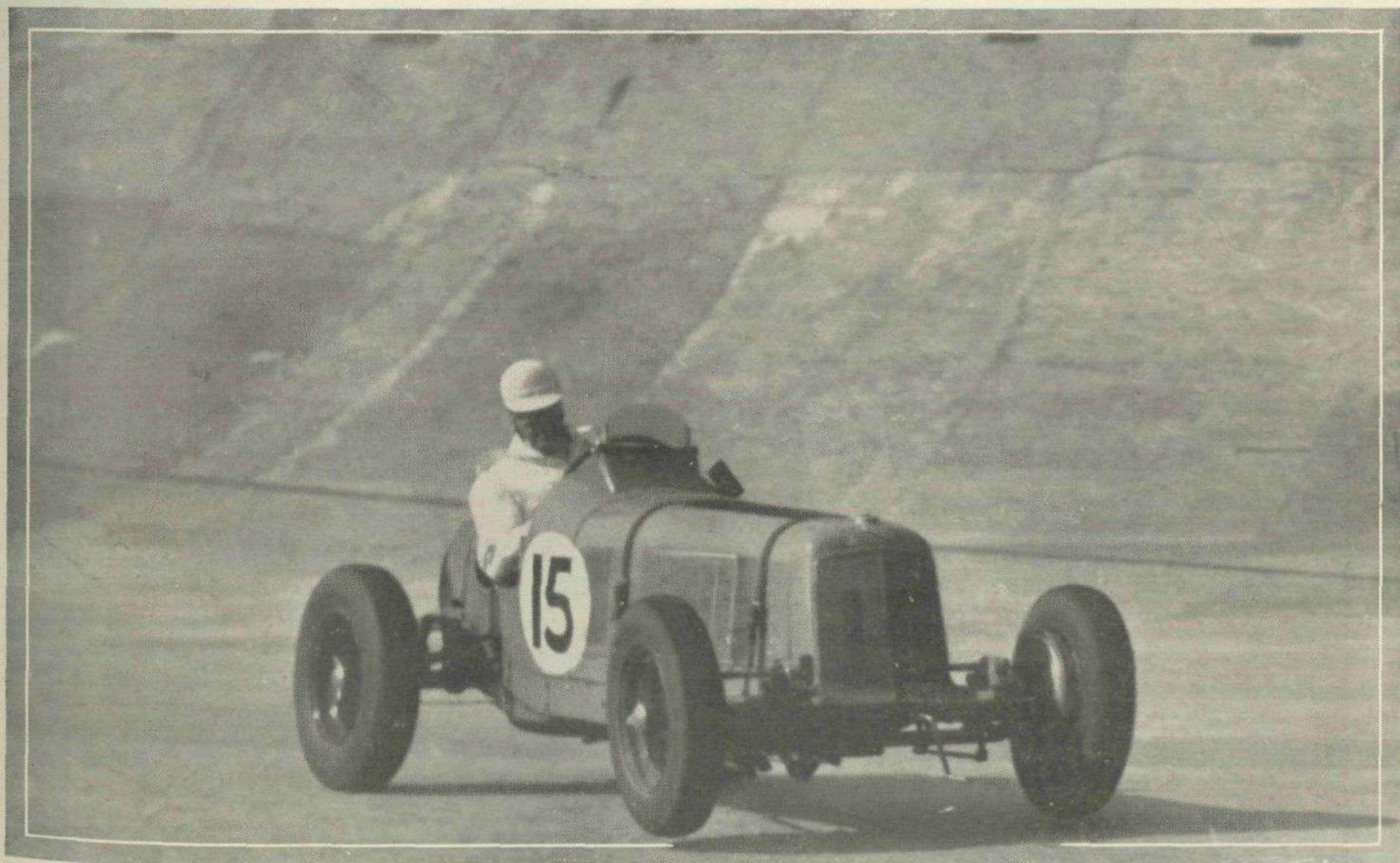


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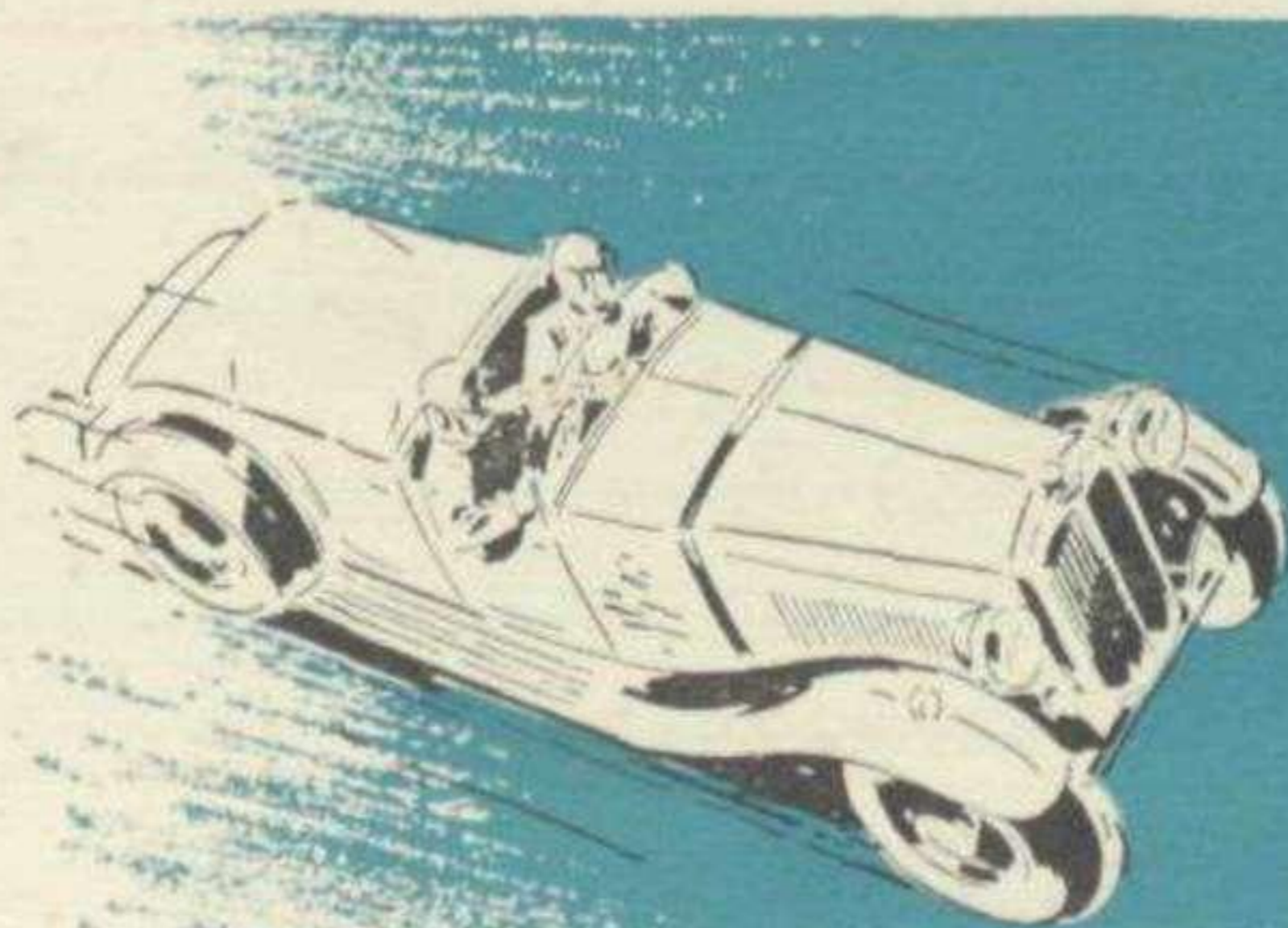
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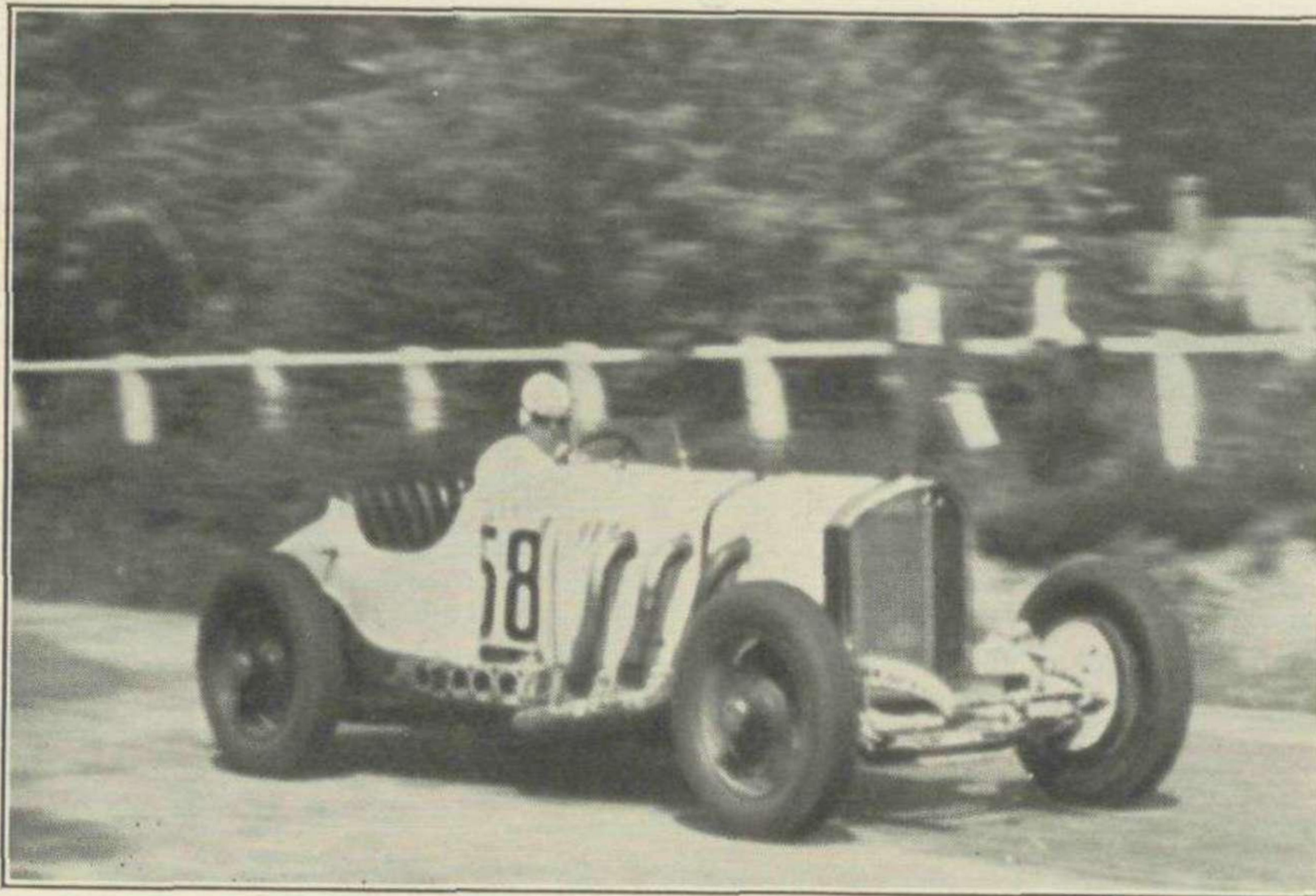
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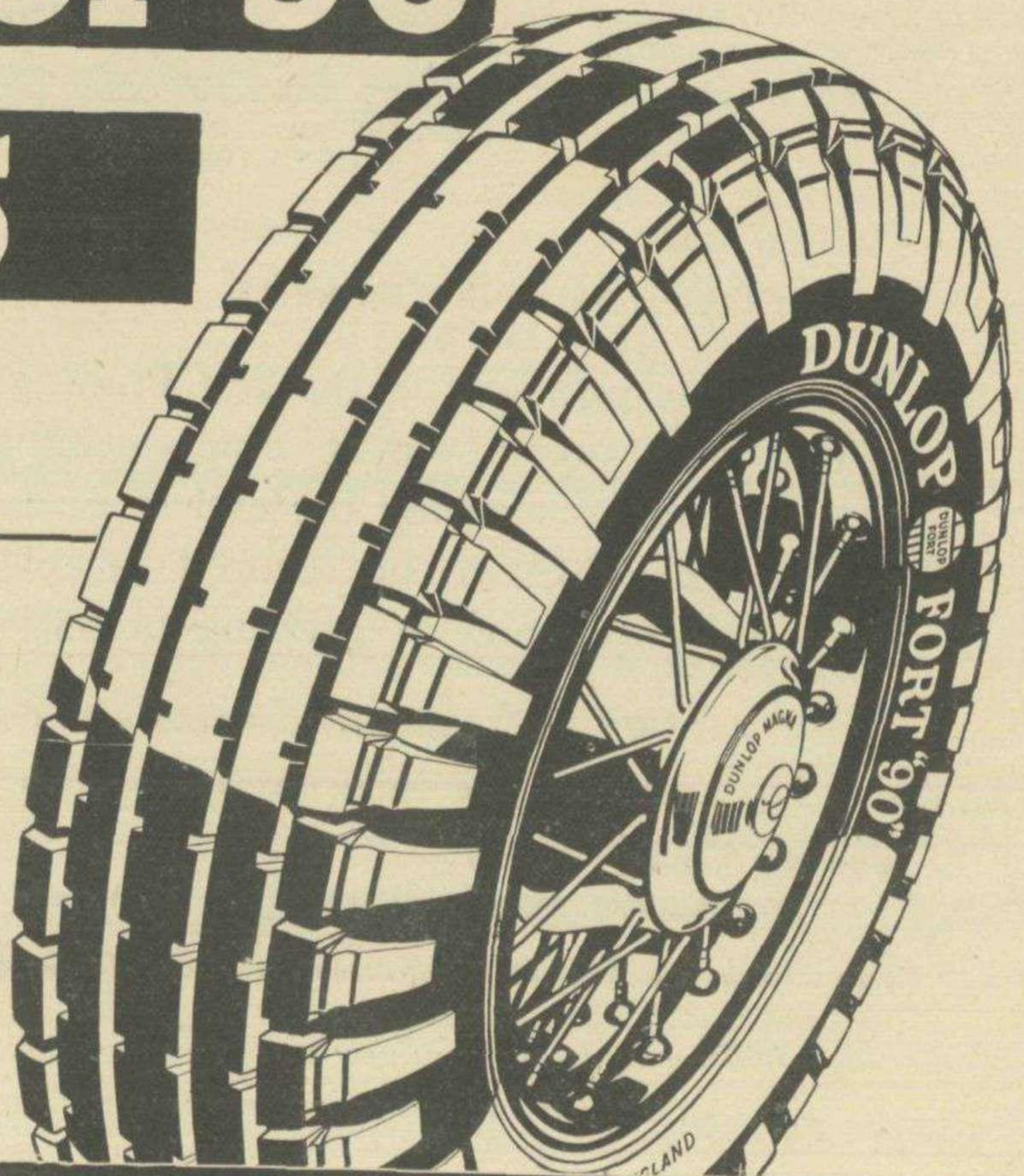
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SANCTIONS AND GRAND PRIX RACING

The Italo-Abyssinian conflict—or should we say the difference of opinion between Italy and the League, as such—bids fair to jeopardise, among other things, the future of Grand Prix racing. Already Italy has cancelled certain sporting engagements with Sanctionist countries, and it is only logical to assume that a similar attitude will be adopted in regard to motor-racing.

But even if this should prove to be incorrect, there are still further grounds for profound disquietude. Italy's position next summer, as the policy of cumulative sanctions drags to its inevitably disastrous climax, will certainly not permit a dissipation of the expense, material and personnel required for motor-racing. The oil embargo alone would prevent Italian teams and drivers from competing.

In spite of the fact that trials of the new Alfa-Romeo cars are being continued, then, Italy is a doubtful starter in the 1936 Grand Prix season.

With France an almost negligible quantity, unless Bugatti springs an unexpected surprise, this leaves Germany alone in the field.

It is useless pretending to ourselves that the German Government and the Mercedes-Benz and Auto-Union factories would be so philanthropic as to spend hundreds of thousands of pounds in running teams of cars in Grand Prix races all over Europe in order to gain empty victories at the expense of independent drivers. Result, wholesale cancellation of races, leaving a few to be contested by independents.

It is possible, of course, that the gradual weakening and final collapse of Italy will have such a dire effect on the political and economical situation in Europe that no one will have time for unimpor-

tant things like racing cars, in which case Grand Prix racing—and all motor-racing—will disappear entirely until peace returns. If ever.

Politics are normally beyond the scope of this journal, but not when the sport of motor-racing is threatened. We cannot be accused of concerning ourselves with trifles, for motor-racing is essentially a peace-time sport, and we presume that peace is what most people want.

Let it be said, then, that we wish we could see the end of the present crisis, as clearly as our Foreign Ministers apparently see it. No responsible individual or party normally pursues a set course in the solution of a problem without some idea as to where that course will take them. In this case the British Government has insisted on upholding a Covenant, which was intended by its sponsors to be world-embracing, but which in actual fact is only supported by three out of the seven Great Powers. As an additional hazard, the Government does so with the knowledge that its Air Force ranks fifth in strength among the nations of the world.

Even supposing that sanctions succeed in bringing Italy to her knees, the prospect is distinctly disturbing. A ruined nation in Europe presents a delicate problem, especially when tension is at its height, while the resulting conceit of the Abyssinian Emperor will produce a dangerous relation between the white and black races, a relation which must necessarily be friendly if the welfare of the British Empire is to continue.

There is one hope. The Italians admit that they cannot hold for longer than six or eight weeks if America enforces an oil embargo. Capitulation at an early stage may make it possible to patch up a settlement.

CONTENTS

	PAGE
Inter-'Varsity Trial, The	44
Rumblings	46
Type 57 S Bugatti, The	50
Specialising in Old Masters	51
Book Reviews	54
Club News	55
Looking Back at 1935	57
Motor Races of 1935	60
Careers for our Boys	62
Railton Light Sports Tourer, The	64
Veteran Cars Run to Brighton	68
Continental Notes and News	70
Record Road to Gyon, The	72

THE INTER-VARSITY TRIAL

AN EASY WIN FOR OXFORD ON A RAIN-SOAKED COURSE. K. D. EVANS WINS
OXFORD VETERANS CUP. YARBURGH-BATESON (A.C.) DOES DITTO IN THE "TABS."

Rain seems to make no difference to the Inter-'Varsity Trial. Annually it pours with rain, annually certain hills become almost unclimbable, this year competition tyres and non-standard axles were barred, yet in spite of everything the "Inter-'Varsity" was, to our mind, quite the most enjoyable trial of the year.

Taking leave of the much used Chilterns, the Cambridge University Automobile Club decided this year to break new ground in the Hindhead district of Surrey. They also hit upon the bright idea of dividing the course into two sections with the start, lunch stop and finish at the centre point of the figure eight, Hindhead. Thus half the entries attacked section "A" before lunch and section "B" after lunch, while the other half reversed the process and tackled "B" in the morning and "A" in the afternoon. This of course did much to prevent delays, as there was a longer interval between competitors and it also gave "back numbers" a chance to attack at least one set of hills while they were still in a fairly decent condition. For purpose of clarity we will treat the course as one complete circuit and follow the fortunes of the various sportsmen on their sixty-four mile drive.

The first hill on circuit "A," Begley Farm, proved an immediate justification for the figure of eight plan. Although not very steep, the rain had turned the leaf mould surface into a curious sticky compound, which combined with the length of the hill, resulted in twenty-nine failures out of the sixty-five who attacked it. Cambridge suffered bad losses here, for I. O. F. Peters, the new resident secretary, failed on his Frazer-Nash when near the top and was joined by K. Buckley (3-litre Bentley), A. C. Fairtlough (2-litre A.C.) and the Hon. J. C. C. Cavendish (Ford V8) all in fairly rapid succession.

R. E. Tongue could not do any good with his V8 Ford, in contrast to R. V. C. Bolster who made an excellent climb with an old bull-nosed Morris Cowley. Fastest was probably K. D. Evans on the two-seater trials model Magnette, while good climbs were also made by J. Sharpley and N. G. Watson both on Frazer-Nash cars. The points on this hill certainly seemed to go to Oxford.

At Cosford Hill, twelve miles farther on, an acceleration test was held over 150 yards of rather slippery lane against a considerable gradient. One could not help feeling that with the ban on non-standard tyres and axles, Frazer-Nash cars would be at a tremendous advantage here as, of course, they have a standard "fixed" axle. Such proved to be the case and honours were taken by D. H. Murray of the Cambridge Veterans who beat N. G. Watson (Cambridge Resident) by two-fifths of a second, while third was another Frazer-Nash handled by J. R. B. Hartnoll for Oxford.

Blind Lane, the third test on circuit "A," proved comparatively easy in spite of its sticky condition. Although only a few made really fast ascents, Kenneth

Evans being among them, the total number of failures was only three.

Absters Hollow of "Jack and Jill Trial" fame was the final hill of the first circuit. Although it started the day in quite presentable condition it gradually became more and more difficult until late in the afternoon, when it was almost impassable. Great credit goes to the valiant flag-wagging marshals who kept the hill clear and to Michael "Tyre-shedder" May who succeeded in getting almost to the top with his Alvis in spite of starting in the dark after everyone else! His adventures with tyres must form a story all of their own, but once during the course of the day he was seen to be travelling very fast on a steeply cambered road with his near side rear wheel shod with a diminutive high-pressure tyre and

straggled in from the Petersfield district it was obvious that serious happenings had taken place on the "B" circuit. It was with much foreboding that the morning's "A" section competitors set off to cover this new ground.

A six mile run via the village of Liphook brought them to Scotland Hill, where the second timed section of the trial was situate. The two hundred yards or so of ground to be covered was on a slight upgrade with a fairly sharp right-hand bend at half way, after which the gradient increased. Once again Frazer-Nashes showed off their immense advantages under these conditions and the three fastest times were all made by drivers of these cars. Unfortunately for the back markers the course soon began to get



An anxious moment for K. D. Evans (M.G. Magnette) who won the Veterans Trophy

the offside wearing an immense low-pressure cover, the Alvis adopting a most unusual list in consequence! However, to return to the hill. A first-class climb was made by J. K. Sharpley with his Frazer-Nash and also by A. A. Millard on a similar car. A Cambridge Veteran R. de Y. Bateson, got up very quickly on a 2-litre A.C. followed by Lord Avebury (1½-litre Singer) an Oxford Veteran. Both E. W. Bass and I. F. Connell had very bad luck, the former's Lancia saloon travelling very well until just before the top, while Connell apparently could not get his bottom gear to stay in when near the finish. The Oxford secretary, A. R. Phipps, made a clean, fast ascent with his smart Aston-Martin.

The lunch check at the Royal Huts Hotel, Hindhead, was very welcome for those who had kept up sufficient speed to spare the time to get something to eat. Cars doing section "A" in the morning were nearly all in up to time, but as the lunch hour came to a close and only a few

cut up on the bend and there was naturally a falling off in the times. N. G. Watson (Cambridge Resident), the second man through, made a really clean getaway and on the undisturbed surface of the corner was amazingly fast, though just as good was O. H. Murray, although he was quite late in the day. Watson clocked 11 seconds and beat Murray by one-fifth of a second. These two fast Nashes were followed by two others who both clocked 12 seconds and tied with a Ford V8 driven by P. N. Whitehead. The Nash drivers were A. A. Millard and G. Treverton, while near the end came J. Sharpley on a similar car who also managed it in the same time. K. D. Evans again performed well for M.G.s but his getaway was not quite as clean as the faster men and his spin on the line cost him valuable seconds.

Oakshott, the next hill on the list, had been improved greatly by the rain, for apparently it had previously been covered with a coating of chalk slime and this

THE INTER-VARSITY TRIAL—continued

had been completely removed by the rain with the result that it only stopped one competitor.

Immediately after Oakshott was a hill christened "Unterturkheim" which under slightly dryer conditions would have been the high light of

in a kind of trough full of chalk slime, while the other two were four or five feet up a steeply cambered bank! Taking into consideration the age of his car and the diminutive size of his tyres, Peel made as good an attempt as any of the afternoon. He struggled manfully round the



K. Buckley (3-litre Bentley) "making tea" on Begler Farm. Marshals and onlookers are supplying the necessary motive power.

the trial. Unfortunately the rain had turned this very difficult hill into an impossible one. Although the start of the non-stop section was naturally on the hill itself, competitors were allowed to start from the tarmac road which crossed at right angles at the bottom. This meant surmounting a low bank and approaching the slope via what was now a very flourishing morass instead of just a muddy lane! The first to the attack, W. M. Peel with his hearty little Frazer-Nash, managed to crawl through the slime and all eyes watched his progress towards the first bend. For a couple of hundred yards the course wended its way between the trees, then it took a sharp left hand bend and rapidly became steeper. Just as it reached its maximum grade the chalk surface began to take on a pronounced V shape in section with the result that anyone lucky enough to get so far, simply got stuck with two wheels

bend and actually managed to get half way up the V section before spin put an end to his efforts. J. B. Webb on a Magna got just round the bend before spin stopped him too, but J. D. imThurn (A.M. Special) and at least ten others including R. M. Procter's Ford Ten saloon simply could not get out of the morass. Kenneth Evans, with a mighty effort, managed to get just about as far as Peel, half way up the V, when too much power at the rumble end stopped him likewise. By this time Chief Marshal A. C. Dobson was beginning to consider cutting the hill as conditions were obviously becoming worse and considerable delay was being caused. The fact that some of the 'Varsity students had to be "in bounds" at Cambridge by eight-thirty meant, of course, that there could be no delay on this trial. A decision was quickly reached when M. W. B. May arrived on the scene with his Alvis. He decided to

tackle the hill and proceeded to do so right manfully! Unfortunately his tyres, either by punctures or design, were running at a very reduced pressure and by the time the Alvis had been fought half way up that treacherous V one at least decided it had had enough. It burst and Michael was left with another old tube on his hands and an Alvis half way up a very steep slope. Thereupon Cyril Dobson abandoned the hill and the entry moved on to the "final degradation."

To the word Steep, its name, one might have added long and very slippery, for it was both. So long indeed, that it was divided into two parts, the upper section of which proved very difficult all day while the lower one became easier. The most noticeable ascent of the day was by Richard Bolster's Morris Cowley, which sailed serenely to the top while many an expensive trials model floundered along behind the towing horses. Evans was again very fast indeed and Andrew Fairtlough also made a good climb with the A.C. A much applauded effort was made by John imThurn with his old A.M. Special but J. F. Eber had three attempts on a Vale during a lull in proceedings, but on each attempt stopped with fuel starvation. Shortly after this a bunch of failures resulted in one of the horses "blowing up." However he was quickly replaced and proceedings came to an end with eighteen successful climbs of Steep and only four clean sheets for the day's run.

The very welcome meal at the finish at the Royal Huts Hotel, was interrupted late into the evening by the occasional arrival of some straggler and when all but few had left for home, there was heard the sound of an Alvis and the announcement was made that a Mr. May had checked in at the bitter end.

RESULTS.

"The Autocar" Trophy: 1, Oxford University, 1,152 marks; 2, Cambridge University Veterans, 1,057 marks; 3, Cambridge University Residents, 1,056 marks.

Winning Oxford Team: 1, J. K. Sharpley (Frazer-Nash) (100); 2, K. D. Evans (M.G.) (100); 3, A. R. Phipps (Aston-Martin) (100); 4, J. R. B. Hartnoll (Frazer-Nash) (95); 5, Lord Avebury (Singer) (95); 6, W. M. Peel (Frazer-Nash) (95); 7, H. M. Berresford (M.G.) (95); 8, J. G. C. Ruston (Wolseley) (95); 9, J. E. B. Simeon (M.G.) (95); 10, G. F. Stooks (M.G.) (94); 11, P. Hall (Wolseley) (94); 12, R. Breare (M.G.) (94).

Residents Only: 1, Oxford University, 1,105 marks; 2, Cambridge University, 1,056 marks.

Team Prize: 1, Cambridge Chains (I. O. F. Peters, A. A. Millard, N. G. Watson, all Frazer-Nashes), 290 marks, aggregate on Scotland 35½s.; 2, Oxford Chains (J. K. Sharpley, J. R. B. Hartnoll, W. M. Peel, all Frazer-Nashes), 290 marks, aggregate on Scotland 41½s.

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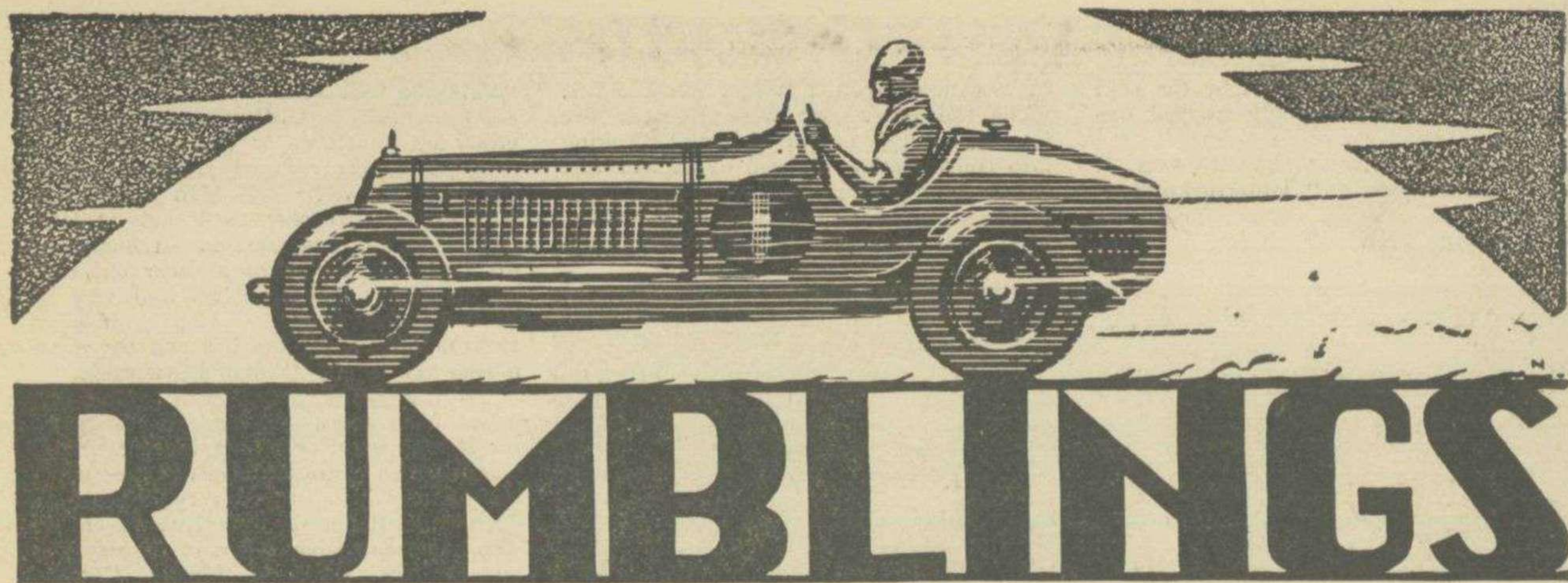
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running which is characteristic of the standard car. Truly a surprising performance for £560.

The alterations from standard consist chiefly in raising the compression ratio to 7 to 1, at which the engine runs quite happily on ethylised fuel, and in stiffening the springing. The Standard Century has a striking streamlined four-seater body giving comfortable riding for all the occupants. Special tuning, which is carried out by Messrs. Shaw and Kilburn of Great Portland Street, London, W.1, raises the speed to the elusive "hundred" mark without altering any of the other characteristics of the car.



Per Ardua Ad Palmas

Plots and counter-plots for the Monte Carlo Rally are brewing on every side, but the manufacturers are showing little enthusiasm for it. Rupert Riley tells me that his firm has decided not to participate officially, Healey will be the only representative from the Triumph factory, and Singers have also decided to drop out. I hear however that there is a possibility of a combined effort from these three firms, but nothing has yet been settled.

One of the few instances of a managing director taking part in an event of this sort is furnished by Mr. A. P. Good, Chairman of Lagonda Motors, who is taking an open 4½-litre Lagonda from Tallinn. T. G. Moore of MOTOR SPORT is taking a similar car, from the same starting point, and considers with the new suspension and large tyres he should have a much more comfortable ride than has usually fallen to his lot on these events. S. H. Light, once again faithful to the S.S., will be taking a two-seater S.S. 100, the short-chassis car with the Jaguar engine, and by reason of the 8 ft. 6 inch wheel-base should stand an excellent chance in the "wobble-wobble." As passenger and second driver he is taking with him (Arch-Jester) Morgan. It is a strenuous run for a crew of two, and the two propose to keep themselves awake by chewing extract of kola-nut.

At any rate they will be better off than the man I once spoke to in the course of an R.A.C. rally, and who was intending to drive through single-handed. Asked how he proposed to keep awake all the way, he replied "My dear man, the acute discomfort of my motor-car will attend to that."

Small Cars with Good Chances

Another make of car which should do well by reason of a good power-weight ratio and an exceptional lock is the Frazer-Nash-B.M.W. Three of the 2-litre cars will probably be running, driven by D. H. Murray, who is starting from Athens, Wrohan, who has chosen Stavanger, and Needham, from John o' Groats. Managing director "Aldie" hopes to take a 1½-litre car from Stavanger if he can spare the time.

Kenneth Evans means to take a T.T. Magnette, with Groats as his départ. If those floods in the Rhone Valley do not subside before January, and

assuming the Avignon road-bridge does not share the fate of the Roman one, which was washed away last month, those who start from Britain may be the only ones who get through on time.

A Little Obscure

I have just received a letter from M. Anthony Noghes in which he remarks that the illustration of the "figure-eight" which appeared in last month's article on the Rally shows last year's test. This year the Club has done away with the rectangle within which the manoeuvre has to be carried out, considering that the loss of time involved in the big sweeps which have to be taken with a car with a bad lock will be sufficient handicap. On the other hand the rules lay down that a loss of marks shall be deducted each time the car crosses boundaries, measuring 32 metres by 16, so I consider our diagram gives a fairly accurate idea of things. Another point is that cars are penalised if they touch the boundaries when they change direction, an alteration which will go against those who last year accelerated their reversings by bouncing off the sandbags.

The French Grand Prix

Monsieur Latorey, Clerk of the Course at Montlhéry paid a welcome visit to England last month to attend the B.A.R.C. dinner. He told me that there was promise of excellent support from the French manufacturers for the sports-car Grand Prix, entries being promised by Hotchkiss, Delahaye and/or Delage, now combined of course, Bugatti and various other firms. They hope to have a field of about sixty, and no doubt English manufacturers will be amongst them.

Cars I should like to see would be Hall's Bentley, some Lagondas and Alvises for the big stuff, and the Aston-Martins, Rileys, M.G.s and other makes which have performed so well at Le Mans and in Ireland. The Light Sports Railton should also be worth watching, and perhaps W. O. Bentley might do something with a Lagonda with similar light equipment. George Roesch said that there was quite a chance of Talbots racing next year, but if they did it would be with an entirely new car. "That's the only way you can learn anything from racing. The 105's we built for Ulster are now reproduced almost unaltered in the standard cars."



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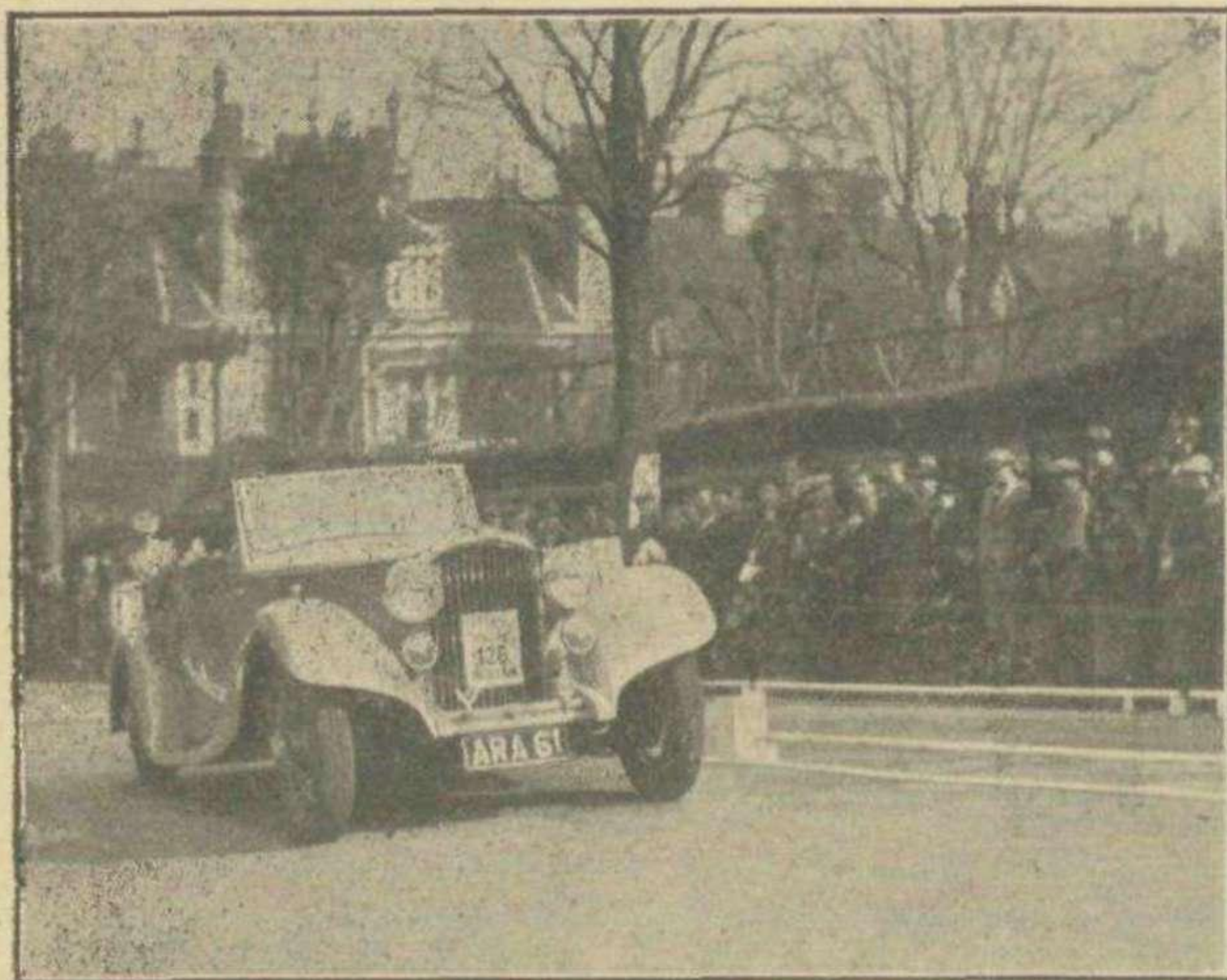
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RUMBLINGS—continued

The race is over a distance of 1,000 kilometres, and Monsieur Latorey reckons that the average speed will be about 60 m.p.h.

Monopostos for England

A notable addition to Britain's fast cars is Sommer's 3-litre Monoposto Alfa-Romeo, which has been bought by Chris Staniland. Shuttleworth's car I notice has been quoted in some of the programmes as being of 3.3-litres capacity, but incorrectly. He had a 3.3-litre block in the early part of the season but split it in the Nice race, and has not troubled to buy another. Anyhow three litres seemed quite enough to win the Donington Grand Prix. Still on the subject of Shuttleworth, I hear that next year he is building a replica of the monoplane with which Bleriot flew the Channel in 1912, and intends taking it round England giving exhibition flights. I wonder whether "Ebby" can be persuaded to arrange a Short Handicap between this machine and Dick Nash's 1913 Farman, mentioned elsewhere in this issue?



Threading the obstacles at Eastbourne in the R.A.C. Rally last March. The car is G. H. Crossley's Bentley.

Further Alfa news of great importance is that Captain Barnato has bought a 3.3 Monoposto, which Oliver Bertram or possibly Jack Dunfee will drive. This car I understand will be the car Nuvolari had during the early part of this year, with Dubonnet independent front-wheel suspension. Charlie Martin has also gone in for an Alfa with the usual equipment of 3 litre and 3.3 blocks, and Bugatti-type springing at the rear. His 3.3 and double camshaft 2.3 Bugattis are for sale at a reasonable figure.

Maserati Movements

Everitt has just bought a hush-hush Maserati, which is in all probability the 3.8-litre V8 car which Farina drove in the Donington Grand Prix this year. Rayson has also bought a Maserati from Farina, in this case a 1,500 c.c. 4-cylinder car.

R. T. Horton has bought the 3-litre Maserati which Whitney Straight had converted into a sports two-seater, but as he intends using it for racing will have all the trouble of turning it back into a single-

seater. Harry Rose had thought of buying a Monoposto Alfa from the factory, but with the sanctions difficulty and all that, has decided to hang on to his 3-litre Maserati, also ex-Whitney Straight, for next season, and to sell the Monza Alfa. Featherstonhaugh of course bought the 2.5-litre Maserati, once associated with Sir Henry Birkin, towards the end of the 1935 season.

An E.R.A. Combination

It is interesting to learn that Fairfield and Cyril Paul have arranged to run a pair of 1½-litre E.R.A.s next year. After a short and rather hectic apprenticeship on Dixon's Rileys Fairfield has very quickly come to the front, while Cyril has been doing his stuff on fast motor-cars for the past ten or twelve years. A. C. Dobson, who drove in this year's T.T., will act as spare driver.

There was a chance that another E.R.A. team, consisting of Kaye Don, Fontes and Embiricos, would also be running next year, but I understand now that if it does run some change of personnel will take place. Fontes has also acquired a Monoposto Alfa, and made an unsuccessful attempt on Shuttleworth's mountain record just before the circuit closed for repairs.

Motoring Here and There

Another recruit for the South African Grand Prix is Miss Eileen Ellison, with T. C. Tapper as spare driver. I saw Lord Howe's 3.3 Bugatti on the Track

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RUMBLINGS—continued

the other day having its final tune-up before being packed for the same race. The faithful Thomas is now engaged in trying to think of everything that can possibly go wrong and packing the said bits into cases ready for shipment. As he says, you are not likely to find many Grand Prix spares out there.

Others bound for South Africa are Arthur and Austin Dobson, who will be handling a 3-litre Maserati and a 1½-litre Riley.

The irrespressible George Eyston needless to say is in full preparation for another record. This time it is to be the Diesel Land Speed record. The car will be the Speed of the Wind, fitted with the A.E.C. diesel unit which he used in the streamlined saloon. The attempt will be made on Pendine Beach, where Eyston had such an eventful time on the Magic Midget, but the date has not yet been fixed.

The Mannin Races

The Douglas Corporation have approved the Round the Town races, though only by twelve votes to eleven, and Captain Phillips of the R.A.C. is over there at the moment discussing plans. The same course will probably be used, but there is a possibility of the starting time being changed to the afternoon, which will allow people to come over on the morning steamer from Liverpool and return the same evening.

The Scottish folk have not failed to notice the lukewarm way in which the Manx authorities have regarded the Mannin events, and at the dinner of the Royal Scottish Automobile Club Lord Weir said that he had distinct hopes of a race in the neighbourhood of Edinburgh if the necessary powers could be obtained from Parliament. Which just makes one repeat, for the *n*th time, why cannot we be allowed

to close public roads in England, which is after all the headquarters of all the firms and drivers who take part in such races?

There was a proposal also to shorten the historic Mountain course in the Isle of Man, over which the motor-cycle T.T. takes place, but I understand that this will remain unaltered for at least another year.

The English Rally

The regulations of the R.A.C. Rally, which this year finishes at Torquay, have just been issued, and should meet with general approval.

The entries are divided into four horse-power categories, subdivided into open and closed classes, and there is a Premier Award for each class. The remainder of the cars will qualify for first, second and third-class awards, as last year. There are also team prizes for manufacturers, private entrants, and ladies. The average speed has been reduced to 24 m.p.h.

The usual final tests will take place at Torquay, and the chief alteration will be in the starting test. After a night in the open, cars must start within 2 minutes, a longer period implying a penalty of one mark per minute. The dates are March 24th to 28th.

Dieppe Meeting Cancelled

All racing fans will regret to learn that the Committee of the Circuit of Dieppe have decided not to promote any races on that charming little course next year. As is stated in a letter I have just received, the financial result has been disastrous, and the official organisations who support the Committee are in agreement that they must await the return of more stable conditions in the racing world, particularly in the matter of the International Formula.

CLUB DINNERS**B.A.R.C.**

The B.A.R.C. held their annual dinner and dance at the Savoy Hotel on November 8. Good food, good company and a good band combined to make the function as enjoyable as ever. At least 500 guests must have been present in the familiar private banqueting room.

The toast of the Guests and the Club was proposed by Sir Malcolm Campbell, who was in the chair. The dinner took place on the night following the General Election, and Sir Malcolm seemed somewhat embittered by his defeat at Deptford. He suggested that Brooklands might be brightened up by having two rival teams competing at the track, one of them to employ methods such as he met with during his electioneering. Front axles half sawn through and nuts and bolts in gear-boxes were certain methods of getting even with a rival, while for mountain races he recommended disconnecting front brakes. Happily Brooklands as it was at present was far removed from such displays of sportsmanship, and he congratulated all concerned on the fine achievements which had been put up in the past year.

On the outer circuit John Cobb's record lap at 140.9 m.p.h. on the Napier-Railton

had been raised by Bertram to 142.6 and recaptured by Cobb with a speed of 143.4 m.p.h.

On the mountain circuit Whitney Straight's record of 81 m.p.h. was beaten by Raymond Mays with 81.8 m.p.h. and now stood to the credit of R. O. Shuttleworth with a fine speed of 82 m.p.h. The motor-cyclists were no sluggards either, and the outer circuit record was raised to 120 m.p.h. by Pope and further improved to 123 m.p.h. by the all-conquering Fernihough.

Replying for the Guests Sir Archibald Boyd Carpenter made an extremely witty speech, so full of good things that we were unable to record any of them. In support was Lord Howe who paid high tribute to Humphrey Cook, Raymond Mays and the others who were responsible for producing and driving the E.R.A. car, a make which in a surprisingly short time had become a name to conjure with on the continent.

Mr. A. P. Bradley proposed the toast of the Chairman and Others, and included in his scope the voluntary workers, marshals, observers and so forth without whose help the track could never be run at its present efficiency.

HARROW CAR CLUB

The newly opened Houseboat Road-House was chosen by the Harrow Car

Club for their second annual dinner, which was attended by over eighty members. The principal guests were Lord Howe and Mrs. Petre, and Mr. S. C. H. Davis, the President, remarked that they needed no introduction as being two of the best known and most skilful drivers in the country.

Lord Howe said he was happy to be able to snatch a short rest from the turmoil of the Elections to be able to be with a happy band of sportmen and women such as he was addressing. He emphasised the splendid training both for racing and for general handling of a car which the local motor clubs give and hoped that the skill of members on the road would help to offset the discourteous and dangerous driving which is so prevalent to-day.

Mrs. Petre confessed that she found it easier to drive fast cars on Shelsley and Brooklands than to get up and make speeches, but her success in this direction was shown by the applause which she received.

Mr. Coyne, the hard-working treasurer and secretary of the club, reported excellent progress after a slow beginning.

Mrs. Petre then presented the awards won during the year, and the members adjourned to enjoy dancing and a cabaret show.

THE TYPE 57 S BUGATTI

In last month's issue of MOTOR SPORT we published some particulars of the new Competition Type 57 Bugatti, and further details have now come to hand.

The engine, it will be recalled, is a straight eight with bore 72 mm. and stroke 100 mm. giving a capacity of 3,257 c.c. The crankshaft runs in six main bearings, and the valves are operated by two overhead camshafts. Four carburettors will probably be fitted.

A double disc dry-plate clutch is used in conjunction with the new gear-box, which has second, third, and top gears.

The chassis is entirely new, with very deep side members. The back axle actually passes through the side-members, large slots being made to provide the necessary clearance. This form of construction gives the necessary rigidity to allow full use to be made of the de Ram shock-absorbers. For the same reason the side-members converge at the rear, also forming a convenient support for the 29-gallon rear tank. The front axle is in two parts, as on the Grand Prix cars.

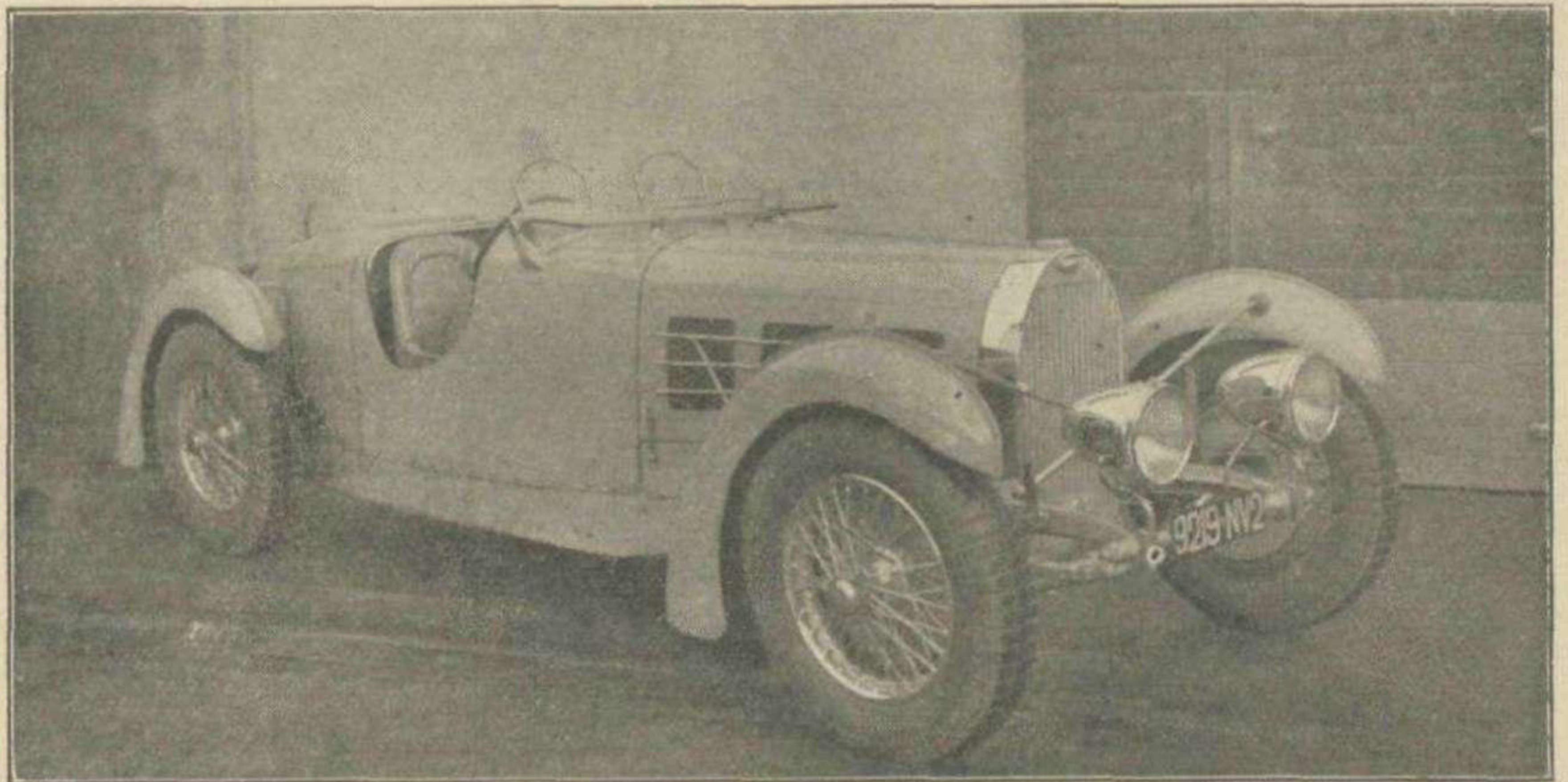
The body is constructed of sheet elektron with butted and riveted edges, a method of construction also seen on the coupé exhibited at Olympia. The front seats have the special Bugatti spring upholstery, while the deep wells on either side of the propeller shaft make the back seats quite suitable for long-distance runs.

When not in use they are covered with a panel which blends with the body lines.

The exhaust pipe is carried inside the body with a tail pipe coming out behind the back wheel.

A reader newly returned from Molsheim emphasised how much he was impressed by the complete equipment of the dashboard and the general suitability of the

car for sports-car racing. Small things like the position of the rev-counter, petrol and oil gauges have been determined with this object in view, and the car as it stands is ready to be entered at Le Mans or Montlhéry without any additional equipment. The spare wheel is carried on the side, and is secured by a neat and quickly detachable strap fitting.



The new "Competition Model" 3.3 litre Bugatti which is claimed to be capable of over 120 m.p.h. The butted joints of the elektron coachwork will be observed on the bonnet and wings.

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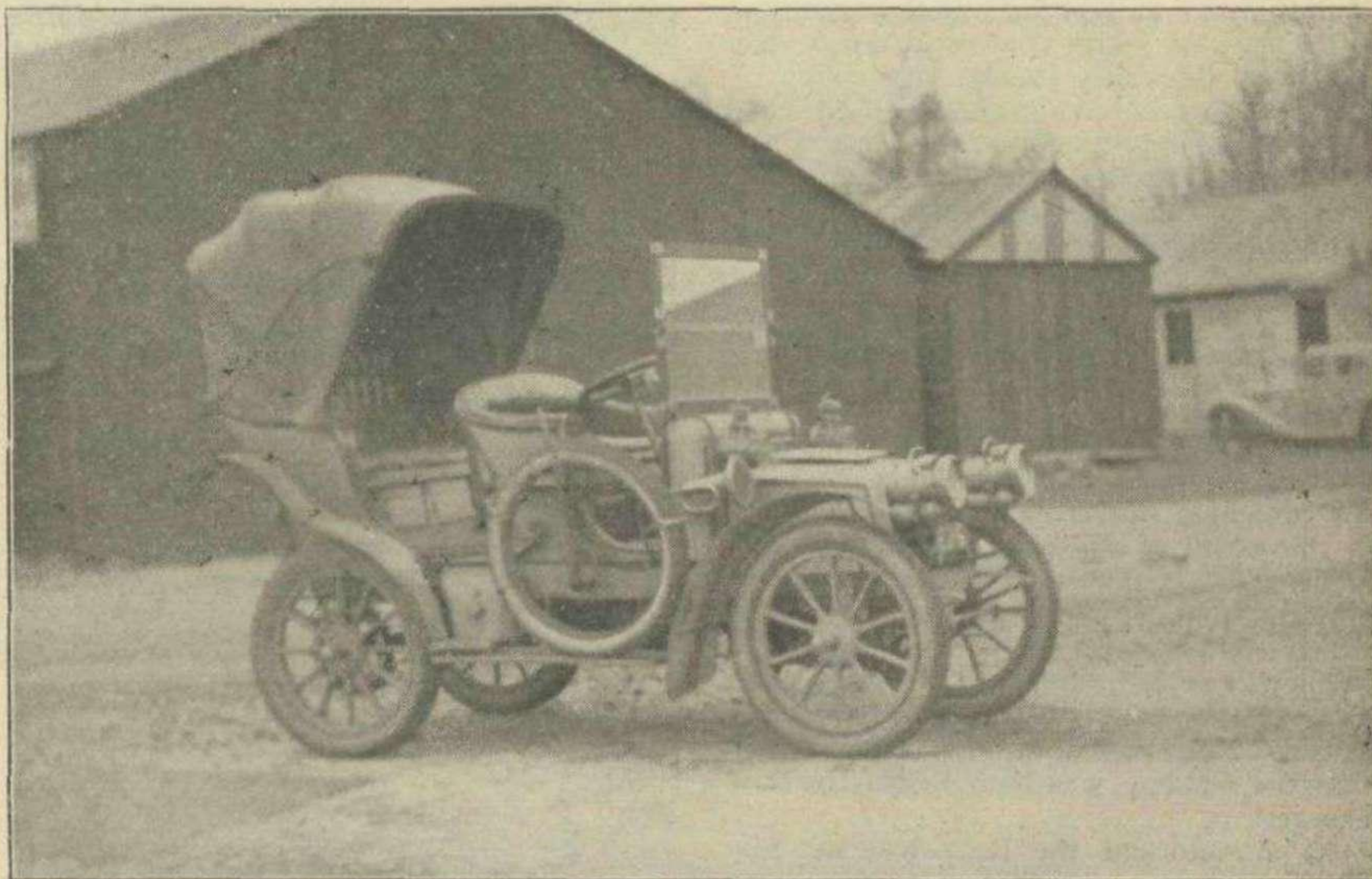
It is difficult to imagine a greater contrast in cars than between a fiery Frazer-Nash and a 1½ h.p. Benz Velocipede. Last month we had the good fortune to interview a man who divides his attention between the two. This versatile gentleman is Mr. R. G. J. Nash, who made fastest time at Shelsley in 1931 and 1932 on the famous "Terror." He still retains his keenness for this sort of work, building in his own workshop at Brooklands the "Spook" and then the "Union-Special" with the Frazer-Nash two-blower engine. During the winter he turns his attention to the other end of the scale and busies himself with the I.H.C.C. (for interpretation see heading).

The premises of the Corporation are situated on the edge of Brooklands Aerodrome. The business was originally one which dealt with the older (and cheaper) type of racing car, and the veteran Lorraine "Vieux Charles Trois" still remains as part of the stock in trade. Dealing in veteran cars was then merely a side-line and the whole thing was taken over by Mr. Nash more or less as a hobby.

He soon found that apart from the interest in working on old cars and the small demand which existed for them amongst private individuals that there was a wider field to be found in hiring them out to film companies, theatres and other institutions which required the temporary use of genuine "old-timers." The collection has now been extended to cover other early types of mechanical transport, especially bone-shaker and penny-farthing bicycles. The oldest of

radial Anzani engine. In the spring Nash proposes to regain his "A" licence flying on this machine, but the summit of his ambition is a 1913 Farman aeroplane which he discovered and bought at the

this veteran, an 1894 Peugeot owned by R. O. Shuttleworth and a Benz, now in the South Kensington museum, which has a horizontal flywheel and which is said to date from about 1892. It is worth noting



The windscreen on the 1903 Panhard left nothing to be desired, while the hood was evidently intended as a protection for top-hats.

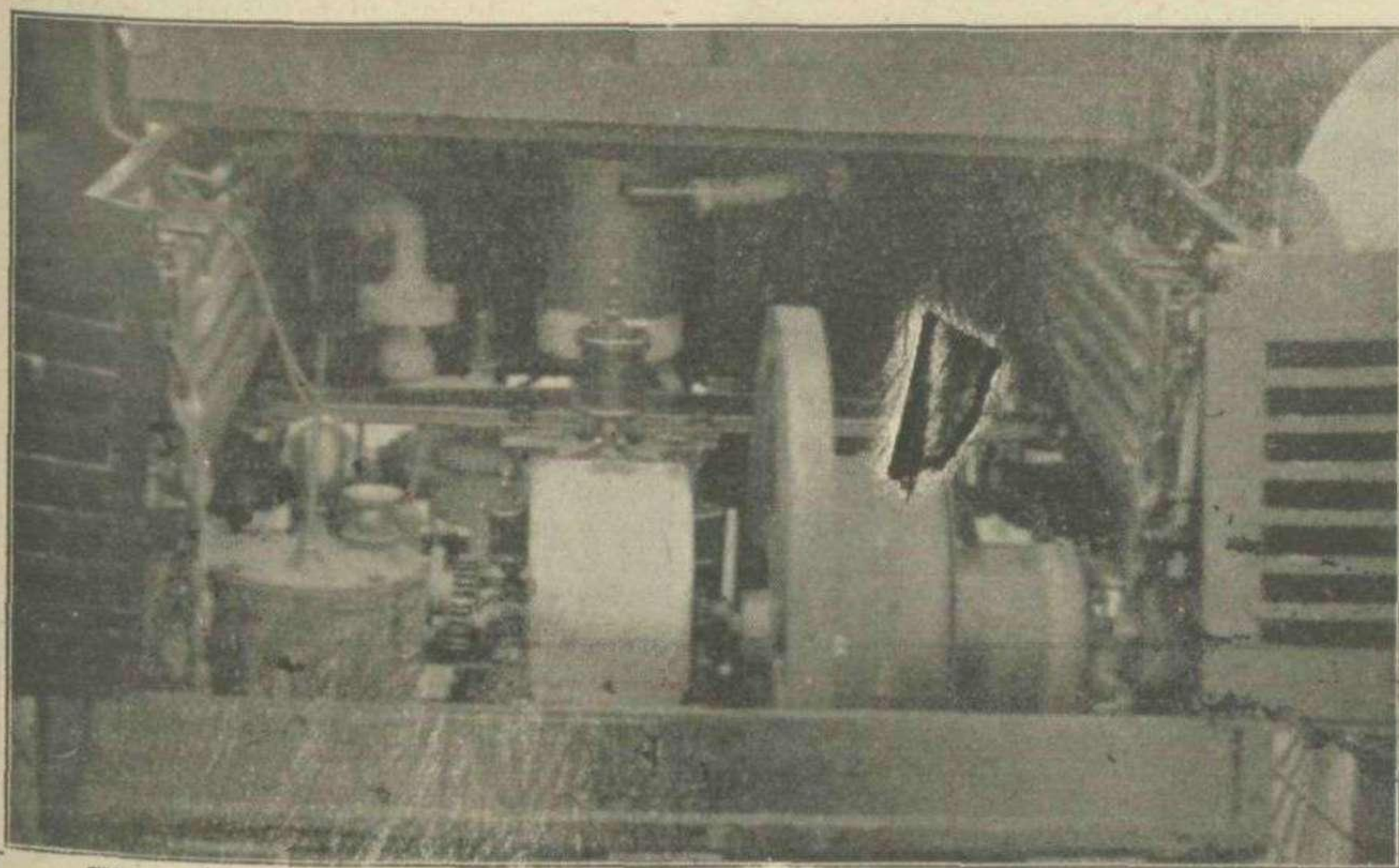
aerodrome in France. This particular machine, which is a three-seater fitted with two engines, was Maurice Farman's personal 'plane before the war. It is still in perfect flying condition and is to be used

that the engine number is 382 and the chassis number is 589, while the Benz factory states that by May, 1896, no less than 600 Benz cars had been built. So much for those who imagine that motoring began in the first years of the present century.

How this particular Benz reached England is not clear, for its original owner lived in Basle. When Nash heard of it, it was lying out in the open on a Leicestershire farm, with the body half rotted away and such important components as the big-end missing altogether. The engine and chassis were completely stripped and rebuilt, and the wheels fitted with new spokes and furnished with solid tyres made by Connolly's of North London, who made the original ones for the Benz Company back at the end of last century. The body has also been restored to its original condition.

The engine is rated at 1½ h.p. (bore and stroke roughly 60 mm. by 90 mm.) and, possibly as a result of the extra half horse, this wee little car was supposed to carry four people. Two sat on the driving seat facing forward, a third on a small seat facing them and the fourth was perched at the back over the engine. A series of gratings could be let down on chains in the style of the horse-drawn dog-cart and provided No. 4 with a place to put his feet.

When we got down to Brooklands a mechanic was engaged in trying to start the engine by pulling round the flywheel, but beyond a few coughs there was no response. It has not been possible to get the special light fuel suited to the surface carburetter, and aviation petrol is not sufficiently volatile until the car-



The engine of the Benz. The change speed belts run on two pulleys on the right. The cylindrical object on the left of the timing pinion is the surface carburetter.

these dates from 1867 and was manufactured in France, while a still older tricycle, quaintly named the "Lady's Accelerator," was supposed to have been constructed somewhere in the thirties of last century.

Suspended in the rafters is a Sopwith Camel of 1917 fitted with a pre-war

next year in making a film called "The Conquest of the Air."

Our own visit to Brooklands was not connected with the flying side of the business, but to admire and try the latest "find" of the Corporation, an 1895 Benz Velocipede. Only two cars we know of in England can claim to be older than

SPECIALISING IN OLD MASTERS—continued

burette has been warmed for some time by the exhaust from the engine.

All hands then set to push, and after we had covered quite a large proportion of the road back to the paddock the "humph-humph" from the automatic inlet valve was joined occasionally by a feeble chuff from the exhaust. Nash, as the technician, had the important task of juggling with the controls as well as helping to push, and at last he found a position of the air and petrol control at which the car would fire fairly evenly.

Not daring to mount on high in case our weight might upset the first signs of life, we trotted alongside for some time, the owner steering an erratic course with the vertical control at the top of the control column. At last we judged the time ripe to leap aboard, and set off down the road at a full seven miles an hour, the little car throbbing with the effort of its one lung. Unfortunately the engine was but newly built up and was too stiff to pull its other higher gear, so we contented ourselves in making a turn in the width of the road and heading for home. The motorists of those days probably did not get quite the thrill of speed which we look for nowadays, though the twin-cylinder Benz built on the same principle was supposed to be a real flyer, but at any rate the old-timers could claim that their hobby was both instructive and energetic.

As a motor-car the Benz was not giving its best that day, but there was much in the chassis which was of the greatest interest. The engine is a single-cylinder carried horizontally at the back in the manner of the present-day stationary paraffin-engine. It is started, in theory at least, by pulling round the fly-

segment. A springy brass strip makes contact with it and can be moved round to vary the timing.

The carburetter is simply a brass tank filled with wick, petrol being supplied

The transmission is by means of flat leather belts to fast and loose pulleys on the countershaft, which drives the rear wheels through side-chains. The steering is carried out by means of a pinion



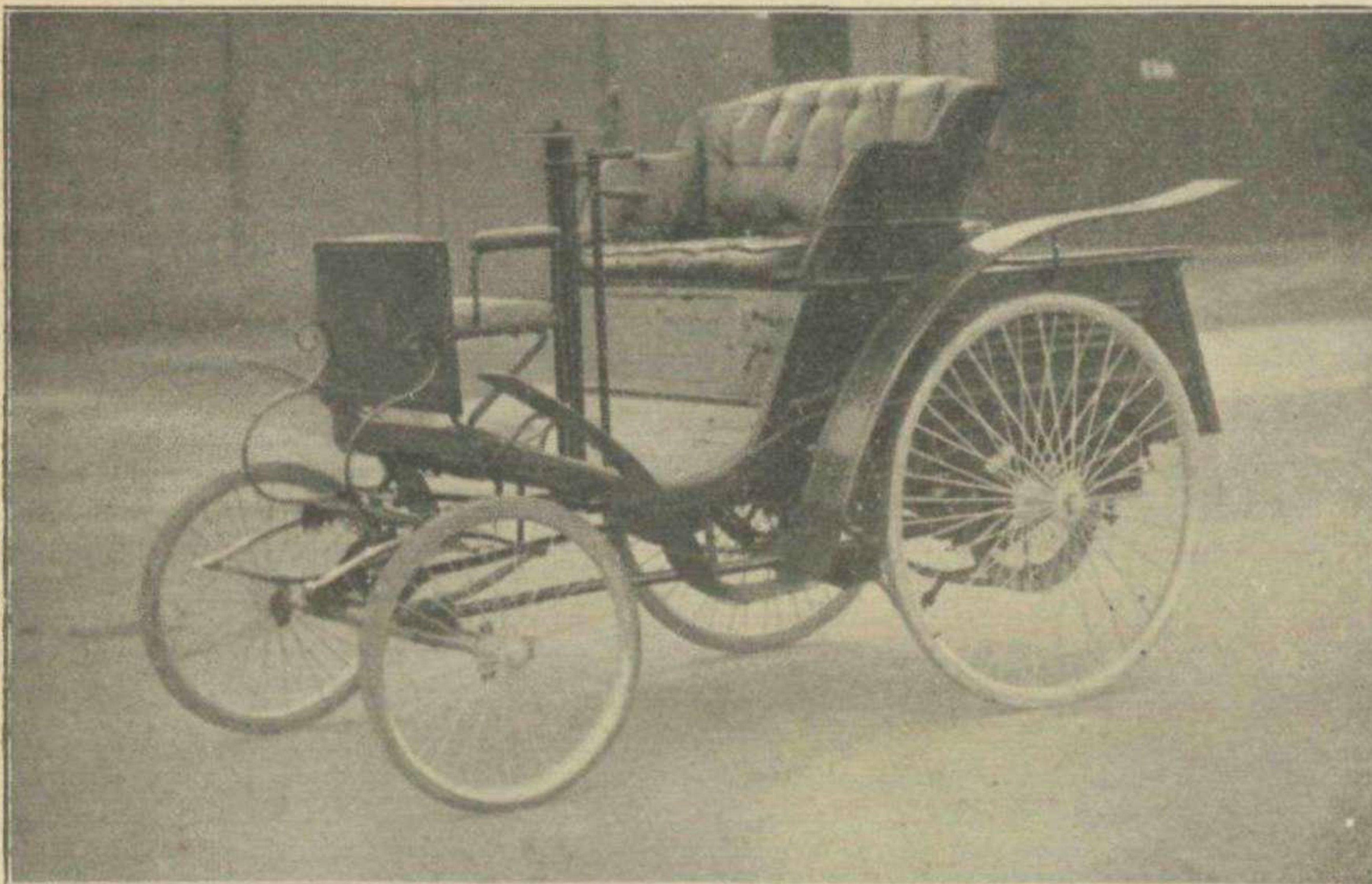
A "flying birdcage" which was the precursor of present day twin engine machines, the Farman F.40 of 1913.

from underneath as required by means of a ball-cock similar to that used in a well-known component of domestic plumbing, though somewhat smaller. From the top of the carburetter the mixture passes along a long pipe to the inlet valve, vaporised to some extent on the way by passing through three or four layers of wire gauze.

at the bottom of the steering column which pushes and pulls on two rods working on a yoke. From this the motion passes to a split track-rod which connects to each of the front wheels, thereby anticipating the M.G. Magnette by quite a number of years. The controls consist of a throttle lever, which remains permanently open, the mixture control already mentioned, and the advance and retard control which is a sort of cupboard bolt dropping into one of several notches and attached to the make and break by means of a length of wire. The gears are shifted by means of two further levers beneath the steering handle.

After our experiences with the ancestral Benz Mr. Nash directed our attention to a youngster of 1903, the Silent Fifteen Panhard, which he had driven to Brighton a couple of days before in the Veteran run, covering the distance of 56 miles, despite shocking weather conditions, in just three hours. This car was in constant use up to 1920, and still had its original coachwork and paint. The body was a double phaeton, i.e. an open four-seater, remarkable for its height and the intricacy of its moulding, but its performance showed strikingly the progress which had taken place in those ten years at the beginning of the twentieth century.

On flooding the carburetter the Panhard started up with two pulls of the starting handle, and we set off down the road, if not in complete silence, at any rate with commendable acceleration. On top gear we achieved a comfortable 35 m.p.h., and 45 was possible when the car had been fully run in after its complete overhaul. We were well sheltered behind the enormous windscreen and Nash said that he had had quite a pleasant journey down to Brighton. We admit to a feeling of slight alarm at the speed at which he took corners, but evidently



A very veteran type—the 1895 Benz Velocipede. The throttle and mixture control can be seen below the driving seat. The two projecting handles on the steering column are for changing gear.

wheel. The big-end is exposed and carries a large greaser, and the camshaft is driven from the crank-shaft by exposed pinions. The exhaust valve is operated by a cam and roller and the camshaft also carried a fibre drum with a brass

The cooling arrangements are quite ambitious and consist of a brass cooler on top of the cylinder leading to a condenser tube on the outside of the body, the water tank fitted to the side of the body being only used to maintain the level.

SPECIALISING IN OLD MASTERS—continued

it was more stable than its height suggested, and made no attempt to overturn on top of us.

The engine was a four-cylinder with cylinders independently cast, and double branched exhaust pipes which would please the enthusiast.

The engine speed was limited by a governor at the front of the engine which was connected to the throttle of the Krebs carburetter, the effect of the accelerator pedal being to limit the action of the said governor. The idling speed and the ignition timing were regulated by means of a beautiful pair of twist grips carried on the spokes of the steering wheel and containing drums which wound in lengths of piano wire.

Dual ignition was fitted and the combined low-tension magneto and coil make-and-break, which was chain-driven off the rear end of the camshaft projected into the driving compartment in the same way as that of the G.P. Bugatti of later date. Other components we do not have nowadays were the engine oiling tank with its two spring-loaded pumps and

drip feeds, and the large greaser for the countershaft bearings.

The water pump was friction driven off the outside of the flywheel, which seems an unusual position until one remembers that there was a seven-gallon cooling water tank at the back of the chassis, the grilled tubes in front of the engine being just for the immediate cooling effect.

The gear-box cum differential is supported at the front end on a single bolt and at the rear end on the cross-shaft which carries the front chain sprockets. The leather cone clutch is disengaged by a shaft running right through the gear-box and out at the back, and is disengaged when the hand brake is applied. There are four speeds and reverse selected by the usual gear-lever working in a quadrant.

The chassis is of wood, strengthened by steel flitch plates, and the engine and gear-box are carried on a steel sub-frame, as was the custom in those days. Taking it all round however this 1903 car was a perfectly practical vehicle, and except for tyre troubles and bits of car which drop-

ped off, the motorist of those days stood a very reasonable chance of reaching his destination on schedule.

Apart from the Benz and the Panhard Mr. Nash has a number of other interesting vehicles stored away.

One is a 2-cylinder Benz very similar to the smaller one. It is started by means of a handle at the side and this usually sticks in position, whirling round and round like the scythes on Boadicea's chariot and then flying off at a tangent in some unexpected direction. Another is a Charles B. Crowden, one of the earlier of British cars, but not yet in full going order. Then there is a fleet of three Peugeots, two 1902 and one 1903 if we remember rightly. The gem of the collection is the steam-driven Locomobile which is shortly to be put on the road. Mr. Nash kindly invited us to come down later on to witness its first trials and to sit beside him on the driving seat, and added somewhat darkly as we parted "Don't forget to bring your parachute." or as the road contractors say "you have been warned."

THE THATCHER TROPHY TRIAL

Rain played a most prominent part in the Thatcher Trophy Trial held recently in the Chilterns by the Great West Motor Club. Mr. Paul Hardy's very sporting sixty-five mile course, including in its length the old favourites Crowell, Maiden's Grove and Lewknor, was rendered almost impassable in several places owing to the torrential rain which had fallen during the previous week and which hardly abated during the trial itself. The stop and restart test on Lewknor had to be abandoned as a result, but interest was not lacking as there remained seven observed hills and four driving tests.

Grassy Bank, the first of the hills, stopped ten of the forty entries mainly through inability to get away from the line. No "run" was possible at its straight muddy slope and the beginning of the non-stop section soon became more difficult than the hill itself. Ford V8s with comp. tyres made light work of it however, and N. G. Watson also went well on a Frazer-Nash, but after R. G. Kingsmill had churned things up with his 2-litre Lagonda the escape road was used more than the hill.

Hogwash, strange to say, was climbed easily in spite of the rain, but Midmere, the next observed section, made up for this by stopping seven cars, including D. G. Silcock's M.G. Midget and T. Leather's V8 Ford saloon equipped with

enormous "comps." E. G. Little and his three passengers nearly bounced their ancient M.G. off its springs in an effort to get up, but all to no avail. Incidentally he made good in the driving test at Maiden's Grove, the next on the list, where competitors used the well-known cross tracks to drive forward round a right-angle turn, reverse back up this second road then drive forward into the continuation of track one, all in as quick a time as possible. By magnificent handling Little worked the old M.G. round in 33 seconds which was considerably better than at least a third of the entry, the best times going to C. M. Anthony (Aston-Martin) 26 seconds and N. G. Watson (Frazer-Nash) 27 2-5 seconds.

After this came the round-about at Sloe Gin which consisted of motoring round a "green" in the middle of a wood then climbing the exit lane. The green had turned into a morass for the later competitors and even number four, G. B. Crewe, took 5 minutes to get round.

Next, a new hill was introduced, Devil's Staircase, a short, steep muddy incline which failed six cars. Among them being the Morris Minor of T. Wagner which had been going particularly well.

The one and only Crowell was left till after the lunch stop and was preceded by a brake test and a restart test on

Lewknor which had to be abandoned. Conditions were good for the brake test as the road was hard and roughened, but still several over-slid the stopping-line. Best was S. Allard's ex-T.T. V8 Ford which showed astonishing acceleration and equally amazing braking powers, his time from start to stop being 17 seconds, 2 seconds better than M. N. Ambrose (Morris Minor) who in turn was 2 seconds faster than Freddy Thatcher on his Magonette.

After this came a short, nasty little section called Mud Pies and then Crowell. The rain had done this no good at all, as no less than fifteen of the thirty attackers found to their cost, but T. Wagner shot up at speed with his game little Morris, likewise A. T. K. Debenham on his Singer Le Mans. Good climbs were also made by F. J. Coyne, M. N. Ambrose and, right at the end, K. D. Jopp on another Morris Minor and thus the Thatcher Trophy Trial was brought to a close.

RESULTS.

Thatcher Trophy : M. N. Ambrose, (847 c.c. Morris Minor).

Runner-up : F. A. Thatcher, (1,287 c.c. M.G. Magonette).

Team Prize : F. G. S. Cook, F. A. Thatcher (1,287 c.c. M.G. Magonettes).

First Class Awards : A. T. K. Debenham (972 c.c. Singer); F. A. Thatcher (1,287 c.c. M.G.); N. G. Watson (1,496 c.c. Frazer-Nash).

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Book Reviews**THE CAR AS A PERSONALITY**

The motor-car nowadays tends to be regarded merely as a means of transport, and those enlightened souls, most of them sports-car owners, who still get a "kick" from a smooth-running engine devouring the miles with evident pleasure, rarely put their feelings into print. We must therefore salute the arrival of "Motor Tramp" a motor-cum-travel book by John Heywood, as a work which does justice to the joy of motoring as the open-road driver knows it.

The book opens with the author collecting his car from the works and the feeling of pride which every new owner experiences. The make of the car is not mentioned, but the two illustrations make it clear that it was one of the early M.G. Magnas. It covered 20,000 miles in mud and snow and over pavé all over Europe without overhaul, and more than justified the first flush of enthusiasm.

A cheap holiday abroad was the first objective, and owner and passenger had sundry adventures as they journeyed to Berlin sleeping in the car each night. The author got a position as a film adviser, and his three weeks holiday blossomed out into a stay of six months. His first holiday was in the depth of winter, and he set out alone from Berlin to drive to the Tyrol. All one's memories of the Monte Carlo Rally revive in reading the log of the journey; for two days the car ploughed along over snow and ice and at last gained the Austro-

Italian frontier. A slight spar with a customs official over a tin of English cigarettes quickly led to friendship and together the two set off on a ski-ing expedition in the Italian Tyrol, which was until 1918 Austrian territory.

Here and in a later trip in Austria where Nazi propaganda was disturbing Dollfuss and his colleagues, the author shows himself a keen observer, and gives a clear-cut picture of the feelings of uncertainty and distrust which prevailed in those parts, a state of affairs which anyone living in the settled land of England finds difficult to picture. Journeying farther afield he spent several months in Czechoslovakia. An extraordinarily interesting country this, in which the electric lights and fairly gay life of the capital have made little or no impression in the lives of the peasant classes. Apart from that the population is made up of a number of completely different races, and the author instances a man and wife he met there, one of them Czech and the other Slovak, who could only understand one another when they spoke German.

In all these journeys the car was naturally well to the fore, and the amusing way in which the book was written suggests the author as the ideal travelling companion. He is at the same time a critical observer of motoring itself, and we liked his description of the ordinary

motorist of our own and other nations. In Berlin he saw "little cars owned by little men with big cigars in their mouths and no notion of danger in their heads rushing out of right hand lanes (these of course have priority in Germany)—tyres shrieked." Returning to England and proceeding towards London he saw "little saloons which rocked and swayed past with no warning from the horn, their tyres splayed out on the corners and their bodies straining away from the light suspension. Their drivers... all seemed in a furious temper." Finally the Italians "made themselves a continual atmosphere of crisis and death. They acted naturally in a crisis because crisis was their natural progression. Every Italian was born a racing driver."

A final word on the photographs which decorate the book. Instead of being reproduced on shiny "art," they are printed direct on the excellent paper used for the text, and as such form an integral part of it, besides gaining from the naturalistic point of view. Apart from that the author's experience of the film studio has stood him in good stead in choosing the "shots" and the whole forms one of the most enjoyable books we have encountered for a long time.

"Motor Tramp" is published by Jonathan Cape of 30, Bedford Square, London, W.1, and costs eight shillings and sixpence.

"MOTOR RACING AND RECORD BREAKING"

This new book written by George Eyston and Barré Lyndon might well be called "Motor Sport in a Nutshell." Every side of the motor-racing game is examined and explained and anyone who is at all hazy about what is involved in a road-race, a record-attempt or in that less spectacular activity the pit-stop, will find enlightenment on these matters.

Starting with the ancestor of all motor-races, the Paris-Bordeaux-Paris of 1895, the authors deal briefly with the "town-to-town" races so disastrously brought to an end by the Paris-Madrid of 1903. The dangers of racing on open road were overcome by holding the events on closed circuits where there was security for both drivers and spectators. The most famous of these of course was the French Grand Prix. Unlike its predecessor the Gordon Bennett Race it was not confined to one team from each country, but to teams of three cars entered by the various factories; this is one of the few points on which the book is inaccurate.

Moving on to modern times, the chapter on road-racing deals with a number of circuits such as Rheims, the scene of the Marne Grand Prix, Montlhéry, Comminges and other venues. In these events the driver must be absolutely on top of

his form. A loss of 1-5 seconds per lap in a race like the 1934 Marne race which was won at some 90 m.p.h., means that the loser drops back ten yards if he makes the slightest mistake on a corner. Apart from that he must be prepared for sudden emergencies, as in the case of Nuvolari, whose rear tyre suddenly burst when he was doing 120 m.p.h. Temperament of course counts for a great deal, and such drivers as the late Guy Moll, who are peculiarly suited to this form of racing, have shot into prominence in a single season. Incidentally, talking of seasons, it is not surprising that some of the leading drivers show signs of staleness after racing every week-end for six or seven months.

Track racing is another subject dealt with at length. Like record-breaking, to which another chapter is devoted, it is the supreme laboratory of the motor engineer, and demands from the driver not so much dash as a mechanical sense which prevents him "bursting" the car when running without the restraints that the road-circuit provides. Captain Eyston himself is of course one of the most distinguished drivers in both spheres, and it is unfortunate that lack of space or the recentness of the event did not allow him

to say something about his record-breaking run on "Speed of the Wind."

Endurance races, hill-climbs, American racing, and the work of the pit personnel are other matters dealt with, and a chapter on Racing Personalities gives an insight into the character of the various drivers who have gained fame on road and track.

Apart from the text, the only and unusual fault of which is that it might with advantage have been longer, the great feature of the book is the magnificent collection of photographs, numbering in all 131. Auto-Union and Mercedes, Alfa and Bugatti and our own E.R.A. and M.G. cars all find a place, with some of the famous record-breaking cars of recent years. Racing in America is well served, and some of the phenomenal accidents which are illustrated make one thankful for the family barouche and the straight and comparatively empty by-passes on which most of us travel.

"Motor Racing and Record Breaking" is published by Messrs. B. T. Batsford, Limited, 15, North Audley Street, London, W.1, and at seven and sixpence forms a splendid picture gallery and reference book to cheer one through the winter season.

Club News

NORTH-WEST LONDON M.C.

The Inter-Team Trial round a stiff route in N. Devon, run on October 19 resulted in a win for the Frazer-Nash-B.M.W. team, with the M.G.C.C. Midget team as runners-up.

The "London-Gloucester" will be run on December 7, starting at 0.15 a.m. from "The Spider's Web" on the Watford by-pass. This year is the Silver Jubilee of this classic trial and the clerk of the course is "Bob" Porter. This time the London-Gloucester is a closed event. The entrance charge, inclusive of membership, is £2, and excellent trophies are offered. Every attempt has been made to secure a representative entry, and a new super-hill is rumoured to be included in the route. Superchargers, "comp." tyres and locked axles are allowed.

The November issue of the "Gazette" is an ambitious, printed publication, with full particulars of the "Silver Jubilee" trial preparations. Good pictures of the 1934 London-Gloucester are included, and there is a brief record of the event from 1912-1934. Amongst the names which figure, rather surprisingly, in the latter are those of Alan Hill (Rhode), E. L. Meeson (Bean), H. V. Tuson (Amilcar), Clive Scarff (Austin), W. J. Haward, now proprietor of "Ye Tudor Cafe" at Hoddesdon, (Bayliss-Thomas), Brian Twist (Austin), R. T. Horton (Morgan), etc. links with the past, which prove the London-Gloucester to be a real classic. Other contents include a list of new members with the make and type of their cars, and a list of members and changes in their "mounts"—an interesting item, this.

Hon Sec.: C. V. Wells, 816, High Road, Tottenham, N.17. Tott: 4406-7.

M.C.C.

The twenty-first London-Exeter Trial will start from a point (undecided at time of writing) about 20 miles West of London on December 27. The hills will be Fingle Bridge, Simms, Harcombe, where there is to be a special test, and Meerhay, and the finish is at Blandford, Dorset. Entries must be in by December 9, and non-members must have joined the M.C.C. by December 7. Entry fee £2 per car, or £3 6s. inclusive of membership. Awards will comprise the usual first, second and third-class distinctions, also a Team prize, while an interesting innovation is a special Simms Trophy for bronze-medal winners or more successful competitors who also get up Simms hill under their own power. This year's trial counts towards the 1936 M.C.C. Team championship, and it ranks, of course, as one of the most important winter-classics. Sec: J. A. Masters, 22, Norland Square, W.11.

FRAZER-NASH C.C.

Annual dinner and dance scheduled for December 21 at the Mayfair Hotel, London. Particulars from Mr. Hugh Cundey, 141, Coleherne Court, S.W.5.

So popular is the Frazer-Nash-B.M.W. that a F.N.B.M.W. club has been formed, affiliated to the Frazer-Nash Club proper. Annual subscription 10s 6d., the Hon. Secretary is H. G. Symmons, hero of the Experts' Trial. His address is 76, Woodland Drive, Watford.

IRISH MOTOR RACING CLUB

Forthcoming fixtures of the Irish Motor Racing Club include, a Gala Dance on December 20 and a Rally on December 22. The Secretary's address is 1-2, Foster Place, College Green, Dublin.

W.A.S.A.

The Women's Automobile and Sports Association's annual Buxton Trial was a very pleasant event. On Cowdale and Blacker Mill hill no failures were recorded, an outstanding ascent of the latter being accomplished by Miss Powys-Lybbe's 1924 Alvis. Competitors proceeded to Putwell Hill, where Miss Wilby's Frazer-Nash failed due to misfiring, ultimately to retire.

After the lunch stop, an acceleration and braking test showed-up the capabilities of Miss N. V. Watson's M.G. Magnette and Mrs. Montague Johnstone's Balilla Fiat.

Eyam Bank gave no trouble at all, and the last hill was the redoubtable Jenkin's Chapel. The first section "pipped" Miss Milne's Singer Nine coupé, and the second section proved more tricky, two M.G.s and a Singer Nine hitting the bank at the dreaded hairpin bend. Good climbs were recorded by the Balilla Fiat, Miss Watson's M.G. and Mrs. Needham's Frazer-Nash-B.M.W. saloon.

RESULT

Provisional Wakefield Trophy winner:—Miss N. V. Watson (M.G. Magnette)

M.G.C.C.

The M.G. Car Club's Scottish Trial was an event well worth doing for the course was really difficult. A very fine new hill was Habbies Howe, where T. S. Weston's M.G. and G. Murray Frame's Singer made excellent ascents, though the latter driver used the bank at the acute hairpin bend. Another good hill was Eddleston, which stopped the whole entry, yet was a thoroughly sporting gradient. The trial concluded with some lappery of "Black Barony" in the dark, Weston making the best time of all on his M.G., with Murray Frame's Singer a very creditable runner-up.

RESULTS.

Premier Award:—T. S. Weston (M.G.).
Runner-up:—G. M. Frame (Singer).
Team Award:—Scottish Sporting Car Club "A" team: Elliot (M.G.), McDonald (Singer), Frame (Singer).

First Class Awards:—T. S. Weston (M.G.), J. Anderson (Anderson-Special), T. I. McDonald (Singer), G. M. Frame (Singer), L. Dickson (Singer), A. Dunn (Riley Imp.).

Second Class Awards:—W. K. Stewart (M.G.), W. K. Elliot (M.G.), N. T. Lithgow (Standard), A. K. B. Clarkson (Ford V8), G. F. Simpson (Ford), W. M. Girdwood (M.G.), J. J. Nicholson (Ford), D. McQueen (Ford), I. D. Shields (Riley).

KENTISH BORDER C.C.

This progressive club held a 50 mile Sporting Trial on November 10 which embraced no fewer than seven observed hills and three timed tests. 57 people entered and on the day over 50 toed-the-line.

On the first hill, Coldharbour, a stop and restart was staged, rendered particularly interesting as the distance was 150 yards. S. Allard's V8 Ford made best time in 16.05 seconds. In the 1,100 c.c. and under category K. R. W. Shackel's familiar, over-size McEvoy M.G. Midget scored with a time of 17.91 seconds.

Another restart was held on sticky Limeworks Hill, C. A. H. Cann's Ford V8 clocking 6.35 seconds, and the runners-up being S. R. Seelby's M.G. in 6.61 seconds and M. H. Lawson's Singer in 6.65 seconds.

A driving test was then held in Ashford Market Place, Westwood (Singer) winning the small car class, and Cann's Ford V8 again being the victor in the big car division. The winning times were: Westwood 20.0 seconds, Cann 20.4 seconds.

Four hills followed after the lunch stop, of which the last, Stouting, was easily the worst. S. L. Chappell (Ford V8), A. J. G. Bochaton (McEvoy-Special) and K. R. W. Shackel (McEvoy-Midget) managed, however, to defeat the 1 in 5, grass-track gradient. A Frazer-Nash and Leon's M.G. were nearly successful.

RESULTS.

Alexandra Trophy: H. B. Shaw (M.G. Magnette).
Committee Cup: K. R. W. Shackel (McEvoy-Midget).

Visitors' Cup: S. Allard (Ford V8).
Team Award: Allard, Cann and F. Allott (Ford V8 team). Seven first class awards and six second class.

A follow-my-leader trial will be held on December 15 and should be a most sporting event. Hon. Secretary: K. R. W. Shackel, 61, Eitham Road, Lee, S.E.12.

GENERAL NOTES

By the time these words are before you trialsmen and their followers will be in the thick of things. Two outstanding events during December will be the North-West London M.C. London-Gloucester Trial and the M.C.C. London-Exeter Trial. The dates are December 7 and December 27-28 respectively, and the former event celebrates its Silver Jubilee, having first been held in 1910, since when it has run without a break save for the War years, while the London-Exeter is in its 21st year. It is amusing to reflect that in its early years the London-Gloucester was merely a sort of out and home run. In the 1912 event H. F. S. Morgan's Morgan and Frank Thomas' G.N. won the two Premier Awards, and in 1913 only five entrants appeared to finish on time at Hampstead, and three persons only reported no-trouble runs to Gloucester on the outward journey.

The event was revived in 1921 when Morgan, T.B., L.S.D. and New Hudson three-wheelers performed conspicuously.

CLUB NEWS—continued

So the Mid-Surrey Experts' Trial received a larger entry than in 1934, in spite of the loud protests beforehand at the ban on competition covers and locked differentials. Widlake proved the "best" hill, and the course throughout was worthy of such an organiser as Andrew Fairtlough, who, by the way, took on the job at very short notice. A new champion emerged—H. G. Symmons, whose 2-litre, German-bodied, open 2-seater Frazer-Nash-B.M.W. was the only car to get up all the hills. Symmons formerly owned a very special "P" model M.G. Midget, which had a Marshall blower and Wilson pre-selective gear-box amongst the more exciting items of its by no means standard specification. One of Symmons' pastimes is fast, long-distance motoring by night, and he tells me that the Frazer-Nash-B.M.W. is capable of a most useful average-speed. In this battle of the experts, J. M. Toulmin (M.G.) made a fine effort, and was runner-up. Sidelight:—Motorists are so often looked upon as reckless persons, careless of life and limb, that it is worth mentioning that H. J. Aldington, when he was all-keyed-up with his Team's success at stake, nevertheless gave way instantly when a dog crossed his path near the summit of Widlake. He was allowed another attempt, but failed. Non-motorists who may have picked up this paper, please digest!

* * *

A new "star" has made its debut in trials circles—the Frazer-Nash-B.M.W. Symmons' success in the "Experts" was backed up by Aldington's team gaining both Team awards. In the W.A.S.A.

Buxton Trial, Mrs. Needham's 2-litre made probably the neatest climb of Jenkin's Chapel. Anyone who has experienced the surprising performance and extremely pleasant manner of running of this Isleworth prodigy will be interested in its trials successes. Apparently the very excellent suspension offsets any wheel-spinning tendencies which might beset a 14½-cwt. car, and the very big ground-clearance and substantial body-work must be an asset to trials-drivers. The Team Prize in the N.W.L.M.C. Inter-Team Trial was, of course, won by Frazer-Nash-B.M.W. cars.

* * *

The Inter-'Varsity trial was, as usual, a great event. The idea of having two separate circuits, traversed alternately by "odd" and "even" numbers, was good, congestion being avoided, while a minor advantage of this scheme is the awe aroused by whichever section is seated peacefully at lunch, when it is evident that the opposite numbers are well behind schedule! One of the most stirring aspects of the "Inter-'Varsity" was the way in which Richard Bolster, usually to be seen amidst the most special machinery got up the hills in a very ancient, and perfectly normal-looking, Morris-Cowley tourer, with brother John in the tonneau. It just shows what can be done with a low bottom gear and slow-speed engine, and I believe more people would enter such cars if timed tests and stiff cross-country averages were not so common.

* * *

Two ideas relating to trials organisation. Timed stop and re-start tests are useful as a means of deciding ties, but

is it good policy to make them count for awards, eliminating those who have got up all the hills but are below "standard-time," or some pre-arranged time, in such tests? These very short tests are not much of a demonstration of useful acceleration and they tend towards unduly low gear-ratios. For deciding ties, yes. Otherwise, cut them out. If hills in themselves are not severe, what is wrong with quite lengthy timed tests, which will call for one or more upward changes and a willing engine and in which wheel spin at a churned-up starting line will not matter so much? Idea No. 2. Should trials be arranged as contests against the organising club, or should entrants be pitted against one another? The amateur competitor, of course, stands a better chance of an award when competing against the club, but if the course proves easy, which these days depends very largely on the weather conditions just beforehand, a large number of prizes is called for, and usually we just get the uninspiring array of medals, gold, silver and bronze according to our worth. Surprisingly enough, there is quite a lot of comment on the quality of the awards offered by different clubs, and three or four really "nice" trophies are, perhaps, better than a variable supply of medals.

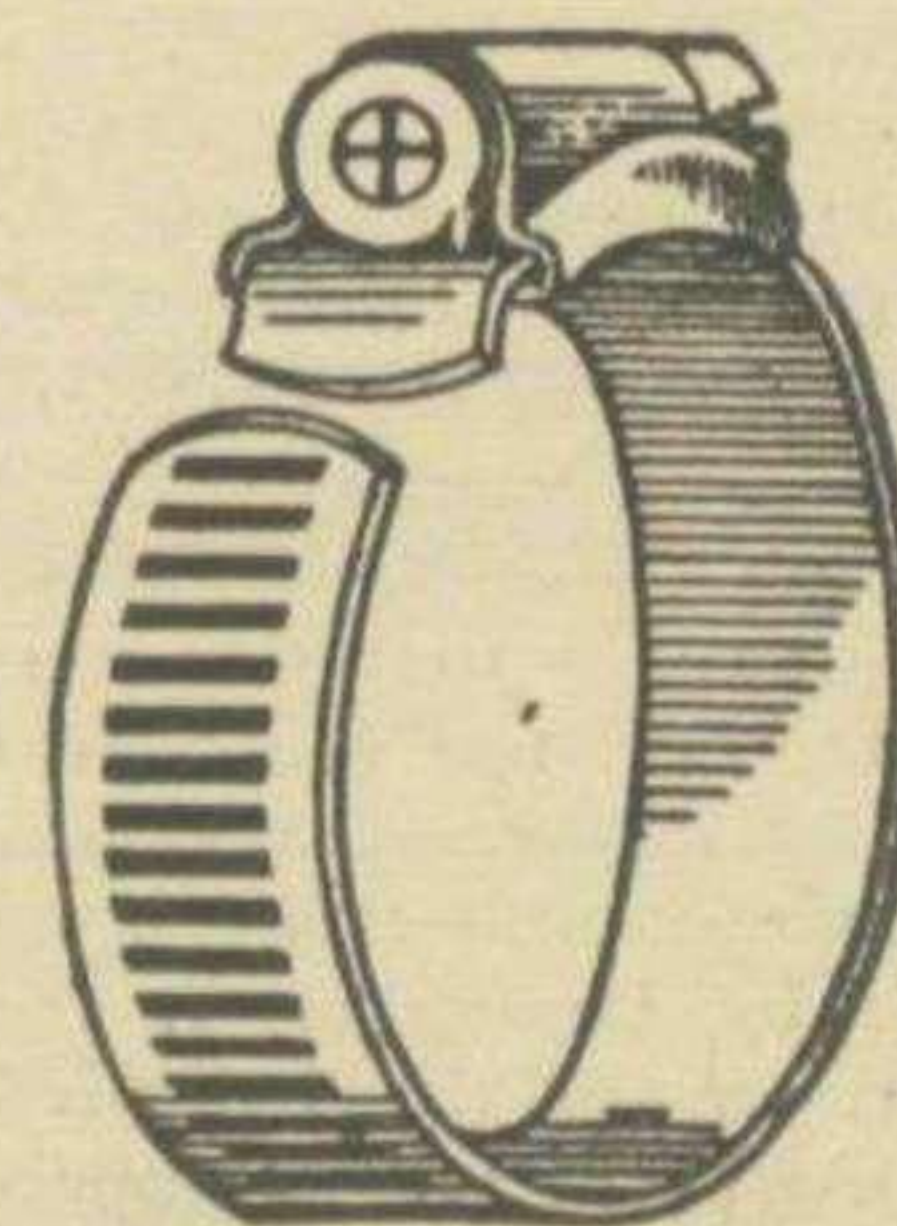
The Editor invites Club Secretaries to send details of their fixtures, sporting and social, for publication in these columns. These items should be sent to reach this office not later than the 16th of the month.

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LOOKING BACK ON 1935

GERMAN AND ITALIAN RIVALRY, ASTONISHING SPEEDS AND A HAPPY FREEDOM FROM SERIOUS ACCIDENT THE CHIEF CHARACTERISTICS

It is more probable that in years to come we shall look back on the 1935 motor-racing season as one of the finest in the history of the sport. A full programme of races has been fought out by four, and sometimes five, works teams, supplemented by a group of worthy independent drivers. Speeds have never been so high, nor fatal accidents so rare. Only the premonition that 1936 may not be so good deters one from rhapsodising on the glory that was 1935.

The foregoing applies, of course, to Grand Prix racing, which is the essence of motor-racing. Sports car events, hill-climbs, Brooklands, will all be touched on in this review, but must of necessity yield pride of place to the great road races of Europe.

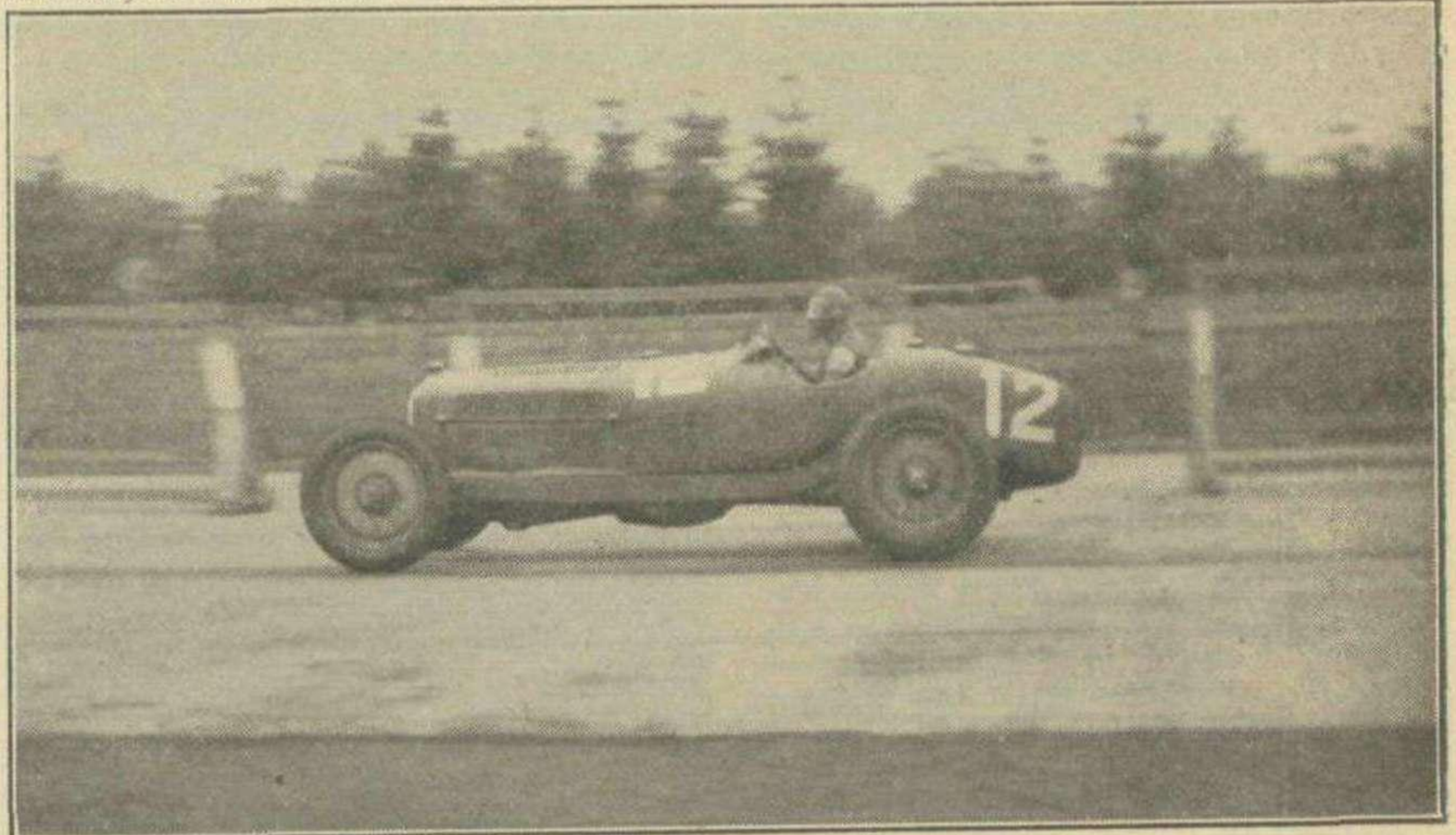
The season opened with a curtain-raiser in the shape of the Pau Grand Prix. The Scuderia Ferrari demonstrated their early preparation by being the only official team to enter. Nuvolari and Dreyfus (in his first drive with an Alfa) played variations on the theme of follow-my-leader and eventually finished in this order. There was a terrific scrap for third place, Soffietti and Falchetto with a brace of Maseratis finishing neck and neck—so close in fact that they collided.

But the first big race, as usual, was the Monaco Grand Prix on April 22. The race was awaited with exceptional interest owing to the entry of three Mercedes-Benz, which had yet to show their paces on the exacting Monaco circuit. Meteoric lap times caused them to start red-hot favourites. The Alfas were giving away a litre in engine capacity, and were additionally handicapped by experimental brakes and springing. Zehender's "works" Maserati had a 3.2-litre engine and torsion-bar springing in front, while Etancelin's mount was a 3.7-litre "six." The race was a fine, if unpopular, victory for Fagioli's Mercedes-Benz, but Herr Neubauer had some distinctly uneasy moments before the chequered flag was unfurled. Von Brauchitsch broke his gear-box in getting away at the start, and Caracciola was lured into a disastrous scrap with Etancelin, from which he retired with a broken valve. It did not

do Etancelin's Maserati any good, either, but "Fi-fi" finished an honourable fourth. Dreyfus pleased Ferrari, and himself, by finishing second, with Brivio an excellent third. If anything had happened to Fagioli . . .

These spring months saw the appearance of a new challenger, the *bimotore* Alfa-Romeo, to the German supremacy—but only in races outside the International

of Tripoli came the opportunity of gauging the relative strengths of the rival *marques*. The "Race of Millions" was run under the *formule libre*, thus permitting the entry of two *bimotore* Alfa-Romeos. These were pitted against two Auto-Unions, three Mercs and a host of lesser Alfa-Romeos and Maseratis. Only Bugatti was absent from the fray. For three-quarters of the race Varzi



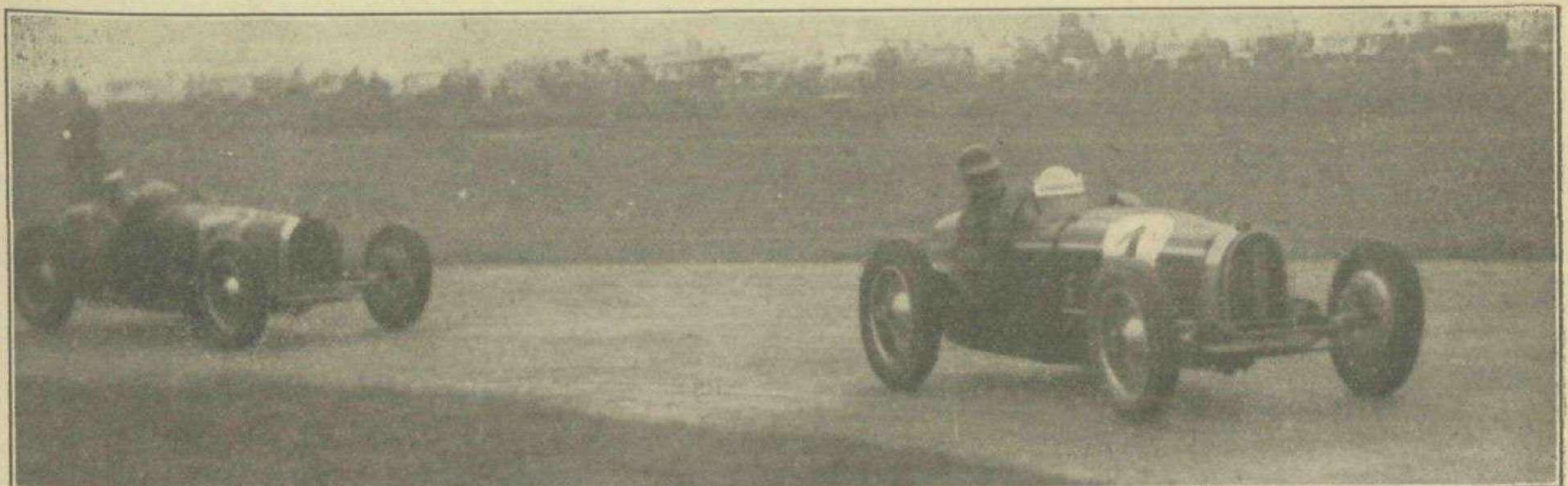
Nuvolari snatched an unexpected last minute victory in the German Grand Prix, despite the opposition of four Mercedes-Benzes and four Auto-Unions.

formula. Such an event was the Tunis G.P. in North Africa, in which a clash between Varzi on an Auto-Union and Nuvolari on the new Alfa was promised. Suitable tyres for the *bimotore* could not be found in time for the race, however, so Nuvolari had to be content with a 3.2-litre *monoposto*. The race was a walk-over for Varzi, who was driving an Auto-Union for the first time. A strong wind blew sand across the road and made driving fast an unpleasant business. Zehender crashed, without hurting himself. A magnificent fight was put up by Wimille with a "works" Bugatti, and he finished second.

So far there had not been a meeting of all the teams, but with the Grand Prix

looked a safe bet with his Auto-Union, but tyre trouble delayed him a few laps from the finish, leaving Caracciola to score a Mercedes-Benz victory. The big Alfas had continual tyre difficulties. The winner's speed was no less than 122.03 m.p.h. and he also made the fastest lap at 137.6 m.p.h! Brivio had a terrific crash at full speed, but was not badly injured.

A fortnight later a return match took place at Avus. This time the fact that the race was to be run in short heats and a final, brightened the prospects of the Alfa-Romeos, but in the first heat Nuvolari was put out of the running by persistent tyre trouble. Stuck won this race, ahead of Fagioli. In the second heat Chiron, on the second *bimotore*, drove



In the Donington Grand Prix, the first road-race held in England under the 750 k.g. formula, Lord Howe finished second and C. E. C. Martin third.

LOOKING BACK ON 1935—continued

steadily to qualify for the final, in which he was joined by Stuck and Varzi on Auto-Unions, Caracciola, Fagioli and von Brauchitsch on Mercedes-Benz, and Dreyfus on a 3.2-litre Alfa-Romeo—the identical car which Moll drove to victory in 1934. The race began with some meteoric laps by the Auto-Union drivers, but they wore out their tyres in doing so. Fagioli then went ahead to win, being astonishingly free from tyre trouble. Second place was taken by Chiron, in one of the finest successes of his career. He, too, went through the race without a tyre change. Smooth driving won the day. The speeds recorded were terrific. Fagioli's average was 148 m.p.h., and as the Avus race is not to be held again this will probably rank as a world's race-record for many years to come. Fagioli was timed at 190 m.p.h. over a kilometre, and the fastest lap was Stuck's 162 m.p.h.

On the same day another race was being held, the G.P. of Picardie, in France. It turned out to be a victory for the only "works" car entered, Benoist's 3.3-litre Bugatti. Lord Howe's similar car was second, a whole lap behind. A couple of weeks later another minor road race was contested at Biella, Italy. This was a round the houses affair, run in two heats and a final. Nuvolari won the first and Chiron the second, and finished in the final in that order. Trossi made a brief but brilliant reappearance, setting up a new lap record before retiring. Varzi turned out with a Maserati, but did not run in the final. It was left to Farina to supply the Ferrari people with opposition, and this he did to the utmost capabilities of his 2.5-litre Maserati.

The Eifel race on June 16 was chiefly remarkable for the sudden rise to fame of Bernd Rosemeyer, the ex-motor-cyclist Auto-Union driver. Von Brauchitsch built up a long lead at first with his Mercedes-Benz, until he burst his engine. Rosemeyer slipped into the lead, and it took Caracciola all he knew to pass him within sight of the finishing post. Chiron was a fine third, ahead of Fagioli.

The peak of the Grand Prix season was the G.P. de l'A.C.F. or French Grand Prix, now, alas, a thing of the past. In spite of resulting in a processional victory for two Mercedes-Benz the race was not without interest. Ferrari produced two 3.8-litre engines for the occasion, and Bugatti had a power-unit of similar size in Benoist's car. Nuvolari surprised everyone by leading at the start and had a lively duel with Caracciola before his transmission gave trouble. Chiron's car also dropped out, and the next sensation was the wholesale retirement of Auto-Unions. It looked like a 1, 2, 3, Mercedes victory until Fagioli's car started misfiring, which was the chance for Zehender's Maserati to come into the limelight for the first time in the race, finally finishing third.

A week later the much delayed Barcelona G.P. was held. Auto-Unions were busy overhauling their cars after the Montlhéry debacle, and the race was an easy thing for two Mercedes-Benz, Fagioli being the winning driver. Nuvolari and Brivio, on Ferrari Alfas, put up a spirited fight, but were outclassed.

Once again there was trouble over the Marne G.P. This time it was the default of the Auto-Unions, which had been entered and scratched at the last moment. No German cars took part, and the result was a deservedly popular victory for René Dreyfus, on an Alfa-Romeo. The race was run in heats, Dreyfus winning the first and Chiron the second. Lord Howe, the Hon. Brian Lewis and Charles Martin all took part on 3.3 Bugattis, Lewis and Martin furnishing fifth and sixth. The new V8 Maserati made its first appearance, but blew up in the final. On the same day a race was held at Turin, two heats and a final. Nuvolari and Brivio took the leading places for Ferrari.

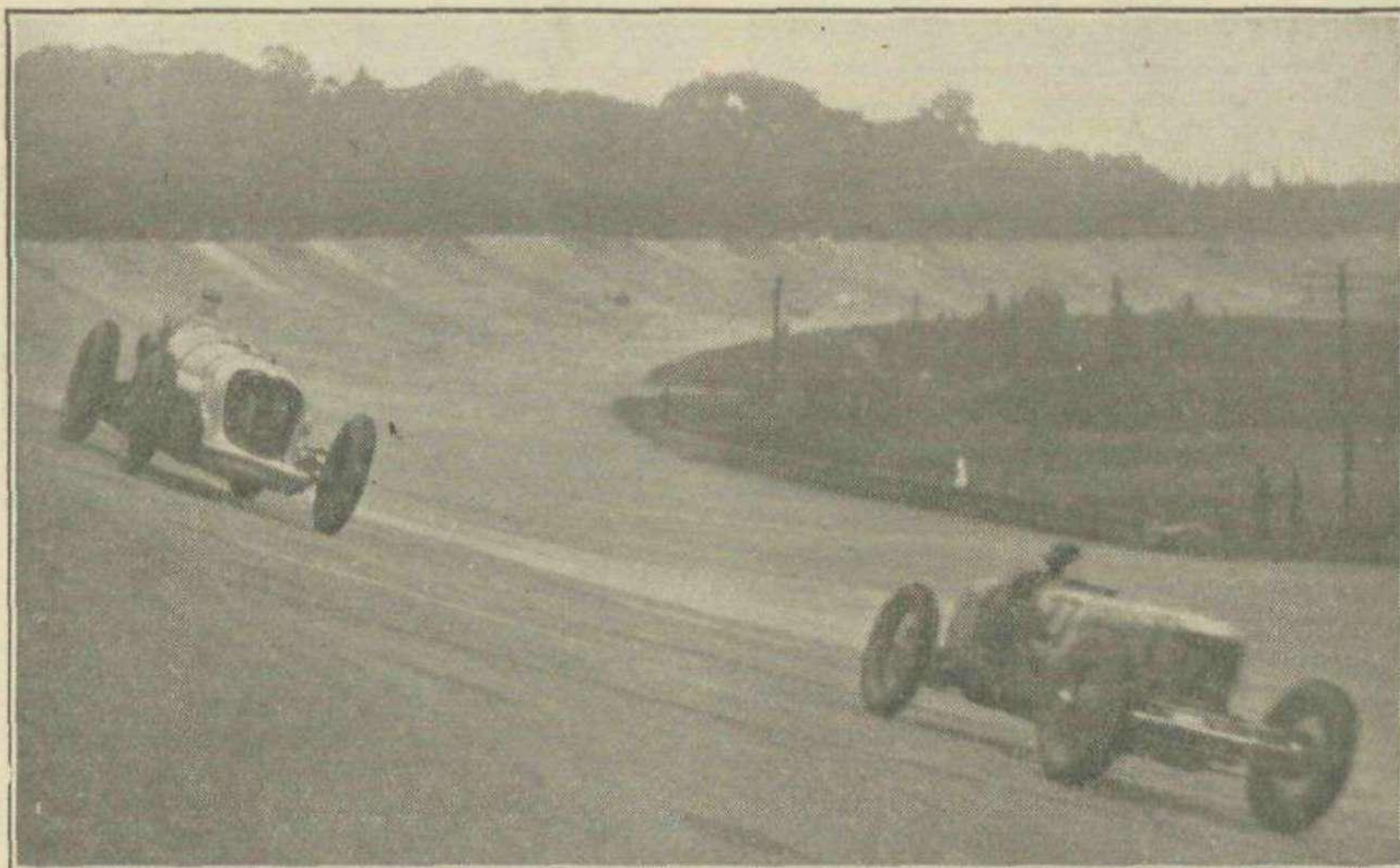
The Belgian G.P., being a national race, saw the Mercedes-Benz team in action again, and once more victory was theirs. Caracciola was the winner, but he was threatened by Fagioli until the latter was deprived of his car by the team-chief. Chiron and Dreyfus made a great fight of it, the latter collapsing un-

the Mercedes-Benz, and Nuvolari snatched a dramatic victory. Auto-Unions returned to form, and Stuck finished second.

It is seldom indeed that an independent driver can hope to win a race in the face of works opposition, but that is what Sommer managed to do at Comminges. Chiron and Comotti were the Ferrari drivers, and both qualified for the final. Comotti retired with back axle trouble and Chiron spent nearly three minutes at the pits. He tried hard to make up the lost ground, but Sommer ran out a clear winner. Lehoux lost second place through running out of petrol within sight of the finishing line.

On the same day Nuvolari was defending the Ferrari colours in the Coppa Ciano, on the Montenero circuit. He won quite easily, leading three other Ferrari drivers across the line.

The Auto-Unions went down to Pescara for the Coppa Acerbo determined to have their revenge on the Italian victory at Nurburg. This they did quite easily,



An incident in the 500 miles race. John Cobb, fastest of Brooklands drivers, overhauls Mrs. Stewart, holder of the Montlhéry lap record.

der the strain. The race was extremely arduous, owing to the severity of the Spa circuit and the great heat. In spite of this, von Brauchitsch lapped at 102 m.p.h. and the race was won at 98 m.p.h.

The Dieppe race was an easy thing for the Ferrari Alfas, and Dreyfus once again beat Chiron. Wimille was the hero of the day, bringing his Bugatti into third place after a hectic drive. Shuttleworth gave the best performance of his career to date in coming home fourth, leading all the continental independents.

And now we come to what was undoubtedly the finest race of the season, the German G.P. on the Nurburg Ring. For months the Auto-Union and Mercedes-Benz teams had prepared for their national race, and everything pointed to a home victory. To the intense surprise of everyone, himself included, Tazio Nuvolari succeeded in winning on a 3.8-litre Alfa-Romeo. On the last lap von Brauchitsch was leading comfortably, although Nuvolari had been drawing nearer and nearer. Then a tyre burst on

and Varzi won by 4 minutes from Rosemeyer, who was delayed by a lurid skid. Ferrari Alfas finished third, fourth, fifth and sixth.

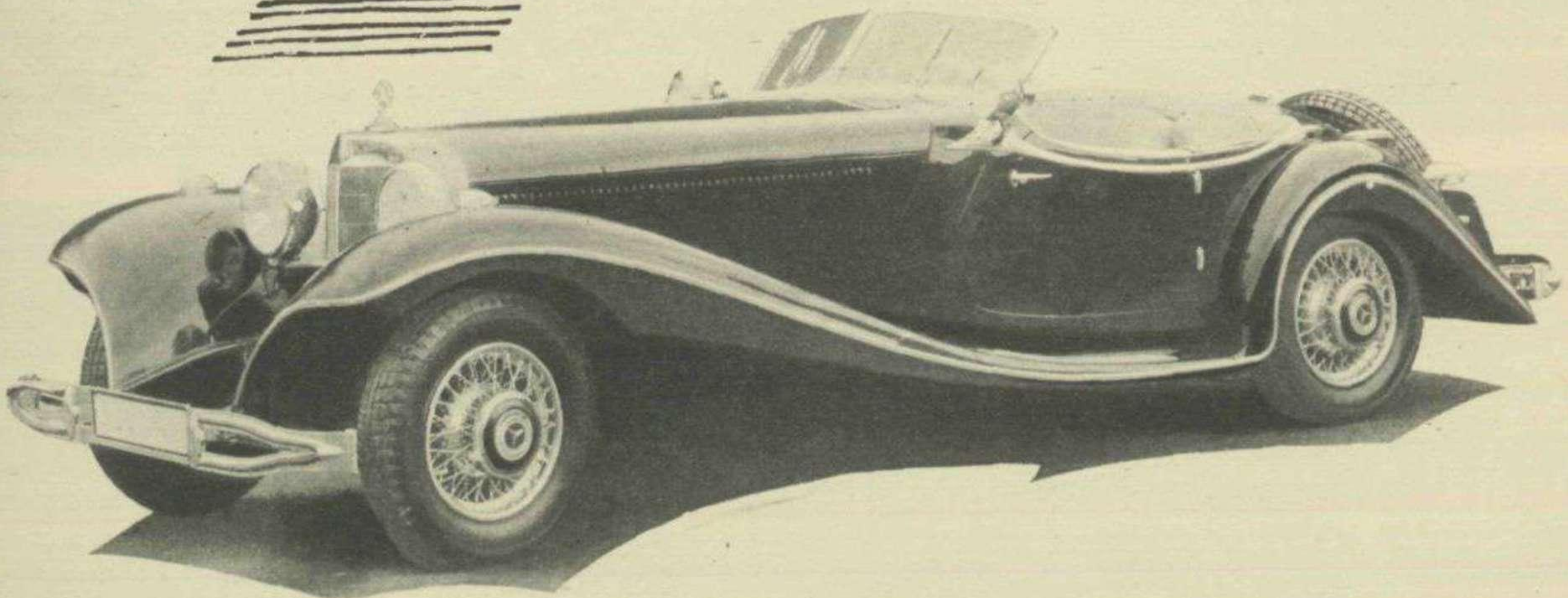
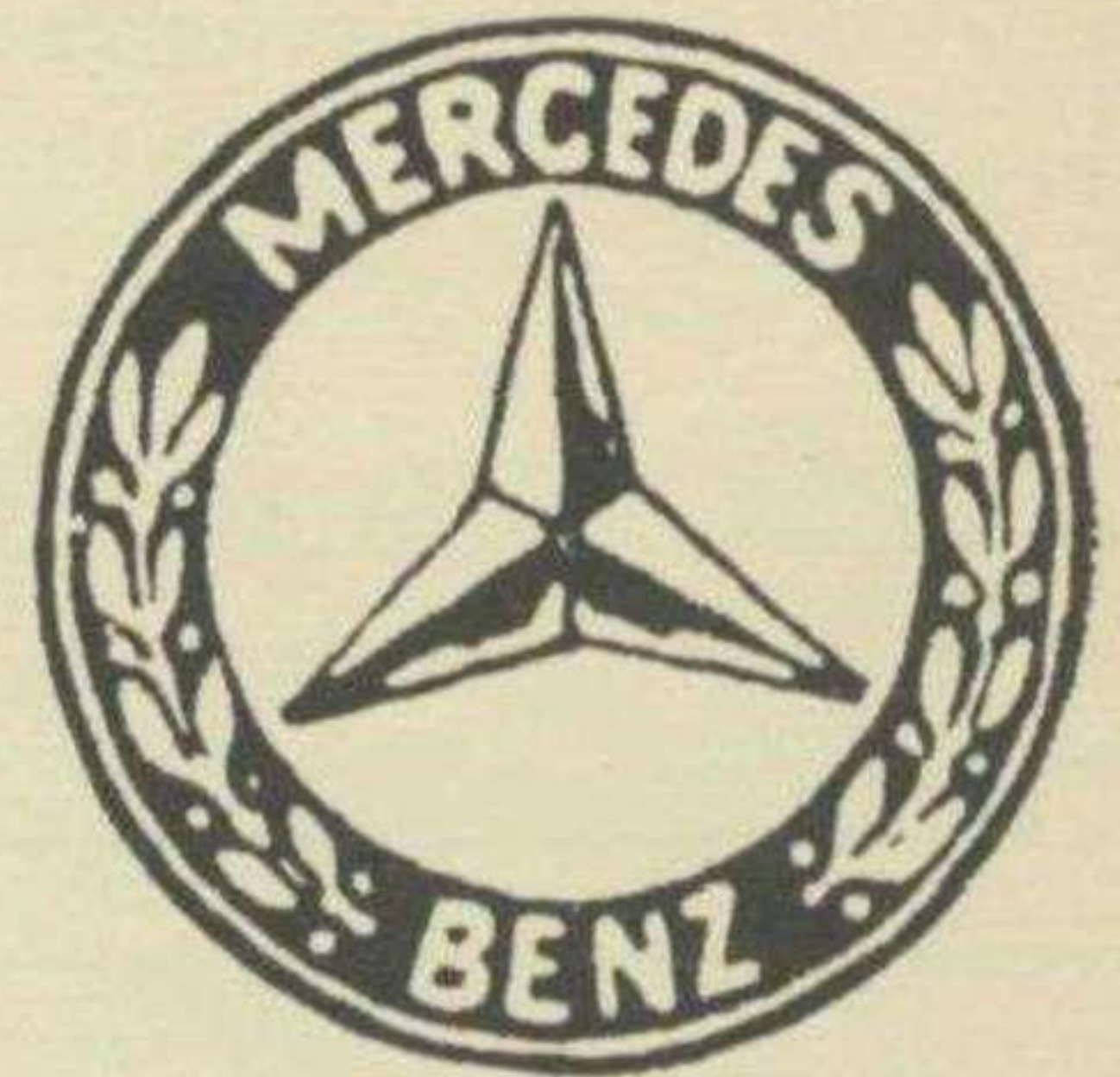
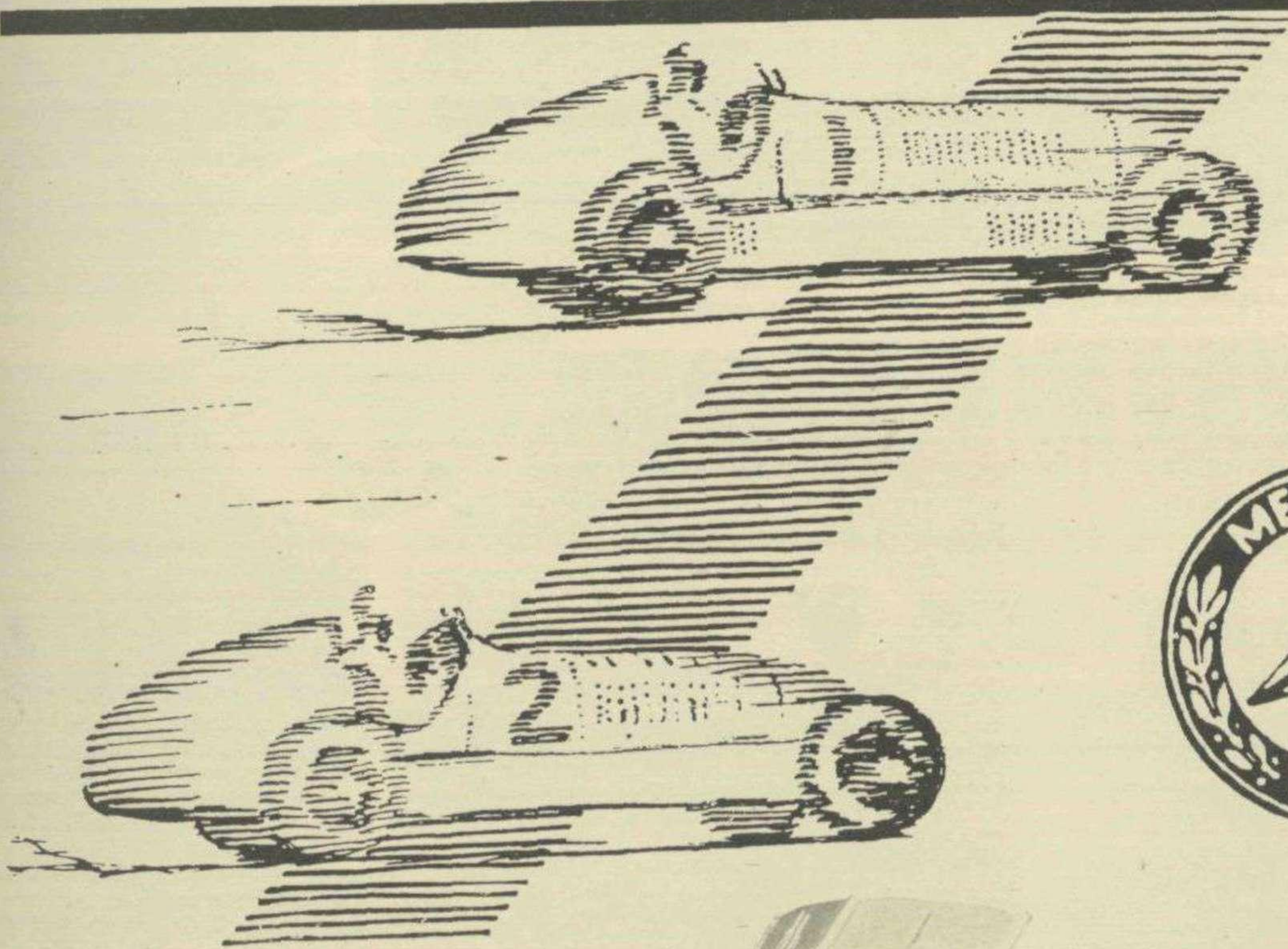
However the Alfas had a field day at Nice a few days later, Nuvolari, Chiron and Dreyfus finishing in that order. Shuttleworth confirmed his Dieppe performance by a fine drive, and would have finished fourth but for an unfortunate incident.

The Swiss Grand Prix, held for the second time, promised a grand fight between the leading teams. It turned out to be a runaway victory for the Merces, however, in spite of Auto-Union opposition. Geier crashed his Mercedes-Benz in practice, but escaped with his life. Chiron did likewise in the race itself, but not so drastically. Rain rather spoiled the event, apart from the ease of the Mercedes-Benz victory.

The Grand Prix of Italy was once more an unsuccessful race. Numerous *chicanes* completely wore out the brakes of most of the cars, of which there were five

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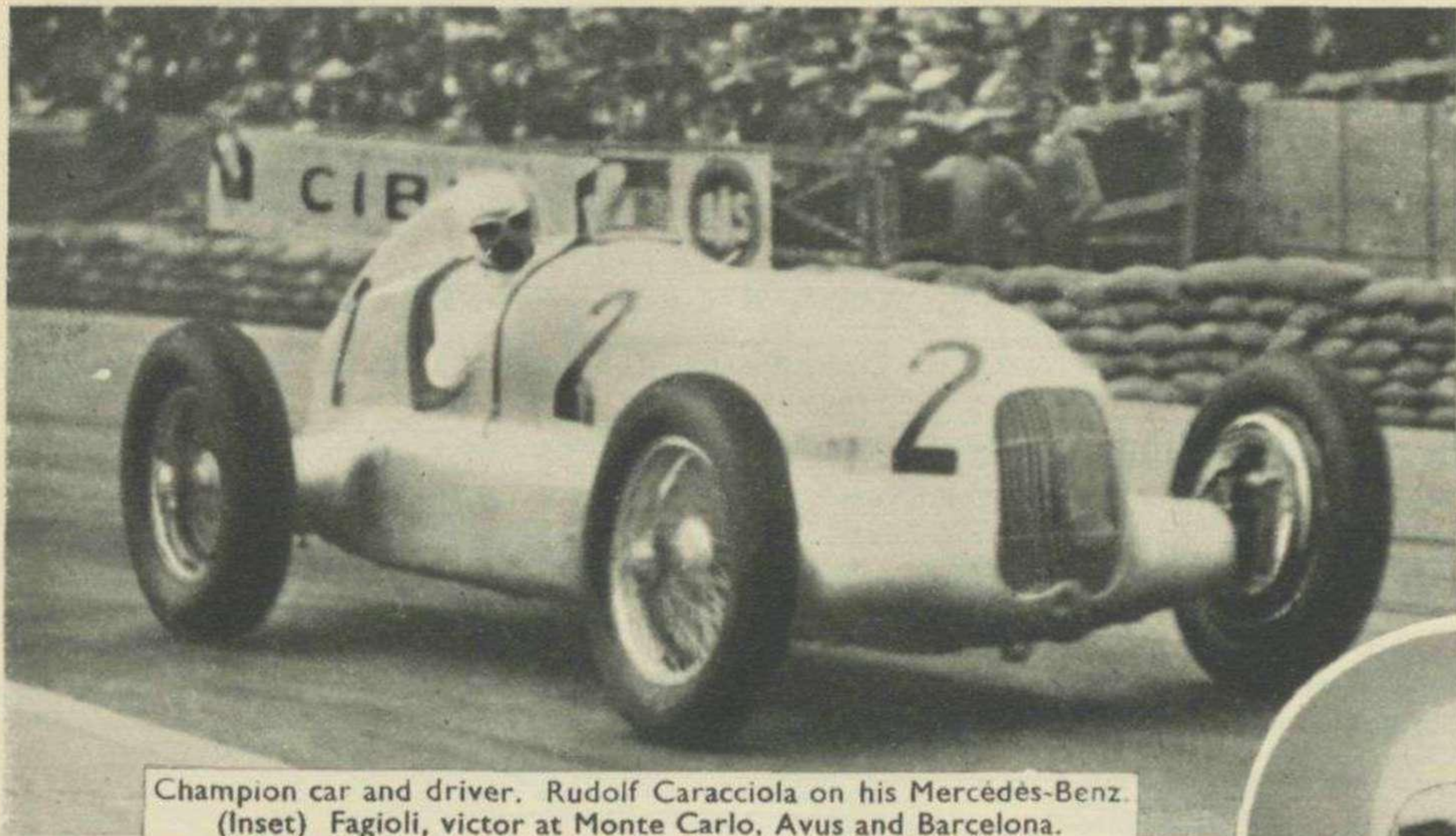


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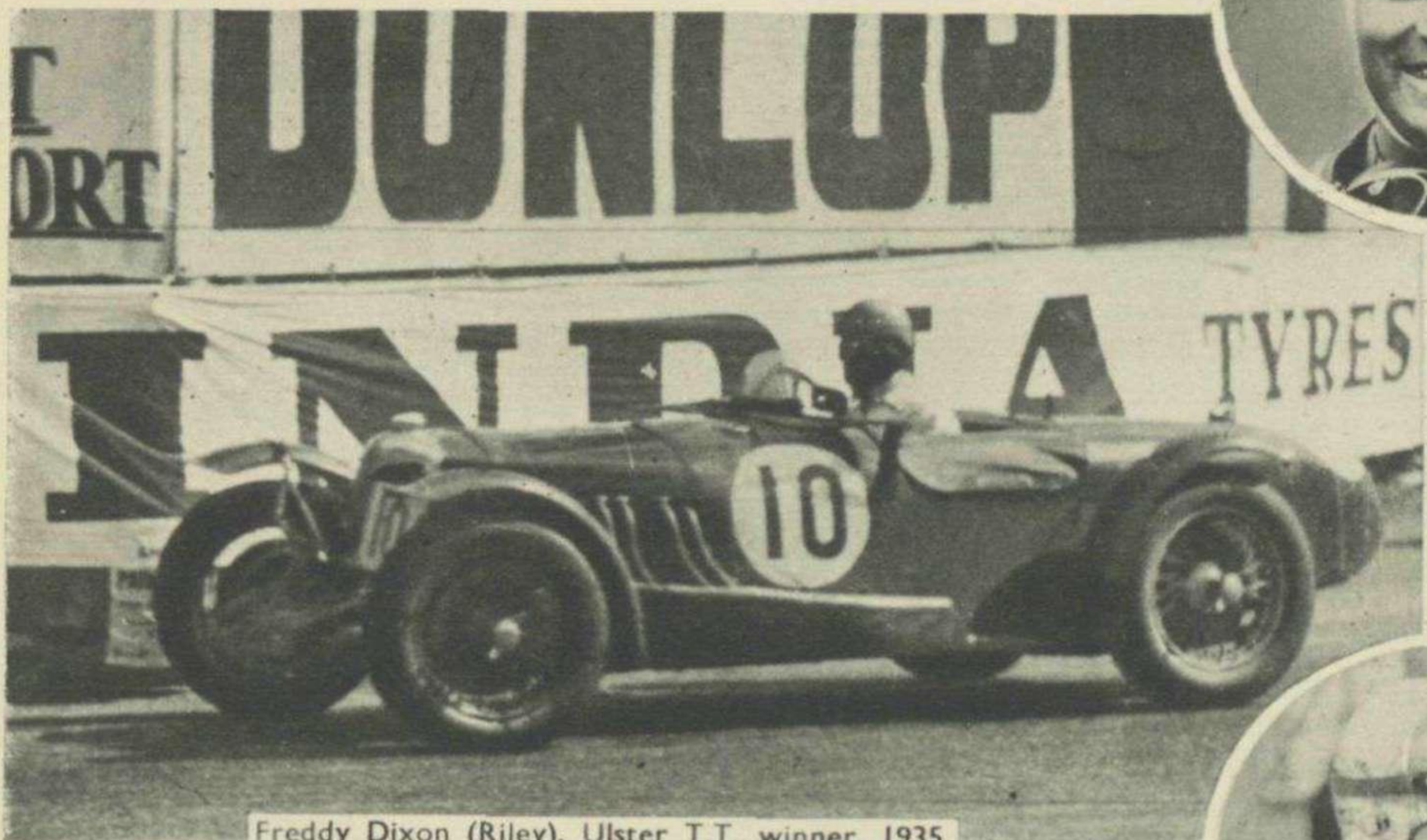
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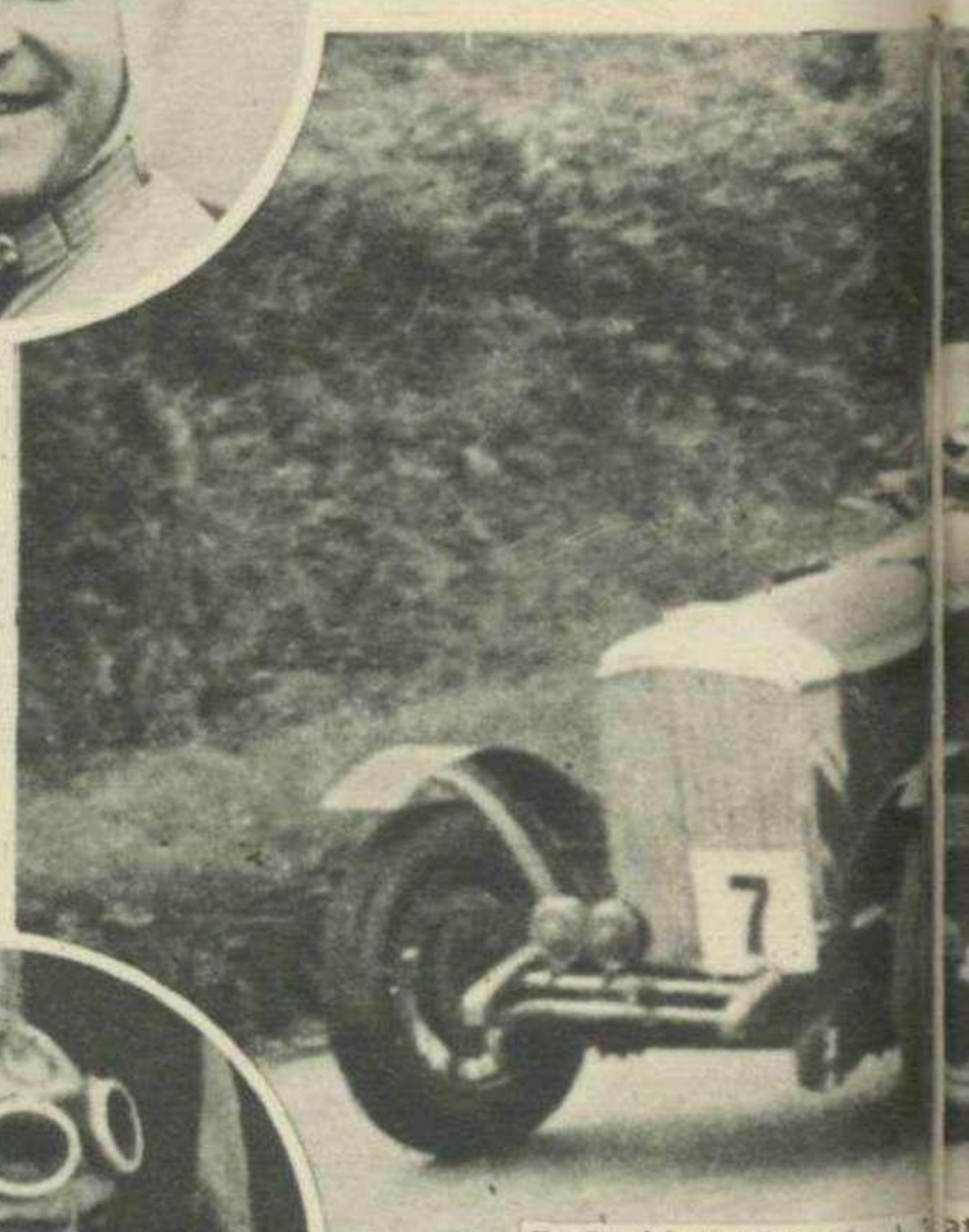
Champion car and driver. Rudolf Caracciola on his Mercedes-Benz.
(Inset) Fagioli, victor at Monte Carlo, Avus and Barcelona.



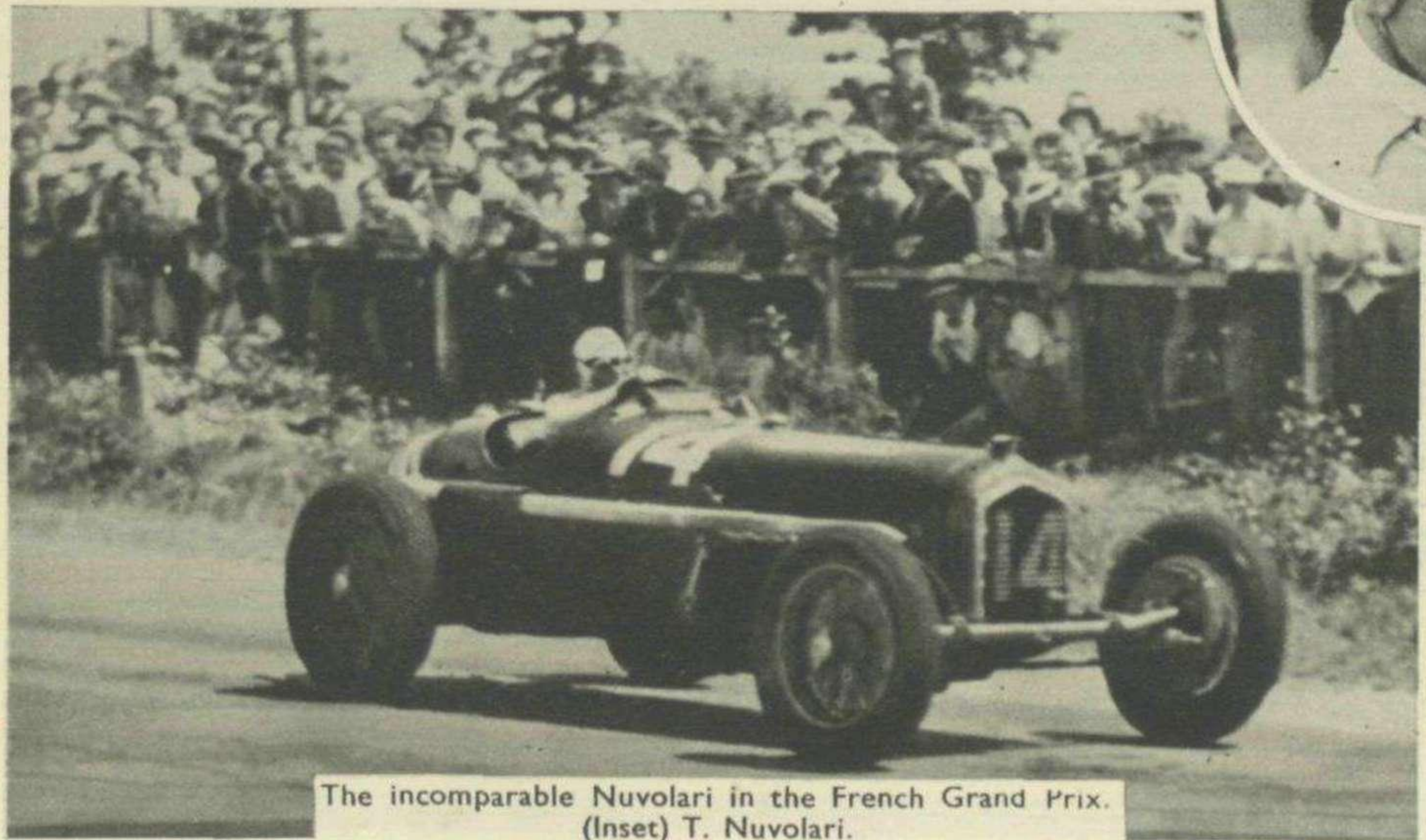
England's Grand Prix champion



Freddy Dixon (Riley), Ulster T.T. winner, 1935.



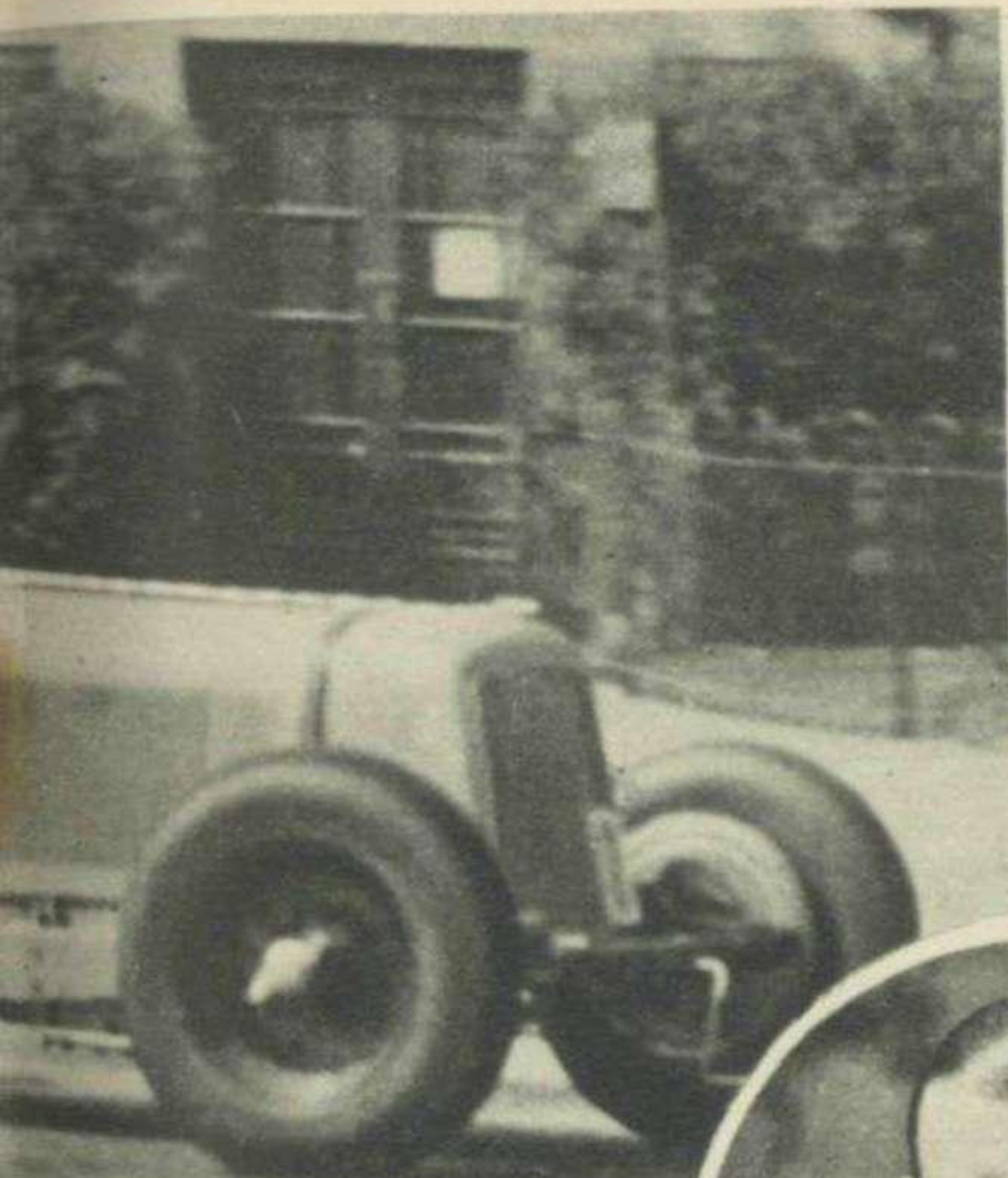
E. R. Hall (Bentley).



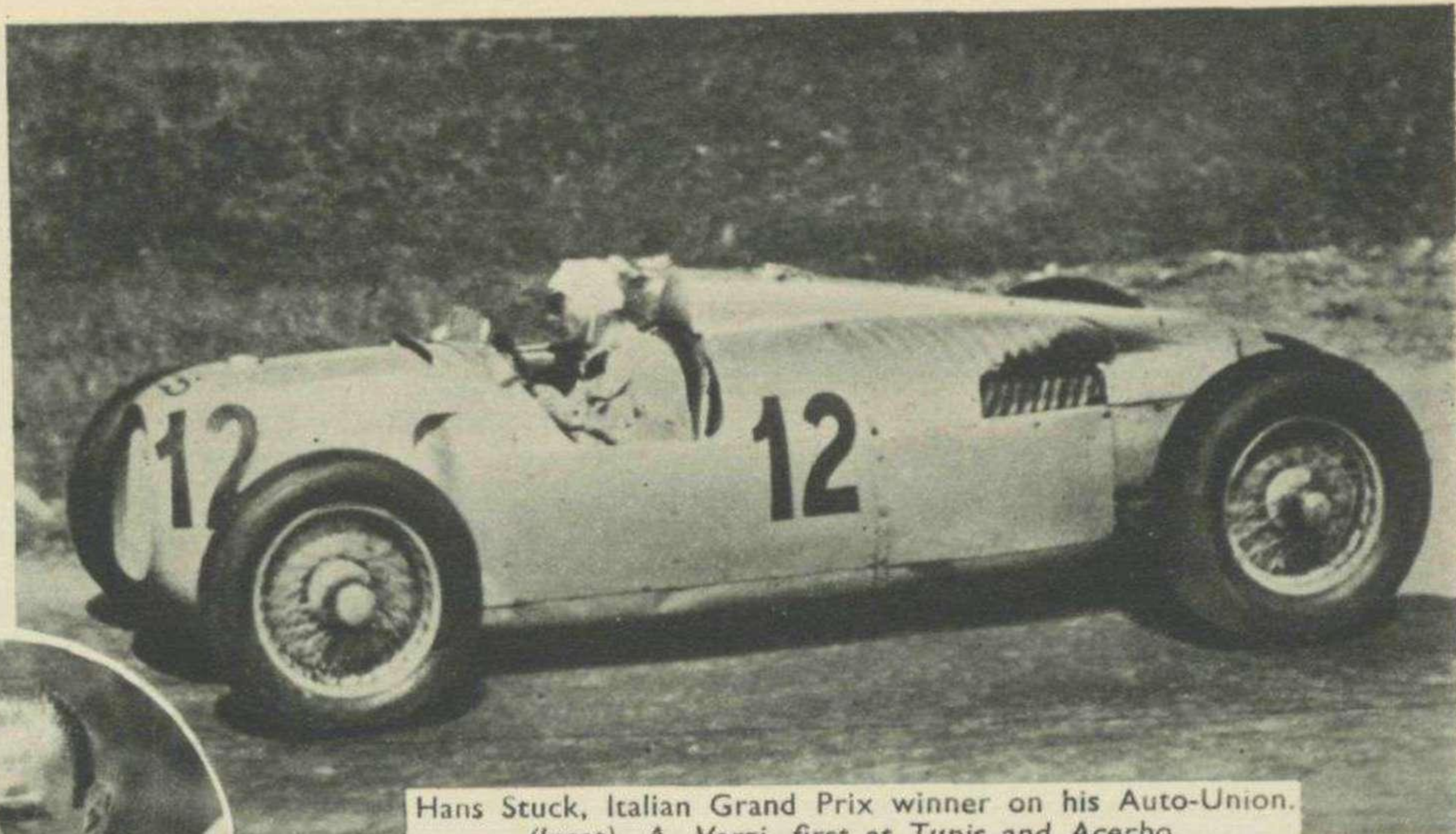
The incomparable Nuvolari in the French Grand Prix.
(Inset) T. Nuvolari.



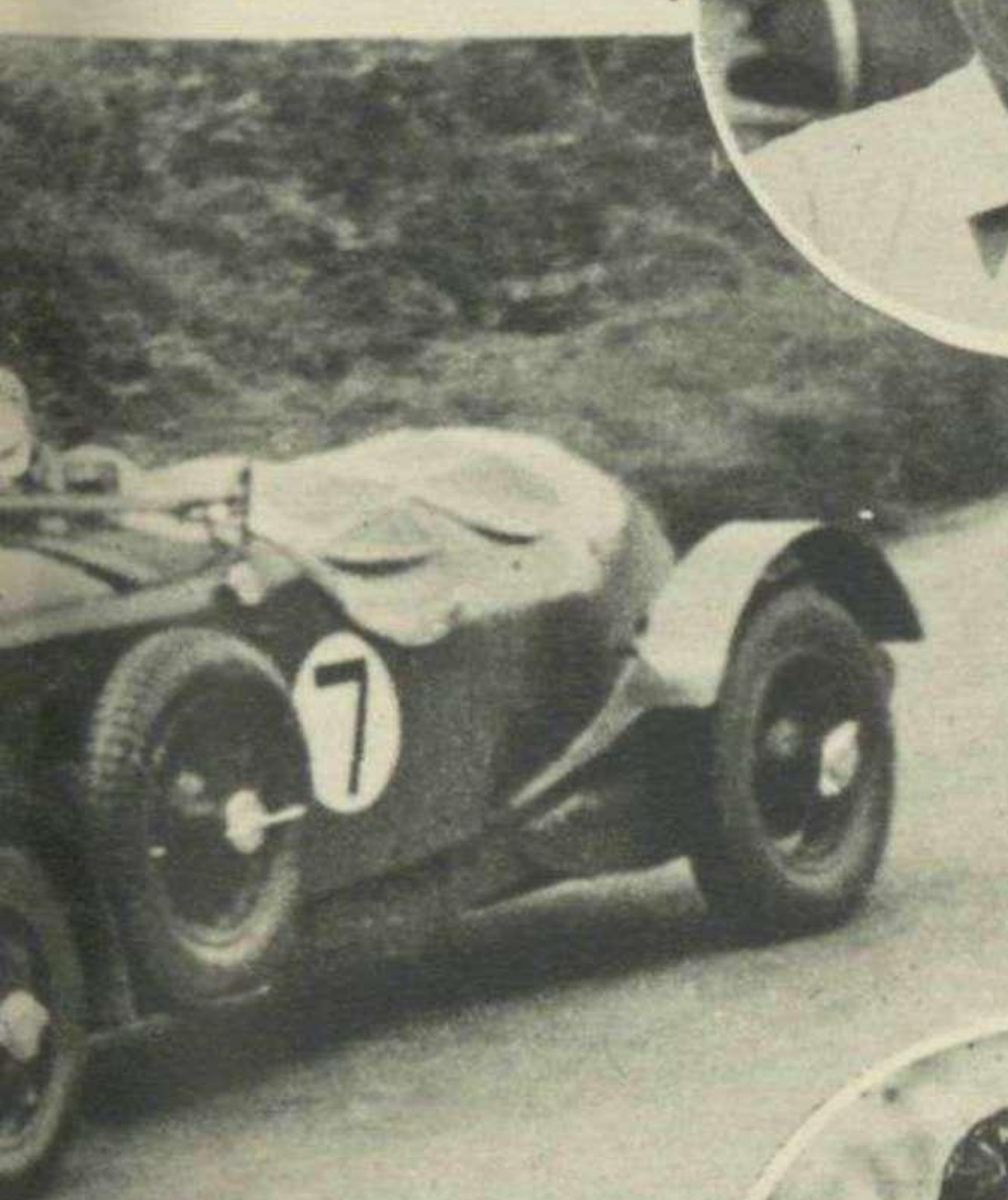
C. E. C. Martin (Aston-Martin)



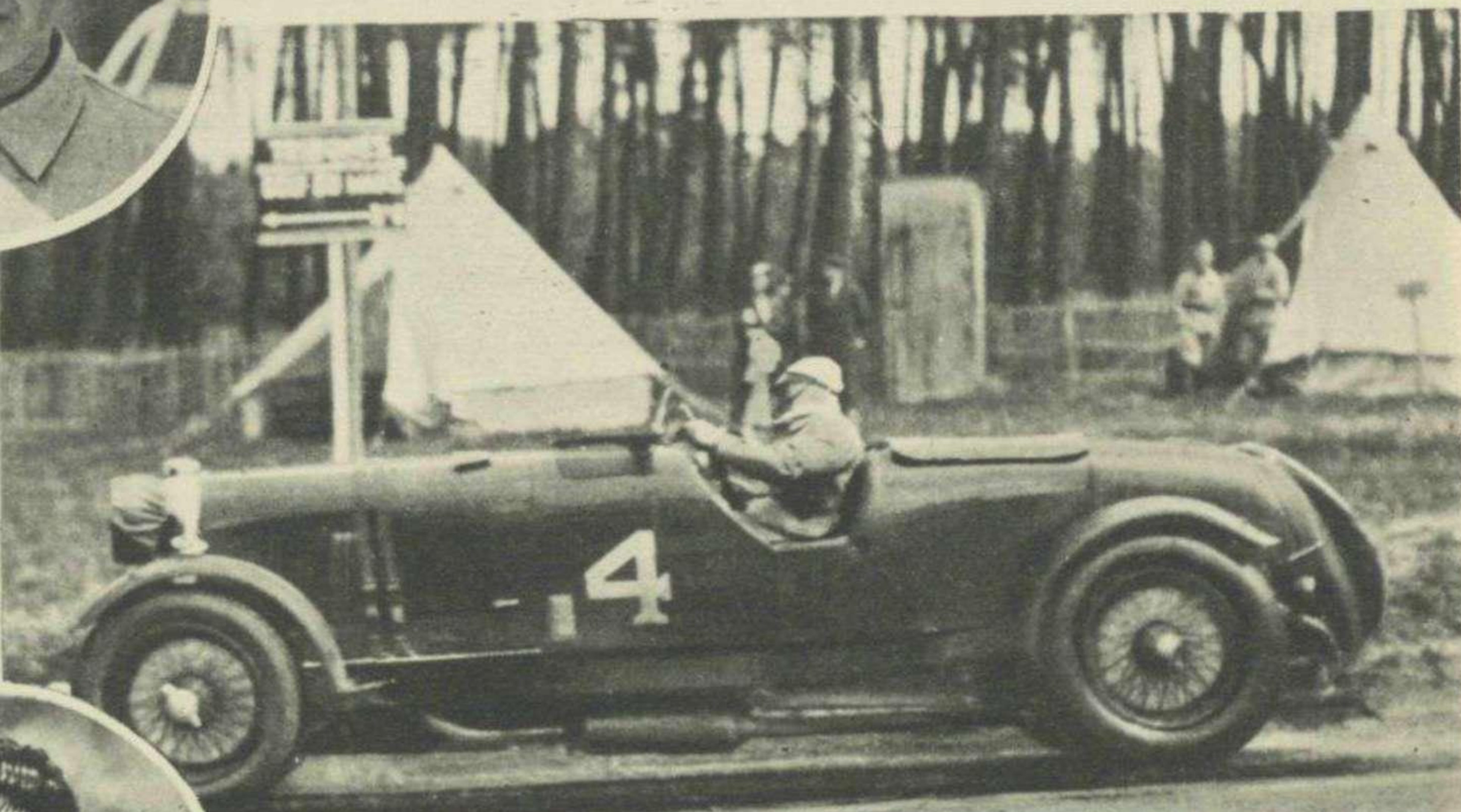
E.R.A. Raymond Mays up.



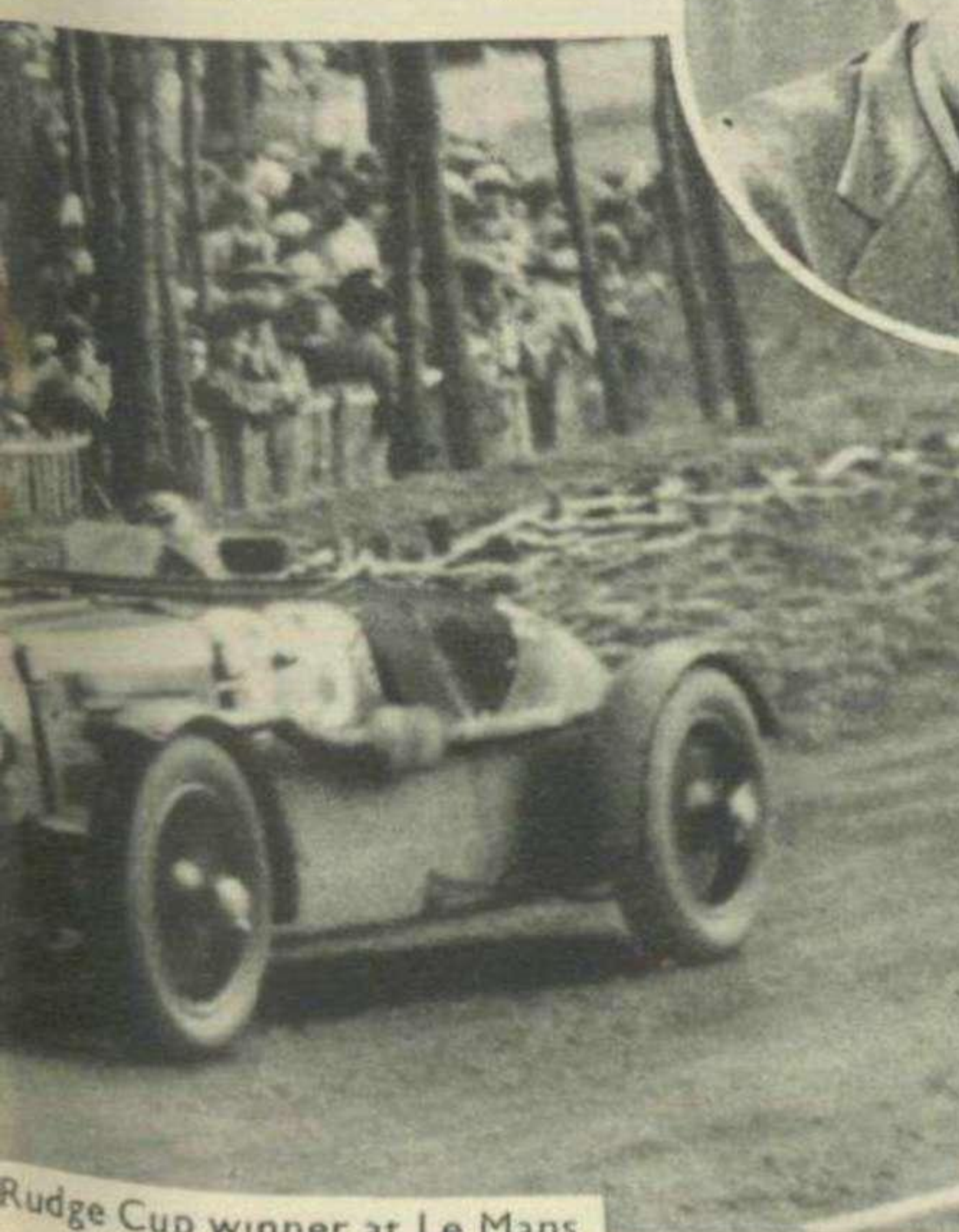
Hans Stuck, Italian Grand Prix winner on his Auto-Union.
(Inset) A. Varzi, first at Tunis and Acerbo.



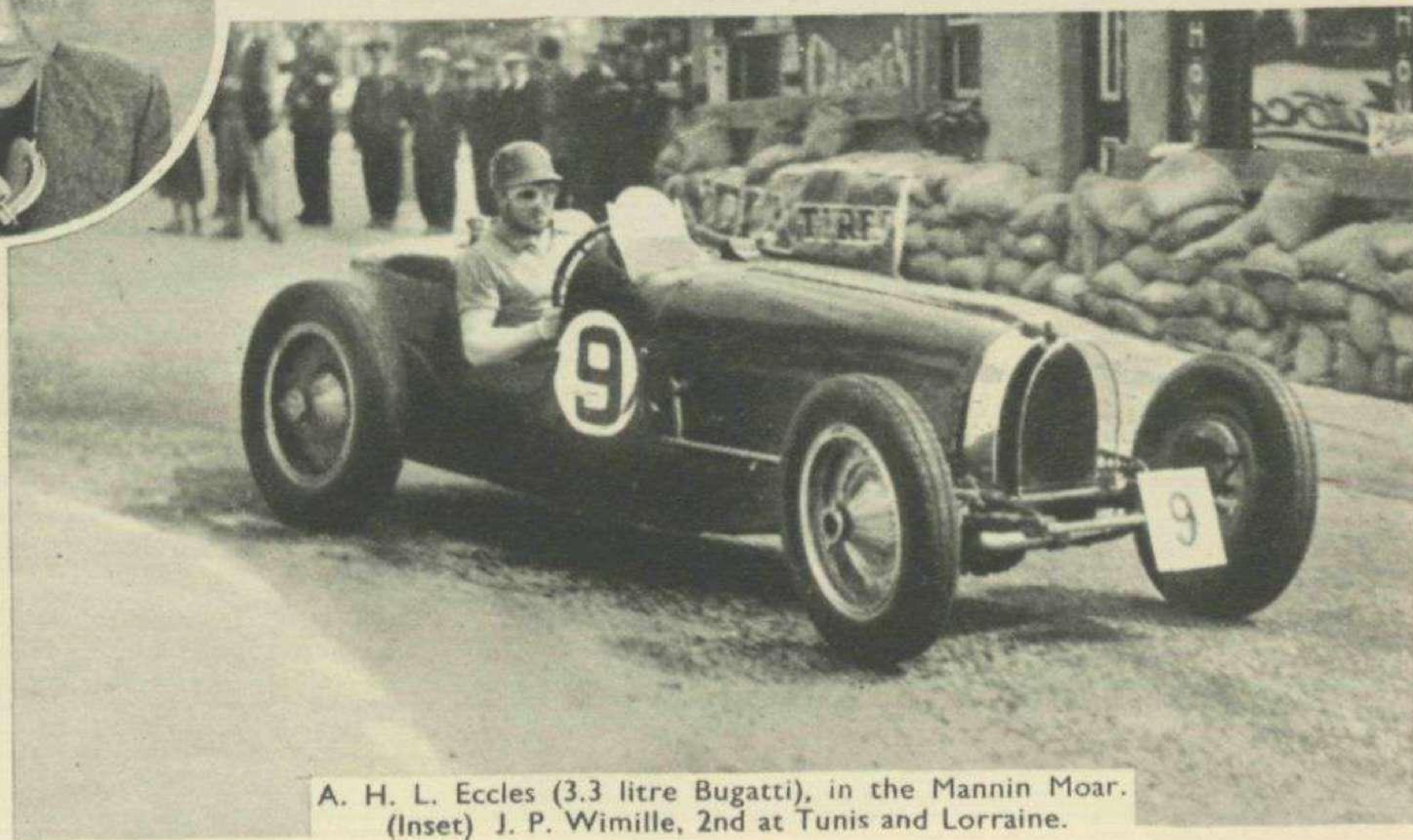
Ulster two years running.



F. Hindmarsh (4½ litre Lagonda), with his co-driver, L. Fontes,
won the Grand Prix d'Endurance at Le Mans.



Rudge Cup winner at Le Mans.



A. H. L. Eccles (3.3 litre Bugatti), in the Mannin Moar.
(Inset) J. P. Wimille, 2nd at Tunis and Lorraine.



Holder of the Mountain Lap Record

(Class F.) 78.73 M.P.H.

Shelsley Walsh 42²/₅ secs.

Brooklands (official lap) 119.43 M.P.H.

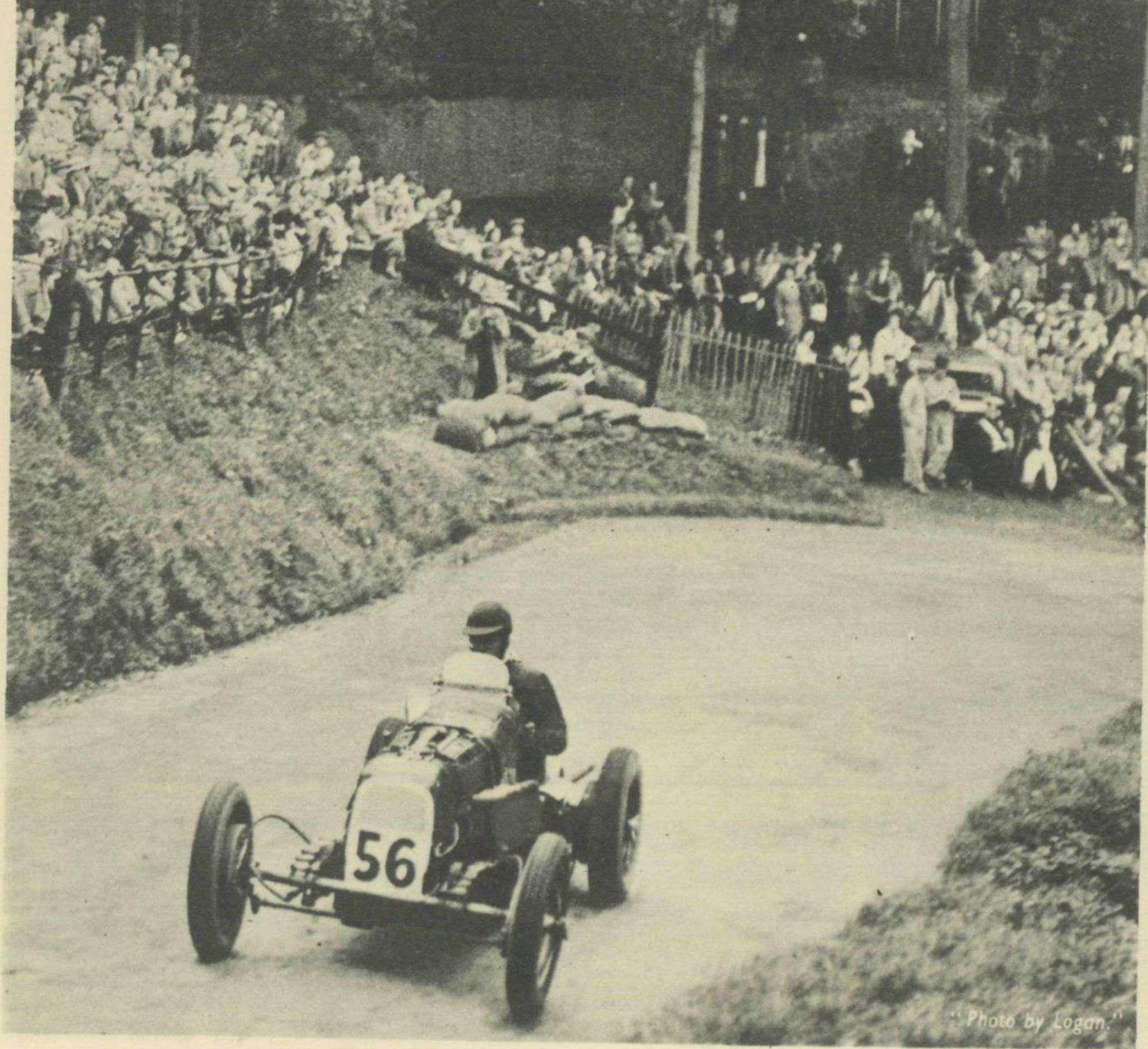


Photo by Logan.

LOOKING BACK ON 1935—continued

finishers out of sixteen starters. Stuck's Auto-Union won, with an Alfa second. All the Mercedes-Benz retired with mechanical trouble, which was unusual. The new 3.8 Alfas with streamlined bodies made a successful début, Nuvolari's car making the record lap.

Another sweeping Ferrari victory was scored at Modena, where Nuvolari added to his long list of victories.

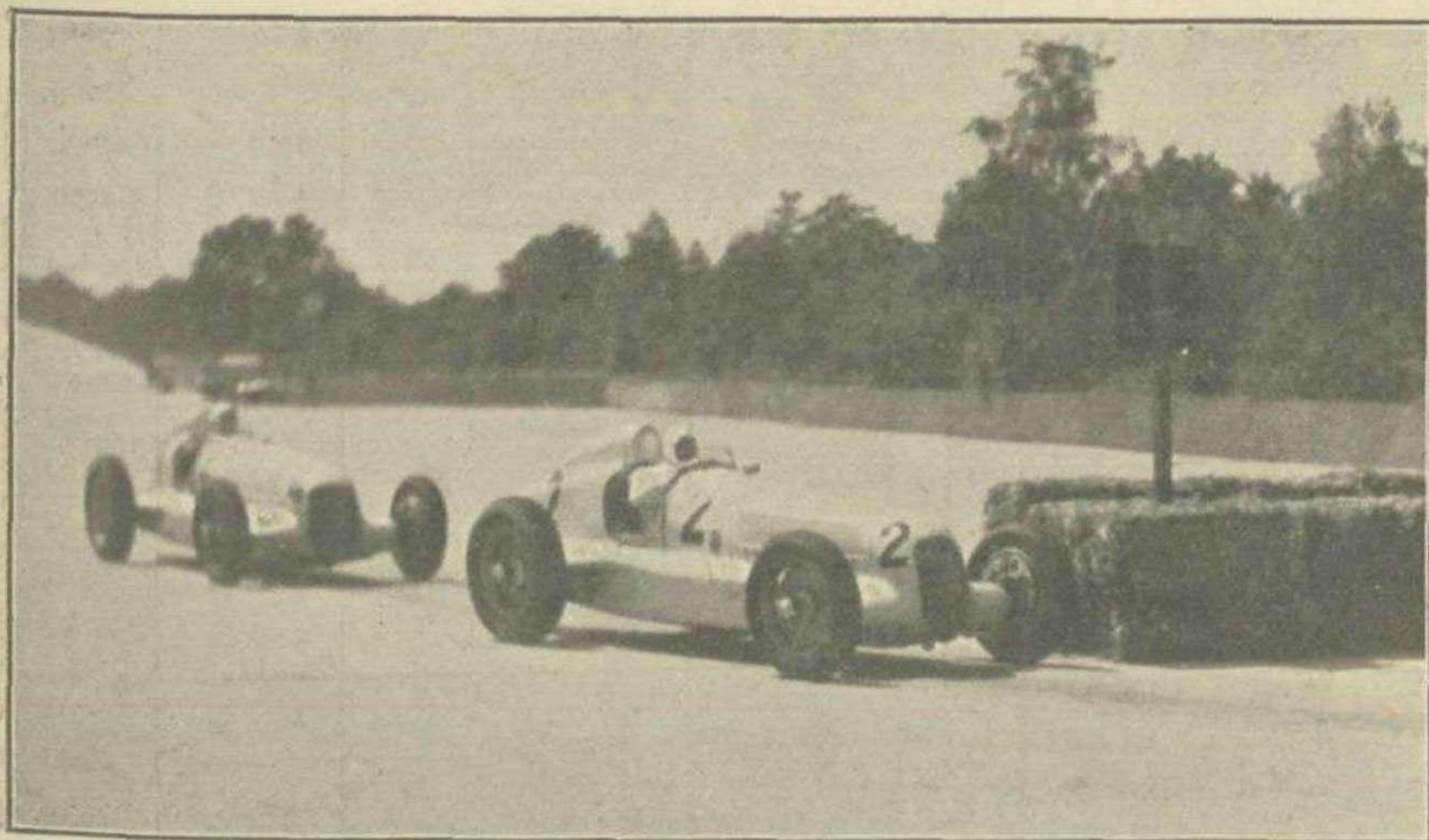
The Spanish G.P. at San Sebastian was the last of the three-cornered fights, and resulted in a 1, 2, 3, win for Mercedes-Benz with Caracciola in the lead. Stuck led for half the race, but Mercedes reliability won the day. Wimille made a gallant effort with his 3.3 Bugatti, and beat the Auto-Unions to take fourth place.

This ended the Mercedes-Benz programme, but Alfa and Auto-Union met once more on the Masaryk circuit. The more powerful German cars gained the day, and young Rosemeyer scored his first victory of the season.

Two minor Italian races followed, both going to Ferrari Alfas. Tadini won at Lucca, and Brivio at Cosenza.

Last of all we come to the first G.P. road race ever to be held in England, the Donington Grand Prix. Foreign opposition took the formidable shape of a new V8 Maserati piloted by Farina, and Sommer's Alfa. Both retired with back axle trouble, however, and it was left to Shuttleworth to set the seal on his reputation by winning a fine race. Only a skid prevented Charles Martin from winning, but he finished third.

Road races have also been held in Ireland and the Isle of Man. The Irish affairs were of necessity handicap events, but some exciting racing has been seen



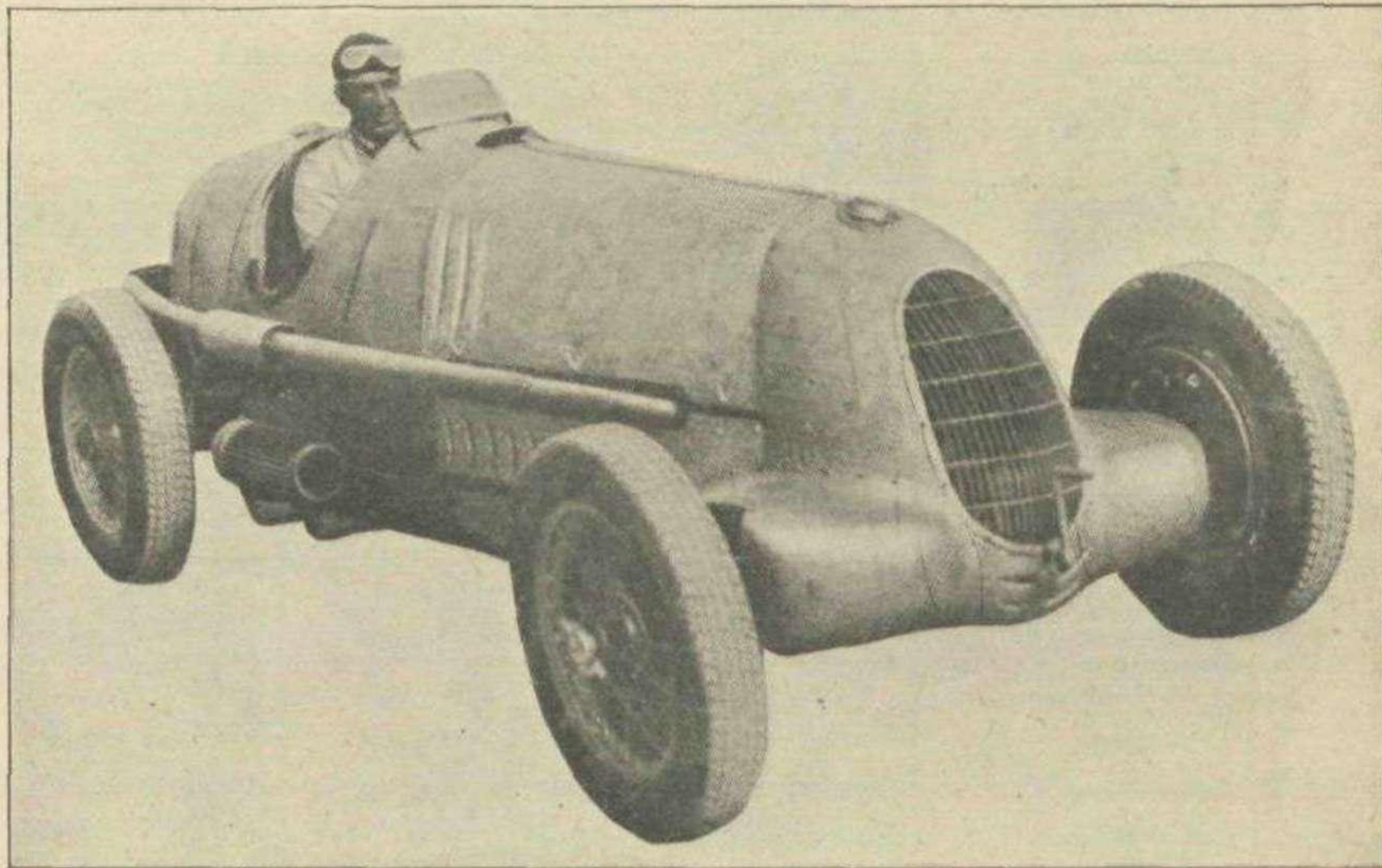
No less than five premier Grand Prix races were won by the Mercedes-Benz racing cars during 1935. Here are Caracciola and Fagioli at Montlhéry.

and some close finishes. The Isle of Man Mannin Moar gave Brian Lewis his third successive victory on the Douglas circuit, with Martin second on another Bugatti.

Of the minor French races, the Orléans race was won by Cazaux (Bugatti), the G.P. de France by Sommer's Alfa, the G.P. de Frontière by Steinweg (Bugatti) and the Lorraine G.P. by Chiron.

Voiturette Races

The 1935 season has been marked by a strong revival of 1,500 c.c. racing. This has provided Britain with a chance to show her mettle, and the E.R.A. won practically every race for which it was entered.



The new independently sprung Alfa-Romeos, which next year will have a 12-cylinder engine. Nuvolari was second on the eight-cylinder in the Grand Prix of Masaryk.

In three of them, the Nuffield Trophy, Dieppe and Mannin Beg, Fairfield's 1,100 c.c. E.R.A. was successful. The most important race was probably the Eifelrennen, in which Mays was a fine winner and E.R.A.s finished first, third,

Sports Car Events

Sports-car racing has continued to flourish, and fine British successes were scored on the continent by Aston-Martins in the Mille Miglia, Le Mans race, and Targa Abruzzo. The fastest cars at these races were the Alfa-Romeos. The T.T. in

Ireland, in which the no-blower rule has proved successful, was a magnificent victory for Dixon's 1½-litre Riley, while Hall's Bentley once again finished second.

Hill-Climbs

Hill-climbing has declined in importance on the continent, but some good events were nevertheless held. Stuck's Auto-Union proved invincible in most of them, but Tadini (Alfa-Romeo) scored a memorable triumph over Nuvolari and Varzi at the Stelvio. The new Grossglockner Pass was opened by a hill-climb, won by Tadini. Seaman won the 1,500 c.c. class on his E.R.A. and made second fastest time of the day.

At home, thanks to the limited number of events, Shelsley has lost none of its popularity. Raymond Mays once again gained the record for the hill, bringing it below the 40 seconds mark for the first time in history.

Brooklands

B.A.R.C. races are ever popular, and record entries have been obtained. The chief outer circuit race was the Gold Star, won easily by Charles Brackenbury on a Bugatti. The absolute lap record was contested by the Napier-Railton and the Barnato-Hassan, finally going to the former. On the mountain circuit, the championship race was won by Shuttleworth, who also holds the lap record.

Three long distance races were held, all of them well supported and keenly contested. The International Trophy was won by a newcomer, Luis Fontes, on a 3-year-old Alfa-Romeo. Dixon won the Empire Trophy in fine style, while Cobb and Rose-Richards broke records in winning the 500 Miles Race at 121 m.p.h.

fourth and fifth. At Albi, Veyron's Bugatti was the winner, but no E.R.A.s were entered.

But it was Richard Seaman who scored the majority of E.R.A. successes, and his convincing victories over Maserati opposition at Pescara, Berne and Masaryk have given him a wonderful reputation on the continent.

THE MOTOR RACES OF 1935

DATE	RACE AND DISTANCE	CIRCUIT AND DISTANCE	FIRST	SECOND	THIRD	WINNER'S TIME	WINNER'S SPEED
						H. M. S.	M.P.H.
Feb. 10	Norwegian G.P. (Racing) 100 km. (Sports) 100 km.	Lillehammer 10 km. Ditto	P. W. Widengren (Alfa-Romeo) A. Johansen (Wimfield Special)	K. Ebb (Mercedes-Benz) R. Bryde (Singer)	H. Ruesch (Maserati) G. Thorsell (Chevrolet Special)	50 5.8 1 0 5 2 38 19.4	— — 52.17
.. 24	Pau G.P. 138 miles	Pau	T. Nuvolari (Alfa-Romeo)	R. Dreyfus (Alfa-Romeo)	G. Soffletti (Maserati)	14 4 27	71.72
April 14	Mille Miglia 1,000 miles	1,000 miles	Pinacuda & Dellastruffa (Alfa-Romeo)	Tadini & Chiari (Alfa-Romeo)	Battaglia & Tuffanelli (Alfa-Romeo)	3 23 49	58.17
.. 22	Monaco G.P. 3180 km.	Monaco 318 km.	L. Fagioli (Mercedes-Benz)	R. Dreyfus (Alfa-Romeo)	L. Brivio (Alfa-Romeo)	5 27 29	101.20
.. 28	Targa-Florio 268 miles	Sicily	A. Brivio (Alfa-Romeo)	L. Chiron (Alfa-Romeo)	N. Barbieri (Maserati)	3 5 40.2	101.75
May 5	Tunis G.P. 190 km.	Carthage 12 km. 600	Varzi (Auto-Union)	Wimille (Bugatti)	Etancelin (Maserati)	3 0 31	86.96
.. 6	International Trophy 250 miles	Brooklands	Luis Fontes (Alfa-Romeo)	F. W. Dixon (Riley)	E. R. Hall (M.G.)	2 38 47	137.6
.. 12	Tripoli G.P. 13,100 km.	Melhalla 524 km.	Caracciola (Mercedes-Benz)	Varzi (Auto-Union)	Fagioli (Mercedes-Benz)	2 10 14	51.24
.. 18	Cuart Bhre 102 miles	Bray	D. M. McCracken (Frazer-Nash)	F. A. Gannon (Lea-Francis)	R. B. S. Le Fanu (Adler)	2 23 28.1	53.05
.. 19	Bergamo Circuit 127 miles	Bergamo 1.7 miles	T. Nuvolari (Alfa-Romeo)	G. Farina (Maserati)	C. Pintacuda (Alfa-Romeo)	—	48.81
.. 18-19	Bol d'or 24 hours		Gordini (Fiat)	Breillet (Salmson)	Druck (M.G.)	2 59 48.2	81.45
.. 26	G.P. de Picardie 195.300 km.	Peronne	Benoist (Bugatti)	Earl Howe (Bugatti)	Sommer (Alfa-Romeo)	49 13.2	148.39
.. 26	Avusrennen 122 miles	Avus 12.16 miles	L. Fagioli (Mercedes-Benz)	L. Chiron (Alfa-Romeo)	A. Varzi (Auto-Union)	2 59 54	67.29
.. 29	Mannin Beg 185 miles	Douglas 3.7 miles	Fairfield (E.R.A.)	F. W. Dixon (Riley)	E. R. Hall (M.G. Magnette)	—	106.24
.. 30	Indianapolis 500 miles	Indianapolis 2 1/2 miles	K. Petillo (Gilmore Special Miller)	W. Shaw (Pirring Miller)	W. Cummings (Boyle Products Miller)	2 40 11	75.57
.. 31	Mannin Moar 185 miles	Douglas 3.7 miles	Hon. Brian Lewis (Bugatti)	C. E. C. Martin (Bugatti)	Luis Fontes (Alfa-Romeo)	—	90.32
June 2	G.P. of France 55 miles	Monthery	R. Sommer (Alfa-Romeo)	G. Raph (Alfa-Romeo)	G. Leoz (Bugatti)	1 43 33	78.27
.. 9	G.P. des Frontieres 135 miles	Chimay	R. Steinweg (Bugatti)	P. Veyron (Bugatti)	Mme. R. Itier (Bugatti)	1 14 50	54.80
.. 9	Biella Circuit 70 miles	Biella 110 km.	T. Nuvolari (Alfa-Romeo)	L. Chiron (Alfa-Romeo)	G. Farina (Maserati)	1,868.42 miles	77.85
.. 15-16	G.P. d'Endurance 24 Hours	Le Mans 8.3785 km.	J. S. Hindmarsh and Luis Fontes (Lagonda)	C. E. C. Martin and C. Brackenbury (Aston-Martin)	Von der Becke and C. Richardson (Riley)	—	75.22
.. 15-16	Rudge Whitworth Cup	Ditto	C. E. C. Martin and C. Brackenbury (Aston-Martin)	F. S. Barnes and A. H. Langley (Singer)	Von der Becke and C. Richardson (Riley)	—	60.63
.. 15-16	Czechoslovakian 1,000 957 miles		Kubicek and Smazik (Bugatti)	Studenay and Adamec (Ford)	Spiegel and Dusenberg (B.M.W.)	1 38 38	68.99
.. 16	Eifel Race 1,500 c.c. (273.72 km.) Unlimited (250.800 km.)	Nurburg Ring 22.81 km. Ditto	Mays (E.R.A.) Caracciola (Mercedes-Benz)	Ruesch (Maserati) Rosemeyer (Auto-Union)	Rose-Richards (E.R.A.) L. Chiron (Alfa-Romeo)	2 8 2.3	73.0
.. 22	County Down Trophy 100 miles	Donaghadee 3 miles	M. H. Fleming (M.G.)	F. H. French-Davis (Fiat)	W. Sullivan (Bugatti)	1 49 50	61.83
.. 22	Relay Race 249.03 miles	Brooklands 2.767 miles	Barnes, Langley and Brickneil (Singers)	Watson (Frazer-Nash) Barker (Lagonda) Powell (M.G.)	Hodge and Davis (Singers) Chaplin (Austin) F. Zehender (Maserati)	3 6 31	85.13
.. 23	G.P. de l'A.C.F. 311 miles	Monthery 12.500 km.	Caracciola (Mercedes-Benz)	Von Brauchitsch (Mercedes-Benz)	F. Zehender (Maserati)	4 0 54.6	77.39
.. 30	G.P. Penya Rhin 165 miles	Montjuich 3.790 km.	Fagioli (Mercedes-Benz)	Caracciola (Mercedes-Benz)	Nuvolari (Alfa-Romeo)	2 27 40	107.815
.. 30	Lorraine G.P.	Lorraine	L. Chiron (Alfa-Romeo)	J. P. Wimille (Bugatti)	G. Comotti (Alfa-Romeo)	3 hours	67.42
July 6	British Empire Trophy 300 miles	Brooklands 3 miles	F. W. Dixon (Riley)	E. McClure (Riley)	C. Paul (Riley)	3 20 15	75.47
.. 7	G.P. de La Marne 500.864 km.	Rheims 7.826 km.	Dreyfus (Alfa-Romeo)	Chiron (Alfa-Romeo)	Sommer (Alfa-Romeo)	1 hour	98.03
.. 7	Turin Circuit 76 miles	Turin	T. Nuvolari (Alfa-Romeo)	A. Brivio (Alfa-Romeo)	C. Pintacuda (Alfa-Romeo)	1 3 51	71.61
.. 14	Belgium G.P. 500 km.	Spa-Francorchamp 14.9 km	Caracciola (Mercedes-Benz)	Fagioli Relieved by Von Brauchitsch (Mercedes-Benz)	Chiron (Alfa-Romeo)	3 12 31	97.87
.. 14	G.P. d'Albigeois	Albi 8.911 km.	Veyron (Bugatti)	Earl Howe (Delage)	Durand (Bugatti)	1 17 55.8	85.85
.. 20	Leinster Trophy 104 miles	Skerries 13 miles	J. Toohey (Ford)	Huet (M.G.)	C. G. Neill (Bugatti)	—	59.33
.. 20	Dieppe Vorturette Race	Dieppe	P. G. Fairfield (E.R.A.)	"B. Bira" (E.R.A.)	P. Veyron (Bugatti)	2 hours	75.79
.. 21	Circuit de Dieppe 2 hours	Dieppe 8.150 km.	Dreyfus (Alfa-Romeo)	Chiron (Alfa-Romeo)	Wimille (Bugatti)	133.397 km.	82.89
.. 28	German G.P. 334 miles	Nurburg Ring 22.81 km.	Nuvolari (Alfa-Romeo)	Stuck (Auto-Union)	Caracciola (Mercedes-Benz)	4 8 39	—
Aug. 4	G.P. du Comminges 385.175 km.	St. Gaudens 11.005 km.	R. Sommer (Alfa-Romeo)	Raph (Alfa-Romeo)	Hartmann (Maserati)	1 3 46.2	97.05
.. 4	Coppa Ciano Unlimited (240 km.) 1,500 c.c. (160 km.)	Montenero 20 km. ditto	Nuvolari (Alfa-Romeo) Tuffanelli (Maserati)	Brivio (Alfa-Romeo) Bianco (Maserati)	Trossi (Alfa-Romeo) Villoresi (Fiat)	2 42 8.8 1 59 6.6	— —
.. 5	Limerick Race 150 miles	Limerick	Luis Fontes (Alfa-Romeo)	P. G. Fairfield (E.R.A.)	P. H. Whithead (Alta)	—	64.91
.. 11	Targa Abruzzo 24 hours	Pescara 16 miles	Cortese-Severi (Alfa-Romeo)	Rosa-Comotti (Alfa-Romeo)	Strazza-Lurani (Aston-Martin)	—	66.7

THE MOTOR RACES OF 1935—continued

DATE	RACE AND DISTANCE	CIRCUIT AND DISTANCE	FIRST	SECOND	THIRD	WINNER'S TIME	WINNER'S SPEED
Aug. 15	Coppa Acerbo 320 miles	Pescara 16 miles	Varzi (Auto-Union)	Rosemeyer (Auto-Union)	Brivio (Alfa-Romeo)	3 43 45	86.6
" 18	Nice G.P. 321.4 km.	Nice 3.214 km.	Nuvolari (Alfa-Romeo)	Chiron (Alfa-Romeo)	Dreyfus (Alfa-Romeo)	3 4 59.7	64.77
" 24	Southport 190 miles	Southport	C. L. Goodacre (Austin)	W. Esplen (M.G.)	J. Walker (Bugatti)	1 37 2	62.07
" 25	Swiss G.P. 317 miles	Bremgarten	R. Caracciola (Mercedes-Benz)	L. Fagioli (Mercedes-Benz)	B. Rosemeyer (Auto-Union)	3 31	89.95
" 25	Berne G.P. 90 miles	Bremgarten	R. J. B. Seaman (E.R.A.)	"B. Bira" (E.R.A.)	Earl Howe (Delage)	1 5 21	80.07
Sept. 7	Tourist Trophy 478 miles	Ards 13.65 miles	F. W. Dixon (Riley)	E. R. Hall (Bentley)	Earl Howe (Bugatti)	6 3 31	76.90
" 8	G.P. of Italy 496 km.	Monza 4.31 km.	Stuck (Auto-Union)	Dreyfus—Nuvolari (Alfa-Romeo)	Piesch—Rosemeyer (Auto-Union)	3 40 9	86.2
" 14	Phoenix Park 20½ miles	Phoenix Park 4½ miles	H. W. Furey (M.G.)	L. Fontes (Alfa-Romeo)	L. R. Briggs (M.G.)	2 7 58	69.94
" 15	Circuit of Modena 1,500 c.c. (80 km.) 1,100 c.c. (80 km.) Unlimited (192 km.)	Modena 3,200 km. ditto ditto	Berrone (Maserati) Tuffanelli (Maserati) Nuvolari (Alfa-Romeo)	Plate (Talbot) Bergamini (Maserati) Tadini (Alfa-Romeo)	No Finisher Taruffi (Maserati) Pintacuda (Alfa-Romeo)	49 40 49 54 1 47 57	59.91 — 65.91
" 21	500 Miles Race	Brocklands 2,767 miles	J. Cobb—T. E. Rose- Richards (Napier-Railton)	McClure—Von der Becke (Riley)	Earl Howe—Hon. Brian Lewis (Bugatti)	4 28 52	121.28
" 22	G.P. of Spain (519.450 km.)	Lasarte 17,315 km.	Caracciola (Mercedes-Benz)	Fagioli (Mercedes-Benz)	Von Brauchitsch (Mercedes-Benz)	3 9 9.1	102.5
" 22	Coupe d'Argent 1,500 c.c. 1,100 c.c. 750 c.c. (3 hours)	France Ditto Ditto	Delpech (Amilcar) Mestivier (Amilcar) P. Maillard Brune (M.G.)	F. Venot (La Pintade) Mary (S.M.) Comotti (Alfa-Romeo)	Malivoir (B.N.C.) — — Pintacuda (Alfa-Romeo)	— — — —	52.05 73.41 73.05 58.34
" 29	Lucca 73 miles	Circuit Lucca	Tadini (Alfa-Romeo)	T. Nuvolari (Alfa-Romeo)	L. Chiron (Alfa-Romeo)	—	82.39
" 29	Czechoslovakian G.P. 308 miles	Brno	B. Rosemeyer (Auto-Union)	P. Veyron (Bugatti)	B. Sojka (Bugatti)	3 48 32.1	71.32
" 29	Masaryk Circuit 272 miles	Brno	R. J. B. Seaman (E.R.A.)	Earl Howe (Bugatti)	C. E. C. Martin (Bugatti)	4 47 12	63.97
Oct. 5	G.P. of Donington 300 miles	Donington 2 miles 1,000 yds.	R. O. Shuttleworth (Alfa-Romeo)	P. Gherzi (Maserati)	E. Bianco (Maserati)	—	53.60
" 6	Coppa Michele Bianchi 78 miles	Cosenza	A. Brivio (Alfa-Romeo)	C. E. C. Martin (Bugatti)	"B. Bira" (E.R.A.)	—	78.20
" 12	Mountain Championship About 12 miles	Brooklands 1.17 miles	R. O. Shuttleworth (Alfa-Romeo)				

HILL CLIMBS OF 1935

DATE	THE CLIMB	DISTANCE	FIRST	SECOND	THIRD	WINNER'S TIME	WINNER'S SPEED
April 18	La Turbie	3 miles 1,612 yds.	J. P. Wimille (Bugatti)	R. Dreyfus (Alfa-Romeo)	J. Zanelli (National Pescara)	M. S. 3 43.2	M.P.H. 63.13
May 18	Shelsley Walsh	1,000 yards	R. Mays (2-litre E.R.A.)	R. Mays (1½-litre E.R.A.)	L. P. Driscoll (Austin)	39.6	51.65
June 30	Kesselberg	3 miles 190 yds.	H. Stuck (Auto-Union)	J. Zanelli (National Pescara)	R. Balestrero (Alfa-Romeo)	3 44.3	49.77
Aug. 4	Grossglockner	12 miles 205 yds.	M. Tadini (Alfa-Romeo)	R. J. B. Seaman (E.R.A.)	H. Kessler (Maserati)	14 42.74	49.45
Sept. 1	Stelvio	8 miles 1,236 yds.	M. Tadini (Alfa-Romeo)	T. Nuvolari (Alfa-Romeo)	P. Dusio (Maserati)	14 15.54	36.60
Sept. 1	Freiberg	7 miles 808 yds.	H. Stuck (Auto-Union)	R. J. B. Seaman (E.R.A.)	R. Mays (E.R.A.)	8 24.1	53.19
Sept. 28	Shelsley Walsh	1,000 yds.	R. Mays (2-litre E.R.A.)	C. E. C. Martin (Bugatti)	—	39.6	51.65

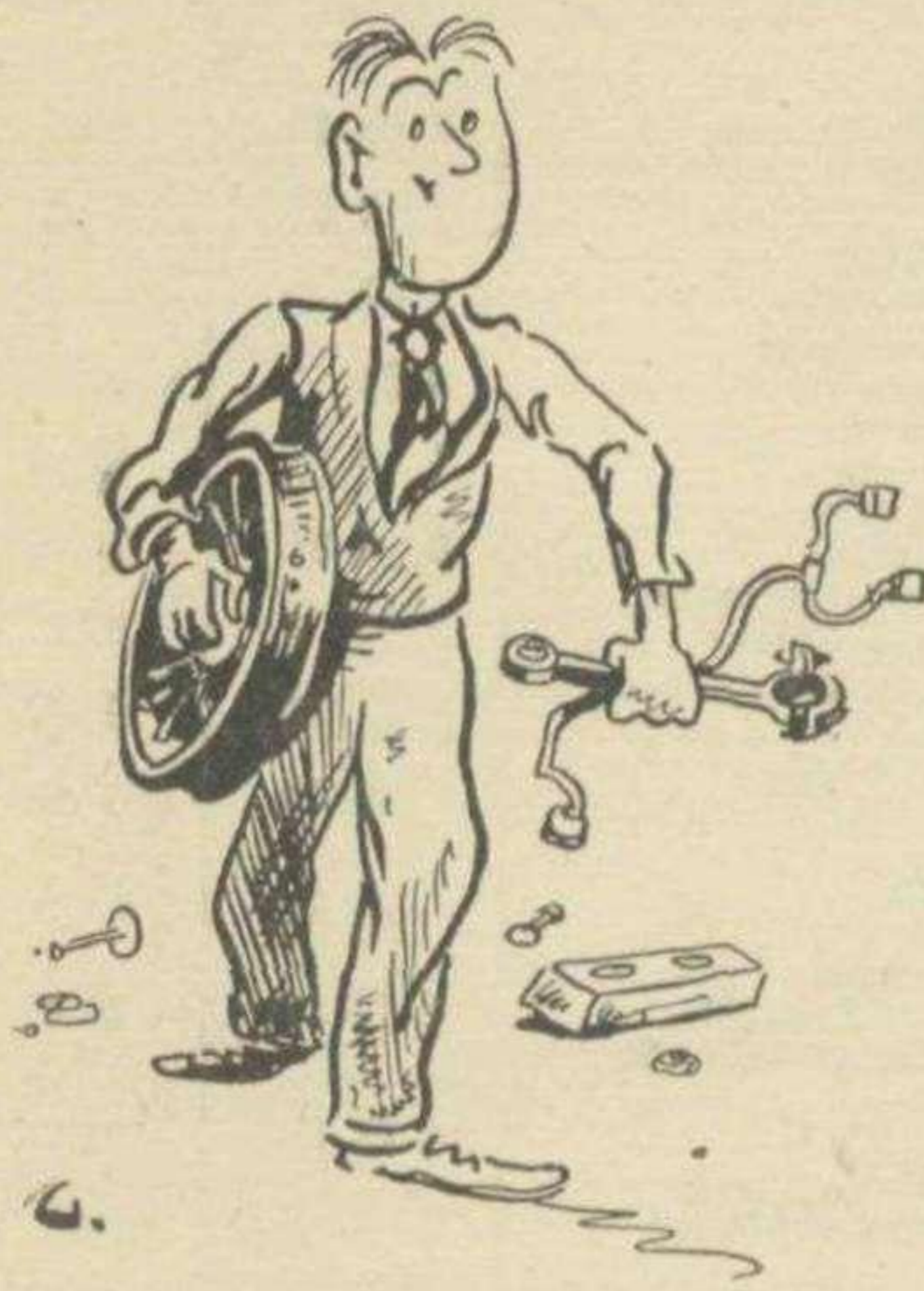
PRINCIPAL B.A.R.C. RACES

June 10	"Gold Star"	20 miles	C. Brackenbury (Bugatti)	A. R. Samuel (M.G.)	O. H. J. Bertram (Barnato-Hassan)	—	125.37
Aug. 5	"Siam" Mountain Challenge Trophy	6 miles	L. P. Driscoll (Austin)	R. Mays (E.R.A.)	"B. Bira" (E.R.A.)	—	70.91
Oct. 19	Mountain Championship	12 miles	R. O. Shuttleworth (Alfa-Romeo)	C. E. C. Martin (Bugatti)	"B. Bira" (E.R.A.)	—	78.20
Oct. 19	Ladies' Mountain Championship	6 miles	Mrs. P. Oxenham (Alfa)	Miss J. Richmond (Frazer-Nash)	Mrs. K. Petre (Riley)	—	64.02

CAREERS FOR OUR BOYS

OR
HOW TO BECOME A
GARAGE PROPRIETOR

By
NEVIL LLOYD



"... and still have a few bits left over"

Despite the strenuous efforts made by our Minister of Transport on behalf of the railways, gone are the days when our sons, when asked what they would be when they grew up, answered, "I want to be an engine driver, Daddy."

Nowadays, the younger generation have more sense, and would rather be a master glass blower, a retired sanitary inspector, or a father of ten, so that they can write to the papers about matters of which they know nothing.

If, however, you have a son who can take your car to pieces, put it together again, and still have several pieces over, the obvious career for the lad is that of a garage proprietor. Should he then be able to sell back to you the surplus pieces he is definitely cut out to be the proprietor of several garages.

This noble profession is by no means an easy one. A good deal of training being necessary before even your son is able to look a customer in the eye and tell him the car he is about to sell him is a "good clean job," knowing full well that the chassis frame is cracked, and the oil consumption is a 100 miles to the gallon.

However, here are a few hints to fathers who intend to put their sons into the motor trade. First of all buy a garage. This, of course, is a very necessary step. Care should be taken to see that this garage has a good office with a door having a frosted glass top half on which should be written:—Private. No Admittance Except on Business. Behind this your son is then able to read the latest novel without fear of disturbance.

This office should be well furnished. Panelled walls, a thick pile carpet, two armchairs out of which no client should be able to escape without signing an order form, and an office desk so large that it reminds you of the wide open spaces, where men are men and only garage proprietors wear braces. A touch of humour may be added by hanging up a notice saying:—My Time Means Money. This is not very subtle, but your clients will laugh at anything.

A lot of importance should be attached to this office, as it is a very necessary part of the curious pastime of "standing things in." I will explain this, when you have taken a car in part exchange for a new one, the one you are left with "stands you in" at a certain figure. You then place this car in your showroom, asking a price three times in excess of what you expect to receive for it. A client then offers you twice as much as you thought you'd get. You then go into your office to see what it "stands you in at" the customer won't agree to that figure, so you rush back and try again. The idea being that every time you go back to your office it stands you in at £5 less, until an agreement is reached, or you give the car away.

The garage itself is of secondary importance. It should be well fitted up with hoists, pulleys, lathes and vices. The good proprietor usually supplies his own vices, that of writing unsolicited testimonials to himself being quite one of the worst. A number of notices about the place go down well, the most popular being: No Smoking, and a chart showing how to apply artificial respiration to a dead mechanic (with diagrams).

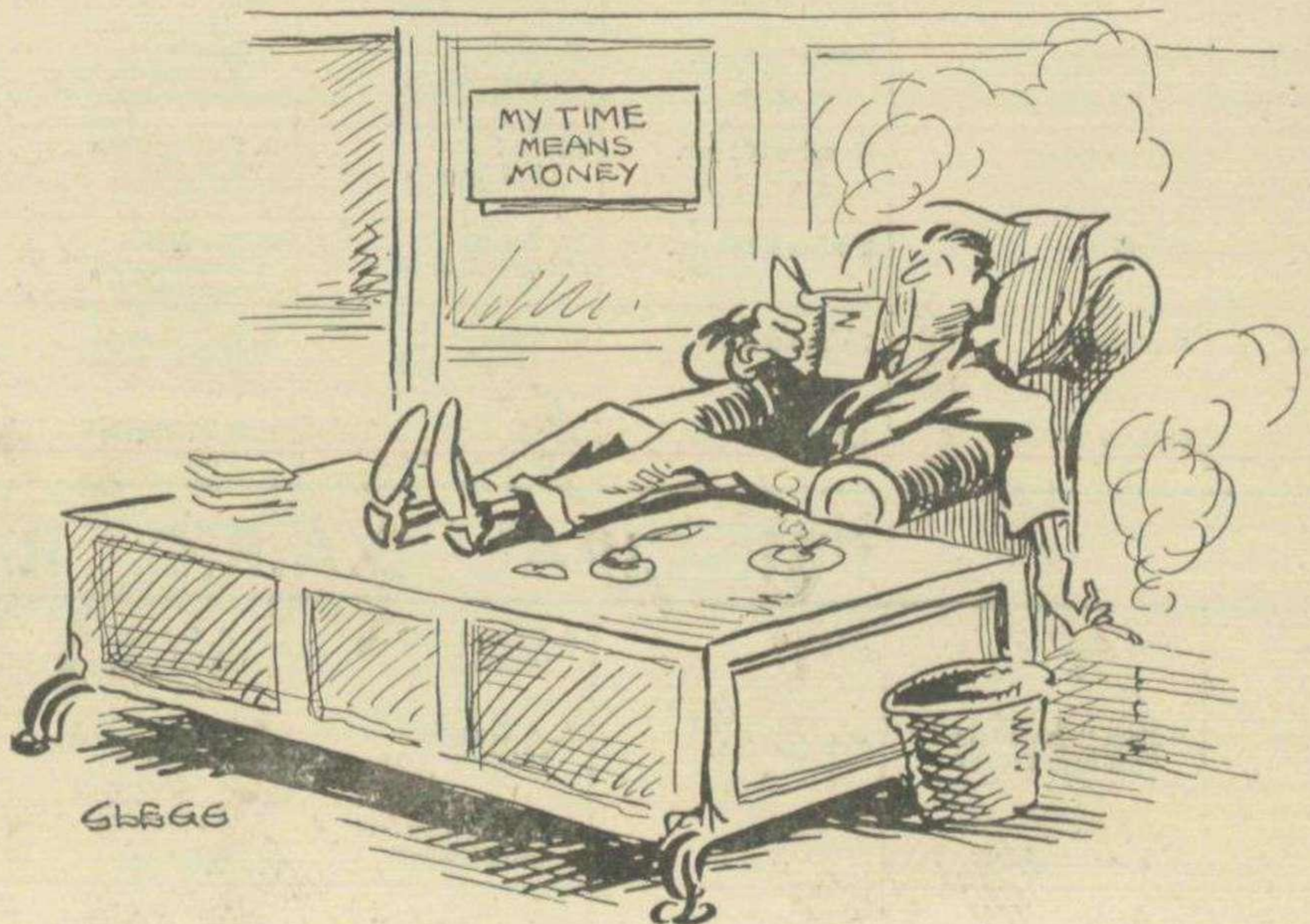
The garage side of the business may be safely left to the works manager, who doesn't mind getting his hands dirty, and will even work until six o'clock in the evening. Sometimes. This leaves the



"... a master glass blower"

proprietor free to sign letters, walk round to the local, attend cocktail parties in honour of new models and attend to the sales side.

Providing a few necessary points are strictly observed, and a little strategy is used the rest is easy. The first essential in selling a car is to have the customer, or "prospect" as the victim is called, shown into the waiting room. This is a room just large enough to swing a cat in, but not large enough in which to swing a deal. It is furnished with a chair and a table on which is a bound volume of unsolicited testimonials. On the walls are portraits of satisfied customers with one foot on the running board of their new car (and the



"... to read the latest novel without fear"

CAREERS FOR OUR BOYS—continued



"... works manager who doesn't mind getting his hands dirty"

other in the grave, but they don't know that) shaking hands with the garage proprietor, who is grinning like an ape, and no wonder.

After a wait of ten minutes during which the proprietor is able to finish his chapter in his book, the "prospect" should be ushered in. The proprietor should then clear his throat (if his throat wants clearing) and start his sales talk. He should first of all produce a pack of cards and lay these on the table, all fifty-six of them. (N.B. The conscientious salesman always has five aces of spades.) This placing of cards on the table makes the client think he's dealing with an honest man. I said think. He should then speak to him as man to man, a big compliment in these days.

This should be followed by a lot of frank speaking, straight from the shoulder, and if possible right to the heart by informing the customer that, entirely between you and him, you happen to be losing on the deal. This is a very good point.

Finally, hammer home your advantage by saying you have nothing up your sleeve whatsoever, and proving it by showing him a photograph of yourself in a bathing costume.

By following this procedure strictly,



"... went so far that he eventually reached Dartmoor"

the average garage proprietor should, even if he is his father's son, go far. In fact, one garage proprietor I used to know, who had a business in West Hartlepool went so far that he eventually reached Dartmoor. That, of course, was going a bit too far. Besides seven years is too long to be away from business.

GIN

MEANS

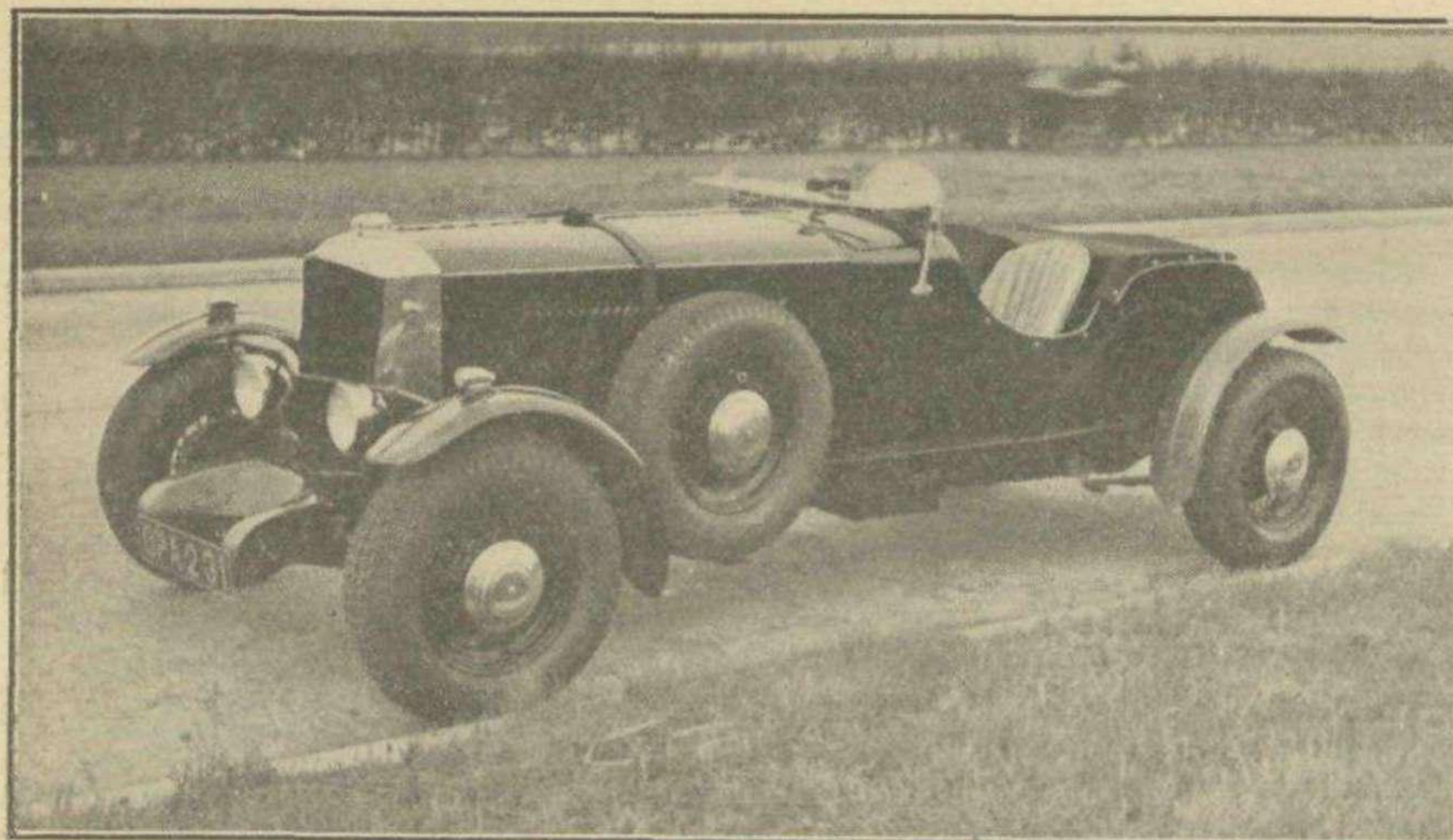


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The Light Sports Railton looks a "hearty" motor car, and its performance on the open road confirms this impression.

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ENTHUSIAST'S MOTOR
CAR WITH A SUPER-
CHARGED PERFORMANCE

—○—

10 TO 100 M.P.H. IN
42 SECONDS BUT DOES
MOST OF ITS WORK ON
TOP GEAR

THE RAILTON LIGHT SPORTS TOURER

After a run on the new light Railton the most hardened of critics could hardly suppress a feeling of exhilaration and a strong tendency to express himself entirely in superlatives. To begin with, an engine giving some 120 h.p. mounted in a chassis weighing only 19 cwt. gives a performance which is really breath-taking.

The question of road-holding has not been neglected and the car is safe and stable at the high speeds of which it is capable, and the flexible slow-running characteristics of the standard Railton engine are to a large extent retained. The lines of the shell body are sporting and businesslike, and in a word this new car is a happy answer to the enthusiast who still maintains that the essential points of a sports car are speed acceleration and an absence of unnecessary frills. It has been developed, incidentally, from the standard model by the collaboration of the factory and Messrs. Thomson and Taylors, whose experience of speed tuning covers the whole field from Campbell's "Bluebird" to single-seater "750's."

We began our test with the car stripped of wings, lamps and windscreen, exactly as it had been in one of the Long Handicaps at Brooklands in October, when its official speed for nine miles worked out at over 100 m.p.h. in spite of high winds prevailing on the day of the race. The same conditions were present on the day of the road-test, and we expected a rough ride as we jolted to the track with shock-absorbers hard up. Mr. Leon Cushman, the one-time driver of racing Alvises, was at the wheel, and without further ado we set out to determine the maximum speed and acceleration figures.

A head wind was blowing on the Railway Straight, limiting our speed to some 90 m.p.h., but once in the shelter of the Byfleet Banking the needle quickly swung further round, and we had the satisfaction of recording 102.86 m.p.h. over the flying half-mile. With the wind behind us up the slope of the Home Banking the speed rose to 110 m.p.h. The car

BRIEF SPECIFICATION

Engine : Eight cylinders. Bore 76 mm., stroke 114 mm., capacity 4,168 c.c. R.A.C. rating 28.8 h.p. Side valves. Magneto ignition. One Zenith Down-draught carburetter.

Gearbox : Three speeds and reverse. Remote centre control. Constant-mesh second gear. Ratios 3.3, 5.21 and 7.99 to 1.

Suspension : $\frac{1}{2}$ -elliptic front and rear.

Brakes : Bendix two-shoe, cable operated.

Dimensions : Wheelbase 9 ft. 8 ins.

Track 4 ft. 8 ins.

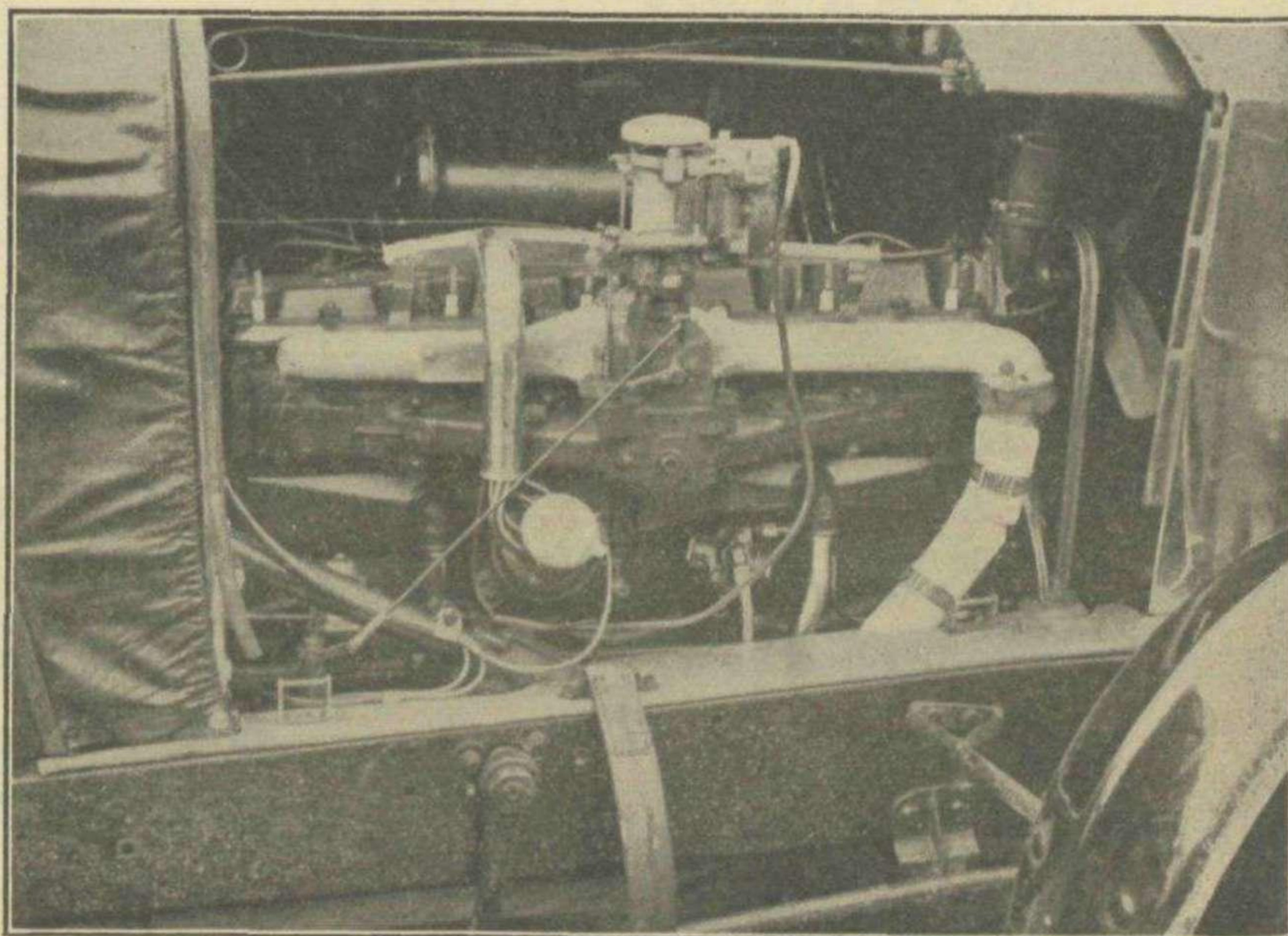
Weight 19 cwt.

Price : With open four-seater body £878.

was perfectly controllable at these speeds, and with the wheel to steady him the driver remains comfortably in his seat, though the passenger, as usually happens in a light car on Brooklands, needs to

maintain a firm hold on a conveniently situated body stay. On taking the wheel ourselves we had found the steering comfortable and free from snatch at 100 m.p.h. and continued for a short distance "hands-off" at this speed without the car tending to deviate from its path round the banking.

The acceleration can only be described as sensational. Getting away from a standstill with a little wheelspin, we reached 60 m.p.h. in 8 $\frac{4}{5}$ seconds, and starting as it seemed quite gently in the Railway Straight were doing our hundred behind the aerodrome. These figures and those shown on the chart opposite are easily the best figures we have attained on an unsupercharged car and are indeed



A view of the eight cylinder Railton engine showing the down draught Zenith carburetter and the Scintilla Magneto.

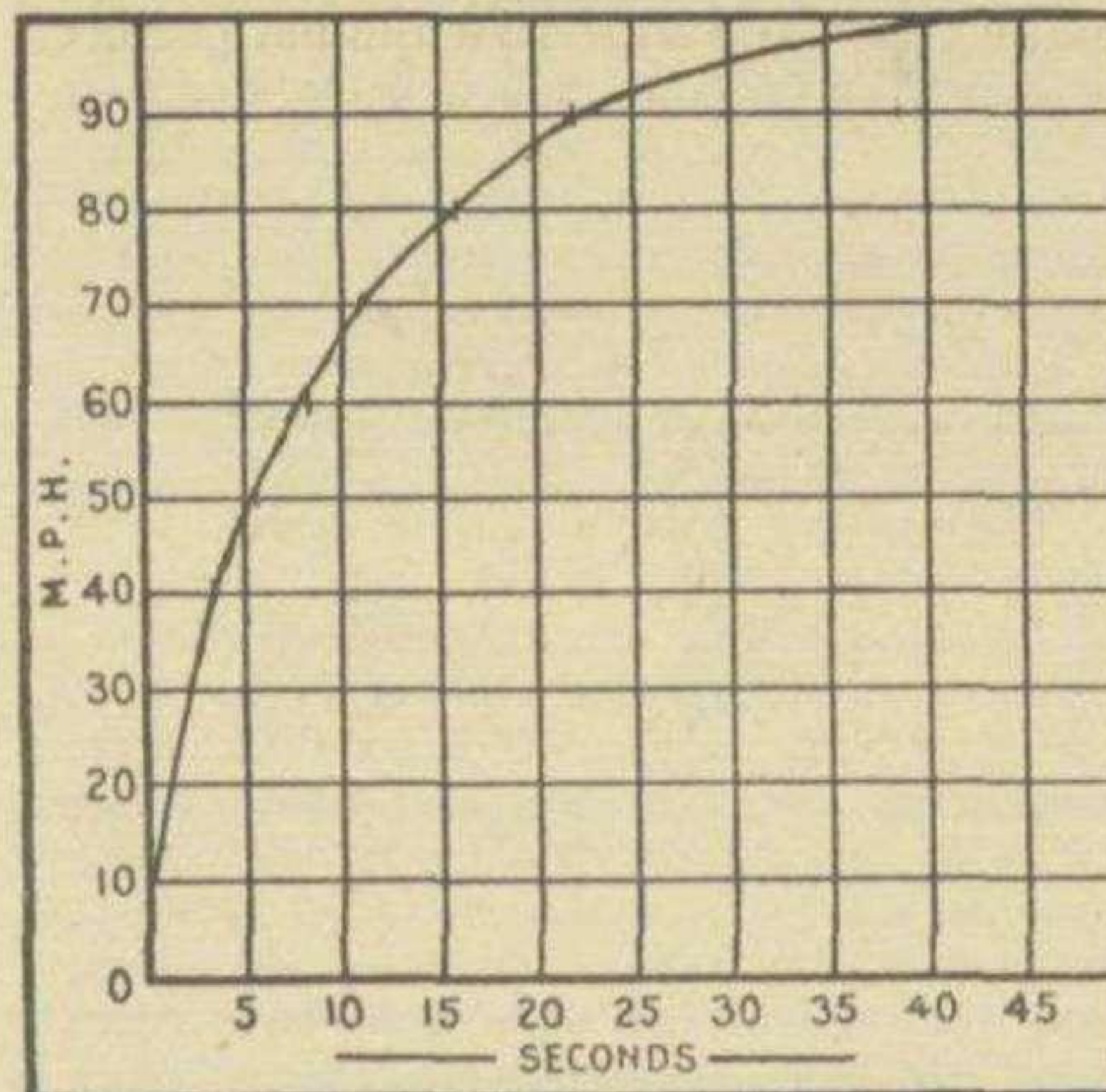
THE RAILTON LIGHT SPORTS TOURER—continued

better than those of some models fitted with blowers. Unfortunately we were unable to try the car completely equipped, but here again, using a back-axle ratio of 3.6 instead of 3.3 to 1, it is capable of attaining just over 100 m.p.h., so the other figures should be about the same.

The gear-change was in each case quick and simple and the clutch took up the drive smoothly and without slip. The maximum speeds in the gears were 50 in first and 70 in second, at 4,300 r.p.m. in each case.

The second part of the test was with the car completely equipped, and very businesslike it looked with its compact lines, its long square bonnet, tiny wings covering enormous tyres, and heartening husky sound from the Brooklands exhaust system. The shock-absorbers had now been slacked off and the car rode smoothly through restricted areas but with a full tank we found that the car was hardly steady enough for speed. This was easily remedied by taking up the dampers half a turn all round, and then we settled down to enjoy some really rapid motoring.

There are certainly few cars on the road so exhilarating as the Railton. With full throttle on bottom gear of 8 to 1 the seat back definitely comes forward and strikes one, and the rev-limit is reached almost before the driver has had time to think of changing up. This flying progress persists to 70 m.p.h. and beyond, and the car settles down to a cruising speed of 80-85 m.p.h. if road conditions permit. At this latter speed the revs are only 3,300, and at the more normal gait of 65 just over 2,500. Running up in the gears one hears an encouraging exhaust note which suggests a well-known supercharged foreign car, though there is nothing loud enough to offend the ever-sensitive police force, while on top gear the only sound comes from the straight-tooth bevels in the back axle. Unless all-out performance is required however, the revs. in the gears need not exceed two or three thousand, the magnificent power-weight ratio being sufficient to sweep the car on then on top gear; except possibly for racing the absence of a third gear is no disadvantage. At the same time the very high top-gear somewhat limits the car's performance in touring trim, and with the windscreen erected the all-out speed is not much over 90 m.p.h.



The acceleration chart of the Railton.

The Light Tourer differs from the standard Railton in having the engine moved farther back in the chassis, and this gives the car a perfect balance on fast bends, so that the driver has no hesitation in cornering at high speeds. The steering is rather lower-geared than on many of the average sports cars, but half an hour at the wheel overcomes any objection to this. The steering is free from snatch, and there is sufficient self-centring action to make the car hold a straight course without effort at speed.

The brakes had been slacked off when the car was raced and had not been re-set to give their full effect. They were smooth and light in action but as the rear ones came on much too early we were unable to get any satisfactory figures. The makers claim a stopping distance of 45 feet from 40 m.p.h., exceptional figures which should be possible in view of the large tyres and light chassis.

With a view to competing at Shelsley Walsh, the car had been fitted with the smallest size of headlamps eligible for the sports-car category, and as a consequence our speed after dark was limited to some 50 m.p.h. However this gave us a good opportunity of trying the top-gear performance, and we found that on a cross-country journey of 75 miles with gradients up to perhaps 1 in 12 it was never necessary to leave top gear except in towns and on one or two right-hand angle bends. Truly a surprising performance on a top gear of 3.3 to 1.

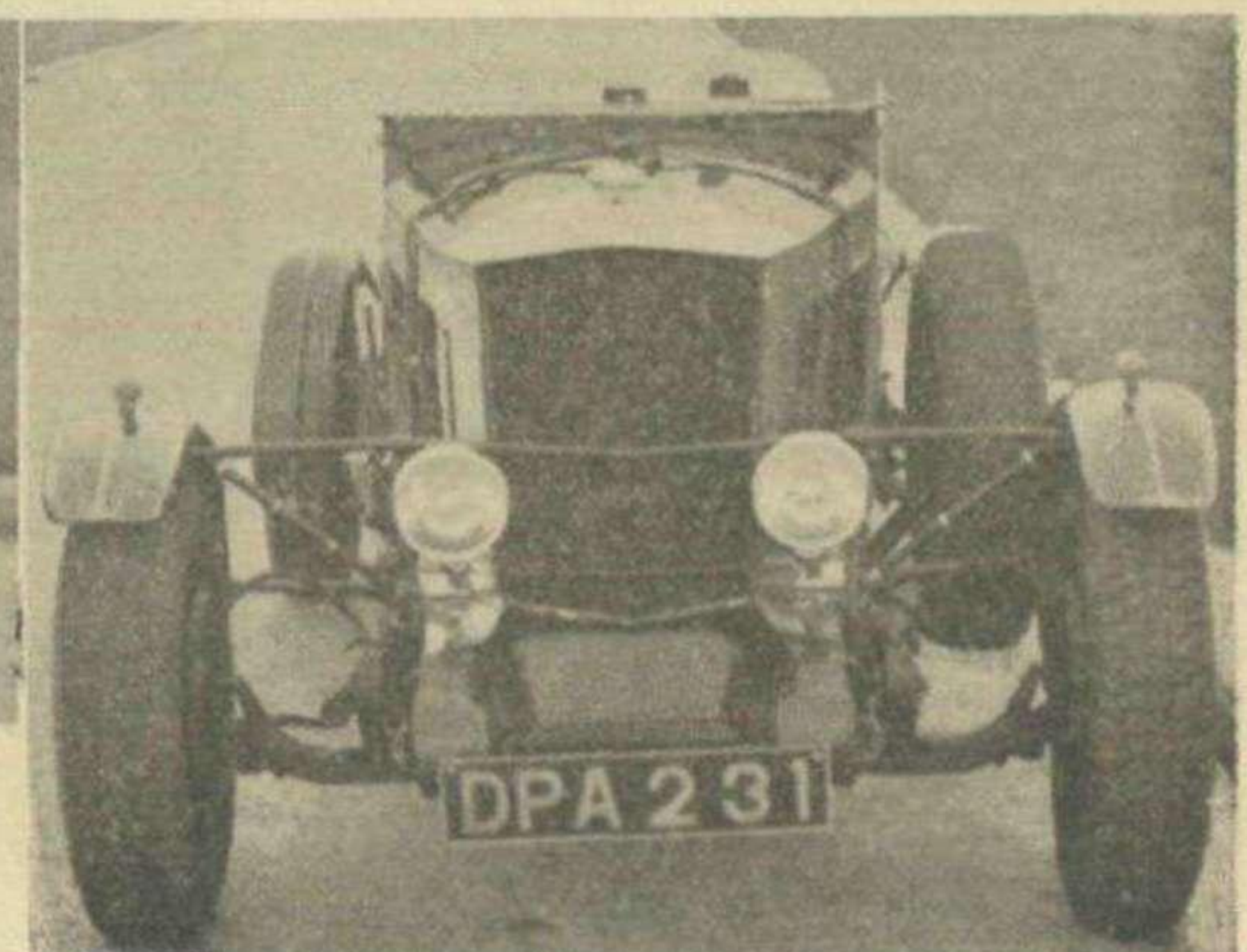
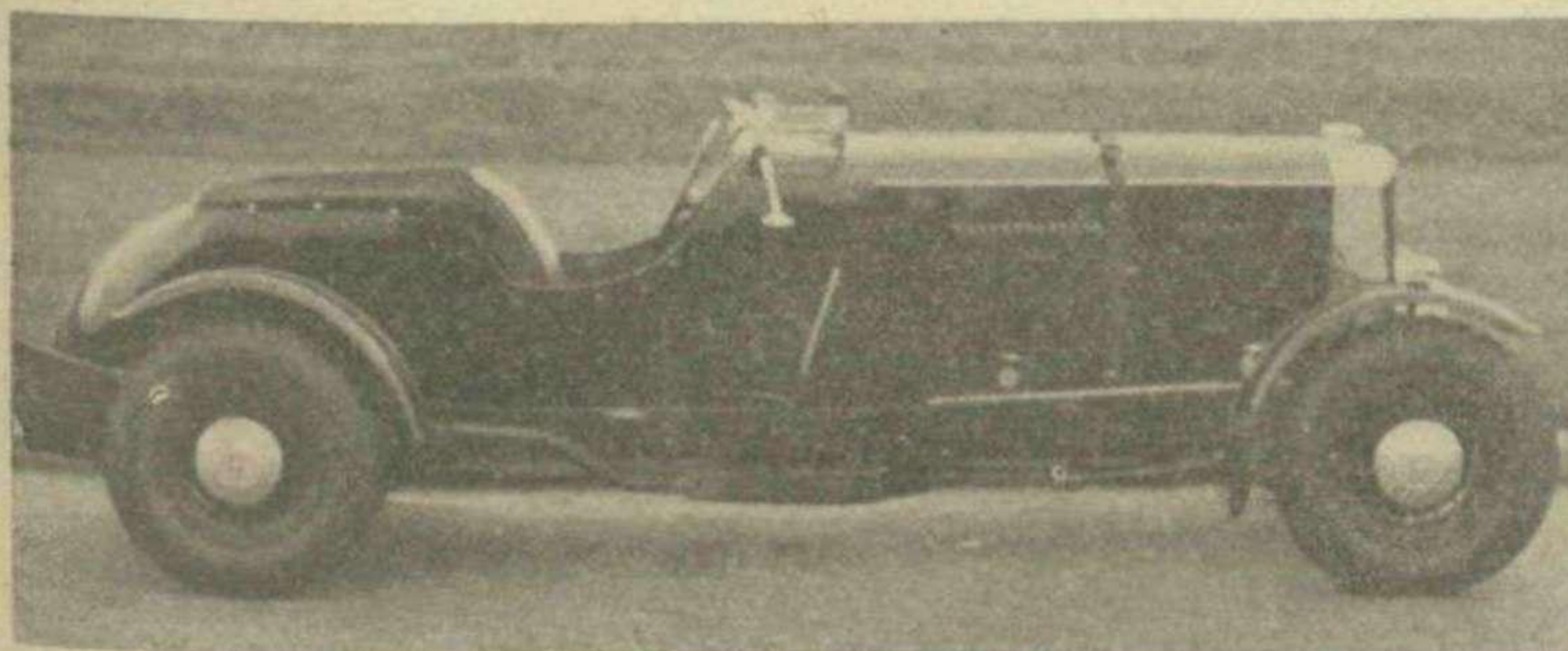
To give the best acceleration the mixture was set rather rich at the bottom end, making running at low speeds somewhat lumpy but this could have been overcome with a little adjustment. The springing was somewhat harsh for town-work, but not sufficiently uncomfortable for it to make it worth while getting out to slack off the "shockers."

The trip concluded with a hundred-mile run back to Town, and though the roads were still awash after heavy over-night rain, this part of the journey was by no means the least pleasant. The enormous Racing Dunlop low-pressure tyres (6.50 by 16 inch) gave a feeling of absolute security at speed and we drove at a steady 75 m.p.h. without feeling that we were being in any way brave. The journey was accomplished in ten minutes longer than our best time on a dry day, so there is no doubt of the car's safety on wet roads. It is of course possible to get wheel-spin on the gears, but only if the throttle is intentionally mishandled. The hood, which is easily erected over a folding frame, gave adequate protection, and plenty of head-room. The mudguards are effective in spite of their small size and any spray which escapes them is carried directly backwards below arm-level.

The body, which was built by Newns of Thames Ditton, is constructed entirely of aluminium and duralumin, and is carried on rubber blocks at three points. It weighs only one hundredweight complete with wings. The seats are carried on the chassis itself, and the floating dash is supported on rods independent of the body.

The front seats have pneumatic upholstery and are comfortable in spite of their light weight. Doors of course are not fitted, and it would be advantageous to reinforce the seat backs with tubular supports, as one's natural tendency is to lean on them heavily when climbing into the car.

The driving position is of paramount importance in a semi-racing car like the Railton and we found the seat angle suited us well. The high bonnet prevents one from seeing the near-side mudguard, but this was largely due to the "roller-skate" wheels fitted. A point we did not care about was the position of the pedals. The seats were carried inboard because of the narrow body, but the pedals were all too much to the right, and we found our knee fouling the steering wheel when operating the clutch pedal, which has a



The light aluminium body has clean lines and an absence of frills. On the right, the enormous Dunlop racing tyres and the complete staying arrangements for the front wings are noticeable.

THE RAILTON LIGHT SPORTS TOURER—continued

long travel, and the right heel straying on to the accelerator when applying the brake. These points could be easily overcome, and need to be on a car capable of 100 m.p.h.

The rear seats comply with sports-car regulations. Two full-sized passengers can be carried with their feet in the wells and their legs against the front seats, while a single person would find ample room sitting diagonally across the car. There is a space over the petrol tank at present used only for storing the hood and hood-sticks, but if it were floored over it would provide a convenient place for carrying a couple of suit-cases.

The engine fitted to the Light Tourer differs but little from that used in the standard Railton. The compression has been slightly raised, but the car still runs quite happily on Pratts or B.P. Ethyl. A down-draught Zenith carburetter is used, and a Scintilla magneto replaces the coil and distributor.

The crankshaft is fully balanced and runs in five main bearings. Steel con-

necting rods and silicon aluminium pistons are used. The sump holds 1½-gallons and the oil passes through special cooling paths in the side of the crank-case. A mechanically operated petrol pump is used for drawing the fuel from a 13-gallon rear tank. The petrol consumption under a variety of conditions worked out at 12 m.p.g.

The clutch has a single plate with cork insets running in oil, and the engine and gear-box unit are mounted on rubber. A tiny central remote control is fitted to the gear-box. A bevel driven back-axle completes the transmission line. The ratio on the car we drove was 3.3 to 1 against 4.1 to 1 on the standard Railton.

Semi-elliptic springs are used all round, and the articulated axle used two years ago has been given up in favour of a rigid type. Bendix duo-servo brakes are used, those fitted to the Light Sports being larger than standard. The hand-brake is mounted outside the body and has a racing lever with a ratchet engaging only when the knob is pressed. The

rear springs are splayed out to give better riding. Two sets of Hartford shock-absorbers are fitted to the front axle, and one set of hydraulics and one set of the friction type at the rear. 6-volt lighting and starting is used, with a 120 amp-hour battery.

Certain changes in specification will be possible such as large lamps, Telecontrol shock-absorbers, and the choice of a 3.3 or a 3.6 back-axle ratio with straight or spiral-bevel gears, and these refinements would obviously be worth having if the car were intended primarily for use on the road.

As it is the Light Sports Railton is a notable addition to the super-sports cars available on the British market and should give an excellent account of itself in competition next year, while its performance on the road ensures showing a clean pair of wheels to anything but the hottest of supercharged cars.

Trying is believing and demonstration cars are available at Railton Cars, Ltd., Fairmile, Cobham, Surrey.

THE UNITED HOSPITALS SPEED TRIALS

Eric Fernihough's startling performance at Brighton in the recent speed trials held there was repeated on Saturday, November 9 at Gatwick, when the United Hospitals A.C. organised a similar event run over the entrance road to the race-course.

The highlights of the day apart from the magnificent run put up on the Brough were those achieved by "Bira's" glistening 1½-litre E.R.A., Frank Beart's J.A.P. engined Grindlay ridden by H. Waite, also glistening until it was sent back to the start after its first run, via the water-logged field used as a return road, and the "Mary Tudor" handled by its inventor, John Bolster. His brother was prevented from competing as his car was not passed by the Scrutineers, which is surprising as the B.A.R.C. had passed it for an event at the track.

The soaking wet condition of the tarmac road made the getaway very difficult for the first really quick machine the Grindlay handled by Waite. His back wheel spun a little, the machine swerved towards the fence, then the rear tyre bit and he was off down the course like a streak to clock 14.74 seconds. A. J. Rawlance appeared with his Manx Norton and managed 15.32 seconds, while R. C. Roland represented the best in the sidecar line with a time of 19 seconds for his Zenith. The Brough, about which one could write a story of its own, simply snaked away from the line at sickening speed to record the best time of the day, 12.58 seconds.

Unfortunately the sports-cars appeared immediately after this, which was a distinct anti-climax, but the driving was first-rate and some of the Frazer-Nashes went very fast indeed. According to the rather sketchy timing arrangements now in use, N. G. Watson on one of these cars went up in under 19 seconds while a beautiful Mille Miglia replica Magnette recorded 18.2 seconds, both excellent times. But the crowd was really thrilled when "Bira" started up the E.R.A. and disappeared amidst that terrific blare from

the exhaust. His time would have been better under decent conditions but in any case his enthusiasm was rewarded, his time was 15.8 seconds, giving him the best car performance of the day. There followed sundry specials, the most amusing, though unsuccessful, being an affair called the Appleturnover sponsored by the Appleton brothers, which was composed of a Riley Nine engine in a G.N. chassis. Unfortunately the engine proved too much for the chassis and when the clutch was let in one of the cross-shaft bearings snapped across. A fire was also started under the bonnet of the "Spider" after that veteran had done a run in 18.6 seconds but this was quickly subdued when all the high tension leads had been burnt off. Then in deadly earnest appeared three competitors determined to better their own times. With ear-splitting intensity the Grindlay J.A.P.'s time was brought down to 14.2

seconds and Waite made way for John Bolster. "Unmentionable Mary" was running with only one of her engines, to bring the capacity within the 1½-litre limit. In spite of this she managed the second fastest time of the day, 16.79 seconds, giving a clear second to D. L. Briault who brought proceedings to a close with his supercharged Alta which put up an excellent run in 17.75 seconds.

RESULTS.

President's Cup: D. L. Briault (1,074 c.c. Alta s/c.), 17.75s., (50.70 m.p.h.)

Hospitals Cup: E. Fernihough (996 c.c. Brough Superior m/c.), 12.58s., (73.55 m.p.h.)

Touring Cars. Unlimited c.c. G. Harwood-Yarred (Riley), 23.84s.

Sports Cars:—850 c.c. A. Maconochie (M.G. J2) 24.94s.; 1,100 c.c. - 850 c.c. s/c., D. N. Leon (M.G. P s/c.) 20.48s.; 1,500 c.c. - 1,100 c.c. s/c., L. J. Turner (M.G. K3 s/c.), 18.24s.

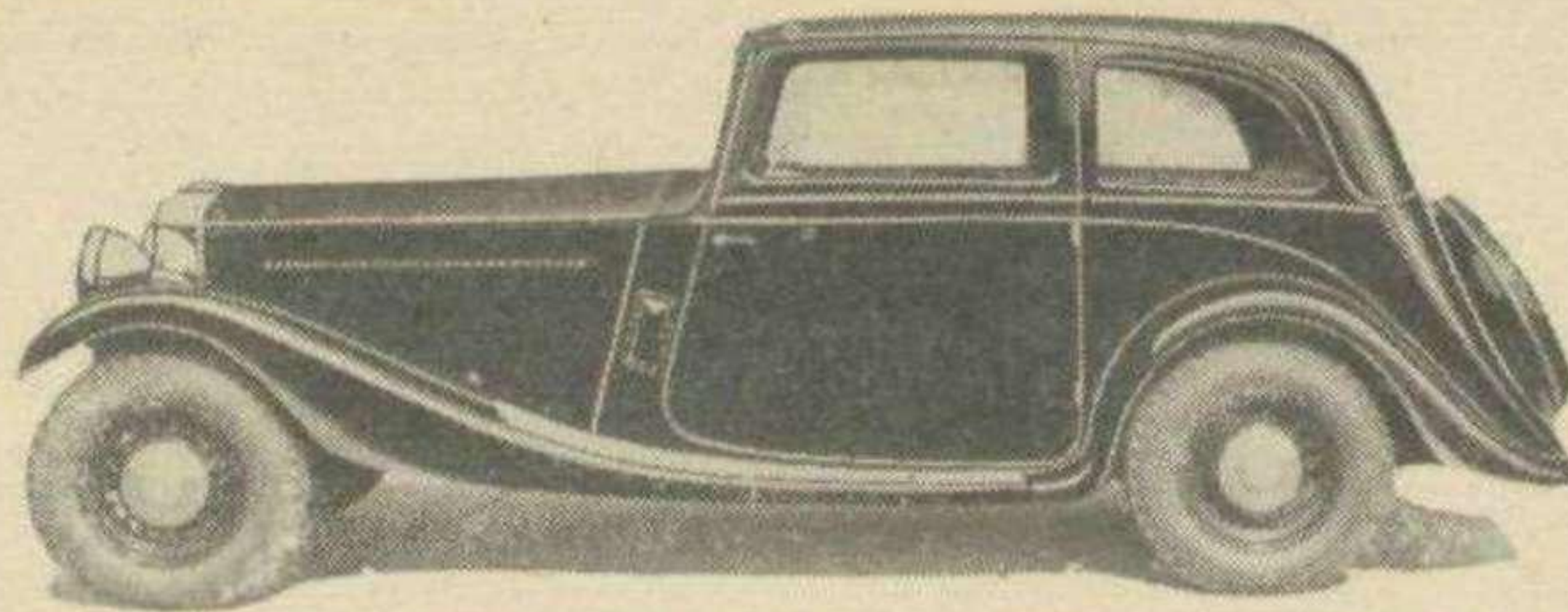
Racing Cars:—1,100 c.c. - 750 c.c. s/c., J. Bolster (981 c.c. Bolster Special) 16.79s., (53.60 m.p.h.); 1,500 c.c. - 1,100 c.c. s/c., D. L. Briault (1,074 c.c. Alta s/c.) 17.75s., (50.70 m.p.h.); 1,500 c.c. s/c., "B. Bira" (1,488 c.c. E.R.A.) 15.80s., (56.96 m.p.h.)

Handicap Event:—J. D. Cargill (1,496 c.c. Aston-Martin) 24.10s.



A large and varied entry was received for the United Hospitals Speed Trials at Gatwick. Here are some of the competitors lined up for a second run.

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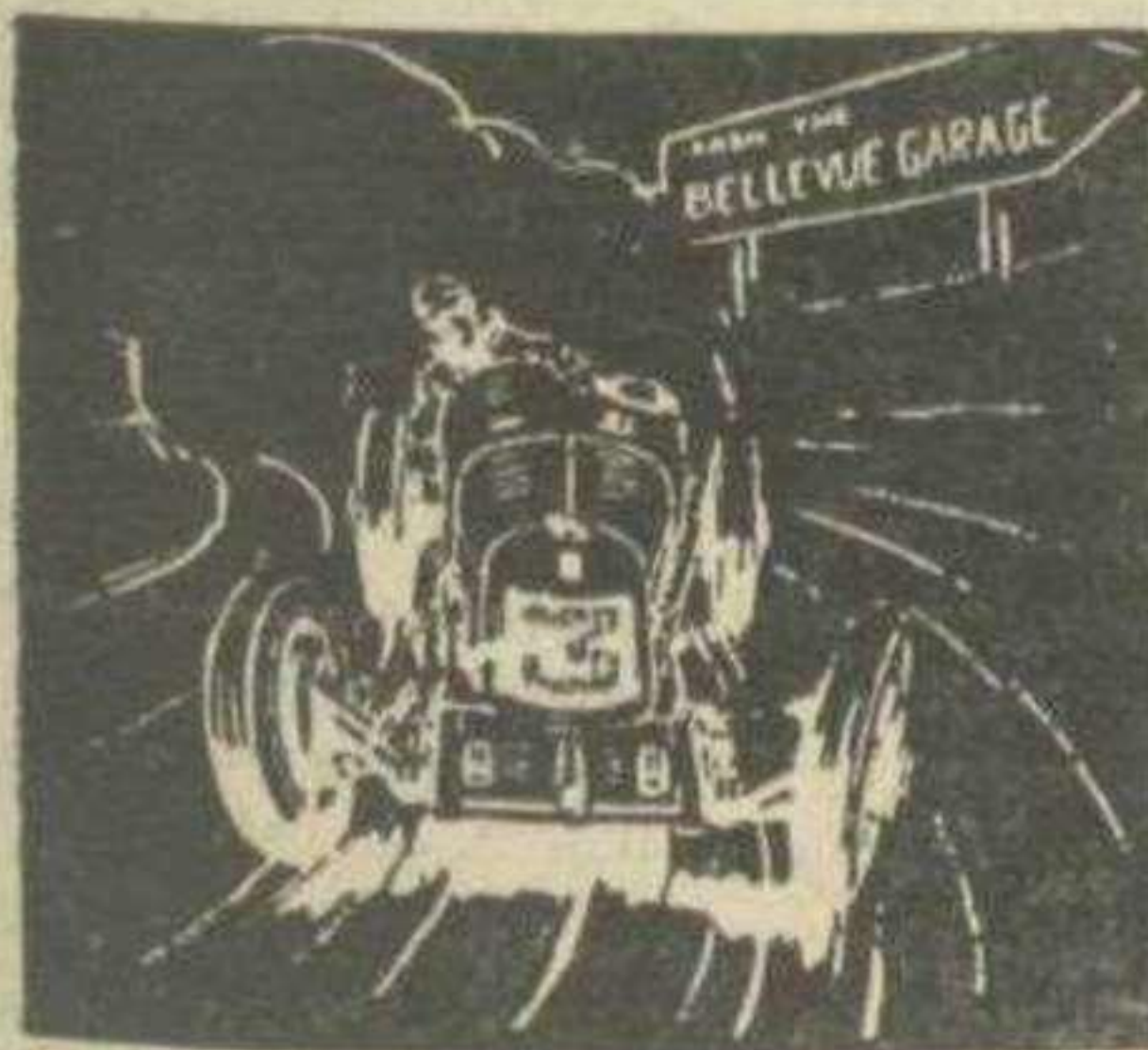
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RECORD K. D. Evans on an "R" type M.G. secured the 750 c.c. Brooklands Mountain lap record with a speed of 75.24 m.p.h.—55.98 seconds.

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THE VETERAN CARS RUN



smoke issued from the entrance, but most of the cars were successfully got going in time to face friend "Ebby," who then deserted the road to travel by Southern Railway to Brighton. There was some excitement as the last car the White Steam Car, got away, with flames and smoke issuing from its innards.

closing date but joined up with the others at Westminster Bridge driving a Benz. His companion at the wheel was Charlie Martin, and their hairy goat-skin coats which dated from the same period as the car, were much admired.

Brixton Hill was the first obstacle to be encountered and presented little difficulty



A real "Horseless Carriage" Allday's 1898 twin-cylinder Benz is still used regularly on the road.

Nevermore let us see the phrase "Old Crocks" applied to those antique but still hearty cars built before 1905, which make the annual R.A.C. pilgrimage to Brighton. Tramlines, heavy rain, fog and a road crowded with Sunday traffic made the 56 mile journey one which the present-day motorist in his snug if airless saloon thinks twice about, so all credit to those enthusiasts who piloted their small tyred and top-heavy vehicles to the finishing line on the Madeira Drive.

The start took place at the City of London Garage in Wilson Street, a part of the world happily free from traffic on Sunday. Weird noises and thick blue

In spite of the weather there was a good crowd of spectators on Westminster Bridge, applauding the elderly cars and their all-weather equipment. Hoods were hoods in those days and we admired the towering Cape Carts on Vernon Balls's 1901 Oldsmobile, some of the early Benzes and R. J. G. Nash's 1903 Panhard; those not so equipped in many cases used golf umbrellas, notably J. C. Garland on a 1901 James and Brown. Drivers one associates more with present-day racing were Powys-Lybbe on the Fiat Darracq, and Oliver Bertram and Fairtlough on their 1904 Panhard. R. O. Shuttle failed to send in his entry before the

to the majority of the cars, a notable exception being T. R. Price's 1899 Benz which came to a standstill near the top and was delayed nearly half an hour making adjustments. Many of the cars showed a really good turn of speed, notably the Lanchesters, Napier and the White Steamer, which seemed by now to have regained its breath.

Visibility improved somewhat on the lower ground near Redhill, but rain continued to fall. From there the classic route turns across country to Reigate, which was just as well, as the other route to Brighton was flooded just before Horley. In compensation for this, the road shoots downhill into Reigate town, where there are traffic lights at the exit of the tunnel under the hill, and some frantic shouts were heard as old cars came bearing down for the right-angle corner with brakes hard on. Barson on a fixed-gear 1899 De Dion tricycle had to go completely round an island in the middle of the road before he dared make the turn, but the local police force were very sporting about the whole thing, and a constable was specially told off to work the lights and give competitors a free passage.

Handcross did not seem to cause anyone much trouble, while cars like the Panhard driven by Colonel Jarrett and the M.M.C. Daimler with Commander Graham White, another pioneer motorist, at the wheel, simply sailed up. Overheating or a defective water pump brought Bennett's Cadillac to rest, while Bertram's Panhard lost the head of one of its valves and required manual assistance from its crew.

The boundary pylons outside Brighton must have seemed to many weary competitors the entrance to the Promised Land, soaked and cold as they were but determined to hold out for another four



Baker on a 36 years young Benz, corners cautiously at Reigate Cross Roads. Umbrellas were fashionable on the older cars.

VETERAN CAR RUN—continued

miles. Good station-keeping between Keppe on a De Dion and his relief car made it possible for the crew to take on lighted cigarettes, while Mrs. Jarrett clung gamely to the wheel of her 1901 Durkopp while her passenger massaged her stiff arms.

A pilot car headed the procession in order that there should be no suggestion that a "race" had taken place. The first to arrive was H. Eyre on a 1902 Napier, a 4-cylinder car which made the journey in spite of the regulation of the pilot car in under three hours. Other cars early at the finish were Lanchesters driven by George H. Lanchester and Hut-

ton-Scott, A. W. Smith's 1903 Clement, with a radiator already suggesting the pre-war Talbot, Wrothan's 1904 Mercédès and Captain Wylie's 1903 Wolseley.

Credit not only to the strong but to those who had struggled with all sorts of difficulties on the way. Shuttleworth arrived on time despite the fracture of the tie-rod connecting the front and rear spring of his Benz—fortunately Martin had remembered to lay in a good stock of liquid provisions. "B. Bira" the Siamese driver almost gave up in despair during the early part of the run on his borrowed Oldsmobile with tiller steering, but after an hour's delay carried on and arrived drenched but protected about the face with a racing visor after five hours

of heavy work. George Reynolds, better known nowadays as a Brooklands time-keeper, arrived on his Benz with independent steering on one front wheel, but everyone agreed that it was fine fun after all. The team prize incidentally went to the De Dions driven by R. C. Porter, H. F. Parsons and J. Shearman, the first two dating from 1900, while Shearman's was a year younger.

The Mayor's tea-party as usual concluded proceedings and the assembled drivers now with circulation restored learnt that their host had been one of the organisers of the pioneer Brighton Run in 1897. No wonder the Brighton Town Council look on motoring events with such kindly interest!

ENTRIES FOR THE MONTE CARLO RALLY

It is still early to say whether the Monte Carlo classic will receive as great support as in former years. Factory entries, at least from England, are much reduced, while some of the amateurs may be discouraged by the stiffening of the schedule over the last 1,000 kilometres of the road section. However this may be, the change in regulations which has been

4. Mme. A. J. Cornelius Sybrandy and A. C. Cornelius (D.K.W.).
5. A. C. Stott (Bentley).
6. Levie and Zeldenrust (Ford).
7. Major Douglas Morris (Ford).

Lahaye and Quatresous won last year's Rally on a Renault and Jean Trévoux secured first place on his Hotchkiss in 1933. He is again starting from Athens. Other drivers from this point are H. E.

COTTINGHAM MEMORIAL TROPHY TRIAL

The first Restricted Trial organised by the Harrow Car Club took place on the 24th November over a familiar course in the Berkhamsted district. 48 entries were received, from the N.W. London, W.A.S.A., Great West, Berkhamsted, and the United Hospitals Clubs, but the team prize went to the organisers, the Harrow Car Club. The Cottingham Trophy was won by W. L. Jackson (Harrow).

Owing to the heavy rainfall of the last few weeks most of the sections had a layer of slimy mud over a normally loose surface. Matters were rendered more difficult by a regulation barring competition tyres.

The first hill was Spinning Wheel, near Hudnell, aptly named as it failed 27 cars. Tunnel Slide was deleted owing to a land-slide, while Jacob's Ladder, just outside Berkhamsted, accounted for no less than 32 failures. Then followed a brake-and-time test at Bellington in which S. H. Allard (T.T. Ford) was easily the best. Hawridge Hill was not really troublesome, and best time on the driving test which followed was made by D. K. Buckle. Paine's End accounted for 18 failures, and by the time the survivors arrived at the Howard's Park Hotel, near Tring, they were quite ready to call it a day.

W. L. Jackson (Frazer-Nash) (Harrow) Cottingham Trophy; Team Prize.
A. C. Westwood (Harrow) Team Prize; 1st Class Award.
Mrs. A. E. Moss (Harrow) Team Prize; 1st Class Award.
C. Anthony (Great West) 1st Class Award.
D. Leon (N.W.L.) 1st Class Award.
S. A. Allard (N.W.L.) 2nd Class Award.
D. K. Buckle (Harrow) 2nd Class Award.
D. L. Briault (Harrow) 2nd Class Award.
Miss Taylor (W.A.S.A.) 2nd Class Award.
Miss Vernon (W.A.S.A.) 2nd Class Award.
A. G. Imhof (N.W.L.) 2nd Class Award.
A. C. Bochaton (N.W.L.) 2nd Class Award.
I. C. Peters (N.W.L.) 2nd Class Award.
C. L. Johnson (Harrow) 2nd Class Award.
Visitors' Cup: M. H. Lawson (Singer) (N.W.L.).



Frozen ruts six inches deep add to the difficulty of the Tallinn route. The car is Donald Healey's Invicta which went from the Estonian starting point in 1933.

made this year should prevent almost entirely those complete overhauls en route which made it possible for a car damaged or out of tune as a result of the trip to arrive at Monte Carlo with no evidence of its mishaps, and a win in the 1936 Rally will be a direct indication of the skill of the drivers and the stamina of the car.

The following entries have so far been officially received:—

1. Lahaye and Quatresous (Renault).
2. Jean Trévoux (Hotchkiss).
3. K. W. B. Saunderson (Bentley).

Symons (Wolseley), Murray (2-litre Frazer-Nash-B.M.W.) and probably T. H. Wisdom (Standard Flying Twenty).

Starters from Tallinn so far are A. P. Good and T. G. Moore on 4½-litre Lagondas and S. H. Light (S.S. 100). Probably also Donald Healey (Triumph). Other likely entries are Wrohan (2-litre Frazer-Nash-B.M.W.) and Aldington on a 1½-litre car, from Stavanger. Whalley is again taking his Ford and may also start from Norway. Kenneth Evans (M.G.) is so far the only candidate from England.

**HAVE YOU A CAR
FOR SALE?**

Turn to Page 73

Continental Notes and News

By

OUR CONTINENTAL CORRESPONDENT

Committee of Honour, composed of patrons and donors of gifts towards the society's funds."

100 m.p.h. with 500 c.c.

The Italo-Abyssinia conflict has surprisingly little effect on motor-racing. Count Lurani, for example, was busy last month on the Florence-Viareggio autostrade with an interesting little cycle-car of his own construction called the Nibbio. The power-unit was a Guzzi motor-cycle engine similar to those seen in the Isle of Man this year.

Here are the Class I records taken by Lurani, with the previous figures in parentheses:—

RESULTS.

1 Mile (s.s.) 76.427 m.p.h. (D. K. W. Siltan Special, 59.89 m.p.h.).

1 Km. (s.s.) 65.455 m.p.h. (D. K. W. Siltan Special, 53.83 m.p.h.).

1 Mile (f.s.) 100.956 m.p.h. (De Rovin, 83.79 m.p.h.).

1 Mile (s.s.) 101.205 m.p.h. (De Rovin, 84.58 m.p.h.).

Alfa-Romeo Trials

More activity on the motor-racing front was to be observed on the Montenero circuit, or more precisely, the hill leading from the Carrozze crossing. Here came a group consisting of the engineers Bazzi (Ferrari) and Jano (Alfa-Romeo), Enzo Ferrari himself, the drivers Nuvolari, Dreyfus, Marinoni and Tadini, and last, but by no means least, the two latest-type 3.8-litre Alfa-Romeos with independent springing.

For two hours the drivers took it in turns to climb the hill of 1.450 km. As was to be expected, Nuvolari was a second or two faster than his stable-companions.

At the end, Signor Jano professed himself completely satisfied with the trials. The new torsion-bar rear springing is a great improvement on the reversed quarter elliptic type, particularly in regard to wheel adhesion. With the previous rear springing it was thought that the Dubonet suspension in front would have to be altered, but with torsion-bars at the rear the car steered perfectly.

The cars will be raced next year in their Italian G.P. form only in races where speed is of paramount importance. For tricky circuits the chassis will be considerably lowered. For "speed races" the new 12-cylinder engine may be used.

Still the G.P. de l'A.C.F.

In the teeth of universal opposition, the A.C.F. is going ahead with the plans for the sports-car race which is to supersede the Grand Prix for formula cars. I cannot quite bring myself to call the new event the French Grand Prix, in spite of the assertion by the A.C.F. that it will bear the name of its historic predecessor.

Roughly speaking, the rules call for unblown sports-cars of 2-litres, 4-litres and unlimited engine capacity, with "sports" coachwork, and running on a petrol-alcohol-benzol mixture.

Steinweg Killed

It is a characteristic human failing, I suppose, for the layman only to draw attention to the danger of motor-racing when a famous driver is killed. That the 1935 season has been happily lacking in fatal accidents naturally receives no comment.

Again, it is curious that the only racing drivers to be killed in Europe this year were piloting, not the 190 m.p.h. Grand Prix cars which aroused such fearful prophecies, but comparatively slow machines. A point worth noting, too, is that no driver has been killed while actually taking part in a race—although eight spectators were slain when Cattaneo's Bugatti ran amok at Château Thierry.

I was very sorry to hear of Steinweg's death. As you know, he was practising for the Mount Gugger hill-climb, near Budapest, when he crashed.

The motor-racing game can ill-afford to lose men of Steinweg's type. He was a tremendous enthusiast, and devoted his spare time to the tuning and modification of his 2-litre Bugatti, which he fitted with a neat single-seater body. He had no outside financial backing, which made his considerable achievements in races and hill-climbs all the more creditable. Steinweg was 47 years of age, and owned and managed a café in Munich. He began his racing career in 1921, and gained many of his early successes with a supercharged Amilcar.

"Brooklands Races" at Montlhéry

From time to time in these notes I have mentioned the A.G.A.C.I., the society of French independent drivers. Nothing much has been heard of it lately, so I am glad to be able to give a review of the society's position in the words of its president, M. Jean Delorme:—

"Thanks to M. Letorey, clerk of the course at Montlhéry, we have had exceptional facilities for practising.

"The refund, partial or complete, of entry fees has been granted to our members in certain events, and we have organised a successful speed trial at Montlhéry—in place of the Fontainebleau event which was abandoned by the organisers.

"On September 22 we held a dinner which was voted a great success."

After pointing out the important part played by independent drivers in big races—as a secondary battle which can often be more exciting than that between the factory teams—M. Delorme outlined the plans of the A.G.A.C.I. for next season.

"Since our speed trials at Montlhéry were so popular, we have decided to hold meetings at Montlhéry similar to those at Brooklands, a series of short handicap races. We are also very anxious to arrange some races, confined to our members, as 'curtain raisers' to big Grand Prix events.

"So far we have been able to stand on our own feet, financially speaking, but we want to extend our activities—especially in the form of a benevolent fund to help members who are victims of accidents. To do this, we intend to start a

No Prize

For several seasons now the Federation of French clubs has given a prize of 10,000 francs to selected worthy organising clubs. The Marne G.P., the Comminges G.P., the Picardie G.P., the La Turbie hill-climb, the Mont Ventoux hill-climb and the Bol d'Or, each in turn has benefited from this donation.

For 1936 the Tunis A.C. had good reason to believe that they were to be the recipients of this useful sum, but their luck is out. The F.N.C.A.F. has decided to hold a big rally next year, and all available funds are ear-marked for this purpose, including that 10,000 francs.

Champions of Italy

The Italian championships have now been worked out, with following results: 1,100 c.c. B. Tuffanelli, 1,500 c.c. J. Berrone, 3-litres C. Pintacuda, Unlimited T. Nuvolari.

Two Maserati drivers, and two Alfa-Romeo.

Stuck Leaves Germany

It must be galling for Hans Stuck to have to leave Germany, where for the past two seasons he has been fêted as a national hero. On the other hand it was obviously impossible for him to put up with the constant insults to which he has been subjected owing to Frau Stuck being a Jewess.

I believe there is still a possibility of his racing in the Auto-Union team, but this is by no means certain. What does seem certain is that Varzi has renewed his contract with the German firm, in spite of all stories to the contrary. Rosemeyer and Pietsch have also signed.

Next Year's Teams

With Varzi accounted for (I hope) the mantle of mystery descends on the elegant shoulders of Chiron, and on the burly ones of Fagioli. The story that he will join Mercedes-Benz is still going the rounds. Some say he has signed up. Chiron is always one of the most popular drivers at the Nurburg Ring, and would fit in with the team very well. "Car-ratsch," von Brauchitsch and Lang have signed up. Geier's future depends upon his health.

The Scuderia Ferrari drivers for 1936 will be Nuvolari, Dreyfus, Tadini, Farina and Pintacuda. It will be extremely interesting to watch the progress of Farina. 'Tis said that Fagioli may join Ferrari, in which case the Modena stable will indeed be powerful next season.

And Brivio, what of Brivio?

Two Pleasant Functions

Louis Chiron has been the cause of two extremely pleasant parties in Paris recently. First of all, "L'Intransigeant" gave a luncheon, during which M. Laurant Eynac, Minister of Public Works, presented the French champion with the Cross of the Legion d'Honneur. Also present were the French War Minister, M. Pérouse and Benoist, Etancelin, Wilmille, Heldé, Sommer and Stoeffel.

Then a few days later Louis himself threw a party at his apartment.

CONTINENTAL NOTES AND NEWS—continued

Divo Returns

Strength is given to the reports that French manufacturers are to make a determined effort to regain sports-car race supremacy by the announcement that Albert Divo will race for Delahaye next season.

Divo is actually a member of the Hispano-Suiza organisation, which has sportingly allowed him to race in sports-car events. Divo will have Albert Perrot as his team-mate.

French Government on Subsidy

It has been the hope of French motor-racing followers that the Government would come forward with a big subsidy for national racing teams. The Government's attitude has now been clarified by a statement from M. Laurant Eynac, Minister of Public Works.

The French Government, declares M. Eynac, is fully appreciative of the value of motor-racing to the automobile industry, but it feels that any contribution it might make towards the expenses of Grand Prix racing would, of necessity, be only supplementary to the efforts of the motor manufacturers themselves.

The next move would seem to be a substantial collection for the National Fund among the manufacturers, who have so far failed to show their willingness to finance motor-racing.

A New Sweepstake

A sweepstake is to be held in conjunction with the Geneva G.P. next year. Preliminary details are now available, and show that 66.25 per cent. of the money subscribed will be given in prizes. The remainder will be used for building a hospital and for improving the circuit.

The draw will take place four days before the race, when 20 ticket-holders will be informed that they have drawn "a horse." To avoid any phoney business, however, they will not know which driver they have drawn, and a separate draw, held secretly, will allocate the drivers to their respective ticket-holders.

The price of the tickets is 10 Swiss francs, at present roughly 13s. 6d., and the price includes admission to the circuit on the day of the race.

The race will be run in two heats, a *répechage*, and a final. It will be open to non-formula cars, in order to attract the *bimotore* Alfa-Romeos and possibly some American entries.

Circumstances Permitting!

I hear that the Calabrian section of the R.A.C.I. intends to run a Grand Prix next season. The proposed circuit is 3-kilometres in length, and the prize money mentioned is 80,000 lire.

Like most things connected with Italy, however, the future of this plan is dependent on a happy outcome of the present situation.

Mount Gugger Hill-Climb

Fastest time of the day in the Mount Gugger hill-climb, near Budapest, was made by Laszlo Hartmann on his Bugatti. The sensation of the day, however, was a wonderful ascent by Walter Baumer with a single-seater Austin, which was only two seconds slower than the Bugatti. As reported earlier in these notes, the Ger-

man Bugatti driver, Steinweg, was killed while practising for the event.

RESULTS.

Touring: 750 c.c. Radanovits (D.W.K.) 2m. 51.57s.
1,100 c.c. Bossanyi (Adler) 2m. 25.49s. 1,500 c.c. Gal (Bugatti) 2m. 25.34s.
Sports: 1,100 c.c. Feledi (Fiat) 2m. 9.31s. 1,500 c.c. Hartmann (Bugatti) 1m. 47.78s.
Racing: 750 c.c. Baumer (Austin) 1m. 50.25s. 1,500 c.c. Hartmann (Bugatti) 1m. 48.29s.

A Race at Deauville?

There seems every likelihood of Dieppe having a rival next year. The Deauville "Chamber of Commerce" and the local motor club have got together with the idea of running a motor race, and a committee is now inspecting a proposed circuit. Moreover, they have good reason to believe that their scheme will have a good reception from the Municipal Council.

Huge Fines Follow Chateau-Thierry Probe

The tribunal has now pronounced its belated judgment on the Chateau Thierry disaster, when 8 spectators were killed and 20 injured by Cattaneo's Bugatti. There were two defendants, the driver Cattaneo and M. Victor Breyer, director of "L'Echo des Sports," who organised the hill-climb.

The tribunal found that the danger of the event was aggravated by the fact that the cars had to brake to a standstill on the finishing line, and that no extra precautions had been taken for this additional hazard.

Cattaneo was acquitted, and the whole blame was laid on the organisers. The fines were as follows:— M. Breyer, fined 200 francs, and ordered to pay 305,000 francs to the families of the dead, 7,000 francs to the injured people who have since recovered, and 87,000 francs to those permanently injured. Finally, "L'Echo des Sports" was held responsible for the fines imposed on Victor Breyer. In English money these sums amount to well over £5,000.

This judgment is bound to have an adverse effect on French motoring events, for under its ruling the position of organiser becomes a grave responsibility—which, after all, is what it should be. On the other hand, Victor Breyer pointed out that he had fulfilled all the safety requirements demanded by the authorities.

Breyer is going to appeal.

British Successes

British sports-cars ran away with several prizes in the *Coupe de l'Armistice*, a trial held recently in France. Austin and Singer won two classes. Here are the full results:—

RESULTS.

750 c.c. 1, A. Charton (Austin).
1,100 c.c. 1, A. Gaillard (Singer); 2, C. Lapchin (Singer); 3, R. Hub (B.N.C.); 4, T. Savoye (Singer).
1,500 c.c. 1, R. Delpech (Amilcar); 2, A. Roussange (Independent).

Another Motor-cyclist Convert

Another graduate from two wheels to four will be seen in action next season. He is the well-known Italian motor-cyclist Tenni, who has arranged to drive a Maserati in smaller events, mostly in Italy.

Adler Breaks Records

Some very creditable endurance records were made by a streamlined 1,500 c.c. Adler last month at Avus. The car was

driven in turns by Guillaume, Boetzkes, Loehr and Hasse. Two runs were made, the second being the longest and the fastest, in spite of heavy rain and a gale of wind. Here are the records taken:—

4,000 km.	- -	182.4	km. per hour
3,000 miles	- -	128.3	"
5,000 km.	- -	128.09	"
48 hours	- -	128.5	"
4,000 miles	- -	128.5	"
5,000 miles	- -	128.7	"
3 days	- -	128.4	"
10,000 miles	- -	126.3	"
4 days	- -	123.7	"

Record Week in Hungary

Several international class records fell during the record week at Gyon, near Budapest. The fastest car present was Hartmann's Maserati, which covered the flying kilometre at 133 m.p.h. In addition a number of Hungarian local records were also broken.

Here are the class records:—

Class I (500 c.c.)

1 km. (f.s.) Moeritz (D.K.W.) 88.33 m.p.h.
1 mile (f.s.) Moeritz (D.K.W.) 87.6 m.p.h.
1 km. (s.s.) Moeritz (D.K.W.) 65.18 m.p.h.
1 mile (s.s.) Moeritz (D.K.W.) 68.49 m.p.h.

Mille Miglia Plans

Apart from a minor alteration in the route, the chief change in the rules for the Mille Miglia concerns the segregation of sports-cars into supercharged and un-supercharged categories.

The Harmashatar Hill-Climb

Fastest time of the day at the Harmashatar hill-climb, near Budapest was made by Hartmann on a sports 3-litre Bugatti. Baumer's Austin won the 750 c.c. racing class, and a Riley was second in the 1,100 c.c. sports class. Full results:—

Touring.

1,100 c.c. 1, Kremml (Aero) 4m. 13.30s.; 2, Bossanyi (Adler).
1,500 c.c. 1, Kohner (B.M.W.) 4m. 10.10s.; 2, Makrai (Lancia).
2,000 c.c. 1, Moser (Steyr) 4m. 6.58s.; 2, Kovacs (Adler).
3,000 c.c. 1, Blum (Lancia) 3m. 55.76s.; 2, Gaal (Bugatti).

Sports.

1,100 c.c. 1, Feledi (Fiat) 3m. 45.71s.; 2, Kohner (Riley).
1,500 c.c. 1, Wilhelm (Bugatti) 3m. 13.14s.
2,000 c.c. 1, Muzik (Bugatti) 3m. 16.71s.
3,000 c.c. 1, Hartmann (Bugatti) 2m. 51.7s.

Racing.

750 c.c. Baumer (Austin) 3m. 0.9s.
3,000 c.c. Biro (Alfa-Romeo) 3m. 2.15s.

A PICTURE GALLERY

We have just received from the M.G. Car Company a copy of an illustrated review of 1935 achievements entitled "Action." On the cover is a striking action photograph of Sir Malcolm Campbell in his R-type Midget, and in the pages that follow are reproduced a number of splendid photographs of M.G. cars in action all over the world.

Copies of this booklet may be obtained by readers of MOTOR SPORT from the M.G. Car Company, Abingdon-on-Thames.

* * *

An Innovation

The photogravure supplement in the centre of this month's issue depicts cars and drivers who have distinguished themselves in the principal motor-races of the year. Unfolded copies of this fine "double-spread" of photographs can be obtained from the Art Department, MOTOR SPORT, 39, Victoria Street, London, S.W.1. The price is sixpence, post free.

THE RECORD ROAD OF GYON

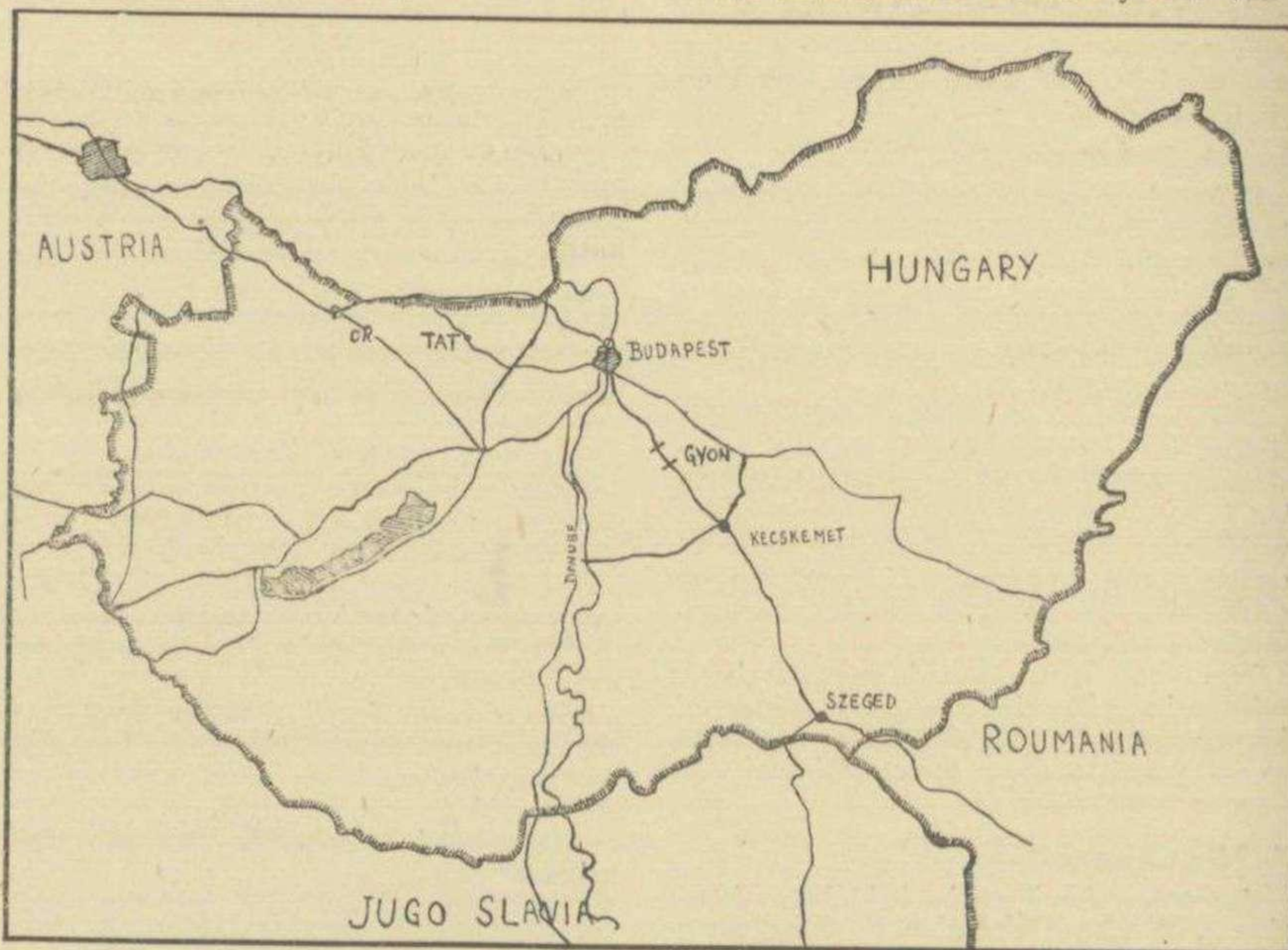
SOME DETAILS OF THE CELEBRATED HUNGARIAN RECORD-BREAKING VENUE

During the past ten years the world's Land Speed Record has been raised from 150 m.p.h. to just over 301, and class records have been contested no less fiercely. Circular tracks such as Brooklands and Montlhéry reduce considerably the speeds obtainable over short distances, so that a driver who is going out for a kilometre or mile record usually prefers to make his attempt on a straight road or beach. The road is usually preferred to the beach since the surface is more stable, but the choice of road is limited by the International Rules for record-breaking, which lay down that on straight road courses the gradient must not exceed 1 per cent. for one kilometre on either side of the measured mile or kilometre over which the attempt is being made.

Stretches of road answering to these requirements are difficult to find, but in Hungary, which lies for the most part on the level Danubian plain, two suitable places have been discovered. The first near Tat came into prominence with standing start mile records in 1932 and 1933 by Hartmann and Liechtenstein on Bugattis. During 1933 a great programme of road building was undertaken on the road from Budapest to the Jugoslavian frontier at Szeged, which forms part of the great international highway from London to Constantinople. For miles the gradient of this new road does not exceed the essential 1 per cent., and so in 1934 the record-breaking meeting was held for the first time on one of its endless straights. Caracciola at his first attempt achieved no less than 300

The Gyon record stretch is situated in the Gyon district between Budapest and Kecskemet, 43 kilometres from Budapest. The length of the straight stretch is

about five kilometres, and at each end of this are gentle curves which can be taken at 70 m.p.h. Straight runs a kilo-



Two speed centres in Hungary, Tat, between Gyor and Budapest, and Gyon, 25 miles south-east of the capital city.

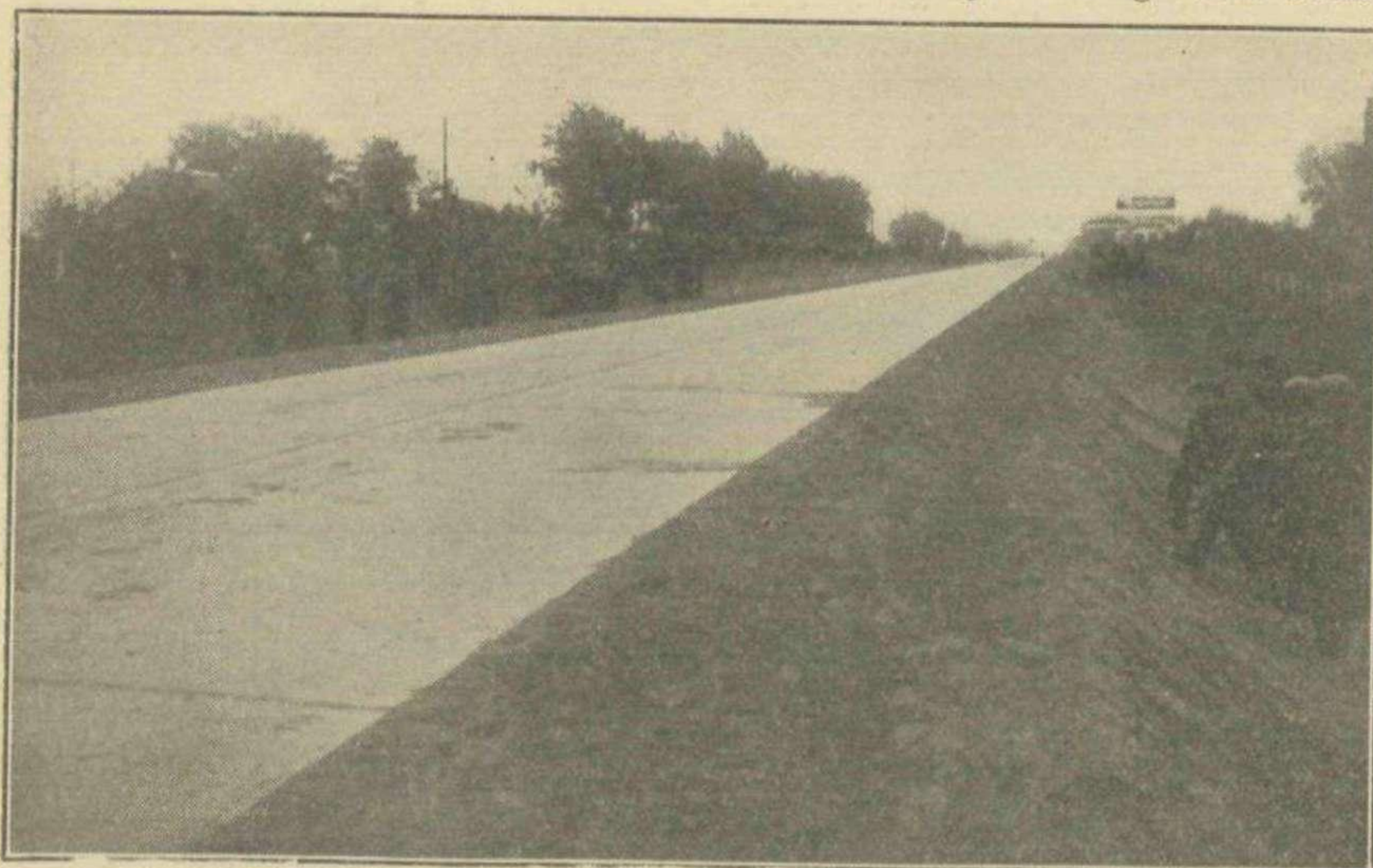
about five kilometres, and at each end of this are gentle curves which can be taken at 70 m.p.h. Straight runs a kilo-

The road is only a few feet above sea level, being situated, as has been said, in the low-lying Danubian Plain. In still weather no more perfect course could be found, but difficulty is sometimes experienced when wind is blowing, as the woods which fringe the road give place occasionally to open stretches where unexpected side winds make the lighter cars hard to control.

Several record attempts take place there each year, while a special meeting is organised in October or November at which foreign drivers compete. Apart from that the road can be closed at the request of individual drivers. When the road is specially booked in this way the record stretch remains available at the disposal of the driver from daybreak to dark, and ordinary traffic is diverted over other roads.

The first record attempts at Gyon took place on the 11th October, 1934, and no less than 6 world records, 2 international records and 20 Hungarian records went by the board. Some days later the motor-cyclists Winkler Moritz and Geiss put up motor-cycle records, while Rudolf Caracciola captured the standing and flying kilometre and mile records, the latter at 196.8 m.p.h. Henne on the B.M.W. took the world record for motor-cycles solo and side-car. These attempts lasted with little interval until the 4th November.

In May this year Kohlrausch captured the 750 c.c. mile record, and it is understood that he will again make an attempt on them with the car completely enclosed.



Dead level and quite straight for five miles. Numerous kilometre and mile records have been set up on the famous Gyon road.

k.p.m. (188 m.p.h.) on his Mercedes-Benz, while early this year Bobby Kohlrausch raised the 750 c.c. record to the no less fantastic speed of 130.48 m.p.h. The course is known to few English drivers, and we are indebted to the Royal Hungarian Automobile Club for some interesting details.

metre in length lead up to each of these curves.

The total width of the road is 36 feet, of which 18 feet 6 inches is concrete. This of course is newly laid and perfectly smooth and free from waves. The centre joint is continuous, while the transverse joints run diagonally, preventing any

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1930/31 Lea Francis Hyper Sports 4-seater, 6-inch instruments, many extras, really quick	59
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1929/30 Singer Porlock Sports 2-seater, spring steering wheel, chromium plate throughout.....	29
1928 Senechal Streamlined Racing 2-seater, 4-speed box. Large F.W.B. Running order	14
1930 M.G. 18/80 Sports 2-seater, Rudge wheels, many extras, coachwork un-scratched, also Saloon	39
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1931 Wolseley Hornet Sports 2-seater, engine just completely overhauled. Bills shown, good hood and screens.....	35
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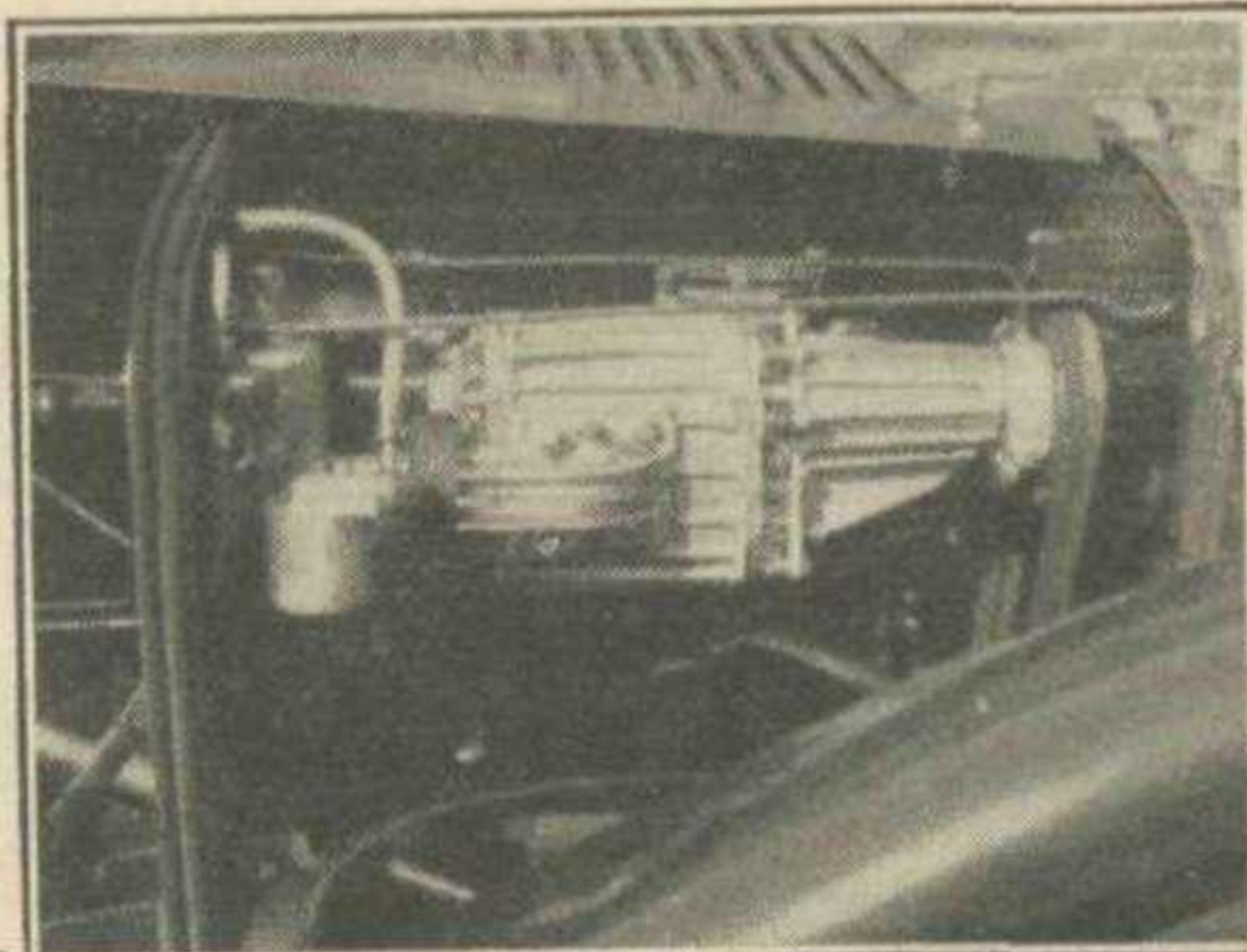
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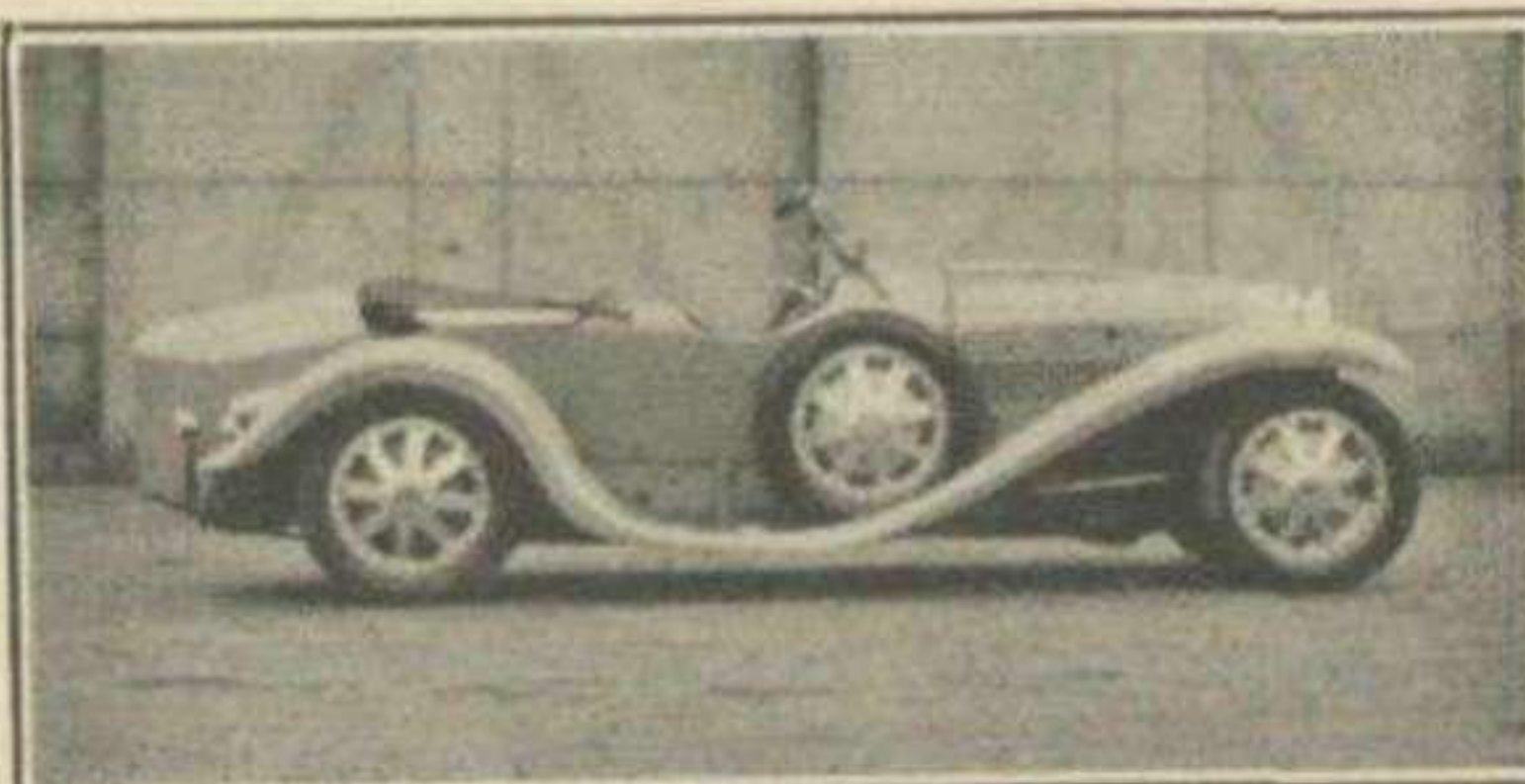
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INDEX TO ADVERTISERS

	PAGE		PAGE
Anglo-American Oil Co., Ltd.	47	Griffiths, G. S.	73
Batsford B.T., Ltd.	49	Hampton, C. W. P.	73
Barker Bennett Ltd.	73	Lewis, S.	76
Bartlett, J. H., Ltd.	74	McKenzie's Garages	73
Bellevue Garage & Service Stations	67	Marshall Drew & Co., Ltd.	75
Booth & Croft	75	Peacey, R. S.	75
Booth's Dry Gin	63	Robinson, L., & Co.	56
Booth's Vat 69 Whisky	50	Speed Models	74
British Mercedes-Benz Ltd. ... photogravure supplement		Sports Spares	76
Brooklands Engineering Co., Ltd.	76	Thomson & Taylor, Ltd.	67
Dunlop Rubber Co., Ltd.	42	Vale Engineering Co., Ltd.	75
Ferodo Ltd. front cover		Vintage Sports Cars	74
Frazer-Nash Cars photogravure supplement		Way, Raymond	74
Fort, A., & Co.	75	Wakefield, C. C., & Co., Ltd.	back cover
Grenfell, J. Granville	74	Windrum & Garstin, Ltd.	76

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