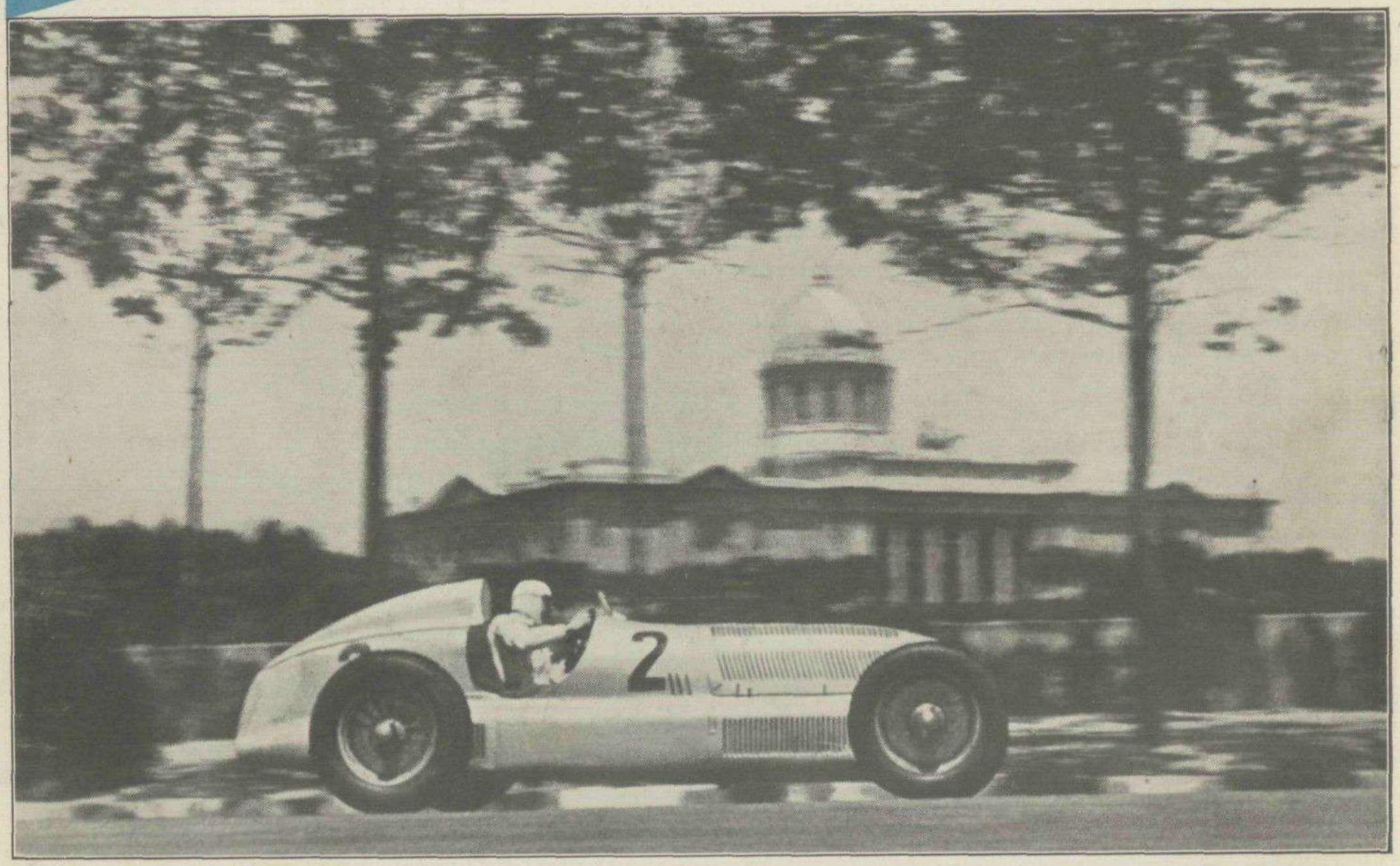
Vol. XIII. No. 5 **Brooklands Easter Meeting, R.A.C. Rally & the 5.4 litre Mercedes-Benz** *April, 1937*

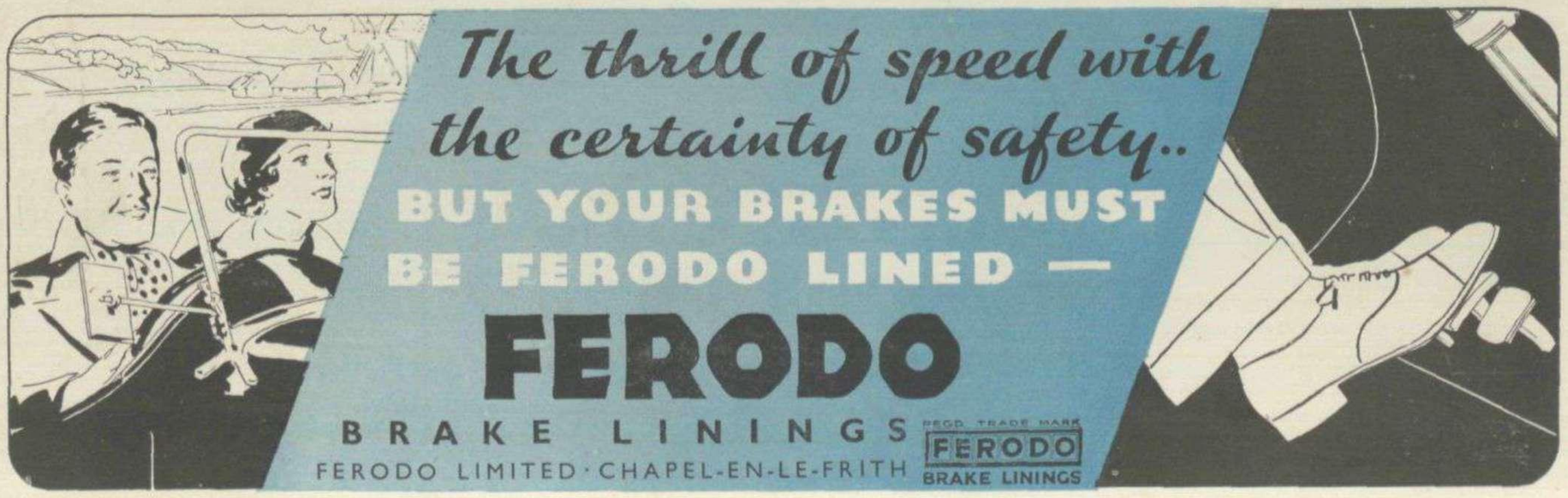
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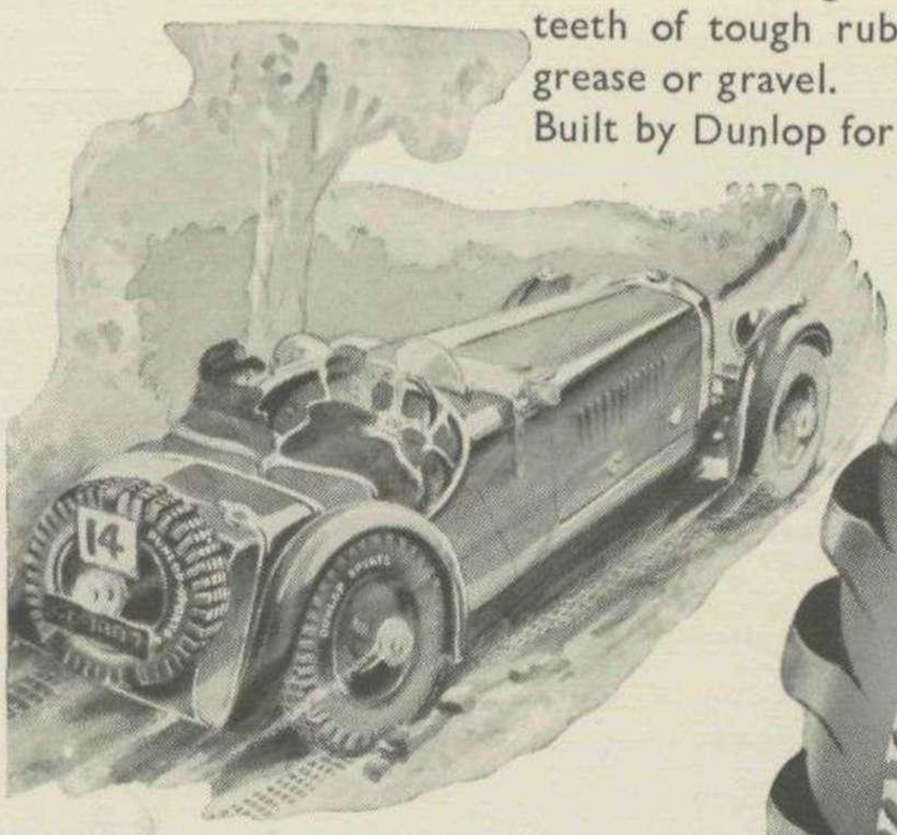


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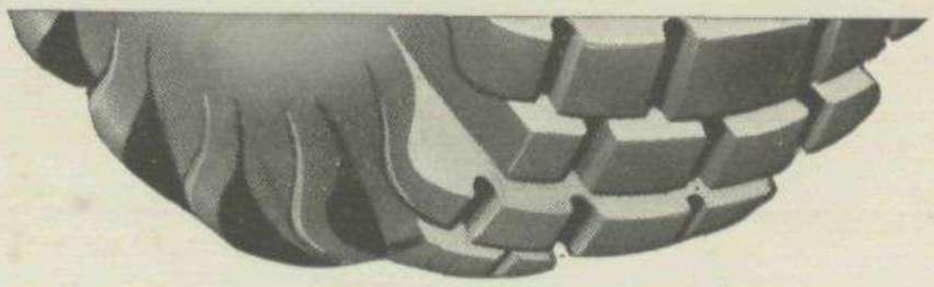
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MATTERS OF MOMENT

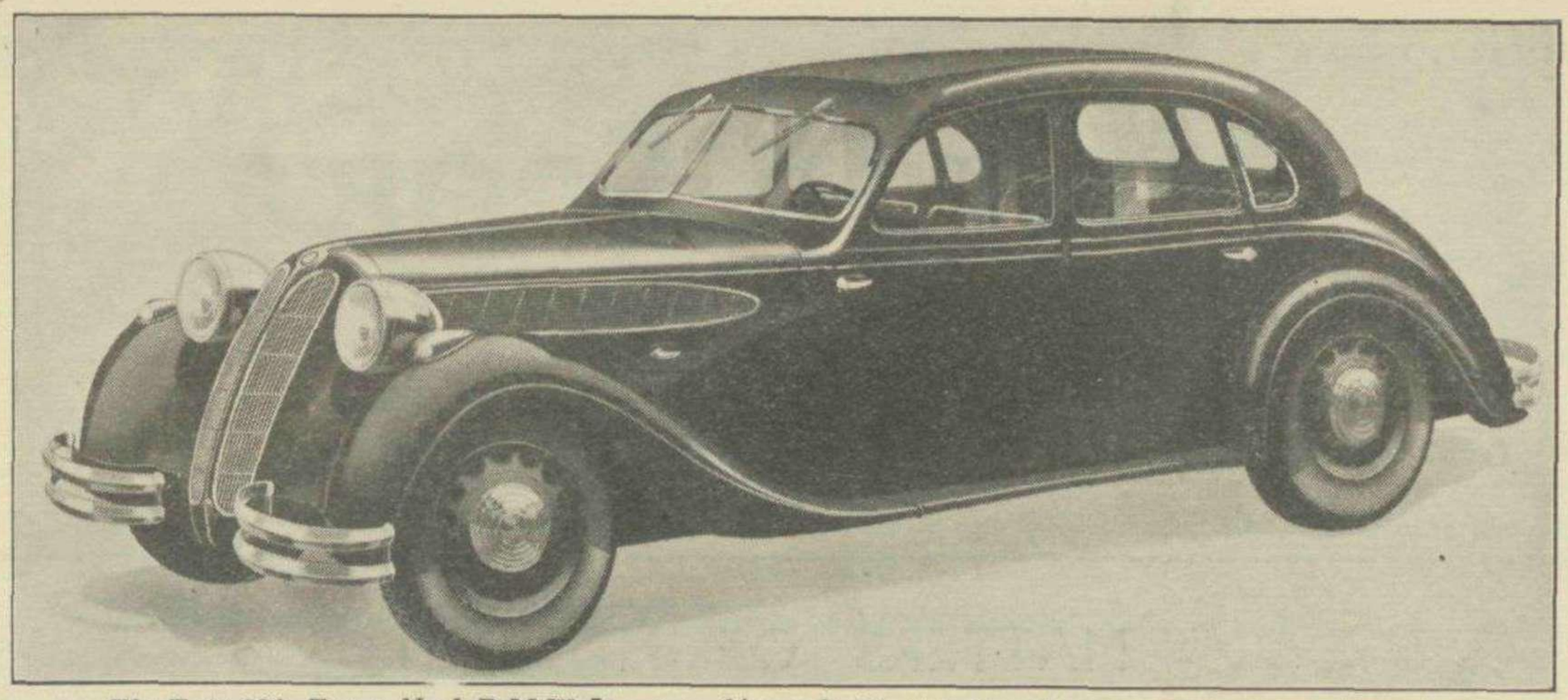
It has now been definitely stated that the T.T. will not be held in Ireland. The R.A.C. is examining courses in the I.O.M., and if these prove impractical our most important fixture will come to the Donington, Crystal Palace or Brooklands road courses. As Donington already has a 12-hour sports-car race we feel that the T.T. should in these circumstances be given to the Palace or to Brooklands. The loss of the excellent Ulster circuit will then in some measure be compensated by the number of enthusiasts who will see the T.T. for the first time. Is it too much to hope that the regulations will also change—that competing cars be a bit more like those you and I drive ?

"The Autòcar" reports that in the Land's End Trial Mr. Keegan put up a "To Let" notice in his Hillman when he failed on Beggar's Roost, and that Mr. A. G. Wills displayed a notice "Quiet ! Men working" at the rear of his Ford V8. We have seen similar displays in other trials. A tennis-player with a "stop-me-and-buy-one" placard, or a golfer with a similarly absurd inscription fastened to his person would, we believe, call forth wrath from serious tennis-players and golfers, and, childish as some present-day trials are becoming, the displays of silly notices on competing cars, while doubtless providing intense fun for their composers, is surely in very bad taste. We should like to credit trials entrants with rather greater intelligence, but perhaps the time has come to repress this babyish tendency by asking trials secretaries to disqualify anyone who tries to thus enliven the shining hour. We hope that we have as great a helping of humour as anyone else in the game, but we cannot overlook the view which the public may take of trials if this notice-carrying becomes commonplace. Are we spoil-sports or aren't we ?

Really, we moderns are so very fortunate. For are we not offered a truly comprehensive range of reliable and dependable sports-cars ? Austin, B.S.A., Fiat, Ford, M.G., Morgan, Riley, Singer, S.S., Talbot and Triumph, amongst others, offer us inexpensive, economical sports models from which a very great deal of pleasure is to be had, apart from their ability to acquit themselves well in practically all aspects of competition work. But, quite apart from sports models, consider how even the better utility cars now possess speed, acceleration and controllability to a degree that makes them not at all dull to drive, and drive fast, providing you are prepared to display your skill, as distinct from just pressing the pedals and twirling the steering-wheel. On the other hand, if you crave a car possessing truly "pur sang" qualities, such marques as A.C., Alfa-Romeo, Alvis, Aston-Martin, Atalanta, Bentley, Bugatti, Delahaye, Frazer-Nash, H.R.G., Lagonda, Mercédès-Benz, Rolls-Royce, Sunbeam, and Talbot, etc., provide thoroughbred qualities in full, without any of the unreliability, frailty or driving difficulty that one frequently associated with really high-performance, even thoroughbred, cars a decade earlier. If your purse is slender, however, there is available a wide range of interesting second-hand sports-cars, such as those offered by advertisers at the back of MOTOR SPORT, while, if you really seek adventurous motoring, of the sort fascinatingly described by Kent Karslake in these pages many years ago under the heading "Alphonse," there are still a few real veterans purchasable for cash. But perhaps we are apt to take this much for granted. For instance, a journey from, say, London to John o' Groats could obviously be undertaken by anyone in any new car without any particular adventure.

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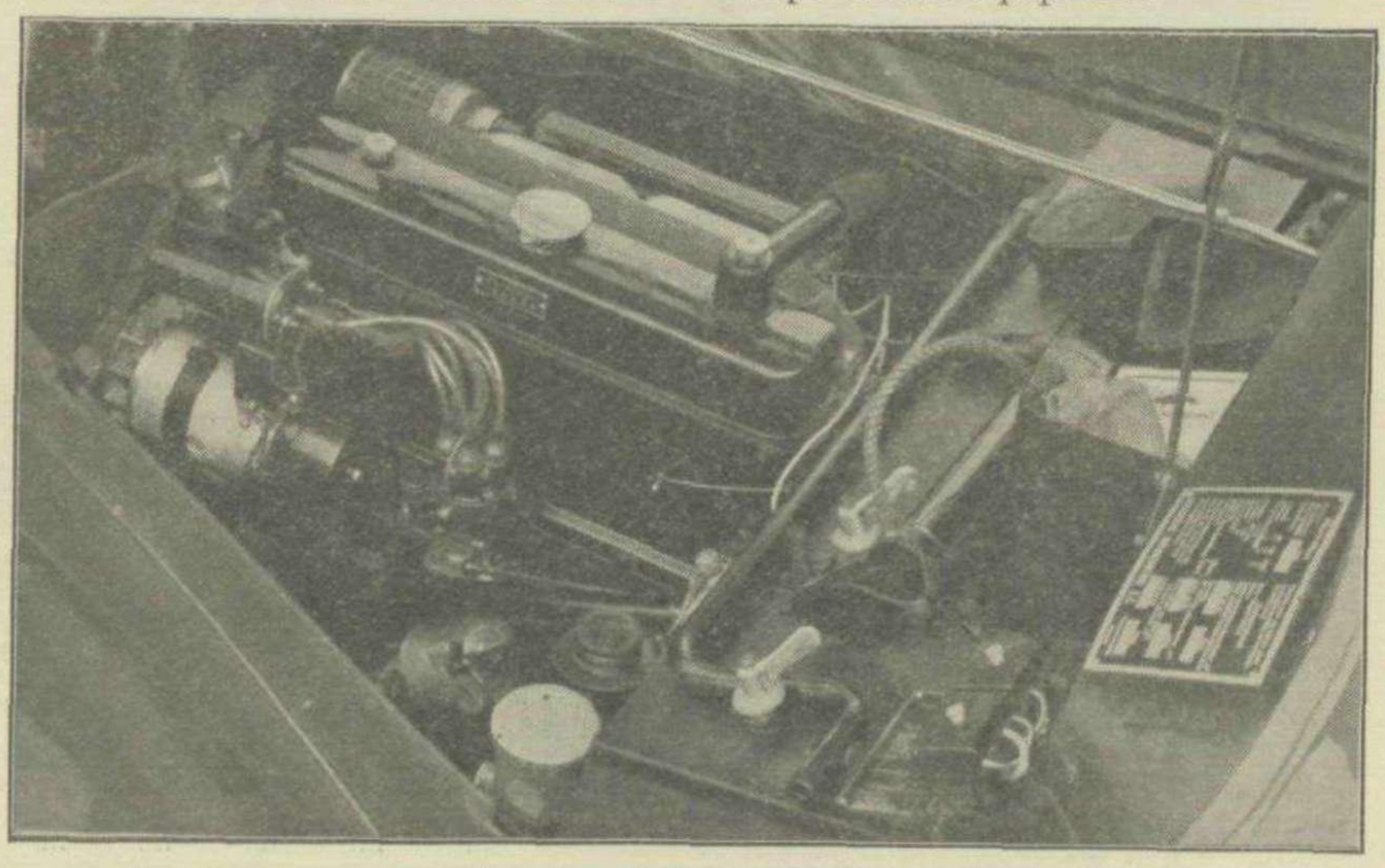
The Type 326, Frazer-Nash-B.M.W., possesses big car build, seats 5, and can cruise all day at 60 m.p.h.

THE NEW 2-LITRE FRAZER-NASH-B.M.W.

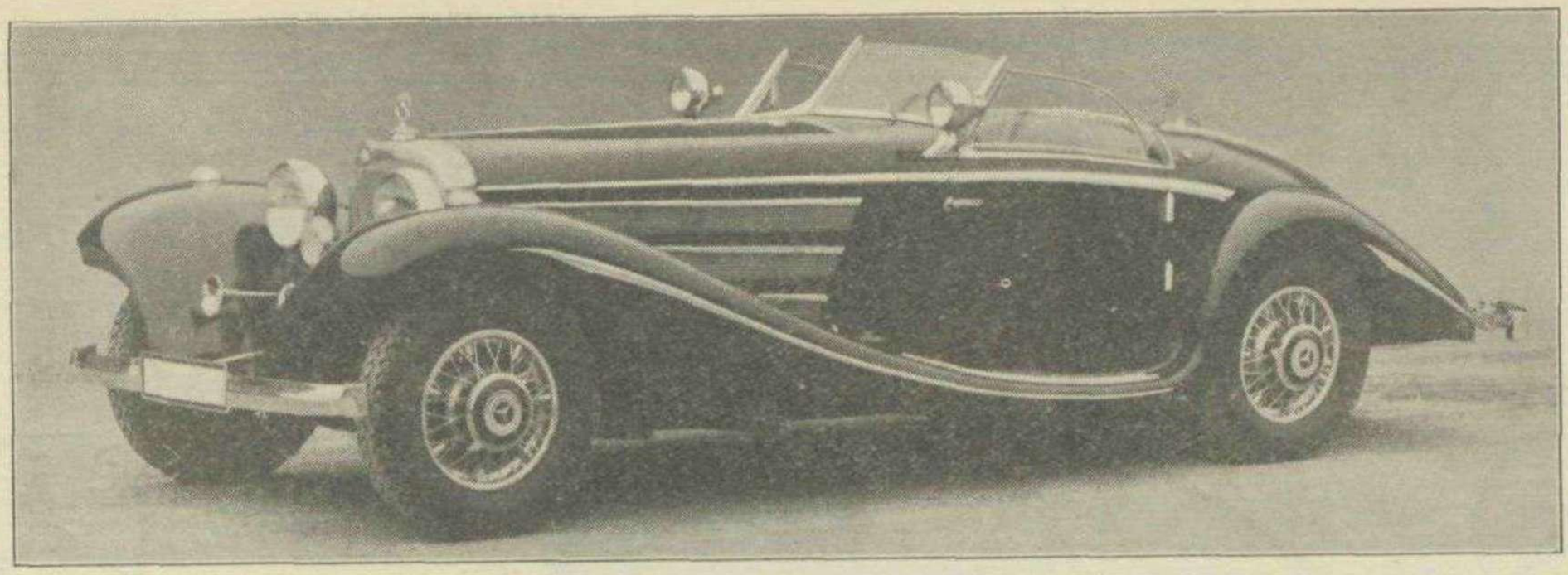
At Isleworth this month we were introduced to the very latest Frazer-Nash-B.M.W., which is best described as the "big 2-litre" model. Its six-cylinder, push-rod o.h.v. engine follows the trend of the older 1½-litre and 2-litre units and has the same high quality external appearance, but the capacity is actually 1,971 c.c., while a single, silenced down-draught carburetter is used. With a moderate compression ratio 50 b.h.p. is developed low down the speed range, so that this output may be maintained under normal driving conditions without the least anxiety—a very different thing from getting the same horse-power at peak-revs. on the indirect ratios, or when flat-out on the Track or merely when running light, momentarily, on the bench. Consequently, although a maximum speed beyond 75-80 m.p.h. is not claimed, this Frazer-Nash-B.M.W. can be cruised up to this pace wherever conditions permit without sacrifice of economy or tune, and, as one has come to expect of all models of the marque, at such speeds engine and chassis are effortless and the coachwork unprotesting. The new engine has, in fact, been designed to be literally "*unburstable.*"

The new model, known as the Type 326, follows the general lines of the other models, though the independent front suspension details differ, rear suspension is by long torsion bars, the brake actuation is Lockheed hydraulic, and larger Dunlop low-pressure covers grace the special semi-disc, artillery wheels. The gearbox is especially interesting, having slightly higher ratios, synchro-mesh for top and third, and an automatic free-wheel operating on bottom and second, rendering those changes entirely clutchless. New too, is the special pull-up hand-brake, while the new and extremely attractive radiator grille, though introduced on the Type 326, is now actually available for the other models. We have had brief experience of the two-door, five-seater, close-coupled cabriolet, which externally looks a very sleek, modern and truly imposing motor-car of considerable size, but which is actually of very modest dimensions and, of course, taxed at £12 15s. The interior appointments are fully in keeping with the quality of the chassis. Upholstery is in dull-surfaced leather, the front seat squabs are adjustable and the seat cushions of special formation to provide maximum comfort for all occupants. The very solid doors have extensive, elastic-topped pockets, and very big, smoothly-winding windows. The rear seat passengers are given generous leg-room without the use of wells, the head folds neatly, there is extensive luggage space, and the rear seat has an unconventional, adjustable sponge-rubber central rest. Pull-out ash-trays, in the typical white ivory finish, are fitted in the rear seat arm-rests and the direction indicators are now in-built and self-cancelling. Entry and exit is exceptionally easy, narrow running boards being used, well protected by the big wings from road-dirt. Tools, tyre-pump and the special chassis-frame-jack sit on a shelf beneath the bonnet. The bonnet, doors, windows, steering, ignition, spare wheel, fuel filler and luggage container can all be locked. One-shot chassis lubrication and easy clean oil filter feature on this as on the other models. The cabriolet costs £575, or £625 in four-door form, and a four-door saloon is available at £495, or £475 with cloth upholstery.

The unsupercharged sports two-seater Type 326-50, which did so well in the last T.T., and which created quite a sensation on Easter Monday by running in Mountain and outer-circuit Brooklands races with lamps, hood, wings and running boards in place and screen erect (it was second in the latter race) should show a truly astonishing performance when road-tested. It is said to lap Brooklands at 105 m.p.h. and should worry every blown sports model extant, with the possible exception of the "Shelsley" Frazer-Nash. Quite a lot of these models are now in private owners' hands. The price is £695. Another Isleworth innovation is the latest Frazer-Nash, which follows traditional 'Nash practice, including the famous chain transmission, and sells at the "interesting" price of £395, with comprehensive equipment.



A view of the engine with a view of the very compact tool-box in the extreme right-hand top corner of this picture.



THE WORLD'S FASTEST TOURING CAR

5.4 LITRE SUPERCHARGED MERCEDES-BENZ ATTAINS 108 M.P.H. A "JEKYLL AND HYDE" CAR.

Wherever cars are used throughout the world, no symbol is better known or more respected than the simple, dignified three-point star of Mercédès-Benz. In England the car is almost invariably known as the "Merc.," and the term at once conjures up a picture of a long, low, car, with a sharply pointed radiator, and massive flexible exhaust pipes protruding through the sides of the bonnet.

For many sporting enthusiasts of all nationalities, a "Merc." represents the *summum bonum*, the answer to the question "what car would you buy if you had an unrestricted choice?" Mercédès-Benz, perhaps more than any other firm, have garnered the reputation and the experience which comes from a list of racing successes that goes back to the dawn of automobiles.

The latest scion of the great German house is the 5.4-litre supercharged eight-cylinder car, known as the Type 540K (K stands for *kompressor*, the German word for supercharger). This car was introduced at the last Olympia show, and is the successor to the 5-litre supercharged car. As a piece of engineering, it stands unsurpassed. It is amongst the most luxurious, as well as the fastest, cars in the world.

One must, however, emphasise the fact that the 5.4-litre Mercédès-Benz is a luxury touring car, for use on the ordinary roads. In its production the manufacturers have not attempted to introduce features suitable for racing, though one must remember that, touring car as it is, there are only one or two production cars, and those of super-sports, almost racing type, which can command as great a speed.

This point is important for since the days of the old "SS K"—in its time quite the fastest production car in the world—the Mercédès-Benz company have slightly altered their policy. The "SS K" was a sports-car. It was also eminently suitable for fast touring but in its construction luxury features had not been developed, as on the 5.4-litre. Some of the old adherents of Mercédès-Benz, men who would never buy any other type, grieve sadly for their beloved old car, with its rather harsh springing and its sporting characteristics.

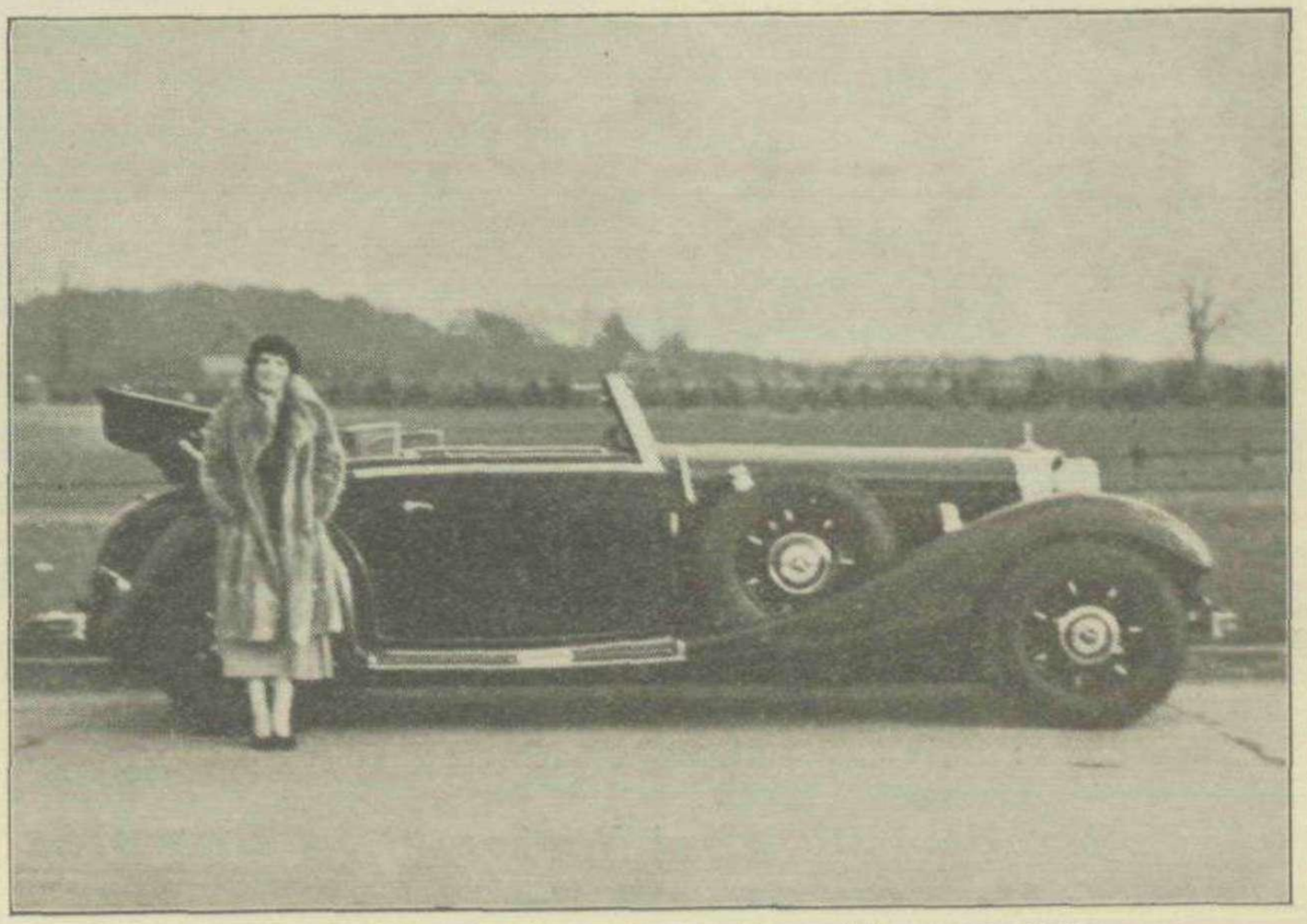
Cars must progress, however, and the 5.4-litre Mercédès has an appeal to a much wider range of motorists than to the sporting enthusiast alone. For the sporting man there is still that colossal speed, that soul-satisfying acceleration when the foot is pressed hard down and the blower, with its famous whine, comes into action. Yet the touring motorist has a car which is rock-steady at all speeds, and has suspension with which a jar is never felt even on rough surfaces.

On the occasion of the present test of the 5.4-litre Mercédès-Benz, with cabriolet body, by Motor Sport, two opinions of people who travelled in the car are worth quoting, to show its Jekyll and Hyde qualities. One, a sporting enthusiast, said, "This is a man's car." The other, a lady, said, "This is a duchess' car."

It is perhaps unfair to the Mercédès to compare it at any time with Mr. Hyde for he was rather an unpleasant person. He was fierce, however, and fierce is certainly the word to apply to the acceleration when the blower is put in four times on all the gears. The effect is almost shattering until one gets used to it, breeding such an exhilaration that one has to remember that even on a Mercédès there are rev. limits!

Keeping to a limit of 3,500 r.p.m., one can attain about 25 m.p.h. in first gear, close on 50 m.p.h. in second, 75 m.p.h. in third, and in top gear almost whatever the road conditions will allow! The car being a road machine, it was tested on the road, and, fantastic as it may seem, a speed of no less than 108 m.p.h. was attained on a long, straight, level stretch which is almost equal to a German *autobahn*. One hundred miles per hour was also attained on another quite different, but shorter stretch.

Readers of Motor Sport are not, one may assume, given to grandmotherly



A side view of the 5.4 litre Mercedes-Benz with cabriolet body.

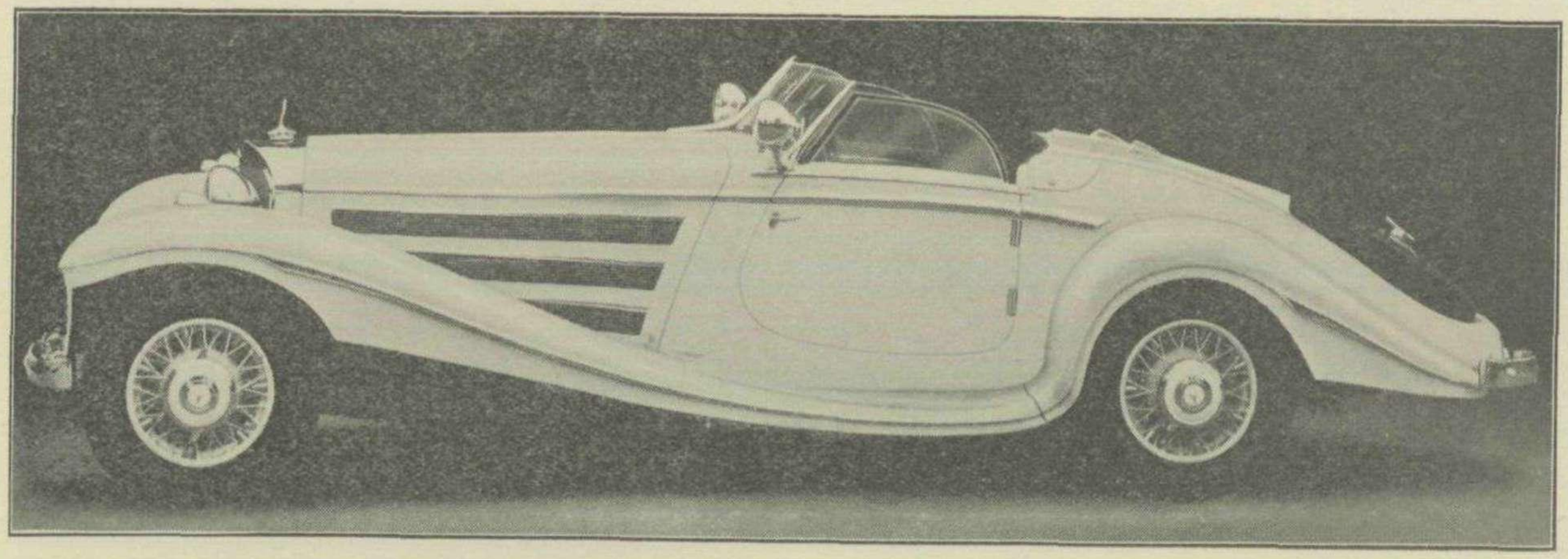
MERCEDES-BENZ

1886 1937

THE CAR THAT SETS THE FASHION TO THE WORLD

The supremacy which has been achieved by Mercedes-Benz on Road and Track is reflected in the standard produced models which embody 51 different styles over a production range of 5 distinct models at prices ranging from £395 - £2250

DURING THE WEEK COMING, APRIL 12th, A REPRESENTATIVE RANGE OF MODELS BOTH SUPERCHARGED AND UNSUPERCHARGED TYPES WILL BE AVAILABLE FOR INSPECTION AND TRIAL AT THE SHOWROOMS OF G. A. MANGOLETSI & CO., 9 VICTORIA STREET, MANCHESTER.



540 K. (Supercharged) Mercedes-Benz Special Sports Roadster

Showrooms : 110, Park Lane, W.1 Telephone : Mayfair 5556

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Showrooms : 9, Victoria Street, Manchester Telephone : Manchester, Blackfriars 8799

Head Office and Works : 111, GROSVENOR ROAD, S.W. 1

THE WORLD'S FASTEST TOURING CAR—continued

inhibitions, but even they may be surprised at such speeds, with a suspicion that they might be dangerous. If such a suspicion crossed their minds, they have not had the good fortune to travel in a 5.4-litre Mercédès.

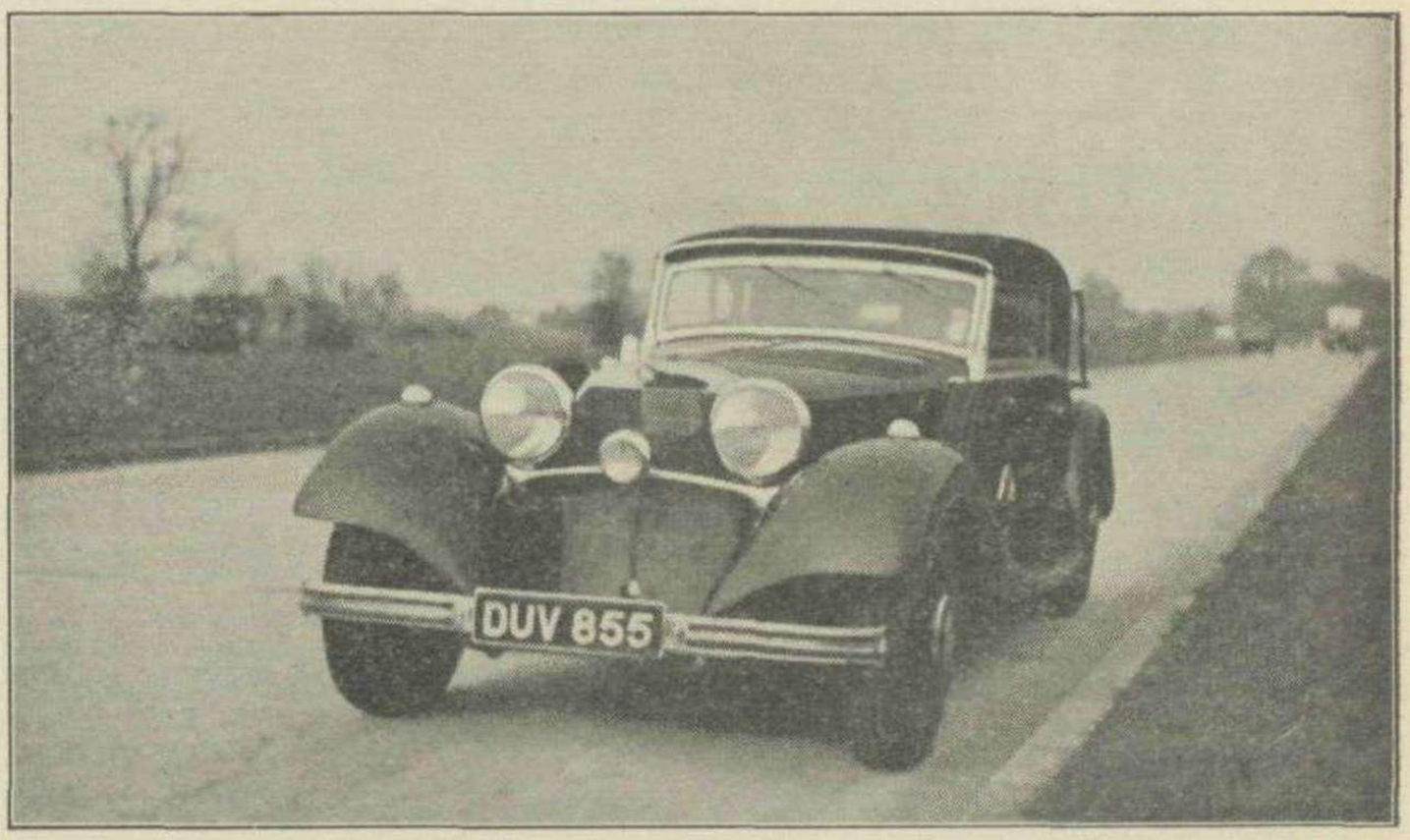
The all-independent suspension of all four wheels, the perfect steering, and the massive power of the brakes combine to give absolute security. The driver must know what he is about, of course, but so far as the car is concerned he knows that it will do exactly what he expects it to do. If, for instance, he hits even quite a bad bump at 100 m.p.h., the car will not notice it. It will give a slight, dignified nod, and proceed firmly on its way. Did not Sir Henry Segrave predict, years ago, 200 m.p.h. travel on the roads in safety? The Mercédès is a step along that road.

The 5.4-litre Mercédès has a slightly different gearbox from its predecessor, the 5-litre. It has the same "over-top" arrangement, by which the highest gear is automatically engaged by moving the lever across and merely releasing the throttle; the clutch is not used, and the gear may be "pre-selected." On the 5.4-litre, however, the direct drive is on the highest gear, whereas formerly it was on third gear.

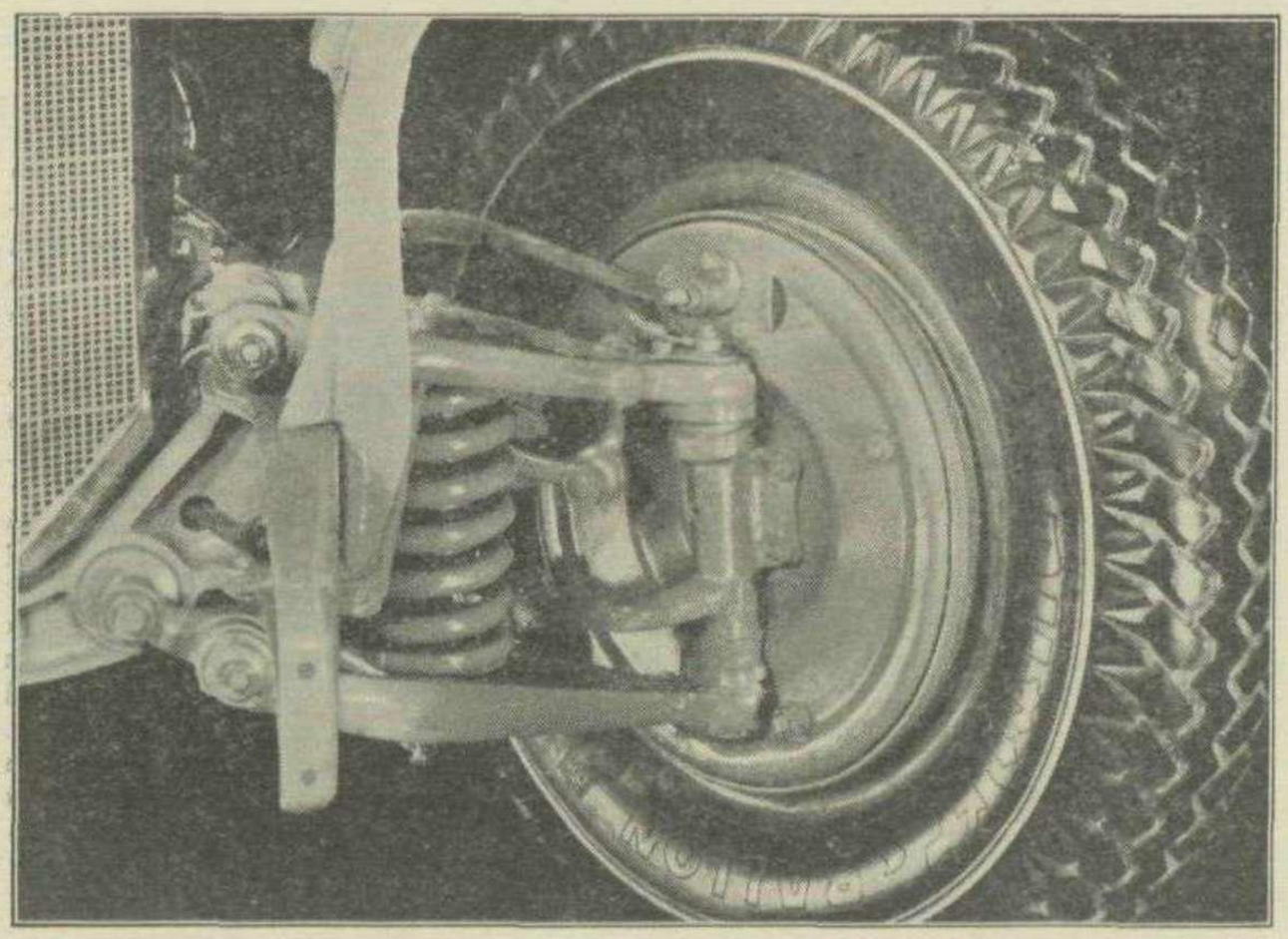
The changes from first to second and second to third (of semi-synchro-mesh type) are made in the normal manner, and are now much easier to effect. Particularly at the slower speeds, the gear change is indeed simple. But when one is letting loose 180 b.h.p. (which is the horse power developed when the supercharger is used), and is gathering speed with such rapidity, one naturally needs experience of so mighty a car before getting the best out of acceleration figures. In one single, glorious day's run, the driver on the present occasion did not feel that he was able to do justice to the figures which follow. A driver who knew the individualities of the gearbox thoroughly would certainly have improved some of the figures considerably, for no attempt was made to "crash the gears."

Yet such figures, from one familiar with high speed, but not with this particular gearbox, are interesting, as showing what one could do right from the start. And what a start! In with the blower. The wheels spin. A banshee wail arises. From a standstill to 30 m.p.h. in 3.9 secs., 40 m.p.h. in 6.7 secs., 50 m.p.h. in 8.5 secs.

We have already got into second gear without wasting much time, but now we change to third. One must not slip the clutch on the blower, it must be in or out. Off comes the foot, a sudden silence. A slight pause, and in goes third. Down with the throttle pedal, down further to bring in the blower once more. Again that inspiring whine rises and rises. 0-60 m.p.h. in 13 secs. Our unskilled change has spoilt that figure. Now we really are moving. Seventy miles per hour in 13.9 secs., 80 m.p.h. in 21.5 secs. Now we're in top! Ninety miles per hour in 37 secs.! One hundred miles per hour. One hundred miles per hour in 41.5 secs.! We slow up, feeling rather shaken—mentally, not physically.



The imposing front view of the 4-seater Mercedes Benz, cabriolet body.



Independent wheel suspension is fitted to the front wheels of the 5.4-litre Mercedes-Benz.

One of the reasons that the car is so steady on the road is because of its solid build. Actually it weighs 2¼ tons, which is no mean mass to get moving from a standstill. The gears, too, are high, to give an easy cruising speed. At 100 m.p.h. the engine is turning over at approximately 3,000 r.p.m. On many ordinary cars, this engine speed would represent only 45 m.p.h.! The Mercédès gear ratios are 11.9 to 1, first; 7 to 1, second; 4.4 to 1, third; 3.08 to 1, top.

Mr. Hyde has had his fling, but has had the advantage of the wonderful springing and steering, not to mention the Lockheed servo brakes. Perhaps Dr. Jekyll will not use the blower so much. He will find the 5.4 litre, with its bigger engine, very much more responsive than the previous version of this car, if he has tried both. Even without the blower, there is a tremendous surge of power. There is no purpose in giving acceleration figures without the blower, for the whole purpose of the Mercédès supercharger application is to give good acceleration when it is wanted. Alternatively, one can attain a high speed quickly, and then release the supercharger and maintain that speed with little diminution.

The Mercédès supercharger, of Roots type, blows through the carburetter, instead of drawing from it, as with most supercharged cars, and the well known whine is caused not by the clutch which brings the blower into action when the foot is pressed hard down, or by the gears, as some have quite erroneously supposed,

Continued on page **181**



THE B.A.R.C. EASTER MEETING

THE 2.3-LITRE NAPIER-RAILTON RETURNS TO BROOKLANDS TO WIN BROADCAST TROPHY AND SET UP NEW RACE RECORD—BIMOTORE ALFA TAKES NEW MOUNTAIN LAP RECORD—SOME CLOSE STRUGGLES FOR SECOND PLACE.

Sure sign that the winter months are over—Brooklands has re-opened, with all that that means to enthusiasts who feel the need of a taste of motor-sport at least once a week—for even on "off" days the Weybridge Track is the Mecca of sporting motorists. An interesting programme was drawn up for Easter, comprising the usual long and short outer-circuit handicaps, the popular five lap Mountain handicaps, and a ten lap outer-circuit handicap for the B.B.C. Trophy and £100, the last-named race an attractive proposition in these days of all too few unusual duration, round-the-outside events. The Bimotore Alfa-Romeo was also to make its first bow to the public.

In practice on the Saturday Austin Dobson experimented over the Mountain circuit with the Bimotore, the Altas displayed surprising acceleration from the Fork turn, where Sammy Davis was casting an official eye, and E. W. W. Pacey had spots of bother with his Zoller-blown 3-litre Pacey-Hassan-Special, which we fancied for the Broadcast Trophy Race. Nor was this the only excitement, for Frank Carr got into difficulties with the T.T. M.G. Magnette (once run in trials by K. B. Shaw) at the Members' Mountain turn, the car hitting the bridge and rolling over to suffer considerable damage, though Carr got away with bruises and scratches. The Press camera men are truly worth their salt to daily paper editors, for Saturday evening papers showed the unfortunate Carr in the very act of unwittingly vacating his motor-car.

Monday dawned bright, even sunny, but very cold, and overcast later, notwithstanding which the Hill was nicely covered with sightseers, and the Paddock thronged. Some interesting cars were to be seen from the latter vantage point.

There was the Bellevue Garage, unblown M.G. Magnette single-seater, of square snout and tapering tail, the body of which is *not*, as some people imagine, that of an old Riley. H. J. Aldington's spotless white 1,971 c.c. Frazer-Nash-B.M.W., with full equipment in place and smart disc wheels having a series of tiny holes near the rims, was greatly admired, and R. S. Wilkins had a very business-like, black 2-litre Aston-Martin, the first 2-litre to run at Brooklands.

R. L. Duller and the Duesenberg always strike us as a very fine combination and one productive of excitement. Parnell's M.G. Magnette now has a beautifully polished aluminium body with bulbous nose and wheels to match, and a double o.h. camshaft head, and Mrs. Hall-Smith's red Maserati, straight from Italy, vied with the Bimotore Alfa as the car of the moment, its engine dimensions actually being unquoted in the race-card, the first time this has happened, at all events for some years. And then there was John Cobb's Napier-Railton, back at Brooklands after a year's absence in search of long-distance world's records, and attended by Ken Taylor and the T.T. mechanics. Outside Douglas Hawkes's new premises stood the famous Miller-Derby and 1½-litre Derby-Special F.W.D. cars, also Sir Malcolm Campbell's 4-litre twelve-cylinder Sunbeam, both Hawkes and Campbell being present in person, so those who "blued" 10/- to enter the Paddock and mingle with the experts, had plenty to interest them. Apart from the racing-cars, some interesting ordinary motors were present, including the inevitable 30/98 Vauxhalls and old-school Bentleys, the 1914 racing Opel, the Hon. Peter Aitken's V12 Packard roadster and Mervyn-White's new F.W.D. Cord. There were also a chummy Austin Seven containing two girls and the inscription "Mercédès-Supercharger" on the back of its erect hood and a special Austin Seven with underslung frame and an engine taken from a Flying Flea. The officials' cars included a Baby Fiat, a Frazer-Nash-B.M.W., an A.C., and a Railton, while A.P.B. was using a 20-25 Rolls-Royce, and "Bira" his Bentley saloon. Fashion writers should visit Brooklands when they have exhausted Goodwood and Ascot. Apart from the feminine creations, some of the males would be of interest. Major Gardner was looking like a Canadian trapper in a super check shirt, Fane had a wonderful new hat, Hanson favoured red overalls to match the Maserati and someone standing 6 ft. 3 in. came in a big fur coat and a corded green "chapeau" sporting an immense feather. Sports coats and flannels are becoming out of place at Weybridge. The daily press-men were having a wonderful time inserting Australian soldiers into Watson's Bugatti and letting off expensive plates at them, and the loud-speakers broad-blast music from the stock of B.A.R.C. records which, someone remarked, as "What I'll do" floated across the sunlit concrete, might well be modernised. Miss Doreen Phipps was amongst the spectators, likewise Capt. Hornsted, whom so many people seem to have for-gotten.

The first event was the First Easter Long Handicap. A. C. Kelway, a regular competitor with his unblown 1½-litre Bugatti, which is painted a smarter blue than formerly, was passed after the first lap by Aldington's Frazer-Nash-B.M.W., which showed vivid accelera-tion, vanquishing Wilkins's 2-litre Aston-Martin off the same mark. At the close of the second lap Aldington was some twenty-five yards ahead of the Aston-Martin, with Baker-Carr's sombre black 4½-litre Bentley lying third and Mervyn-White's ex-Howe 2.3-litre Bugatti mov-ing up fast. On the final lap the Bugatti went ahead, winning from virtual scratch, the Pacey-Hassan-Special being a non-starter, by 7 secs., at 121.4 m.p.h. Alding-ton was a good second, with the Aston-Martin third. W. E. Humphrey's M.G. Midget faded out during the contest.

Next we had another outer-circuit race over the same distance, with Mervyn-White, already scratch, put back to owes 13 secs. with the victorious Bugatti. To pass the time for us before the start someone kindly dug a new Ford V8 into the loose sand where the Paddock car-park is being extended. All the family, armed with great planks, were attempting the sort of thing H.E. Symons sometimes does under more desperate and desolate conditions. To return to the race, Miss P. McOstrich was "limit-man" with a black 1½-litre stripped sports Frazer-Nash and she

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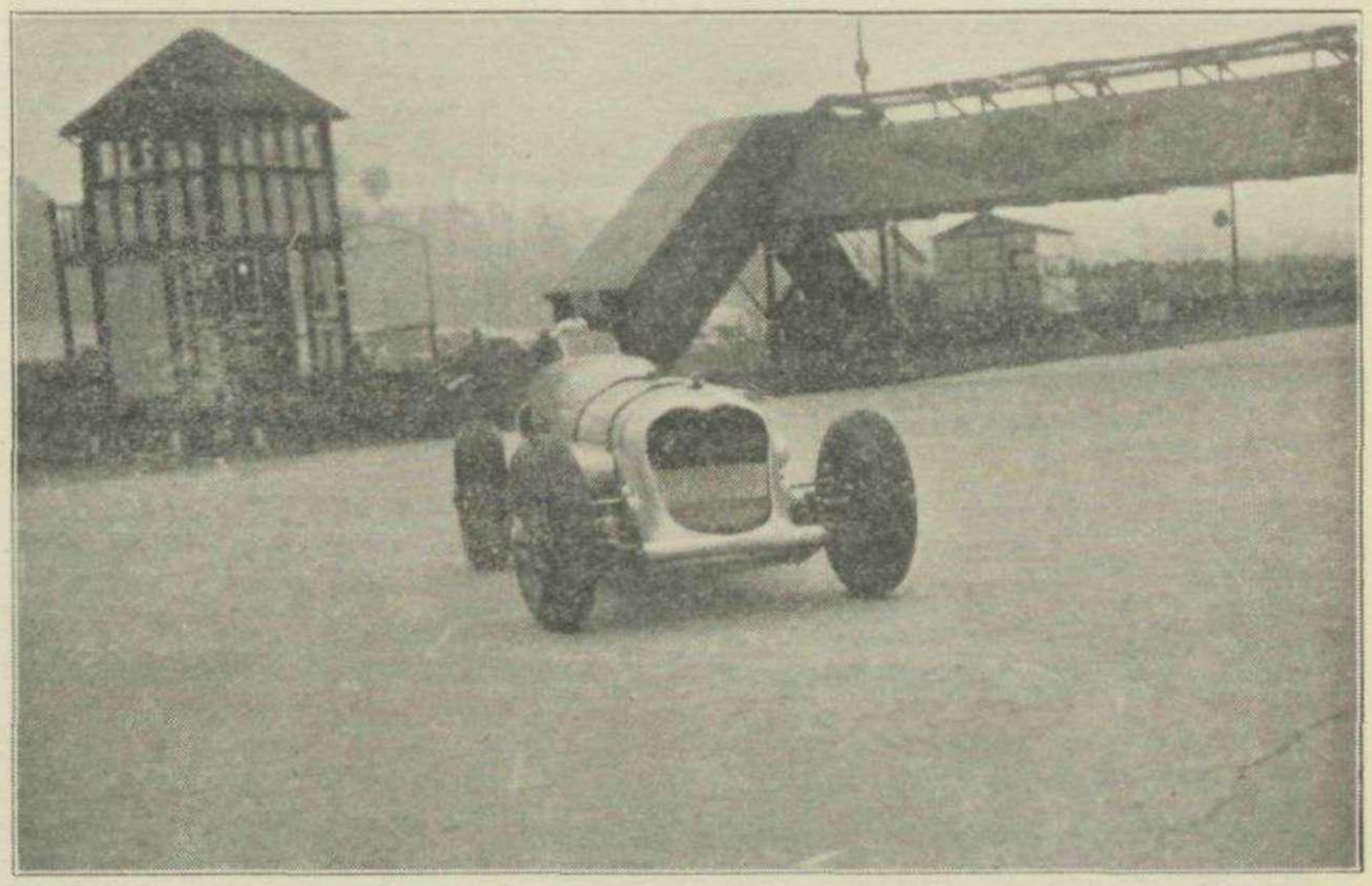
THE B.A.R.C. EASTER MEETING—continued

built up an immense lead to win by nearly 20 secs. at nearly 84¼ m.p.h. Perhaps the handicappers wished her to have plenty of time to make herself presentable ere the Press camera-men descended.

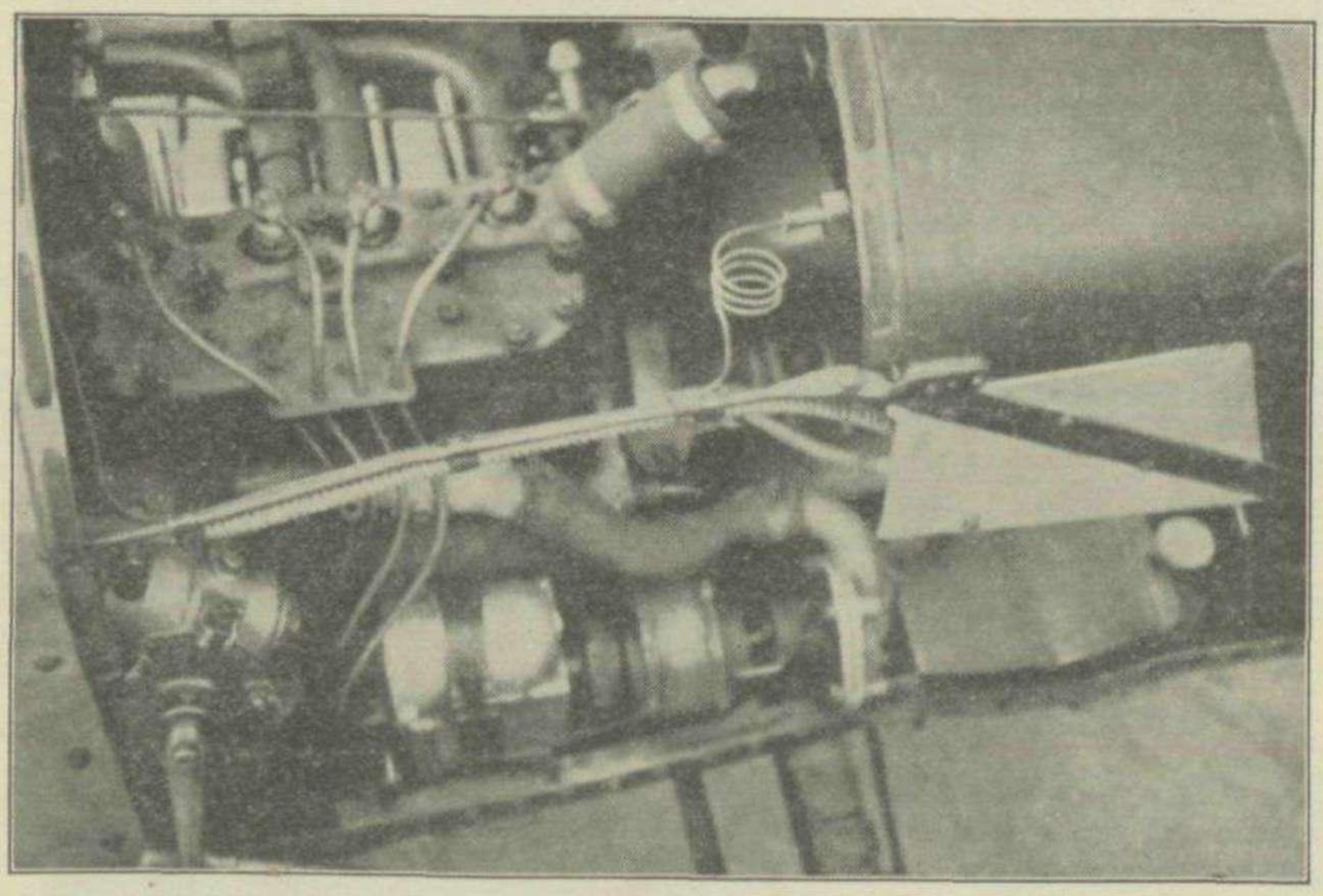
The faster stuff came through towards the end, W. M. Couper's well-known Talbot getting second place, with Mervyn-White's Bugatti a well deserved third.

After this we were treated to a Short Handicap. A Riley and a Frazer-Nash were non-starters, and Fleming's M.G. and Harvey-Noble's M.G. were soon sick, while Samuel's Frazer-Nash seemed to lack some of its six cylinders. Tuson got his Fiat Balilla away from D. M. Dent's four cylinder Frazer-Nash at the start, when Ebby released them together, but Dent subsequently re-passed and led lap one with the Fiat tucked in behind. Powys-Lybbe was working up nicely in the 2.3-litre Alfa-Romeo, but Mervyn-White, with the same Bugatti, passed him right on the big bump after the first lap. Billy Cotton's M.G., though sounding unwell, took the lead on the last lap, and Tuson managed to pull out on the run in, but finished a length or so behind Dent. Cotton, whose M.G. is cared for by Bellevue Garage, won at 111.31 m.p.h.

So to the first Mountain Handicap, of five laps. This race was a splendid victory for E. Gordon Brettell, secretary of the C.U.A.C., driving his funny-looking, little blown Austin Seven. Brettell got the lead in the first lap and drove really steadily to win easily at nearly 62 m.p.h. His Austin is largely composed of standard Austin components and his victory is a warm tribute both to Austin design and to the abilities of the Monaco Motor



The winner of the Broadcast Trophy, J. R. Cobb, on the Napier-Railton, returning to the Paddock.



The amazing power unit of the small Austin raced by E. G. Brettell.

and Eng. Co., Ltd., who built the car for Brettell. It was described and illustrated in last month's issue of MOTOR SPORT. Wicksteed was another consistent runner with an overbored Aston-Martin, which "lit-up" after finishing, but eventually Michael May and his veteran 2-litre Alvis came up into second place, with W. E. Wilkinson's new M.G. third. Miss Stanley-Turner drove with fire but her M.G. was not fully on form, and she was in trouble over flag-signals, and J. P. Almack, as limit-man with an Austin Seven which had small cast-aluminium wheels and twin, curly exhausts, was actually lapped by the field and did his final circuit alone. His explanation was a short in a magneto control. We did not ask that of J. P. Almack, junr., who was also present. Brettell was warmly congratulated on his win, both before and after he had left his car, to do which the steering wheel has to be detached.

The next Mountain Handicap was a victory for Roy Eccles and his supercharged Rapier-Special, at 69¾ m.p.h., after leading from lap one. Ian Connell put his 1½-litre E.R.A. into second place on the third lap and held that place to the end, and "Bira," whose E.R.A. has de Ram shock-absorbers front and rear, managed a close third place after some extremely fine work at the Fork hairpin on the second and third laps, when he was literally boxed in by other cars. The cars appeared to be held rather long on the line before being released, so that E. W. H. Dobson's scratch 3-litre Maserati boiled badly and was run back from the line, finally to be restarted and run up practically as the flag fell. Hartwell's M.G. Magnette had trouble at the line.

There followed the 29 mile outer-circuit race for the Broadcast Trophy, which event was "on-the-air" the commentator being F. J. Findon. Major Gardner's 1,087 c.c. ex-Horton M.G. was favourite, with John Cobb the man of the moment. Cobb, incidentally, wore overalls and shoes to match, a white linen helmet, ordinary skin gloves and a pair of very ordinary goggles with the safety-glass labels still stuck on the glasses. Two interesting cars—the Graham-Paige and Pacey-Hassan-Special, failed to run. The Napier-Railton had its massive bonnet shrouded over until just before it was pushed out of the Paddock. It ran with comparatively small Dunlop covers of the now well-known "balloon" section, of the same size front and back. The start of the race was delayed for a while because Mervyn-White's Bugatti could not be made to function properly, until the trouble was traced to a detached plug lead. Cobb, of course, won the race, and won it at a higher average than any race has been won at Brooklands before —136.03 m.p.h. The previous fastest race was established by the same driver

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BROOKLANDS EASTER MONDAY MEETING

Mr. E. G. Brettell driving his Supercharged Austin built by Monaco won the 1st Mountain Handicap and was third in the 4th Mountain Handicap. Mr. I. F. Connell driving his 1,500 c.c. E.R.A. prepared by Monaco was second in the 2nd Mountain Handicap.

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THE B.A.R.C. EASTER MEETING—continued

and car in 1934 at 131.53 m.p.h. The Napier-Railton was a truly magnificent sight flying round the track with very little noise and simply walking past the slower stuff. So steady was the car that Cobb is said to have raised one hand to his goggles while leaping from the big bump, and on one lap we saw him pull inside to pass the Bugatti at the Fork, after tailing it along the latter part of the Byfleet banking. Charles Follett held the lead for seven of the ten laps with the business-like 1½-litre Alvis, until Hamilton's Alfa-Romeo passed into the lead on lap eight. Cobb was second after half-distance and, easing up, caught the Alfa on the final lap, to win by 4⅘ secs. Hamilton certainly deserved his second place. We have on previous occasions drawn attention to the extremely fine performance of this 2.3-litre Alfa-Romeo two-seater, particularly in the 500 Mile Race, and although as we close for press we have not seen the official lap times, we believe that Hamilton was lapping at well over 140 m.p.h. and showing no signs of distress. Mervyn-White, whose Bugatti—still the same car—started 24 secs. after the Alfa-Romeo, finished third. Its off-side rear tyre showed signs of the pace. R. L. Duller drove a nice race with the Duesenberg, likewise Lybbe with the Alfa, but Hanson was not impressively fast with the hush-hush Maserati. Major Gardner's M.G. had trouble—which sounded like transmission trouble—on the eighth lap. Some of the cowling also seemed to be flapping in the breeze and Gardner looked a disappointed man as he drove straight back to R. R. Jackson's premises.

To the Mountain circuit again, for the third Easter Mountain Handicap. Connell had the misfortune to stall his E.R.A. on the line, and Whitehead's E.R.A. was mis-firing, its driver wearing only goggles by the way, scorning a helmet. W. Esplen's white R-type M.G. Midget eventually won a close race from "Bira's" scratch E.R.A., with Whitehead a close third—an extremely exciting race with "Bira" an obvious favourite.

In the next, and final, race round the Mountain R. Hughes kept his beautifully turned-out 30/98 Vauxhall ahead for two laps, with Gordon Brettell and that "Monaco" Austin Seven on his tail, whereupon J. N. Innes (M.G.) who made a cornering mistake in his previous race, went through to lead the field home. Hughes was second, and Brettell third, but Lemon-Burton had very hard luck, as his blown eight-cylinder 1½-litre Bugatti experienced bad engine noises accompanied by loss of speed, just as it seemed to be going right into the lead at the beginning of the final lap. Charlie Martin had attended A. P. Watson (Bugatti) on the line, without bringing him luck, while Wilkinson was handling Cotton's Riley, which snaked up the straight. May's Alvis fell out, and Mrs. Roy Eccles (Rapier-Special) carried a heavy re-handicap.

After this Austin Dobson brought out the Alfa-Romeo Bimotore, which Querycoe had warmed to boiling point in the Paddock. Dobson finds it difficult to sit comfortably in the cockpit and he had discovered a weakness in the brakes during practice, so that in spite of rapid cornering at the Members' turn he was obliged to cut out very early for the Fork hairpin. Nevertheless, he clocked a lap—by the new light-beam timing apparatus—at 54.15 secs., or 77.75 m.p.h., which represents a new Class B lap record, beating by 3.86 m.p.h. Sir Malcolm Campbell's time with the Mercédès-Benz which had stood since 1931. The manner in which the Bimotore accelerates is no less impressive than the way in which it starts with one pull-up on the handle. It seems likely to be unsuited to the Mountain circuit, it is probably too light to hold at lap-record pace round the outside, and it will surely be a handful on our little road circuits, but it is a beautiful possession. In this lappery round the Mountain one could fully appreciate its beautiful balance and clean pick-up and the tyres did not appear to suffer. Indeed, the only thing which broke was a silencer tail-pipe and we believe that these were about the only parts not made in Italy. Amazing rumours floated round while Dobson demonstrated, to the effect that certain bits are still sealed, that Italian mechanics will come over to service it, that it is only loaned to its present driver, that Dobson wants new silencers that will comply with the regulations but make more noise . . . We wonder . . .!

So ended quite a good meeting, though the handicapping of race-winners was perhaps below par, and we should like to see even more new cars in action. The baulking difficulty did not seem to crop up, perhaps because in the Broadcast Trophy the field was small. The big bump seems no worse than in past years. The loud-speakers by the Fork stand need synchronising and we hope the new owners will not *plaster* the scenery within the Estate with advertising. And we should like to know why Brackenbury, Charles Dodson and Dunham did not run in the Broadcast Trophy Race. But thank goodness Brooklands is active again.

RESULTS

First Easter Long Handicap (about 9 miles), 1, C. Mervyn-White (2,263 c.c. Bugatti, S.), scratch, 121.4 m.p.h. by 7s.; 2, H. J. Aldington (1,971 c.c. Frazer-Nash-B.M.W.), 1m. 5s.; 3, R. S. Wilkins (1,948 c.c. Aston-Martin), 1m. 5s.

Also started : W. E. Humphreys (747 c.c. M.G. S.), 26s.; C. T. Baker-Carr (4,487 c.c. Bentley), 36s.; J. Ashmore (747 c.c. M.G., S.), 43s.; A. P. Watson (1,496 c.c. Bugatti, S.), 46s.; A. C. Kelway (1,496 c.c. Bugatti), 1m. 15s.

Second Long Handicap (about 9 miles) : 1, Miss P. McOstrich (1,496 c.c. Frazer-Nash), 2m. 9s., 84.23 m.p.h., won by 19⅘s.; 2, W. M. Couper (2,377 c.c. Talbot), 10s.; 3, C. Mervyn-White (2,263 c.c. Bugatti, S.), owed 7s.

Also started : G. P. Harvey-Noble (747 c.c. M.G. S.), 35s.; F. Ashmore (747 c.c. M.G., S.), 35s.; R. S. Wilkins (1,947 c.c. Aston-Martin), 57s.; M. Collier (1,495 c.c. Aston-Martin) 1m. 8s.; J. O. C. Samuel (1,657 c.c. Frazer-Nash), 1m. 14s.

Easter Short Handicap (about 9 miles) : 1, Billy Cotton (1,087 c.c. M.G., S.), 14s., 111.31 m.p.h., by 8s.; 2, D. M. Dent (1,496 c.c. Frazer-Nash) 1m. 20s.; 3, V. H. Tuson (995 c.c. Fiat), 1m. 20s.

Also started : C. Mervyn-White (2,263 c.c. Bugatti, S.), owed 10s.; A. Powys-Lybbe (2,364 c.c. Alfa-Romeo, S.), scratch; W. E. Humphreys (747 c.c. M.G., S.), 11s.; Cecil Tennant (4,487 c.c. Bentley), 20s.; J. Ashmore (747 c.c. M.G., S.) 24s.; G. P. Harvey-Noble (747 c.c. M.G., S.), 24s.; R. C. Fleming 747 c.c. M.G., S.), 33s.; J. O. C. Samuel (1,657 c.c. Frazer-Nash), 53s.

First Easter Mountain Handicap (about 6 miles) : 1, E. G. Brettell (747 c.c. Austin, S.), 53s., 61.9 m.p.h., by 17s.; 2, M. W. B. May (1,991 c.c. Alvis), 27s.; 3, W. E. Wilkinson (1,087 c.c. M.G.), 18s.

Also started : F. R. Gerard (1,496 c.c. Riley) scratch; Miss D. Stanley-Turner (747 c.c. M.G., S.), 14s.; H. J. Aldington (1,971 c.c. Frazer-Nash-B.M.W.), 18s.; J. N. Innes (1,087 M.G., S.), 24s.; R. Hughes (4,366 c.c. Vauxhall), 31s.; C. H. Masters (995 c.c. Fiat), 39s.; J. O. C. Samuel (1,657 c.c. Frazer-Nash), 39s.; A. C. Kelway (1,496 c.c. Bugatti), 39s.; I. F. Peters (1,496 c.c. Frazer-Nash), 39s.; A. M. Wicksteed (1,556 c.c. Aston-Martin), 49s.; Miss P. McOstrich (1,496 c.c. Frazer-Nash), 44s.; J. P. Almack (747 c.c. Austin, S.), 59s.

Second Easter Mountain Handicap (about 6 miles) : 1, R. H. Eccles (1,084 c.c. Rapier Special, S.), 24s.; 69.74 m.p.h., by 3s.; 2, I. F. Connell (1,486 c.c. E.R.A.), 6s.; 3, "B. Bira" (1,486 c.c. E.R.A.), 3s.

Also started : E. W. H. Dobson (2,992 c.c. Maserati, S.), *scratch*; R. Hanson (1,496 c.c. Maserati, S.), 3s.; P. F. Jucker (1,997 c.c. Alta, S.), 6s.; P. N. Whitehead (1,486 c.c. E.R.A., S.), 6s.; J. H. Bartlett (1,496 c.c. Alta, S.), 11s.; R. Parnell (1,087 c.c. M.G., S.), 11s.; Billy Cotton (1,486 c.c. Riley), 14s.; A. Leitch (2,263 c.c. Bugatti, S.), 14s.; G. R. Hartwell (1,287 c.c. M.G., S.), 20s.; F. Ashmore (747 c.c. M.G., S.), 24s.; W. Esplen (747 c.c. M.G., S.), 27s.

Race for the Broadcast Trophy (Handicap) (about 29 miles) : 1, John Cobb (22,970 c.c. Napier-Railton), scratch, 136.03 m.p.h., by 4⅘s.; 2, A. P. Hamilton (2,384 c.c. Alfa-Romeo, S.), 1m. 8s.; 3, C. Mervyn-White (2,263 c.c. Bugatti, S.), 44s.

Also started : R. L. Duller (4,376 c.c. Duesenberg), 33s.; R. Hansen (1,496 c.c. Maserati, S.), 53s.; A. Powys-Lybbe (2,384 c.c. Alfa-Romeo, S.), 1m. 8s.; Major A. T. G. Gardner (1,087 c.c. M.G., S.), 1m. 28s.; W. M. Couper (3,377 Talbot), 1m. 35s.; C. T. Baker-Carr (4,487 c.c. Bentley) 2m. 22s.; Charles Follett (1,496 c.c. Alvis), 4m. 24s.

Third Easter Mountain Handicap (about 6 miles) : 1, W. Esplen (747 c.c. M.G., S.), 24s.; 69.74 m.p.h., by 1⅘s.; 2, "B. Bira" (1,486 c.c. E.R.A., S.), scratch; 3, P. N. Whitehead (1,486 c.c. E.R.A.), 3s.

Also started : I. F. Connell (1,486 c.c. E.R.A., S.), 3s.; J. H. Bartlett (1,496 c.c. Alta, S.), 8s.; R. Parnell (1,087 c.c. M.G., S.), 8s.; K. Gammon (1,808 c.c. Riley), 8s.; F. R. Gerard (1,496 c.c. Riley), 13s.; Hon. P. Aitken (1,496 c.c. Frazer-Nash, S.), 17s.; J. Wilson (747 c.c. M.G., S.), 21s.

Fourth Easter Mountain Handicap (about 6 miles) : 1, J. N. Innes (1,087 c.c. M.G., S.); 29s., 66.65 m.p.h., by 9s.; 2. R. Hughes (4,366 c.c. Vauxhall) 36s.; 3, E. G. Brettell (747 c.c. Austin, S.), 32s.

Also started : K. Gammon (1,808 c.c. Riley), scratch; Billy Cotton (1,486 c.c. Riley), 3s.; J. Lemon-Burton (1,493 c.c. Bugatti, S.), 14s.; Mrs. R. H. Eccles (1,084 c.c. Railton-Special, S.), 14s.; Miss D. Stanley-Turner (747 c.c. M.G., S.), 20s.; S. Mond (1,496 c.c. Bugatti, S.), 20s.; E. Raymonde (1,496 c.c. Bugatti S.), 20s.; M. W. B. May (1,991 c.c. Alvis) 32s.

IMPROVEMENTS AT BROOKLANDS, DONINGTON AND SHELSLEY

Apart from the improvements already mentioned, Brooklands is to have a new erection of pits for the new road-circuit. They will be of concrete, and serve also as a grandstand, the cost being in the neighbourhood of £3,000, and the design the finest for the purpose this country has ever seen. The road-circuit has progressed according to schedule in spite of set-backs, and a lap speed of around 90 m.p.h. is expected, in which case it will constitute a very severe proving-ground, and be most interesting to spectators. The B.M.C.R.C. is now under B.A.R.C. control and motor-cycle races will be run over the road-course. Extensive improvements to the Paddock club-houses will begin later in the year.

Up at Donington a new entrance has been constructed on the Ashby-Nottingham road, with additional parking fields at this part of the grounds. Surfaced roads are now provided round the entire outside of the circuit, along which cars may be driven to the various vantage points, while the refreshment tents have been replaced by permanent buildings. Other new entrances, new stands and additional car parks are being built. An earth bank has been built on the inside of the course at Coppice Wood to prevent cars crashing into the culvert.

VETERAN TYPES

An Ancestral Sleeve-Valve Daimler—The Racing Fiat "Mephistopheles," and others interviewed by the Vintage Sports Car Club.

By . . .

"BALADEUR"

It is nearly a year now since I was able to write in Motor Sport that a new step had been taken towards the preservation of those relics of a glorious past, which have supplied the material for the "Veteran Types" series of articles in this paper. The first step had been the formation, in 1930, of the Veteran Car Club, which has since looked after the pre-1905 car admirably. The advance has been the decision of the Vintage Sports Car Club to add to its activities among the cars of the 1920's by catering for the post 1904 pre-War machines which were still friendless. In this connection it is perhaps permissible to divulge a secret and declare that important developments are afoot; but in the meantime we must get on to the matter immediately in hand.

The Southport races have, I imagine, been a potent factor in fostering motoring enthusiasm in the North of England. There is no doubt that it is there. Therefore, when certain members of the Vintage Sports Car Club were informed that if they would proceed to Lancashire they would see something to their advantage, they had no hesitation in accepting the invitation. The five members of the party had as one of their conveyances, fittingly enough, a 30/98 Vauxhall, which was being run in at not more than 70 m.p.h.; the other vehicle, though capable of emulating this speed, once its excessive newness had worn off, was, as is apparent, of no "vintage" but 1937 and by no means a sports-car. The start was to be at Beaconsfield at 9 o'clock, and at 9.15 a.m. Baladeur arrived shamefacedly after some phenomenal avoidances in a fog. It was a let-off to find that there was still no sign of two others of the party, who were motoring to the start in a 2-litre Ballot. They arrived an hour later, after being three times *en panne* with inconveniences in the fuel supply, a trouble which some of us have encountered before in motors which have but recently been put back into circulation.

Thus we were about an hour and a half late in starting on our journey to Preston. Moreover the Minister of Transport might note that the road system is such that though all may lead to Rome, none of them leads to Preston. The two cars were soon separated, and for some hours we saw nothing of the Vauxhall, which we naturally believed to be miles ahead. When at last we reached our rendezvous however, there was no sign of it. Did we but know it, its crew were even then on a different road from ours making cabalistic signs upon its flywheel in an attempt to retime a slipped magneto drive.

Instead of the Vauxhall, however, our eyes beheld a majestic sight in the form of a magnificent Daimler, with a tonneau body in resplendent red. Its owner, Mr. Bradshaw, was there to show it off to us, and we avidly ran over its salient features (this is no reference to a motor accident).

According to the Daimler company, the chassis was built in 1906. If they say so, of course they must know, but without their evidence I must admit that I should have put its date some three years later. The engine, they admit, is as late as 1908, and I may say in parenthesis that the chassis fits it like a glove.



The Daimler under Steam.

In dating it, at any rate, one is up against the hard facts of history. "Of course," in the words of the poem, "nobody believes that his engine works in its sleeves." But it does; and I do not think that Mr. Charles Y. Knight had invented such things in 1906. It is I think fairly certain that the Daimler company only introduced them for the 1909 season; and if this one was built in 1908, we must have been gazing upon one of the first sleeve-valve Daimler engines ever constructed.

Known as the 48 h.p. type, it has a bore and stroke of 140 x 150 mm., giving a capacity of 9,236 c.c. The cylinders are cast in pairs, and already bear that curiously simple external aspect so typical of the sleeve-valve engine. Indeed from the grill-topped radiator the car is already essentially Daimler. The engine drives through a leather-cone clutch of impressive proportions to a four-speed gearbox, with a separate lever which operates reverse. Final drive is by side-chains. Perhaps it is permissible to remark that even in 1909, when all others where shaft-driven, the 48 h.p. model still retained the older type of final drive.

The wheel-base is 10 ft. 6 in., particularly long for the period, and this permits of fitting capacious carriage-work. The dash-board and windscreen stand up well from the flat bonnet, and the steering column, rated well back, is braced from the top of the dash-board by an impressive brass rod. The luxurious front seat is upholstered in red leather, and the long wheel-base allows of side-entrance doors to the tonneau in spite of the side-chains, which are snugly enclosed in oil-tight cases (heaven help you if a link breaks!). Taken all in all it is a most impressive sight.

We will return to the Daimler shortly. But in the meantime we must make a digression which has rather more to do with the story than appears at first sight.

In the year 1908 there took place at Brooklands a famous challenge race between Mr. S. F. Edge's Napier "Sampson" and a Fiat, equally picturesquely named "Mephistopheles" driven by Felice Nazzaro, who had already won the Grand Prix once and was destined to do so again fourteen years later. Nazzaro not only won the race, but established a lap record at 121.6 m.p.h. This was a pretty astonishing performance, for the Fiat was a typical racing-car of the day using an enormous four-cylinder engine with the cylinders cast in pairs and overhead valves operated by push-rods; a high chassis, final drive by side-chains and artillery wheels with detachable rims. The performance caused a sufficient furore for the timing to be questioned, without I think the smallest justification. After the race the Fiat stayed in England and appeared fairly frequently at the Brooklands of pre-war days. Then as giant racers have a habit of doing, Mephistopheles completely disappeared.

VETERAN TYPES—continued

He was re-discovered in 1921 by Captain J. F. Duff in a suburban garage and a pitiful condition. The new owner, however, set to work to get the car back into racing trim, and in July of that year appeared with it at the Fanoe meeting in Denmark, where he proceeded to set up a record for the course. After that, Mephistopheles was back at Brooklands again and continued to show some of his old form, until one day in a fit of Mephistophelian humour he threw his rear cylinder block through the bonnet while travelling at speed along the railway straight. The cylinders narrowly missed the driver's head, and Duff decided that Mephisto was a bit of a handful.

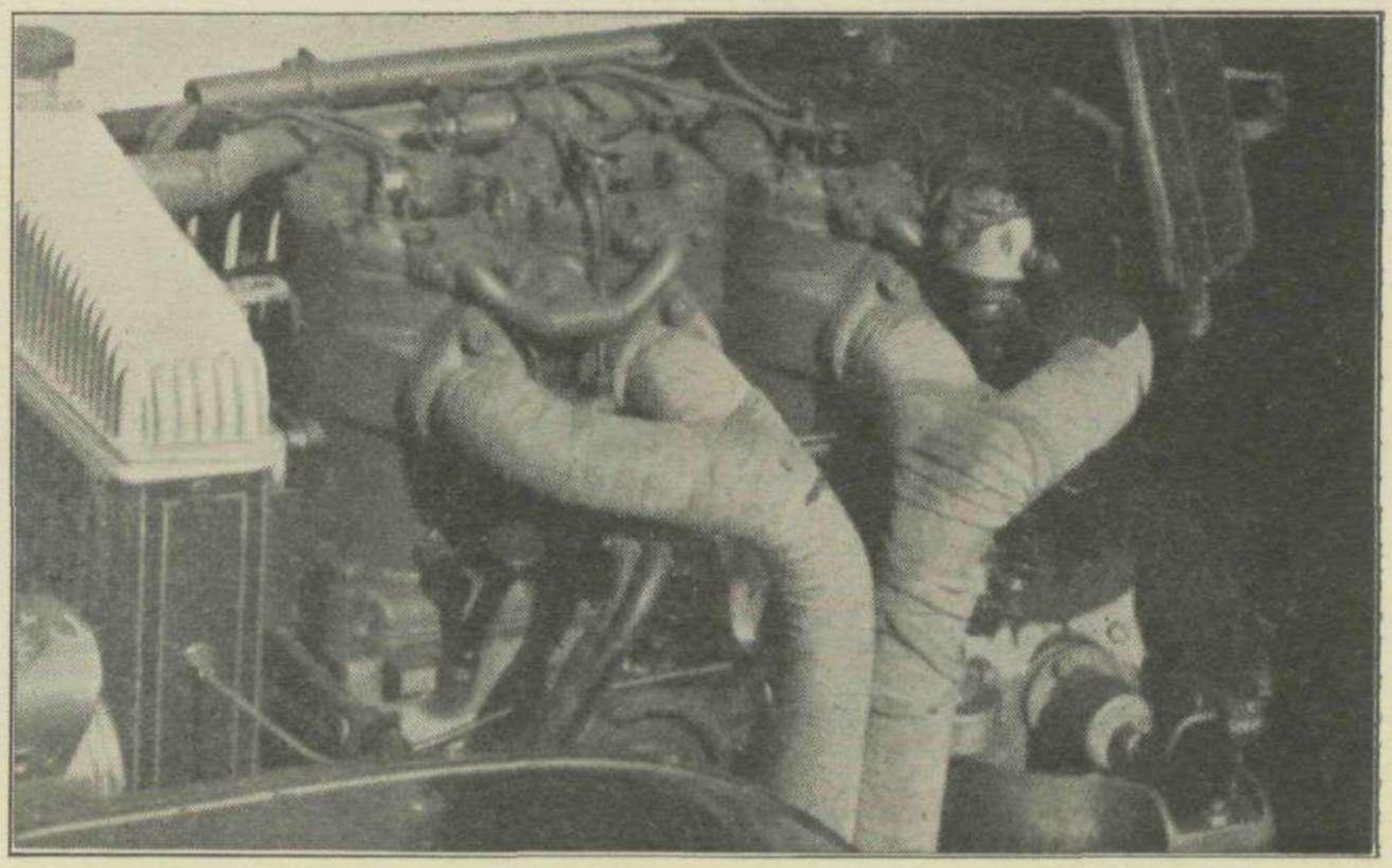
In the fertile brain of E. A. D. Eldridge, however, great schemes were hatching. He was already possessed of a Fiat airship engine, and he now proceeded to acquire the remains of Mephistopheles with a view to an amalgamation. The airship engine possessed six-cylinders with a bore and stroke of 160 x 180 mm., giving a capacity of 21,714 c.c., and a fairly simple arithmetical calculation will demonstrate that such an engine must be of considerable length. Not the least of the alterations which had to be carried out on the old chassis therefore was its elongation by a matter of 18 inches.

The rejuvenated Mephistopheles was now back at Brooklands, where however it was soon apparent that his potential speed was far too great for the track. He ran nevertheless in a number of races, and at Brooklands in September 1923 Eldridge succeeded in capturing the world's record for the standing mile at 77.86 m.p.h.

Everyone, including probably the owner however, was still wanting to know the car's maximum speed. In July 1924 they got their answer. The Automobile Club de France had selected a stretch of magnificent road at Arpajon, near Paris, and succeeded in closing it for attempts on the flying kilometre record. Thither the Fiat was taken, its chief rival being Rene Thomas's twelve-cylinder Delage. The later succeeded in averaging 143.25 m.p.h. for the two runs but Mephistopheles capped this with a speed of 146.8 m.p.h. Thomas immediately protested on the grounds that the Fiat had no reverse gear. This caused a tremendous outcry, but there is no doubt that under the rules Thomas was entirely justified. Curiously enough, however, the previous record was held by Kennelin Lee Guinness on the twelve-cylinder Sunbeam, which equally had no reverse. Nevertheless in order to settle all arguments Eldridge fitted a reverse gear and a week later having managed to get the road closed again, he took the kilometre record without further question at a speed of exactly 146 m.p.h. The car—or some of it—was by that time sixteen years old.

After that the car passed into the hands successively of L. C. G. M. le Champion, J. Sharratt and W. G. S. Wihe and recently put in a reappearance in the Southport races. Now at last we may cease our digression, for among the party which welcomed us at Preston were its penultimate and present owners. Without delay therefore we set off to visit one of the most famous racing-cars of all times.

In a garage attached to a large factory we found Mephistopheles. It was certainly a sight to gladden the eyes. The first impression was of an unbelievably long bonnet, scarred by a huge exhaust pipe and attached to the other adjuncts of a motor car of more or less normal size. Upon more critical analysis one begins to be surprised that Eldridge really found the remains of Nazzaro's original chassis worth using at all. There is little enough left of it now. It is fairly easy to see where the frame has been cut and a new section inserted. On this new portion incidentally is plainly stamped L.G.O.C. Looking again at the engine one is tempted to wonder why the owner did not install it in a bus chassis and have done with it. Instead of Nazzaro's wooden wheels



The near side view of the Daimler sleeve valve engine.

there are of course Rudge-Whitworth's, even those at the back which are larger than those in front, appearing curiously small. Gone is the old-type radiator, square with semi-elliptical header-tank, and in its place is a new one which must I think have been made specially for the reconstructed car. In form a cross between the Fiat radiator of the 1920's and that of a Brescia Bugatti, it is of impressive proportions and dropped well down between the chassis members to give an infinitesimal ground clearance. It is an attractive radiator and I was glad that the car was not wearing the cowl with which it sometimes used to appear in the old days. In spite of the length of the engine, moreover, Eldridge had resisted all temptations and set the radiator well back behind the front axle.

Behind the engine the original Mephistopheles becomes more apparent. The clutch I imagine was Nazzaro's, although Eldridge fitted a special system of oil supply to its withdrawal mechanism; so doubtless was the gearbox (which has a geared up top) but I am tolerably certain that the brake and gear-levers, though drilled for lightness in the most approved style, are of considerably later date. There is still the final drive by side-chains, but the neat little streamlined tail which completes the car would have greatly surprised the pundits of 1908.

The engine itself is nothing if not impressive. The six enormous cylinders are cast separately and along their top runs the single overhead camshaft, operating four inclined valves per cylinder. Ignition was originally by two coils firing plugs screwed horizontally into the cylinder heads. Eldridge apparently decided to add two more, for which he provided plugs similarly arranged, making four per cylinder. The two carburetters on the off-side of the engine feed through a well-branched system of induction pipes.

One intriguing feature pointed out to us by the present owner of Mephistopheles is in that spite of all the Arpajon excitement the car now has no reverse gear. According to his explanation of this curious fact, Eldridge faced with the problem of the absence of a reverse gear rendering his record invalid, obtained some long driving chains and fitted them crossed between the sprockets! The French authorities objected that in this condition the car would not work; whereupon Eldridge, proving himself at least the equal of Rene Thomas at quibbling, pointed out that although the rules admittedly stated that the car must have a reverse gear, they did not stipulate that the reverse gear should work!

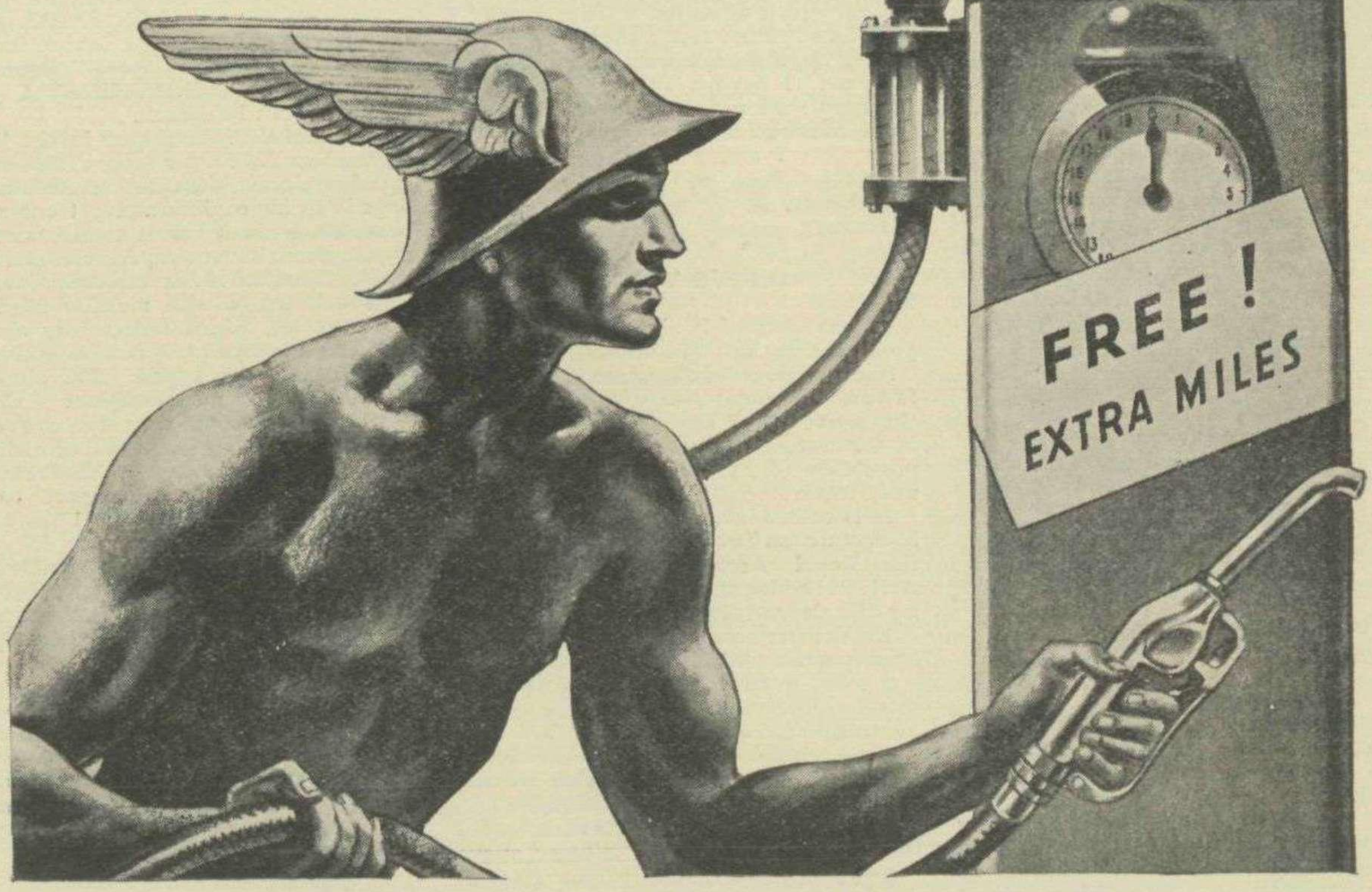
It is a delightful story, and I should like to believe it. At the same time I must admit that a contemporary account states that Eldridge worked on the car for two days fitting the reverse gear, which seems a long time to take fitting crossed driving chains. Moreover, although I have not the rules in front of me, the authorities must I think have been considerably more friendly than they are usually represented if they accepted Eldridge's interpretation. Even if the story is a myth, it is a very good story; and the hard fact remains that at present the car has no reverse gear.

Reluctantly we dragged ourselves away from Mephistopheles, for Mr. Bradshaw

Continued on page 187

A MILEAGE BONUS

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The number of miles you can get out of a gallon of fuel depends on what is in the fuel. If there is British Benzole in it, blended with first-grade petrol, then you will get extra mileage out of it, free. That is how National Benzole Mixture gives you a bonus of more miles for your money. Fill up with 'National,' and go farther.

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Letters from Readers

DIRT-TRACK RACING

Sir,

The article on Dirt Track Racing in America is accurate and comprehensive, but appears to our perhaps provincial viewpoint to be written in English. The author's name and further writings would be welcome.

It might be of interest to add that in addition to the Millers and Ford conversions, there are two successful dirt track cars built by the Ambler brothers, around war-time Hispano-Suiza airplane motor cylinder blocks, producing consequently left and right-hand motor assemblies. They have Chrysler front axles and Ford rear axles. Most of the other parts were made as needed.

By way of apology—as our racing has been exclusively on oval tracks, we did not have suitable cars for the Vanderbilt Cup Race. We hope to give you some worth-while competition next year.

E. R. MORTON.

New York City,
U.S.A.

* * *

Sir,

I have just read in the March issue of MOTOR SPORT that I drove a Vauxhall in the J.C.C. Rally. Actually I drove my 3½-litre Bentley saloon which was substituted at the last moment.

MOTOR SPORT is still the best monthly.

I am, Yours etc.,

GORDON WOOD.

Weybridge,
Surrey.

* * *

AN "HYBRID"

Sir,

Mr. McKenzie's letter in the March issue was kindness itself. When I saw the description of my "hybrid" in cold print I expected to see some very scathing and pungent comments about the Hillman Straight Eight, and I am delighted to find that such an acknowledged expert as Mr. McKenzie also thinks that there are some latent horses in those engines.

I have been anticipating trouble with the clutch, but as the linings are good I have not replaced them—yet.

As regards the gearbox, I do not feel justified in spending any money on new gears, for a point which I did not mention in my previous letter was that the cost is being kept down as low as possible, because this car is being put together as an experimental model, in the sense that I have ideas which are rather ambitious, and I wanted to try them out first. Actually the cost of this car will be very little in excess of £15—but when I get as far as incorporating certain Rolls-Royce units in the "Mark II" model I have in view, the cost will be very different!

As far as axle shafts are concerned, there are two types in use. One type broke easily, and luckily I have the ones that did not. They only cost 22/6 in any case, and are easily fitted.

In conclusion, may I just remark that there is a reason for your comment about my "unduly harsh" gear-change coming out of the Wiggle-Woggle at the J.C.C. Brooklands Rally. My old Frazer-Nash "Coppernob" has a G.N. driving sprocket on bottom gear, which gives me a low ratio of 15 to 1 for trials. The change up from this gear to the 7 to 1 second just has to be harsh if you don't want to wait till the crack of doom. That is why I mentioned in my letter about the hybrid that I have always wanted a five-speed gearbox. I have a 10 to 1 bottom for ordinary road use, but I can't use them both consecutively.

I am, Yours etc.,

ROBERT PEATY.

Winchester,
Hants.

* * *

SLEEVE VALVES

Sir,

I was extremely interested to note your article in "Rumblings" headed "Sleeve Valves" in this month's MOTOR SPORT. Although to-day, as you suggest, the sleeve valve appears almost extinct in the automobile world, there seems a possibility of its use for aircraft in the near future.

It is rather interesting to note that in his lecture (on December 7th, 1933) before the Royal Aeronautical Society, Mr. A. H. R. Fedden stated the following claims for the sleeve-valve engine.

1. Greater all-round thermal efficiency over poppet valve.
2. For given cylinder capacity approximately one compression ratio higher can be used, on any given octan No. fuel.
3. Lower fuel and oil consumption.
4. Lower cost of production.
5. Lower cost of maintenance.
6. Less deleterious effects from leaded fuels. This applies to single sleeve engines, apparently one of the greatest disadvantages was the weakness of the joint which throws the valve and this has been overcome by the Bristol Aeroplane Co.

At the time of this paper the Bristol Perseus had gone through its type test, and last year at the Paris Salon the 14-cylinder Hercules made its appearance as the most powerful air-cooled engine in the show. Which goes to show that Mr. Fedden still has confidence in sleeves.

Is this not one line in which motor-racing could prove its utility, i.e., by developing the sleeve. Would not the extra power and reliability make up for the possible increase in weight at first?

It might be pointed out here that the difference between aircraft and racing-car engines is so great that the above suggested advantages would not necessarily apply to the latter.

However if one considers performance in terms of "B.H.P. per square inch of piston" and "piston speed" instead of "R.P.M." and "B.H.P./litre" a great similarity can be struck.

The B.M.E.P. developed in the "R" engine was 285 lb. per square inch, surely this figure must often be exceeded nowadays in racing engines and yet one never hears much about valves and seats suffering from maximum temperatures and pressures. The E.R.A. is the only example I have heard of with metallic filled exhaust valves, which rather goes against my attempt at pointing out some similarity between the types. But although some modern aero engines exhaust upwards of 100 b.h.p. per valve, the valves are correspondingly larger and accordingly have a bigger volume to dissipate the heat through. I quite expect to be hauled over the coals for this!

Summing up, if racing cars do suffer from the same critical valve trouble that aero-engines do (or conditions approaching to it), then this aircraft development is worthy of mention in an article deploring the lack of sleeves to-day.

Whether this letter is worthy of publication or not, I should be most sincerely interested to have your views. The reference to the 112 b.h.p. at 5,000 r.p.m. for the F.N. Shelsley I think is as stated on the power curve on the F.N. stand at the show this year.

I am, Yours etc.,

R. P. G. JONES.

Northfield,
Birmingham.

* * *

Sir,

I have read the letter from Mr. M. McEvoy published in last month's issue of MOTOR SPORT.

As Mr. McEvoy says, he and Mr. Pomeroy designed the twin overhead camshaft cylinder heads for the "R" type M.G., and as your editor's note at

		BHP/square inch of piston	Piston Speed ft/min.	B.H.P./litre	R.P.M.	Remarks
Racing Engines	Twin-Cam Austin ...	6.54	3,240	155 8	7,600	As stated but not necessarily imagined as max.
	Rolls-Royce "R" 1931	8.20	3,450	75.6	3,400	
High performances engines for continued use	Frazer-Nash Shelsley engine ...	4.83	3,280	75.0	5,000	Taken as approx 112. b.h.p. at 5,000 r.p.m.
	Bristol Pegasus XXII	4.32	3,250	35.2	2,600	

LETTERS FROM READERS—continued

the foot of Mr. McEvoy's letter states, the first of these heads was fitted to its block in our racing shops; the actual position was that when the scheme of producing these twin-cam heads was first suggested and Messrs. McEvoy and Pomeroy got to work on the design, we lent them a complete R-type M.G. to provide the necessary data and when the first head was completed it was brought to our workshops where all the preliminary trials and tests were carried out on our test bench under the supervision of Messrs. McEvoy, Pomeroy and W. E. Wilkinson.

I am, Yours etc.,
KENNETH D. EVANS.

Bellevue Garage,
S.W.17.

* * *

THE "OLD UNS"

Sir,

As a regular reader of your excellent paper, and one who is especially interested in the historical aspect of motoring, I read with considerable interest Mr. Boddy's article in your March number. I think, however, that he is wrong in saying that the sports-car, as something quite separate from the touring car, is a post-war development.

Before the War, such vehicles were not generally called "sports-cars"—"sporting" or "fast touring" car was the usual expression. The fitting of o.h. valves to the Vauxhalls (not only the 30/98) of 1923 did not change their character or purpose; but it did more or less coincide with the change of expression.

I have before me as I write an advertisement in "The Motor" of 1911 for Hispano-Suizas. Five chassis were made, all of 80 mm. bore; two had strokes of 110 and 130 mm. respectively, and were alleged to do 42 and 48 m.p.h. with four passengers. The 180 mm. stroke cars had three lengths of wheelbase; the "extra long" did 62 m.p.h., the "long" 66, and the short 72 m.p.h. with two passengers. If this last was not what we should now call a "sports-car" then words mean nothing.

One other point—are we expected to believe everything we read on the Fiat "500's" speedometer? Anyway, please put a stop-watch onto the V8 Jensen, and anything else you test.

I remain, Yours etc.,
B. M. R. SAMUELSON.

* * *

Mr. Boddy tells us that he is perfectly willing to concede that in terms of maximum speed the 1911 Hispano-Suizas, and many more of the "old 'uns," were something of a match for many sports-cars of the post-war era. But, whereas after the War the term "sports-car" came into being and was intended to suggest speed, acceleration, and braking all of a higher order than in a utility car, before the War these rapid touring, "sporting" or "fast touring" cars excelled solely in respect of speed capabilities, no notice being generally taken of quick pick-up in those times, while we believe we are correct in suggesting that brakes remained just as on the slower stuff and that cording of the springs, with, perhaps, the addition of weird snubber, was the soles attempt made to improve the road-clinging qualities.

So far as the Fiat 500 is concerned, we did not put this through a full road-test, otherwise it would have been taken to Brooklands and timed against the watch. But we are assured by Mr. Eason-Gibson, who loaned the car, that it does do a genuine 60 m.p.h. under favourable conditions, and that he is prepared to substantiate this claim. We had no opportunity to obtain performance figures and merely gave impressions of the Fiat as we found it during a day's road motoring. In future full road-tests, all performance figures will be checked against the watch, which is normal MOTOR SPORT practice—incidentally, we cannot resist pointing out that the Hispano's 72 m.p.h. has not been confirmed by Mr. Samuelson's stop-watch.—Ed.

* * *

SPRINT EVENTS AND SAFETY

Sir,

We have just read an article signed W. B. on page 137 of the March issue of MOTOR SPORT in which you say that:—

"Yet Shelsley has a good record, and the Alta accident this year occurred beyond the finish, due, we believe, to a stuck throttle."

We are very surprised and not a little annoyed that you should say this in view of the fact that there is not an atom of truth in it and it may put people off who were going to buy an Alta, on the grounds of bad workmanship.

Actually we have a letter written by Mrs. Millington to the writer in which she says her shoe came off and jammed the throttle, and she forgot to switch off or anything.

As a precaution the writer made a consulting engineer examine the car after the accident, and also drove the car down the hill himself after the accident.

I am, Yours etc.,
G. TAYLOR.

Alta Car & Engineering Co., Ltd.,
Fuller's Way,
Kingston By-Pass,
Surbiton.

* * *

We are sorry that the statement in the article in question has caused annoyance to Mr. Taylor, and we are very glad to have the opportunity of giving publicity to the true state of affairs. Actually, although we understood the cause of the smash to have been a stuck throttle, we never connected this with bad workmanship—indeed, we imagined the throttle to be jambed by something amiss in the cockpit, and regret that we did not emphasise this point. Incidentally, this should be a lesson to racing drivers to secure their wearing apparel properly before driving—and for racing managers to see that this matter is not overlooked in the excitement of the moments that precede the fall of the flag.—Ed.

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

THE TYPHOON SUPERCHARGER

Sir,

I wish to express my whole-hearted appreciation to you for forwarding the communications from readers regarding the "Typhoon supercharger." I am simply inundated with enquiries for catalogues etc.

Unfortunately I have run out of literature so am forwarding all names and addresses of those whom I am unable at present to supply to the Co.'s factory in U.S.A., who will forward them all the necessary data in due course.

I wish to thank all the readers in Liverpool, Newcastle, Sheffield, Belfast, Bristol, Birmingham, Winchester, London, the Ford Club in Sheffield, readers in Burnley and Cardiff, numerous others in Wales, letters have just poured in.

I am, Yours etc.,
W. F. HALLIWELL.

Wothorpe,
Stamford,
Lincolnshire.

* * *

Sir,

With reference to your very interesting article in last month's issue of MOTOR SPORT—"On achieving High Performance." We hasten to correct a misunderstanding which has apparently arisen in connection with the new Jensen 3½-litre car.

On page 132, we notice that our name is coupled with that of The Railton, Brough-Superior and Lammas-Graham, which names are mentioned as being naturalised Americans.

We would point out that although the Jensen chassis is fitted with the main parts of a Ford V8 engine, none of the parts used in the engine are of American manufacture, the whole being made and assembled in this country.

In view of this error, we shall be pleased if you will publish a paragraph fully explaining the above.

I am, Yours etc.,
Jensen Motors Ltd.,
R. JENSEN,
Director.

West Bromwich,
England.

* * *

We gladly publish this letter from Messrs. Jensen Motors Ltd., as they are naturally anxious to emphasise that the Jensen car is of British manufacture throughout. But, as they point out, certain Ford V8 engine parts are incorporated and, although these are, of course, British made, Mr. Boddy, committer of the error in question, is one of those queer mortals who see a certain group of automobiles as "American," regardless of whether they originate there or in Canada or in this country. And America certainly deserves some credit for having evolved the Ford V8 which, as Mr. Boddy emphasised, is a very remarkable car. But Jensen Motors Ltd. equally deserve credit for offering us an all British production possessing the merits of the Ford V8 and some others all its own, so we gladly publish their letter and add our apology.—Ed.

THE R.A.C. HASTINGS RALLY

AN S.S. SUCCESS—FRAZER-NASH-B.M.W., FORD, MORGAN, RILEY, SINGER AND TRIUMPH "IN THE RUNNING"—SEVERE CONDITIONS.

There are some people who can see nothing in the least intriguing about driving in the R.A.C.'s annual 1,000 miles Rally. Personally, we quite appreciate the strong sense of adventure underlying the task, in spite of the reliability of modern cars, and felt that the expectant atmosphere that prevailed at the Ace of Spades garage just before the London contingent left was fully justified, in spite of the small crowd of onlookers. This year there was more adventure than is usual, for weather conditions were severe, snow, ice, fog and heavy rain being well and liberally distributed.

In spite of these hazards, only eight cars out of 192 starters failed to check in at the final control at Hastings, but those who thus argue that this absurdly small percentage of retirements proves conclusively the uselessness of the road section should remember that a car's condition can deteriorate after nearly 1,000 miles of hard driving, and that this will be reflected in the eliminating final tests, even though the R.A.C. favours driving skill rather than car performance, for acceleration, braking, and pick-up do play their part in these tests. Especially was this so this time, as the "wiggle-woggle" test was cancelled on account of unsuitable weather conditions, and the hill test that singled out award winners put a very fair premium on the car, provided the man behind the wheel gave it a fair show in that bit of the test calling for sheer skill in handling.

We have devoted a generous amount of this issue to describing in some detail what happened in the Friday's test, as we believe this will be of considerable interest, so the road section must be quickly dealt with. Of the unfortunates who did not reach Hastings, Alan Hess and the B.B.C. stunt-man were involved in a nasty crash when their Talbot skidded on a patch of ice at a bridge near Oxford, striking a wall. P. Clark's Jensen threw a con-rod near Tadcaster in the best racing tradition, and Miss D. L. Bean (Aston-Martin), C. M. Hawley (Aston-Martin), Mrs. Hill (Standard), E. H. W. Sharp (Aston-Martin), and L. J. Hollingsworth (Ford) were the remaining retirements. Hawley wrecked his car on a bridge at Newcastle but bought an old Morris for £50 and thus made Hastings with the best of them!

The cars from London got away quietly from the Ace of Spades garage, actually in dry weather. Mrs. R. L. Walkerley took the wheel of the 2-litre M.G. for the first section and Gregory, when asked why his impressive Big Six Bentley saloon was so noisy, explained that his cut-out had jambed open! Lots of fair drivers favoured helmets, even in closed automobiles.

J. W. Whalley's Ford V8 found the ditch above Porlock, where snowy conditions prevailed, and Mrs. Watts (Triumph) ran back into the bank on that once dreaded hill. A very fine reception was reported at the Blackpool control, while W. C. N. Norton, passing through London on the Bristol route, was able to have a few hour's sleep in his own home. A. D. Clease (4.3 Alvis), K. Hutchison (Ford V8) and C. Bicknell (4½-litre Lagonda) effectively revenged Porlock for Mrs. Watts's *contre-temps*. Those who lost marks on the road section were:—R. L. Walkerley (2-litre M.G.) 2, R. M. Bloomfield (Singer) 2, P. A. Stewart-Brown (Riley) 2, R. H. Myers (Daimler) 4, Miss D. I. Broadley (Singer) 29, and E. Kehoe (A.C.) 54 marks.

Arrived at Hastings a test was staged on the Thursday which involved ease of entry, acceleration over 100 yards, manœuvre-ability, and braking. This replaces former inspection of cars. The disadvantage of the latter lies in the fact that, although no one would normally start on the Rally with inoperative lamps, horn, dynamo, wipers, etc., such things stand more chance of failing on cars that have seen prolonged hard service beforehand than on comparatively new cars, and as the trade element is not inconsiderable, this is a point that must receive consideration—this year there were seventeen manufacturers' teams, embracing fifty-one cars, for instance.

On the other hand, we feel that many competitors handling ordinary cars, and making no pretence at being outstanding as special test drivers, will yet take considerable pride in losing no marks in the road section and that test which is intended as a criterion of efficiency after 1,000 hard miles. As only six people this year lost marks at the checks, it seems likely that a "condition" test entailing penalisation only if a car failed to achieve a certain set standard, would be more welcome. A test embracing easy starting, acceleration over a moderate distance, and braking, should suffice. This year's eliminating test, involving driving skill in reversing, and acceleration, over 100 yards, seems to have been something of a gift to high-performance cars and was in any case a contest as distinct from a check on condition.

It produced the following results:—

RESULTS

10 h.p. Open Cars: J. F. Lambert (Singer) 30s.
10 h.p. Closed Cars: B. W. Fursdon (Wolseley Wasp) 30.2s.
15 h.p. Open Cars: G. L. Boughton (Singer) 27.8s.
15 h.p. Closed Cars: A. L. Pearce (Triumph) 28.8s.
Over 15 h.p. Open Cars: J. Harrop (S.S.) 25s.
Over 15 h.p. Closed Cars: D. Impanni (Frazer-Nash-B.M.W.) 28.8s.
Fastest Time: J. Harrop (S.S. Jaguar 100).

The full list of times is given in the tabulated list of results.

Friday's Finals

Although we missed our drive in the Rally as partner to Eason-Gibson, whose Lancia Aprilia was not ready in time, we did not intend to miss the final tests at Hastings and accordingly left London in cold sunlight at 7 a.m. on Friday, March 12th. The M.G. Magnette delivered us in Hastings by 9 a.m.

We must confess to being very disappointed at the reception, or rather the lack of reception, given to the Rally competitors. Flags and bunting had not been deemed necessary to greet the hundreds of folk who, finishing in our most important Rally, were to spend hundreds of pounds in this town, and although a good crowd ultimately gathered to watch the only test held that day, it was composed very largely of competitors and their friends. Ordinary inhabitants of this South Coast seaside town just stayed at home or went shopping in the High Street.

Our next disappointment was learning that the first test on the Promenade was cancelled on account of heavy seas breaking over the road. Undoubtedly this was the most important of the eliminating tests, and, amongst those who make a speciality of driving-skill contests, its cancellation must have been highly unsatisfactory. We will make no comment on whether it was, or was not, wise to cancell the test under the prevailing conditions. But we do know that at about 1 p.m., just as the hill test had concluded, the promenade road was nearly dry, and cars were seen happily parked on the seaward side. One can only conclude that it was impossible for the road to be closed during the afternoon, but it seems curious that the R.A.C. had picked the *morning*:—when high tide prevails and winds are likely to be rough in these islands in the month of March. There was left only test C, the hill test, to amuse these motorists who had come through nearly 1,000 miles of difficult driving conditions to try their skill and their car's capabilities in the finals. This test seemed to us rather unfortunate, ranking as it did as the final factor in allotting the awards. Drivers were asked to run to their cars, start the engine, accelerate round a right-hand bend up a steep hill, stop, reverse into a side road, drive out above a pylon, accelerate to the finish up the hill, and then brake in a prescribed area. The reversing test should have been easy, as there was ample room for a clean, fast sweep back, and, though in driving out the pylon was fairly obstructive, it could be easily cleared given a sufficient run-back beforehand. It seemed to us that this test was neither entirely one of driving skill, nor yet entirely a test of mechanical capabilities. A first-rate driver could do little with a slow car, for the test was timed throughout, yet a high-performance car could show up badly if the reverse were bungled. It is a matter of opinion whether this is a good test or not, but personally we like to feel that either the driver is being put through it, and it is largely immaterial what car he handles, or else that the results teach us something about the abilities of rival marques. The latter result would have been better achieved by substituting a simple stop and re-start for the reversing manœuvre, although, from our list of combined times which follows this report, it is evident that the hill test was quite a good test of cars themselves, so that we feel some cause for satisfaction in the cancellation of the sea-front manœuvres. Expert drivers of low-performance cars were

R.A.C. RALLY—continued

perhaps the hardest hit by the cancellation of test B on the sea-front, in which the distances between obstacles were nowhere great enough to place a premium on acceleration or braking from really great speeds (from the start a distance of less than 200 yards before braking).

In the hill test drivers heard Ebby say "Go" through a microphone connected with the time-keeper's tent at the finish. The "Autocar" broadcast a running commentary heard by only a small proportion of the on-lookers, on account of the loud speakers being situated at top and bottom of the hill, instead of at the reversing bay. Incidentally, one optimistic daily newspaper displayed placards announcing "Rally tests in sea spray" on the deserted sea front!

The following notes outline how those drivers whom we watched faired in that part of test C devoted to driving skill. As appearances in parties of this sort are often deceptive, we timed many performances at this point, and a list of these unofficial times is given elsewhere. It is interesting as a means of comparing the skill of the drivers one against the other and it also shows how performances at this section were overshadowed, or assisted, as the case may be, by the performance of the cars themselves, as indicated by the total times published by the R.A.C.

Individual Performances

The first driver we saw performing was L. G. Collins (M.G. Midget) who seemed slow in spite of our having no standard by which to judge his to-and-fro efforts. J. R. Edwards (M.G.) followed, crunching his gears, revving considerably and getting wrongly placed and all mixed up. D. G. P. Roberts (Singer) nearly stalled his engine, and Miss P. Cole (Singer) stalled completely, crunched her gears and made a bad re-start. H. F. S. Morgan, whose Morgan 4/4 had alloy-spoke wheels, was very snappy and did not mind snapping in the ratios, likewise E. D. Bowman (Morgan 4/4), while C. G. Gibbs's T-type M.G. Midget was very well handled and C. D. Hubbard (M.G.) was faster still, arriving with screaming brakes and making an excellent re-start, though his handling lacked polish.

R. M. Sanford (Fiat 500), revving merrily, used a sensible approach preparatory to reversing and was extremely good. Mrs. D. I. Broadley (Singer saloon) was badly positioned, touched a barrier and lost time in re-starting. J. F. Lambert (Singer) was very fast, locking his front wheels on the gravel surface in braking, but losing time by getting into first when he wanted reverse. Miss D. M. M. Stanley-Turner's M.G. Midget, which carried a spade, was neatly driven but did not *look* very rapid, while R. M. Proctor's drop-head Talbot Ten was handicapped by a slow tick-over, though well placed. F. D. Johns (Riley Nine) adopted sweeping swerves and was very rapid, and G. Poppe (Talbot Ten) seemed quite annoyed when he had to make a second reverse to clear the pylon, after a very good approach. C. O. Jackson was really fast with his Austin Ten saloon, thanks to fine judgment, while, although H. L. Hadley (Austin Ten) looked slower, in actual fact our watch only recorded ⅘ sec. difference. C. R. Y. King (Talbot Ten) wasted time on a second reverse when it looked as if he might have cleared the pylon in one run, and R. L. Thomson's sister car was steady and more rapid. D. Bates was brutal with the gears of his ordinary Ford 8 saloon, while N. E. Bracey, with passenger on the rear seat of his Standard Nine saloon, nearly contacted with a barrier and then all but drove head on into a lamp-post through allowing the steering wheel to escape while negotiating the pylon.

Then B. W. Fursdon, in shirt-sleeves, and with a humble-looking Wolseley Wasp family coach, made what we believe was the quickest reverse of the day, fairly standing on his brakes and using sweeping tactics. He was loudly clapped and should have no difficulty in getting hold of a really snappy car for future rallies. This brilliant performance was followed by A. B. Cowling, who took more than twice as long, his Triumph



N. E. Bracey's Flying Standard "9" Saloon, which won the coachwork prize for closed cars. Class I. (up to £160)

sounding sick, and re-starting slowly after going into the pylon because the wrong ratio was selected. Marks were, of course, lost for contacting with the obstacles. C. A. B. Broomhall (Fiat 500) stalled his engine on braking, but calmly re-started it while rolling back into the bay, making a very good showing. E. W. J. Slinn (Riley), P. A. Thornton (Standard) and C. H. Ellett (Riley) were all quite good, and Miss Richmond (Fiat 500) was very neat. Mrs. L. Wilson, in the horribly painted "Union-Jack" Austin Ten saloon, drove well, but Miss Milne at first drove right past the test, until her Singer was recalled. Here it might be mentioned that nothing of the test could be seen from the start and those who were wise went up on foot for a "look-see."

E. K. Elliot (Talbot Ten) was outstanding, but C. Mann caught the barrier with the front wing, in spite of the excellent visibility afforded by an Ulster Aston-Martin.

C. P. Roberts (Rover) was very neat, using a sensibly lengthy reverse before re-starting, and although W. P. B. Watson (Austin) seemed slow he was actually very rapid. W. A. Apperley drove well but his Aston-Martin lacked acceleration, and R. Nicholson was slow, his Singer asking a second reverse. J. D. Barnes with one of the new 1½-litre Singers came up fast, slid to a standstill with locked front wheels and was extremely snappy. L. G. O. Prideaux-Brune (long-chassis 2-litre Aston-Martin) drove quite nicely, but had to reverse again, after which he became queerly placed, and C. J. Turner (Singer) also needed two reverses, though his driving was most vigorous. D. E. Harris (Singer) gave a model exhibition, steam showing at the radiator, and A. C. Scott (H.R.G.) was also very good, though rather too close to the barriers in reversing. W. Lambert toured through in his S.S., reversing yards more than was essential, while A. C. Westwood was hampered because the driver's door of his Fiat Balilla flew open, so that he had only the wheel to support him and was consequently untidy though very fast. The door had previously jambed shut! J. M. Archer (Riley) was extremely good and Major White (Standard) looked very determined but was not quite so fast. H. E. Gibbon (Rover) was amongst those who selected the wrong ratio, and Boughton was rapid with one of the "Ruddy" Singers. W. C. Butler (Singer) was excellent, using swerving curves, F. A. Rhodes (Aston-Martin) was good, reversing rather far, and W. F. Lilley-stone (Riley) deceptively fast. D. Bates (Ford V8) needed three reverses, departing with smoking tryes, D. T. B. Hall (Ford V8) spoilt a neat show with one extra reverse, while Stapleton's Ulster Aston Martin reversed and accelerated extremely pleasantly. W. P. Maidens

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(Rover) was neat, E. A. Denny (Riley) snappy, emitting oil-smoke, and Lady Mary Hope (Triumph), crunching gears, fairly quick.

Imhof was a poor performer, surprisingly enough, at the wheel of an open 1½-litre M.G., and D. G. Flather (Aston-Martin) would have made a very fine time but for selecting a higher gear than he wanted for accelerating away. His passenger, like many others, showed a rare art in stowing away to leave his driver's vision unimpaired. A. E. S. Curtis was good to watch with his H.R.G., the tail sliding as the car got away up the hill, the change from bottom to second ringing in our ears. Robins (H.R.G.) was still faster, very calm, and making the best total time up to this point. J. F. A. Clough (Riley) put up a truly praiseworthy show, although the pylon almost suffered, and A. E. Frost, brutal to his ratios, got the Frazer-Nash-B.M.W. through cleanly and rapidly. C. M. Anthony brought his familiar Aston-Martin up fast, braked well with locked front wheels, was extremely quick, and went pinking up the hill. H. Storry's rear-seat passenger actually bounced in the Riley and Miss Jennings (Rover) was driving with polish, her passenger's expression in keeping. Archie Langley on a new 1½-litre Singer made a bad reverse, smiled at his ham-handedness, and was not too slow, and F. S. Barnes also found difficulty in persuading the new Singer to change direction and though snappy afterwards he looked worried. C. D. Grant (Triumph) who reversed yards back, was good, Stewart-Brown (Riley) lost time re-starting and R. E. Sandland (Singer) had no idea of placing his car for an effective reverse. An Aston-Martin carried a spade and comp. tyres, and Miss Butler's S.S. was slow.

W. Sewell (Austin Ten) needed two reverses, and L. W. Cutler (Triumph) drove steadily, rolling back in neutral. G. S. Cooper (Riley), Capt. Pickard (Rover) and R. K Wellsteed (Morris) all needed double reverses in the bay, J. A. Davies placed his Frazer-Nash-B.M.W. ineffectively and M. H. Parkin, whose Rover nearly stalled on re-starting, was helped by his passenger. Miss I. M. Burton handled her Vauxhall Fourteen saloon really well, but J. K. Clegg's Standard was very slow. Some of the officials were of the opinion that a white line extending outwards from the pylon misled drivers into stopping too soon, but, as we have remarked, sage competitors had a look-see first. But as this line ultimately got almost obliterated, it is a pity if early numbers judged their braking by it. J. W. Webb-Martin choose a good position for reversing, revved furiously and got his Alvis away slowly, J. Hilbert's Sunbeam was slow, W. G. D. Stanton's Armstrong-Siddeley fair, and O. H. Burden (Rover) reversed three times and hit a barrier. A. G. Throssell (Riley) reversed into a barrier, Donald Healey's Triumph was loudly clapped and deserved it, A. L. Pearce, of the Triumph team, drove nicely with spinning wheels, but Blackburn's Rover was slow. Redgrove drove well but his Rover needed extra reversing because he failed to lock over, Jeffryes (Standard) re-started slowly, and Broadley's elderly Darracq Fifteen saloon was clapped for a careful, purposeful manœuvre.

C. G. H. Dunham spoilt a good run by needing a second reverse at the pylon to get his Rover clear, and F. D. Cooper (Rover) stopped too soon, just cleared and went away slowly, smiling. G. S. Cooper (Rover) chose a useful position, but went too near the barriers and must have secured the record for number of reverses, the horns protesting vigorously, while D. Monro, in summer shirt and open Invicta, did much the same thing, after overshooting, stopping when a second reverse was not actually necessary. T. C. Wise (Ford V8) had a bad tail slide making a reverse necessary, and he struck the pylon, moving it several feet without bursting it—the R.A.C. had plenty of spare barriers etc. at hand! J. Kingston-Whittaker, with Railton and rear-seat passenger was quite good, as was Woodcock's Type 55 Frazer-Nash-B.M.W., the off front wing of which showed signs of exciting moments on the road section. C. J. Hawkes (Ford V8), J. Flint (Frazer-Nash-B.M.W.) and Thomson (S.S.) all drove well, the latter making a slow gear-change, but Mrs. Lace, in racing attire, stalled her super sports Railton's engine, and went the wrong side of the pylon, an error also committed by Mrs. Dudley (Hillman), who went too far up the hill in addition, before stopping. W. G. W. Hawke made poor showing with his Bentley, and Count Heyden, whose Delahaye carried a dickey-seat passenger, had the hood up and hit the barriers in reversing. Pige-Leschallas (A.C.) and Miss Streather (S.S.) were fair and Miss Patten (British-Salmson Six) was very impressive indeed. H. C. Dryden (Triumph) braked with effect, chose useful passages and used his car's lock effectively, but J. Daniell (A.C.) was ham-handed with his ratio selection, and failed to reverse far enough to be rapid.

Then Harrop (S.S.) came up the hill fast. Blipping his throttle, he was completely untroubled by a terrific front wheel slide while reversing and displayed wizard acceleration. In contrast, Kehoe (A.C.) had to reverse twice and was slow and Exeter only just cleared the pylon with his Bentley. W. M. Couper (Talbot) was neat if not very quick, and Miss Mann (long-chassis O.M. 16) crawled back for yards but positioned her car nicely. Jaques (A.C.) climbed too high and for no apparent reason stopped during the manœuvring, but Selby (A.C.) made quite a good time in spite of a bad re-start. The Alvis Speed Twenty of J. H. Sims-Hilditch had the penetrating exhaust note characteristic of the earlier models of this type, also a fine steering lock, but was not fast, while Viscountess Chetwynd (Ford V8) also possessed an excellent lock, but reversed an unnecessarily long way. J. R. Weir's Triumph, of the external exhaust, was extremely good, as was K. Hutchison's Ford V8, which experienced rear wheel slide under the brakes, and whose passenger was quite invisible, in her efforts not to worry the helmsman. W. E. C. Watkinson (Alvis) drove carefully but neatly, likewise C. Bicknell (4½-litre Lagonda), who had a useful steering lock for so big a car. T. H. Wisdom with the open S.S. was extremely good to watch, horns sounding the while, and the front wheels losing grip so vigorously did he reverse. The Hon. Brian Lewis (S.S.) flirted with the pylon, but drove exceptionally well, wheels spinning and with useful acceleration, being ⅘ sec. faster here than Wisdom by our timing. St. East's big Hudson needed four reverses, and Sanders's Humber two, but Crawford's Jensen was extremely neatly handled, and very responsive. E. W. Rankin, with Vaughan's S.S., was very fleet, with fine lock, in spite of time lost



W. S. Sewell (Austin) who started from Leamington Spa and contributes the story of his run elsewhere in this paper.

R.A.C. RALLY—continued

avoiding the pylon. Walter Norton of the wonderful tartan shirt was fairly clever with his bulky British-Salmson Six, his second reverse being an unfortunate error. Obviously D. Loader can excel at this sort of thing and his A.C. was ticking over sensibly, though slow to re-start. Col. Rippon used rolling in neutral tactics for a neat run with his Railton, another car with a praiseworthy lock, J. Harrison (Ford V8) drove sweepingly and was fairly rapid and J. McEvoy (Ford V8) was particularly clean, with engine set for a fast tick-over. W. Hetherington had some assistance from his passenger and together they contrived to get their S.S. through very neatly, and Hasluck's Packard was also neat, rocking excitingly on its suspension. C. D. Buckley used swerving tactics and did a very fast drive for Austins, but C. L. Bembridge, after positioning nicely, did not reverse very far, so that his S.S. only just cleared the pylon. R. A. Jensen (Jensen) indulged in three reverses and a smack at a barrier, and a really stirring engine note was the most outstanding thing about undergraduate Poore's attempt with the Talbot 95. C. H. Cooper's Rover was well handled, in spite of rear wheel judder, and Cansick's showing was very pleasing, the fair passenger in his Morris thoroughly enjoying it. G. F. Searle did a fast run in his Rover with a slow re-start and by our watch P. and A. P. Smith, both with S.S. cars, tied, though the former was the neater. Miss Wilby came up slowly with the Armstrong-Siddeley 17, which apparently had a cold in its candles, though it was well handled and quite fast, while F. R. Stone (Triumph) recorded a fast time here in spite of missing the test until recalled. Mrs. Dixon-Johnson (Triumph) and Miss S. D. Bradley (Triumph) were both neat if lacking in knots, and C. C. W. Burrage was really rapid with the V8 Standard saloon. S. E. Sears deserves high praise for his handling of one of the most cumbersome cars in the Rally—a 40 h.p. Packard—which locked its rear wheels until the tyres smoked on the tarry gravel and which had a fine steering lock to assist Sears.

J. Willing (S.S.) was truly quick, his horn button taking part, but R. L. Walkerley crept back extremely cautiously with the closed 2-litre M.G., got close to the pylon nevertheless and made a slow re-start. Another person who dallied was J. A. Driskell (Pontiac), after overshooting, but J. A. Davies (Ford V8) and Sir R. D. Gooch, Bart. (Buick) were both very good, Davies going through in a series of sweeps, after sliding to a standstill. W. J. Webber (Lanchester Twenty) deserves mention for locking his front wheels over sensibly on each manœuvre, and re-starting well, though he needed two reverses.

All the morning we had noticed that at intervals pairs of shivering wearers of official armlets would come down the hill and call for relief parties, so at this point we climbed higher up, into the biting wind, to investigate. We discovered that these unfortunates were the brake-test. They held a bar bearing on its middle the word " stop " and after cars had pulled up, drivers were beckoned

Entrant	Car	Time in Secs. Unofficial	Time in Secs. Official	Bodywork
B. W. Fursdon	Wolseley Ten Saloon	7⅞	(41.8)	C
J. F. A. Clough	Riley	8	(33.8)	O
F. A. Rhodes	Aston-Martin	8⅛	(43)	O
J. Flint	Frazer-Nash-B.M.W.	8⅛	(34.4)	O
W. C. Butler	Singer	8¼	(38.4)	O
D. M. Healey	Triumph	8¼	(37.8)	C
E. W. Rankin	S.S.	9	(36)	O
J. Harrop	S.S.	9	(32)	O
G. H. Robins	H.R.G.	9	(33.6)	O
W. K. Elliot	Talbot Ten	9⅛	(41.8)	C
C. O. Jackson	Austin Ten	9⅛	(45.2)	C
G. L. Boughton	Singer	9⅛	(36.4)	O
D. G. Flather	Aston-Martin	9⅛	(48.8)	O
H. C. Dryden	Triumph 16	9⅛	(38.8)	O
E. C. W. Stapleton	Aston-Martin	9⅛	(48.4)	O
H. L. Hadley	Austin Sixteen	9⅛	(47.8)	C
D. E. Harris	Singer	9⅛	disqualified	O
J. M. Archer	Riley	9⅛	(38)	O
Miss M. Jennings	Riley	9⅛	(36.6)	O
W. L. Woodcock	Frazer-Nash-B.M.W.	9⅛	(35.6)	O
C. D. Buckley	Austin Sixteen	9⅛	(44.4)	C
W. F. Lilleystone	Riley Twelve	10	(37.6)	O
A. E. Frost	Frazer-Nash-B.M.W.	10	(34.4)	O
Hon. Brian Lewis	S.S.	10⅛	(33.6)	O
Miss I. M. Burton	Vauxhall Fourteen	10⅛	(51)	C
E. D. Bowman	Morgan 4/4	10⅛	(41.8)	O
H. F. S. Morgan	Morgan 4/4	10⅛	(44)	O
C. A. B. Broomhall	Fiat 500	10⅜	(53)	C
A. C. Westwood	Fiat Balilla	10⅜	(37.4)	O
A. E. S. Curtis	H.R.G.	10⅜	(37.2)	O
A. H. Langley	Singer	10⅜	(36.2)	O
C. M. Anthony	Aston-Martin	10⅜	disqualified	O
J. Kingston-Whittaker	Railton	10⅜	(34.6)	O
C. C. W. Burrage	Standard	10⅝	(40.6)	C
T. H. Wisdom	S.S.	10⅝	(31.8)	O
J. A. Davies	Ford V8	10¾	(35.4)	C
J. R. Weir	Triumph	10¾	(36.6)	O
W. M. Couper	Talbot	10¾	(34.4)	O
Miss M. D. Patten	British-Salmson Six	10⅞	(39.4)	O
Major C. White	Standard Twelve	10⅞	(43.8)	O
C. D. Hubbard	M.G. Midget	10⅞	(45)	O
C. G. Gibbs	M.G.	11	(42)	O
I. W. H. Thomson	S.S.	11	(37.4)	O
R. M. Sanford	Fiat 500	11⅛	(51.2)	C
Miss J. Richmond	Fiat 500	11⅛	(51.2)	C
F. A. Rhodes	Aston-Martin	11⅛	(43)	O
E. A. Denny	Riley	11⅛	(38)	O
H. Storry	Riley	11⅛	(41.8)	O
Miss C. Mann	O.M.	11⅛	(45.4)	O
W. G. D. Stanton	Armstrong-Siddeley Fourteen	11⅜	(46)	C
W. P. Maidens	Rover	11⅜	(41)	O
F. D. Johns	Riley Nine	11⅜	(52.8)	C
P. Smith	S.S.	11½	(40.2)	C
A. P. Smith	S.S.	11½	(43.6)	C
W. B. P. Watson	Austin Ten	11⅝	(48.6)	C
A. G. Imhof	1½-litre M.G.	11¾	(41)	O
C. D. Grant	Triumph	11¾	(45.2)	C
J. W. Webb-Martin	Alvis	11¾	(70)	C
C. J. Hawkes	Ford V8	11⅞	(42.6)	O
D. Loader	A.C.	11⅞	(38.8)	C
J. McEvoy	Ford V8 Twenty-Two	11⅞	(42.8)	C
C. H. Cooper	Rover Twenty	12	(41.2)	C
K. Hutchison	Ford V8	12	(38.8)	O
M. H. Parkin	Rover	12	(42.8)	C
Miss D. M. M. Stanley-Turner	M.G. Midget	12⅛	(50.4)	O
R. L. Thomson	Talbot Ten	12⅛	(48.2)	C
C. P. Roberts	Rover	12⅛	(43)	O
T. V. G. Selby	A.C.	12⅛	(39.2)	O
J. Willing	S.S.	12¼	(39.4)	C
F. R. Stone	Triumph	12¼	(45.4)	C
J. D. Barnes	Singer	12⅜	(38.8)	O
W. Hetherington	S.S.	12⅜	(40.2)	C
G. F. Searle	Rover	12⅜	(41.4)	C
A. C. Scott	H.R.G.	12⅜	(50.8)	O
D. G. P. Roberts	Singer	12⅜	(46.4)	O
J. G. Pige-Leschallas	A.C.	13	(41)	O
Miss V. M. Wilby	Armstrong-Siddeley Seventeen	13⅛	(66.4)	C
C. H. Ellett	Riley Nine	13¼	(54)	C
Mrs. L. Wilson	Austin Ten	13⅜	(50)	C
C. Mann	Aston-Martin	13⅜	(53.2)	O
E. W. J. Slinn	Riley Nine	13⅜	(53.6)	C
W. A. Apperley	Aston-Martin	13½	(50.4)	O
P. A. Stewart-Brown	Riley	13⅝	(55.4)	C
J. F. Lambert	Singer	14⅛	(41.2)	O
C. J. Turner	Singer	14⅛	(40)	O
H. E. Gibbon	Rover	14⅛	(41.6)	O
W. C. N. Norton	British-Salmson Six	14¼	(41)	O
Miss B. J. M. Streather	S.S.	14¼	(45)	O
R. M. Procter	Talbot Ten	14⅜	(56.4)	O
P. M. Hasluck	Packard	14⅜	(49)	C
R. K. Wellsteed	Morris	15	(52.2)	C
H. Blackburn	Rover	15	(46)	C
T. H. Jeffryes	Standard Twenty	15	(49)	C
C. Bicknell	4½-litre Lagonda	15	(40.6)	O
Miss E. H. Dixon-Johnson	Triumph	15	(53.4)	C
S. E. Sears	Packard	15¼	(50.8)	C
J. K. Clegg	Standard	15⅜	(52.4)	C
L. W. Cutler	Triumph	15⅜	(46.6)	C
H. Bates	Ford Eight	15¾	(54)	C
Miss S. D. Bradley	Triumph	16	(49.8)	C
W. E. C. Watkinson	Alvis	16¼	(50.2)	O
C. R. Y. King	Talbot Ten	16⅜	(59)	C
R. Nicholson	Singer	16⅜	(44.2)	O
R. E. Sandland	Singer	16⅜	(52.2)	C
A. B. Cowling	Triumph	16½	(62)	C

R.A.C. RALLY—continued

ENTRANT	CAR	TIME IN SECS. UNOFFICIAL	TIME IN SECS. OFFICIAL	BODYWORK
J. A. Davies	Frazer-Nash-B.M.W.	16⅘	(46)	C
Col. R. Rippon	Railton	17	(60.8)	C
F. D. Cooper	Rover	17	(51.4)	C
A. Broadley	Darracq	17⅗	(53.6)	C
J. Daniell	A.C.	17⅘	(46.8)	O
C. G. H. Dunham	Rover	18	(48.6)	C
D. T. B. Hall	Ford V8 Twenty-Two	18⅗	(53.6)	C
W. Sewell	Austin Twelve	20	(57.8)	C
A. M. Saunders	Humber	20	(49.4)	O
G. Poppe	Talbot Ten	20⅗	(53.8)	C
L. G. O. Prideaux-Brune	Aston-Martin	22⅗	(54.4)	O
D. Monro	Invicta	23⅕	(49.4)	O
N. E. Bracey	Standard	23⅘	(66.2)	C
R. D. Poore	Talbot	24	(48.8)	C
J. A. Driskell	Pontiac	24	(55)	C
R. L. Walkerley	2-litre M.G.	25	(56.8)	C
W. Lambert	S.S.	25	(70)	O
L. P. Jaques	A.C.	25⅗	(58.2)	O
W. G. W. Hawkes	Bentley	27	(53.8)	O
D. Bates	Ford V8	32⅗	(63.8)	C
Mrs. P. Cole	Singer	33⅕	(86.4)	O
G. S. Cooper	Rover	37⅖	(71.4)	C
Brig. A. H. Loughborough	Rover	44⅘	(75)	O

on and this bar lifted up to enable them to drive under it. We stayed to see a Bentley make such good use of its servo-mechanism as to stop *yards* from the bearers of the bar to progress, a sight which had in most cases been going on all morning to intrigue the Little Audreys.

Whether the test was one of driving skill or car capabilities, or a combination of both, may be judged from the preceding table, in which official times are given in brackets after the figures for our unofficial timing of the reversing manœuvre :

(NOTE : Times were taken from the application of brakes to repassing the pylon on reversing. The list is not comprehensive, many of the poorer attempts being intentionally missed. Times in brackets are official recordings for the complete run. O=open car C=closed car)

RESULTS

Key to starting places :—L, London ; LE. Leamington ; B, Bristol ; BU, Buxton; H, Harrogate ; S, Stirling.
Guide to Columns :—A, starting point ; B, marks lost in road section ; C, time taken in first test ; D, marks lost for touching barriers, etc., in first test ; E, time taken in Friday's tests ; F, marks lost for touching barriers in Friday's test ; G, total lost and total retained out of 1,000 marks, allowance.
Awards :—P.A., premier award ; 2nd, second, and 3rd, third, in each class. (Shown in black type).

GROUP 1 (OPEN CARS UP TO 10 h.p.)

No.	Entrant and Car	A	B	C	D	E	F	G	Total
1.	H. M. Ellis, Morris (8 h.p.)	B	—	32.6	—	50.8	—	83.4	916.6
3.	Miss O. Bailey, Singer (10 h.p.)	BU	—	42.6	—	58.2	—	100.8	899.2
4.	R. M. Bloomfield, Singer (9 h.p.)	BU	2	34.4	—	49.8	—	86.2	913.8
5.	J. F. Guest M.G. (10 h.p.)	BU	—	31.6	—	44.8	—	76.4	923.6
6.	B. F. Stanbury, Riley (9 h.p.)	BU	—	37.8	—	46.2	—	84	916
7.	E. D. Bowman, Morgan (10 h.p.)	H	—	39.6	—	41.8	—	81.4	918.6
8.	R. M. Procter, Talbot (10 h.p.)	H	—	38	—	56.4	—	94.4	905.6
9.	Miss D. M. M. Stanley-Turner, M.G. (9 h.p.)	H	—	36	—	50.4	—	86.4	913.6
10.	**J. F. Lambert, Singer (9 h.p.), 3rd**	**H**	**—**	**30**	**—**	**41.2**	**—**	**71.2**	**928.8**
11.	J. W. Naylor, M.G. (10 h.p.)	H	—	35	—	44	—	79	921
12.	H. F. S. Morgan, Morgan (10 h.p.)	LE	—	39.4	—	44	—	83.4	916.6
14.	**G. H. Goodall, Morgan (10 h.p.), P.A.**	**LE**	**—**	**31**	**—**	**38.8**	**—**	**69.8**	**930.2**
15.	L. G. Collins, M.G. (8 h.p.)	LE	—	38.6	—	54.4	—	93	907
16.	H. R. Marrett, Austin (8 h.p.)	L	—	37.2	—	55	—	92.2	907.8
17.	J. R. Edwards, M.G. (10 h.p.)	L	—	33.2	—	68.4	20	121.6	878.4
18.	Mrs. P. Cole, Singer (9 h.p.)	L	—	51	—	86.4	—	137.4	862.6
19.	C. G. Gibbs, M.G. (10 h.p.)	L	—	33	—	42	—	75	925
20.	D. G. P. Roberts, Singer (9 h.p.)	L	—	31.8	—	46.4	—	78.2	921.8
21.	C. D. Hubbard, M.G. (9 h.p.)	L	—	38	—	45	—	83	917
22.	**N. Garrad, Talbot (10 h.p.), 2nd**	**S**	**—**	**32**	**—**	**39.2**	**—**	**71.2**	**928.8**

GROUP 2 (CLOSED CARS UP TO 10 h.p.)

23.	F. D. Johns, Riley (9 h.p.)	B	—	34.4	—	52.8	—	87.2	912.8
24.	**B. W. Fursdon, Wolseley (10 h.p.), P.A.**	**B**	**—**	**30.2**	**—**	**41.8**	**—**	**72**	**928**
25.	G. Poppe, Talbot (10 h.p.)	BU	—	35.2	—	53.8	—	89	911
26.	C. R. Y. King, Talbot (10 h.p.)	BU	—	33	—	59	—	92	908
27.	Mrs. L. Wilson, Austin (10 h.p.)	H	—	40	—	50	—	90	910
28.	A. B. Cowling, Triumph (10 h.p.)	H	—	39.8	—	62	—	101.8	898.2
30.	H. Bates, Ford (8 h.p.)	H	—	40.4	—	54	—	94.4	905.6
31.	H. L. Hadley, Austin (10 h.p.)	LE	—	34.4	—	47.8	—	82.2	917.8
32.	E. W. J. Slinn, Riley (9 h.p.)	LE	—	37	—	53.6	—	90.6	909.4
33.	P. A. Thornton, Standard (10 h.p.)	LE	—	37.4	—	47.8	—	85.2	914.8
34.	Miss M. V. Milne, Singer (9 h.p.)	LE	—	37	—	57.4	—	94.4	905.6
35.	Mrs. D. I. Broadley, Singer (9 h.p.)	L	29	39.4	—	54.8	20	143.2	856.8
36.	**C. O. Jackson, Austin (10 h.p.) 3rd**	**L**	**—**	**34.4**	**—**	**45.2**	**—**	**79.6**	**920.4**
37.	N. E. Bracey, Standard (9 h.p.)	L	—	33	—	66.2	20	119.2	880.8
38.	R. L. Thomson, Talbot (10 h.p.)	L	—	40.2	—	48.2	—	88.4	911.6
39.	C. A. B. Broomhall, Fiat (7 h.p.)	L	—	47.4	—	53	—	100.4	899.6
40.	Miss J. M. Richmond, Fiat (7 h.p.)	L	—	36.8	—	51.2	—	88	912
41.	R. M. Sandford, Fiat (7 h.p.)	L	—	43.8	—	51.2	—	95	905
44.	C. H. Ellett, Riley (9 h.p.)	L	—	39.4	—	54	—	93.4	906.6
46.	W. B. P. Watson, Austin (10 h.p.)	S	—	37	—	48.6	—	85.6	914.4
47.	**W. K. Elliot, Talbot (10 h.p.), 2nd**	**S**	**—**	**32**	**—**	**41.8**	**—**	**73.8**	**926.2**

GROUP 3 (OPEN CARS OVER 10 h.p. AND UP TO 15 h.p.)

48.	F. S. Barnes, Singer (12 h.p.)	B	—	29.4	—	39.2	—	68.6	931.4
50.	W. A. Apperley, Aston-Martin (12 h.p.)	BU	—	37.2	—	50.4	—	87.6	912.4
52.	J. D. Barnes, Singer (12 h.p.)	BU	—	31	—	38.8	—	69.8	930.2
53.	Miss M. Jennings, Rover (12 h.p.)	BU	—	28.4	—	36.6	—	65	935
54.	Major C. White, Standard (12 h.p.)	BU	—	31.8	20	43.8	—	95.6	904.4
56.	R. Nicholson, Singer (13 h.p.)	BU	—	35.4	—	44.2	—	79.6	920.4
57.	W. P. Maidens, Rover (12 h.p.)	BU	—	34.6	—	41	—	75.6	924.4
58.	C. P. Roberts, Rover (14 h.p.)	BU	—	38	—	43	—	81	919
59.	C. Mann, Aston-Martin (12 h.p.)	H	—	29.2	—	53.2	20	102.4	897.6
60.	W. F. Lilleystone, Riley (12 h.p.)	H	—	34.6	—	37.6	—	72.2	927.8
62.	F. A. Rhodes, Aston-Martin (15 h.p.)	H	—	32.6	—	43	—	75.6	924.4
63.	W. Lambert, S.S. (12 h.p.)	H	—	46.8	—	70	—	116.8	883.2
64.	W. C. Butler, Singer (12 h.p.)	H	—	29.8	—	38.4	—	68.2	931.8

The outcome of this test was as follows :

10 h.p. Open Cars : G. H. Goodall (Morgan 4/4) 38.8s.
10 h.p. Closed Cars : B. W. Fursdon (Wolseley Wasp) and W. K. Elliot (Talbot Ten) 41.8s.
15 h.p. Open Cars : G. H. Robins (H.R.G.) 33.6s.
15 h.p. Closed Cars : A. L. Pearce (Triumph) 36.4s.
Over 15 h.p. Open Cars : T. H. Wisdom (S.S.) 31.8s.
Over 15 h.p. Closed Cars : J. A. Davies (Ford V8) 35.4s.
Fastest Time : T. H. Wisdom (S.S. Jaguar 100) 31.8s.

The full list of times will be found in the tabulated results. It then only remained to fête the competitors and announce the results which read as follows :—

GROUP AWARDS

GROUP 1 (Open Cars up to 10 h.p.)
Premier : H. F. S. Morgan (Morgan) 930.2 marks.
Second : N. Garrad (Talbot) 928.8 marks.
Third : J. F. Lambert (Singer) 928.8 marks.

GROUP 2 (Closed Cars up to 10 h.p.)
Premier : B. W. Fursdon (Wolseley) 928 marks.
Second : W. K. Elliot (Talbot) 926.2 marks.
Third : C. O. Jackson (Austin) 920.4 marks.

GROUP 3 (Open Cars up to 15 h.p.)
Premier : J. F. A. Clough (Riley) 937.4 marks.
Second : G. H. Robins (H.R.G.) 937 marks.
Third : A. E. Frost (Frazer-Nash-B.M.W.) 936.2 marks.

GROUP 4 (Closed Cars up to 15 h.p.)
Premier : A. L. Pearce (Triumph) 934.8 marks.
Second : D. Healey (Triumph) 932.8 marks.
Third : M. H. Parkin (Rover) 923.4 marks.

GROUP 5 (Open Cars over 15 h.p.)
Premier : J. Harrop (S.S.) 943 marks.
Second : T. H. Wisdom (S.S.) 940.2 marks.
Third : J. Flint (Frazer-Nash-B.M.W.) 939.2 marks.

GROUP 6 (Closed Cars over 15 h.p.)
Premier : D. Impanni (Frazer-Nash-B.M.W.) 935.4 marks.
Second : J. A. Davies (Ford) 932.6 marks.
Third : G. H. Crossley (Bentley) 930 marks.
Manufacturers' Team Prize : S.S. Cars Ltd.
Runner-up : Singer Motors Ltd.
Club Team Prize : Singer M.C.C. A Team.
Runner-up : Yorkshire S.C.C. "B" Team.
Ladies' Prizes : Open Cars : Viscountess Chetwynd (Ford V8).
Closed Cars : Miss S. D. Bradley (Triumph).

Prizes were presented for the various control groups, Don Impanni (Frazer-Nash-B.M.W.), with R. H. Ashby as co-driver, scoring from Bristol, Harrop (S.S.) from Buxton, Clough (Riley) from Harrogate, Wisdom (S.S.) from Leamington, Davies (Ford V8) from London, and Flint (Frazer-Nash-B.M.W.) from Stirling. In sober fact 213 entered, twenty-one failed to start, some because fresh cars could not be nominated, though different crews did not result in disqualification, eight failed to reach Hastings, five failed to complete the tests, and 179 competitors qualified for souvenir awards, as detailed in the analysis opposite.

The Coachwork Competition

Severe weather was the keynote of the 1937 Rally, for test A had been run with heavy seas breaking over the front, which caused the cancellation of test B, and so bad was the weather on the Saturday that the coachwork competition was held in one of Hastings's underground garages, only the final parade being staged in daylight.

The three outstanding cars in the "luxury" category were Barraclough's straight-eight Charlesworth-bodied Daimler, More's Rippon-bodied Railton, and Clease's Vanden Plas 4.3-litre Alvis sports saloon. The Daimler eventually won the day. Finished in black and chromium it was exceptionally well fitted out and had defrosters for the screen,

R.A.C. RALLY—continued

65.	D. G. Flather, Aston-Martin (12 h.p.)	H	—	33.2	—	48.8	—	82	918
66.	A. E. S. Curtis, H.R.G. (12 h.p.)	H	—	31.6	—	37.2	—	68.8	931.2
67.	**G. H. Robins, H.R.G. (12 h.p.), 2nd**	**H**	**—**	**29.4**	**—**	**33.6**	**—**	**63**	**937**
69.	**J. F. A. Clough, Riley (12 h.p.), P.A.**	**H**	**—**	**28.8**	**—**	**33.8**	**—**	**62.6**	**937.4**
70.	Lady Mary Hope, Triumph (11 h.p.)	H	—	37	—	46.4	—	83.4	916.6
71.	E. A. Denny, Riley (12 h.p.)	H	—	30.6	—	38	—	68.6	931.4
72.	A. H. Langley, Singer (12 h.p.)	LE	—	28.4	—	36.2	—	64.6	935.4
73.	**A. E. Frost, Frazer-Nash-B.M.W. (13 h.p.), 3rd**	**LE**	**—**	**29.4**	**—**	**34.4**	**—**	**63.8**	**936.2**
74.	H. Storry, Riley (12 h.p.)	LE	—	33.4	—	41.8	—	75.2	924.8
75.	C. J. Turner, Singer (13 h.p.)	L	—	28.8	—	40	—	68.8	931.2
76.	L. G. O. Prideaux-Brune, Aston-Martin (15 h.p.)	L	—	32.4	—	54.4	—	86.8	913.2
77.	A. C. Scott, H.R.G. (12 h.p.)	L	—	35.4	—	50.8	—	86.2	913.8
79.	E. C. W. Stapleton, Aston-Martin (12 h.p.)	L	—	31.2	—	48.4	—	79.6	920.4
82.	Brig. A. H. Loughborough, Rover (14 h.p.)	L	—	38.8	—	75	—	113.8	886.2
83.	A. G. Imhof, M.G. (12 h.p.)	L	—	38.8	—	41	—	79.8	920.2
84.	A. C. Westwood, Fiat (11 h.p.)	L	—	32.4	—	37.4	—	69.8	930.2
85.	H. E. Gibbon, Rover (12 h.p.)	S	—	33.6	—	41.6	—	75.2	924.8
86.	G. L. Boughton, Singer (12 h.p.)	S	—	27.8	—	36.4	—	64.2	935.8
87.	L. M. Archer, Riley (12 h.p.)	S	—	29	—	38	—	67	933
	GROUP 4 (CLOSED CARS OVER 10 h.p. AND UP TO 15 h.p.)								
88.	**M. H. Parkin, Rover (12 h.p.) 3rd**	**B**	**—**	**33.8**	**—**	**42.8**	**—**	**76.6**	**923.4**
89.	J. A. Davies, Frazer-Nash-B.M.W. (13 h.p.)	B	—	34	—	46	—	80	920
90.	R. K. Wellsteed, Morris (14 h.p.)	B	—	41.8	—	52.2	—	94	906
91.	W. G. D. Stanton, Armstrong-Siddeley (14 h.p.)	B	—	32.4	—	46	—	78.4	921.6
93.	J. W. Webb-Martin, Alvis (12 h.p.)	BU	—	35	—	70	—	105	895
94.	Miss I. M. Burton, Vauxhall (14 h.p.)	BU	—	35	—	51	—	86	914
95.	E. W. Sammet, Triumph (11 h.p.)	BU	—	37.6	—	52.6	—	90.2	909.8
96.	Capt. S. J. Pickard, Rover (12 h.p.)	BU	—	36.8	—	54.8	—	91.6	908.4
97.	L. W. Cutler, Triumph (14 h.p.)	BU	—	41.8	—	46.6	—	88.4	911.6
99.	J. K. Clegg, Standard (12 h.p.)	H	—	38.6	—	52.4	—	91	909
100.	O. H. Burden, Rover (14 h.p.)	H	—	31	—	56.8	20	107.8	892.2
101.	J. Hilbert, Sunbeam (13 h.p.)	H	—	39	—	53.6	—	92.6	907.4
102.	G. J. Redgrove, Rover (14 h.p.)	H	—	29.8	—	53	—	82.8	917.2
103.	P. A. Stewart-Brown, Riley (12 h.p.)	H	2	36.8	—	55.4	—	94.2	905.8
104.	**D. M. Healey, Triumph (14 h.p.), 2nd**	**H**	**—**	**29.4**	**—**	**37.8**	**—**	**67.2**	**932.8**
106.	**A. L. Pearce, Triumph (14 h.p.), P.A.**	**H**	**—**	**28.8**	**—**	**36.4**	**—**	**65.2**	**934.8**
107.	W. Sewell, Austin (12 h.p.)	LE	—	38.2	—	57.8	—	96	904
109.	H. Blackburn, Rover (14 h.p.)	LE	—	36.4	—	46	—	82.4	917.6
110.	A. Broadley, Darracq (15 h.p.)	L	—	39	—	53.6	—	92.6	907.4
111.	Miss A. L. Butler, S.S. (12 h.p.)	L	—	38.8	—	49.2	—	88	912
112.	A. G. Throssell, Riley (12 h.p.)	L	—	46.6	—	62.6	20	129.2	870.8
114.	F. D. Cooper, Rover (14 h.p.)	L	—	39	—	51.4	—	90.4	909.6
115.	G. S. Cooper, Rover (14 h.p.)	L	—	45.4	—	71.4	—	116.8	883.2
116.	C. G. H. Dunham, Rover (12 h.p.)	L	—	32.4	—	48.6	—	81	919
117.	R. E. Sandland, Singer (12 h.p.)	L	—	35	—	52.2	—	87.2	912.8
118.	C. D. Grant, Triumph (11 h.p.)	S	—	33	—	45.2	—	78.2	921.8
	GROUP 5 (OPEN CARS OVER 15 h.p.)								
119.	W. C. N. Norton, British-Salmson (20 h.p.)	B	—	29.4	—	41	—	70.4	929.6
121.	T. C. Wise, Ford (30 h.p.)	BU	—	25.6	—	45.6	20	91.2	908.8
122.	K. Hutchison, Ford (30 h.p.)	BU	—	30.8	—	38.8	—	69.6	930.4
123.	**J. Harrop, S.S. (20 h.p.) P.A.**	**BU**	**—**	**25**	**—**	**32**	**—**	**57**	**943**
124.	W. G. W. Hawke, Bentley (30 h.p.)	BU	—	34.2	20	53.8	—	108	892
125.	I. W. H. Thomson, S.S. (20 h.p.)	BU	—	31.6	—	37.4	—	69	931
126.	J. G. Pige-Leschallas, A.C. (16 h.p.)	BU	—	32.2	—	41	—	73.2	926.8
129.	Miss C. Mann, O.M. (16 h.p.)	H	—	39	—	45.4	—	84.4	915.6
130.	W. E. C. Watkinson, Alvis (20 h.p.)	H	—	40.6	—	50.2	—	90.8	909.2
131.	W. M. Couper, Talbot (24 h.p.)	H	—	29.8	—	34.4	—	64.2	935.8
132.	C. J. Hawkes, Ford (30 h.p.)	H	—	36.2	—	42.6	—	78.8	921.2
133.	J. Kingston-Whittaker, Railton (30 h.p.)	H	—	29.8	—	34.6	—	64.4	935.6
134.	W. L. Woodcock, Frazer-Nash-B.M.W. (16 h.p.)	H	—	29.4	—	35.6	—	65	935
136.	J. H. Sims-Hilditch, Alvis (20 h.p.)	LE	—	36.8	—	71.8	—	108.6	891.4
137.	D. Monro, Invicta (30 h.p.)	LE	—	31.4	—	49.4	—	80.8	919.2
138.	L. P. Jaques, A.C. (16 h.p.)	LE	—	45.6	—	58.2	—	103.8	896.2
139.	K. Crawford, Jensen (30 h.p.)	LE	—	29	—	39.4	—	68.4	931.6
140.	A. St. V. East, Hudson (29 h.p.)	LE	—	30.6	—	62	—	92.6	907.4
141.	A. M. Saunders, Humber (27 h.p.)	LE	—	34.8	—	49.4	—	84.2	915.8
142.	**T. H. Wisdom, S.S. (20 h.p.), 2nd**	**LE**	**—**	**28**	**—**	**31.8**	**—**	**59.8**	**940.2**
143.	The Hon. Brian Lewis, S.S. (20 h.p.)	LE	—	29	—	33.6	—	62.6	937.4
144.	E. H. Jacob, S.S. (20 h.p.)	LE	—	25.8	—	36	—	61.8	938.2
145.	J. Daniell, A.C. (16 h.p.)	L	—	33.4	—	46.8	—	80.2	919.8
146.	Miss B. J. M. Streather, S.S. (20 h.p.)	L	—	36.4	—	45	—	81.4	918.6
147.	H. C. Dryden, Triumph (16 h.p.)	L	—	32.4	—	38.8	—	71.2	928.8
149.	Miss M. D. Patten, British Salmson (21 h.p.)	L	—	34.8	—	39.4	—	74.2	925.8
151.	E. Kehoe, A.C. (16 h.p.)	L	54	39.6	—	53.8	—	147.4	852.6
152.	Viscountess Chetwynd, Ford (30 h.p.)	S	—	32.4	—	48.2	—	80.6	919.4
153.	T. V. G. Selby, A.C. (16 h.p.)	S	—	31.4	—	39.2	—	70.6	929.4
154.	J. R. Weir, Triumph (16 h.p.)	S	—	31	—	36.6	—	67.6	932.4
156.	C. Bicknell, Lagonda (29 h.p.)	S	—	30.4	—	40.6	—	71	929
157.	**J. Flint, Frazer-Nash-B.M.W. (16 h.p.), 3rd**	**S**	**—**	**26.4**	**—**	**34.4**	**—**	**60.8**	**939.2**
	GROUP 6 (CLOSED CARS OVER 15 h.p.)								
158.	Capt. G. E. Scott, Bentley (26 h.p.)	B	—	48.8	—	47.2	—	96	904
159.	**D. Impanni, Frazer-Nash-B.M.W. (16 h.p.), P.A.**	**B**	**—**	**28.8**	**—**	**35.8**	**—**	**64.6**	**935.4**
161.	P. Smith, S.S. (20 h.p.)	BU	—	34.6	—	40.2	—	74.8	925.2
162.	A. P. Smith, S.S. (20 h.p.)	BU	—	32.2	—	43.6	—	75.8	924.2
163.	W. Hetherington, S.S. (20 h.p.)	BU	—	39.8	20	40.2	—	100	900
164.	C. H. Cooper, Rover (20 h.p.)	BU	—	31.8	—	41.2	—	73	927
165.	C. L. Bembridge, S.S. (20 h.p.)	BU	—	35.8	—	47	—	82.8	917.2
168.	Miss V. M. Wilby, Armstrong-Siddeley (17 h.p.)	BU	—	38	—	66.4	—	104.4	895.6
169.	R. A. Jensen, Jensen (30 h.p.)	BU	—	32.8	—	63.2	20	116	884
170.	J. Harison, Ford, (22 h.p.)	BU	—	40	—	44.8	—	84.8	915.2
171.	**G. H. Crossley, Bentley (30 h.p.), 3rd**	**H**	**—**	**33**	**—**	**37**	**—**	**70**	**930**
172.	Sir R. D. Gooch, Bt., Buick (31 h.p.)	H	—	39.4	20	40	—	99.4	900.6
174.	D. T. B. Hall, Ford (22 h.p.)	H	—	36.2	—	53.6	—	89.8	910.2
176.	D. Loader, A.C. (16 h.p.)	H	—	31.4	—	38.8	—	70.2	929.8
177.	G. F. Searle, Rover (17 h.p.)	H	—	31.2	—	41.4	—	72.6	927.4
178.	Colonel R. Rippon, Railton (29 h.p.)	H	—	35.4	—	60.8	—	96.2	903.8
179.	R. A. Johnson, Hillman (21 h.p.)	H	—	33.2	—	45	—	78.2	921.8
180.	L. Thompson, Bentley (26 h.p.)	H	—	34.4	—	40	—	74.4	925.6
181.	J. A. Driskell, Pontiac (34 h.p.)	H	—	39.4	—	55	—	94.4	905.6
182.	B. P. Dixon, Ford (30 h.p.)	H	—	30.6	20	63.8	—	114.4	885.6
183.	Miss E. H. Dixon-Johnson, Triumph (16 h.p.)	H	—	39.4	—	53.4	—	92.8	907.2
184.	C. D. Buckley, Austin (16 h.p.)	LE	—	33.2	—	44.4	—	77.6	922.4
185.	R. D. Poore, Talbot (21 h.p.)	LE	—	30.4	—	48.8	20	99.2	900.8

Continued on page 181

picnic tables, special luggage and tool accommodation and a beautifully finished engine exterior. In this class Thomson's Charlesworth Bentley and Crossley's Park Ward Bentley were greatly admired. In the next category Prideaux-Brune's blue drop-head coupe Aston-Martin, an essentially practical car, gained the Premier award, though it was not instantly recognisable as an Aston. The other Premier award winner was R. L. Walkerley's 2-litre M.G. with drop-head Tickford foursome by Salmons. Finished in maroon, with disc wheels, it had a chromium and black engine exterior, defrosters, interior heater, map-reading arrangements and an illuminated luggage boot. Hore-Belisha would have marvelled that these immaculate cars had come 1,000 miles in two days without acquiring a blemish. Otherwise, this last competition was a tribute to ordinary production car coachwork, of which Austin, A.C., Rover, S.S., Standard, Humber, Triumph and Aston-Martin, especially, must be extremely proud. As the following results outline, the only specialist coachbuilders in figure in the awards list were Salmons and Charlesworth, as already mentioned, and Mulliners.

RESULTS

Open Cars : L. G. O. Prideaux-Brune (Aston-Martin).

Two-door Closed : R. L. Walkerley (M.G., Salmons).

Four-door Closed : C. G. F. Barraclough (Daimler, Charlesworth).

CLASS AWARDS

Class 1 : Up to £160, two-door, Closed : N. E. Bracey (Standard).

Class 2 : Up to £250, Open : Major C. White (Standard, Mulliners).

Up to £250, two-door Closed : Miss I. M. Burton (Vauxhall).

Up to £250, four-door Closed : 1, Lord Austin (Austin), 2, Lord Austin (Austin).

CLASS 3

Up to £350, Open : H. E. Gibbon (Rover).

Up to £350, four-door, Closed : 1, M. A. Newnham (Triumph) ; 2, M. A. Newnham (Triumph).

CLASS 4

Up to £500, Open : 1, E. Kehoe (A.C.) ; 2, C. P. Roberts (Rover).

Up to £500, two-door Closed : R. L. Walkerley (M.G., Salmons).

Up to £500, four-door, Closed : 1, C. H. Cooper (Rover) ; 2, P. Smith (SS.)

CLASS 5

Up to £700, Open : L. G. O. Prideaux-Brune (Aston-Martin).

CLASS 6

Up to £1,000, four-door, Closed : R. M. Webb (Humber).

CLASS 7

Over £1,000, four-door, Closed : C. G. F. Barraclough (Daimler, Charlesworth).

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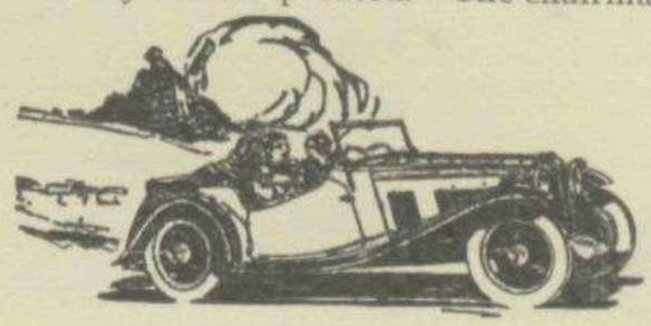
Club News

INVICTA C.C.

At the opening meeting at which the club was formed some remarkable Invictas gathered at the "Wee Waif" café. Five 100 m.p.h. 4½-litre open tourers, finished in ivory, blue, green, blue and cream and red, respectively, a black Vanden Plas two-seater, and a coupé on low-chassis 4½-litres, a black N.L.C. coupé, a fabric L.C. 4½-litre, and two black A-type saloons were present. Others were :—Major D. Morris's 1½-litre primrose coupé which was once a coach-work "belle" at Monte Carlo, the ex-Lace T.T. 4½-litre, and Monro's sea-green A-type saloon and the Monro rebuilt N.L.C. job with open, 1936 bodywork. One car was licensed specially for the run, Alexander came from Salisbury and Campbell from Cambridge. Chaired by Major Douglas Morris, the meeting passed a batch of rules and fixed the subscription at 10/- with 5/- entry fee, though some of the founder members insisted on paying an entry fee of £1/1/0 to ensure adequate capital, so a special Founder Membership was instituted, with a special badge at standard price. Thirty members and friends sat down to lunch, after which the fifteen Invictas paraded at a fine gait. Congratulatory letters were sent by Raymond Mays and Donald Healey. The following officials were elected: *Patron:* Major Douglas-Morris. *Secretary:* D. Monro. *Comp. Secretary:* Gomly. *Press Secretary:* Coates. *Council of Six:* Messrs. Dyer, Evans, English, Durston, Rotherham, and Whale. *Hon. Assistant Secretary:* Mrs. Bain. The idea of the club is attributable to Mr. Norton of Hull. A dinner and colour-film show was arranged for March 17th. A programme of interesting events is in course of preparation, and a bulletin, known as "The Gauntlet," has already been issued. All Invicta owners should benefit by joining up but owners of Invicta steam-rollers need not apply, we understand. Hon. Secretary: Donald Monro, 4, Tavistock Street, Covent Garden, London, W.C.2. Temple Bar 4091.

BUGATTI OWNERS' CLUB

The annual general meeting was held at the Green Park Club on March 10th. No suggestions were forthcoming from those present concerning the 1937 fixtures and business of the club generally, excepting J. S. Steele's query as to whether the extra event which the chairman offered to include if desired could conveniently be incorporated. The chairman felt that it could be, but nothing was actually proposed. Col. G. M. Giles was re-elected Chairman of Council and Eric Giles Hon. Secretary, and Lemon-Burton and J. K. W. Baines were re-elected members of the competitions committee. J. D. Aylward, who had that day come down from Cheshire in his Aston-Martin, suggested a vote of thanks to the Giles brothers, and those present duly clapped for a while. The financial position of the club was too satisfactory to arouse discussion. Afterwards there was a good film show (though no Pozzo) and dinner.



Amongst those present were: Col. G. M. Giles, E. L. Giles, J. S. Steele, J. Lemon-Burton, C. W. P. Hampton, J. K. W. Baines, J. S. Baines, L. J. Smyth, G. E. Lind-Walker, Mrs. Lind-Walker, G. E. Mayo-Smith, J. D. Aylward, D. Robinson, W. Boddy and a few lady friends.

The eighth annual Opening Rally will be held on Sunday, April 11th, at "The George," Huntingdon, sixty miles from London. At one time the B.O.C. believed in distance, and we recall an opening Rally at which we sat on a chain in the tonneau of Whiddington's Frazer-Nash for something like 250 miles, there and back.

But perhaps in a Bugatti that isn't such fun! Victor Ludorum marks are this year being given for those who bring the biggest and best "scuderia," composed of a minimum of two cars of like marque owned by one family—very amusing for the plutocrats, but what of mere Brescia blokes? A novel competition will also be held, finishing for tea at the "Duke's Head," King's Lynn, over 100 miles from London.

The Monte-Honiton-Carlo Rally is scheduled for May 16th—an extremely attractive event, in which competitors choose their own routes to Honiton, where a condition-check and a speed hill-climb are staged. That quite a few people have in the past gone from London to points in Scotland, even to John o' Groats, before descending to Honiton, knocking up a mileage equal to that of the R.A.C. Rally in much the same time period, is evidence of enthusiasm unbounded. This year the Invicta Club has received an invitation to compete, and flotillas of Invictas are rumoured to be starting from various points. We wonder if their members realise that the only respectable prize—the George Harris Cup—goes to a *Bugatti* driver. We suggest to the Council another worthwhile prize in keeping with a 1,000 mile "dice" and some preliminary publicity in the weekly motoring press—this excellent event is surely worth this attention.

Hon. Sec.: E. L. Giles, 2, Queen Street, London, W.1. Mayfair 4701.

FADE OUT?

We are interested in the doings of the Aston-Martin Owners' Club, Bentley Drivers' Club, Lagonda Car Club, Frazer-Nash Car Club and Frazer-Nash-B.M.W. Car Club, but have heard nothing of them recently. Should we have sent wreaths?

CITY AND GUILDS M.C.

In spite of heavy snow ten competitors set forth for the City and Guilds Trial on March 14. Starting from a small inn at Kemsing, near Sevenoaks, follow-my-leader tactics were adopted. Cotman's Ash caused only one failure, excluding the MOTOR SPORT Morris Eight which was suffering from a slipping clutch. But the climbs were apparently made just in time, because very soon the snow began to thaw, sending a cateract of water down the chalky surface.

In the acceleration test on Wrotham Rise V. H. Tuson, driving a Balilla Fiat, made the best time in 8.05 secs.—incidentally, how was the timing to two decimal places effected? Trosley Trough, Hognore and Grassy Banks sorted them out, and the slowest time at the last-named hill went to the credit of F. Sheppard (M.G.)—*credit* is correct, because this was observed as a *slow* ascent. A reversing and acceleration party on Priestwood resulted in Tuson (Fiat) and Sheppard (M.G.) taking the first two places in 15.9 and 19.2 secs. respectively.

RESULTS

Best Performance: H. V. Tuson (Balilla Fiat).
Runner-up: F. Sheppard (M.G.).

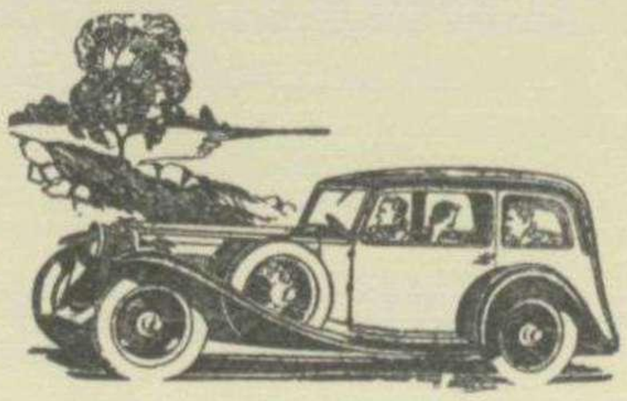
Membership of this club is confined to past and present students of the City and Guilds Engineering College, with cheap affiliation to the United Hospitals M.C. The sub. is 2/6. Sec.: H. J. Allwright, City and Guilds (Eng.) College, Exhibition Road, S.W.7.

CALEDONIAN M.C.

Scottish trials are invariably excellent, and the Caledonian M.C.'s March event was no exception. Snowy conditions prevailed.

At the first hill, enlivened by boulders on the course, D. McQueen was rapid with a Triumph, in contrast to Fairclough's steady ascent with a Riley.

A. McLeod was good with a T-type M.G. Midget, likewise J. F. Diack's Morris Minor. Killoupe proved quite unclimbable, but excellent efforts were



CLUB NEWS—continued

made by J. P. Millar (Frazer-Nash-B.M.W.) and S. Weston (PB. M.G., S.). A driving test was held before a good crowd on the front at Girvan, Weston (M.G.) being very quick and V. S. Dobson (O.M.) very neat. Fairclough retired with a broken half-shaft on his Riley. Results, made known ere tea was over, were :—

RESULTS

Grant Trophy : J. Anderson (Anderson-Special).
Premier Award : A. McLeod (T-type M.G.)
Special Prize : J. P. Millar (Frazer-Nash B.M.W.).

M.G. CAR CLUB

Scottish Centre

There was a good turn out for the M.G. Car Club half-day trial starting at Biggar recently, and many found the forty-five mile run very chilly. The hills were good but in the opinion of many drivers, Easterknowe, a grass hill with a steep right-hand bend, was impossible owing to the extremely slippery nature of the ground which prevented accurate steering. The first hill, Curling Pond, was an easy test, although a trifle rutty and had some deepish mould. James Anderson (Anderson Special), observed from the rear, seemed to have excessive tail wag, but got to the top without fuss. R. K. N. Clarkson (V8) roared up as if he were bent on finishing the trial in about forty-five minutes and seemed to have a spot of bother with his steering. G. F. Simpson motored up in his V8, without effort. Then over fields to hill number 2. Kirklaw, which looked absolutely impossible—a water splash—deep mud, gradient, corners, and all those things that make a hill a stiff test. A high-up official of a visiting club was heard to comment on the quality on the hill viz. "Super." Competitors were held up considerably here owing to numerous failures, and noticeable among the waiting cars was a very stripped Ford V8, driven by Moncrieff, and a pair of quiet M.G.s and a B.M.W. driven by T. Spence, W. Mill and J. Millar, "The Jordanhill," "Yeomanry." Here also were the S.S.C.C. "Perishing Officials" team, A. Frew, T. S. Weston, both driving M.G.s and D. Hill Jack in a Morris Eight which seems to require to have its lock tuned for some of the bends. Among the notable climbs on Kirklaw were W. K. Elliot (Austin) and J. Blyth (Austin). A black M.G. driven and passengered by two elderly gentlemen shot up the hill at great speed, but the near-side door flew open and distracted the driver's attention momentarily, but his passenger managed to shut it almost at once. H. G. Hannah driving a long bonneted A.C. Ace that showed a terrific turn of power roared up in fine style. J. G. R. Watson gave the crowd no doubt as to whether the supercharger on his Wolseley Hornet was working and screeched his way up to the top, being heard long after he had passed from sight. The conditions were too stiff for one or two. N. Gibson (M.G.) only got about thirty yards when he ran aground on his sump just before the splash, and J. Playfair's B.M.W. sounded too high geared. D. Hill Jack made a gallant attempt but seemed to have too much air in his tyres. D. McQueen (V8) and J. Flint (B.M.W.) were both very clever and the two die-hards at the end G. F. Simpson and Clarkson in V8s were as usual, clean. Then on to the next, Easterknowe, where car after car failed on rounding the corner, some of them knocking down flags on account of the lack of grip by their front wheels on this treacherous grass which seemed to have no bottoming. This extraordinary hill accounted for every competitor except Simpson and Clarkson (V8s) who deserve very special mention for the way they got their big cars up. J. R. Nisbet in a Frazer-Nash had a good deal of bother here, requiring several tries. Then a twenty-one minute run on the Traquain Road brought the competitors to Torhill, a long track up through a wood, very heavy going in leaf mould and crumbly soil. The only failures noted here were T. S. Weston (M.G.), J. R. Nisbet (Frazer-Nash), and D. Hill Jack (Morris). H. G. Hannah, who like Weston had collected a puncture, climbed on one competition tyre with perfect ease. Competitors were parked at the top of this hill after their run and kept there until the next man had his shot then were sent down. From Torhill the route lay through Innerleithen and into Peebles where cars turned right for the next hill Soonope, which had a fairly easy surface but two bad bends which collected their bag of failures amongst which was Drew McQueen who stalled his motor when he put the front wheel up the bank or would have got round. W. K. Elliot seemed to be the best here, but again Simpson and Clarkson were clean and seemed to be enjoying their little private fight. H. G. Hannah just got round this bend but seemed to be giving his back axle something to do to drive one soft competition cover and one hard standard tyre.



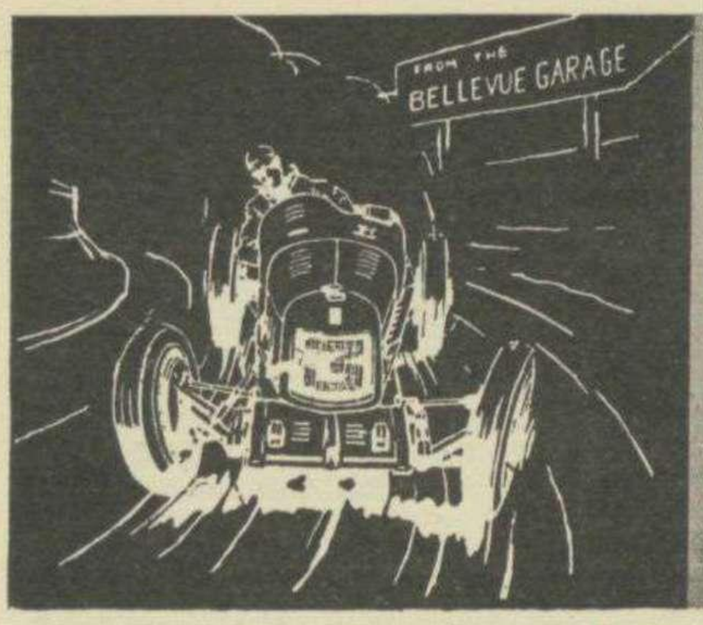
From Soonope the course was through Peebles by road A.72 and right out Young Street and in about a mile and a half arrived at Chapelhill. The last observed hill of the day. This seemed hopeless—muddy grass and a very stiff left-hand hairpin bend which accounted for the entire entry except four. A. Dunn (Riley), J. E. Playfair (B.M.W.) and the private fighters Simpson and Clarkson. Spence (M.G.) wanted to go mountaineering and climbed the bank. Simpson chased the observers off the bank on his way round the bend. It seems strange that these Ford V8s can get round corners that seem to be impossible for most of the small cars. A very difficult test. The competitors were now taken on to the grounds of the Black Barony Hotel for the driving test, where they had to start and cross a line, reverse across another line and forward to a stop astride the finishing line. R. K. N. Clarkson failed in this test and so left the large car field open to G. F. Simpson. Altogether a very good afternoon's run and seemed to please everyone, but one or two protests were heard regarding Easterknowe in the Hotel Bar.

DRAFT PROVISIONAL RESULTS ARE AS FOLLOWS

S.M.T. Trophy : W. K. Stewart (Supercharged M.G.).
M.G. Trophy : G. F. Simpson (Ford V8).
First-class Awards : W. K. Stewart (M.G.); T. L. McDonald (Singer); W. K. Elliot (Austin); J. J. Nicolson (Ford Ten); J. G. R. Watson (Wolseley Hornet); J. Flint (B.M.W.); H. G. Hannah (A.C. Ace); R. K. N. Clarkson (Ford V8).
Second-class Awards : G. McLaren (M.G.); A. Frew (M.G.); T. W. Stewart (M.G.); T. Spence (M.G.); J. E. Playfair (B.M.W.); James Anderson (Anderson Special).
Kimber Team Trophy : T. L. McDonald (Singer); W. K. Elliot (Austin); R. K. N. Clarkson (Ford V8).

THE FUTURE OF THE "500"

At the annual general meeting of the B.R.D.C., held last month, the future of the 500 Miles Race was discussed. A considerable body of opinion was against the continuance of this race, which is scheduled to be run off at Brooklands on September 18th—the ninth race of the series. We should be extremely sorry to see this race fade out. 500 miles round the outer-circuit of the Weybridge course, handicapped class against class, is a very fine test of men and motors. It is significant that in winning last year's race even Freddie Dixon's Riley tried to blow a gasket before receiving the well-merited chequered flag. This race, which is the fastest track contest in the world, not barring Indianapolis, is suffering partly from the lack of proper outer-circuit type cars suited to the severe strain of hours of motoring at a fixed throttle opening, and largely from the inevitable expense of this race—for which entry fees are high, the fuel costs extreme and the likelihood of "blow-up" very considerable, though prize money is not stinted. The B.R.D.C. came to a final decision to make fresh efforts to attract entries before taking a decision against running the race, and we sincerely hope they will meet with success. The Napier-Railton, Barnato-Hassan, Pacey-Hassan-Special, Dr. Roth's Talbot which is for sale, the M.G. "Magic Magnette" which Bellevue Garage will dispose of at a reasonable figure, and the



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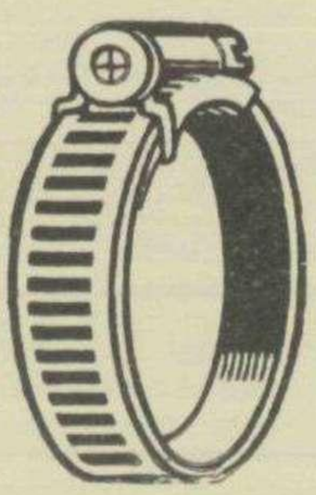
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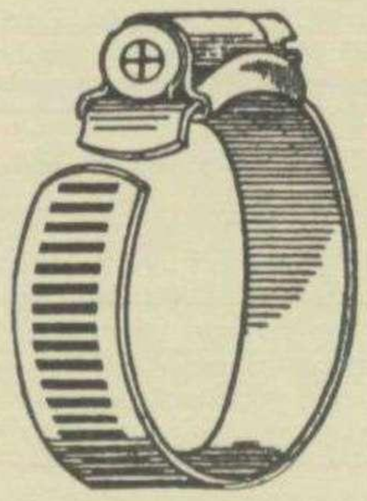
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CLUB NEWS—continued

Duesenberg seem the only really suitable cars—and between them should ensure an attractive enough gate. But this racing game is full of queer surprises, and quite a few apparently highly unsuitable cars have come through without trouble. Stripped Lagondas, Bentleys, Alvis, Talbots and Delahayes should shine, and this race well might be interesting to whoever now owns the 4.9-litre Bugatti, as well as to Douglas Hawkes (Miller-Derby), Austin Dobson (Bimotore Alfa-Romeo) and Major Gardner and Bobby Kohlrausch (track-type M.G.s). Modern high-revving power-units have developed so thoroughly that there is now less need than formerly to worry as to what will happen if they keep cracking for long periods at more than three-quarter throttle, and that brings in all manner of road-racing cars, in which drivers can usually be made comfortable enough for this long and rapid drive by wise disposition of sprung-rubber sheet and a few extra fairings.

Personally we have a pet idea that by spending a few hundred pounds on dropping an old aeroplane motor into a modern, biggish frame and fitting a 1 to 1.5 rear axle ratio and modern Dunlops you would have a car which would walk through the race with the minimum of pit-stops, but that is just an idea. However, we do hope that the 500 miles outer-circuit race at Brooklands will continue to figure in the British Fixture List. It is an unsurpassed endurance test of engines and would seem to be in some ways the answer to the prayer of that Racing Manager who remarked that " this racing would be beautiful if the cars did not require drivers," although we should be the last to assert that a driver has nothing to do in a " 500 " save to sit still for hours just holding a wheel . . . Details of the race are to be had from the British Racing Drivers' Club, 12, Queen's Gate Terrace, London, S.W.7. Phone : Western 0092-3. 'Grams : Speedmen, Southkens, London. Cables : Speedmen, London, England. Last year's winner netted prizes valued at over £650.

KNOCK-KNOCK !

" A friend of mine, before entering the aviation racket, was a very clever automobile engineer. In fact he was so clever that in his day he could distinguish almost at a glance a 4½-litre Bentley from a 2½-litre Jaguar."—W. S. Shackleton in " The Aeroplane " of March 17th.

GENERAL NOTES

This section of the paper, which was originally intended to keep a watchful eye on trials affairs and the doings of clubland generally, certainly seems to have developed into a sort of diary of the experiences of just an ordinary enthusiast using very ordinary motor-cars. But this is, perhaps, just as well because so much fun and satisfaction is possible in this manner for a true enthusiast, whereas much money is necessary to race seriously, or even to run in sprint events and trials.

For example, on the occasion of the City and Guilds M.C. Trial in Kent two of us set off early in a Morris Eight saloon, gaining considerable satisfaction in negotiating the snow-bound roads which had kept utility motorists tucked up snugly in bed. A slipping clutch did not help matters at the first hill and the discovery that the foot brakes were useless (merely because we needed more Lockheed fluid), so that we were left with only the hand lever, which pulled up to a surprising position before anything happened, resulted in the trial proceeding without us, but, even so, the run home was not uneventful, the Morris getting temporarily snowed up in a farmyard and a wayside " pub " thereafter serving us with a much needed meal, only to turn us out at once on the strength of early closing.

The final tests of the R.A.C. Rally had to be seen, which necessitated leaving London early in an M.G. Magnette as yet not fully run in, though it got us to Hastings rapidly enough and in great comfort, the long, broad bonnet and very smooth engine being suggestive of at least 3-litres. Subsequently we ran along the coast roads to Brighton in very blustery conditions, returning to London in alternate sunshine and shower.

A little later a very entertaining day was spent at Brooklands with a T.T. Replica Frazer-Nash from the Whitfield Semmence stable, which commenced cheerily enough when two huge policemen in an immense Humber gonged us because our precariously perched rear-seat passenger was obscuring the mirror and the 'Nash didn't look safe to them, anyway. After a little talk they very sportingly let us proceed, after warning us that they regarded our intention to commit lappery at Weybridge as distinctly suicidal. That Frazer-Nash was very sound fun to drive, it being extremely pleasant to sit once again behind a really hot engine which had a magnificent exhaust note when really turning over on the lower ratios, and which was extremely sensitive to the bowden-actuated advance and retard. The asbestos-lagged external exhaust-system and pressure-pump fuel feed did much to intrigue. Skill was needed, too, for one brake was rubbing and the others were not especially potent until the external hand-lever was applied, and the ratio-shift, always refreshing on a 'Nash, had a stiff cross-shaft and gave us additional work to do, especially as you never want to hold out a 'Nash clutch longer than you can help, if you value the thrust race and your leg-muscles. But certain it is that the fiercer sort of thoroughbred motor is vastly more interesting, far more possessive of " character," than a synchro-mesh affair with every modern convenience beneath its bonnet. The latter type of car gives warning of excessive pace on corners by a wail from the rear covers, but not so a Frazer-Nash, so that one has to work to real effect if a car of this sort *does* slide, though 'Nash steering and road-clinging is irreproachable. It was pleasing to cruise at fifty with the rev. counter indicating only " two-four," or " two-eight " in third, the latter ratio being normally used for long periods over give and take going. In third the needle walked round to well past the " three-five " mark very quickly indeed, and if it was inadvisable to run below 20 m.p.h. on the higher ratios, the engine was not really intractable and picked up cleanly at all times, while, though certain changes of ratio called for skilful work with the right hand, nevertheless it was possible to drop straight from third into second just as one would on a modern, all synchro Alvis or Talbot Ten, for instance, and all ratios were, of course, quiet and drag-free on the over-run. At Brooklands we committed joyful lappery in company with an imposing Cord coupé and the Pacey-Hassan-Special until clouds of smoke from the binding rear brake frightened us in, and, while it was going, that 'Nash seemed as fast at 60 to 70 as many cars do at 70 to 80, with rain streaming past the screen, the stiff suspension and, let it be whispered, the wheels slightly out of track. Yes, it was an experience not to be missed for worlds, and although this particular Frazer-Nash had had four years of the sort of going 'Nashes get, it still kindled enthusiasm for the Real Thing in general and the Isleworth marque in particular, so that we look forward to doing a big mileage on a newer example when Mr. Aldington has one to spare. That day's motoring was rendered memorable, too, because the steering-column bracket gave way when the motor was really cracking along the Kingston By-Pass.

The next day we were due at the J.C.C. Blackdown Scramble, to which we went in state with Eason-Gibson in a delightfully Continental open touring Type 45 Frazer-Nash-B.M.W., which combined Rolls-like suppleness with sporting qualities as only a B.M.W. can. After watching this mud-wallow we came home surprisingly quickly, and personally got quite as much satisfaction in storming those wide, deserted, sunlit roads at a fast cruising pace as any of the competitors did in scrambling through the slime at Blackdown Estate, though we had had to tackle part of the course ourselves, so that the passenger remarked : " Thank God it's a Frazer-Nash-B.M.W."

VINTAGE SPORTS C.C.

New members continue to be enrolled in encouraging numbers. F. Lycette now owns a 1914 Alphonso Hispano, purchased from the Phœnix Green Garage. It is hoped that Littlestone will again be available for the May Speed Trials, and the Club is co-operating with the Mid-Surrey A.C. with a Surrey trial on April 17th—and not April 24th as originally arranged. Sec. : T. W. Carson, " The Phœnix," Hartley Wintney, Hants.

THE SHEFFIELD OWNERS' CLUB

For five shillings it is possible to become a member of the Sheffield Owners' Club and for an extra shilling the possessor of the Club badge. The Club is being run for the benefit of owners of V8s, 10 h.p. and 8 h.p. cars, and the programme for 1937 includes visits to the Ford works and all the convenient local sporting events. Will all Ford owners who are interested please write to the hon. secretary, Mr. B. Crookes, 10 Den Bank Crescent, Sheffield, 10.

THE J.C.C. BLACKDOWN SCRAMBLE

Event Abandoned with Four Sections out of Six Unattempted

The slime was so plentiful in Sir Elliot Philipson-Stow's estate that the competitors in the J.C.C. Scramble on March 20th only had one section to tackle instead of the six sections originally imposed by the club. Although it pains us very much to see good motor-cars, especially those that would provide sound satisfaction under sane conditions, slammed through slime lanes like those at the Blackdown Estate, we publish a report of the event for reference purposes and to amuse the ladies who don white hats on these occasions and spend their sixpences on our behalf that they may see what we say about their racing-driver friends.

Although one would have some justification in feeling intensely annoyed in finding a trial was to be abandoned after only one hill had been tackled, it must be said in justification of the J.C.C. that this was a first-time venture, that the organisation was generally excellent, and that if one must mud-storm, delays would seem inevitable.

Enthusiasm ran high at the start. C. M. Anthony was roping the rear covers to the rims of the Aston-Martin, N. E. Bracey had a rearward-pointing extension on the carburetter intake of the dumb-iron mounted Marshall blower of his M.G., and some people had brought chains, while nearly every official had brought gum-boots, L. F. Dyer included.

The first section consisted of a fair gradient with a " surface " of deep ruts and a sea of slime. Rescue work was performed by a Morris six-wheeled lorry with a caterpillar-track fitting, and even this machinery did not venture onto the real slime, but hauled from high up, through a long cable. The helpers deserve full marks for hard work under horrible conditions. " Bunny " Dyer and J. Eason-Gibson certainly did their share.

J. M. Laing's Riley saloon sank up to its hub caps, to be duly hauled out, and E. K. Farley, who had forsaken his usual Singer for an H.R.G., lost the rear near-side wing during a very rapid run, which ended when the car sank deeply in, steam issuing from the radiator. Don Aldington, with a Frazer-Nash-B.M.W. saloon, carefully picked his way, finally to stop in a nasty mud patch, though he was able to restart. A. P. Squire (M.G. Midget) then showed us that the section *was* possible, by making sensible use of the hard ground on both sides of the course, for which he was loudly clapped. E. J. Haesondonck (M.G. Midget) was just enveloped in the slime, in spite of a fast approach and rear covers of very healthy section, and F. A. H. Frey (M.G.) came up slowly to suffer a like fate. M. W. Sheppard (T-type M.G.) then gave a splendid exhibition of combining knots, knobblies and judgment (not forgetting (k)nerve !), and C. M. Anthony got almost to the top after a fine and determined effort, his Aston-Martin's external drain-pipes generating an impressive cloud of steam. He actually restarted and was pushed over the summit. R. Peaty's big-tyred Frazer-Nash hit the gulley and sank deeply. His fair passenger wisely covered her shoulders with a mackintosh and wore a white helmet, though having nothing to protect her glasses—goggles and visors should have a place with the gum-boots in these parties. Bochaton came up next, extremely hectically, the McEvoy-Special almost turning turtle, the passenger's door flying open, and sheer speed carrying it well through the mud before it admitted defeat. Norton Bracey was another one who turned the taps wide open and looked in danger of over-turning, his passenger sitting on the tank nevertheless. With chains on the rear wheels the Marshall-blown M.G. gave Bracey a mud bath but just failed to get up. J. W. Lanes (Lagonda) failed very low down, likewise A. E. Curtis (H.R.G.), but Dave Harris was really outstanding with his M.G. Magnette, pulling strongly out of the gulley to fail at the final extra-sticky section. H. F. Burt contacted his Triumph with a small sapling low down on the right hand side of the course and gave up, with C. J. Turner recording a completely clean ascent with his Singer, taking the gulley fearfully fast and then climbing strongly, mostly without troubling to pick an easy course.

A. F. P. Fane, in hat and Frazer-Nash-B.M.W., also won through with an excellent climb, keeping his throttle foot depressed even when sliding amongst the trees halfway up. L. K. Holdaway's Austin was another star performer.

Mrs. H. Wood got almost into a broadside low down, after which her Singer came up strongly, almost stopped in the worst patch of all, but recovered and got away soundly to the summit. R. F. Hield (Singer) tried to use the firm bit against the right-hand bank, but found the mud just the same, getting roughly halfway up. Cries of " stand well back —Allard," and the Ford Special stormed through at hair-raising speed, going up clean with no attempt to pick a special course. L. M. Buffey's open Talbot Ten became uncontrollable low down and hit a big tree on the left hand side of the lane, slightly bending his running-board, and needing a swarm of helpers to return him to the road.

After this a section of main road and byways led to the stop and restart test used to decide any ties which might result.

So to the second section, where two Americanised mobile police were in attendance, and hens pecked happily amongst the waiting cars. The low section was just a mud patch, over which tree branches had been laid. When we arrived Laing's Riley saloon and Sheppard's M.G. had failed and Sheppard could do nothing with an assisted restart, getting well and truly stuck. Mrs. Wood (Singer) approaching slowly, did splendidly, but even she failed either at the top of section two or on section three that followed immediately, and even Allard could not manage it. C. J. Turner (Singer), who had his exhaust pipe in the car, was outstanding on the lower reaches. At about 5.30 p.m., with half the entry waiting to climb section two, and five sections unattempted, the officials abandoned the event.

We hear non-motoring folk say that trials drivers must be mad, and when we heard that the third section was a *down* gradient we felt that perhaps, after all, they are right.

If some people enjoy these scrambles then we believe that they should have their fun—just as we would not think of being impolite about folk who roll big, black balls along a green, or slice at a ball to try and stop it striking a triple arrangement of sticks stuck in the earth. But it is curious that drivers well known in big trials, rallies and even International races should want to compete, and we suggest that they ask themselves whether they are really there for any reasons outside pots and publicity and, if not, to let those who really like mud-wallowing play alone. And to the J.C.C. we suggest a real trial next time.

27 Entries : 27 Starters

Non-Stop Through the Quell : W. L. Jackson (Frazer-Nash), A. P. Squire, M. W. Sheppard (M.G.s), C. J. Turner, Mrs. H. Wood (Singers), S. H. Allard (Allard Special), A. F. P. Fane, D. H. Murray (Frazer-Nash-B.M.W.s), L. K. Holdaway (Austin).

Best on Stop and Restart (Bexley Hill) : S. H. Allard (Allard Special) 17s.; E. K. Farley (H.R.G.) 17.4s.; N. E. Bracey, D. E. Harris (M.G.s), 17.8s.

Maximum Marks (36) Gained by : W. L. Jackson (Frazer-Nash), A. P. Squire, M. W. Sheppard (M.G.s), S. H. Allard (Allard Special), A. F. P. Fane, D. H. Murray (Frazer-Nash-B.M.W.s.)

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LIGHT BLUES WIN AGAIN

P. F. JUCKER (CAMBRIDGE) BREAKS THE COURSE RECORD AT SYSTON PARK WITH HIS ALTA

Once again Cambridge proved invincible in the Inter-Varsity Speed Trials, held on March 20th, at picturesque Syston Park, near Grantham. Beautiful sunny weather and some exciting racing attracted quite a large crowd. Oxford have for the last two years won the reliability trial, but when it comes to speed, the Light Blues always seem to manage to pull it off. The margin on this occasion was eight events to two, in favour of Cambridge, the same score, incidentally, as that recorded in 1936.

It is indeed remarkable to compare the list of well known drivers produced in recent years by Cambridge with those from "the other place in the Midlands." Raymond Mays, Dick Seaman, Pat Fairfield, Earl Howe, the Hon. Brian Lewis, George Eyston, Oliver Bertram, to mention but a few, all hail from Cambridge, while, speaking without the book, one can only set Humphrey Cook and Kenneth Evans for the Oxonians against this array of talent.

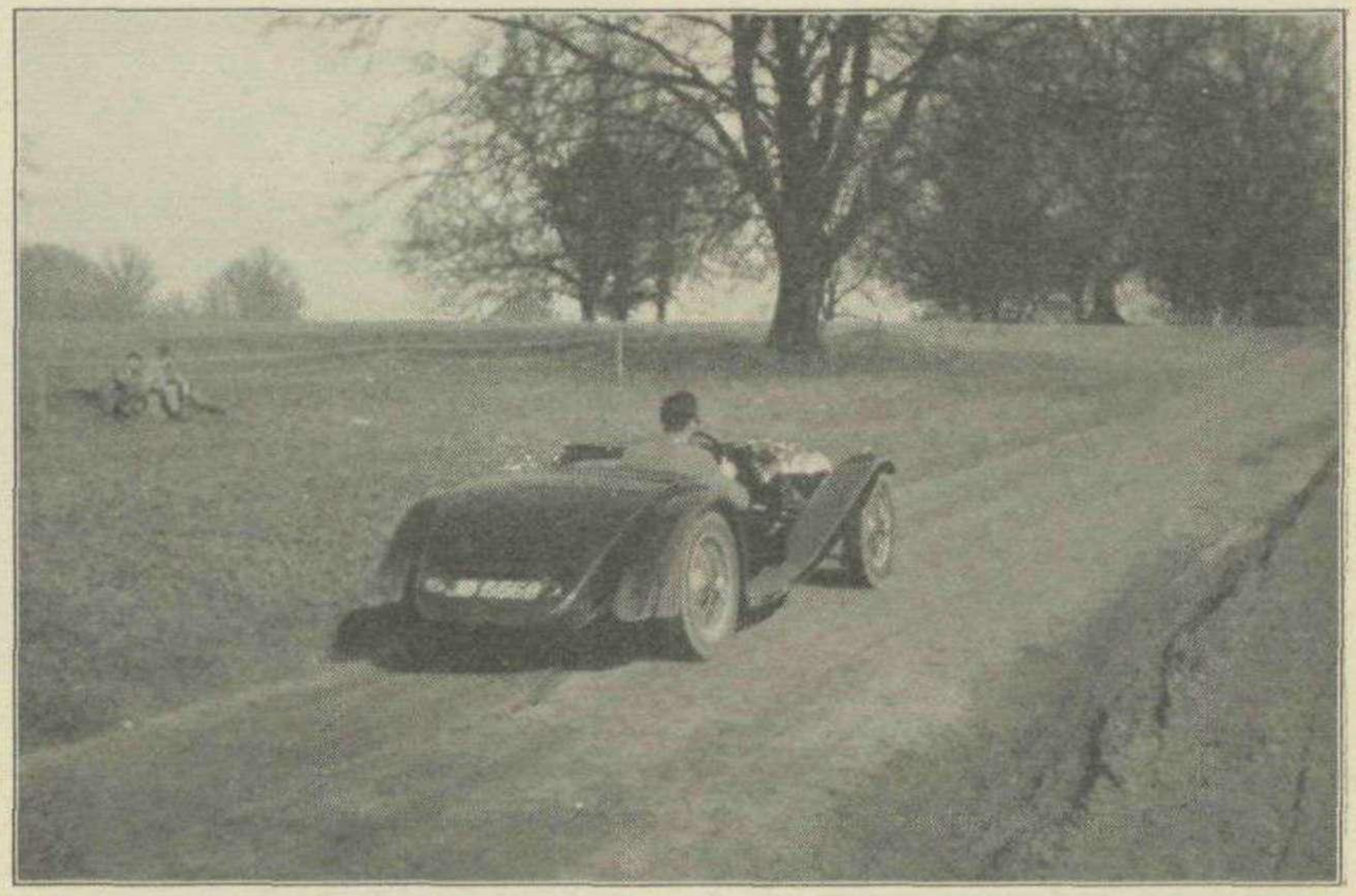
None of the drivers previously mentioned were taking part in the recent event, though Kenneth Evans had entered and was expected to challenge strongly for Oxford. He had to withdraw before he had had a single run with his fast M.G., owing to trouble with the rear axle housing. The car has a Q-type engine in a lightened Montlhèry chassis.

Cambridge found a worthy champion in P. F. Jucker, however, who was in great form with his supercharged 2-litre Alta. Jucker was after the course record, and steadily improved on each of his three runs. Finally, though the course was considerably more bumpy and seemed narrower than last year, he set up 27.54 secs., which is the fastest time recorded over the full half-mile distance.

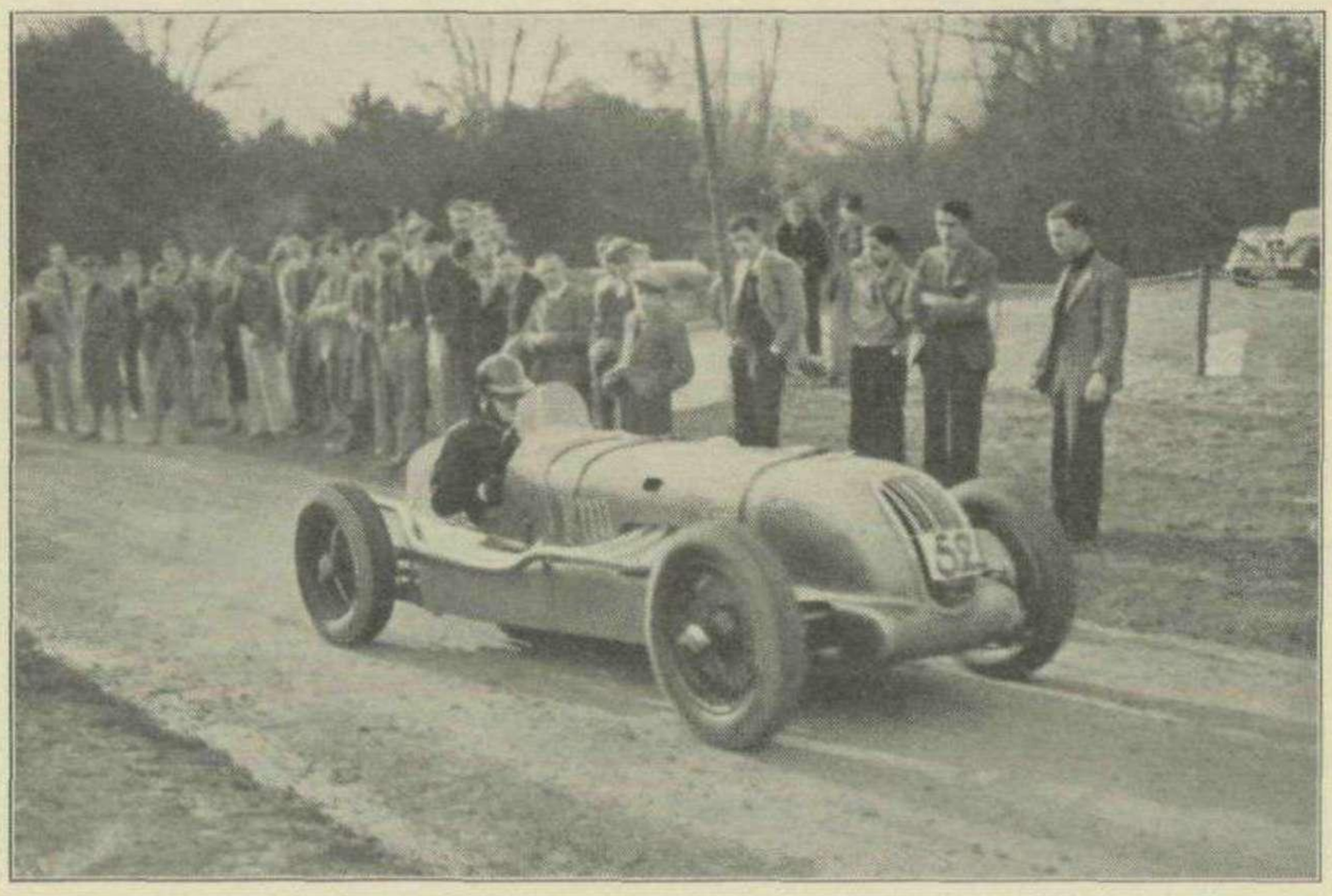
Last year, it may be mentioned, R. E. Tongue, of Oxford, accomplished 27.2 secs., with his R-type M.G., but a shorter course was used on that occasion. The best time over the full course was previously 28.86 secs. by Oliver Bertram with the big Delage in 1935.

The 10½-litre Delage, which has been one of the fastest Cambridge cars in the last two years, had changed hands for the 1937 event. G. B. C. Sumner now appeared with it for Oxford, and made second fastest time with 29.34 secs. He handled the great machine with remarkable skill. With its twin rear wheels it seemed almost as wide as the Track in places, biting into the loose surface on both sides of the road!

The Syston course, in length just half a mile, rises fairly sharply at the start, and then flattens out, rounds several fast curves, and rises again to the finish. Heavy rains had made the grass verges sodden, but no drivers availed themselves of the grass—the Bolster brothers, incidentally, were not competing, more's the pity—until K. Buckley, of Cambridge, lost control of his Riley just before the finish. He skidded from side to side, but broke the finish tape successfully with a fine time of 31.63 secs. This won for him the 1,100 c.c. racing class, and then the car mounted a bank and struck the stone parapet of a fountain. Fortunately the car did not overturn, but it suffered a badly bent axle. Buckley was not hurt.



R. E. A. Mason, driving the Squire which Louis Fontes used to race.



P. F. Jucker who broke the course record with his supercharged 2-litre Alta.

Time was when the Inter-Varsity Speed Trials always used to start anything up to an hour late—in fact competitors used to reckon on this, gauging their arrival accordingly. The recent event certainly started about ten minutes late, but thereafter ran with great despatch. In spite of a short delay caused by Buckley's accident, and another pause while a defect in the automatic timing switch at the finish was remedied, close upon 200 runs were timed during the course of the day. Much of the credit for the smooth organisation goes to E. G. Brettell, this year's Cambridge secretary.

Fastest amongst the sports-cars was Neil Watsons 2,300 c.c. Alfa-Romeo (Cambridge), but R. D. Poore, the Cambridge treasurer, ran him close with his blown J4 M.G. Poore had only acquired the car on the previous day, and his driving, and more especially his gear-changing, was most creditable. Poore is still in residence at the University, and won two of the principal cups.

Another Cambridge man who did well was J. G. Fry with his short-chassis 4½-litre Bentley. On the previous evening, just outside Grantham, the gear-box had given trouble. Fry telephoned to London, and in a few hours a relief

INTER-VARSITY SPEED TRIALS—continued

car with a squad of mechanics was on the spot. So well did they work that the Bentley won its class next day.

P. F. Jucker's fine runs with the Alta dominated the racing-cars, and another to win his class in this category was P. R. Monkhouse, driving E. G. Brettell's Austin, which weighs only 6¼ cwt., and was described in the last issue of MOTOR SPORT. Monkhouse, too, had had a last minute journey, having set out to Cambridge from Grantham at six o'clock on the morning of the event to fetch the Austin.

An interesting Union-Special was entered by L. C. Snowden, part of the union being a Ford V8 engine, mounted in a light chassis. Snowden's car, which has no relation to the Union-Special raced by R. G. J. Nash, went up in clouds of steam during the lunch interval, but ran well later.

Sumner's Delage after two fast runs developed a crack in the cylinder block —surely only the second occasion that this car's engine has ever given any trouble during its varied career—and the All Comers' Racing Class, at the end of the day, won by Jucker, developed into a survival of the fittest.

RESULTS

"The Motor" Trophy (only those classes count in which both Universities are represented). Cambridge 8 events. Oxford 2 events.

E.R.A. Challenge Cup (fastest car) : P. F. Jucker (1,991 c.c. Alta, S.).

Jackson Cup (Cambridge, fastest 1,500 c.c. sports) : R. D. Poore (847 c.c. M.G., S.).

Reilly Cup (fastest Cambridge resident) : R. D. Poore (847 c.c. M.G., S.).

Sports Cars (Unsupercharged)

850 c.c. : 1, R. M. L. Lemon (O) (746 c.c. M.G.), 49.32s.; 2, C. C. D. Miller (C) (747 c.c. M.G.), 51s.

1,100 c.c. : 1, P. M. Rambaut (C) (1,087 c.c. M.G.), 41.84s.; 2, E. W. H. Dobson (C) (995 c.c. Fiat) 41.97s.

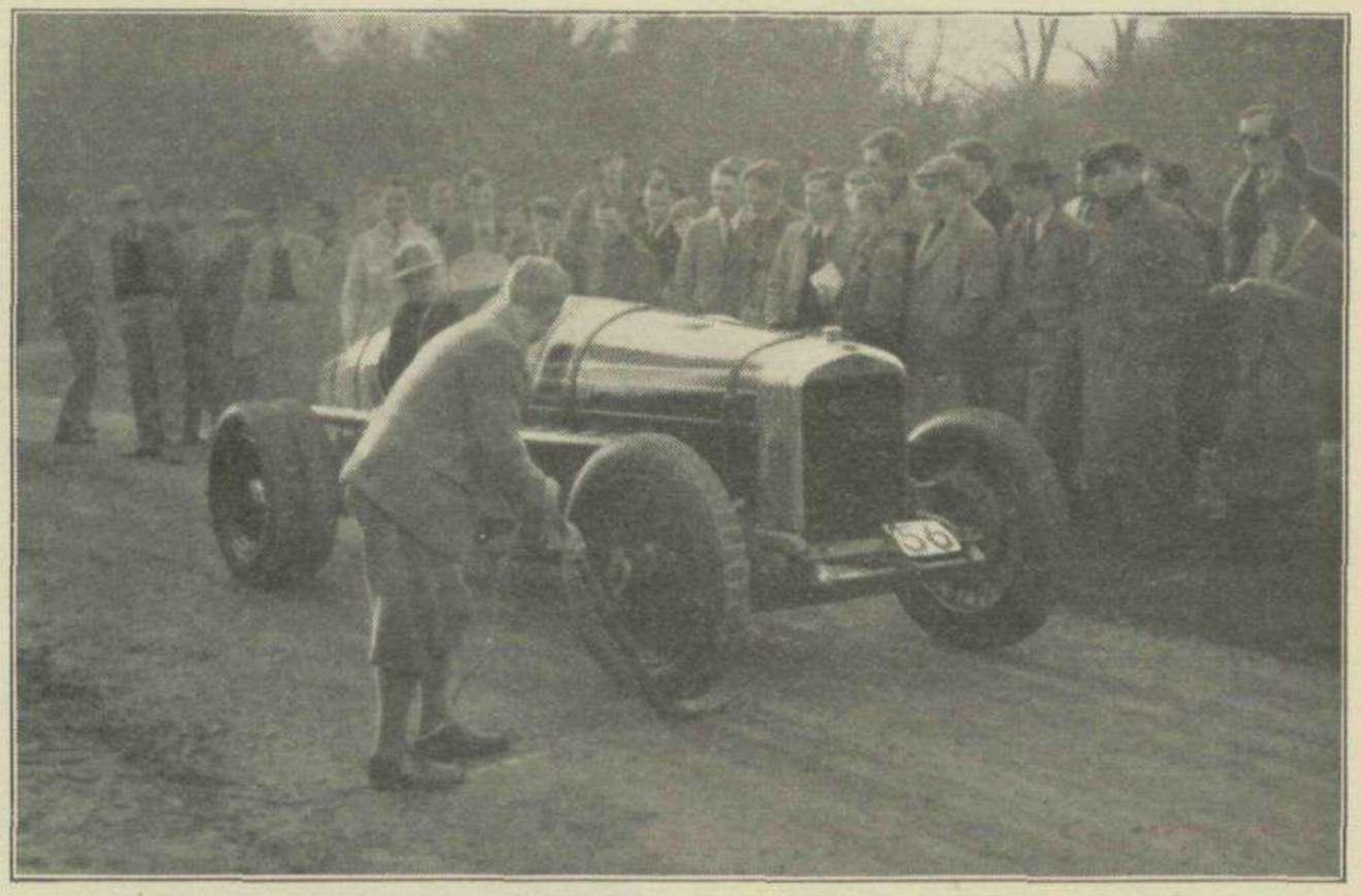
1,500 c.c. : 1, P. R. Monkhouse (C) (1,270 c.c. M.G.) 35.99s.; 2, R. C. K. Money (C) (1,496 c.c. Frazer-Nash) 36.97s.; 3, G. R. K. Richards (C) (1,496 c.c. Frazer-Nash) 37.15s.

2,000 c.c. : 1, M. W. B. May (C) (1,991 c.c. Alvis) 37.96 c.c.; 2, A. C. Fairtlough (C) (1,991 c.c. A.C.) 39.55s.

3,000 c.c. : 1, C. R. Watson (C) (2,969 c.c. Talbot) 36.86s.

1,100 c.c. : 1, K. Buckley (C) (1,084 c.c. Riley) 31.63s.; 2, P. M. Rambaut (C) (995 c.c. Fiat, S.) 34.46s.

1,500 c.c. : 1, "Babe" Gladstone (C) (1,496 c.c. Red Biddy Special) 33.02s.; 2, R. C. K. Money (C) (1,496 c.c. Frazer-Nash) 33.53s.; 3, P. R. Monkhouse (C) (1,270 c.c. M.G.) 34.2s.



G. B. C. Sumner about to start driving the 10½-litre Delage.

Unlimited : 1, J. G. Fry (C) (4,400 c.c. Bentley) 35.28s.; 2, C. F. Dietrichsen (C) (4,500 c.c. Lagonda) 36.29s.; 3, N. M. Clark (O) (3,622 c.c. Ford) 39.6s.

Sports Cars (Supercharged)

1,000 c.c. : R. D. Poore (C) (847 c.c. M.G.).

Unlimited : 1, N. G. Watson (C) (2,300 c.c. Alfa-Romeo) 32.78s.; 2, D. Scott-Moncreiff (C) (7,020 c.c. Mercedes) and R. E. A. Mason (C) (1,496 c.c. Squire) 35.22s. (tied).

All Comers : 1, N. G. Watson (C) (2,300 c.c. Alfa-Romeo, S.) 32.55s.; 2, R. D. Poore (C) (847 c.c. M.G., S.) 33.13s.; 3, T. S. Fothringham (C) (2,300 c.c. Alfa-Romeo, S.) 34.2s.

Racing Cars

850 c.c. : 1, P. R. Monkhouse (C) (747 c.c. Austin, S.) 31.21s.

2,000 c.c. : 1, P. F. Jucker (C) (1,991 c.c. Alta, S.) 28.61s.; 2, M. W. B. May (C) (1,991 c.c. Alvis) 35.1s.

3,000 c.c. : 1, N. G. Watson (C) (2,300 c.c. Alfa-Romeo, S.) 32.28s.; 2, K. Firth (O) (2,300 c.c. Alfa-Romeo, S.) 33.93s.

Unlimited : 1, G. B. C. Sumner (O) (10,688 c.c. Delage) 32.22s.; 2, L. C. Snowden (C) (3,622 c.c. Union Special) 38.8s.

All Comers : 1, P. F. Jucker (C) (1,991 c.c. Alta, S.) 27.54s.*; 2, G. B. C. Sumner (10,688 c.c. Delage) 29.34s.; 3, D. Scott-Moncreiff (7,020 c.c. Mercedes, S.) 32.3s.

*Fastest time of the day.
O—Oxford.
C—Cambridge.

THE PARTING OF THE WAYS

In that period, which, for some reason that never seems to merit explanation, people call the "good old days" trials competitors would be comfortably defeated by gradient alone. But, with increasing efficiency universally implanted into our power units, it ere long became apparent that the well known hills abounding here and there in the British Isles were sadly falling from grace. So trials organisers, ever resourceful, looked again and forthwith served up mud lanes in lieu of hard-surfaced gradients. And cars accordingly changed to cope with this new element in pot hunting. Bottom gears fell to an order that allowed engines to run at peak revs. with the road wheels just ambling round, which was not very useful for negotiating heavy traffic, and encouraged starting in second, which is apt to offend the clutch. Driver and passenger were accommodated right over the axle to aid adhesion, which is one way of making use of surplus avoirdupois, but at the expense of comfort on long main road journeys. Steering became much lower-geared, that it might remain reasonably light with the front wheels running in inch-deep ruts at a few m.p.h., at the expense of real controllability. Streamline tails, brought in by Salmson, Amilcar, Senechal and Vernon-Derby, disappeared, that competition-shod wheels could be conveniently accommodated, but with a sacrifice of luggage space. Folding screens became universal, not in the interests of a few extra "knots" at the upper end of the speed-range, but because no driver can storm a hill with his vision obscured by mud-spattered Triplex. Likewise, wings suffered abbreviation to permit a free escape for slime and to enable competitors to fit the new "knobblies" that Mr. Dunlop readily supplied as the most suitable tyre for the new conditions. By pouring moulten lead into axle casings, or by more scientific methods, differentials, which presumably put up to some extent the purchase price of a car, were locked solid, though still remaining as so much dead-weight.

So we come to the present state of things with scores of clubs catering solely for "Mud-Wallowers," who turn out in surprising numbers nearly every week-end, to roll (literally) from slime-storming episode to the next slime-storming episode on the pudding-wheels of specially equipped, mud-defeating, motors.

Curiously, the more *pur-sang* motor-cars, which one imagines are better suited to other forms of motoring, particularly fast roadwork, than the specials often seem almost as good at this mud wallowing as the specials themselves. The Frazer-Nash is an outstanding example; Anthony's Aston-Martin, Watson's Alfa-Romeo, Elgood's Bentley and Warburton's 30/98 Vauxhall are others.

Although mud-storming is as popular as ever it is notable that in quite a number of recent, important trials we have seen the banning the "comp." covers and a sign of greater interest being taken in stiffer gradients and lengthy timed-tests as a means of determining awards. This line of thought must encourage more road-worthy motor-cars. It would seem, indeed, that we have come to the Parting of the Ways.

A COMPETITOR'S LOG IN THE R.A.C. RALLY

By W. S. SEWELL

It's a long run from Leamington Spa to Hastings when one has to go via Wales, the Cumberland Lake District, the Yorkshire Coast, Oxford and Henley-on-Thames, especially when the Clerk of the Weather has decided that R.A.C. Rally or no, we must have snow.

The weather reports displayed in the Control Office provided competitors with their first shock for according to "information received," conditions around Dinas Mawddwy were anything but pleasant while the Lake District promised its quota of hazards in the shape of ice and snow. Actually our misgivings were scarcely realised as will be seen later.

Punctually at 8.47 on Tuesday night "Number 107," the Austin Twelve New Ascot saloon driven by the author of this article, W. S. Sewell, and W. H. Scriven, left the garage at the Regent Hotel after a considerable amount of manœuvring to get out of the confined parking place to which it had been banished on arrival. The exertions ensured the writer being warmed to a ruddy glow for a considerable portion of the run and probably the remarks passed, obviated any necessity of ear flaps for some of the officials responsible.

Snow was falling heavily as we commenced our journey and continued through Stratford and Worcester but had cleared by the time we reached Hereford. Here the rest of the Austin team joined us and we stopped and took in petrol from a filling station that had the unique distinction of having the petrol pumps prominently displayed in the shop window. The weather was now being kind and we made good time to Tenby where the food and welcome at the Royal Gate House Hotel prepared us for the next stage of our journey.

At 3.35 a.m. we were off again and very soon were experiencing some of the snow we had read about earlier in the evening. Dinas Mawddwy was reached about 6 30 a.m. on Wednesday and here the roads were banked high with snow and the road over Bwlch-y-Groes which should have been taken was impassable so a detour had to be made through Dolgelly to Bala. This was one of the most trying sections of the route as the surface was frozen and as we got near to Bala we ran into a thick mist which froze on the screen and made driving a difficult business.

After Wrexham the weather cleared and the run via Chester, Birkenhead, the Mersey Tunnel, Preston, Lancaster, Kendal to Keswick was uneventful. Snow was encountered again on the lakeland roads but any disadvantages were more than counteracted by the beautiful scenery passed through.

At the Keswick Hotel the reports for the journey to Scarborough were anything but reassuring and an alternative route through Brough, Boroughbridge and York was suggested in preference to the Darlington or Thirsk routes which were under snow.

The control was left sharp on time at 3.25 p.m. and we were agreeably surprised by the state of the roads to Penrith across Brough Moor to Scotch Corner. Much snow had fallen and practically single line traffic was in vogue but the path which had been cleared was dry and enabled us to make good time. Scarborough was reached at 8 p.m. and the meal and rest at the Grand Hotel was very welcome.

By now most of us were beginning to feel the strain of twenty-four hours' driving and the prospects of yet another night did not exactly fill us with joy. At 10 p.m. we left on our southward journey and after passing through York again, where we noticed near the cathedral a firm by the good old Yorkshire name of "Fung Choo & Son," we struck the Great North Road at Doncaster and made good time to Stamford. After Stamford, the road via Kettering and Northampton was taken to Oxford and this section of the journey proved the most trying of the whole rally as a snow storm raged for practically the whole distance, making the roads treacherous and visibility very bad. Fortunately the Henley-on-Thames Control was reached without any mishaps at 6 a.m., and here we rested and fed, leaving again on the final stage of our journey to Hastings at 8 o'clock. By now the snow had changed for heavy rain and practically all the way to Hastings via Guildford we passed through a deluge. After clocking into time at the final control, the first test was carried out on the front with the waves breaking over both competitors and spectators. The weather at Hastings proved no kinder for torrential rain fell all the afternoon making the bed at the hotel a doubly welcome sight and a very acceptable comfort after forty hours' driving.

As an endurance test we could not help feeling that it was much more of a trial for the drivers than of the cars, which made light of their continuous run of 1,030 miles.

RESULTS OF THE R.A.C. RALLY—continued from page 173

No.	Entrant and Car	A	B	C	D	E	F	G	Total
186.	T. H. Jeffryes, Standard (20 h.p.)	LE	—	33.4	—	49	—	82.4	917.6
187.	R. H. Myers, Daimler (20 h.p.)	LE	4	42	—	61	—	107	893
188.	D. H. Noble, Humber (27 h.p.)	LE	—	35.2	—	48.2	—	83.4	916.6
189.	R. Milner-Webb, Humber (27 h.p.)	LE	—	40.4	—	58.2	—	98.6	901.4
190.	J. McEvoy, Ford (22 h.p.)	LE	—	32	—	42.8	—	74.8	925.2
191.	P. M. Hasluck, Packard (26 h.p.)	LE	—	33.2	—	49	—	82.2	917.8
192.	F. R. Stone, Triumph (16 h.p.)	LE	—	33.2	—	45.4	—	78.6	921.4
194.	S. E. Sears, Packard (40 h.p.)	L	—	34	—	50.8	—	84.8	915.2
195.	**J. A. Davies, Ford (30 h.p.), 2nd**	**L**	—	**32**	—	**35.4**	—	**67.4**	**932.6**
197.	C. C. W. Burrage, Standard (20 h.p.)	L	—	30.4	—	40.6	—	71	929
198.	Miss S. D. Bradley, Triumph (16 h.p.)	L	—	38	—	49.8	—	87.8	912.2
200.	J. M. Cansick, Morris (21 h.p.)	L	—	37.4	—	43	—	80.4	919.6
201.	R. L. Walkerley, M.G. (18 h.p.)	L	2	41	—	56.8	—	99.8	900.2
202.	J. Willing, S.S. (20 h.p.)	L	—	34.4	—	39.4	—	73.8	926.2
204.	E. S. Coppen and D. A. Rice, S.S. (20 h.p.)	L	—	42.2	20	41.8	—	104	896
205.	G. W. M. Exeter, Bentley (26 h.p.)	L	—	34	—	42.2	—	76.2	923.8
206.	R. D. Gregory, Bentley (38 h.p.)	L	—	37.2	—	51.8	20	109	891
207.	W. J. Webber, Lanchester (20 h.p.)	L	—	34.8	—	50.4	—	85.2	914.8
208.	Count T. Heyden, Delahaye (24 h.p.)	L	—	34.6	—	43.4	20	98	902
209.	Miss V. Barker, Alvis (20 h.p.)	L	—	39.2	—	51.8	—	91	909
210.	R. H. Cole, Hudson (29 h.p.)	L	—	35.8	—	48.8	—	84.6	915.4
211.	G. H. Tudhope, S.S. (20 h.p.)	S	—	34.2	—	41.4	—	75.6	924.4
212.	C. G. F. Barraclough, Daimler (26 h.p.)	S	—	29.8	—	46.8	20	96.6	903.4
213.	A. G. D. Clease, Alvis (32 h.p.)	S	—	41	20	57.4	—	118.4	881.6
214.	J. W. Whalley, Ford (22 h.p.)	S	—	35.6	—	51.6	—	87.2	912.8

BEST PERFORMANCES IN THE RALLY IRRESPECTIVE OF CLASS

1, J. Harrop (SS. Jaguar), 943 marks; 2, T. H. Wisdom (SS. Jaguar), 940.2 marks; 3, J. Flint (2-litre Frazer-Nash-B.M.W.), 939.4 marks; 4, E. H. Jacob (SS. Jaguar), 938.2 marks; 5, J. F. A. Clough (Riley) and Hon. Brian Lewis, 937.4 marks; 6, G. H. Robins (H.R.G.), 937 marks.

DISQUALIFIED

(Did not complete tests in accordance with the regulations)

Miss J. E. Watts (Triumph) from Harrogate; C. M. Anthony (Aston-Martin) from Harrogate; D. E. Harris (Singer) from London; Miss L. M. Roper (Triumph) from Leamington; Mrs. A. C. Lace (Railton) from Harrogate.

THE 5.4-LITRE MERCEDES-BENZ

—continued from page 157

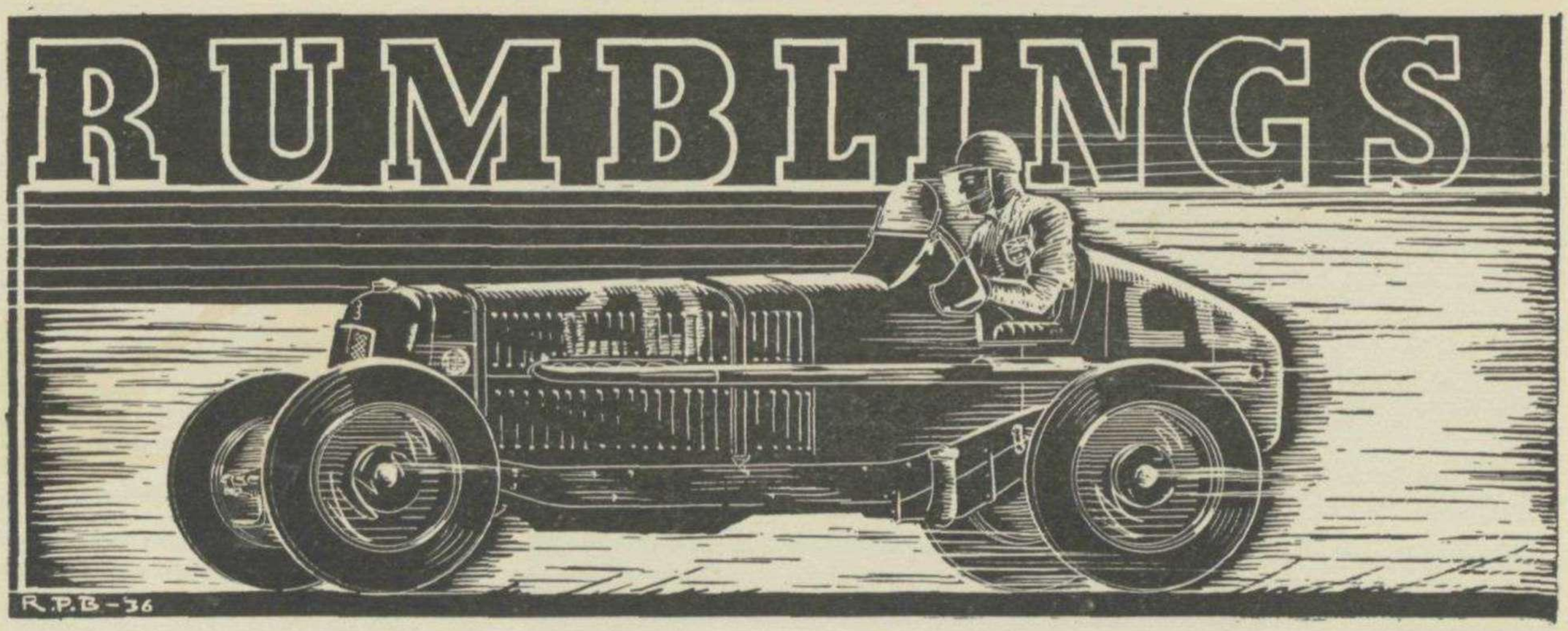
but by the air rushing at high speed into the blower intake.

The "SS K" also had this system of supercharging, but the method of fuel feed was vastly improved on the new model. A special mechanically-driven pump delivers the fuel at 14 lb. pressure to the carburetter when the blower is working, and since the blower pressure is 10 lb. to the sq. in., there is no risk of fuel starvation. The "SS K" had a somewhat complicated system of balance pipes to equalise the pressure.

The rear tank holds 24 gallons, and there is also a separate reserve tank under the dash which holds just over 2 gallons, and feeds by gravity. The petrol consumption is about 10 to 12 m.p.g.

Dr. Jekyll will also appreciate the beautiful finish of the coachwork, the softness of the upholstery, and the way that the backs of the front seats fold down to form a couch if desired. There are two large fitted suitcases in the rear luggage boot. There are two horns, with a deep and melodious note, and either one or two may be used by means of a two-way switch. A fog lamp is also fitted, and self-cancelling direction indicators.

Dr. Jekyll will be just as satisfied as Mr. Hyde. The Mercédès-Benz is a two-purpose car. It can "coo as gently as any sucking dove," or roar like any lion.



For the Outer Circuit

Sometimes you may visit Brooklands and learn nothing of interest, whereas another visit will reveal something very unexpected. Running out of fuel on the Railway Straight last month E. W. W. Pacey had the misfortune to do likewise and the imposing single-seater Pacey-Hassan-Special duly stopped just behind our Frazer-Nash. Thus it came about that we knew, before a lot of other people, that it is now a super-charged car. A big Zoller blower reposes beneath the radiator cowling, driven direct from the nose of the crankshaft. It draws from two Zenith carburetters bolted to the near side of the casing, and is lubricated by a fan-driven oil-pump. The Bentley engine has been reduced from 4½ to under 3-litres, and is rather "*hush-hush.*" When it was cracking again we noticed how extremely stable the Pacey-Hassan is at speed on a water-logged surface. The rear wheels carry the curious looking balloon Dunlops, and the long, half-elliptic springs appear more supple than those of cars built for road-racing.

The Lea-Francis Returns

For over two years George Leek and R. H. Rose have been designing and testing the new Lea-Francis, and the specification has been made public. It will have a 69×100 four-cylinder engine with hemi-spherical cylinder heads. The valve-gear will apparently be on the ingenious push-rod principle used exclusively by Rileys for many years. The three bearing crank-shaft will be fully balanced and cooling is by pump.

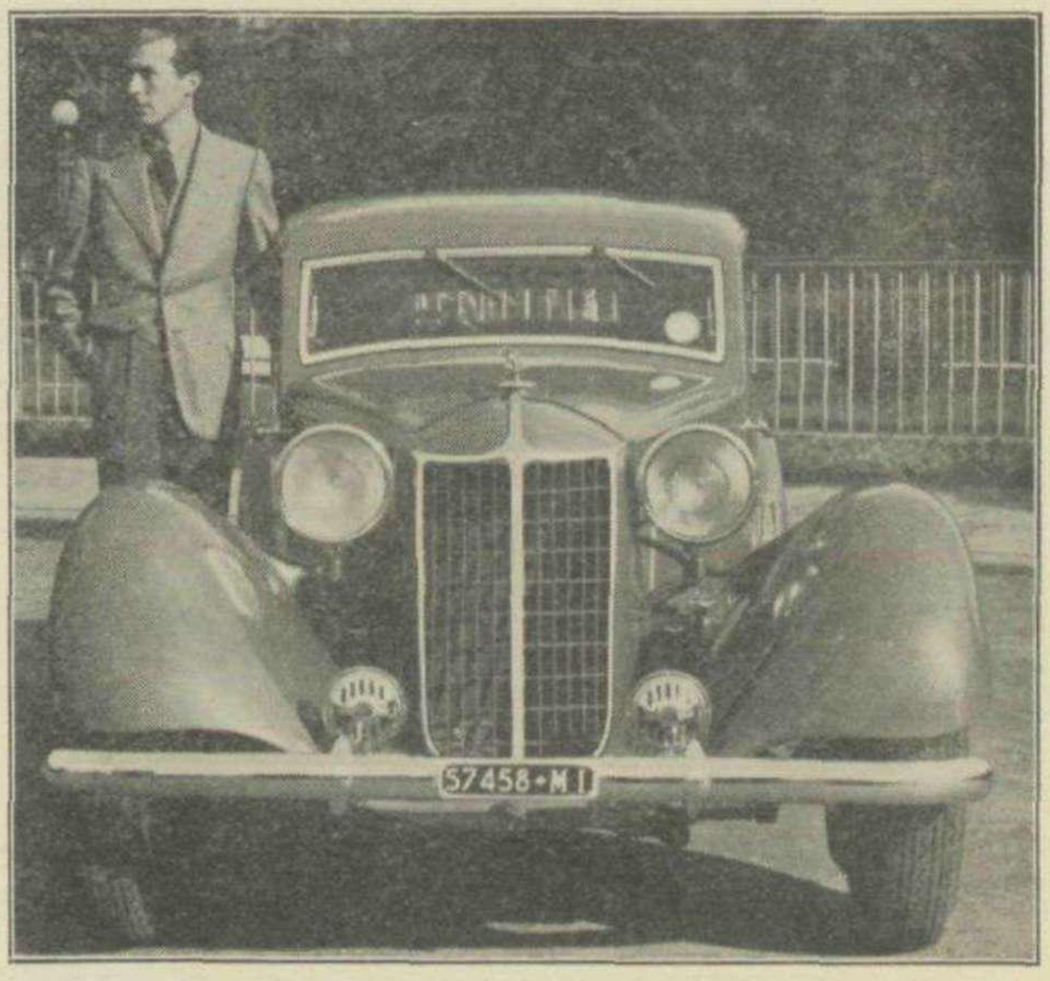
Arrangements will be made to supply either a four-speed gearbox with synchro-mesh on the three upper ratios, or a pre-selector box with automatic centri-fugal clutch. The rear-axle ratio has been fixed at 5.25 to 1. The well-proved Girling brake actuation has been adopted, and special Burman-Douglas steering will be used. Suspension will be half-elliptic, hy-draulically damped, and the electrical equipment 12-volt Rotax. The four-five seater saloon will cost about £355. We hear so little about designs that it is interesting to know something about the partners who are re-introducing this once famous sporting marque.

George Leek joined the Humber concern in 1901, and he met Rose there in 1903. From 1909 to 1932 Leek looked after the production of the Riley and only left that company to wean his new child. R. H. Rose stayed at Humber's until 1908, when he accepted a position as designer at the Sunbeam works. In 1918 he went to Crossley's, as chief designer of air-craft engines, and in 1927 returned to Sunbeam's as chief designer, producing commercial vehicles and electric trolley buses as well as Sunbeam cars.

Later Rose specialised in gearbox design and joined the Riley Company to develop his gearbox patents, later designing the well known and deservedly popular Riley 1½-litre four-cylinder, six-cylinder and V8 engines.

Visitors from the Continent

At last our racing circuits seem to be interesting important foreigners. Carlo Pintacuda recently took an Alfa-Romeo to Donington, presumably to have a look-see at England's first road-course, before sending in an entry for the Donington Grand Prix next Septem-ber. Then Hans Ruesch will be driving at Donington



Count Johnny Lurani and his new 8-cylinder Alfa-Romeo. This car will be the leading car of the newly formed "Scuderia Ambrosiana."

RUMBLINGS—continued

again for the Empire Trophy Race, and there is that rumour about Richard Seaman coming back to see us later in the season, bringing a G.P. Mercédès-Benz with him. Although we cannot expect real crowds to go to see these " aces " perform, it does seem as if more interest is being displayed than ever before, and we may yet see 100,000 people storming into Donington, Brooklands or the Palace, before an International race. Incidentally, was there any significance in the modern, very Continental looking Mercédès-Benz with foreign number-plates, that we saw recently at the top of Anerley Hill by the entrance to the Crystal Palace grounds ?

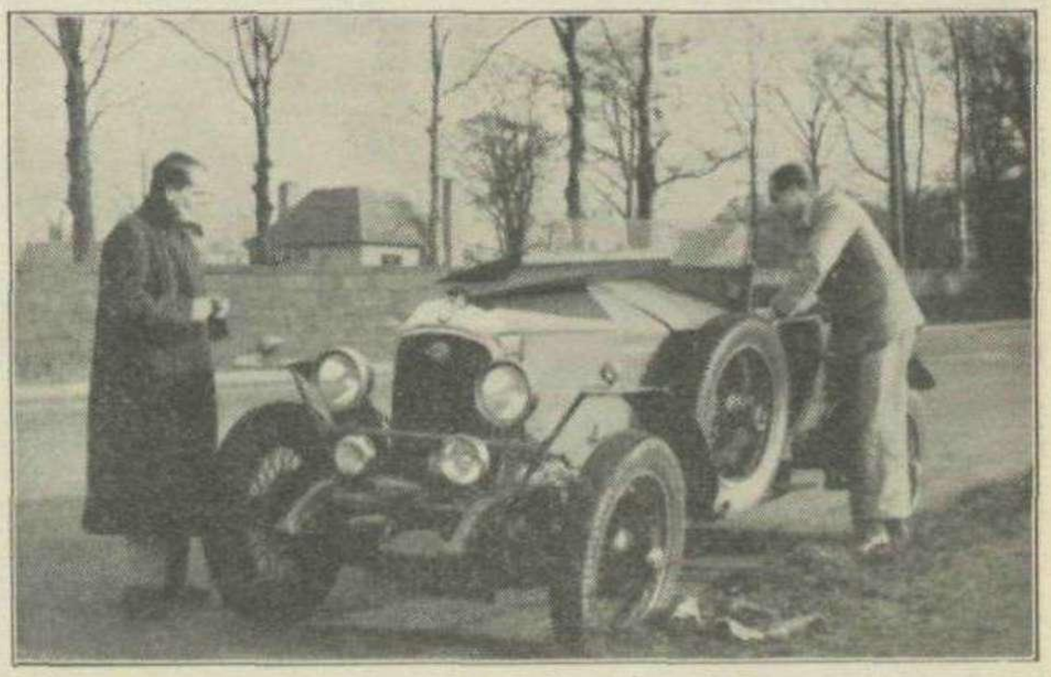
A Startling Newcomer

Last month the Atalanta made its bow and took the sporting section of the motoring community more or less by storm. We hinted at its arrival in these pages over a year ago. The combination of supercharged, overhead camshaft engine, all-round independent suspension and Cotal electric gearbox is exciting enough for anyone—especially in a car built at so English a neighbourhood as Staines. The absence of a head gasket, the use of three valves per cylinder, and twin magnetos feeding eight 14 mm. plugs, and the clutch control of the Centric supercharger are " high-lights " of this new marque. There is, of course, a great deal to be said for putting the supercharger out of action at will. Fuel consumption will benefit, likewise maintenance, and, although a modern supercharger does not make itself objectionable on the score of noise, it does absorb a certain amount of valuable power when motoring on the highest ratios amongst the orange-groves. Another factor is that in speed trials it should be possible to run in the unblown classes if the control lever be duly sealed, when the car could later be run in the supercharged sections, and in the same way an Atalanta will probably be allowed to compete in rallies and trials in which blowers are, like the Zenith Gradua gear of yore, barred—with the sealing proviso.

When Mercédès-Benz introduced the supercharger to the sportsman just after the War, they controlled this potent instrument by clutch, arranging very cleverly that it only came into engagement near full throttle opening, though it was available at any road speed. Chiefly because the blower was to be cut out at will it was made to blow through the carburetter, though we believe that a famous Sunbeam technician once said that in any case this system results in better acceleration for a given set of conditions, and it certainly eases divers distribution problems, when once its own tricky matter of pressure-in-many-places has been solved. When, much later, Stutz gave the " Bear Cat " a blower, controlled by a hand-lever, the same layout was adopted. This supercharged Stutz was road-tested by Motor Sport at the time. For a long while we regarded this through-the-carburetter layout with high favour, whether clutch controlled or not, and how well it works you must know if you, lucky mortal, have driven the present 5.4-litre Mercédès-Benz straight-eight. But now that distribution troubles have been banished from the more conventional layout the designer of the Atalanta engine has had no qualms about using it in conjunction with clutch control, the first time, we believe, that this has been seriously tried. It is all very interesting and we look forward to driving an Atalanta from this aspect alone, apart from a wish to experiment with its novel transmission and to slam it round fast corners.

Whither ?

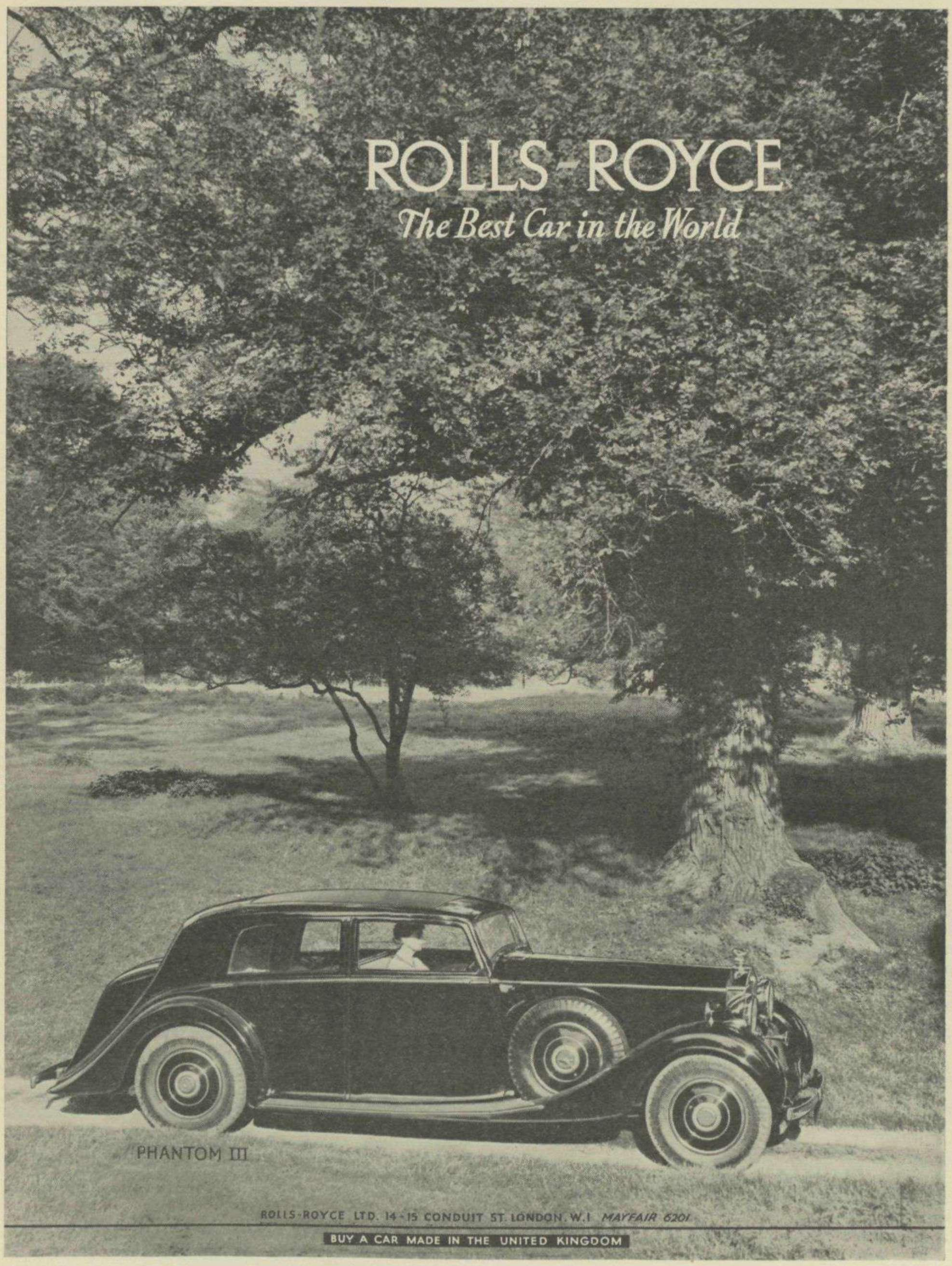
Where do you make for when wishing to extend a rapid motor-car ? The Great North Road, of course, is entertaining, but then so is the journey Westwards across the Plain. Some excellent roads with interesting open bends abound in the Fen country, and the road to Southsea and Portsmouth is far from slow. Please don't write and tell us about the going to be had in the Highlands, because Scotland is a long way off and the next time we go there will probably be to attempt London to John o'Groat's within twenty-four hours.



The **30/98** *Vauxhall mentioned in " Veteran Types " elsewhere in this issue. The Vauxhall undergoing repairs at the roadside.*

The Reason ?

Probably the reason why so many and far flung motoring enthusiasts pay us the compliment of reading Motor Sport and quoting it freely is because it is compiled by scribes who only write as a means to an end and who are motoring enthusiasts first and foremost—dyed-in-the-wool. Writing of mere journalism, as such, reminds us of the printed reactions of Mr. Answers of " Answers," after he had been taken round the outside of Brooklands in the rain in the twelve-cylinder Delage by Mrs. Petre. At the time we wrote to him pointing out certain technical errors in the article and at the same time suggesting that his impressions were rather lurid. His reply was to the effect that as a journalist he had been down a coal mine, down in a submarine, up in the stratosphere, and made a parachute jump, etc., and that his trip round Brooklands as passenger in the big Delage was the worst experience he had yet had—though 115 m.p.h. was the maximum achieved. So perhaps we are not missing much by giving popular journalism a miss !


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BUY A CAR MADE IN THE UNITED KINGDOM

RUMBLINGS—continued

Modifications for Trials

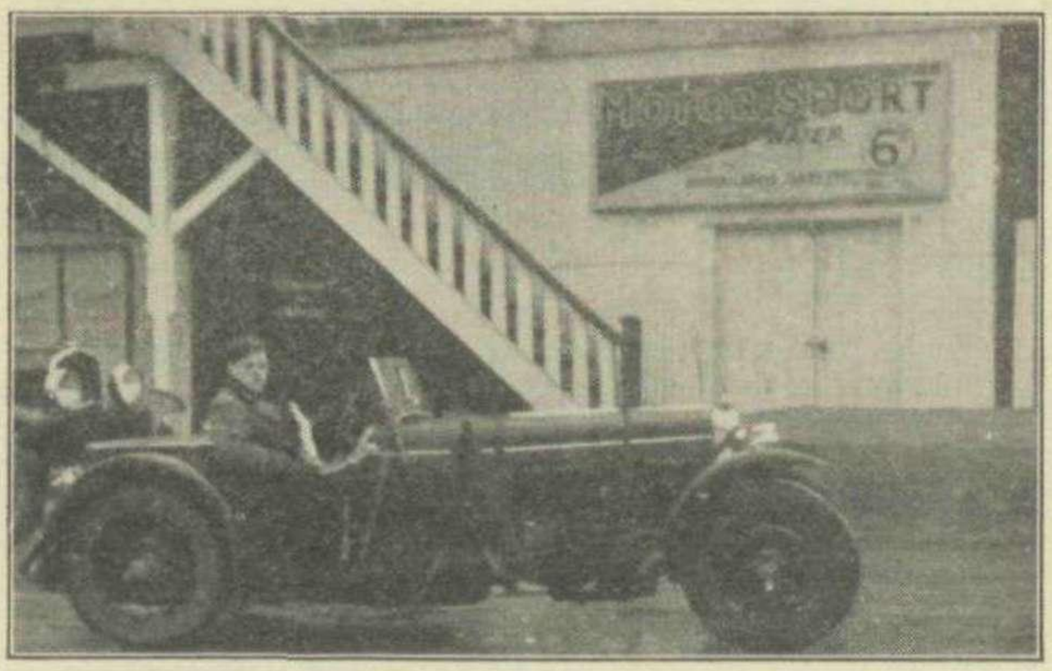
It is, of course, common knowledge that successful trials cars driven by semi-professional drivers are fairly far removed from standard. There were, for instance, those six-cylinder small cars which were bored out to 1½-litres, supercharged, built largely of parts from various models of the standard range, and which carried lead ballast that made its presence felt on main-road bends. They revved at 6,000 r.p.m. at 90 m.p.h., and did only 18 miles to a gallon. All that is fair enough when you are out to win in trials. From the April issue of "The Sports Car" we learn that the model-T M.G. Midgets of the "Cream Cracker" and "Musketeer" teams are modified as follows. The compression ratio is raised one ratio, the oil filter raised 2½ inches, and special valve springs fitted. The aluminium sump is replaced by one made of pressed steel, lower ratios are used for 1st, 2nd and 3rd speeds, twin Lockheed brake master cylinders and larger front wheel cylinders are fitted, and a hand-throttle added. The bonnets are made of aluminium to reduce weight, cycle wings replace the standard wings, the fuel pumps are duplicated, six inch section rear tyres are used, the Luvax shock-absorbers are larger than standard, and the tail pipe is raised to give greater clearance. That is all, so far.

Profound Thoughts !

How many sports-car owners, if they were building aircraft, would trust their car engines to take them aloft ? And how many accidents have been caused by engines failing to respond when rapid acceleration is urgently needed, in the same way as aeroplanes have piled up through the motors stuttering during the take-off ? Five-minute poser : What is the effect of double declutching on the dog-engagement of Frazer-Nash transmission ?

A Sprint Special

H. Whitfield Semmence, who has premises at Elgin Terrace, Maida Vale, where he specialises in looking after chain-gangsters, is hard at work on a special car which he hopes to have running at most of the sprint meetings this season. It has a Frazer-Nash type chassis, with straight side-members and a modified form of "Shelsley" cantilever front suspension with special tubular front axle. The engine is one of the A.C. units, which have featured light-alloy construction and o.h. camshaft valve actuation for so many years. Semmence has his walls decorated with some amusing cartoons and a fine collection of photographs of direct interest to Frazer-Nash enthusiasts.



A photograph of the Frazer-Nash owned by H. W. Semmence mentioned in Club News. The "Motor Sport" office in the Paddock at Brooklands can be seen in the background, where we shall be pleased to welcome any of our readers.

That Bimotore

It was a very proud Austin Dobson who showed the *Bimotore* Alfa-Romeo to a group of worshipping mechanics at Brooklands on March 19th, afterwards driving it up and down the Aerodrome road preparatory to having it transported to Syston Park for the Inter-Varsity Speed Trials. The finish of the whole car suggests that it has just emerged from the works, and it seems surprisingly tractable under way. The rear engine accommodation could only have been planned by Continental designers and the unit is much closer to the driver's seat (yes, literally !) than we imagined it would be before we saw the car. The engine covers are secured by two simple, effective clips. By the time you read this the *Bimotore* should have been seen in its first English race, for it was entered for the Empire Trophy Race of April 10th.

Road-Circuit Surfaces

Someone raised an interesting point recently, namely, how will the surfaces of the new road-circuits last through the season. Donington has, we believe, proved quite able to withstand a season's racing, though it would be instructive to know how much work is performed during the winter months, remembering how the concrete surface of Brooklands calls for extensive replacement each year. The Crystal Palace circuit is composed of a non-skid dressing on an apparently normal road foundation, while at Brooklands they are taking no chances, using a concrete surface for their new road course.

An 8-litre Bentley for Le Mans

Good wishes of all Bentley enthusiasts will go with Forrest Lycett to Le Mans, where he is racing an 8-litre Bentley this year. We hear that this remarkable motor-car has an astonishingly "straight" acceleration curve right up to 100 m.p.h. L. C. McKenzie is looking after the machinery.

The Vintagers

We have enjoyed the dozen pages of the Vintage S.S.C. Bulletin, which has now burst into print and picture but is still unmistakably Cecil Clutton's handiwork. In the Editorial the Vintage S.C.C. makes it clear that, while it despises the "buzz-box" and the Anglo-American sort of combination, it has nothing against modern examples of the "real thing," which they quote as the Lagonda, Aston-Martin, H.R.G., and Bugatti, and nothing against cars such as the Frazer-Nash-B.M.W., and Delahaye which they term the "new breed," relying on light metals and special chassis construction in conjunction with

RUMBLINGS—continued

independent suspension. Now if everyone who believes as they do (and remember all the letters you see in the weekly motor papers signed "30/98," "Old-timer," etc.) joined up, this club, apart from providing amusement and service for its members, might very well exert a strong influence on manufacturers of the sort of motors vintagers don't like, because much good money must be spent on secondhand thoroughbreds that should be paid into manufacturers' accounts. So if you feel as Clutton does, join the Vintage S.C.C. now—Tim Carson of "The Phœnix," Hartley Wintney, Hants. can supply full details.

Those Unfixed Fixtures

It seems that the happy idea of the Brooklands and Montlhèry authorities to run match races on their respective courses this year is to suffer from this matter of unfixable fixtures about which MOTOR SPORT had something to say last month. Montlhèry wanted to have the first round and wanted it on May 2nd, but the Opening Meeting of the new Brooklands road-course on May 1st will, unless we are very much up a siding, draw all the star British cars and drivers and keep them at home that week-end.

It now seems that only one of these match contests will be run this season, probably at Brooklands late in the year, and the return match be left to take its place, or chance, in the 1938 Fixture List. It is expected that these Anglo-French duels will be confined to 1½-litre cars.

ODD SPOTS

R. A. Waddy is carefully going over Fuzzi 9, replacing the wire and nails with light alloy parts. Dunlop racing wheels are now fitted, with H.R.G. brake assemblies, the Ferodo linings for which differ front and rear and have been most carefully chosen. Watch Waddy at Lewes this season!

* * *

J. A. Grant, whose Bentley service depot on new premises at Balham Hill is well known, was formerly associated with the racing Lanchesters in the old Brooklands days and he spent several years with Bentley Motors Ltd., going to Le Mans with the Bentley team. Later he was with Windrum and Garstin Ltd., the well established Kensington Bentley people. Incidentally, Mrs. Garstin expects to drive a 3.3 Bugatti in competition this season.

* * *

Advance details of Freddie Dixon's 350 m.p.h. car have been released. It will have a centrally mounted, Dixon-designed engine and drive to all four wheels. Dixon is concentrating also on sports and racing Rileys, with Charlie Dodson as a driver-partner.

* * *

Bira's new Delage cars make their bow in the Turin Race (April 18th) and Campbell Trophy Race, Brooklands (May 1st), if all goes according to plan.

* * *

Granville Grenfell contemplates putting a Straker-Squire Six o.h.c. engine into a chassis for Shelsley this year. He made the Brooklands exhaust system for the *Bimotore* Alfa-Romeo.

* * *

Marcus Chambers is busy re-storing for his own use one of the Double-Twelve 4½-litre Bentley four-seaters. And he is said to have an intriguing veteran "up his sleeve"—almost literally!

* * *

H. E. Symons has successfully concluded yet another trans-Sahara expedition—this time with a Phantom III Rolls-Royce. Will his story appear in the Rolls-Royce Bulletin?

Writing in the "J.C.C. Gazette" Edgar N. Duffield urges that future R.A.C. Rallies be held between May 1st and October 31st.

* * *

The Bianchi S.9 1½-litre model is now well represented in this country.

* * *

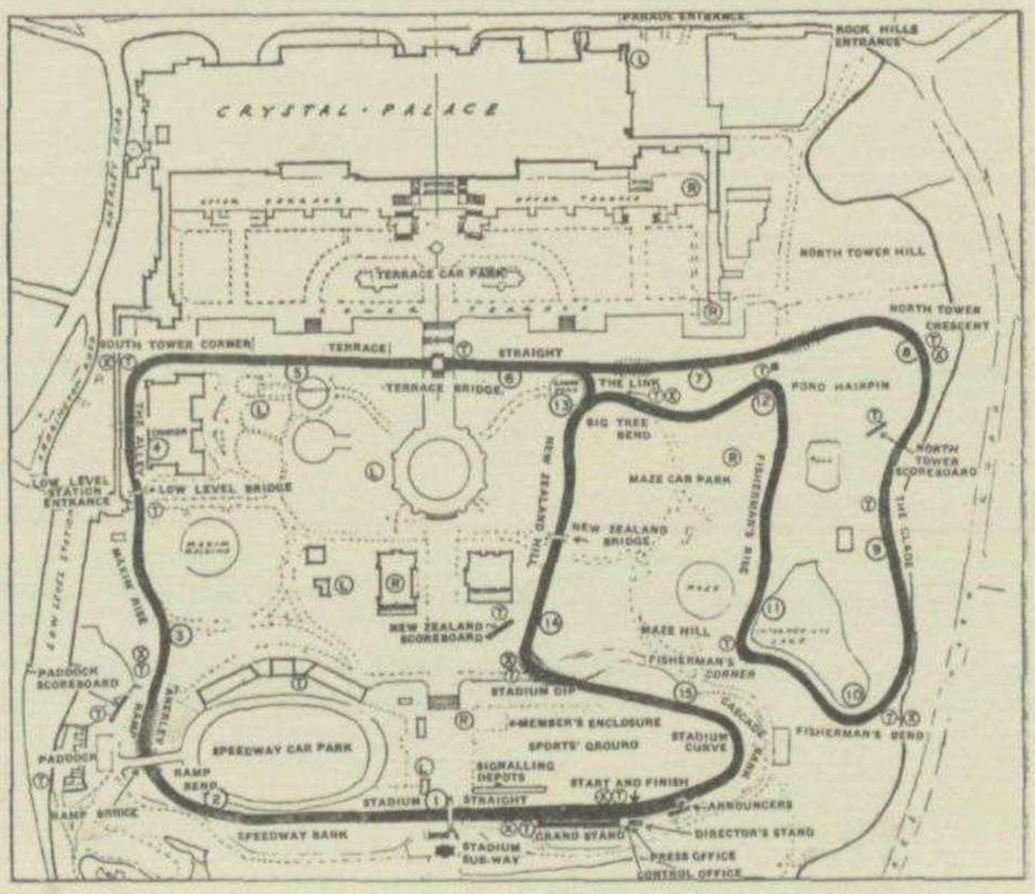
Did you know that R. L. Walkerley, now "Grand Vitesse," of "The Motor," was Assistant Editor of MOTOR SPORT nine years ago?

* * *

It is stated in "Speed," official organ of the B.R.D.C., that the 500-Mile Race at Brooklands *will* be run again this year.

* * *

As a result of his letter relating to a cheap centrifugal supercharger, published in MOTOR SPORT last month, Mr. W. F. Halliwell has had an astonishing number of enquiries forwarded to him.



The plan of the new track at the Crystal Palace which opens on the 24th of this month. A full report of the track will be published next month.

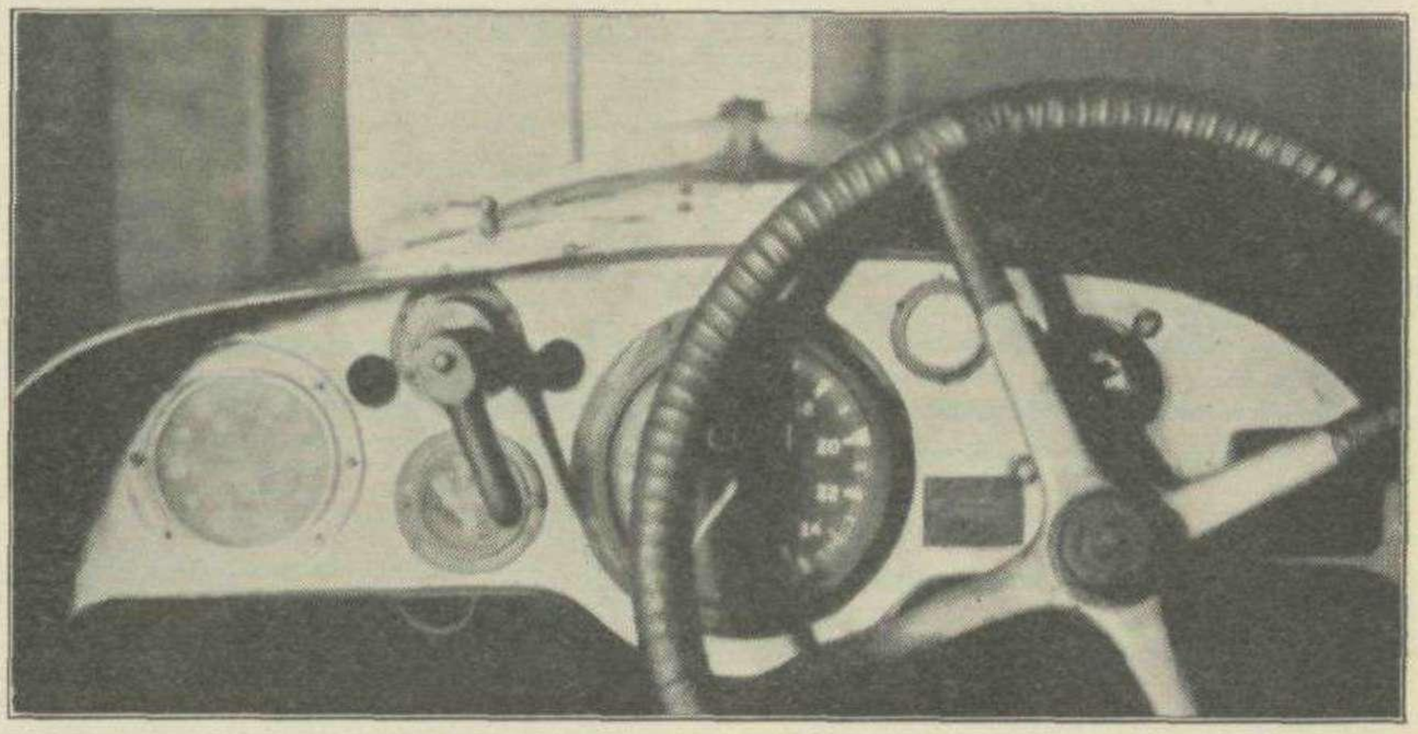
VETERAN TYPES—continued from page **164**

had still to introduce us to some of his collection of veterans. For our benefit an 1896 Benz was started up after vigorous pulls on its flywheel and chuffed up and down with the slightly comical dignity of which only a nineteenth century Benz is capable. In addition there was a pre-war Standard and a model T Ford with a racing body and an overhead valve Frontenac head, a machine surely to make one's hair stand on end. It is said to have been driven by Mr. Bradshaw's father at a speed of 112 m.p.h.

But the ancestral Daimler awaited our further attention. Pressure had first to be pumped up in order to drive oil from a tank to the sumps and petrol to the carburetter. Starting from cold assisted by placing a hand over the air intake, which is reached by removing a floor-board. This curious fact is explained by the length of the air-intake, which is enormous, and by its being carried down to end near the exhaust pipe. This proper precaution having been taken, the engine is started by means of a vigorous swing. Once it is in motion one is immediately struck by the amazing silence of the tick-over, which is a real tribute to the earliest of sleeve-valves.

Taking our places in the luxurious carriage we set off for St. Annes. Immediately we had started the really remarkable acceleration of this ancient became apparent. Control of the engine is by means of an ignition advance and throttle lever, both working on quadrants on the steering wheel, and an extra air inlet operated by a pedal. On each successive speed the Daimler leapt to her task. At last she had taken her top ratio of 2 to 1, and in the gathering dusk was bounding across the marshes flanking the sea. The modern car following behind was showing 56 m.p.h. on its speedometer. "But then" remarked the driver "I do not like to push her unduly. The throttle is only about half open." The salt wind swept in our faces over the low windscreen, as we bowled along, the engine amazingly silent, scarcely a sound from the chains. What a marvel she must have been in her day!

What a marvel she is to-day, for that matter. One member of the party in a moment of enthusiasm declared that the brakes were excellent. I should hardly go so far as to say that, but then he is used to an elderly "30/98." Apart from them the Daimler has very little to concede to its modern descendants. "Just look behind" said the driver "and see that there is some blue smoke, and that there is *not* a police car." Really it would have to be quite a good police car to matter.



As Eldridge saw Arpajon—from the Fiat's cockpit.

All too soon we had to return south, but not before we had elicited a promise from its owner that the Daimler would be entered in the pre-War class of the Vintage Sports Car Club's speed trials this summer. If it is, it should certainly distinguish itself. It is what we are looking forward to now.

* * *

AN ENTIRELY NEW SERIES OF SHELSLEY WALSH HILL CLIMBS

On June 5th next the Midland Automobile Club will commence an entirely new series of International Hill Climbs at Shelsley Walsh.

Very considerable improvements are being carried out to the Hill for the benefit of spectators and competitors, and a new series of records will begin owing to the change in the method of timing.

Instead of the light signal start as used in past climbs, cars will now be timed from strip to strip, the timing apparatus not being set in motion until the front wheels cross the start strip, and cutting it off at the finish strip. These new times will be interesting to compare with the old, and will show drivers the time lost in wheel spin on the start by the old method.

Entries for the classes will be sub-divided into (*a*) Supercharged and (*b*) Non-supercharged cars, and special awards will be made for cars complying with the Regulations for the A.C.F. Sports Car Races and the T.T. In addition to these and the usual fastest time of day awards there will be one for the fastest time by a foreign driver, one for fastest time by a lady; fastest time by anyone that has not won a fastest time of day award at Shelsley since September 1932; fastest time by non-supercharged cars under and over 1,500 c.c., and the usual Class Cups.

Mode of Running the Competition

Entries will be divided into two groups:—

1. Those which are considered by the Committee to be capable of climbing the Hill in under 46 seconds on a dry road.

2. Those which are considered by the Committee only capable of climbing the Hill in over 46 seconds on a dry road.

If the road is wet on the day of the Event, and to balance the morning and afternoon programme, the Stewards will have the power to increase this time of 46 seconds to one which they consider reasonable for a wet road.

Time of Start

The Competition will commence at 10 a.m., when all cars in Group 2 will be run, each having two runs. The two fastest cars in each sub-division of each class will qualify to run in the afternoon final runs.

In the afternoon, starting at 2.30 p.m. cars in Group 1 will be run, each having two runs, the known first, second and third fastest cars being the first to ascend, after which cars will follow in their classes in programme order, together with the cars which have qualified from the morning runs.

Three Shelsley Challenge Badges will be introduced, to be held by the drivers gaining first, second and third fastest times. If they lose their positions at the next Event the Badges to be handed over to the new winners.

The Badges will be suitably designed and inscribed "1st (2nd or 3rd) fastest time at Shelsley Walsh"; on the reverse side the driver's name, date and time will be engraved. The Badges will be designed for fixing to winners' private cars.

Roughly the morning programme commencing at 10 a.m. should be over by 12.30. There will be an interval for lunch till 2.30 p.m. when the finals begin and should finish at 5 p.m.

AN IDEAL MASCOT

An interesting novelty recently placed upon the market which should appeal to the motorist is the horseshoe-shaped car mascot produced by "Vica" Products of 190a, Upper Richmond Road, London, S.W.15.

The shoe is of polished aluminium and the centre shield, which is edged with metal, is made of a special material which enables any colours to be inlaid or embossed. Mascots with school, regimental or club colours can be supplied, and any special engraving made to order.

One particular adaptation is a Coronation mascot, of which the centre shield is white with the Cross of St. George in red and a gold medallion of the heads of the King and Queen in the centre.

These mascots are supplied with any desired fitting. They are on sale at Henlys, Truefitts of Burlington Arcade, and other stores, or can be obtained for 17/6 post free direct from the makers.

AN OLD ESTABLISHED TRIAL

L. G. JOHNSON'S FRAZER-NASH-B.M.W. WINS THE TWENTY-EIGHTH COVENTRY CUP.

In the North West London M.C.'s Coventry Cup Trial, the principal award, the Coventry Cup, was won by L. G. Johnson, driving a 2-litre Frazer-Nash-B.M.W. Only members of the N.W.L. M.C. were eligible for this trophy. Since a number of other clubs had also been invited, it was disappointing that only thirty-four entries had been received for this old-established event—actually the twenty-eighth of the series.

A further attempt was made to overcome the "special car" problem, by subdividing the entry into two classes, for standard cars and those with special modifications. Competition tyres were not allowed for either group. Unfortunately the regulations were rather loosely worded, and at the time of going to press a question raised by the scrutineering had still not been settled. The award of the Whittingham Trophy and other cups, therefore, had at that time been held over.

It is said that imitation is the sincerest form of flattery, and the Cambridge University A.C. must have felt extremely flattered, for the double-loop scheme, and, indeed, the actual route-card, word for word, used in last November's Inter-Varsity Trial was followed exactly in the Coventry Cup.

The well known hills in the Hindhead and Petersfield areas lurked under unfamiliar names in this event, however, taken (with one exception) from the "Pilgrim's Progress." Steep Hill was known as Mount Sinai, an obstacle that even the famous Pilgrim never had to encounter. This idea of disguising the hills under imaginary names may give the element of surprise to the inexperienced among competitors, but renders it most difficult to discuss the hills, and to compare performances with those in other events.

The odd numbers took circuit A in the morning, and the even numbers circuit B. Then in the afternoon the order was reversed. Blind Lane (called Valley of Shadows), on circuit A, has been used for a number of years, but on this occasion the police barred the way, so that competitors had to take another road. This hill has not previously been considered to be a bridle path, and it would be interesting for some daring organiser to make a test case of the sudden closure.

Circuit B also lost a hill, for no marshals turned up to take the timed section on Scotland Hill (known as Hill Lucre), and this had to be abandoned. Thus the only timed section remaining to decide ties was that at Cosford (Assault Lane). Here H. K. Crawford's M.G. was fastest with 6⅘ secs., while C. A. N. May and J. E. S. Jones, also driving M.G.'s, both took 7 secs. The eventual winner of the Coventry Cup, L. G. Johnson with his Frazer-Nash-B.M.W., took 7⅕ secs.

Abster's Hollow (Hill Difficulty), which in the past has caused the downfall of many, caused only nine to stop, though cars were started half way up the hill, the special cars of Class B starting higher than Class A (standard cars). At the top competitors found fairy-like scenery, with powdery snow clinging to the branches of trees and undergrowth, but one who could not appreciate such beauties was H. K. Empson with his Singer. He had climbed the hill well, but a big-end went at the top. He bore number thirteen!

Steep Hill caused but four failures, for heavy rains had washed away the slime, leaving a firm surface underneath. Oakshott stopped only one car, Beard's Ford V8, owing to trouble with the petrol feed, and Unterturkheim, which twice has had to be abandoned in November conditions in the Inter-Varsity Trial, stopped but six. It was fortunate for Mrs. Wood that when a tyre punctured she had just got through the observed section. She had a difficult job changing the wheel on the slippery mud.

Begley Farm (Slough of Despond) was one of the most tricky hills, and M. H. Lawson, after a difficult moment, ran back to see whether the marshals had marked his Singer as a failure. To his disappointment he found that this was the case. The Cream Cracker team of M.G.'s, who had even numbers, arrived at this hill on the wrong circuit, and had to retrace their steps hurriedly to circuit B.



C. G. Fitt (Frazer-Nash-B.M.W.) takes a rush at the deep slime at the foot of Steep Hill.

The only 100 per cent. performances among the standard cars was that of Johnson's Frazer-Nash-B.M.W. Among the special cars the following had clean performances :—

C. J. Fitt (Frazer-Nash-B.M.W.), C. A. N. May, W. J. Green, H. K. Crawford, L. A. Welch, J. E. S. Jones, N. E. Bracey, E. J. Haesendonck, D. E. Harris, A. J. Imhof, P. S. Flower (M.G.s), Mrs. H. Wood (Singer), A. J. G. Bochaton (McEvoy Special).

Whether all the above receive first-class awards or not depends upon the knotty problems referred to previously. The following awards, however, have been announced :—

RESULTS

Coventry Cup : (best N.M.W. member, Class A) : L. G. Johnson (Frazer-Nash-B.M.W.).

Forest Cup : (West N.W.L. member, Class B): M. H. Lawson (Singer).

Bentley Cup (best visitor) : E. J. Haesendonck (M.G.).

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Amicably Settled, More or Less

The bother over fixing the fixtures, referred to last month, seems to have cleared itself up. Cancellation of the I.M.R.C. Limerick Race leaves August Bank Holiday nice and clear for the J.C.C. International Trophy Race at Brooklands, and we believe that the clash between the R.A.C. Isle of Man Race and Shelsley Walsh has been partially eased by the appointment of a special boat by which cars and crews can dash back from the I.O.M. to our foremost speed hill-climb.

* * *

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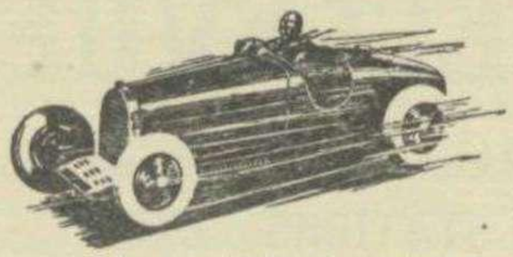
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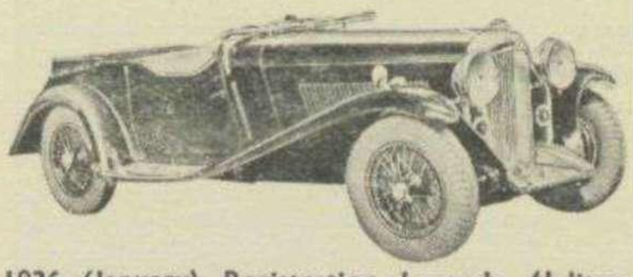
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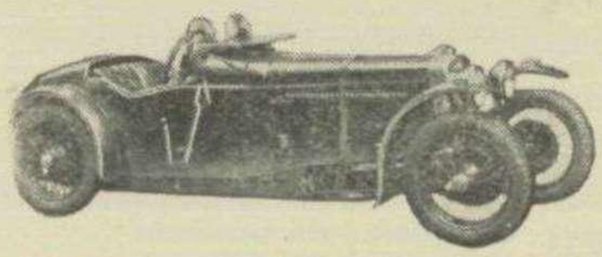
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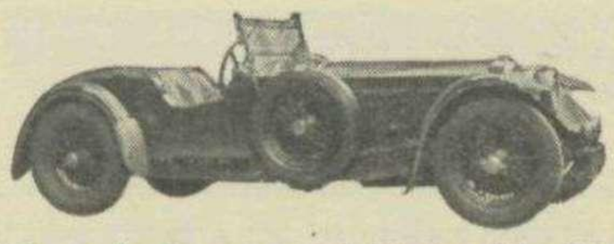
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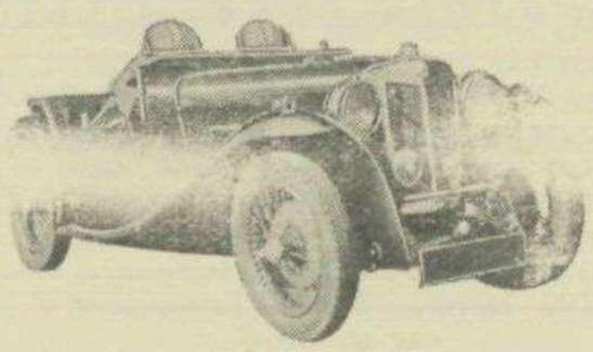
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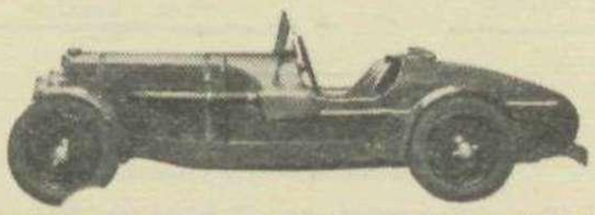
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