle spindle takes the original shackles and new brackets were made for the front ends of the springs, while the prop. shaft had to be entirely modified. This Bentley also has a top-gear ratio which exactly suited the Palace circuit and I believe the car was about as fast on third as it was on top and that it romped round the bend at the end of the home straight at 90 m.p.h.

Next exhibit:—Mr. Lycett's 8-litre, newly bodied, with new light alloy cross-members in the chassis, the gearbox further back to improve weight distribution, some 30 lb weight off its propeller shaft, and a gear-lever that now comes outside the body. Should be faster than before, and, as you know, that is saying more than a good deal. Incidentally, the new gear change was not quite right for Syston at the beginning of the season, and I believe that a change was actually missed on the fastest run of all. A spring-loaded action has obviated the trouble, this mechanism being accommodated on the near side of the box with the lever in its newly extended position. Lycett was motoring his very potent 3-litre that afternoon.

On the bench a 4½-litre Bentley engine all ready for some fortunate client, and knocking out 130 b.h.p., in the shops a Rolls-Royce "Phantom II" unit

completely stripped for overhaul. Upstairs we saw a rather remarkable lowered-chassis 4½-litre the actual 3-litre car which Birkin shared with his brother in a Six-Hour Race a dozen years back, now being rebuilt after a crash, and a 4½-litre in process of overhaul. McKenzie's then pointed to a spare T-head cylinder block belonging to Lycett's 1914 "Alphonso" Hispano and became absorbingly reminiscent. The Hispano is now going really well and was observed to be knocking up over 70 m.p.h. on the Oxford By-Pass recently. McKenzie's only regret is that the design makes it very difficult to increase the compression-ratio. Incidentally, only the extreme top of the cylinders are water-jacketed and the radiator, though large in size, has a very fine honeycomb. The result is interesting, for very little water is in circulation, and the car boils quickly for traffic driving, yet cools down within a few yards of forward progression at 30 m.p.h., a very slight draught being sufficient to materially reduce the temperature. He drew attention to the very small trace of wear in the bores of this spare block, and, without wishing to raise an age-old argument, one wonders if the high cylinder-wall temperature is responsible. On the subject of the "Alphonso" Hispano, there is another one awaiting a kind home up Southport way. This car was owned from 1932-37 by J. W. Burnand, who drives the little J.W.B. in sand events. He used his "Alphonso" seriously and did some 16,000 miles on it. Previously it was only used from 1923 to 1924, and I believe the old car does over 70 m.p.h., 20-24 m.p.g., and gives an oil consumption of 3,000 m.p.g. Another "Alphonso" is owned by W. A. Hill of Hampstead and was entered for the Veteran's Handicap at the Stanley Cup Meeting, thought it did not actually run. So this remarkable car, which Marc. Birkigt took the sporting fraternity by storm in 1911, has not entirely vanished from amongst us.

One of the last of the 3-litre Bentleys also has a home at McKenzie's and he has just acquired a rather over-bodied 8-litre which he proposes to convert into a nice open job, rather on the lines of Lycett's car—which, in our humble opinion, is from many aspects the most desirable sports-car ever evolved, if not still the fastest.

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SIR MALCOLM CAMPBELL



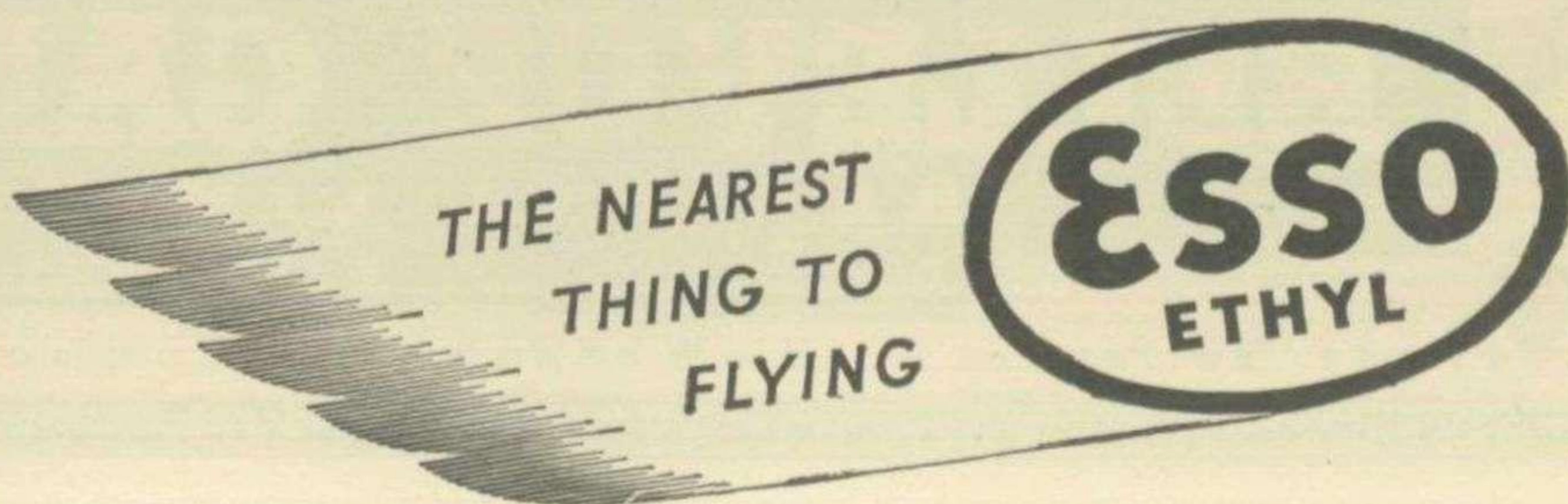
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RUMBLINGS—continued

Fred Craner Scores Again

On the 10th of this month Fred Craner will give us the Nuffield Trophy Race at Donington, and he will give it to us as a scratch 1,500 c.c. Grand Prix. We have not had a long-distance scratch race for 1,500 c.c. cars in this country since the R.A.C. dropped the I.O.M. race; the Nuffield Trophy Race has formerly been limited to cars not exceeding 1½-litres capacity, but has been run on a class-handicap basis to humour owners of 750 c.c. and 1,100 c.c. racing machinery. The 1939 race, however, is a scratch 1½-litre contest over 200 miles of the full Donington course. The winner takes £200, the second home £150, the third £75 and the fourth £50. Entries closed on May 30th and Craner, the man who brought Mercédès-Benz and Auto-Union to our shores in 1937 and 1938, sent invitations to Mercédès-Benz, Alfa-Romeo and Maserati, to race their very latest in 1½-litre *bolides*. As this part of the paper has to close for Press rather early, we do not yet know if any or all will accept. At the worst, a great race between independent E.R.A. drivers will result, with Reggie Tongue's four-cylinder Maser. and an Alta very probably well in the picture. If the Continentals do come over, and everyone devoutly hopes that they will, Donington will present a race even more enthralling than the Grand Prix of 1937 and 1938, when all British motor-racing attendance figures were broken. Mercédès-Benz scored the first 1½-litre triumph of the year at Tripoli, and this will be the second clash of rival teams. As Craner is not starting the race until 3 p.m., everyone should contrive to attend, who troubles at all about motor-racing in any shape or form. The only regret we have to express is that there is no definite news of the new E.R.A. running against possible Continental entries in view of the recent announcement the Press received as the closing down of E.R.A. Ltd.

The new E.R.A. was running and complete on May 5th. It was posted as a non-starter in the International Trophy Race because, it was said, Brooklands silencers would ruin, or had ruined, the new engine. We do not profess to know in what way the engine differs internally from the earlier Zoller or Jamieson-blown units, to bring this about. But we do know that such official silencers are not needed at Donington.

If however, the engine has been badly damaged by being run with a back pressure too great for it, we hope that one of the old Zoller-blown engines that have won races for E.R.A. before, be adapted

to the new car if this is at all possible and that, if it is not, that we shall learn that some attempt has been to repair the new engine in time for the car to run.

We hope the Fund will be able, somehow or other, to support at least one new E.R.A. during 1940. Humphrey Cook is apparently still willing to give £4,000 if the Fund reaches £8,000 by the end of this year—it has been in existence only about six weeks and an eighth of that sum has come in. £12,000 might suffice to run two cars, even though there is no works to service them. For the sake of British Prestige we hope this will be so, but we cannot see much hope for the Fund if the new car is absent on June 10th. One must blame the Government for quite failing to appreciate the store which the Dictator states set on motor-racing; the 1½-litre Mercédès-Benz had no teething troubles at Tripoli and a grant of a tiny fraction of the public's money now being spent on armaments would very probably have resulted in the same happy state of affairs in respect of the latest E.R.A.s. If the Continental cars come over for the Nuffield Trophy Race we shall probably see how far we are lagging behind even in 1½-litre racing. But a truly great race will result. Incidentally, someone might bring out the ex-Seaman Delage and the Powys-Lybbe Talbot and the Conan-Doyle V12 Delage for this race. Meanwhile Parnell's special 1½-litre six-cylinder car is taking form, ready for the 1940 season . . .

Odd Spots

Sydney Allard, has decided to concentrate on sprint events, as a temporary change from trials-driving. His V8 Allard will be quite standard, which will receive a little more detail service-attention than is found necessary for trials work.

* * *

M. S. Soames, who is running a very special Morgan tricar, may shortly go on a round-the-World tour for a film company, using a Ford V8 utility car.

* * *

Who crashed his Jowett on the Brooklands entrance road?

* * *

Prince Chula has written another book dealing further with "Bira's" experiences.

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Club News

VINTAGE S.C.C.

This Club's next fixture is a hill-climb at Prescott on August 26th, but invitations have been accepted for Lewes on July 15th and Donington on August 12th. The May issue of the "Bulletin" is beautifully done, and so thorough is the Club that, the first issue being wrongly captioned in respect of two photographs, the whole thing was reprinted and sent out afresh. The success of this Club for pre-1931 cars is one of the things that never fails to both please and astonish us.

Recently increased membership includes eleven more Bentley owners, and owners of: 1923 Talbot, five Lea-Francis, a 1903 Martini, a Frazer-Nash, an Aston-Martin, four 12/50 Alvis, a 1910 Mercedes, two Lagondas, an M.G., a 1914 Mors, two Lancias, a Riley Nine, two Darracqs, two Salmsons, a 1928 Fiat, three more 30/98 Vauxhalls, a Rolls-Royce, three Bugattis, an Austro-Daimler, a big Mercedes-Benz, an Amilcar, a Ballot, an Hispano-Suiza, a special Austin Seven, two early Renaults, a 3-litre Sunbeam, of which a correspondent wrote in praise last month, and, in addition, nine new driving members with non-vintage cars and four fresh associate members.

The "Bulletin" contains reports of the Welsh week-end. The February Northern Trial won by Ashton's 3-litre Bentley, of a Northern Speed-Judging Contest, and of the Stanley Cup Contest, together with some excellent random jottings and the usual Northern Notes. There is also an excellent Editorial commending the virtues of the Edwardian touring car—and there is a list of whole lots of Edwardian cars which are for sale at prices from £5 to £100, including a 1914 G.P. Mercedes and a 1914 T.T. Sunbeam; incidentally we know of quite a few more not in the list, so there is certainly no shortage of pre-1915 material. Special events for such cars will be held, over and above the main fixtures. We should like to see some further issues of the Northern section's publication.

Hon. Secretary: Tim Carson, "Egarston," Park Lane, Basingstoke, Hants.

THE LIGHT CAR CLUB

The L.C.C. did not hold its sprint meeting at Brooklands on May 17th. Instead, it is going all out to make the Second Three Hour Sports-Car Race at Brooklands a greater success than it was last year, when a Delahaye was victorious. The date of the race is July 22nd and the regulations aim at excluding anything at all in the nature of a semi-racing car. Full details from: A. E. S. Curtis, "Levallon," Longdown Lane South, Ewell, Surrey.

ABOUT BADGES

Of course, it's really so very simple. You join a club, pay for a car-badge, and display it. Sometimes the badge remains the property of the club and you are asked to return it if you cease to be a member, while in other cases the badge is all yours. That is where one complication can arise. You see cars in a dealer's or breaker's yard still displaying a club badge, and that is a very bad show indeed. If the owner has no intention of paying a further subscription to the club in question, he can at least remove and destroy the badge before selling the car. Sooner or later a fellow member will probably spot the badge and notify the secretary of the club concerned, and, unpleasant as the task may seem, the secretary really should do something towards recovering the badge. Even more despicable is the person who refuses to renew his club subscription and who still uses the club's badge. Such persons should be sternly dealt with and might well be boycotted by all motoring bodies—the average motor club gives excellent value for money and is very lenient about renewal dates, and to thus exploit it is extremely unfair. A further point is that one's driving and general behaviour can reflect on your club or club's if you act unwisely at any time when in charge of a car displaying its owner's badges. There is also the question of whether it is fair for two persons to share one another's badges. Naturally, if a car is borrowed for an ordinary run, no one would suggest prior removal of any badges, carried, but if a car is loaned for a long period, especially if it is loaned for any competitive event, we rather incline to the view that it should carry only the badges of the *driver's* clubs. If he puts on his own badges he should surely remove any others—if they mean so much to him he should pay up to the clubs concerned. He may argue that he is giving all the clubs whose badges are displayed a free advertisement—if he does, we only hope he will look foolish when members approach him as one of themselves and ask unanswerable questions. The only conditions under which someone else's badges can, as we see it, be permissibly added to another person's car is when these two persons jointly own a car for competition work and purposely belong to different clubs so as to be able to enter for as many events as possible during a season, driving in turn. In such a case as this the badges belong more to the "stable" than to the individuals—even so, most clubs can do with all the money they can lay hands on, so each individual should purchase a second badge for the competition car, keeping his rightful badges on his utility car in each case. Actually, the car carrying a whole row or tier of badges is much less

imposing than one carrying just a few badges of well known and respected institutions. The temptation always to buy a badge and add it to the display whenever you pay a fresh subscription, no matter for what reason, is best nipped early in the bud.

How frightful the Allard-Specials would look if Hutchison, Allard and Warburton were overcome by a passion to show you the badges of all the divers motor clubs to which they subscribe! Yet some folk do just that, and throw in a few mascots and aero-club labels and cad's club identification discs, into the bargain. A friend of ours, who used to drive an M.G. in trials, some years ago, hit upon the idea of mounting on his car button-hole badges to replace the full-size badges. It was a really neat scheme and you could see at a glance to what clubs he belonged when the car was stationary, even if you could not do so when it was moving—a mass of big badges also passes individually unidentified, anyhow. A possible variation of this idea would be to have all your badges this size on the utility barrow and the full-size badges mounted on the trials car, or, if in the competition world you feel that everyone knows to what clubs you belong, you might decide to do it t'other way round. Or you might put all your small badges on the everyday car together with one large badge. For instance, normally the full-size badge would be the one most appropriate to the car—Vintage S.C.C. badge on an old-school motor, or B.R.D.C. badge if you race, or the appropriate one-make badge. This could be mounted removably and replaced by a full-size badge of another club on occasion, as when going to a particular club's event, or competing therein. Again, you might permanently display one full-size badge, and allow one other full-size badge of whatever club's event you were attending at the time—A.A. and R.A.C. badges are in a rather different category and are often kept apart from other badges in any case. At all events, we commend the idea to those who just cannot find space on the bar for another badge. The small button-hole badges look very well on a small diameter polished bar, with a background behind. Actually, of course, you can do almost anything with badges. One bright young thing, for instance, displays B.A.R.C. ladies' brooches all around the brim of her dicing-hat . . .

BERKHAMSTED AND D. M.C. & C.C.

The Dancer's End Hill Climb on May 7th proved a very good training ground, as usual, for beginners, and resulted in fastest time being made by G. D. Claridge's Frazer-Nash which, however, did not smash the Appleton-Special's course

CLUB NEWS—continued

record. Claridge climbed in 27.8 secs. The acute corner half-way up the course is now rather easier than before, but resulted in many wild moments, fortunately without any casualties.

A very fine, stripped Rapier chassis and a Salmson chassis were amongst the runners and E. G. M. Wilkes brought out his beautifully polished G.N., without finding very much urge. Jarvis's stripped, blown Austin Seven, with twin water outlets in the cylinder head, had the bad luck to strip its timing gears, while Mills hit the fence with Red Biddy and damaged the front axle. E. J. Haesendonck's blown PB M.G. Midget was going really well, and Frazer-Nashes ran in considerable numbers.

RESULTS

- 850 c.c. Sports : 1. D. W. Pritchard (847 c.c. M.G.), 35.9s.
- 1,100 c.c. Sports and 850 c.c. Supercharged : 1. R. R. Willis (747 c.c. M.G. S), 31.8s.
- 1,500 c.c. Sports and 1,100 c.c. Supercharged : 1. E. J. Haesendonck (939 c.c. M.G. S), 28.9s.
- 850 c.c. Racing : 1. S. I. Deane (747 c.c. Austin), 32s.
- 1,100 c.c. Racing and 850 c.c. Supercharged : 1. T. N. Sulman (972 c.c. Sulman Singer Special) 30.1s.
- 1,500 c.c. Racing and 1,100 c.c. Supercharged : G. D. Claridge (1,496 c.c. Frazer-Nash), 27.8s.
- 1,500 c.c. All-Comers and 1,100 c.c. Supercharged : E. J. Haesendonck (939 c.c. M.G. S), 28.2s.

*Fastest time of the day.

GENERAL NOTES

The Brighton Rally was preceded by some interesting hours in various workshops where truly beautiful work is executed, so that, in company with fellow enthusiasts, we examined cars and talked cars and reflected that it is not only out on the road that motoring enthusiasm and the appreciation of good cars uplifts one's soul. Nevertheless, off we went to Brighton, at first in a Riley which, as it neared the famous seaside

resort, threw out clouds of oil smoke just like a racing-car about to retire with distinctly expensive derangements, so that a hasty halt was called, when an oil-pipe union up by the valve cover was prescribed guilty and much hasty brazing had, preforce, to be done over a highly inflammable blow-lamp. Next day we went down to see the final tests in a dependable baby saloon, and the writer got his usual jitters when a return was made Londonwards in the early evening on what is only a 50 mile route—unless you are very late, nothing short of these times that distance seems a fitting conclusion to a motoring day. However, all suggestions that we explore Brighton's adjacent countryside were suppressed by the rest of the crew, albeit there must be some excellent motoring to be had about here which Londoners scorn because it is so close home. Actually, the afternoon had been enlivened because Mr. Flatt, who used to run the Targa Florio 3-litre Alfa-Romeo (apparently the car Lanfranchi once raced at B.A.R.C. meetings) lent us the little D.K.W. saloon to try. It was driven in the Rally by H. F. Owen and was the second smallest car competing. We once again enjoyed to the full the wonderful controlability, and comfort of these remarkable cars, and also got it very successfully up a trials-type hill, when front drive worried it not at all and the tiny two-stroke engine pulled with immense vigour. Although it had just been through the Rally this D.K.W. seemed as fresh as ever, save for a rattle by the facia, and any illusions we were developing about the respective road-clinging qualities of Continental, as against British, utility cars, consequent on rolling a small British saloon of long acquaintance quite

quickly round bends, has been dispelled for a very long time to come. The D.K.W. is not only far faster on a twisty route, but also safer and ever so much more fun if you *drive*, as distinct from moving the pedals and grabbing the levers of your automatic carriage. Perhaps the difference was still further emphasised when the aforementioned British box was asked to convey us rather rapidly to Salisbury and back the following day, over soaking roads—the average was about 31 m.p.h. to be precise.

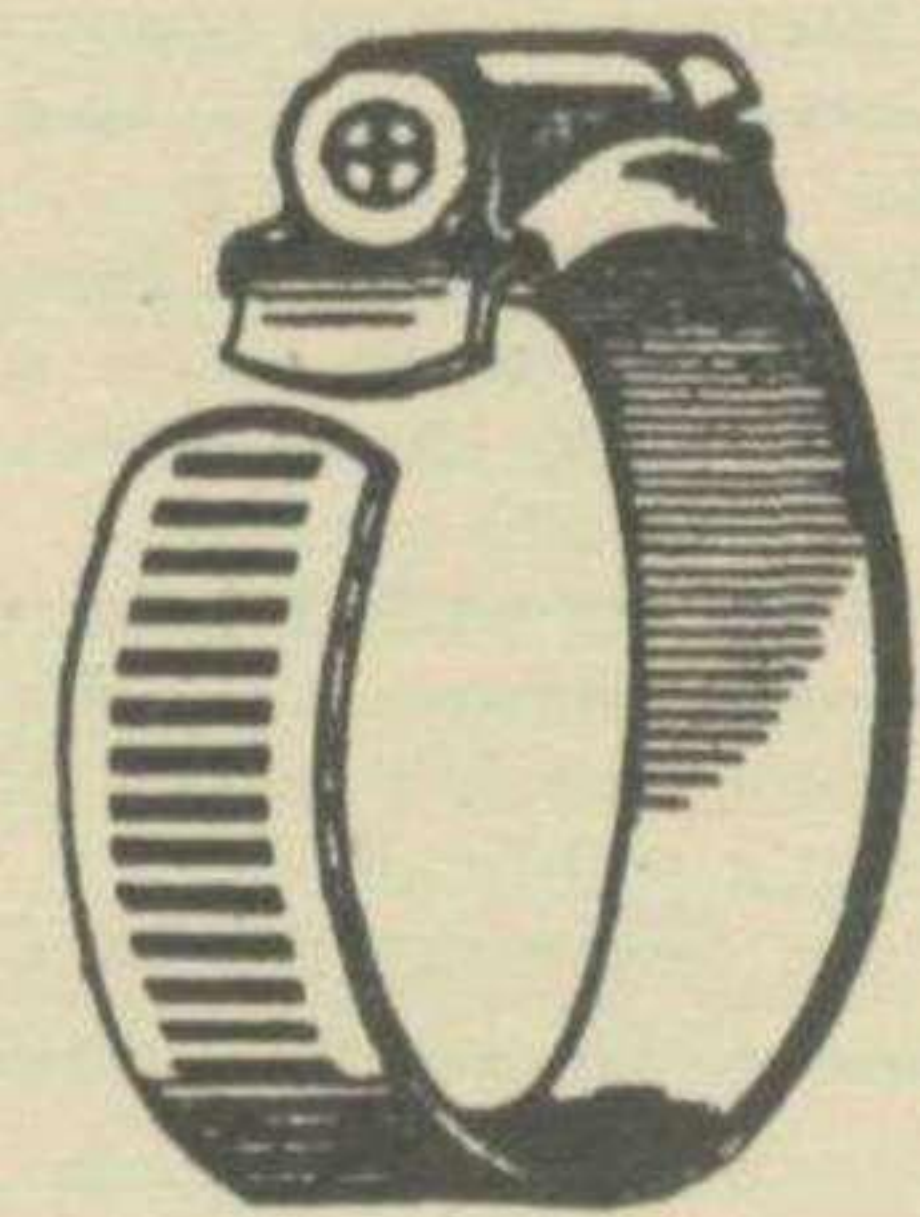
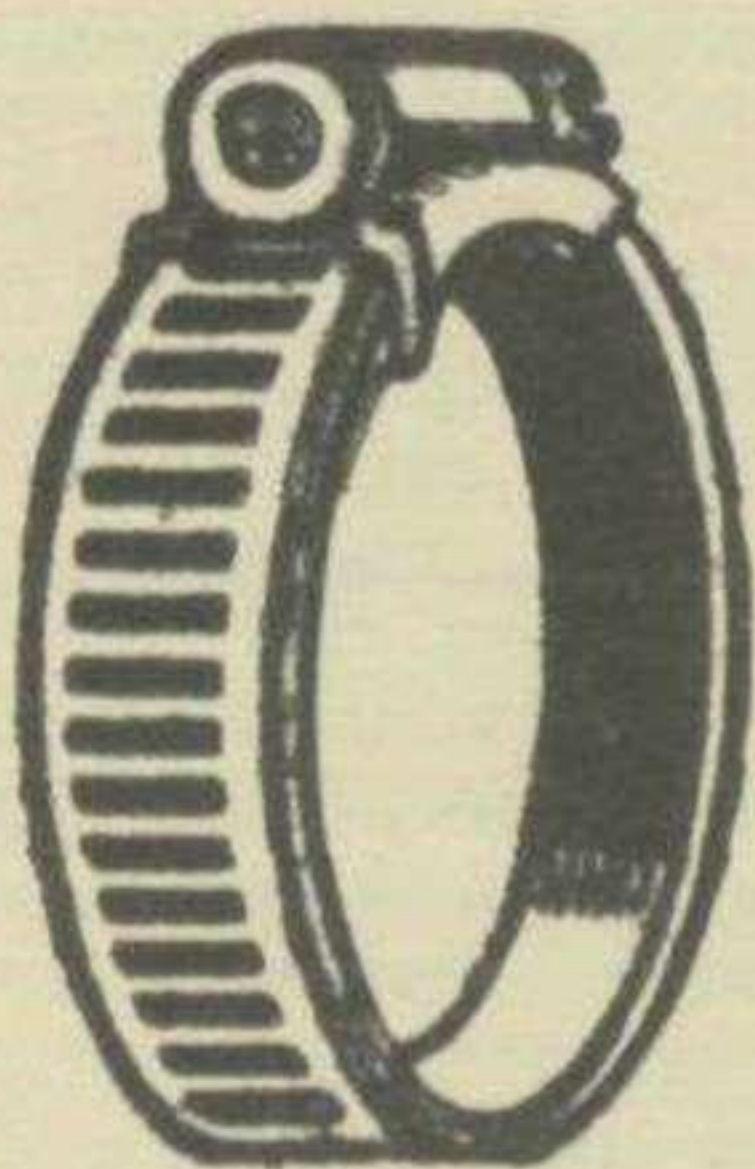
Incidentally, isn't it rather pleasant to be able always to enjoy your motoring, no matter what the car, or on what expedition? Which is where the enthusiast scores over the average car-owner, even over the fairly knowledgeable, but not actually, sporting motorist.

The years certainly roll on, but Prescott brought back in almost full measure the fascination of arising early and going a goodly distance to a big meeting, with and amongst friends to whom the sight of a good car travelling really well is something to be observed with reverence, and who take a meal at the end of a long day in an atmosphere of motoring discussion, in our case at Sturt Farm. So much trouble did our party have attempting to reach Prescott meetings last year in queer motors, that this time we made use of a very sober carriage which, however, experienced a puncture, began to boil and finally spat and banged to indicate that the string holding the distributor at full-advance had broken—and that as soon as the writer had taken the wheel . . . But at least we did get in under our own steam, and not so slowly, either. Touching wood, I suppose, for Shelsley usually brings adventures untold . . .

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ON STREAMLINED FORM

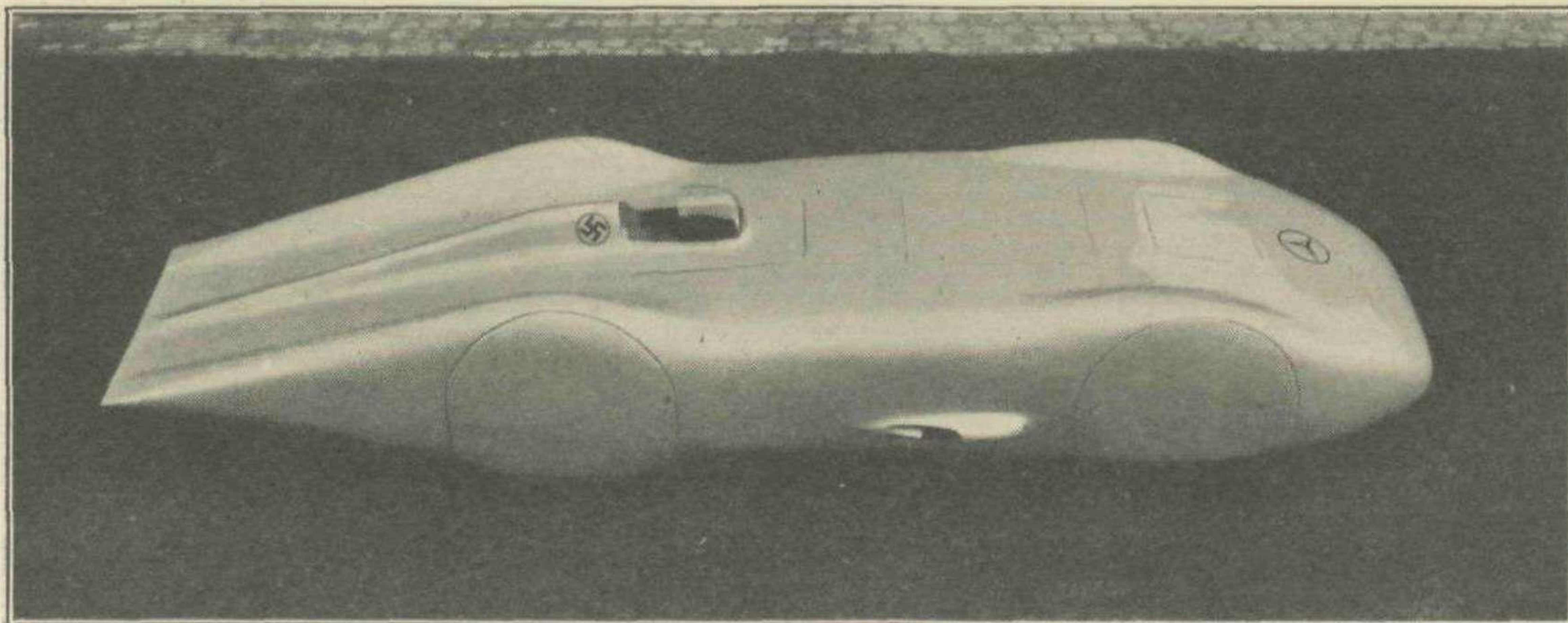
(Continued from the April Issue)

PART III, RECORD-BREAKING CARS

OBVIOUSLY, streamline reaches its greatest importance when a car is planned solely to achieve the highest speed possible over a straight course for a given size of engine—cars built to travel faster than any cars have previously travelled, which we all refer to as "Land Speed Record" cars, though this definition is a rather loose one, are covered by this statement, inasmuch as their engine power is still limited by the engines available, if not by actual cubic capacity. The question naturally arises, is there any limit to speed of a man-made nature?—already a boat has reached 129½ m.p.h., an aeroplane almost 464 m.p.h. and a motor-car 357½ m.p.h., propelled in every case by an i.c. engine. Last month 700 m.p.h. was quoted as the possible velocity at which vehicles will have to give best to air-resistance—the speed of sound waves; not of light rays as was incorrectly stated. Lots of people seem to think that this figure of approximately 700 m.p.h. is merely a convenient speed to visualise, just as 150 m.p.h. was a nice round figure to aim at when cars had just exceeded 100 m.p.h., and 200 m.p.h., or 180 m.p.h. as representing three-miles-a-minute, the round figure next in mind when Sir Malcolm had exceeded 150 m.p.h., though having no technical significance of any kind. Actually, the reason 700 m.p.h. is quoted as the possible top limit to man-made speed is because this is the maximum speed of sound-waves, which the scientist believes to be checked by self-made air-resistance, which as we know, increases as the square of the speed, and has obviously a greater retarding effect on sound waves than have more tangible mediums. Certainly aircraft can climb to a rarified atmosphere but a vicious circle there is then entered, because the power of the engine falls or, if maintained by supercharging, the blower absorbs much power which should be applied to the air screw, apart from the problem of getting the machine, with wings that will support it in thin atmosphere and a highly-

boosted engine, up to operative heights. Actually, on this subject, Dr. W. E. Hilton, of the Aerodynamical department of the National Physical Laboratory, lecturing recently to the Royal Aeronautical Society, expressed the opinion that aircraft would reach their limit at 550-600 m.p.h. unless retractable wings were used. He thought that a car might reach 700 m.p.h. with 4,000-5,000 h.p. and suggested a body twice as high as it was wide, of three to four times as long as it was wide, and with a completely semi-circular front. So, although the land speed record is over 100 m.p.h. behind the air-speed record, it may one day go ahead. Although we are now only concerned with streamlining, it is interesting to note that it is only very recently that four-wheel-drive and enclosed cockpits have been used for attacks on the fastest-car records of all, and that very high speeds were realised with comparatively old-fashioned chassis-designs. Other questions having a close bearing on the ultimate limit to vehicle speed are the relation of air-screw tractive-effort in relation to a wheel's adhesion factor, and the fact that while float-aircraft can land more safely at high speeds on unprepared "ground" than a land aircraft, and have more available radiator surface area, the drag of the floats imposes severe limitations—the seaplane record is up to 440 m.p.h., but with some 1,000 h.p. in excess of that used in establishing the existing absolute speed record of 464 m.p.h. with a landplane. Maybe future attackers will be launched by catapult, discard the wings and, heading the machine out to sea, will attempt to jump clear after doing the timed flight! Material, there, for the penny dreadfuls. Actually, to return to the present, and the subject of this article, the speed-of-sound-limit theory is rather shattered by the fact that shells fired from a high velocity 25-pounder field gun are estimated to exceed 900 m.p.h. It remains to be seen whether at such speeds the temperature raised by skin-friction would destroy the cooling properties of the radiators, if it did not damage, or set fire, to the structure.

Coming to a consideration of what has been done up to now, serious streamlining for Land Speed Record work commenced in 1924, when Capt. (now Sir) Malcolm Campbell prepared the V12 Sunbeam for an attempt to reach 150 m.p.h. In those days we all thought the long tail, faired hand-brake, and casings round the rear brake drums, the last word and the car was duly accorded a front cover position in MOTOR SPORT. The Sunbeam did 150 m.p.h. on some 400 h.p., which any good road-racing car does as a matter of course these days—Billy Cotton, who bought the Sunbeam for fun some years ago, cannot find his 1½-litre E.R.A. so very much slower. Actually, away back in 1903 an intended-record-holding Baker Electric—of which breed an example was entered for the Veteran C.C. Tilburstow Hill-Climb last month—appeared with cigar body and a real enclosed cockpit with, if I recollect correctly, a 3 inch mica windscreen and a sort of conning-tower hatch held down by wing-nuts—which damaged the drivers' head when a policeman dropped it trying to open things up after a rear wheel had pulled off at speed. Returning to post-war times the next important Land Speed Record car was the popularly-called 33 h.p. Sunbeam—the 4-litre V12 "Ladybird" with which the late Major (afterwards Sir) H. O. D. Segrave did 152 m.p.h. on Southport sands in 1926. The remarkable thing about this car from the streamline point of view was that it had more or less a "Fiat-form." G.P. body, albeit the bulges concealing the cylinder heads, the dumb-iron cowling, and the Eldridge cowl were evolved in their final form only after coloured smoke tests in the wind-tunnel. When Sir Malcolm bought the car and had it modified, to win the first Mountain Championship, much of this form was lost. The Sunbeam developed 306 b.h.p., and weighed 18 cwt., so you see how streamlining has assisted speed even giving the 248 m.p.h. 3-litre Mercedes-Benz the discredit of a rather greater power output. At this period Sir Malcolm Campbell was busy with the first of his really specialised "Bluebirds." The Body



The beautiful streamlining of the record-breaking Mercedes-Benz of 1937.

ON STREAMLINED FORM—continued

was high, but was kept narrow by careful fairing in of the V12 Napier motor, a back-staggered Eldridge-type radiator cowl was used, small parts were carefully faired, and a rather elaborate three-piece box-screen, as was later used on all the cockpits of the Land Speed Record cars.

We all marvelled at this car in 1927, when it did 174.8 m.p.h. at Pendine on 450-500 b.h.p. Parry Thomas, who held the record at speeds around 170 m.p.h. with an engine variously reputed to give 400-600 b.h.p., was, we know, working with ancient material, but he nevertheless contrived to give "Babs" a reasonable form, using a Leyland-type front cowling, using a sort of narrow sub-bonnet above the main bonnet to accommodate the valve cover of the Liberty motor, and a long, tapering tail. Later he faired in the rear axle and driving chains with long, pear-shaped cowlings. This was the last normal racing-type car to achieve these ultra-high speeds. Perhaps we may accordingly digress to ask if anyone can explain why the simple form of radiator cowl, used on each successive car but not on Thomas's machine, is called an "Eldridge cowl"—it was used years before the late Ernest Eldridge started to race and, so far as we know, his Isotta-Fraschini and later Isotta Maybach (built, by the way, at No. 31, Vauxhall Bridge Road) had uncowed radiators, while this F.I.A.T. had an elaborated sort of cowl and his 1½-litre Eldridge-Special a quite different cowling, rather like the forerunner of the frontwork treatment of present G.P. cars. We rather believe a motor-trader used the expression to describe the cowl on a sports Amilcar, because Eldridge owned one of these cars, but can anyone confirm this? Two hundred m.p.h. now became the aim and the Sunbeam Motor Co., Ltd., always keenly interested in competition work, built the revolutionary twin-engined, chain-driven 1,000 h.p. Sunbeam to attempt this speed. This car had a length of 23 ft. 6 in. and the body was a beetle-shell extending out over the wheels, flat-topped with bevelled edges merging into the vertical side panels. An aperture in the nose admitted cooling air and a headrest and screen-cowl were used. The rear exhaust stubs were unfaired and discs were used only on the rear wheels. The result was 203.7 m.p.h. at Daytona.

Next, Sir Malcolm had another crack. This time a boat-shape body was used, not so narrow as before, and the nose of the new "Bluebird" was unbroken by a radiator aperture, because an aircraft-type tube-cooling element was carried on either side of the tail. A stabilising tail was used and the wheels, uncovered, had streamline tails behind them. With the Napier motor rather more boosted, a speed of 206.9 m.p.h. was attained.

Immediately after this Keech pushed Things up to 207½ m.p.h. with the totally unstreamlined White Triplex—but he needed three motors and unlimited power to do it.

The next venture into the realm of ultra high speed was Capt. Irving's famous "Golden Arrow," probably one of the prettiest giants ever seen. A kind of two-section body was used, the

"bonnet" being a snug cowling round the Napier broad-arrow aero engine, the centre-section covering the vertical block and providing the forward and aft cowling around the cockpit, which had a modern-type box-screen and shoulder-high sides. The tapered tail ended in a small, square fin and the cooling element took the form of tanks between the wheels, thus assisting streamlining of them, while leaving the nose clear. Segrave got this car up to 231.4 m.p.h. and it must have owed much to Schneider Trophy influence.

Here we must mention the remarkable little 3-litre Stutz, which never held the record, and which eventually killed its driver, but which reasonably reliable accounts say did 200 m.p.h. It had a cigar-body, the wheels enclosed in separate "spats," and the radiator set as a saddle across the bonnet. It was only 48 m.p.h. slower than the modern 3-litre Mercedes-Benz record-breaker and so interesting that we described it rather fully in a special article less than three years ago.

Sir Malcolm replied to Irving with further modifications, made by Reid Railton, to his "Bluebird." The aircraft-type radiator was thought to be unsuitable, so a normal radiator was isolated in a separate, streamlined nose, behind which was a faired body. A lower bonnet line was achieved by bringing the cowling close round the engine—still a Napier (but supercharged, of 1,450 h.p.)—the wheels retained the faired tails and leading edges for the rear pair and the tail had a big fin. A speed of 264 m.p.h. was realised at Verneuk Pan with a form agreed rather makeshift. In 1930 appeared the Coatalen-designed Sunbeam "Silver Bullet," with two specially-built engines. A cross between the beetle and cigar-shape was used and the radiator problem was completely overcome by employing internal ice-chests for cooling purposes, probably the first time this had been done. Skin-friction was reduced by making the car narrow and resisting any temptation to enclose or fair-in the wheels. Kaye Don never got the expected speed from the car and Dixon bought it some time ago but apparently has scrapped it. It was rumoured that this design resulted in a considerable rift between Coatalen and Sunbeams—Coatalen is to-day designing very good c.i. aero motors.

Campbell's next run was with the engine still further boosted, resulting in 253.9 m.p.h. For his next attempt he used a Rolls-Royce "R" type motor of some 2,300 h.p. The Gurney Nutting body of "Bluebird" remained much as before, but the bonnet was cowed close to the much bigger engine, Schneider sea-plane fashion, the radiator, though still isolated, was cowed into the body at the top, and, in spite of drag, the blowers air intake was carried higher than before, clear of flying sand and spray—its aperture was such that at full speed air pressure accounted for an additional manifold boost of 2 lb. per square inch; recalling Parry Thomas's air-scoop on the Leyland in 1923 or '24. In this form "Bluebird" motored over the kilometre at 272.4 m.p.h.

For a further attempt, two years later, very sweeping changes were made. The

body was now extended the full width of the car and given a long cowling between the wheels, doing away with the separate fairings used formerly, and functioning as did the cooling tanks on the "Golden Arrow." The radiator—ever a problem—was no longer isolated, but the nose tapered on a horizontal plane to a narrow strip the width of the body, and the air duct therein was provided with a flap which the driver could close by means of a hand control when the car was running in the timing zone. The cylinder blocks were cowed Schneider fashion and the supercharger intake set low in the forward part of the bonnet. The exhaust stubs were flush with the bonnet top, the tail still carried a fin, and the cockpit used a rather wide, box-type screen. The wheels were unenclosed at the sides, and just protruded above the fairings; they carried Ace discs. Servo-operated air-flap-brakes were fitted behind the rear wheels. Railton again looked after the design and the engine gave 2,350 b.h.p. The car first took the record at 276.8 m.p.h. and later raised it to 301.1 m.p.h.—thus realising Sir Malcolm's ambition to exceed 300 m.p.h. in a car, before resting on his Land Speed laurels.

As to the present cars, Eyston's "Thunderbolt" and Cobb's Railton are very differing types, both, however, having body shells that extend out and completely enclose the wheels without any fancy fairings around either engines or wheels. Eyston first used a not entirely enclosed cockpit but eventually went over to it, and Cobb sat in total enclose at 345 m.p.h.—Eyston, of course, has the record up to 357 m.p.h. Both cars have blunt noses and flat, beetle bodies, and the Railton has the cockpit protrusion actually forward, ahead of the front axle. Eyston formerly used a forward radiator, but last year he scrapped this and put on an airship shape nose-cowl, using ice-tank cooling, and the Railton also uses ice-cooling to eliminate radiator drag. It is interesting that this method of cooling, introduced eight years earlier for the ill-fated "Silver Bullet" is used on both the present cars.

After considering how such great speeds are attained, almost entirely by correct streamlining, it is interesting to observe that such speed is killed in Eyston's case very successfully by air-brakes, which show improvement over former attempts to use such components—aided, of course, by the excellence of Ferodo on brakes of more normal aspect.

There is just space left in which to observe that in other record-breaking spheres the trend is to extend the body out to enclose the wheels, or to give them very considerable fairings of their own, and to close-in the driver very extensively, though not always by roofing the cockpit. Austin reached 94 m.p.h. and M.G. over 100 m.p.h. with quite ordinary racing bodywork, but the first 100 m.p.h. Austins had an isolated radiator, and fairings between its wheels like those on the last "Bluebird," and from then onwards sprint record cars of all capacities have taken more and more leaves from the lesson-book of "Land Speed Record" streamline form.

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THE INDIANAPOLIS FIVE-CENTURY GRIND

THESE lines are scheduled to appear in print two days after the results of the Indianapolis 500 are known to the world. However, the following notes, will, I believe, be of interest to British racing enthusiasts, even though the exigencies of printing and distribution will prevent the actual result of the race being included in this issue.

The Indianapolis 500-mile race—the five-century grind, as they call it—is unique in America, or anywhere else, if it comes to that. Consequently it creates a tremendous amount of public interest, and is regarded as an annual fixture that they would not miss for worlds by thousands of Americans, rather in the same way as our Aldershot Tattoo is over here.

The crowd get value for their money. The race itself is worth going a long way to see, and in addition there is lots of music from military bands to delight the ear, the inner man is catered for by hot-dog stands galore, and a general air of festivity reigns everywhere.

It is the pride of the famous T. E. "Pop" Myers, general manager of the track, to make Indianapolis a "better 500-mile Race each year." This year his contribution has been to have the back stretch of the track entirely re-surfaced with a non-skid material known as Kentucky Rock Asphalt, which is a vast improvement on the previous brick surface which was so hard on the racing-cars' steering gear and suspension.

As a humble typewriter tapper myself, I must say I envy the Americans their command of picturesque writing. An advance notice of the race I have received from Publicity Manager Joe Copps runs: "The Kings of Speed will roll again at the historic Indianapolis Motor Speedway on May 30th, and will strut their stuff before the greatest crowd of motor-mad speed fans ever assembled within the huge Hoosier arena . . ." Good work, Joe, I must remember "strut their stuff."

Last year, you will recall, Indianapolis was run under the Grand Prix formula laid down by the A.I.A.C.R., specifying engine limits of 3-litres supercharged and 4½-litres unsupercharged. The race was won by Floyd "Parson" Roberts, who "whirled himself to fame and fortune" at the excellent speed of 119.2 m.p.h. at the wheel of an unblown 4½-litre four-cylinder Offenhauser Special. Which was very nice going, indeed. Just as a matter of interest it is worth comparing this speed with the 112.12 m.p.h. for the same distance recorded by the 4½-litre blown Bentley in the B.R.D.C. "500" of 1930.

Last year's Indianapolis cars proved themselves to be remarkably quick, 150 m.p.h. being estimated as the speed of several unblown four-and-a-half litres. However, engine mortality was heavy, forcing many of them to "the sidelines." During the past year the racing fraternity have been hard at it "working out the bugs" which caused all the trouble.

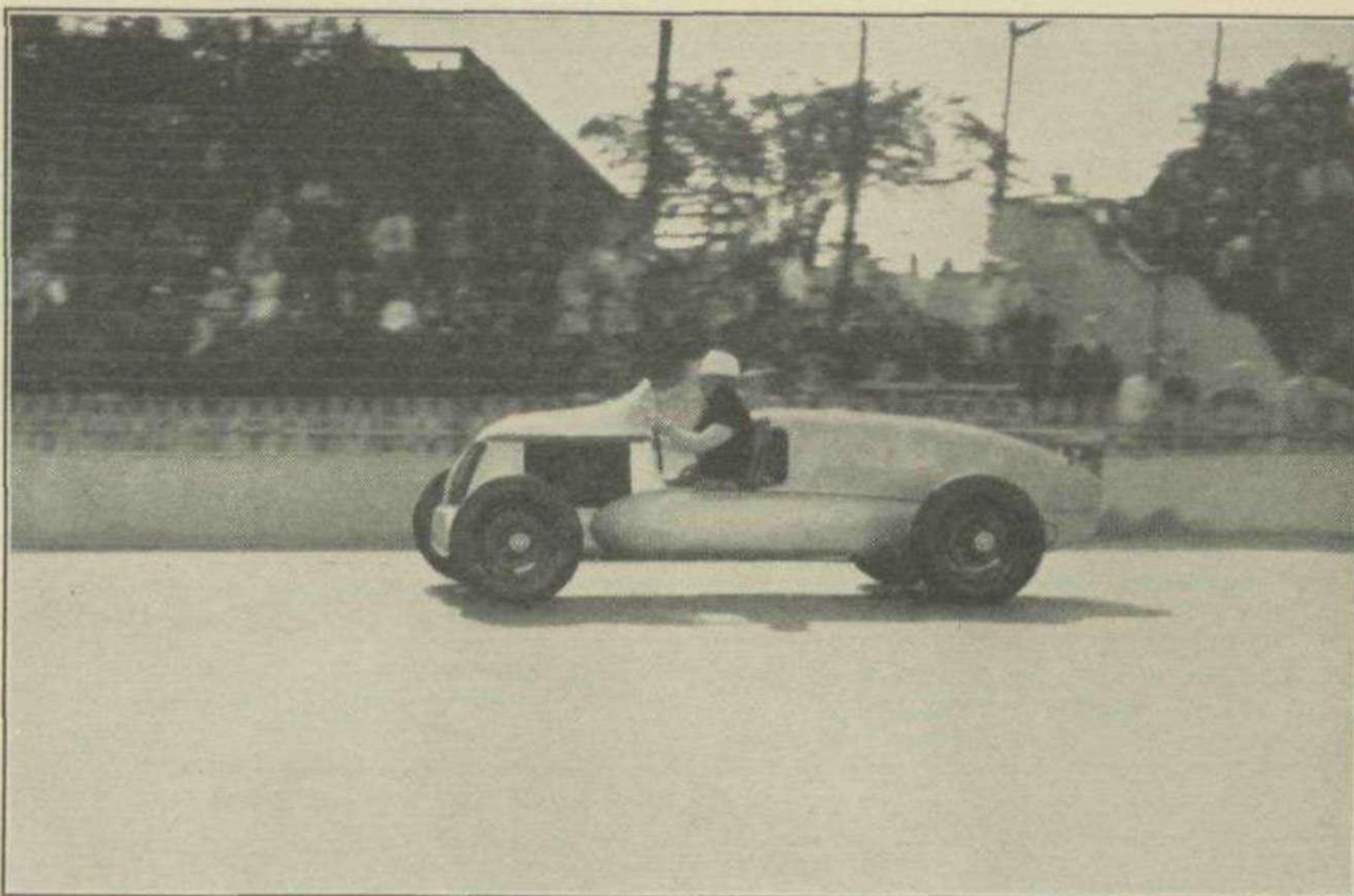
And now for some notes about a few of the competitors. First entry received

by the organisers was that of Bill White, who nominated the veteran Babe Stapp to pilot his Alfa-Romeo. This Bill White has been a well-known figure in American motor-racing circles for a long time, and enters his cars in the name of Bill White Racing Cars, Inc. His headquarters are in California. Stapp drove White's Duesenberg into first place at Indianapolis in 1927, but since then victory in the "500" has eluded him. Last year Stapp's mount, the McCoy Auto Service Special, dropped out with mechanical trouble after fifty-four laps.

The Alfa was originally a 3.8-litre car brought over from Italy to compete at the Roosevelt Raceway on Long Island. Last year Rex Mays—California flash—drove it in the big race,

Miller, too, has been ready in good time with his cars, one of which was actually the first to try out the new asphalt paving on the back stretch. George Bailey was the driver, and he was timed to do 118 m.p.h., at which speed he reported that the throttle was only half depressed. Ralph Hepburn has also been out and about in one of the cars.

Wilbur Shaw, who won the race in 1937 by two seconds from Ralph Hepburn and was second last year to Floyd Roberts, is due to drive one of the latest straight-eight Maseratis, entered by Michael J. Boyle. This Italian car "adds a dash of spaghetti, served fast" to the race. The car was fetched from Pologna by H. C. "Cotton" Henning,



[Photo from Truman D. Vencill]

Ralph Hepburn, at the wheel of the new 6 cylinder rear-engine four wheel drive Miller

after qualifying at an average speed of 122.845 m.p.h. This gave him the outside position in the first row, but he retired. Nowadays, of course, the car has been reduced in size to the 3-litre limit, having a bore of 3 inches and a stroke of 3.02 inches, total capacity 181 inches. It should have as good a chance as any, especially as it has been carefully prepared, or "readied."

Then there are the three hot-stuff machines entered by the great Harry Miller, who has won the race eleven times. Taking a leaf out of Auto-Union's book, Miller had made his cars with rear engine, but has given them four-wheel drive. The fuel tanks are on each side of the car, as on the Auto-Union, and the oil-tank is in front of the driver. The 3-litre supercharged engine is a six-cylinder unit, with exhaust pipes stubbing out of the tail fin. Americans describe the cars as super-streamlined but to European eyes they look decidedly odd. The driver's cockpit has no protection at the sides, and the drive to the front wheels makes him sit very high compared with our ideas of a racing-car's layout.

who has readied no less than three winning cars in the "500." The car is said to be delivering 360 h.p., which should give it the heels of most others. It has two carburettors and two blowers. The trouble at the time of writing is to adapt the car so that it can carry six gallons of oil on board—for, under new rules, no replenishments of lubricant are allowed during the race. Barring mechanical trouble—always a big "if" at Indianapolis—Wilbur Shaw should be able to win with something in hand, because the Maserati is known to be able to do a good 170 m.p.h., and this reserve of speed will give the engine a rest through the curves.

This Wilbur Shaw is something of a philosopher, by all accounts. He wants to buy a farm. "Because I think everybody should own a farm if he can," he says. "A farm keeps a man from having a false sense of values, for one thing. Sure, I'd like to have a going farm. I'd like to make money with it. But that's not the first requirement."

Shaw has driven racing-cars for exactly half his life, eighteen years. "Of course

THE INDIANAPOLIS FIVE-CENTURY GRIND—continued

I still like it," he says. "I love it. Couldn't drive if I didn't. I hope to drive the rest of my life."

Shaw has something to say about the way a racing driver gets so keyed-up during a race that he is oblivious to pain.

"I remember what happened to me when I was fortunate enough to win back in '37," he said. "My right foot was cooked—literally cooked, not just burnt. And I didn't know it until after the race was over. Oh, I had felt heat, all right. I knew that the transmission was hot, smoking hot. But what I did not know was that my shoe was quite burned away, and, more importantly, that the right side of the foot was cooked. I began to know it only during the let-down after the race was over. Incidentally, it isn't a quick let-down. It takes hours to return to normal. And so that night, instead of enjoying what I thought was going to be a well-earned rest, I was up all night long nursing that foot—and I cried like a baby, it hurt me so."

Shaw was not the only driver in pain in that race. "For instance," he says "Floyd Roberts, who won last year, drove brilliantly despite a painfully injured arm. Floyd had qualified and had passed all the medical examinations. You know those tests are the most exacting in the world. You just can't get by those race-track medicos if there is anything wrong with you.

"Only Floyd did. He had just been given the final O.K. by the doctors and then had to go jumping around on some pogo sticks in a stunt put on for the day-before-the-race crowds. He fell and hurt his arm.

"Floyd was afraid that there was a broken bone and was afraid to have it checked for fear he'd be ruled off. So he kept his mouth shut, drove 194 laps to finish in 13th place, and then had an X-ray. Sure enough, there was a small bone fracture and the man who had driven nearly 500 miles in the world's toughest competition was unable to comb his hair for nearly a month."

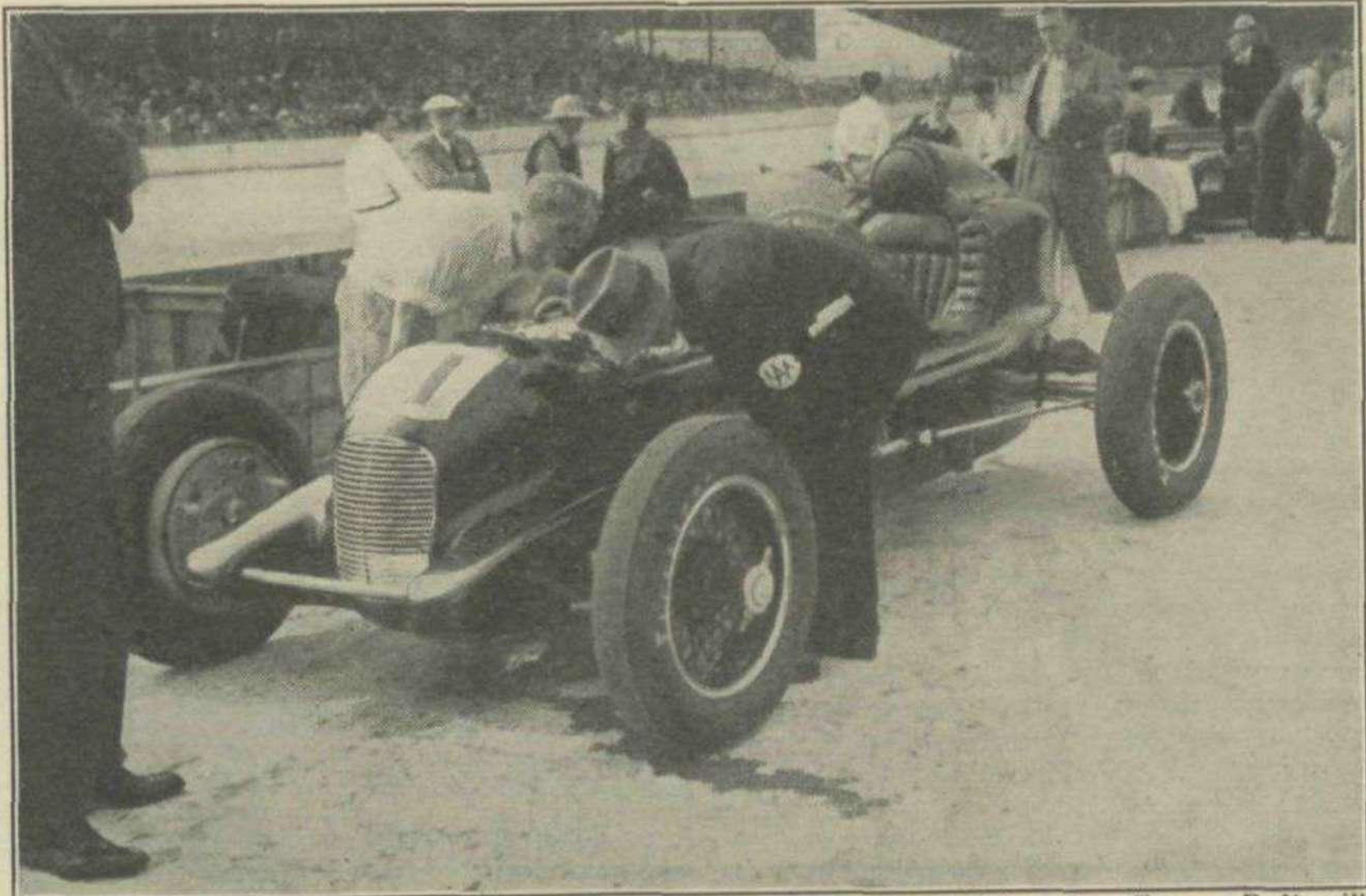
One of the most interesting cars in the race should be the Sampson Comet. This machine will have a modified version

of the sixteen-cylinder engine developed by the late Frank Lockhart, and which he was using in his Stutz Special at the time of his 200 m.p.h. crash at Daytona. Its capacity, of course, is just suited to the International Grand Prix formula. It has been fitted into an entirely new chassis, and at the time of writing no driver has been nominated.

This is in the nature of a come-back for Sampson, whose association with motor-

him on the telephone, put up the proposition to him, and to his amazement it was accepted. Sampson is reputed to have mortgaged his garage to pay Shafer for the car, and a few days later Meyer drove it to victory—and a fortune.

After that, Sampson, Meyer and an old-timer named Riley Brett formed a racing organisation which functioned for several years. Then Meyer became an independent—incidentally winning at



[Photo from Truman D. Vencill

An A.A.A. Official examining one of the cars before last year's "500"

racing makes quite a good story. It was in 1928—strangely enough the year Lockhart was killed—that Lou Meyer, then a young and untried driver, applied for a place in the Duesenberg team for Indianapolis and was turned down. At the track, he met Phil Shafer, who had readied two cars for the race and was prepared to sell one of them. Money was Meyer's problem, and at last he remembered a garage proprietor he has met at Atlantic City some time ago. He got

Indianapolis in 1933 and 1936—Brett went over to the Harry Hartz stable and Sampson gave up motor-racing for the profitable business of inventing and making pin tables.

Last year Sampson watched the "500" as a spectator. The sound and the speed got him again, he looked up Riley Brett, and formed a new partnership with him and Leo Goossen.

Romantic, isn't it?

STANDARD C.O.C.

The Sixth Southern Counties' Trial of April 30th was a decidedly stiff trial. The winner was Miss "Pip" Meyrat, handling a Standard Eight.

ROYAL SCOTTISH A.C.

The classic Scottish Rally takes place from May 29th to June 2nd and has attracted over 130 entries. It concludes at Glasgow. Details from: R.S.A.C., 163, West George Street, Glasgow, C.2.

BUGATTI OWNERS' CLUB

The Club will hold a member's meeting at Prescott on June 11th, with the usual classes, including a formula run for pre-1915 cars. There is also a class for "specials" and a class for Invicta cars. Entries closed on May 29th at 10/- per class. An excellent little meeting should result, and the prizes include silver cups and tankards. Things commence at 2 p.m., with a practice period on the

Sunday morning only, from 9.30 a.m. to 1 p.m.

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

750 CLUB

The 750 Club is going great guns and already has some forty members. A social event is held once a fortnight on a Sunday recent runs including a rally to Stonehenge a run to support the Dancers' End hill-climb and a Treasure Hunt, the Ford Enthusiasts' Club being invited to the latter event. But the need for more competitive events is not being overlooked, and it is expected that a trial closed to members driving Austin Sevens, will be held on June 25th. The scheme for exchanging spare parts is now under way. Secretary Hunter works very hard indeed and is singularly successful in enrolling new members and extracting their subscriptions in cash—he enrolled K. C. Jarvis at Dancer's End. The annual sub-

scription is only 7/6, with no entry fee, and non-Austin owners may join as associates at the same rate. The Club is anxious to acquire an early Austin Sevens, not later than 1924, or one of the pre-war, single cylinder Austins as a mascot, if anyone knows of one, such as the Ford Enthusiasts' Club bought a 1912 model-T Ford. Hon. Secretary: P. H. Hunter, 39, Warland Road, London, S.E.18.

A CORRECTION

In our report of the Stanley Cup meeting we referred to Hurst's M.G. as "aided by Bellevue," in winning the Racing Car Handicap. Actually, Hurst and Edmondson bought this car—formerly raced by Dugdale—from the Bellevue Garage and since then they have fitted a new body and tuned it themselves. It was not serviced by Bellevue Garage (Racing) Ltd., and in this race beat a Bellevue prepared M.G.

THE R.A.C. RALLY

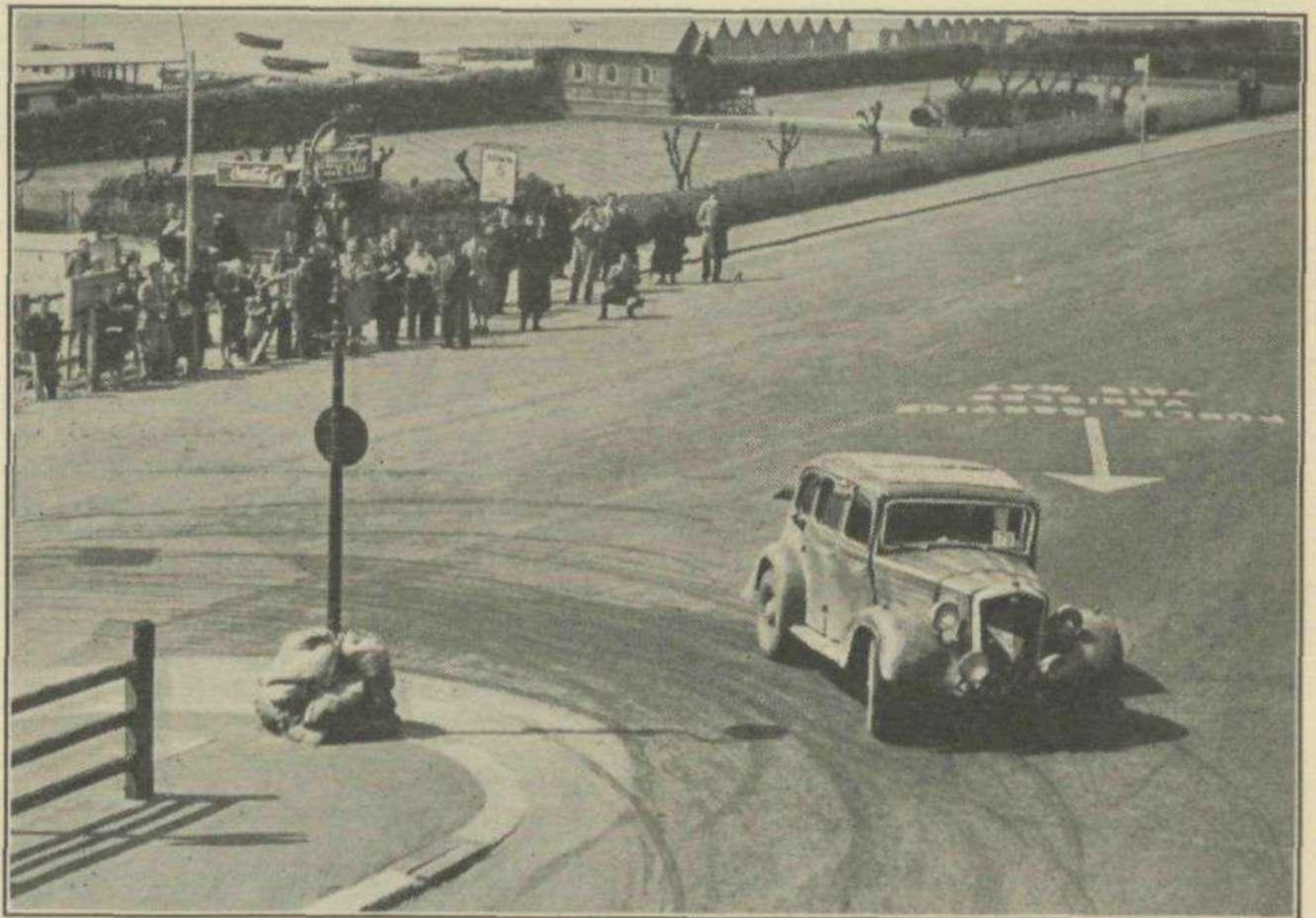
A GREAT SUCCESS FOR FRAZER-NASH-B.M.W.

THIS year's R.A.C. Rally to Brighton was a success, even though Rally entries have decreased every year since 1932, when the original Rally attracted 367 competitors. This year 225 entered, of which 200 started. The road section proved very easy for modern cars and hardly amusing to experienced drivers, especially as the trials section was cut out at the last moment, we believe because of flooded roads. However, Cowdale had to be tackled and failed quite a few cars, and those who paint funny names on their cars and don white flying hats or cricket caps or other funny head gear or display special mascots in and on their carriages, would probably not like to forego this road section. One car broke a fuel pipe, another lost both its front springs, while Anthony's, Raymond Mays and an S.S. retired following minor accidents.

At Brighton the first test was a hill-climb up a 1 in 4½ hill, with a reversing test past a pylon in the middle of it. In many ways this was an excellent test, but as the hill was quite long, a high-performance car could still put up a reasonable time after its driver had made poor showing in the reversing section. We really cannot see what a reverse proves, except to test rearward visibility in a closed car; a normal restart test would test clutch, handbrake and bottom gear ratio just as well. In Class 1 Cornish made best time with his model-T M.G., in 24.8 secs., H.F.S. Morgan's Morgan 4/4 Coupe led class 2, in 28.6 secs. Michael Lawson's white Meadows-H.R.G. beat everyone in Class 3 with a run in 23.2 secs., Boughton's Vauxhall made best time in 30.8 secs. in the equivalent closed car class, and then Leslie Johnson set up fastest time of all with his Type 328 B.M.W. in 22.0 secs., a really fine dice. Fane (B.M.W.) managed 22.8 secs., and Newsome (S.S.) tied with him. In the big closed car class Don Impanni and H. J. Aldington tied for best show with their Frazer-Nash-B.M.W.s. Some of the reverses were very cautious, some too wild, so that time was lost as the cars slewed round. The Bantam (American for special-bodied Austin Seven) failed on the hill, likewise a Type 500 Fiat, a Singer tried to disintegrate his ratio-chest and Miss Stanley Turner took ages to find the gear she wanted on the big Alvis. The 4½-litre Bentleys mostly showed that they had heaps of urge, getting momentary wheel-spin on the get-away. We took heaps of notes in a miserable hail-storm while watching this test on the Thursday afternoon. But there is insufficient space in which to detail every performance, now would much of value be gained by doing so. We may mention the tremendous low-speed urge of the 3½-litre S.S. 100s, however. On the Friday morning there was a starting from cold test which is quite an instructive test and accordingly ignored by the Press in general. We would emphasise that two Rileys, and two M.G.s and two Aston-Martins, an S.S. and a Wolseley each lost two marks, and a T-type M.G. ten marks, in this test.

The next excitement was a braking test, with long lengths of road as hazards. Cars were timed over a standing quarter-mile and were required to pull up in a quite adequate space, but lost marks for sliding over the hazards. This was a very useful test, in which there was the usual tendency to brake early. Cornish held a slide well and won Group I with his M.G. in 21.6 secs. Morgan's Morgan again led Class 2, in 23.6 secs., and in Class 3 Mayne's Aston-Martin did 20.4 secs., with Robin's H.R.G. almost as quick. Davidson's Triumph led its class in 23.4 secs., and in the big Class Harrop managed 19.0 secs. in the S.S. and Fane 19.4 secs. on a run in which the B.M.W.s urge was

degree of control, albeit it gave sports-type cars an unquestionable advantage. There seemed an optimistic lack of sandbags, extinguishers and St. John's men at the corners, but fortunately no one came unstuck. However, the family cars did some heart-stopping rolling and lifting and Whalley oh-so nearly tipped up his open Ford Ten, while Symons did a real banked turn in the battered Cape Record Wolseley—by the way, in contrast to the antics of the majority of British family death-boxes, the little D.K.W. and the baby Fiat were very stable. Best time of all went to Fane, who drove like the master he is, to occupy only 41.4 secs. Tommy



H. E. Symons driving "Von Trekker" the famous London—Cape Town Wolseley in the Speed Test on the Madeira Drive, Brighton.

eased a trifle early. Wisdom had foul luck when his 3½-litre S.S. slid into a hazard after a run in 18.6 secs., and Silcock's Allard—the new car we illustrated last month—actually did 18.2 secs., and then just tipped the barrier right at the end of the braking area—it looked almost as if the wind were responsible. This cost the Allard a high place in the results. Incidentally, the loud-speakers used for these tests on the Madeira Drive were nothing like as good as that which enlivened interest at the previous day's test. We hope the small crowd of onlookers appreciated the great braking power of what they normally read of a "great racing projectiles!"

The final test consisted of acceleration (for sports-cars) or a speed run (for slower cars) up to a hairpin turn round a pylon, a run back to a sharp right-hand turn and up hill to the finish, the whole thing being timed. Although of a curious nature, this test certainly called for good all-round performance and a considerable

Wisdom was second with the S.S. 100, in 42.8 secs., while Soames, handling the smart new Allard V12 for Silcock, was third and Newsome with the S.S. fourth. Of the closed cars Aldington's big Frazer-Nash-B.M.W. was really outstanding in 46.4 secs., followed by Walter Norton's Delahaye in 47.8 secs., and Cleland's old Ford V8, most of its big-ends gone, in 48.2 secs. Leslie Johnson spoilt what would have been a very fine time by sliding before the second turn, taking 44.4 secs.

The Results had only to be worked out and, from a mass of figures, it transpired that, class by class, Morgan 4/4, Morgan 4/4 coupe, Meadows-H.R.G., Triumph, 328 Frazer-Nash-B.M.W., and Frazer-Nash-B.M.W. were the outstanding cars. The drivers responsible for these marque successes were: G. H. Goodall, H. F. S. Morgan, M. H. Lawson, G. S. Davidson, A. F. P. Fane, and H. J. Aldington. Both team prizes went to the Fane, Murray, Johnson team of Frazer-Nash-B.M.W.s. Of the runners-up they were

THE R.A.C. RALLY—continued

H.R.G. 9 h.p., old Ford Eight, H.R.G. Lancia Aprilia, S.S., and B.M.W. with second placing in their respective classes, and M.G., Wolseley, Riley, Riley again, B.M.W. and Delahaye with third placings. Obviously, Frazer-Nash-B.M.W. carried the day, or should we say week, with S.S. cars very much in the picture. Incidentally, some evidence of the fact that trade interest in competition work is not entirely dormant is shown by the advertising copy of Sunbeam-Talbot, Triumph, Daimler, S.S., Riley, Alvis, B.S.A. and Raymond Mays, each of whom proclaimed Rally successes. In the Coachwork Competition held on the Saturday, the Premier Award winners were Miss Stanley-Turner's Vanden Plas 4.3-litre Alvis, A. L. Goodrich's Talbot Ten, Jack Barclay's Young-bodied Rolls-Royce "Wraith" and N. A. Bronsten's H. J. Mulliner Bentley.

Some daily Press reports of the Rally very carefully mentioned only the performance of popular cars, advertised in their pages, happily ignoring B.M.W., S.S., Morgan and H.R.G., while Wisdom's reaction to the Rally was that "Germany gave us a sound drubbing." Actually, we would say that the Rally was an enjoyable week's motoring which, if it proved anything, showed up once again the extreme efficiency and dependability of the Frazer-Nash-B.M.W., emphasised the wonderful performance of

the moderately-priced S.S. 100 and reminded us of the essential worth of Morgan 4/4 and H.R.G., both of which embody certain rather vintage features and go as fast as any rivals in the small-car classes. There is lots of feeling that ordinary cars stand no chance against sports-cars in this Rally and no very clear idea whether it is organised to appeal to the R.A.C.'s touring members, to trials' drivers, or to the Trade. We rather feel that any live seaside Corporation could organise such an event quite happily on its own—as Blackpool, in fact, does—and that our Royal Automobile Club, governing body of the sport in this country, might now decide to give us an event placing less emphasis on the sporting aspect and having a greater research and publicity value. We have before us a copy of "The Complete Motorist" by A. B. Filson-Young, published in 1905. The Appendix consists of a copy of the Report issued by the judges of the trials' of small cars costing under £200, organised in August-September 1904 by the A.C.G.B.I., (now our R.A.C.). This Report details the behaviour of each entrant in a 620 mile road run, a brake test, a fuel consumption test, a vibration test, a noise test, an ease-of-manipulation test, a comfort test and a hill-climbing test. Incidentally, there were thirty-five starters and the judges were G. H. Baillie, W. Worby Beaumont, E. H. Cozens-Hardy, A. G.

New and R. E. Phillips. If the Club could manage all this thirty-five years ago, surely in 1940 the R.A.C. can give us a contest that is a real indication of the respective and collective merits of various sizes and makes of car? There is Brooklands, Donington and the Crystal Palace, and miles of little-used by-way and colonial going in this country at which to stage the tests, which tests should show up a car's *average* qualities and not its particular ability to behave or misbehave in a circus-dice having no counterpart in ordinary, everyday traffic or 40 m.p.h. average driving. We hope the 1940 event will be based on such lines, planned primarily for the Trade, but not barred to private-owners, who occasionally do contrive to drub Trade entrants. We would very much like to do a leading article about how such an event might be put over, but in spite of the desire of the daily Press to send us all into A.R.P. parlours and to drive ambulances instead of racing-cars, so many important races and speed events and summer trials are taking place that the available space is occupied in reporting them. But we would remind those manufacturers who advertise Rally successes that an event such as we suggest would have even more Publicity value, also that on September 2nd our Royal Automobile Club will put over another type of event of truly great propaganda value that merits maker's support—the T.T. Race.

A VISITOR

At Prescott we were pleased to meet again James Allison, home on a month's leave from India, and very happy to be back. Allison did very well at Club speed events and trials last year with the ex-Marcus Chambers' 4½-litre shortened Bentley. In India he runs a Red-Label 3-litre Bentley and says you go on climbing a Pass for a week on end, when even a Ford V8 only averages around 24 m.p.h. His Bentley enjoys such a task, and does not attract special attention—perhaps in India they appreciate a real motor-car.

The "750" CLUB

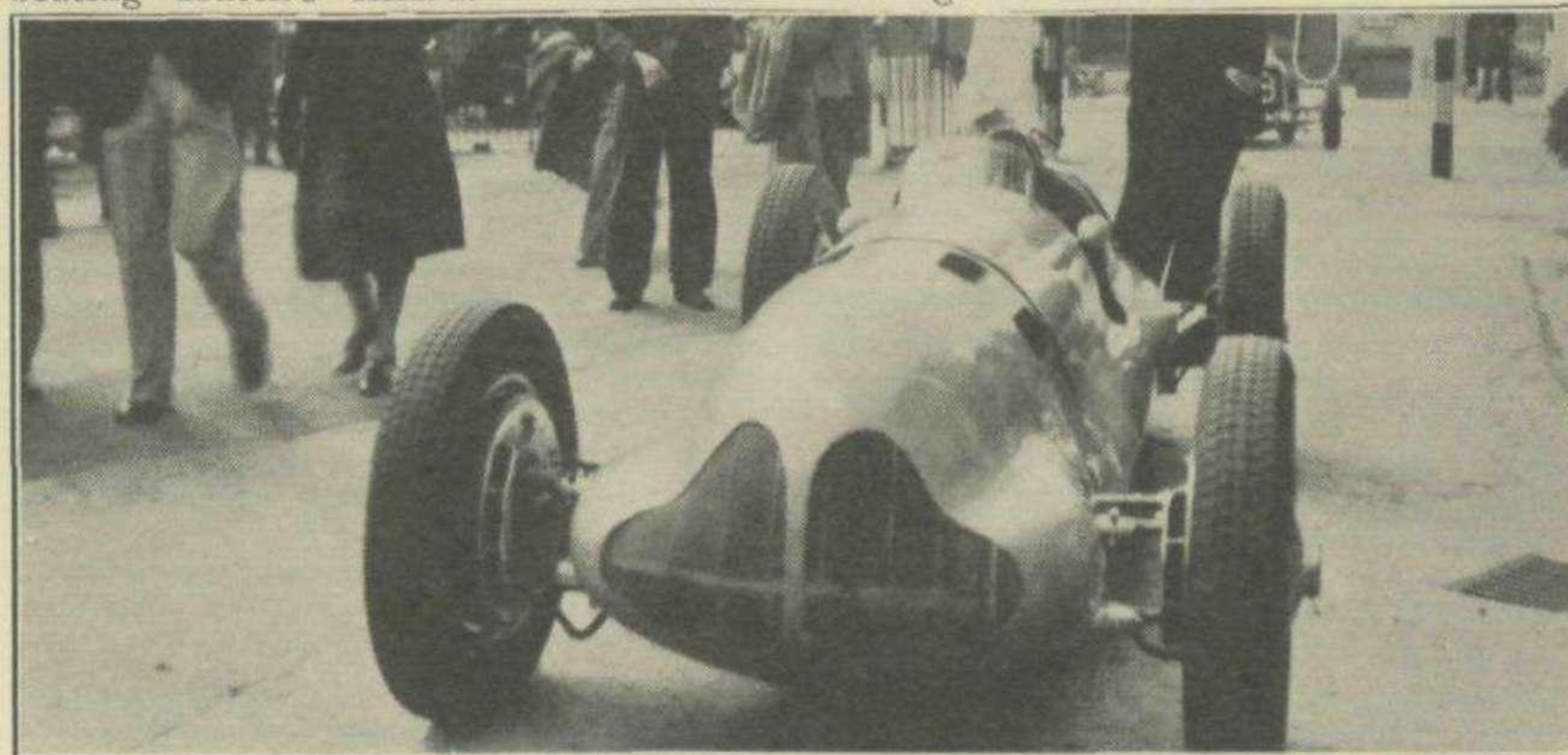
We learn that the "750 Club" will hold a closed Trial on June 25th in Kent. The entry fee will be 3/6 and entries close on June 17th. Full members driving Austin Seven cars and associate members on any make of car are eligible, and there will be a Committee Cup and three other prizes for Full Members and a separate prize for associates. Marks will be awarded on the novel basis for performances on hills and in two special tests and the prizes given on placings. The chief marshal is G. C. Kipps and P. H. Hunter is Clerk of the Course. The Club has issued a monthly "750 Express" and its future fixtures include a social run and another treasure hunt. A badge is now available, priced at 5/-.

Details from: P. H. Hunter, 39, Warlands Road, S.E.18.

THE KENT & SUSSEX L.C.C.

Another very entertaining speed trial meeting was held at Lewes May 13th, under ideal weather conditions, but with a stiff breeze blowing out to sea, making fast cars tricky to hold. Both Hutchison, on a run when Martin Soames rode as passenger in the V12 Allard, and MacLachlan with the wonderful little Austin, had snaky moments. Fastest run was by Norman Lewis, who got up the course in 18.47 secs. in Baron's 2.3 Bugatti. Robins won the H.R.G. class, and Matthew's M.G. Midget the small standard sports class. Goff's PB M.G. scored in the larger sports class, and Smith's B.M.W. in the 2-litre class. Wooding did a remarkably good run with a 4½-litre Lagonda in the big sports class, beating Hutch's Allard. Bennett's

Alta scored another success for the Kingston marque in the small super sports class, and Lycett, with passenger, won the big class with his immortal 8-litre Bentley, in 20.67 secs' Cunliffe-Lister took the Bentley Drivers' Handicap. MacLachlan's famous Austin Seven won the racing class up to 1,100 c.c. with a very healthy run, Mortimer's blown Alta netted the 1½-litre racing class, and also the 2-litre class, and Baron's 3.3 Bugatti took the big racing class in 18.49 secs. Miss Dobson (Frazer-Nash) won the handicap and Lewis did fastest time of anyone without smashing the course record. The Bolster-Special was not on form. There will be another of these excellent meetings on the 17th.



The New E.R.A. seen at Brooklands. A lovely machine surely worth supporting. 240 B.P.H. is claimed.

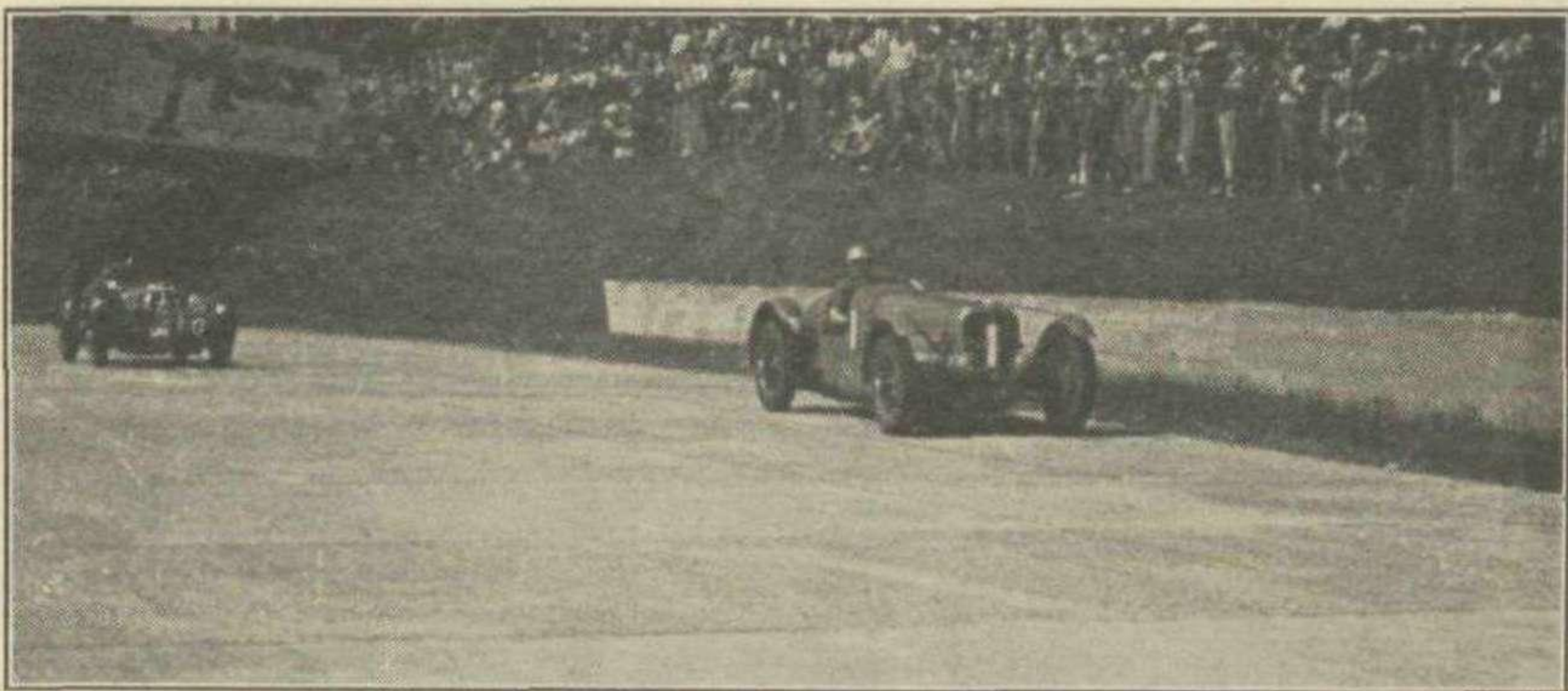
THE PERFECT HOLIDAY AT BROOKLANDS—continued from page 168.

in 7 min. 44.4 secs., at 65.94 m.p.h. The Darracq was third, followed by the Delage, Alta, Alfa and Peugeot in that order. Hunter, used the very rim of the banking, Dobson was shown the controls on the line by Walker, and the bookies thought Connell would do it. After a parade of ambulances, the cars lined up for the next round. Just before the start, the spectators on the rails noticed flames coming from the Delahaye, Dobson quite oblivious until officials shouted to him to leap out, while Aitken and Dorn-dof drove out of danger. The flames were severe but quickly extinguished—grand demonstration of the need to carry a fire-extinguisher on *your* car. Full marks to Dobson for instantly climbing in again and starting in the race. After a lap he led from Connell and Cowell. Poor Hunter coasted to a standstill in the finishing straight with a broken gearbox. Apart from an initial lead snatched by the Darracq the Delahaye led throughout. Connell was second, and the Delage third. Dobson averaged 71.15 m.p.h. and the Delahaye won the combined contest. This was a most popular contest, and proof of the superior performance of the Delahaye *marque*, the sales-success of which should benefit it in consequence. It had soundly beaten three blown sports-cars and a Darracq half a litre larger—but wasn't it once a racing-car? Of the others, Templer's Alfa was fourth and managed to repass the Alta and the pretty Peugeot was far slower.

A 5 lap Mountain race followed, won very splendidly from scratch by Rolt and his Zoller E.R.A. He averaged 77.15 m.p.h. and excitedly opened the bonnet afterwards to display the engine, shaking Dixon, who tuned it, warmly by the hand.

In the next Mountain handicap the "fastest road-equipped car," Count Heyden's 3½-litre Delahaye, still road-equipped, and driven by Walker, won nicely at 68½ m.p.h., as virtual limit car. He was chased home by Aitken's E.R.A., with Wilson's smaller E.R.A. third. Wilkinson, on the ex-Fernihough Riley, had a huge duel with Bartlett's 3-litre Alfa-Romeo, which beat him on initial acceleration, but on lap 2 he overdid

again we heard expressions of enthusiasm for the "outer." This race drew fifteen entries. For 3 laps Baker's 5½-litre Graham-Paige, with four Solex carburettors and longer exhaust branches from cylinders 2 and 5 than from its other six "pots," led. Then Sumner's R. R. Jackson-tuned M.G. built up a nice lead from Courtney's Amilcar Six and the Graham. After 5 laps of the 7 Wooding's new 3-litre single seater



The Invitation Road Car Race, First Section (Campbell circuit), A. C. Dobson (Delahaye), just as he had passed H. C. Hunter (Alfa-Romeo) on the second lap.

things at the Banking turn, spinning round, so that Bartlett had to shoot up the banking to miss him. Symonds (M.G.) toured and Cotton (E.R.A.) tried hard in vain. Monkhouse's M.G. strewed vital bits about the concrete after some twenty-five yards.

The final Mountain handicap saw Ansell's T & T-tuned E.R.A. win from Beadle's Alta, with Whitehead's scratch

Talbot was second. Right at the end Sumner had a plug cut out and retired, leaving Wooding to win at 115.68 m.p.h. from the old Amilcar. Much interest was attached to the E.R.A. driven by St. John Horsfall. It ran very steadily, its front end obviously light for tackling the outer-circuit bump, and, although we believe revs. were purposely kept down because of a road-circuit axle ratio, it finished third, lapping at about 125 m.p.h. The Duesenberg and Bentley-Jackson could not stay the distance.

A very pleasant meeting concluded with a long, outer-circuit handicap, won by G. B. C. Sumner (M.G. S) with C. G. H. Dunham (Alvis) and A. F. P. Fane at a speed of 111.85 m.p.h., being some consolation for Sumner's bad luck in the previous race.

RESULTS

First Whitsun Road Handicap: 1, R. Hanson (E.R.A.); 2, N. G. Wilson (E.R.A.); 3, W. Cotton (E.R.A.).

Won by ½ secs., at 70.19 m.p.h.

Second Whitsun Road Handicap: 1, C. K. Mortimer (M.G.); 2, A. Baron (Bugatti); 3, A. Beadle (Alta). Won by 7½ secs., at 63.86 m.p.h.

Third Whitsun Road Handicap: 1, K. D. Evans (Alfa-Romeo); 2, D. A. Hampshire (Maserati); 3, H. C. Hunter (B.M.W.).

Won by ¼ secs., at 71.84 m.p.h.

The Invitation Road Car Race: 1, A. C. Dobson (Delahaye); 2, I. F. Connell (Darracq); 3, Hon. P. Aitken (Delage).

First Whitsun Mountain Handicap: 1, A. R. P. Rolt (E.R.A.); 2, A. B. Hurst (M.G.); 3, P. Parnell (B.H.W.).

Won by 2 secs., at 77.15 m.p.h.

Second Whitsun Mountain Handicap: 1, R. R. C. Walker (Delahaye); 2, Hon. P. Aitken (E.R.A.); 3, N.G. Wilson (E.R.A.).

Won by ½ secs., at 68.15 m.p.h.

Third Whitsun Mountain Handicap: 1, R. F. Ansell (E.R.A.); 2, A. H. Beadle (Alta); 3, P. N. Whitehead (E.R.A.).

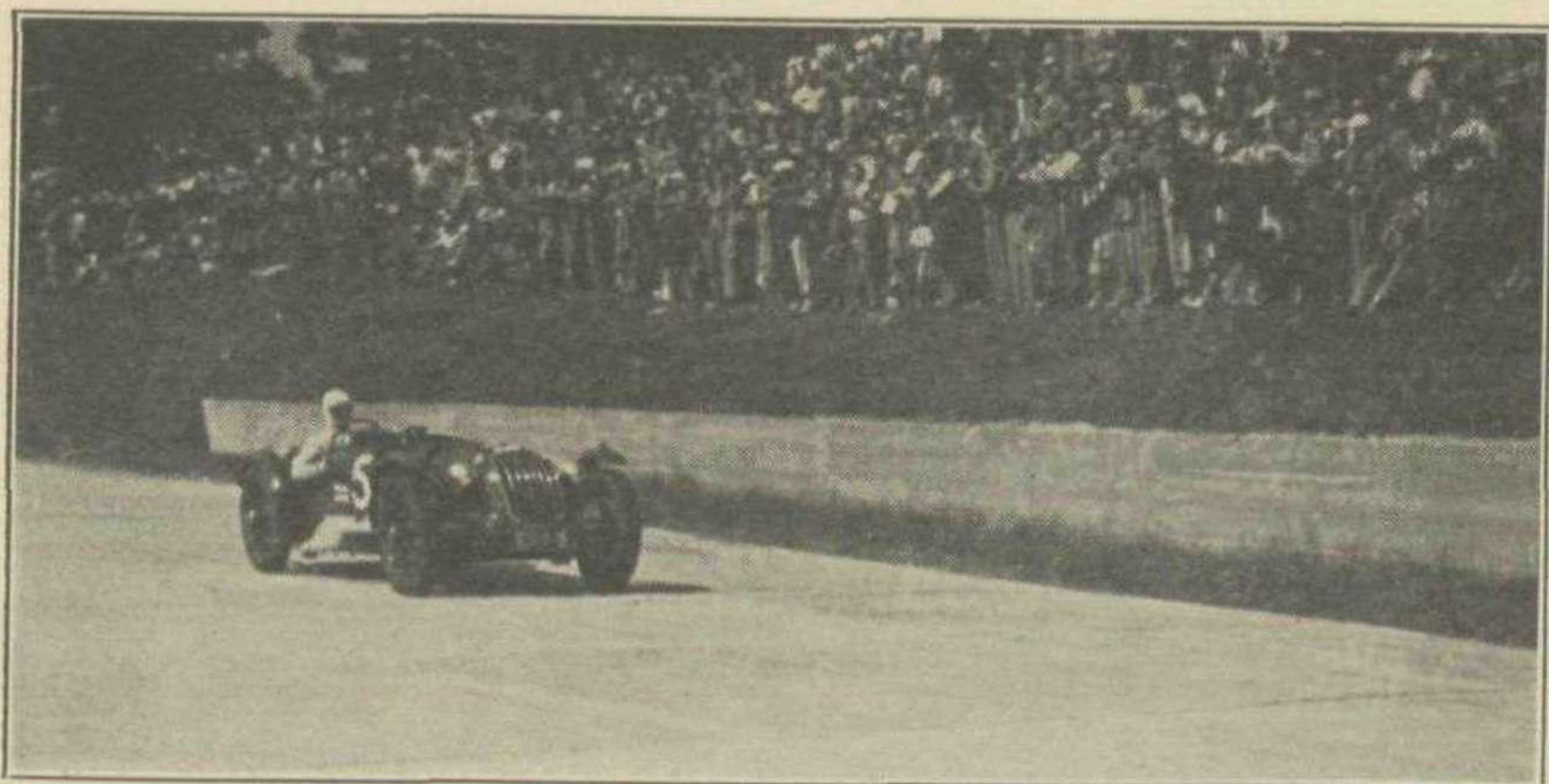
Won by ¼ secs., at 74.68 m.p.h.

Locke King Trophy Handicap: 1, G. A. Wooding (Talbot); 2, P. Courtney (Amilcar); 3, St. John Horsfall (E.R.A.).

Won by 13½ secs., at 115.38 m.p.h.

Whitsun Outer Circuit Handicap: 1, G. B. C. Sumner (M.G.); 2, C. G. H. Dunham (Alvis); 3, A. F. P. Fane (B.M.W.).

Won by 10.2 secs. at 111.85 m.p.h.



R. W. Cowell (2-litre Alta) in the first section of Invitation Road Race.

Tony Hurst's M.G. Magnette, limit car, was second, and the B.H.W. thundered into third place. Maclure had a bare 4 secs. start from Rolt and although he had got away with smoking tyres he could not make it. Before the start he methodically checked all gauge readings, while Mortimer changed into the traditional tennis-shoes to drive his beautiful "2.3" Bugatti. The new Alfa-Aitken, shades of the *Bimotore*, did not appear.

E.R.A. about equal distance away in third place. Ansell drove well to ward off the Alta, which picked up splendidly on the field. Dennis's SS turned round at the Fork and finished last in spite of a rousing exhaust note, the Mills Special vomitted, and Hampshire's Maserati retired. The speed was 74.68 m.p.h.

Next we had the big race of the day, the 20 Mile Locke King Trophy Handicap—and it was an outer-circuit race. Once

"BIRA" THE QUITE INVINCIBLE

VICTORIOUS AGAIN, AT THE CRYSTAL PALACE. HANS RUESCH'S GREAT DRIVE.
"BIRA'S" DELAHAYE WINS SPORTS-CAR RACE

THE London Road Course opened its doors again towards the end of May. In practice for the Sydenham Trophy Meeting "Bira" experimented with single and twin rear wheels on his E.R.A. "Romulus"; Walker did his inimitable cornering in the Walker-Whitehead E.R.A., wheels continually spinning, Merc. fashion; Ruesch took life seriously, and Bolster thoroughly enjoyed himself. On the Friday the 1907 Renault "Agatha," Heal's Fiat, Nash's Lorraine, the 1914 Opel, a 1920 racing "T" Ford, a 2-litre Sunbeam, two Le Mans Bentleys, and Dobson's white E.R.A. had an appointment with the B.B.C. television camera, and the B.B.C., after Heal had helped with the historic bit, staged a 2-lap handicap race between the Opel, Lorraine, E.R.A. and unblown Bentley. Dobson won from the Lorraine amid cries of "what a boy," and Nash had a nice fire to put out, beyond the finish—"Vieux Charles" escaped damage.

The first race on the Saturday was a Soap Box Derby. These decorative, pedal-propelled boxes achieved surprising velocities, but isn't it rather pathetic that they were welcome at a meeting where E.R.A., Alta and Alfa were racing?—which perhaps reflects the British public's opinion of motor-racing and explains why the British Motor-Racing Fund has sagged. These toys will be more appropriate at the Ford Gymkhana on June 17th.

For the Sydenham Trophy first heat, of 10 laps, all twelve runners lined-up. Arthur Dobson, once again in his white Roots-inducted E.R.A., drove faultlessly and, making up on handicap, was third on lap 8 and leading one lap from the end, to win from Aitken (E.R.A.) and Wilson (1,100 c.c. E.R.A.), at 57.2 m.p.h. His seventh lap was the quickest, in 2 mins. 4 secs. Aitken drove very nicely, doing one lap in 2 mins. 5 secs. Maclure experienced mis-firing on the Riley, and Wakefield's Zoller-blown E.R.A. was not placed, although Johnnie did a circuit in 2 mins. 2.1 secs. and came home behind Nichols's M.G. Hampshire, with one of the six-cylinder Maseratis, went hay-wire at Ramp Bend. "Bira" and Ruesch came decidedly to grips in Heat 2. The big Alfa-Romeo got off a trifle faster than the yellow and blue E.R.A. and led into the first corner, and for a long time "Bira" just could not get by on acceleration. Ruesch slid

his corners magnificently and opened up immediately. "Bira" waved to the flag-marshals in a hope that he could squeeze past the bigger car, but Ruesch stayed ahead, to win at 57.77 m.p.h., 33 secs. ahead of "Bira," who averaged 57.63 m.p.h. Beadle drove his Alta quietly into third place and Brooke, now with a 1½-litre blown Alta engine in the Brooke-Special was fourth. Brooke actually closed with "Bira" in the early stages, but he turned round at the Pond and later hit the bank at Stadium Curve and stalled his engine—an example of enthusiastic lack of polish, for he seems to corner absolutely on the limit and not know when the limit is going to be overstepped. P. D. Walker seemed much the same in practice, but we had no chance to see what he would do with other cars around him, as he retired early with transmission trouble. Smith's M.G. was reported to have blown its engine up and Dodson's little Maserati, Mathieson's big Maserati and Rolt's E.R.A. did not start. We understand that Chula protested about Ruesch's prompt get-away. Ruesch did his last and best lap in 2 mins. 2.5 secs. and "Bira" who used single rear wheels, did his fastest circuit in 2 mins. 2.6 secs.

The Sydenham Plate sports-car race was an easy victory for "Bira" with the Delahaye he used to own and with which he contrived to do ample practice lappery. He won at 52.41 m.p.h. and finished 6½ secs. ahead of Fane's Frazer-Nash-B.M.W. Cooper-Harewood's M.G. was third—it is a blown PB—and Abecassis managed fourth with the Alta. E. W. H. Dobson came un-stuck at Stadium Dip with the Riley and Aitken's fast Delage burst a tyre.

The Delahaye's fastest lap was its third, in 2 mins. 12.1 secs., and Fane did his third lap in 2 mins. 14.3 secs. Abecassis (Alta) did 2 mins. 14.1 secs.

The Final was most exciting. There was first of all a delay before the start while the course was treated, not very effectively, for oil-patches. As the cars lined up we noted that "Bira" had fitted twin rear wheels to the E.R.A. As the flag fell, again Ruesch got the big Alfa-Romeo off surprisingly well and was first into the first corner, and for three tremendous laps he led "Bira" who waved frantically to the flag-marshals, most of them a trifle confused. At last "Bira" got by and he then set

about catching the limit cars, Nichols's M.G. and Wilson's small E.R.A. Half-a-dozen laps from the end—the race was over 16 laps—"Bira" led, and with plenty of time to spare Arthur Dobson had also got past the big Alfa. "Bira" won, at 57.53 m.p.h., Arthur Dobson was second, at 56.87 m.p.h., and Ruesch was third, averaging 56.61 m.p.h.—not so fast as in the heats. Wakefield's E.R.A. was fourth, and of the others Bolster finally retired, Hampshire gyrated the Maserati twice, Aitken also spun round, Beadle's Alta had bad engine trouble, and Winterbottom's Alta turned round and threw oil on the course. This oil caused considerable excitement, and was the signal for Brooke to turn round twice. "Bira's" best lap was 2 min. 3 secs. So "Bira" was undisputed victor of the first Crystal Palace Meeting of 1939, which enjoyed perfect weather and drew an excellent gate. Ruesch drove beautifully a car not exactly suited to this slow circuit and Arthur Dobson was very much in the picture, having established a new Lap Record with his white E.R.A. in practice, after sharing this honour with "Bira" last season. The new record stands at 2 min. 1.2 secs., or 59.41 m.p.h.—which we hope is an omen that A.C.D. will do similar things with a new E.R.A. in the Nuffield Trophy Race on June 10th. Harry Edwards will repeat his unique short races at the popular Palace circuit on July 1st.

RESULTS

Sydenham Plate Sports-Car Race

1. The Sydenham Plate and £25: "B. Bira" (Delahaye), 52.41 m.p.h.
2. £15: A. F. P. Fane (Frazer-Nash-B.M.W.), 51.55 m.p.h.
3. £10: E. C. Cooper-Harewood (M.G., S.), 47.30 m.p.h.
4. £5: G. E. Abecassis (Alta, S), 48.28 m.p.h.

Sydenham Trophy for Racing-Cars

Heat 1

1. £25: A. C. Dobson (E.R.A., S), 57.20 m.p.h.
2. £20: Hon. P. Aitken (E.R.A., S), 56.70 m.p.h.
3. £15: N. G. Wilson (E.R.A., S), 53.65 m.p.h.
4. £10: I. H. Nickols (M.G., S), 53.61 m.p.h.

Heat 2

1. £25: Hans Ruesch (Alfa-Romeo, S), 57.77 m.p.h.
2. £20: "B. Bira" (E.R.A., S), 57.63 m.p.h.
3. £15: A. H. Beadle (Alta, S), 56.40 m.p.h.
4. £10: H. L. Brooke (Alta-Brooke S), 54.92 m.p.h.

Final

1. The Sydenham Trophy and £150: "B. Bira" (E.R.A., S), 57.53 m.p.h.
2. £75: A. C. Dobson (E.R.A., S), 56.87 m.p.h.
3. £50: Hans Ruesch (Alfa-Romeo, S.) 56.61 m.p.h.
4. £30: J. P. Wakefield (E.R.A., S), 53.19 m.p.h.

THE LATEST SPORTS BUGATTI—continued from page 167

Not being a works car we were unable to test the supercharged model as thoroughly as had been the case with the unblown car. All the same we found that it ran as effortlessly at 90 m.p.h. as the standard model did at 75 to 80. At the other end of the range it would trickle along at little over walking pace and picked up with enthusiasm from 10 m.p.h. on top. Bottom gear is normally not used, but getting away in second and using the gears, something like racing-car performance is available. Used virtually as a means of improving the distribution and blowing at a maximum pressure of two or three pounds, the supercharger

is shown as a definite asset in the case of a robust engine like that of the 3.3-litre, and gives a fascinating increase in performance without shortening the life or reliability of the car.

Space does not allow of a detailed description of the chassis, but one cannot conclude without remarking on the beautiful finish of the cylinder block and other under-bonnet components, the polished and plated front axle with its integral spring housings, the finned rear axle casing with its array of fastening bolts, the deeply ribbed brake drums, and of the internals, the balanced six-bearing crankshaft turned from a solid billet.

No driver with any claims to discrimination can fail to sense the feeling of safety and response which characterises the two new Type 57 models, and which is the result of racing experience allied to pride of workmanship. The supercharged car is doubly interesting as representing the logical application of this principle to the fast road car, while the "57 Tourisme," as the unblown car is modestly called, is fast and lively enough for nine people out of ten and incidentally offers thoroughly good value with the franc at its present low level.

Continental Notes and News

Miniature Mercs.

Well, these Mercédès people have certainly given everybody something to think about. One expected that they would eventually produce a 1½ litre as good, if not better than anyone else's. But none of us, I am afraid least of all the Italians, were prepared for such a smashing success as the Mercs. enjoyed at Tripoli with a brand-new model.

One is tempted to fall into the depressing thought that if the cars can average over 120 m.p.h. for two hours in the terrific heat at Tripoli, nothing will be able to stop them on other circuits, and that 1½-litre races will develop into the usual German procession we have become accustomed to in Formula events.

But things are not quite so bad as that. An E.R.A.—of an early type—won a race at Avus in the hands of Charles Martin at 119 m.p.h. a couple of years ago. Avus, I know, is a good deal faster than Tripoli for the very fast cars, but the E.R.A. performance is significant and well worth recalling, all the same. The new E.R.A.s should be a lot faster than Martin's car and, given thorough preparation, good driving and careful pit-control, there is no reason why they should not be a match for the Mercédès.

After a mysterious report from Cologne—which was supposed to come from the usual "reliable source"—that the Mercédès would definitely come to England for the Nuffield Trophy at Donington, a telegram was received by Craner from the Daimler-Benz A.G. at Stuttgart in which they expressed their regrets that they would not be able to come.

I since learn that the Mercédès policy this season will be to avoid sending the 1,500 c.c. cars to any circuit where the Formula 3-litre cars are due to appear; hence the Donington decision, and from which it may be inferred that the Formula cars are definitely coming to the Donington Grand Prix.

There is talk of the Swiss Grand Prix at Berne being a 1,500 c.c. race this year, in which case it would absorb the Prix de Berne race for 1½-litres. This would also mean that the Swiss Grand Prix would be a suitable race for the 1,500 c.c. Mercédès-Benz.

The Mercs., incidentally, seem to be exact replicas of the Grand Prix cars externally, with the exception of some extra louvres on top of the bonnet. Their Vee-eight engines bear a close resemblance to the Vee-twelves of the big cars, and the fact that the whole car is a scaled down version of the 3-litre probably accounts to a large degree for the apparent absence of any teething troubles. I say apparent, because although it has been stated that the cars were designed and built within the space of two months, no one has any real proof of this. It is more likely that cars have been gradually developed for much longer than that.

As for their Italian rivals, the Alfettes simply lacked the necessary speed, and broke themselves in trying to keep up the pace set by the Germans. Did you notice that only one of the six that

By
AUSLANDER

started finished in the first ten? Whether they will be able to find the extra horses remains to be seen. Already there is talk of their building a new 24 cylinder car. It is through a multiplicity of cylinders, I believe, that future development in engines lies. In the meantime it is always possible that they will be able to boost up the present straight-eight a bit. In all other respects the Alfettes are perfect. It is just a matter of speed.

It was a bitter day for the Maserati brothers, with all three works cars going out on the first lap. Villorosi's fate was the most regrettable, because his gearbox trouble developed at the start and he never got going at all. His fully streamlined car had made the fastest practice lap at 134 m.p.h., and might have served the purpose of breaking up the Mercs. by setting a really hot pace. The Maserati cup was filled to the brim when both Trossi and Cortese suffered broken pistons on the very first lap. However, I doubt whether either of these cars were as fast as the Mercs., and even if they had kept going they would not have been able to press them sufficiently to cause them to hurry, as Villorosi might have been able to do. The result of the race, I understand, has led the Maserati brothers to consider the idea of making a new 6-cylinder car.

Before leaving the subject of Tripoli, it is worth recalling a few previous performances on this circuit, which will serve to put the miniature Mercs. in their true perspective. The most similar speed of a winner in bygone years was Caracciola's in 1935, when he drove a 4½-litre Mercédès to victory at 122.03 m.p.h., as compared with Lang's 122.9 m.p.h. this year on the 1½-litre car. The year before that Varzi averaged 115.41 m.p.h. on a 2.9-litre Alfa, and in 1933 Varzi again won, this time with a 2.3-litre Bugatti, at 104.7 m.p.h. Speeds faster than Lang's, on the 1½-litre, are his own in 1938 with a 3-litre Mercédès at 127.45 m.p.h., his own again in 1937 with a 5½-litre Mercédès at 134.42 m.p.h., and Varzi's with a 5½-litre Mercédès in 1936 at 129.62 m.p.h. The fastest lap ever recorded at Tripoli was made by Stuck (Auto-Union) in 1937 at 142.4 m.p.h. Last year Lang did 136.3 m.p.h. on a 3-litre Mercédès, and this year his best was 130 m.p.h. Last year, also, there was a race for 1,500 c.c. cars which was won by Taruffi on a Maserati at 110 m.p.h.

As someone once remarked, time marches on . . .

Goings-on at Montlhéry

It is a funny thing, when you come to think of it, that Montlhéry has not been used more as a race track. After all, it is no farther from Paris than Brooklands is from London, and there are plenty of racing and sports-cars in

France. One would have thought that there would be no difficulty in getting enough entries for several meetings a year on the lines of the B.A.R.C. affairs.

An attempt in this direction has been made, of course, by the Independent Drivers' Association, but they still do not have the programme of eight or nine short races that is so successful at Brooklands. On May 7th, for example, they held a meeting which comprised three races, all of them fairly long.

It began with the Sporting Committee Cup Race for sports-cars, in which Gordini scored a narrow win with his 1,100 c.c. Simca-Fiat, finishing one second ahead of Brunot's 1,500 c.c. Riley in the general classification, these two being a minute and half ahead of Herkuleyns, the Dutch M.G. driver.

After this Raymond Sommer took out his 2.9-litre Alfa-Romeo on to the *piste de vitesse* (the other races were on a short road-cum-track circuit of 3.3 kilometres) and proceeded to attack Mrs. Stewart's long-standing lap-record. In this he was eminently successful, clocking 148.44 m.p.h., which struck me as being pretty good going for a road-racing Alfa of several years of age. It also reminds us of how extremely fast Montlhéry is as a track, and stirs up interest as to what a Grand Prix Mercédès could do on it.

Then came the Coupe de Paris, for racing cars, in which Sommer, with a nicely warmed-up engine, had a tremendous scrap with Wimille on the 4.9-litre latest type Formula Bugatti. The two of them went at it hammer and tongs, and at half time the Bugatti was a couple of seconds ahead. Behind them Lebégue and Carrière were both going well on Darracqs, with the rest of the field of Delahayes and Darracqs strung out. After half-way Sommer fell back a few yards—there was never very much in it—and at the end he was about ten seconds astern of Wimille. Lebégue did extraordinarily well to finish 36 seconds behind Sommer after three-quarters of an hour of hectic racing.

The final event came as an anti-climax, for the competitors were the leaders in a rally which finished at the track. The winner was a Fiat "mouse"—on Formula, of course—with Contet's Delahaye and Sommer's Alfa third!

The future of Montlhéry is a bit uncertain at the moment. It has been officially taken over by the French Government for the purposes of national defence, but exactly what those purposes are no one seems to know. Presumably it will be used as testing and training ground for mechanised units of the army. Judging by the wobbling and general uncertainty of some army motor-cyclists I saw at Versailles last year, this should fill a "long-felt want."

Beyond the Coupe de Paris meeting and the 12 Heures de Paris race to be held on September 10th, Montlhéry is rather dead these days. I wonder whether the "Douze Heures" will be held now.

CONTINENTAL NOTES AND NEWS—continued.

Joie de Vivre

I was talking the other day to a well-known motorist who took part in the Paris-Nice Rally one week and the British R.A.C. Rally the next. He said the difference between the respective road sections was perfectly astounding.

In the Paris-Nice all the competitors (who have previously been timed over the flying lap at Montlhéry) are lined up in pairs on the main road at a little village on the outskirts of Paris, beyond which is the open country. The start is given to all the competitors simultaneously by the firing of a maroon—just like a Grand Prix. None of that half-minute interval business. From there to Grenoble, where there is a check which you can reach as early as you like, it is one long race. For the first few miles there is a lot of jockeying and jostling, with an occasional Darracq or Delahaye going by with a "whoof." Then the field strings out and each driver gets down to the job of packing as many kilometres into an hour as he can. Last year, for example, Lebégue, on a Darracq averaged 72 m.p.h. from the start at Boissy St. Leger to Grenoble. Take a look at the map, if

you haven't been over the road before, and you'll see what that means.

The R.A.C. Rally, of course, is a very different matter. My friend told me that after averaging 53 m.p.h. from his starting control to Scarborough, which he reached at 2 a.m., he went to bed for six hours before checking in! And that was supposed to be the "all-night" run.

Hamburgers

As predicted, the 2-litre sports-car race over a four mile circuit in the City Park at Hamburg on May 7th was won by B.M.W.s, who took first, second and third places. The race started with a terrific battle in which H. J. Aldington got the better of his rivals and was leading at quarter-distance. He was being pressed all the way, however, and about half-way through the race he unfortunately crashed rather badly on a corner. The car turned right over and was smashed up, but Aldington luckily escaped with no more than bruises and a shaking. In extenuation of what must be his first incident of this sort in a distinguished driving career, it is only fair to point out that Aldington arrived at

Hamburg shortly before the race and had had very little practice on a tricky circuit.

In the 1,500 c.c. race an M.G. put it across a whole pack of B.M.W.s to win at 70.8 m.p.h., which was quite gratifying to a handful of British spectators.

... sloppet!

The Grand Prix of Finland—Elain-tarhanajo-Djurdgard-Sloppet—did not attract the German cars after all. You will remember that it was thought that as Caracciola and Lang were going to Tripoli on the same day, Seaman and Von Brauchitsch might go to Finland with the Formula cars.

As it turned out, a local boy in A. Westerblom made good with an Alfa-Romeo which he drove to victory at 63 m.p.h. The slow speed is partly accounted for by the fact that the circuit was short—only a mile and a quarter—twisty and hilly.

There was also a race for sportswagens which was won by the inevitable B.M.W., this one being driven by U. Richter, who averaged—*mirabile dictu*—the same speed as the Grand Prix winner.

* * *

And that will be all to-day, thank you.

QUITE DEFINITELY VINTAGE

SOME NOTES ABOUT A SEVENTEEN-YEAR-OLD, 28/95 MERCEDES

RATHER an unusual Mercedes has recently been purchased by a keen reader, George Frost, of South Ealing. Said to be the first Mercedes to be imported into this country after the War, it is a six-cylinder "28/95," the date of which is quoted as 1922/23 by Daimler-Benz Aktiengesellschaft, of Stuttgart. Although only a touring car, and not supercharged, and, moreover of virtually pre-war design, yet this car has a speed of about 70 m.p.h. on a top gear as high as 2.39 to 1.

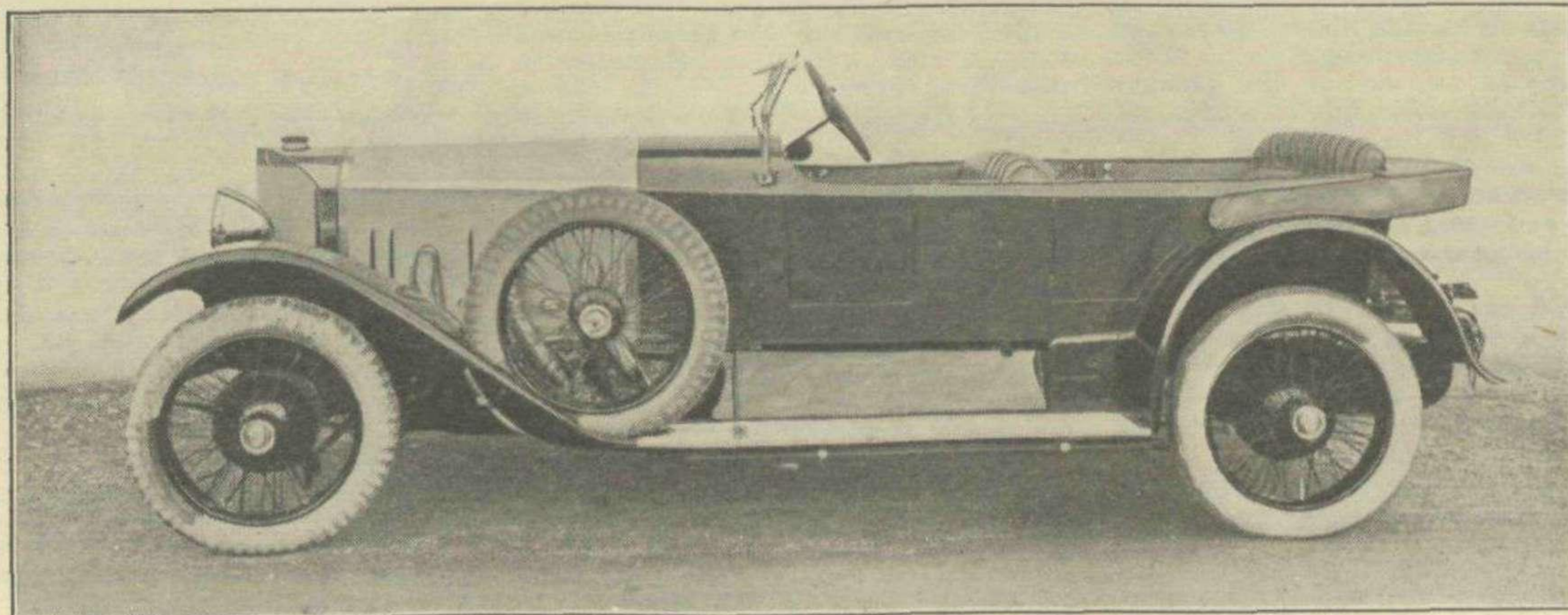
This particular Mercedes was first owned by a gentleman who now lives in Chester and runs a Type 500 Mercedes-Benz, on which the old "28/95" was taken by the makers in part-exchange. He waited some twelve months for delivery of the "28/95" and kept it for ten years, looking after it personally—he commenced motoring in the tube-ignition days. When it was changed for the modern Mercedes-Benz it was in excellent condition and, as it has been

taxed for only two quarters since, Mr. Frost has a quite unique vintage car. Its former owner's only complaints were that it was under-braked for its speed and that all except two of the exhaust valves tended to under-lubrication, while these valves used to carbon up and stick rather frequently, though the inlet valves gave no trouble. The car has huge Zeiss dipping headlamps, extremely comfortable seats, and the mahogany finish is perfect.

The design reminds one of War-time aero-motor practice, for the six cylinders are cast separately in three pairs, and the o.h. camshaft drive and gear casings, and the water tubes, etc., are distinctly spidery—which is no indication of inefficiency, as those who had to do with the better War-time aero motors will confirm.

The engine has an o.h. camshaft driven by shaft from the front of the crankshaft, and a transverse shaft at the base drives the Bosch magneto on the off side and the

water pump on the near side, while the fan is belt driven from the camshaft. There are two Pallas carburettors on the off side. The gearbox gives ratios of 8.9, 4.9, 3.2 and 2.39 to 1. The engine develops 92.4 b.h.p. at 1,500 r.p.m. and will run up to about 1,800 r.p.m., so it is an unusually low-speed unit. Mr. Frost believes that the makers only claimed 70 m.p.h. for fear of frightening the public and the original owner describes this as a very fast and fierce car, and one which had to be carefully handled on British roads. As usual, Daimler-Benz Aktiengesellschaft have been most helpful in supplying data and they have provided an excellent instruction book, some of which, however, has been translated in rather a delightful style. For instance:—" 'He who runs into danger must expect to perish,' applies especially to automobile drivers . . . Only after conviction that no other tramcar is approaching in the opposite direction, can one overtake on the right side the car travelling in front.



NEW MERCEDES WINS AT TRIPOLI

SO the Germans did it after all! When the R.A.C.I. decided to make the Tripoli Grand Prix a 1,500 c.c. race, little did they realise that Mercedes would produce—like a rabbit out of a conjuror's top-hat—a new one-and-a-half litre car capable of beating the well tried machines of Alfa-Romeo and Maserati.

This Tripoli Grand Prix, you see, is a race that is really worth winning, not only from the prestige point of view, but for the immense sums of money that go with it. These are derived from a sweepstake, of which part goes to the ticket-holders and part to the winning drivers.

Ever since 1935 the Italians have had the chagrin of seeing German cars walk away with all the best prizes. In that year Caracciola won on a 4½-litre Mercedes at 122.03 m.p.h. In the following year Varzi won for Auto-Union on a 5½-litre car at 129.62 m.p.h. In 1937 Lang got home first with a 5½-litre Mercedes at 134.42 m.p.h., and he repeated the performance in 1938 on a 3-litre Mercedes at 127.45 m.p.h.

No one could really blame the R.A.C.I., then, if they decided that it would be a good idea to alter the race from a Formula event to 1,500 c.c., particularly as Germany had no cars of that category.

But even with the surprise entry of two Mercedes to be driven by Caracciola and Lang, victory for the Germans was by no means assured. There were still twenty-eight Italian cars in the field, and so numerically, at any rate, the chances were all in favour of the Italians. But mere numbers don't count in motor-racing.

The Mercedes turned out to be, in external line and shape scaled down versions of their big Formula brothers. That is the same as saying that they are beautiful looking little cars, smooth and sleek, with that finished appearance which is the outward sign of thorough preparation. The twin-camshaft Vee-eight engine fills the under-bonnet space completely, and is set at an angle so that the transmission passes to one side of the driving seat, which is accordingly placed extremely low. The suspension is by vertical coil springs at the front, and by torsion bars at the rear, and the cars have a five-speed gearbox on the back axle. The engine has a single blower and two carburettors, and is reputed to develop about 240 b.h.p. at 9,000 r.p.m. Its devastating exhaust note is in the true Mercedes tradition.

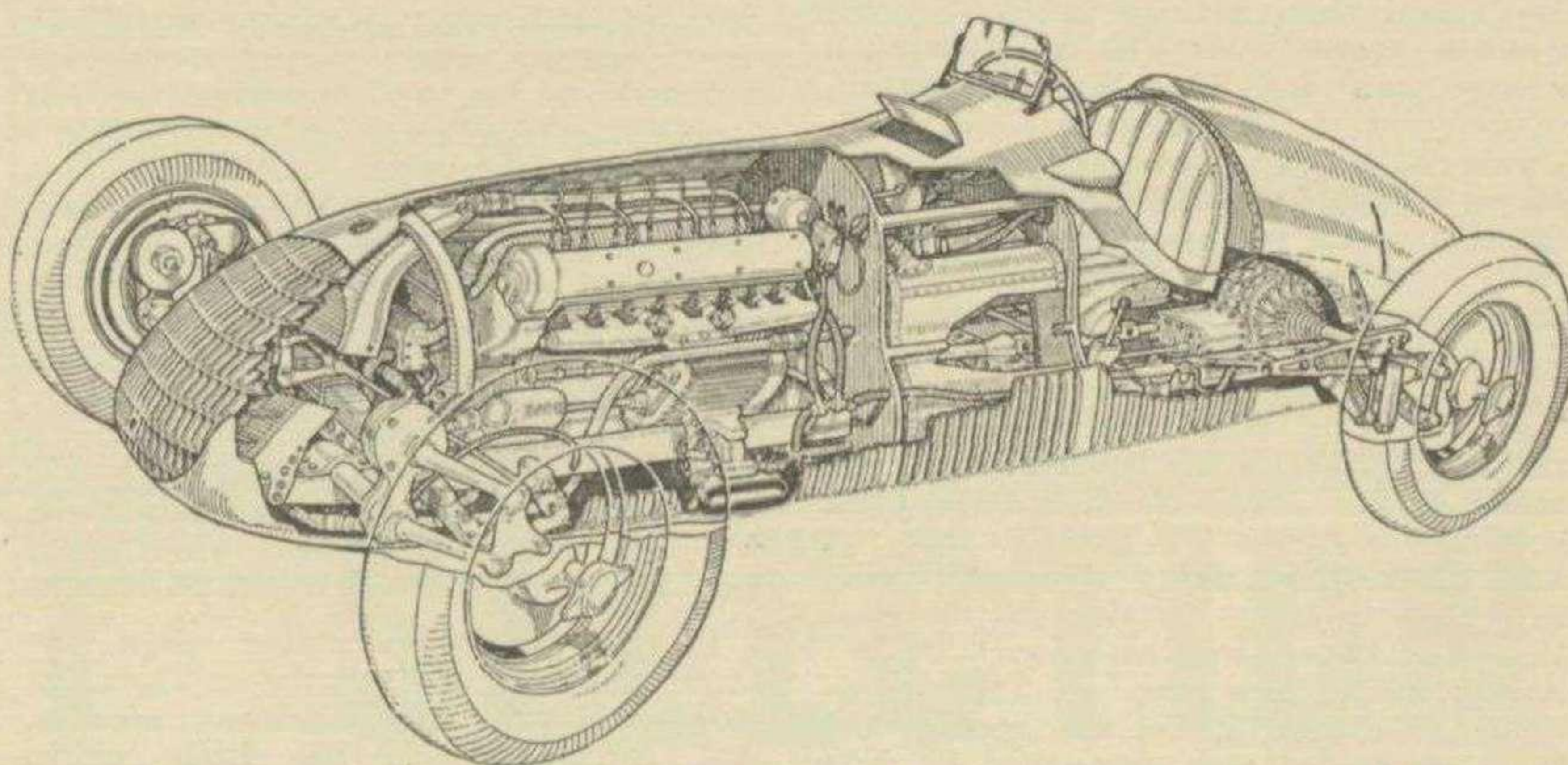
Six Alfettes were entered by the Corse, to be driven by Farina, Biondetti, E. Villoresi, Severi, Pintacuda and Aldrighetti. Known as Type 308, these cars have straight-eight engines with a single Roots blower alongside, and this year appeared to be rather smoother in appearance. They have also been modified as to their weight distribution and suspension (which is now by transverse torsion-bar in front) the result being a marked improvement in the road-holding while the car is negotiating fast curves.

The rest of the field consisted of twenty-two Maseratis of all shapes and sorts. The official teams was composed of three cars, driven by Trossi, L. Villoresi and Cortese. Villoresi's car was fully streamlined, with a body designed by the same man who planned Caracciola's record-breaking Mercedes. It was a beautiful piece of work, with cowlings over the front wheels and a long tail, and in practice it made the fastest lap of all in 3 mins. 41.8 secs. (134 m.p.h.). However, the Germans were dangerously near with Lang clocking 3 mins. 42.3 secs. and Caracciola 3 mins. 43.1 secs. The Maseratis had an aluminium oil-tank which also helps to stiffen the chassis.

It was appallingly hot on the day of the race, and the heat, added to the fast nature of the course, which permits the cars to be driven very fast without any

became apparent that the Mercedes were setting too high a pace for the Alfas. Farina's effort lasted for ten laps, and after that the two silver German cars pulled steadily ahead from the remaining Italians. Lang made no attempt to slacken his pace, and he made the fastest lap of the day at 130 m.p.h. As time went on a deeper and deeper gloom settled on the spectators, as one by one their cars were lapped by the Germans. And so it went on until the end came with Lang 3½ minutes ahead of his team-mate Caracciola, who was 4 minutes 10 seconds in front of Villoresi on the leading and only remaining Alfette.

It was just about as convincing a victory as one is likely to see in any motor-race, and one can only stand in respectful admiration of the manner in which the Mercedes engineers have got down to



A reproduction from the Alfa Corse magazine of the latest 1½-litre Alfa-Romeo.

real break, gave rise to forebodings about engine stamina. And with so many cars in the field, no one would dare go slow and wait for the leaders to crack.

The thirty cars made a fine start, roaring away together in a tight mass. Out in front was the colour which one has become accustomed to seeing in the lead in Formula races, silver—the German interpretation of their allotted national colour, white.

From the Italian point of view it was bad enough to see the two German cars, Lang in front of Caracciola, with a clear lead at the end of the first lap, but it was even more depressing to learn that the whole Maserati team had retired on the first lap. Trossi and Cortese both suffered broken pistons, and Villoresi got his gears mixed up at the start in such a way that the gearbox would not function any more.

However, the Alfas were doing a little better, even though after five laps Lang was half a minute ahead of the best of them, Farina, with Caracciola close behind, and then Biondetti, E. Villoresi, Pintacuda and Severi. But it soon

the production of a 1½-litre car. For a new car to have averaged 123 m.p.h. for two hours in that blazing sun is something of which the Germans may justly be proud for it proves that the cars have stamina in plenty. As far as one could judge from the amount of work being done by the drivers, their road-holding could not have been better. Altogether, the German challenge in the "voiturette" field can only be characterised as formidable.

RESULTS

1. H. Lang (Mercedes-Benz) 1h. 59m. 12.36s., speed 122.9 m.p.h.
2. R. Caracciola, (Mercedes-Benz) 2h. 2m. 49.64s., speed 119.2 m.p.h.
3. E. Villoresi, (Alfa-Romeo) 2h. 7m. 0s., speed 115.3 m.p.h.
4. P. Taruffi, (Maserati).
5. A. Hug, (Maserati).
6. Brezzi, (Maserati).
7. Dipper, (Maserati).
8. Lanzia, (Maserati).
9. Teagno, (Maserati).
10. Castelbarco, (Maserati).

Also Started: Farina, Biondetti, Severi, Pintacuda, Aldrighetti, (Alfa-Romeo), Trossi, L. Villoresi, Cortese, Ruggeri, Balestrero, Capelli, Gheri, Pietsch, Gollin, Barbieri, Plate, Bianco, Lami, Romano, Baruffi, (Maserati).

MACLURE'S BLOWN RILEY IS FASTEST AT PRESCOTT

SYDNEY ALLARDS' V8 BREAKS THE ONLY RECORD. A SLIPPERY COURSE

HEAVY rain showers made Prescott sinuous course very slippery on the occasion of the Bugatti Owners' Club's Open Hill-Climb on May 14th. As a result the course record did not fall, and the only record to be shattered was that for Sports-Cars over 3-litres, which S. H. Allard's V8 Allard raised by .11 of a m.p.h., making best unsupercharged time of the day. Quite a good crowd attended, and the organisation was excellent.

In the Veteran Class Heal's famous 1910 Fiat was best, in 50.8 secs., and might have been faster, but its time was missed on the second run and a gear-change on the third. Clutton instructed Robertson-Roger from the tonneau of the big Itala, which made second fastest time in 67.18 secs., cornering neatly. In the 1½-litre sports-car class J. G. Clarke's Frazer-Nash did its first run in 58.55 and then got up in 57.97 secs., winning easily from Claridge's stripped Frazer-Nash and Lind-Walker's blown, road-equipped G.P. Bugatti. T. B. C. Davis did an excellent second run in his blown T-type M.G., beating Miss Redfern's H.R.G., which was quicker than Curtis's H.R.G. Mrs. Hague's Riley and Melly's Riley were both fast, but Richards's "Brooklands" Riley Nine was not so quick. Ballamy went fast through the "S," clocking 60.56 secs. on his first run and 72.81 on his second, when the motor died. Davis (M.G.) hit the bank coming out of the "S" on his first run and Clarke had nasty moments going into these turns. Walker did the good time of 61.12 secs. with his blown "Ulster" Austin, using high revs. The record-holder, Baillie-Hill, did not appear, but his class record was untouched by 3.71 secs., an early indication that the course, which was reminiscent of the Crystal Palace surface in its first season, would not permit of record shattering, in the wet.

The class for sports-cars of 1,501 to 3,000 c.c., saw some excellent runs. Fane set off with 57.7 secs. in his new Frazer-Nash-B.M.W., sliding, and going very near the bank out of the "S." Bagratouni, who had come down from Scotland to win this class with his blown "2.6" Alfa-Romeo, pinking, did 60.64 secs., Crozier's special Frazer-Nash was wild, and Flather's B.M.W. slid considerably. Then Leslie Johnson did a great run in his B.M.W., sliding so much once that he grabbed the door to steady himself, beating Fane, with 55.65 secs. A. H. Langley, with yet another 328 B.M.W. touched the bank, but was only a fraction lower than Fane. On the second runs the course was drier. Fane got down to 56.48, and then Shakespeare's Type 55 Bugatti, on a furious run, beat the B.M.W. by .38 of a sec. Flather did a fine run in 56.78 but Johnson lost time, sliding from the "S" and took 59.36. He still led the class, but on the final climb of all in this section, Langley, in soft hat, drove magnificently, to return 55.34 secs., just vanquishing "Johnie," but well outside Fane's 1938 record.

In the big sports-class the soaking course resulted in slow runs. Hutchison's V12 Allard slid about badly on a climb occupying 58.71 secs., Hutch dicing to regain control, and Connell's Darracq could only do 58.26 secs., which Ballamy, crunching his gears, beat with the ex-Symonds L.M.B. V8. Best time first went to Silcock's new V12 Allard, a quiet car very nicely handled, extremely steady, yet climbing in an effortless 56.59 secs. On a drier road for the second runs we expected some good times, especially as Allard had done 51.0 secs. in practice, unofficially breaking the sports-car record—though he was now using bigger rear wheels to steady what is a very light car. Hutch, steadier now, led off with 56.23 secs. Allard followed, extremely fast up to what are essentially slow corners, and making no mistake out of the "S" this time, when before he had clouted the retaining wall with the near side hub cap. His time was 53.21 secs., beating every time, racing-cars included, so far, and breaking the old course class record, set up by Hutchison's V12 Allard last year. Allard used his V8 Bugatti-bodied trials car, and this performance endorses what we have so often said about the potency of this not over-specialised sports-car. Silcock made another beautifully judged climb in 54.38 secs., and Connell, braking the Darracq cautiously for the corners, got down to 54.31 secs. Donald Monro (Invicta) carried a rear-seat passenger this time, which obviated former rear wheel float, and did an excellent drive in 56.32 secs.

In the small racing-car class the Lightweight-Special and the ex-Tiger Cat Morgan K.P.L., did indifferent ascents, and Buckley, with the little works Austin carried the day, very steadily in 55.43 secs., then wilder but quicker, in 53.65 secs. The wet kept him nearly 3 secs. away from his former record. The car was "delivered" on the new Austin Twenty six-cylinder racing lorry—a very neat turn-out. Fane was easily fastest on the first runs in the 1½-litre racing class, the now slimmer, fiercer-looking "Shelsley" Frazer-Nash doing a rousing 53.64 secs. in the rain. It had trouble on its second run, hesitant in pick-up and noisy on the overrun, but it managed 52.67 secs., nevertheless. Woodall's "Chatterbox" was slower than two of the pre-war cars, using full lock to correct slides, but better on its second run until a chain went. The Sulman cinder-track Singer hit the bank leaving the "S" first time and was slow, Peter Vaughan, sitting right out of an abbreviated, Wolseley "Moth"—engined Becke-Powerplus, got through the "S" beautifully, and did 52.69 secs. in spite of casting a chain, and Palethorpes' "Shelsley" Frazer-Nash was not very rapid. Abecassis, with the record-holding Alta, had been second-fastest on the first run to Fane, in 55.24 secs. On his second run he entered the "S" tremendously fast and hit the bank badly, slowing right up momentarily and buckling the off side twin rear wheels. Luckily, his time was missed and, after chaging

plugs, he tried again, but only did 56.18 secs. on a much steadier run. Percy Maclure's blown, independently sprung Riley had done a steady, throttle-blipping run in 57.11 secs. in the rain and on its second run it took all the honours in a really fast, splendidly judged run of 51.65 secs. Ansell did much wheel-twirling in the E.R.A., to make a rousing second fastest climb in 52.3 secs. In the 1½-2-litre racing-class the first runs were the fastest, and Beadle's Alta led easily, with 55.74 secs. Neale's A.C.N. had a remarkably healthy A.C. Six engine and smoky exhaust stubs, but was too light about its G.N. rearparts to better 60.9 secs. The unlimited racing class went to Baron's "3.3" G.P. Bugatti, in 55.81 secs., with Bear's special 3-litre Bugatti second in 56.43 and Connell's now stripped Darracq third in 58.11—all comparatively slow times. Lemon-Burton could not better 60.25 with his beautiful 3,798 c.c. G.P. Bugatti, Tom Moore, did an excellent run with a 2.3 blown Bugatti in 59.8 secs., and Mrs. Darbishire suffered from a very floating throttle foot in the usually potent "2.3" Bugatti. Ballamy did some naughty gear-crunching when his L.M.B. did not motor as he wished and Edmondson (M.G.) had some exciting moments out of the "S," in the middle of which Palethorpe, in very protective face mask, hit the bank quite hard. The handicap class went to Hampton's beautifully prepared and quite sprightly 1910 1,327 c.c. Bugatti, which has quite an exhaust note, and climbed in 80.7 secs. of the other Edwardians, Willeby got Shakespeare's 1913 "2.3" Mors tourer up in 86.81 secs., the 1913 Enfield took 108.1 secs., and Lycett motored his "Alphonso" Hispano up in 76.17 secs.

So ended an excellent meeting, and the crowd was quickly down the hill and away—Gloucestershire meadows seemed very tolerant and did not bog the cars in spite of the rain.

RESULTS

- Fastest Time of the Day** (£50 and Cup): P. Maclure (Riley s/c).
Second Fastest Time of the Day: (£10 and Cup): R. E. Ansell (E.R.A. s/c).
Fastest Unsupercharged Time (£10 and Cup): S. H. Allard (Allard V8).
Fastest Lady Driver (£5 and Cup): Mrs. K. Hague (Riley).
Veteran Class: 1, A. S. Heal (Fiat) 60.48s.; 2, P. J. Robertson-Roger (Itala) 67.18s.
1½-litre Sports-Cars (unblown): 1, J. G. Clarke (Frazer-Nash), 57.97s.; 2, G. D. Claridge (Frazer-Nash), 58.33s.
1½-litre Sports-Cars, (blown): 1, G. E. Lind-Walker (Bugatti), 59.28s.
1½-3-litre Sports-Cars, (unblown): 1, A. H. Langley (Frazer-Nash-B.M.W.), 55.34s.; 2, L. G. Johnson (Frazer-Nash-B.M.W.), 55.65s.
1½-3-litre Sports-Cars, (blown): 1, R. W. Shakespeare (Bugatti), 56.1s.
Unlimited Sports-Cars (unblown): 1, S. H. Allard (V8 Allard) 53.21s.; 2, I. F. Connell (Darracq), 54.13s.
750 c.c. Racing-Cars: 1, C. D. Buckley (Austin), 53.65s.
1½-litre Racing-Cars: 1, P. Maclure (Riley), 51.65s.; 2, R. E. Ansell (E.R.A.) 52.30s.
1½-2-litre Racing-Cars: 1, A. H. Beadle (Alta), 55.74s.
Unlimited Racing-Cars: 1, A. Baron (Bugatti), 55.81s.; 2, K. W. Bear (Bugatti), 56.43s.
Handicap Class: 1, C. W. P. Hampton (1910 Bugatti); 2, G. D. A. Price (Invicta).

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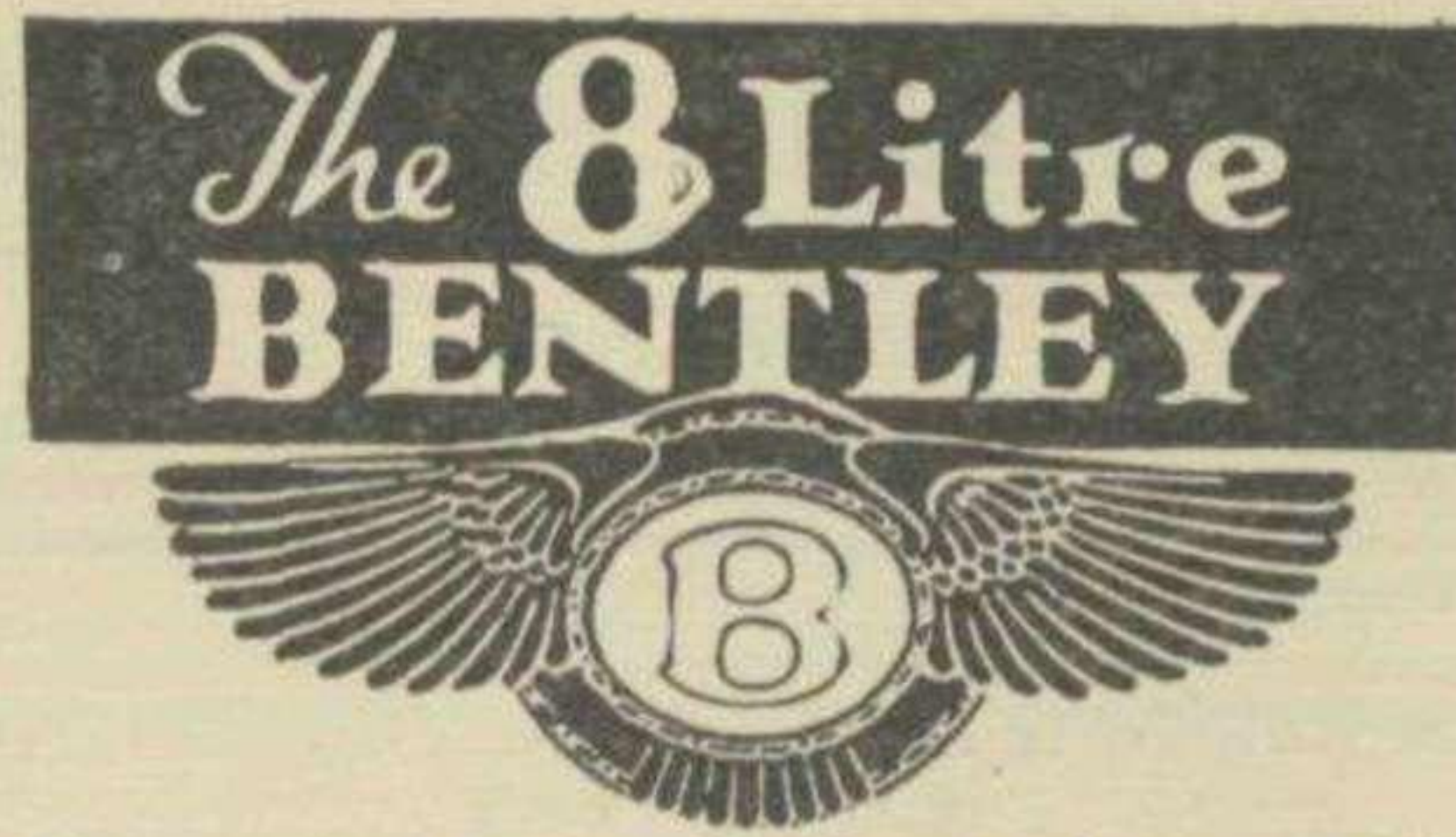
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A SELECTION OF MOTOR SPORT ROAD TESTS THAT HAVE APPEARED IN PAST ISSUES

If you do not see the road test that you require write us a letter. We may have it in stock, but not published below.

Make of Car	Issue	Make of Car	Issue	Make of Car	Issue
A.B.C. 11 h.p. 2-cyl., 2-seater.....	Feb. 1926	DARRACQ 12.32 h.p., Weymann saloon	Sept. 1924	O.M. 6-cyl., 2-litre, 4-seater.....	Oct.-Nov. 1928
A.C. 2-litre, short-chassis, 15.7 h.p. 2-seater	July 1936	Delage 14 h.p., 2-litre, 2-3-seater...	June 1927	PACKARD V12-cyl., 57 h.p. coupe...	Feb. 1934
A.C. 2-litre, 16.40 h.p., 3-seater.....	Oct. 1927	Delage 8-cyl., sports saloon.....	April 1930	Peugeot "201" 4-cyl., 1,122 c.c. saloon	Sept. 1931
A.C. 2-litre, 16.66 h.p., 2-seater ...	March 1926	Delage D.8 120, drophead coupe.....	May 1938	RAILTON Terraplane 4-seater.....	Oct. 1934
A.C. 2-litre, 16.66 h.p., 4-seater.....	June 1934	Delahaye 3.5-litre "Coupe des Alps" drophead coupe.....	Aug. 1936	Railton Light Sports tourer.....	Dec. 1935
A.C. "Ace" 16/80 h.p.....	July 1937	Delahaye 3½-litre drophead coupe...	Dec. 1937	Railton Cobham 28.8 h.p. saloon...	Sept. 1938
Alfa-Romeo, 1½-litre supercharged 6-cyl. Charles 2-seater (1929).....	March 1934	D.K.W. "Special" saloon.....	Feb. 1938	Riley Nine "Gamecock" 2-seater...	March 1932
Alfa-Romeo 1½-litre supercharged 8-cyl. "Zagato" 2-seater (1932)	July 1934	ESSEX Terraplane 8-cyl. 4-seater... Sept. 1935		Riley Nine "Monaco-Special," two-carb. saloon	March 1931
Alfa-Romeo 2.3-litre supercharged 8-cyl. "Zagato" 2-seater (1933)	Aug. 1936	Excelsior 5½-litre, 6-cyl., super-sports test chassis.....	Sept. 1927	Riley Nine, 4-seater.....	June 1931
Alfa-Romeo 2.3-litre supercharged 8-cyl. 4-seater (1931).....	Aug. 1932	FIAT 20.70 h.p., 6-cyl., 2-4-seater... April 1933		Riley 16 h.p., Big-four Kestral saloon	June 1938
Alvis 11.9 h.p., 4-cyl., "Firefly" saloon	Feb. 1933	Fiat "Balilla" saloon.....	May 1934	SINGER 1½-litre, 6-cyl., Le Mans 2-seater	March 1935
Alvis 4-cyl., 12.60 h.p., 2-seater.....	July 1931	Fiat "Ardita" 17 h.p., 4-cyl., saloon Feb. 1934		Singer Nine, 4-seater	March 1933
Alvis 6-cyl., "Silver Eagle" 4-seater coupe (1929).....	Aug. 1931	Fiat "Balilla" 10 h.p., 2-seater.....	Jan. 1935	Squire 1½-litre, 4-cyl., 2-seater.....	Aug. 1935
Alvis 6-cyl., "Silver Eagle" 4-seater	June 1930	Fiat 6 h.p., Type 500, coupe.....	March 1937	S.S. I special-bodied 2-seater (1933)	Feb. 1934
Alvis 3½-litre saloon.....	Feb. 1936	Frazer-Nash 6-cyl., 1½-litre (Blackburn) 2-seater	July 1933	S.S. I coupe	June 1933
Alvis Speed Twenty Vanden Plas saloon	Feb. 1935	Frazer-Nash 4-cyl., 1½-litre T.T. Replica push-rod o.h.v. 2-3-str....	Nov. 1931	Steyr Type XII, 14.35 h.p., Weymann saloon.....	Aug.-Sept. 1928
Alvis Speed Twenty Charlesworth saloon	Feb. 1934	INVICTA 4½-litre low chassis, 4-str. March 1931		Stutz "Black Hawk" supercharged 4-seater	Jan. 1930
Alvis Speed Twenty 4-seater.....	June 1932	Invicta 4½-litre Weymann saloon... June 1929		Stutz 5-litre, 8-cyl., 4-seater.....	Dec. 1927
Alvis 12/70 4-door saloon	July 1938	Invicta 4½-litre saloon.....	Dec. 1929	Sunbeam 3-litre, 6-cyl. (twin o.h.c.) fabric saloon.....	Nov. 1927
Ansaldò 2-litre, 4-cyl., o.h.c., 4-str....	Sept. 1924	Isotta-Fraschini 45 h.p., 4-seater... Oct. 1926		Sunbeam 6-cyl., 21 h.p., (push-rod) Speed Six saloon	Dec. 1933
Armstrong-Siddeley 20 h.p., 6-cyl., 4-seater	July 1933	LAGONDA 2-litre 4-cyl., twin o.h.c. 4-seater	Jan.-Feb. 1928	TALBOT "90" Brooklands-bodied 2-4-seater	April 1931
Aston-Martin Mark II, 11.9 h.p., 2-4-seater	Jan. 1935	Lagonda 2-litre, 4-cyl., twin o.h.c. supercharged 4-seater.....	Oct. 1930	Talbot "105" sports saloon.....	April 1934
Aston-Martin Ulster 11.9 h.p., T.T. 2-seater	Oct. 1935	Lagonda 4½-litre, 4-seater.....	May 1936	Talbot 3½-litre saloon	March 1936
Aston-Martin Le Mans 11.9 h.p., 2-4-seater	June 1933	Lagonda 4½-litre Rapide 4-seater... May 1935		Talbot Ten "Rally" 4-str.....	Oct.-Nov. 1936
Aston-Martin International 11.9h.p., 4-seater	Aug. 1932	Lagonda 4½-litre, 4-seater.....	Jan. 1934	Talbot "105" Vanden Plas 4-str....	Nov. 1932
Aston-Martin T.T., 11.9 h.p., racing 2-seater	Dec. 1931	Lagonda Rapiet 10 h.p., 4-seater... Sept. 1934		Talbot "90" 4-seater.....	Nov. 1930
Aston-Martin 11.9 h.p., 2-seater.....	Jan. 1930	Lagonda 16.80 h.p., 6-cyl., 4-seater Jan. 1933		Talbot Ten sports coupe.....	June 1938
Aston-Martin, 2-litre Speed model...	May 1938	Lagonda 3-litre, 6-cyl., 4-seater.....	March 1932	Tatra 4-cyl., 1,154 c.c., coupe.....	Dec. 1932
Aston-Martin 1935 Ulster	Aug. 1937	Lagonda 2-litre, 4-cyl., twin o.h.c., 4-seater (1928).....	March 1931	Terraplane, 8-cyl 29 h.p., 4-str.....	July 1935
Auburn 30 h.p., 8-cyl., supercharged 2-seater	June 1935	Lancia Aprilia, Type 238, saloon.....	June 1938	Triumph 2-litre "Vitesse Six" saloon	April 1935
Austin Seven Boyd Carpenter 2-str. Sept. 1930		Lea-Francis 1½-litre supercharged T.T. 2-seater (1929).....	June 1934	Triumph 10 h.p. "Gloria Southern Cross" 2-seater.....	June 1935
Austin Seven "65" 2-seater.....	Jan. 1934	Lea-Francis 1½-litre supercharged special T.T. 2-seater.....	Sept. 1933	Triumph 10 h.p. "Gloria" saloon...	Jan. 1934
BENTLEY 3½-litre, 6-cyl., Vanden Plas, 4-seater.....	Nov. 1933	Lea-Francis 1½-litre supercharged "Hyper" 4-seater.....	Aug. 1930	Triumph Nine "Southern Cross" 4-seater	June 1932
Bentley, 4½-litre, 6-cyl., Park Ward saloon	June 1936	Lea-Francis, 14 h.p., 6-light saloon... Dec. 1938		Triumph Eight "Gnat" 2-seater... Aug. 1931	
Bentley 6½-litre, 6-cyl., long-chassis saloon (1928).....	Dec. 1936	Leyland Eight (1929), 2-seater.....	Feb. 1938	Triumph Eight, supercharged 2-str Dec 1929	
Bentley 4½-litre Vanden Plas coupe	Aug. 1938	MERCEDES-BENZ Type 540K, 5.4-litre, 8-cyl., supercharged, 2-str....	April 1937	Triumph Dolomite 14/60saloon	June 1937
Bentley 8-litre sports 2-seater.....	April 1938	Mercedes-Benz Type 500, 5-litre, 8-cyl., supercharged, 2-seater.....	Nov. 1934	VALE-SPECIAL 832 c.c. 2-seater... Aug. 1933	
Bugatti 3.3-litre 8-cyl., Type 57 saloon.....	May 1934	Mercedes-Benz 12.40 h.p., supercharged 2-seater.....	June 1925	Vauxhall 30/98 O.E. 4-seater (1925) Jan. 1936	
Bugatti 2.3-litre 8-cyl., Type 55, supercharged, 2-seater.....	July 1932	Mercedes-Benz 36.220 h.p. supercharged, 2-4-seater.....	April 1928	Vauxhall 30/98 O.E. 4-seater (1924) Dec. 1930	
Bugatti 2.3-litre, 8-cyl., Type 43, supercharged 4-seater (1930).....	Dec. 1932	Mercedes-Benz 33.180 h.p., supercharged, 4-seater.....	Aug. 1927	Vauxhall 20/60 h.p. "Hurlingham" 2-seater	Feb. 1930
Bugatti 2.3-litre 8-cyl., Type 43, supercharged 4-seater.....	May 1930	Mercedes-Benz 2.3-litre, saloon.....	April 1938	Vauxhall 17 h.p., 6-cyl., "Cadet" saloon	Sept. 1931
Bugatti 3-litre, 8cyl., Type 44, saloon	July 1928	M.G., 6-cyl., Mark I, 4-seater.....	May 1931	Vauxhall 14 h.p. "Stratford" 4-str. Sept. 1933	
CITROEN, Twelve f.w.d. saloon.....	July 1938	M.G. Magna, "L" 2-seater.....	Nov. 1933	WINDSOR 4-cyl., 11 h.p., "Special" 2-3-seater	Nov. 1926
Crossley 20/70 h.p., 4-cyl., s.v. 4-str. Nov. 1925		M.G. Midget "P" 2-seater.....	Aug. 1934	Wolseley Hornet Swallow 2-seater (1933)	April 1934
Crossley Ten, 1½-litre "Regis" saloon	Jan. 1936	M.G. Midget "J3" supercharged, 2-seater	May 1933	Wolseley Hornet (12.08 h.p.) saloon Sept. 1930	
Crossley Ten, 1,122 c.c. 4-seater.....	April 1932	M.G. Six Mark I, saloon.....	Aug. 1930		
Crouch Anzani 12.30 h.p., 2-seater... Aug. 1924		M.G. Midget Double-Twelve racing 2-seater.....	June 1930 & Aug. 1930		
		M.G. Midget "J1" 850 c.c. 2-str....	Sept. 1932		
		M.G. Magnette "N" 4-seater.....	Feb. 1935		
		M.G. Midget "PB" 2-seater.....	April 1936		
		M.G. 14/40 4-cyl., 3-speed, 4-seater Oct. 1925			
		M.G. Midget "T" 2-seater.....	Jan. 1937		
		M.G. 14/40 h.p., 4-cyl., super-sports, 2-seater.....	May 1927		

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WHAT DID MR MANTELL SAY IN THE "LIGHT CAR"?

A P R I L 1 4 T H

(In his article "Technical Aspects")

tures result.

My experience in the past has been that it is quite a common thing to find broken and/or stuck rings when I have withdrawn pistons after a considerable mileage. I would not like to say that this applies to the most recent brands of high-grade oils or to cars of comparatively recent vintage which have proved their excellence.

Up to a few years ago, however, mysterious efficiency losses due to ring breakage and sticktion were, to my knowledge, fairly rampant on most production engines which were used at all roughly, especially if lubricated with cheap, unbranded oils.

I would particularly warn readers against oils of this latter type. A year or so ago it was easy to copy the characteristics of certain well-known proprietary brands, but latterly, with oxidation inhibitors, film strength boosters, and so on, oils have become very specialized, and my advice to economically minded motorists is the same as "Punch's" classic advice to those who are thinking of getting married.

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