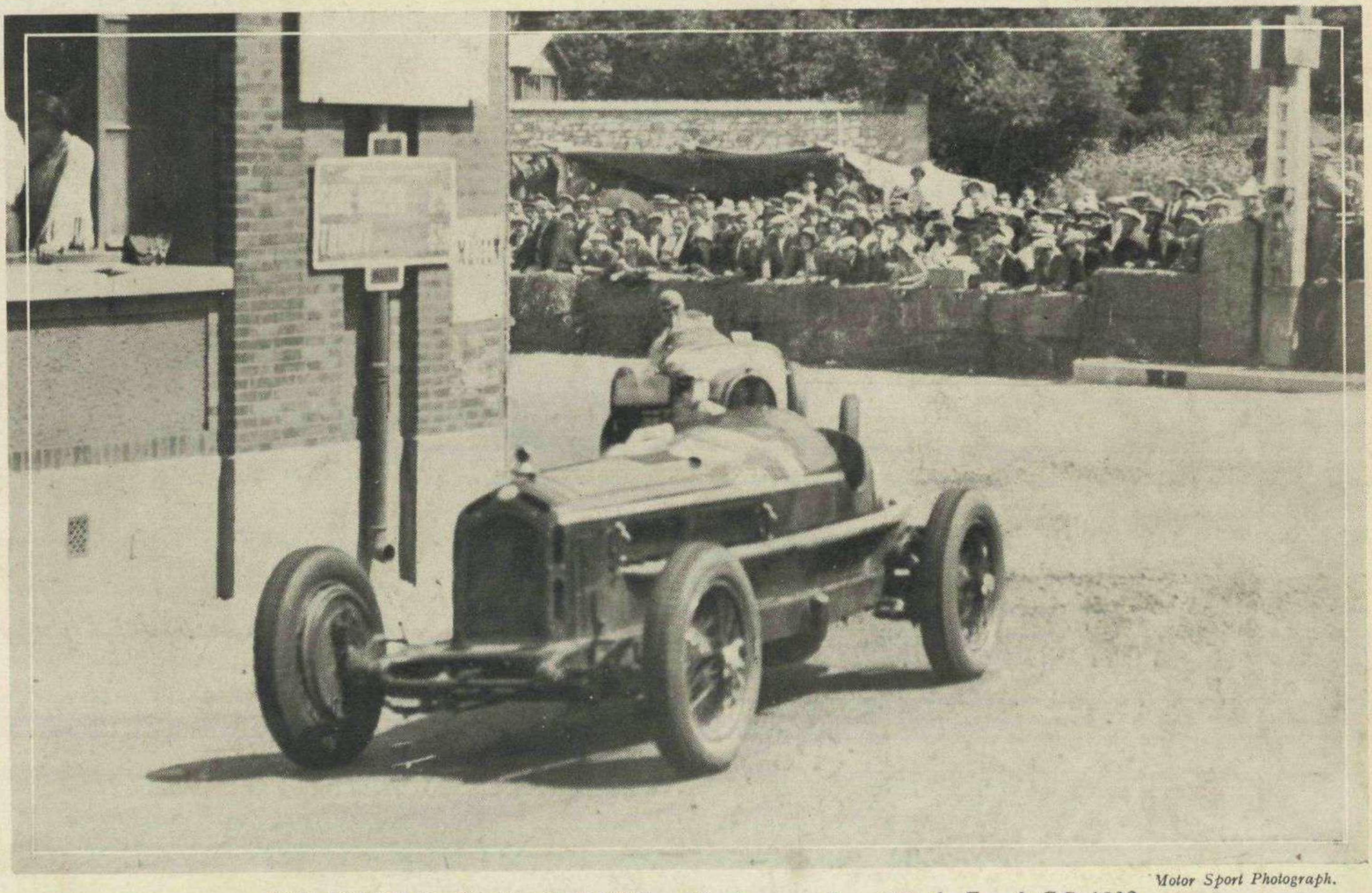
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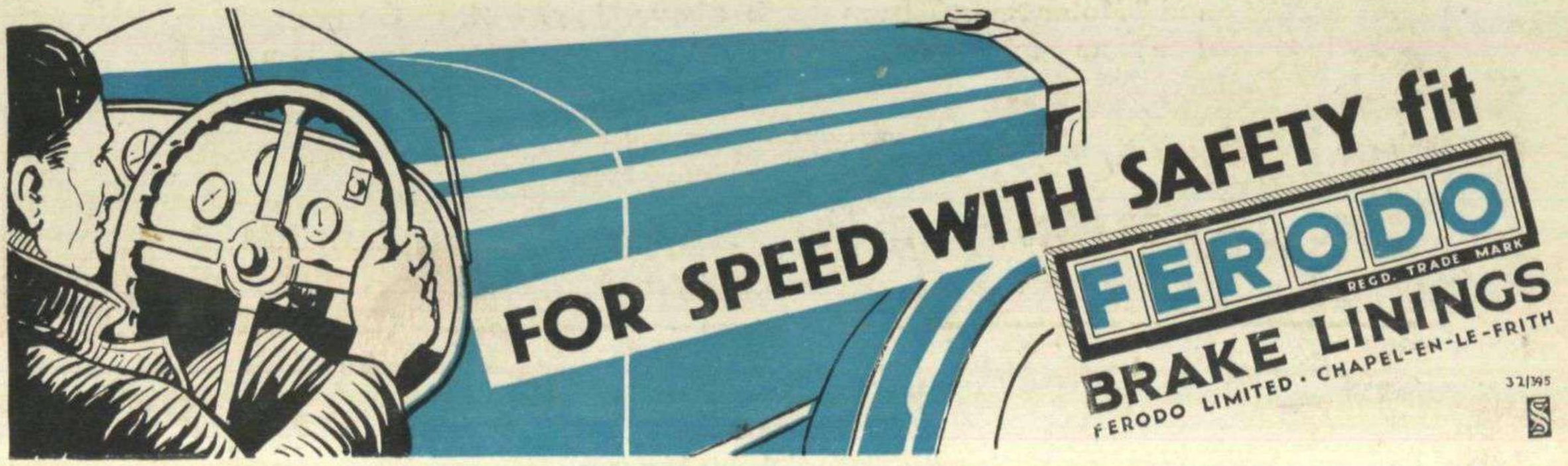
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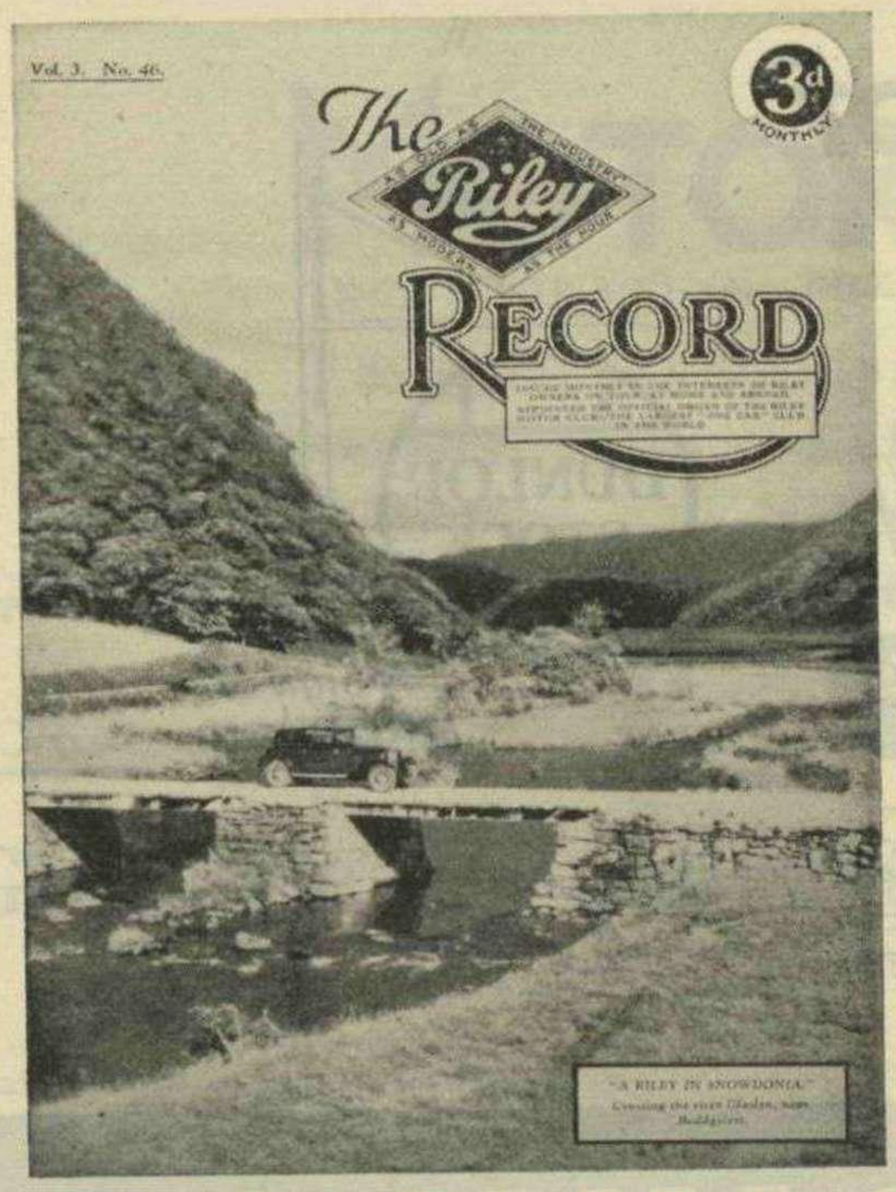
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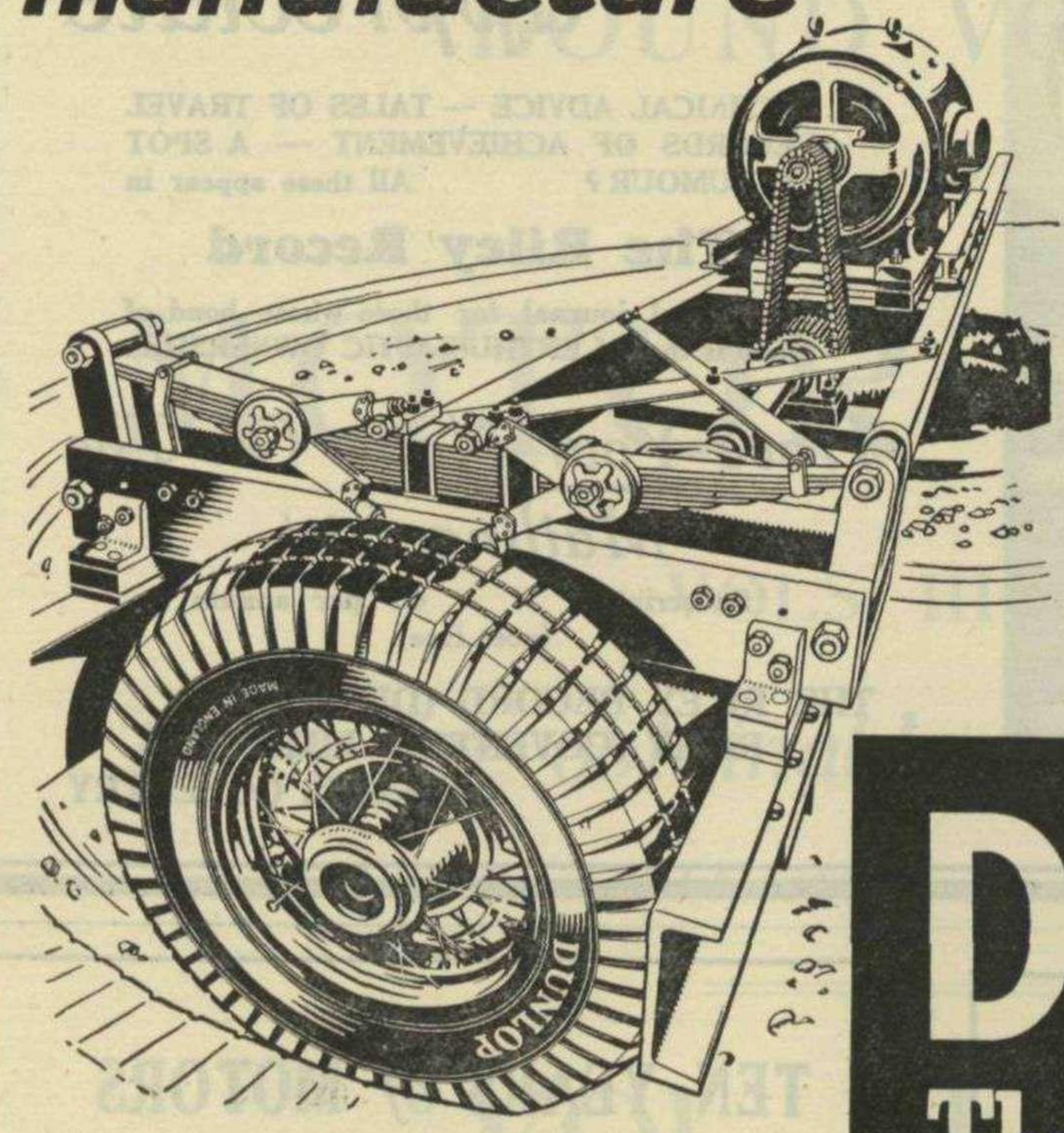
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EDITORIAL.

Give the British Manufacturer a Chance!
(continued)

IN last month's issue of MOTOR SPORT, we lamented the fact that British manufacturers who wish to improve the "breed" of their cars by competing in races should be forced, by the lack of a circuit in England, to incur the heavy expense of transporting a team of cars, with their personnel, to Ireland or the Continent.

The recent Alpine Trial provided a striking example of another way in which the British manufacturer is handicapped—in this case by being debarred from testing his cars in severe reliability trials.

Many years ago there used to be held the annual Six Days' Trial, in which manufacturers' teams of sports and touring cars competed over a difficult mountainous course in Great Britain. This trial was undoubtedly of great benefit to all concerned, both to the manufacturers as a means of proving to the public the roadworthiness of their products, and to prospective buyers as a criterion of cars' performances.

But now the Six Days' Trial is no more, and any British manufacturer who is a member of the S.M.M.T. (the organisers of the annual Motor Show at Olympia) is forbidden by that Society to enter cars for reliability trials.

All the more credit is therefore due to such manufacturers as Talbot, M.G., Riley, Frazer Nash, Alvis, Invicta and others who, realising that progress in design cannot be obtained without active participation in trials, have gone to considerable expense to compete in such events abroad.

Of the value of reliability trials no one can have any doubt. It is safe to say that the automobile prestige of a nation is largely judged by the behaviour of its cars in competitions, and no single factor in recent years has done more to uphold Britain's honour in the motoring world than the magnificent performance of our cars in the recent Alpine Trial. After a journey of 700 miles to the scene of the event, the British contingent gave an extraordinarily consistent and faultless display over the most difficult roads in Europe. Not only was the scheduled daily mileage over 200, but the routes included the arduous climb and descent of Alpine Passes of considerable length, many thousands of feet above sea level.

This impressive performance carries more than ordinary weight, for, besides increasing our prestige on the Continent, it is an irrefutable answer to those who have accused British cars of being unsuitable for mountainous countries and rough roads—and therefore of being inadequate for use in distant parts of the Empire, where roads are often unmade, and motor vehicles have to maintain their tune under the most strenuous conditions.

We are certain that a revival of the Six Days' Trial in Great Britain would be welcomed by manufacturers and the general public alike.

When will the S.M.M.T. ban be lifted?

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Earl Howe takes his Alfa Romeo round the Dundonald Hairpin. [*Motor Sport Photograph*

THE R.A.C. TOURIST TROPHY RACE

A DAY OF RECORDS. C. R. WHITCROFT & G. E. T. EYSTON ON RILEYS, FIRST & SECOND, M.G. THIRD.

QUARRY Corner—a sharp, dangerous bend, and scene of many a narrow escape. A Talbot, practising for the T.T. race, comes tearing along the straight from the Stands. The driver cuts out, brakes heavily—and the offside back wheel snaps off, flying into the air in a great arc. For a moment the car remains level, then with a lurch it sinks down on to the brake drum, which sends up a protesting shriek as it burns into the macadam road. With an effort the driver holds the car on to its correct course and gradually pulls up. An R. A.C. official runs breathlessly to his side.

The Hon. Brian Lewis (for it was he) smiles blandly at the official: "May I park my car here, please?"

* * *

The R.A.C. Tourist Trophy Race, always full of incidents and accidents, began its excitement this year in the few days of practice before the race. After the Hon. Brian Lewis had had his spot of bother with the Talbot, H. C. Hamilton came to grief rather badly at Ballystockart on his M.G. Midget.

In spite of a dislocated shoulder and a broken rib, Hamilton pluckily turned out to see the race, and was given a big reception by the crowd when he appeared on the course in a bath-chair.

Practice speeds were very high, and it was evident that the race was going to be run at a higher speed than last year.

The Midgets, by reason of their victory last year, were faced with a heavy handicap, but in spite of this had increased their speed, so that they stood a fair chance of success. Hamilton's crash completely wrecked the car, so a composite machine was frantically assembled in order to keep Major Gardner's team complete. Actually 9 M.G. Midgets came to the line, for Manby Colgrave was a non-starter.

The Riley Nines were firm favourites, for the handicap only demanded that they lapped at 2 m.p.h. more than the Midgets. A lot was expected of "Freddy" Dixon, who was making his first car race appearance on a Riley which bore traces of that inimitable person's tuning and preparation. A certain amount of consternation was caused in the Crossley camp at the scrutineering when it was found that the bores of their engines were larger than had been thought. Luckily, the strokes also were shorter, so that a crisis was averted.

Only one of the Riley Sixes was ready, but the car was too new to be expected to spring a surprise. The Aston Martin entered by Shuttleworth was one of this year's Le Mans cars; Sullivan's Lea Francis had raced at Phœnix Park, and was a fast one, and the 8-cylinder 1½-litre Alvis was the actual car handled by Cushman two years ago. Of the Frazer Nashes, Moore's was a "blown" side valve car, while Aldington's unsupercharged o.h.v. model was the most "touring" car in the Tourist Trophy race, being the same car which ran through the Alpine Trial without the loss of a mark, and had not been touched since the Trial!

The Talbots were the usual "105" cars entered by Fox & Nicholl, Ltd., and the Alfa Romeos were the latest type "2.3's," driven by Earl Howe and Sir Henry Birkin at Le Mans and Francorchamps.

* * *

Although a massed start was not used in the T.T., all the cars were sent away very quickly. When the flag fell for the first group, the unblown 1100 c.c.'s, to start, all the cars leapt forward—save the two Crossleys driven by Vernon Balls and Crowther, which refused to fire, taking several minutes to leave the line.

The rest of the field got away well, Sir Henry Birkin's acceleration on the Alfa Romeo being particularly impressive. Last of all the Talbots were given the signal, and received a rousing cheer from the crowd as they set off in pursuit of the others.

The first pit stop was made by Vernon Balls (Crossley) with a broken shock absorber bracket, which he left in his pit to be welded, and departed. Hailwood stopped at Comber to make a slight adjustment on his M.G. Reports came through from Comber and Dundonald that Whitcroft (Riley) was leading, and the order past the stands at the end of the first lap was Whitcroft, Eyston, Gillow, Dixon and Staniland, all on Rileys, which, of course, had started in the first group.

Having watched the cars all complete their first lap, we walked down to Quarry Corner to see if any excitement had occurred at this point. We found that everyone was driving very steadily, however, and that the ditch was so far empty. We were told that the front-drive Alvis had scored first blood at the Comber butcher's shop, hitting the sandbags with out damage to the car, and that soon after Oats stopped there with clutch trouble on his Crossley, and retired.

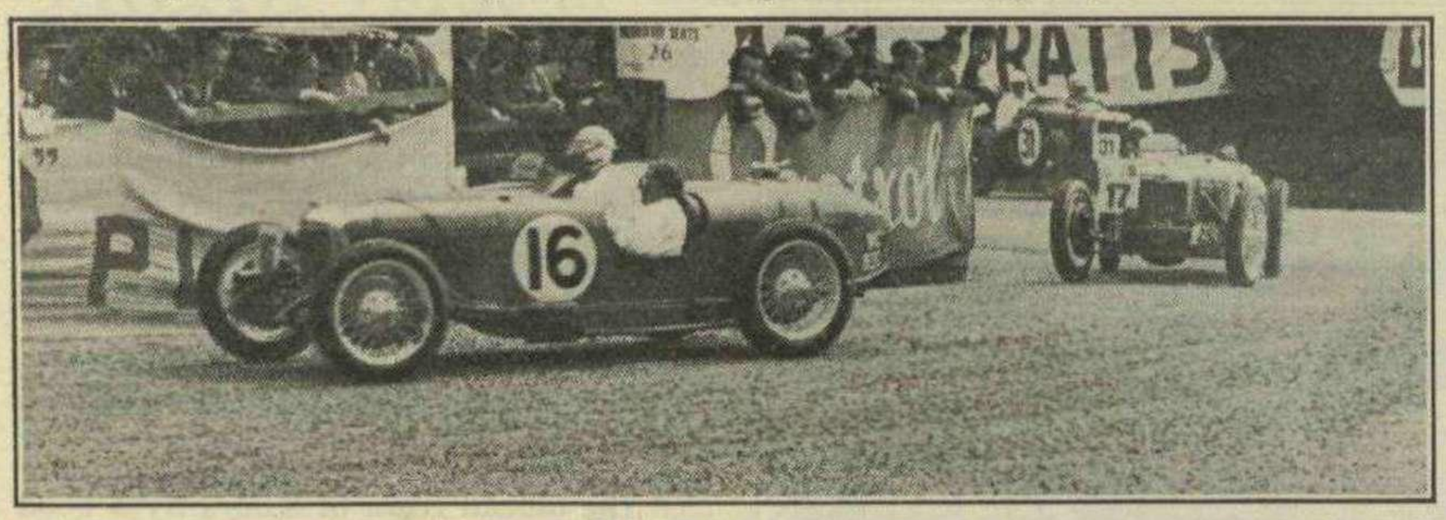
Hindmarsh was having overheating difficulties with his Talbot and came into his pit to fill up his radiator. Then an exciting incident occurred at Newtownards, when T. H. Wisdom (Riley) misjudged the corner and got into a broadside, which he failed to control, and, after nearly hitting a shop, came to rest right across the road, with his engine stopped. Before he could get going T. G. Moore (Frazer Nash) appeared, to find only a narrow gap of a few feet left between the Riley and the sandbank at the side of the road. Greatly to the delight of the densely packed crowd, Moore slipped through, demolishing some sandbank in the process, with undiminished speed.

F. W. Dixon had pushed ahead to such good effect that by noon, one hour after the start, he had taken the lead, having averaged 74.53 m.p.h., the order being:—

1. F. W. Dixon (Riley), 74.53 m.p.h.
2. G. E. T. Eyston (Riley), 74.15 m.p.h.
3. V. Gillow (Riley), 74.13 m.p.h.
4. C. R. Whitcroft (Riley), 74.11 m.p.h.
5. C. Paul (Riley), 70.66 m.p.h.
6. Sir H. Birkin (Alfa Romeo), 81.33 m.p.h.
7. Earl Howe (Alfa Romeo), 80.75 m.p.h.
8. A. B. von der Becke (Riley), 71.44 m.p.h.

THE R.A.C. TOURIST TROPHY RACE—continued.

Sir Henry Birkin was driving at a terrific speed, breaking Borzacchini's last year's lap record of 10 mins. 5 secs. on practically every lap. 10 mins. 4 secs., 9 mins. 58 secs., and then 9 mins.56 secs.—an average speed of 82.5 m.p.h. !



Eyston and Whitcroft followed by C. Paul (M.G.) at Dundonald. Note the loose surface of the road.

Vernon Balls left another shock absorber bracket to be welded at a local garage *en route*, and the hurriedly built M.G. Midget, constructed in place of Hamilton's wrecked car, retired at Quarry Corner. More excitement occurred at Newtownards when Whitcroft skidded into the sandbank, but continued, and Crabtree overshot the corner. Just before this Barnes had a narrow escape when he skidded on Bradshaw's Brae right in front of the Hon. Brian Lewis, whose Talbot actually collided with the Midget. The Talbot only sustained a bent shock absorber arm, but the Midget had to retire.

Then trouble befell the Riley camp, Chris Staniland retiring with a run big-end, and Wisdom giving up after his skid at Comber—but with seven cars in the race, they could afford not to worry ! Dixon, however, proceeded to show everyone what he was capable of by steadily increasing his lead, lapping at about 75 m.p.h.

Anxiety was felt in Major Gardner's pit when he failed to appear to schedule. Then news came through that he had met with a bad accident at the Glen Hill, Bradshaw's Brae. His M.G. Midget turned over three times; the mechanic was thrown clear as the car rolled over for the first time, and only suffered from shock, but poor Gardner was still in the car when it eventually came to rest. Unhappily, on being taken to Ards Hospital it was found that Major Gardner had sustained a compound fracture of his thigh (the same leg which was very badly wounded during the War), with severe facial injuries. These ill-tidings cast a certain gloom over the proceedings for the rest of the race, for Gardner is a most popular figure wherever he competes, and his accident was deeply regretted by everyone.

Gillow's Riley began to misfire, so he pulled in and changed his plugs, eventually tracing the trouble to the magneto, while other pit-stops were made by Moore, who changed the front wheels of his Frazer Nash after his narrow escape at Newtownards; the Riley Six, which had buckled a wheel by striking a kerb; and the Alta, which retired after making collision with the Midget had disturbed the steering and brake gear of his Talbot, making the car difficult to hold on corners. However, he decided to continue until his scheduled pit stop for refuelling.

Dixon continued to pile up a big lead, lapping consistently at over 75 m.p.h., finally doing a circuit at 76.36 m.p.h. ! Eyston and Whitcroft were well placed, though, and were both lapping at about 75 m.p.h. Sir Henry Birkin was driving superbly, and after two hours his average speed for the whole distance was higher than Borzacchini's lap record last year ! Earl Howe was letting Birkin set the pace, but was none the less close behind.

With Staniland and Wisdom both out of the race, neither of the two Riley teams was complete, and Major Gardner's accident had put one of the M.G. teams out of the running.

At 1 o'clock, the order was :—

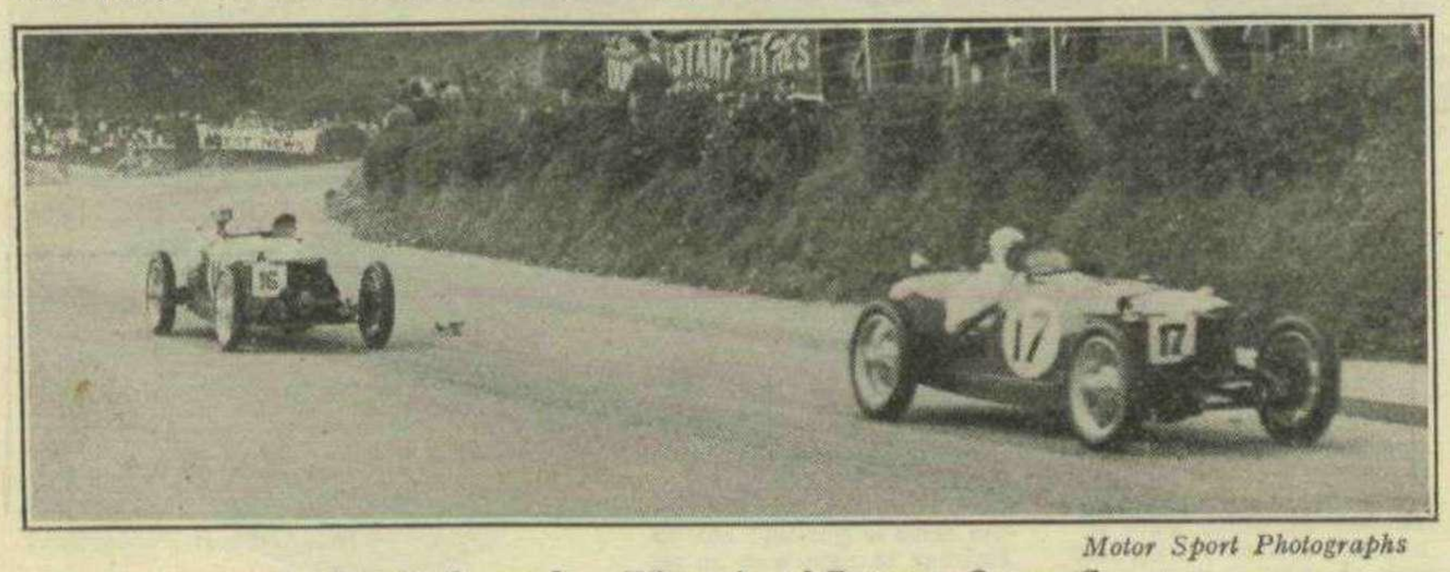
1. F. W. Dixon (Riley), 75.26 m.p.h.
2. G. E. T. Eyston (Riley), 74.45 m.p.h.
3. C. R. Whitcroft (Riley), 74.42 m.p.h.
4. Sir H. Birkin (Alfa Romeo), 81.54 m.p.h.
5. C. Paul (M.G.), 69.97 m.p.h.
6. Earl Howe (Alfa Romeo), 81.01 m.p.h.
7. E. R. Hall (M.G.), 69.71 m.p.h.
8. Von der Becke (Riley), 71.48 m.p.h.



T. G. Moore (Frazer-Nash) slips by while G. N. Crowther (Crossley) goes wide. The acceleration of the blown Nash was terrific.

The Aston Martin fell out with engine trouble, and from all round the course came news of cars coming into more or less violent contact with sandbanks, sandbags, stone walls, grass banks, and kerbs. Gillow had a spectacular skid at Comber, needless to say without injury to himself; Moore hit the sandbags at Comber, but continued; McClure, driving the Riley Six, struck another kerb, buckling a wheel; while Freddie Dixon hit the bank at the Moate without damaging his car, and proceeded to raise the 1100 c.c. class record to the astonishing figure of 76.84 m.p.h.

Then Hindmarsh found that his earlier overheating trouble had caused the cylinder head gasket of his Talbot to "blow," which he promptly set about changing—a process which took him 98 minutes, and effectively destroyed Talbot's chance of winning the team prize. The unlucky Vernon Balls retired at Comber with clutch trouble, on his Crossley, the same fault which had caused Oats to retire earlier in the race.



Motor Sport Photographs

In their finishing order—Whitcroft and Eyston at Quarry Corner.

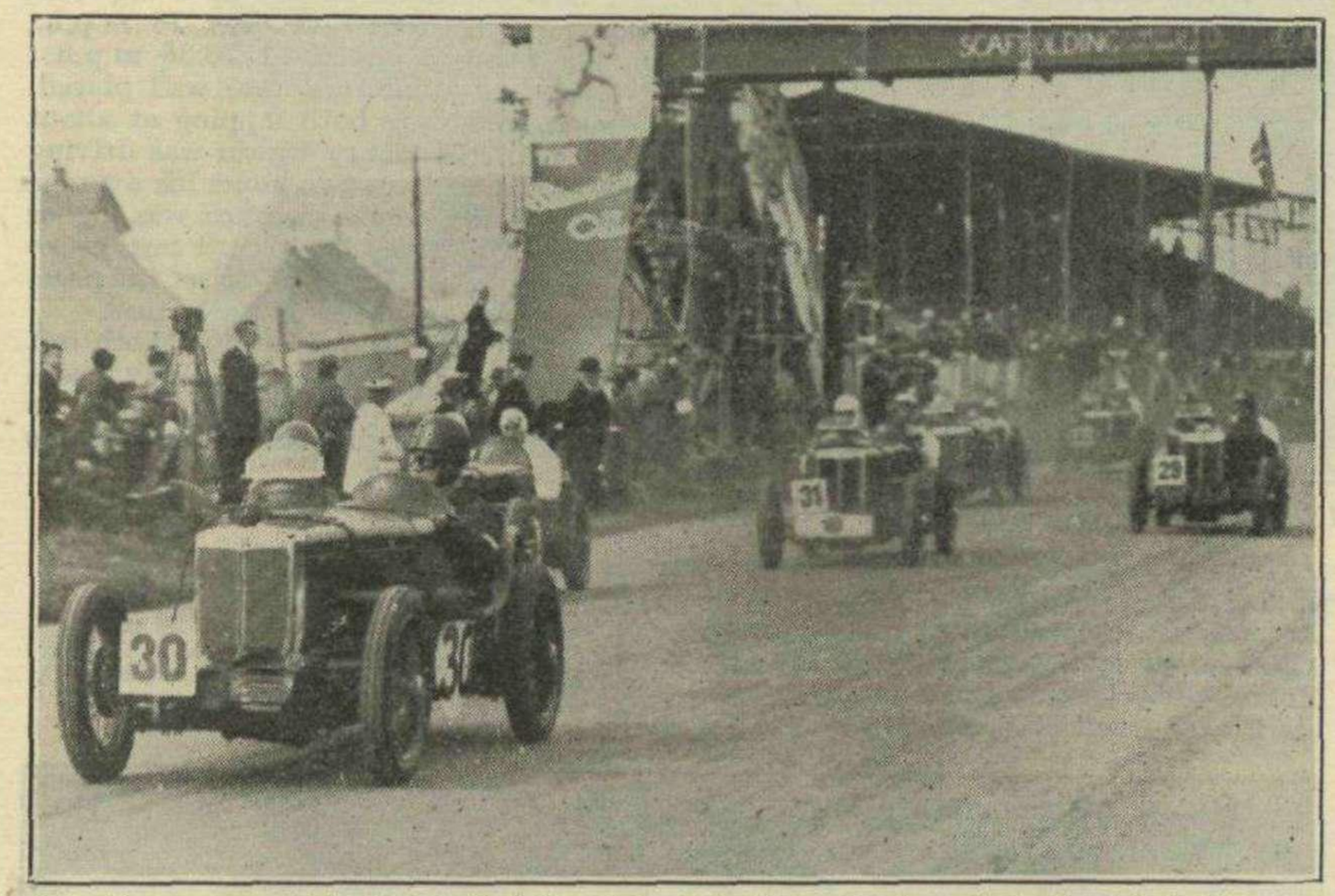
Unhappily, on being taken to Ards Hospital it was found that Major Gardner had sustained a compound fracture of his thigh (the same leg which was very badly wounded during the War), with a determined effort to demolish the butcher's shop at Comber.

Van der Becke (Riley) had a bad skid in Comber, without hitting anything, and the Hon. Brian Lewis found that his

THE R.A.C. TOURIST TROPHY RACE—continued.

Cyril Paul did a very fast lap on his M.G. at 72.64 m.p.h. ; Norman Black on a similar car nearly came to grief at the Moate, and Hailwood (M.G.), after a very good run, retired with engine trouble.

Another accident. T. G. Moore (Frazer Nash), who had driven a very fast race, cornering at great speed, got into a bad skid in the same spot at Ballystockart, where Hamilton came to grief in practice.



Class 8 get away. E. R. Hall leads, followed closely by Major Gardner, C. Paul and J. D. Barnes—all on M.G.'s.

An unobtrusively good show was being put up by H. J. Aldington, whose Frazer Nash, fresh from its triumphs in the Alps, was lapping regularly at about 70 m.p.h.—a wonderful speed for an unblown 1½-litre of such versatile characteristics.

The refuelling time came, and Eyston was the first of the Rileys to come in, taking on 5 gallons of petrol and 1 gallon of oil in 31 secs. Other cars came in, Sir H. Birkin changing his back wheels in additon to refuelling ; Cyril Paul refuelled in 50 seconds ; Sullivan, who had been handling his Lea Francis splendidly, refuelled and changed a wheel ; and Earl Howe filled up and changed his back wheels in 3 minutes. Crowther (Crossley) worked on his car for some time at the pits, adjusting his valve tappets, but had to retire, thereby eliminating all the Crossleys from the race. The Hon. Brian Lewis came in to refuel, and took the opportunity to straighten things up a bit in front of the Talbot, and Dixon and Norman Black made quick stops for more fuel.

Dixon continued to lead the official Rileys, and at 2 o'clock the order was :—

1. F. W. Dixon (Riley), 75.39 m.p.h.
2. C. R. Whitcroft (Riley), 74.39 m.p.h.
3. G. E. T. Eyston (Riley), 73.99 m.p.h.
4. E. R. Hall (M.G.), 70.08 m.p.h.
5. Sir H. Birkin (Alfa Romeo), 79.82 m.p.h.
6. Earl Howe (Alfa Romeo), 79.64 m.p.h.
7. S. A. Crabtree (M.G.), 67.96 m.p.h.
8. J. D. Barnes (M.G.), 67.71 m.p.h.

The Hon. Brian Lewis began to make a determined effort to put the Talbots into a more favourable position, and covered a wonderful lap at 81.3 m.p.h., just a bit faster than last year's lap record. Meanwhile Esplen was in at the pits fitting a new drive to the water-pump of his privately-owned Talbot " 90."

He finished up by going backwards into a garden, slightly damaging his car, but without injury to himself or to his mechanic. Unfortunately, three spectators were hurt, one of them, a woman, sustaining a dislocated hip.

Cyril Paul, who had led the M.G.'s for some time, retired, letting E. R. Hall up into 4th place in the general classification. The Midgets were making an extraordinarily fine show, keeping their places well, in spite of the re-handicap,and were lapping at over 70 m.p.h.—with a 750 c.c. engine !

Von de Becke's Riley was going badly, owing to a faulty contact-breaker, and Whitcroft (Riley) came in to refuel. The new non-skid surface of the road, while fulfilling its function admirably, was rather heavy on tyres, and the Alfa-Romeos and Talbots had to keep a watchful eye on their treads. The Hon. Brian Lewis had to come in to change wheels.

A sensation was caused when Sir Henry Birkin came into the pits and announced that his oil pressure had gone down to nil. After tightening up the pressure-relief valve he got away again, and in trying to make up for lost time had a series of terrific skids down Bradshaw's Brae.

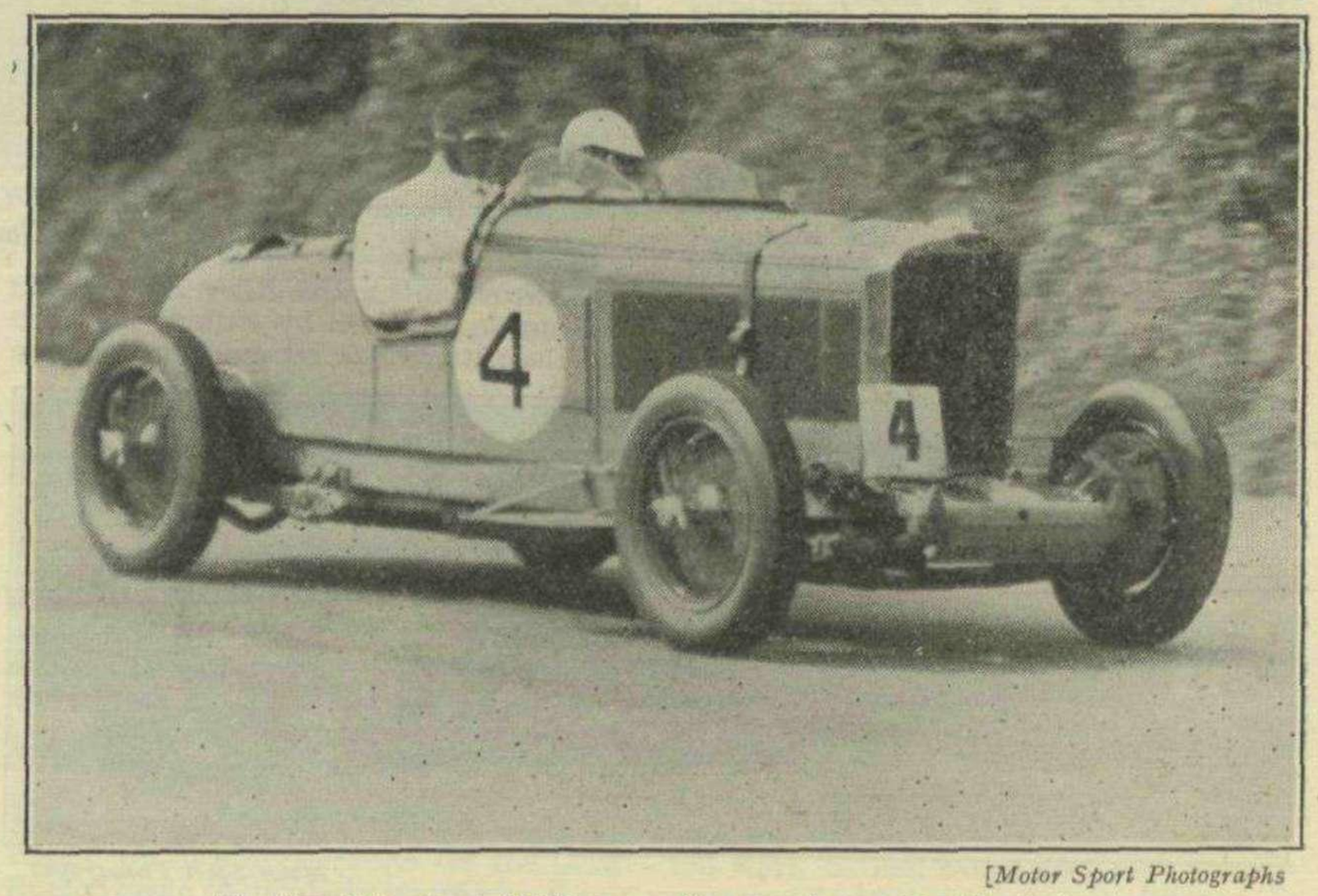
Then came a change in the leadership. Freddie Dixon, after a marvellous display of driving, during which he raised the 1100 c.c. lap record to 76.84 m.p.h., and led the official team of Rileys by a good margin, hit the kerb at Quarry Corner. The car shot across the road, leapt over the hedge, and landed on all four wheels in a garden, the imperturbable Dixon being uninjured, but his mechanic being rather badly cut on the jaw. So ended a very memorable run, which has proved Freddie Dixon to be a force to be reckoned with in motor racing.

This let Whitcroft up into the lead so that at 3 o'clock the order was :—

1. C. R. Whitcroft (Riley), 74.25 m.p.h.
2. G. E. T. Eyston (Riley), 74.14 m.p.h.
3. E. R. Hall (M.G.), 70.15 m.p.h.
4. Earl Howe (Alfa Romeo), 80.03 m.p.h.
5. Sir H. Birkin (Alfa Romeo), 79.02 m.p.h.
6. T. E. Rose-Richards (Talbot), 75.14 m.p.h.
7. N. Black (M.G.), 66.54 m.p.h.

But the race was not yet over, for as time went on a few more retirements took place, and the handicap began to make itself felt. Crabtree retired with a faulty petrol pump on his M.G., an irritating minor trouble with the rest of the car in good form, and Esplen retired, after much work on his Talbot " 90." Aldington came in to fill up, putting in 5 gallons of

(*Continued on page 503*).



[*Motor Sport Photographs*

The Hon. Brian Lewis (Talbot) travelling very fast on Bradshaw's Brae.

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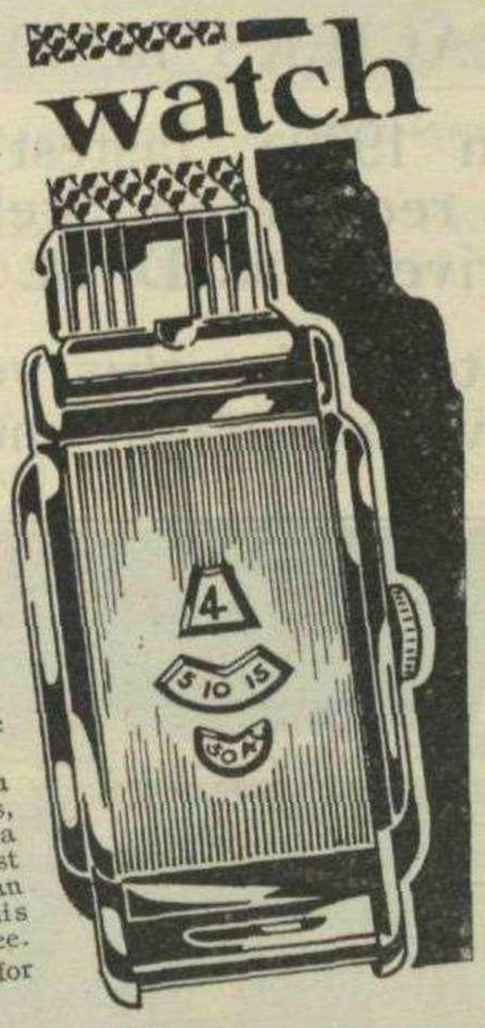
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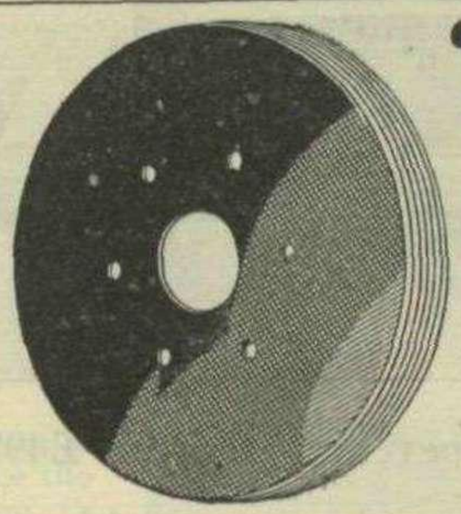
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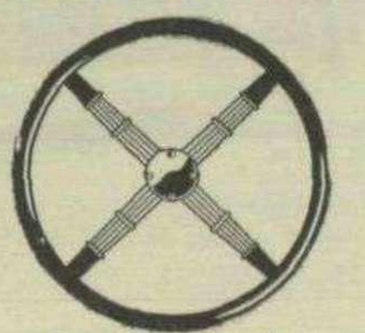
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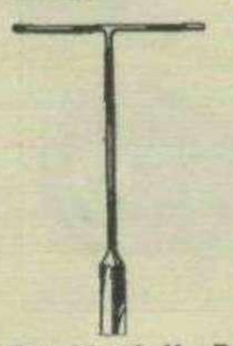
"BROOKLANDS" SPORT EQUIPMENT



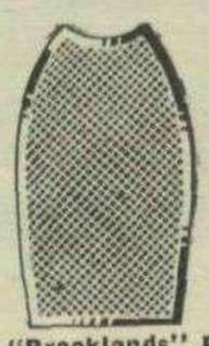
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● "Brooklands" Fully Flexible Steering Wheels create a new idea of comfort, safety and control. Fully flexible in all planes, visibility through spokes, finished Black Rubber and Chromium. 90 Stock bosses. 16", 17" and 18" from 36/-, 38/- and 40/-.



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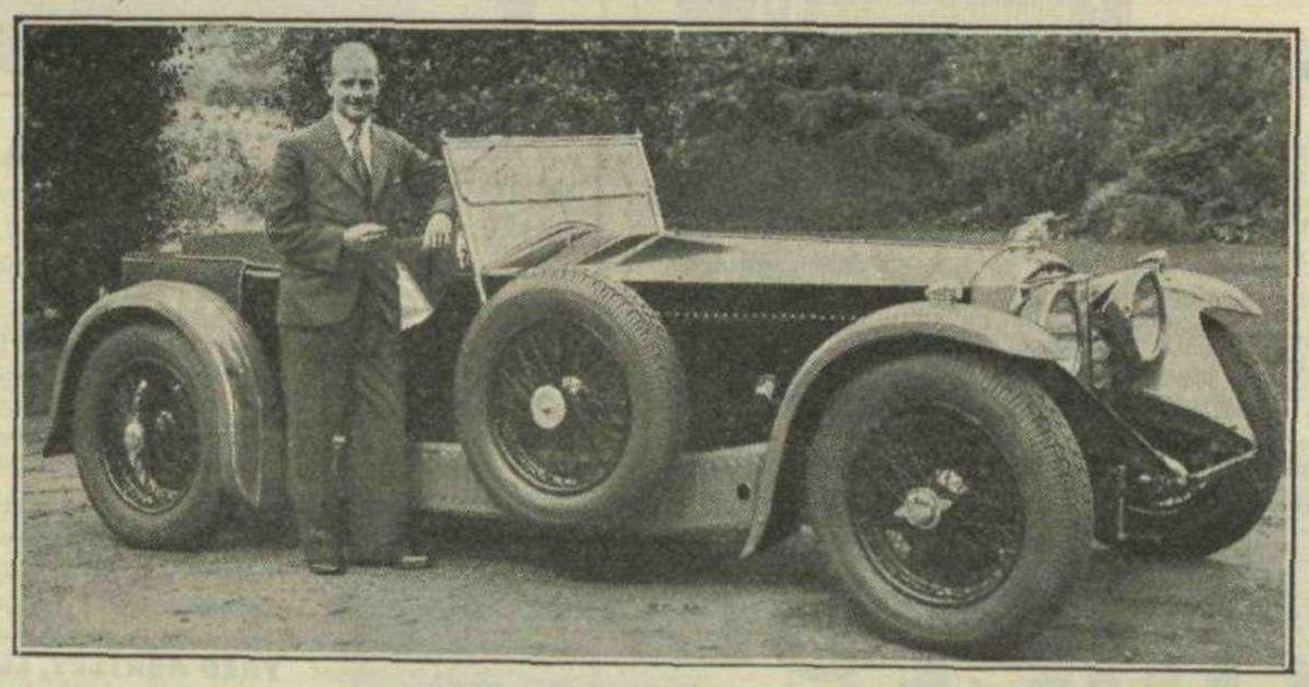
ALPINE TRIAL

INVICTA

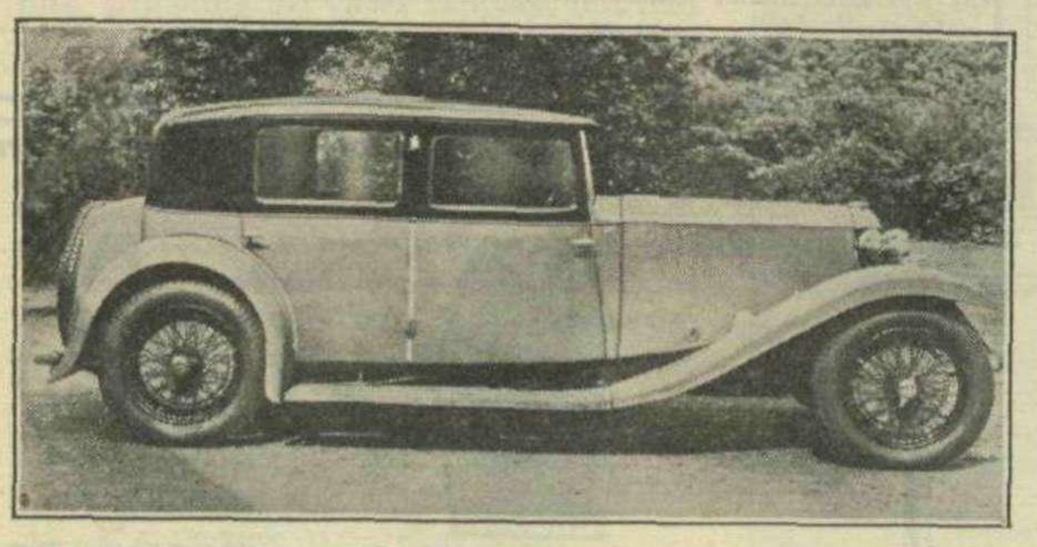
AWARDED A COUPE DES GLACIERS in 1930, 1931 and 1932.

Fastest Time on Arlberg Pass in 1930; fastest time on Galibier Pass in 1931; fastest time and record on Stelvio Pass in 1932. In each instance the driver was D. M. Healey.

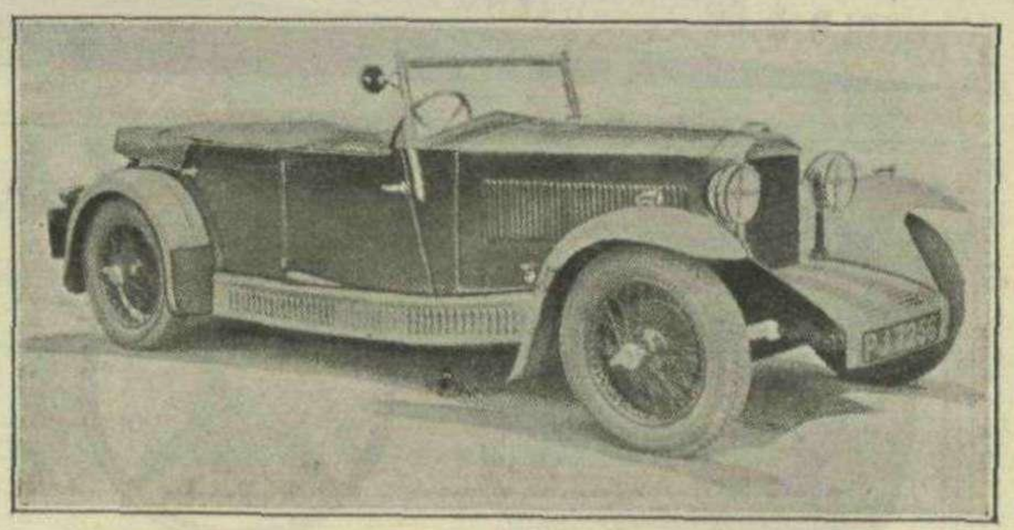
Three Standard Invictas were entered for this year's Alpine Trial, and each finished with a clean sheet.



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Cars parked on the tennis court of the Grand Hotel at St. Moritz, before leaving for Stresa.

THE ALPINE TRIAL

COUPES DES ALPES WON BY TALBOT AND RILEY. 17 GLACIER CUPS WON BY BRITISH CARS

WORLD'S MOST SEVERE TRIAL PROVIDES CONVINCING PROOF OF BRITISH CARS' ROAD-WORTHINESS UNDER ARDUOUS CONDITIONS

FOR some years after the War the great Alpine Trial, organised jointly by the Automobile Clubs of Switzerland, Italy, Austria, Germany and France, was almost exclusively the province of Continental cars. This to a certain extent was accounted for by the Six Days Trial over here being sufficiently arduous to provide competitors, especially manufacturers, with a searching test for their machines. When, however, manufacturers' teams were banned from taking part in reliability trials in Great Britain, it was only natural that other means of proving to the public the capabilities of their products were sought.

The way was shown by individual competitors, such as the Hon. Victor Bruce, who entered for the great annual Alpine Trial, and it was not long before enterprising British manufacturers, such as Talbot, Invicta and Riley, realised that in this trial could be found a more than adequate substitute for our own lamented Six Days Trial.

This year the number of British entries surpassed all other years, for out of a total entry of 107 cars, no fewer than 43 were of British manufacture. These were made up as follows:—Talbot 3, Invicta 3, Rolls Royce 1, Humber 1, Armstrong Siddeley 4, Bentley 1, Lagonda 2 Standard 1, Alvis 1, Frazer Nash 2, Aston Martin 2, Wolseley 4, M.G. 5, Swift 1, Riley 9, Triumph 1, Singer 2.

The premier awards for the Trial were as follows: A Coupe des Alpes for the team(orteams) classed first in the various groups, and a Glacier Cup for the individual (or individuals) classed first in each group. Two British teams were competing for Coupes des Alpes, the three Talbot "105s" entered by Messrs. Fox & Nicholl, Ltd., that enthusiastic concern well known for their Talbot entries in races, and a team of three Riley "Gamecocks," entered by the famous Coventry firm who have so steadfastly demonstrated the wonderful qualities of their cars in events of this nature. The remainder of the 43 were private entries.

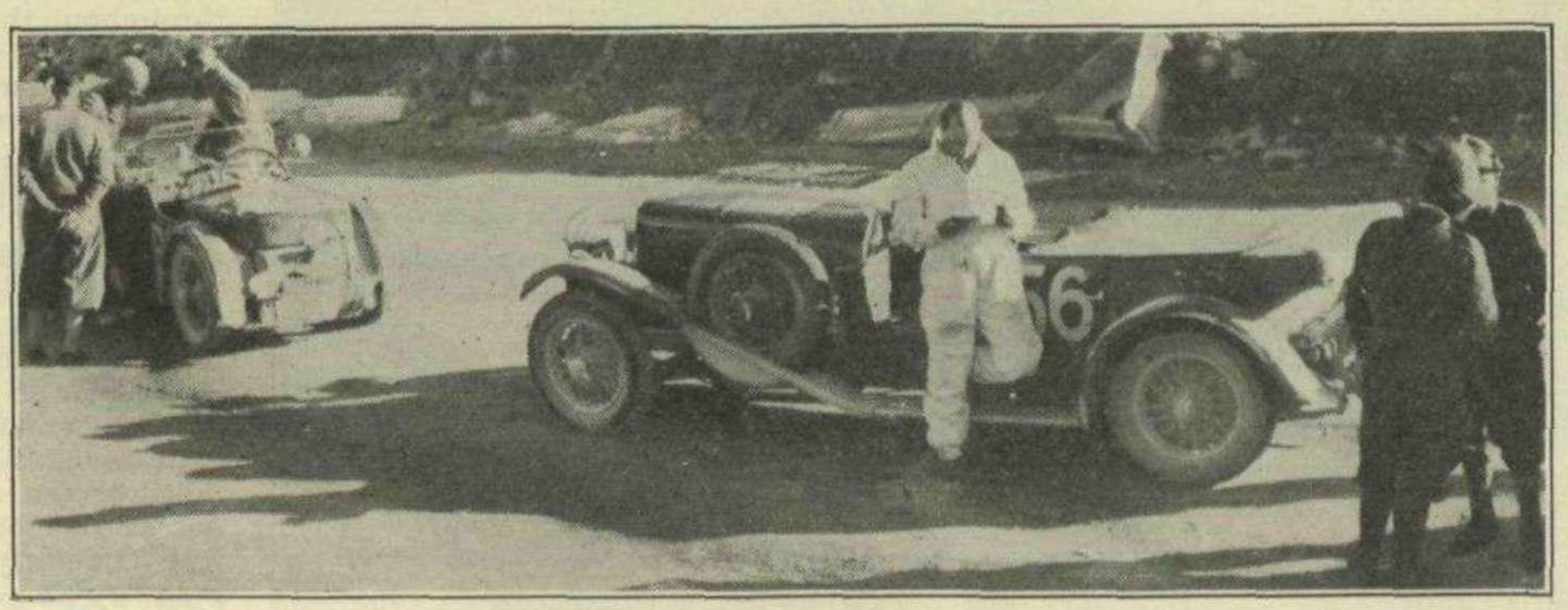
Against the British cars were pitted 32 German, 8 American, 7 French, 4 Italian, 7 Austrians and 6 Czecho-slovakian cars, but of these 6 German and 1 Austrian failed to start. The only British absentee was A. H. Pass, who was prevented by business from bringing his Rolls-Royce to the start. And so, for the first time in the history of the Trial, there was a preponderance of British entries. What has become of the French and Italian manufacturers?

The start of the Trial took place at Munich on July 29th, and for several days competitors arrived from all parts of Europe at all times of the day. After a final "look over" by anxious drivers, the cars were parked in the Parade ground of the Old Barracks, on the outskirts of the city, where they were left in the open until Thursday morning. A certain amount of consternation was caused by stories of some of the passes being snowbound, but in spite of this everyone seemed in the best of spirits.

On the first day the distance to be travelled was 350 miles, and the route included the Tauern Höhe, the Katschberg and the Giovo Pass, finishing at Merano. Zero hour was 4 a.m. from the Barrack Square, which lay outside the city, and involved a very early rising hour. Rain fell as the first driver was sent off, and caused the undoing of E. Urlwin-Smith (Aston Martin) who got into difficulties in attempting to pass A. G. Gripper's Frazer Nash, and crashed into a taxicab. Retirement No. 1, within a mile or two of the start!

After an easy run to Salzburg, crossing the Austro-German frontier at Saalbrucke, the first real test of the day was reached, the Tauern Höhe, which was overcome successfully by all competitors. Soon after came the much dreaded Katschberg, which took its toll of the weaker competitors. "H. Tourneur" on a Darracq and H. Kidston (3 litre Bentley) both failing to reach the top under their own power, while Porter-Hargreaves (Alvis) stopped several times on the way up with fuel starvation trouble.

Over the Italian frontier at Arnbach, the route lay by easy country to the final hill of the day, the Giovo Pass which rises to 6,900 feet above sea level, and is



A halt at the top of the Stelvio—A. G. Gripper (Frazer-Nash) and W. M. Couper (Lagonda), both of whom made fastest time in their respective classes.

THE ALPINE TRIAL—continued.

12 miles in length. No failures were reported, however, and many competitors found themselves ahead of time outside Merano, notably the Talbot, Wanderer and Ford teams, the Armstrong Siddeleys, the Invictas and H. J. Aldington (Frazer Nash) who throughout the day had been showing Alpine Passes that they trouble him as little as Beggar's Roost does.

And so to Merano, where it was found that in addition to the retirements of Kidston, Urlwin-Smith, and "Tourneur," Miss Young had fallen by the wayside, and T. A. W. Thorpe's Midget arrived so late that he was penalised to the extent of 138 points. The teams were all intact, and everyone felt well pleased with himself (or herself) and turned in early to prepare for the run of 254 miles the next day.

On Friday, July 29th, the route comprised a tour of the Dolomites, including the following hills, the Sella, the Pordoi, the Falzarego, the Rolle, and the Costalunga, returning to Merano at the end of the day. The chief difficulty lay in the fact that the Passes were so close together that there were no easy sections on which to get ahead of schedule for a rest, with the result that the drivers were hard at it all day.

This need for a certain amount of hurry resulted in much minor damage to mudguards, wing-stays, etc., through an excess of zeal on corners, among the sufferers being H. Hinterleitner (Wanderer) and A. C. Lace (Invicta), who both left the road completely, fortunately without serious damage to their cars, and C. M. Needham (Invicta) who skidded into a milestone. Others who experienced troubles of various description were Miss Allen, with a broken spare wheel bracket on her Wolseley Hornet, Porter-Hargreaves, with a continuation of his fuel trouble, and C. D. Siddeley (Armstrong-Siddeley), with a puncture, ignition trouble, and a broken fan belt. By far the greatest tragedy of the day, however, occurred when Mrs. Gripper found the complete clutch housing of her Wolsley Hornet coming adrift, the trouble at first being thought to be a loose flywheel.

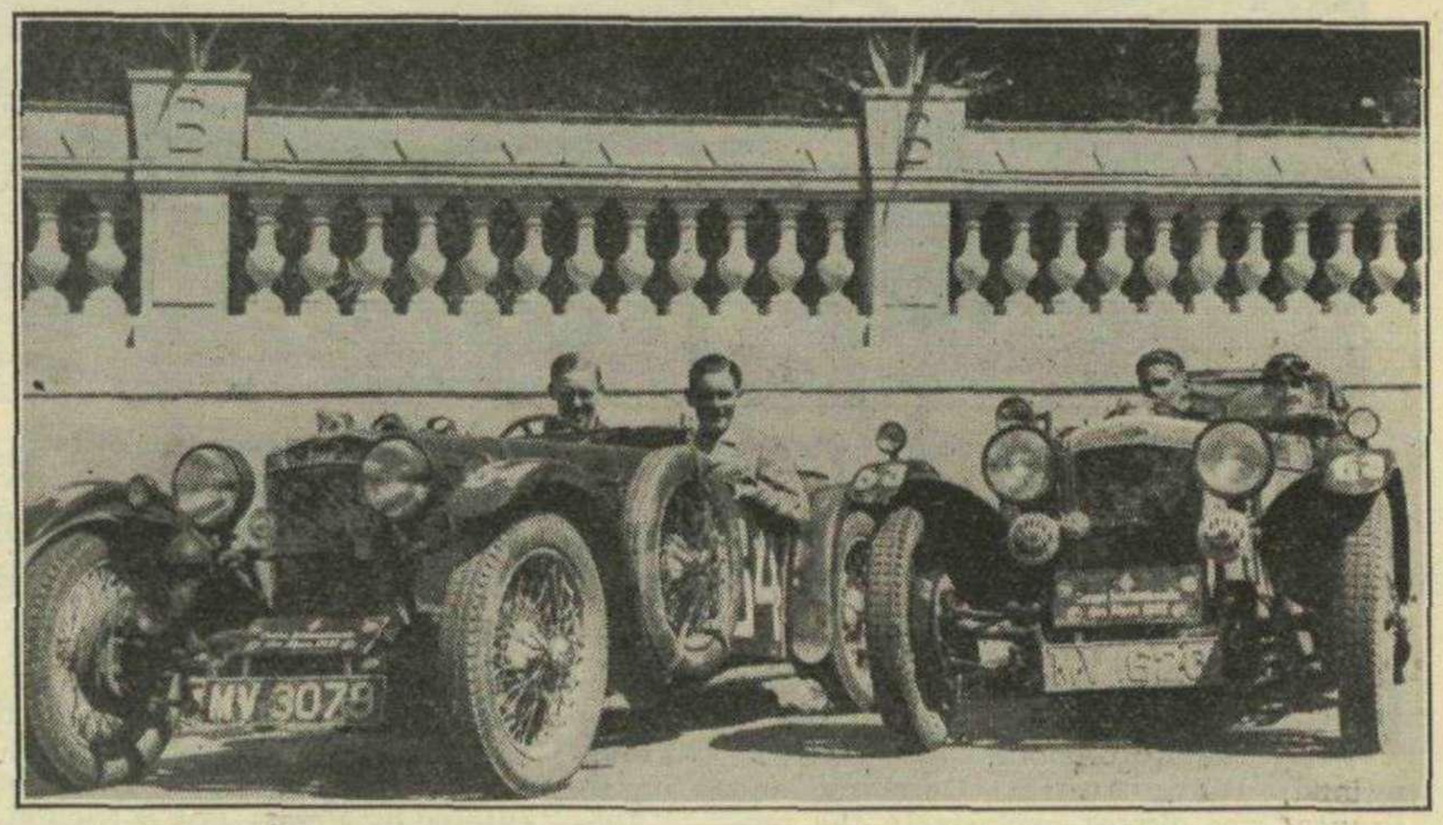
At the end of the day it was found that all the teams were still intact, not having lost a point, while of the British individual cars only the following had been penalised, A. Grosch (Lagonda) 1, Henry Wynmalen (Wolseley) 7, and T. A. W. Thorpe (M.G.) 138.

Competitors left Merano on the third day with mixed feelings, for before them lay the *pièce-de-résistance* of the whole Trial, the timed ascent of the Stelvio, 17 miles long with 49 hair-pins, up which the large cars had to average 20 m.p.h. and the smaller cars just under 19 m.p.h. The total distance to be travelled was 211 miles, finishing at St. Moritz.

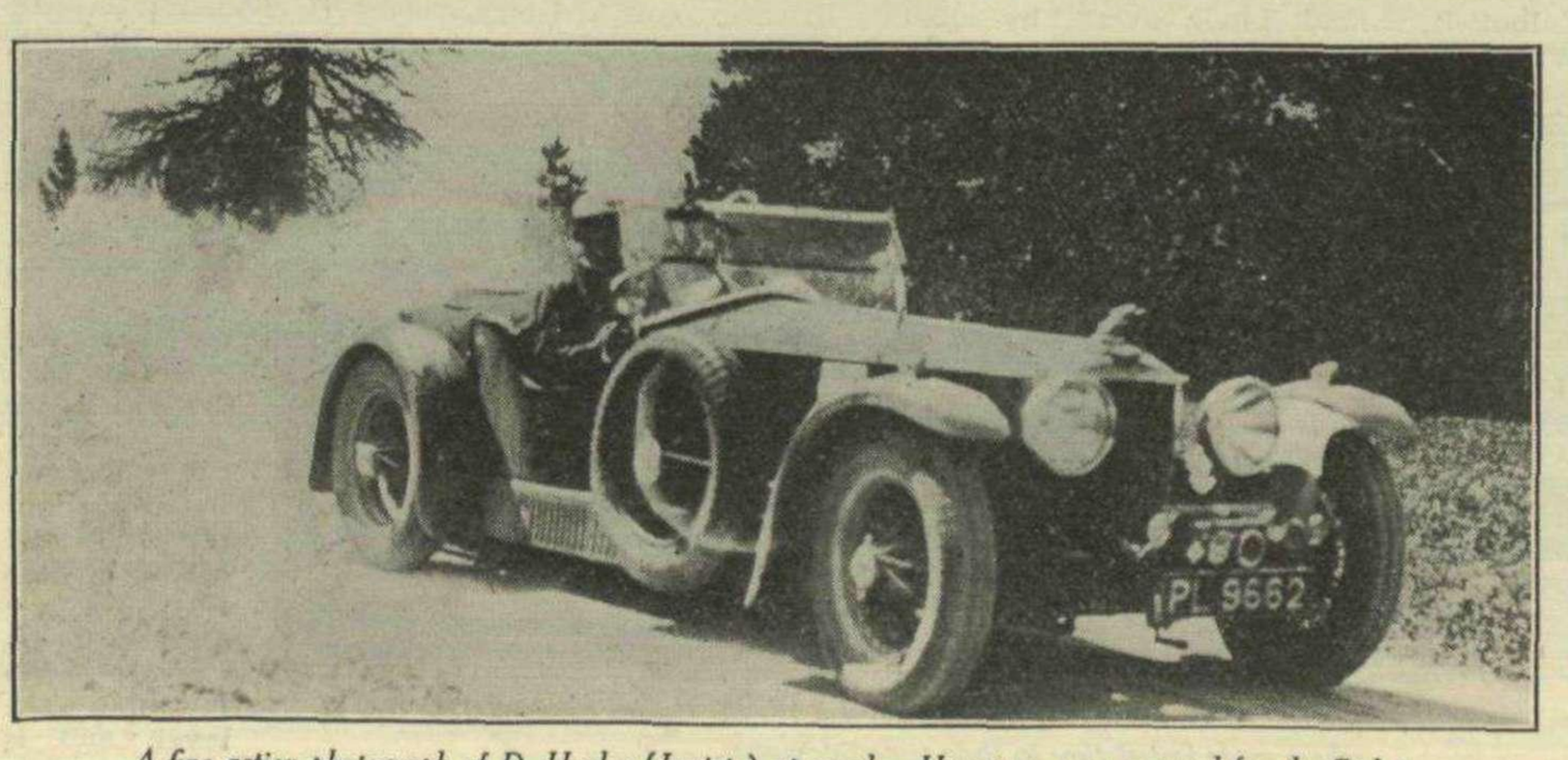
From this day's run emerged the extremely gratifying fact that the fastest time up the Stelvio in all categories was made by British cars, and as further proof of the amazing consistency of the British entries, only 3 out of the 38 still running were penalised for being late at the top of the highest road in Europe. Of the larger cars, the fastest climb was made by the invincible Donald Healey, who brought his 4½ litre Invicta up in the record time of 23 min. 43 3/5 secs., a truly wonderful performance, while both the other Invictas made very fast climbs, not having to reverse on any of the hair-pins. The Armstrong-Siddeleys climbed well, though W. F. Bradley must have been considerably worried before he reached the top, for at the foot of the hill the fan-belt broke and cut into the honeycomb of the radiator, so that the whole climb was made with a practically dry radiator! The Talbots and Wanderers went up in racing style; the Standard "20" driven by the Austrian "A.B." made a faultless ascent, while Porter-Hargreaves reached the top in spite of continued fuel difficulties. In group 2, W. M Couper (Lagonda) made the best ascent in 34 mins. 41 secs., having to reverse four times, and being baulked once by a slower car ahead.

The British light cars showed the world that in this field we have nothing to fear in comparison with the products of any nation. Fastest of all in the 1,500 c.c. class was A. G. Gripper, whose Frazer Nash roared up in the wonderful time of 27 mins. 43 secs. Aldington on the other Nash was not much slower, and both cars seemed to revel in the long climb, their high power-to-weight ratio giving them real acceleration between the bends, and their high indirect gear-ratios keeping the temperature of the engine well below boiling point throughout the climb.

The Rileys all made faultless climbs, not one of the nine cars competing in the Trial losing a single mark on the hill, while Jack Hobbs' 4-seater made fastest time in the 1,100 c.c. class, climbing in 29 mins. 51 4/5 secs. This list of consistently good performances by British cars was completed by the Wolseley Hornets, Miss Allen handling her car particularly well, the two little Singer Nines, which made light of the ascent, and three out of the four M.G. Magnas. A particularly fiery climb was made by the Swiss, R. Zust, who skidded his Magna round corners in true Grand Prix fashion.



A successful debut. The two Frazer-Nashes driven by H. J. Aldington and A. G. Gripper, who gained Glacier Cups in the first appearance in the Trial.



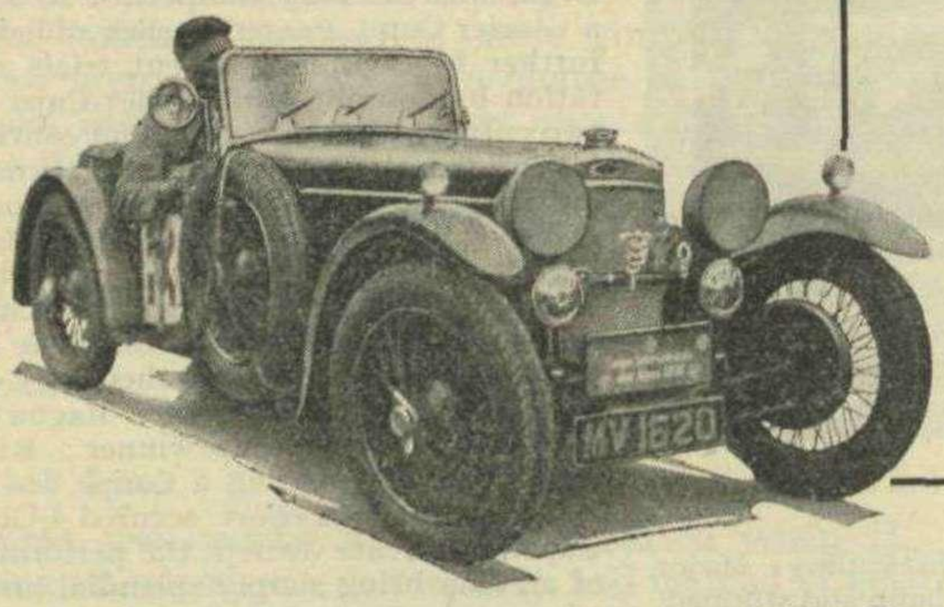
A fine action photograph of D. Healey (Invicta) at speed. He set up a new record for the Stelvio.

"The Ideal Machine for Competition Work"

"THE AUTOCAR," MAY 27, 1932

The Alpine Trial

Competing for the first time, two Frazer Nash standard production cars went through this, the most severe of all trials, without the loss of a single mark—putting up a faultless performance under conditions unknown to the average English driver—each gaining a Coupe des Glaciers, the highest possible award. This strenuous event imposes a tremendous strain on a car, and the success of the two Frazer Nashes is not only a definite tribute to the design of our cars, but also affords unquestionable proof of their thorough reliability. A marked feature of the Trial was the effortless manner in which the Frazer Nashes climbed the Alpine passes at speed—Mr. A. G. Gripper's privately owned replica T.T. model putting up the fastest time on the Stelvio, up to 2,000 c.c. In addition, the Frazer Nashes did not, unlike many other competing cars, suffer from over-heating—it is a fact that the highest temperature recorded at any time was 75°, and so far as the Frazer Nashes were concerned their radiators could have been sealed during the Trial. The Frazer Nashes were the only cars to score a 100% success in the 1,500 c.c. class against 25 English and foreign entries.



TELEPHONE, CITY 7506, 7505, 7504
TELEGRAMS, EMPINKOS, FLEET, LONDON

6, TUDOR STREET,
LONDON, E.C. 4.

10th August 1932.

H. J. Aldington, Esq.,
Frazer Nash Cars,
Falcon Works,
London Road,
ISLEWORTH.

Dear Mr. Aldington,

I have fallen very much in love with the Frazer Nash and would like to congratulate you on producing one of the most fascinating cars I have ever driven. Its gear change, steering and road holding capabilities enables one to make full use of the power and speed of the engine, and the way the car corners is a revelation.

I had been led to believe that the Alpine Trial was a severe one in that the car had to be pushed very hard to keep up with its schedule, but in our case it turned out to be a picnic and we always had plenty of time in hand before all checks.

After a fairly rapid return from San Remo she is if anything, running better than ever and this in spite of the fact that as you know, the car was rushed through and delivery taken only the night before leaving for Munich. It would appear that the harder it is driven the better it likes it and I consider that in the 1500 cc. class there is nothing built at anywhere near the price that can live with it under any normal or abnormal conditions.

Yours faithfully,

SPARE DRIVER NO.63

A Few Representative Successes:

CRAIGANTLET hill climb, Ulster, 1931. Fastest time of the day, and new record for the hill—which still stands. Previously held by the Earl Howe on a supercharged 2-litre Alfa-Romeo. Also First (2,000 c.c. Sports). First and Second (Unlimited Sports and Racing).

INTER-VARSITY TRIAL, 1931. Awards for Best Performance of the Day, Best Cambridge car, Best Oxford car, Best Veteran Performance and Best 1,500 c.c. car—all gained by Frazer Nash entries.

BROOKLANDS MOUNTAIN HANDICAP, Whit Monday, 1931, (one of many "Mountain" successes). Won at an average speed of 61.40 m.p.h. by a non-supercharged Frazer Nash.

LANCASHIRE A.C. SPORTING RUN, August 1932. "S. C. H. Davis" Trophy, L. A. Cowcill (Frazer Nash).

SOUTHPORT 50 Mile Race, May 28, 1932. First (1,500 c.c., 2,000 c.c. and 3,000 c.c.). Second (Unlimited class).

M.C.C. ONE DAY SPORTING TRIAL, 1930. A Frazer Nash was the ONLY car to gain a PREMIER AWARD, out of 72 entries for this trial.

LONDON to SCARBOROUGH TRIAL, 1932. 9 Gold Medals.

SHELSLEY WALSH, 1931. First (1,500 c.c. Sports). C.P. Type Challenge Cup. Fastest Amateur Sports Car Award. M.A.C. British Championship Cup. First (1,500 c.c. Racing). Fastest time of the day, winning the Shelsley International Championship Cup and 100 Guineas. "Ladies' Cup" and new Ladies' Record. The Frazer Nash has put up the fastest time of any English car at Shelsley.

BRIGHTON to BEER TRIAL, 18-19 June, 1932. Brighton & Hove Trophy and Replica (Premier Award for Cars) for the second year in succession. Fastest time of the day in the Acceleration Test on Fingle Bridge. Four First-class Awards.

BROOKLANDS Inter-Club meeting, 1931. Five Lap Race won at an average speed of 88.92 m.p.h. (flying lap 91.72 m.p.h.) by a non-supercharged Frazer Nash.

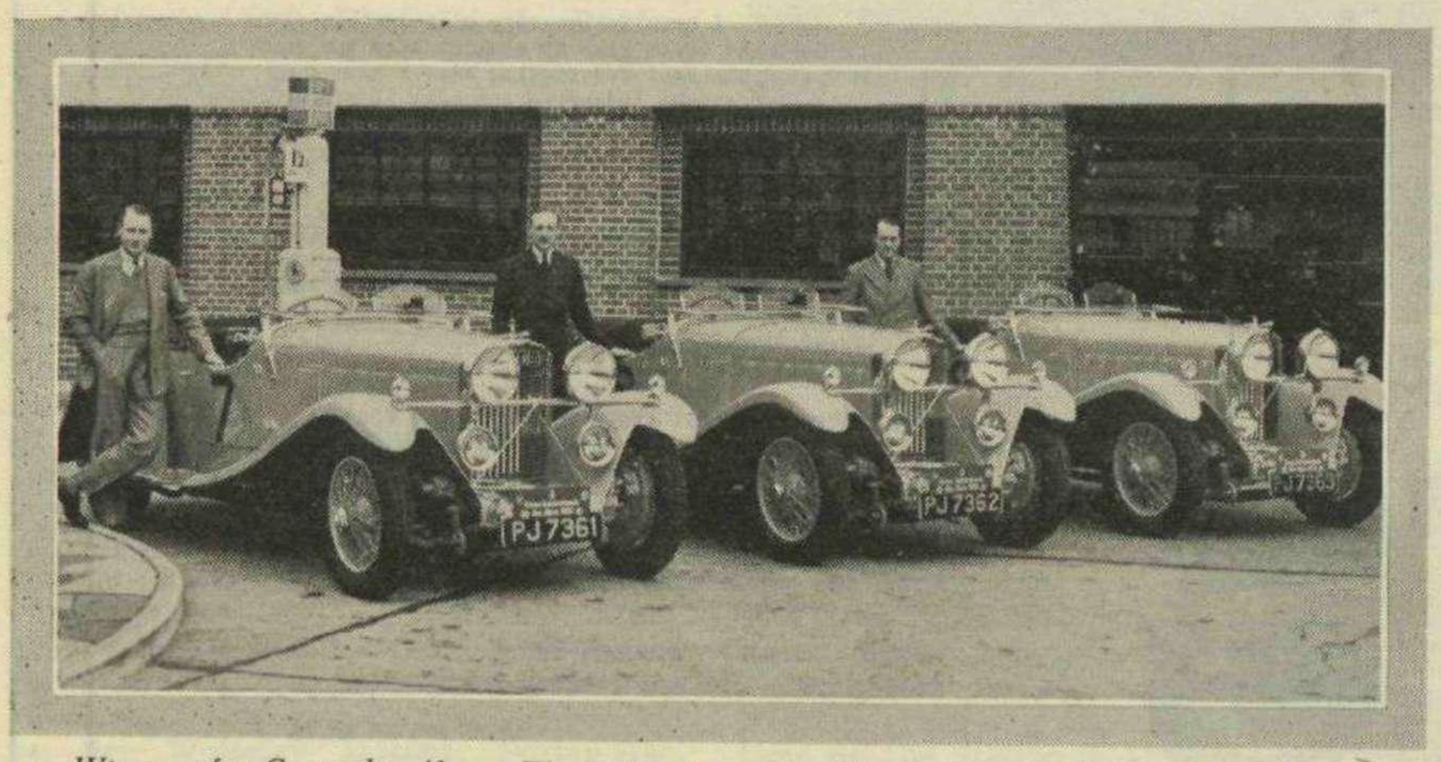
LEWES SPEED TRIALS, May 7, 1932. First (1,500 c.c. and 2,000 c.c. Sports). First (1,500 c.c. Super-sports). First (1,500 c.c., 2,000 c.c. and Unlimited Racing classes). Fastest time of the day, and Clayton Challenge Cup.

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THE ALPINE TRIAL—continued.

The day's work was not finished, for two more passes had to be traversed, the Fluela (7,835 ft.) and the Julier (7,503 ft.) but the only exciting incidents were that Morgan's Humber Snipe, which had put up a very good show on the Stelvio, caught fire on the Julier, but soon got going again; Kirchlechner's Austro-Daimler leapt down a 6ft. embankment; and Hill crashed into the wall of a mountain-side tunnel and put the front brakes of his Aston Martin out of action.

Sporkhorst had retired at the foot of the Stelvio, so that the team of 8 cylinder Fords was no longer complete. Of the others the Talbot, Wanderer, Riley and Hanomag teams were still intact, not having lost a point, while the Tatra and D.W.K. teams had lost 8 and 78 points respectively. Besides the Ford and Kirchlechner's Austro-Daimler, "Richard" (Bugatti), Porter-Hargreaves (Alvis), and Max Klinke (Mercédès-Benz) had retired during the day.



Winners of a Coupe des Alpes. The Talbot team of "105's" driven by the Hon. Brian Lewis, T. E. Rose-Richards and N. Garrad.

Many competitors were thankful that the next day was Sunday, so that while the cars were parked in the tennis courts of the Grand Hotel, the crews took their ease in the brilliant sunshine and clear mountain air.

By this time all competitors were on the most friendly terms, the drivers of the Wanderer, Hanomag and Tatra teams in particular being extremely pleasant people, displaying great interest in the British cars, especially the Frazer Nashes.

At midnight, they set off once more on the 4th stage of the trial, a night section of 215 miles to Stresa, taking in the Bernina, the Splugen, and the San Bernardino Passes. No retirements took place throughout the entire section, but only a miracle saved Luttgau from disaster when his Ford charged over a precipice, leapt through space, and landed on the approach to the hair-pin below. Morgan had to work on his Humber Snipe before leaving St. Moritz, fitting a new battery, but reached Stresa on time after an eventful run.

A lazy day.

Stresa being reached in time for breakfast, the competitors had the rest of the day to themselves, and many took advantage of the invitation thrust into their hands on arrival to cruise round Lake Maggiore on a steamer. Followed swimming, sun-bathing and a lazy day, before an early start next morning at 5 a.m. for the longest run of the Trial, 320 miles to Grenoble, via the Petit St. Bernard Pass, the Col du Calibier, and the Lautaret.

As it happened, this was the most strenuous day of the Trial, and accounted for more lost marks than any other day. There had been a severe rain-storm over the Petit St. Bernard Pass, with the result that the surface became treacherously slippery, wheel spin and front wheel skids taking a heavy toll. In addition, the large cars had to average 23.61 m.p.h., the 2 litre class 22.99 m.p.h., the 1,500 c.c class 22.37 m.p.h. and the 1,100 c.c. class 21.75 m.p.h. In quick succession we passed the O.M. driven by Adorno and the Amilcar handled by Couchet, both well and truly ditched, while many cars lost marks through being unable to maintain their scheduled average speed in the exceedingly difficult condition prevailing. Major Lago suffered from wheelspin and stopped, but the Talbots and Invictas and the other Armstrongs all coped satisfactorily with the Pass. Of the small cars fastest time was made by the Frazer Nashes, which were entirely controllable on the treacherous surface, and as a whole the smaller cars seemed easier to handle than their larger rivals, and so the Petit St. Bernard Pass, very like Porlock on a wet day, only very much larger, caused many a clean sheet to be lost, thereby consoling Signor Mercanti for the lack of rain on the previous night stage.

Nearing the end.

The last part of the run, over the Col du Galibier, not being a timed climb, presented no difficulty, although the surface of the road at the top, owing to repairs being carried out, was appallingly rough.

And so to Grenoble, where after a rest, competitors were sent off on the last lap, 262 miles to San Remo, the finish of the Trial.

At the start Bradley was in difficulty again with his Armstrong Siddeley, the radiator having developed a series of irritating leaks since the fan-belt snapped on the Stelvio. After removing the radiator, soldering the leaks, and refitting, it was found that the cylinder head gasket had blown, with the result that he had to finish the rest of the trial on 4 cylinders, which by a gallant effort he succeeded in doing.

The Col d'Allos, in spite of its terrifying lack of retaining walls, presented no real difficulty to the competing cars, and after a glorious "blind" along the coast from Ventimiglia, San Remo was reached in good time by all. One of the major tragedies of the Trial occurred here when Cremetti and Lanfranci, who had driven throughout the Trial without the loss of a single mark, miscalculated their correct time of entry into the last check and arrived 22 minutes early—very bad luck indeed!

Magnificent British Performances.

Of the performance of the British cars competing in the Trial it is difficult to speak too highly. The Talbots, jointly with the Wanderer team, won a Coupe des Alpes, a greatly coveted honour of which any firm may be justly proud; the Invictas, all individual entries, came through splendidly without penalty, thereby winning Coupes des Glaciers, while only one of the 4 Armstrong-Siddeleys failed to do likewise. In group 2, W. M. Couper, playing a lone hand against 3 Mercédès-Benz, was the only competitor to secure a Glacier Cup; Frazer-Nashes added still further to their magnificent trials reputation by winning two Glacier Cups with two entries, and their speed and controllability were a source of admiration throughout the Trial; the two Wolseley Hornets driven by Miss Allen and Mrs. Martin both secured Glacier Cups, in addition to winning jointly the Ladies Cup, a great tribute to these splendid little cars, so smooth and fast, and to their very competent drivers; Watkinson's Magna likewise was a Glacier Cup winner; Rileys, in addition to winning a Coupe des Glacier, a marvellous effort, secured 4 Glacier Cups for private owners, the performance of all cars being simply splendid, and an adequate testimony to the value of Trials; last but by no means least, the little Singer "Nine," the most inexpensive British car in the Trial, secured a Glacier Cup.

Perfect Organisation.

We offer no excuse for praising first the performance of our own cars, which have so long been held to be unsuitable for Alpine—and therefore Colonial—conditions. None the less, equal credit must be given to the other winners of premier awards, and we offer our congratulations to the Wanderer team on a wonderfully consistent performance; to the Tatra team, for the remarkable efficiency of their little air-cooled 4 cylinder engines; and likewise to the 8 cylinder Ford team, the Hanomag and the D.W.K. teams.

Finally, the organisation of the Trial, in the able hands of Signor Mercanti, of the Italian A.C., could not have been improved upon, while the way in which customs officials and police cleared the way for fast average speeds to be maintained, had to be seen to be believed.

One thought predominated in the minds of all British competitors at the end of the event—to make the Alpine Trial a fixture for future years!

Rumblings



The Alpine Trial.

EVERYONE was unanimously agreed that the Alpine Trial was quite the most enjoyable affair it is possible to imagine.

To begin with, people were so extremely courteous and helpful to the competitors. The Italian customs officials and police treated the whole trial as a race, and villages and towns could be taken at what would have been a disgraceful speed had not smiling and delighted policemen been holding up all cross traffic.

The officials themselves were simply magnificent. Signor Mercanti, who was in charge of the Trial, had a most difficult job, but never once did a hitch occur. Herr Fritz, of the German Club, who so ably directed the German Grand Prix on the Nurburg Ring was another who endeared himself to the British contingent, at all times going out of his way to solve the hundred and one little difficulties which are so apt to crop up abroad.

Better Late . . .

What was nearly a tragedy occurred when H. J. Aldington overslept one morning, and instead of getting up at 5 a.m., slept peacefully on until 6.30! He roused his companion, rushed downstairs, stuffing his shirt into his trousers, and dashed to the Frazer Nash. Some policemen mistook the dishevelled pair for vagrants and tried to prevent them from leaving. Aldington's reply to this was to rev. up to 4,000 r.p.m., whereupon they scattered in all directions. Knowing "Aldy," I can well imagine that he did not lose much time in catching up the rest of the field, and on one ocasion he actually overtook 21 competitors in the course of climbing a single Pass!

Racing Aspirants—Please Note!

I was talking to a well known driver the other day about the proposed clubs for budding racing motorists, and we got on to the subject of the ideal course on which to train. Speaking from a personal experience of many Continental road-circuits he was of the opinion that it would be difficult to find a better course than the Nurburg Ring. The circuit is so long, and so varied, embracing ascents and descents of every conceivable gradient, and curves of every radius, that it calls for the finest qualities of physical and mental fitness in a driver.

Of course, the same thing applies to cars on the Ring. Although there are no particularly long straights, high speeds can be obtained, and combined with terrific climbs and descents, necessitate a car with a fairly low back axle ratio, with an engine capable of withstanding overdriving occasionally on every lap. Another point, it is essential that the driver should sit fairly high, so as to have complete command of his car. Needless to say, brakes and gear boxes are tested to the full.

The "Monoposto" Alfa Romeos were simply amazing in the German G.P. The drivers showed no mercy either in practice or in the race, yet the cars kept their time perfectly.

The Amateur Shelsley.

A rainy day has become so usual for the Amateur Shelsley that everyone concerned is fully prepared for a thorough drenching on September 3rd. Anyway, there is a splendid entry, and I am told that the Glegg brothers hope to have their interesting front wheel drive two-cylinder J.A.P. Special in good form in time for the great day.

The Call of the Air.

I hear that Penn-Hughes has become one of the latest recruits at the Brooklands Aero Club, and is already well on the way to getting his "A" license.

The "500."

The trophies for the 500 Miles Race on September 24th, make a most impressive array. Lord Wakefield's donation is a beautiful piece of work, and I was particularly struck by the model of a section of the Brooklands banking used as a plinth for the Follett Trophy, presented by Charles Follett, Ltd., the Alvis people of Berkeley Street, W.1. It would be interesting to know who was responsible for this original design.

Count Czaikowski.

I was very pleased to hear that Count Czaikowski is coming over for the "500." The Count has regularly competed in most of the Continental events for some years now, and can always be relied upon to put up a good show. Incidentally, his cars are prepared by the veteran driver Friederich, and as I hear that the Bugatti

RUMBLINGS—continued.

entered for the " 500 " is a special 2 litre double-camshaft model, Count Czaikowski will be well worth watching on September 24th.

That Dotted Line . . .

Talking of foreign drivers at Brooklands reminds me of an amusing incident which occurred some time ago. A certain Continental driver came over for a race, and on his first practice at Brooklands the few people down at the Track became distinctly worried when he immediately took his car right to the top of the banking, above the dotted line, with his offside wheels almost over the edge, and stayed there for lap after lap.

As his car was by no means the fastest in the race it was felt that some tactful suggestion should be made to him on his return to the Paddock " that it was not, perhaps, always necessary to go right to the top, etc., etc."

Accordingly, this remark was casually put to him, and elicited the charming reply, " But the dotted line—may I go below it ? "

The T.T. Handicaps.

The T.T. race has resulted in the usual discussion about handicaps. It certainly seems that the bigger cars are rather too heavily burdened, the Alfa Romeos and Talbots being quite unable to get really into the picture—in spite of going much faster than last year. On the other hand, there is no denying that the 750's and 1100's have made terrific strides in the last two years, and deserved to win.

So there you are. The handicap system will always be an equivocal one, but there are two alternatives. One is to run the race in separate classes, but then the difficulty crops up of securing sufficient entries in each class,—and there is precious little encouragement for manufacturers to enter cars in a class composed entirely of their own make. Alternatively, two races could be run, say under 2000 c.c. and over, both on a separate handicap basis.

The Invalids.

The latest news of H. C. Hamilton and Major A. T. G. Gardner is satisfactory. Hamilton recovered sufficiently from his crash to witness the race, riding in state in a bath chair. The latest news about Major Gardner is that his progress has been steady, and that no complications or set-backs have been encountered. All our readers will join me in wishing both of them a speedy recovery.

Racing at Phœnix Park, Dublin.

I have before me the regulations for the Junior and Senior " Fifties," to be run off on Saturday, September 17th.

The dividing line between the two classes has not been fixed, and will depend on the number of cars entered. Entry fees close on September 7th at 5 guineas, earlier entries being at a cheaper rate. The race will be open to any type of car, except saloons.

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THE R.A.C. TOURIST TROPHY RACE—continued from page 494.

petrol in 1 minute, his Frazer-Nash sounding just as crisp and in as perfect tune as when it started four hours ago.

And so the end drew near. Sir Henry Birkin was making terrific efforts to wipe off the delay caused by his oil pump trouble, and still further improved on his lap record, bringing it down to 9 mins. 53 secs., 9 mins. 52 secs., and finally 9 mins. 51 secs., equal to 83.20 m.p.h. ! Then came two tales of bad luck, Norman Black (M.G.), last year's winner, retiring on his 25th lap, and Sullivan, a local driver, who had led the 1500 c.c. class with his Lea Francis for most of the race, falling out on his last lap.

Then the announcement came through that Whitcroft had passed Dundonald, and a cheer went up from the vast crowd as he flashed down the straight past the stands, winner of the 1932 Tourist Trophy Race. 83 seconds later came George Eyston, who was a good way in front of E. R. Hall on the gallant little M.G. Followed Earl Howe fourth, Sir Henry Birkin fifth, Talbots sixth and seventh, the 6-cylinder Riley eighth, Aldington's Frazer-Nash ninth, and Low's M.G. tenth.

C. R. Whitcroft thoroughly deserves his win. His consistent driving has been a feature of big British races for years, yet somehow first place has always just eluded him. George Eyston has added yet another success to his already amazingly versatile career, and his driving at all times was completely faultless.

E. R. Hall drove magnificently to bring his M.G. into 3rd place, and special praise must be given to the little car for its really extraordinary speed of 69.93 m.p.h. In spite of being rehandicapped by virtue of its win last year, the M.G. Midget demonstrated once more its almost uncanny power to produce still more speed.

The Alfa Romeos, like the Talbots, were not favoured by the handicap. Both marques put up a splendid show, but sufficient allowance does not seem to be made for the difficulty of constant passing on the winding Ards circuit. Earl Howe, Sir Henry Birkin, the Hon. Brian Lewis, and Rose-Richards all drove superbly.

We cannot speak too highly of H. J. Aldington's performance in finishing 9th, at an average speed of 68.68 m.p.h. The car finished as fresh as paint, and the feat of competing successfully in two events of such a widely different nature, within the course of a few weeks, is a convincing proof of the all-round efficiency of the Frazer-Nash.

Finally, a word of praise must be given to J. G. C. Low, who finished 10th at the wheel of his privately-owned 750 c.c. M.G. unsupercharged, at an average speed of 60.17 m.p.h.—a very stout effort.

The winning Riley used B.P. petrol, Castrol oil and Dunlop tyres.

THE T.T. RESULTS.

GENERAL CLASSIFICATION.

	Driver and Car.	Time. h.	m.	s.	m.p.h.
1.	C. R. Whitcroft, 1,087 c.c. Riley	4	58	4	74.23
2.	G. E. T. Eyston, 1,087 c.c. Riley	4	59	27	73.90
3.	E. R. Hall, 746 c.c. M.G. Midget, S.	5	7	58	69.93
4.	Earl Howe, 2,336 c.c. Alfa-Romeo, S.	5	9	56	80.53
5.	Sir H. Birkin, 2,336 c.c. Alfa-Romeo, S.	5	12	45	79.79
6.	T. E. Rose-Richards, 2,970 c.c. Talbot	5	20	40	75.32
7.	Hon. B. E. Lewis, 2,970 c.c. Talbot	5	20	44	75.30
8.	E. McClure, 1,486 c.c. Riley	5	31	41	69.52
9.	H. J. Aldington, 1,496 c.c. Frazer-Nash	5	35	43	68.68
10.	J. G. C. Low, 746 c.c. M.G. Midget	5	41	47	60.17

	OVER 2,000 c.c. AND UP TO 3,000 c.c.	m.p.h.
1.	Earl Howe (2336 c.c. Alfa-Romeo, S.)	80.53
2.	Sir H. Birkin (2,336 c.c. Alfa-Romeo, S.)	79.79
3.	T. E. Rose-Richards (2,970 c.c. Talbot)	75.32
4.	Hon. B. E. Lewis (2,970 c.c. Talbot)	75.30

	OVER 1,100 c.c. AND UP TO 1,500 c.c.	
1.	E. McClure (1,486 c.c. Riley)	69.52
2.	H. J. Aldington (1,496 c.c. Frazer-Nash)	69.68

	OVER 750 c.c. AND UP TO 1,100 c.c.	
1.	C. R. Whitcroft (1,087 c.c. Riley)	74.23
2.	G. E. T. Eyston (1,087 c.c. Riley)	73.90

	OVER 500 c.c. AND UP TO 750 c.c	
1.	E. R. Hall (746 c.c. M.G. Midget, S.)	69.93
2.	J. G. C. Low (746 c.c. M.G. Midget)	60.17

THE TRIUMPH "SOUTHERN CROSS" FOR 1933.

NO new sports models are announced for 1933 by the Triumph Motor Company, Ltd., of Coventry, but attention has been concentrated on improving the equipment of their models so that everything the enthusiastic owner can possibly require is already fitted to the car when he takes delivery.

At the luncheon organised by the Triumph Company at Coventry on August 25th, for the introduction of their 1933 range we had the opportunity of examining the model which will interest MOTOR SPORT readers more than any other, the "Southern Cross" sports four seater.

The engine is a four cylinder, on the same lines as the Super Nine, but the bore has been increased slightly to 63 x 90 mm., giving a capacity of 1,122 c.c., and an annual tax of £10. The engine is rated at 9.8 h.p., and is a neat unit with push rod operated overhead inlet and side exhaust valves. The crankshaft runs in three bearings, and the engine is mounted on four rubber block bearers. A "self-starting" carburettor is supplied by an electric fuel pump from the rear tank, and coil and battery ignition is used. A four speed gear box is fitted with a silent third. Brakes, in accordance with the usual Triumph practice, are Lockheed hydraulic for the foot brake, while the hand lever operates on a drum in the transmission system.

The steering is full worm and wheel, and a single dry plate clutch is used.

The equipment of the "Southern Cross" is extraordinarily complete, and includes a central jacking system, one of those ideas which in our estimation will become universal in the near future. In keeping with the smart appearance of the car an Ashby "Brooklands" spring spoked steering wheel is fitted, and a speedometer and rev. counter each with a large dial.

Summing up, the 1933 Triumph "Southern Cross" is a most attractive sports car, being a really sturdy machine which should keep its tune for an unlimited time, and be ideal for anyone who wants a car capable of putting in a little trials work occasionally. The price is £225.

FORTHCOMING EVENTS

INTERNATIONAL FIXTURES—1932

SEPTEMBER.

4th. *Czecho-Slovakia—Course Masaryk.*
11th. *Italy—Grond Premio of Monza.*
11th. *Czecho-Slovakia—Course de Cote d'Elbe Litomerice.*
11th. *Austria—Course de Cote du Semmering.*
18th. *Italy—Circuit et records de Cremone.*
18th. *Hungary—Course de Cote de Budapest.*
18th. *Portugal—Grand Prix du Portugal.*
24th. *Great Britain—B.R.D.C. 500 Miles Race.*
25th. *Spain—Gran Premio of Spain.*
25th. *Roumania—Course de Cote de Feleac.*

OCTOBER.

2nd. *Italy-Coupe du Sud.*
3rd. *Course de Cote du Zirlerberg.*

THE CRAIGANTLET HILL CLIMB.

W. SULLIVAN (LEA-FRANCIS) MAKES FASTEST TIME. THE "TERROR" COMES TO GRIEF.

WHAT might have developed into a very bad accident was narrowly averted at the Craigantlet Hill Climb, Belfast, when "the Terror," driven by R. G. J. Nash, charged a bank on which many spectators were sitting.

It will be remembered that Nash set up a new record for the hill last year, in 1m. 29s., and it was in trying to improve on this time that the accident occurred. Unfortunately, the road was wet, and the "Terror" got into a front wheel skid on the first corner, leaping up the bank and coming to rest within a few inches of the spectators. Actually, a small boy received a slight blow on the wrist, but that some people were not seriously injured was a miracle.

This cross-country work naturally did not suit the "Terror," which was rendered *hors de combat* with a damaged front axle, so that fastest time of the day was made by W. Sullivan on a "hyper" Lea Francis, who drove very neatly to climb in 1m. 35 4/5s.

A very welcome reappearance in competition was made by Cecil Kimber, the founder of the M.G. Car Company, at the wheel of a 746 c.c. Midget. Our readers will remember the good shows Mr. Kimber used to put up in the M.C.C. trials, on early M.G.'s, and at Craigantlet it was seen that his hand had lost none of its cunning, for he won one 1st and two 2nds, there being only 2/5ths of a second variation between his first and last runs.

Mrs. Wisdom also competed with an M.G. Midget, and driving with her usual skill scored a 1st and a 2nd.

RESULTS.

NON-RACING 860 C.C.

1. H, Wilson (M.G. Midget 847 c.c.), 1m. 56 1/5s.; 2, J. W. Patterson (M.G. Midget 847 c.c.), 1m. 57 2/5s.

1,100 C.C.

1, C. Kimber (M.G. Midget 746 c.c.), 1m. 44s.; 2, W. M. D. Montgomery (Austin 747 c.c.), 1m. 57s.

1,500 C.C.

1, Mrs. Wisdom (M.G. Midget 746 c.c.), 1m. 48 1/5s.; 2, H. C. McFerran (M.G. Magna), 1m. 53 2/5s.

2,000 C.C.

1, W. Sullivan (Lea-Francis), 1m. 37 3/5s.; 2, C. Kimber (M.G. Midget 746 c.c.), 1m. 43 3/5 s.

UNLIMITED.

1, W. Sullivan (Lea-Francis), 1m 36 4/5s.; 2, Mrs. Wisdom (M.G. Midget), 1m. 43 3/5s.

RACING, UNLIMITED.

1, W. Sullivan (Lea-Francis), 1m. 35 4/5s.; 2, C. Kimber (M.G. Midget 746 c.c.), 1m. 43 4/5s.; 3, W. Griffiths (Riley), 2m. 1s.

HANDICAP, UNLIMITED.

1, H. W. Sloane (Wolseley Hornet, 1m. 32s.; 2, Tie, H. M'k. Harvey (Alvis) and S. J. C. Cupples (Wolseley Hornet), 1m. 32 3/5s.

TWO TRIALS—A FAVOURITE AND A NEWCOMER.

THE LONDON-BARNSTAPLE TRIAL.

ONE sometimes hears the complaint that reliability trials nowadays have become so easy that any modern car, carefully driven, can be almost sure of a premier award. To those holding this view we offer the advice to take part in the London-Barnstaple Trial, for so difficult did the hills included in the event prove this year, that only three cars made clean climbs of all gradients.

Starting from Hampton Court at 11 p.m. on the Friday of the August Bank Holiday week-end, the competitors were sent off to the first test hill, Grabhurst, which was surmounted successfully by all, and so to Doverhay, where a timed section over which competitors had to average 15 m.p.h. caused a few failures. Among the best we noted H. C. Hunter, Ripley, and Appleton, all on Rileys.

M. W. B. May had already retired, breaking an axle shaft on the hybrid B.P. Special, but the family honour was upheld when his brother, C. May, made the best performance over the timed 15 m.p.h. section on his Alvis, with an error of 18 3/5 secs.

Beggar's Roost for once decided to offer no resistance, probably because there was not a large crowd to show off its power in front of, and the only failures were Tuson (Fiat) and Thatcher (Triumph).

Then came the toughest proposition of the day, Yealscombe, with its deep water splash at the foot. Failures were recorded one after another, and in point of fact the only drivers who made absolutely clean climbs were Richardson and Goldsworthy, on Singers, Twist's Standard, and Mrs. Clayton (Frazer-Nash), who was the fastest of the lot.

Followed an easy run to Barnstaple.

THE FIRST M.C.C. LONDON-SCARBOROUGH TRIAL.

The M.C.C. have now completed their series of Bank Holiday week-end trials by organising their first London-Scarborough Reliability Trial, which made a successful debut on July 29th and 30th.

86 cars left South Mimms, on the Great North Road, and after an easy night run to Doncaster, encountered the first hill—White Horse, a longish affair, albeit not very difficult. Good performances were made by all, while outstanding climbs were those of Tongue's Brooklands Riley, Finch's Alta, Schofield's Frazer-Nash, and Patrick's Hornet Special.

The next hill, Boltby Bank, proved to be the most difficult of the lot, and caused quite a few retirements, but really good climbs were put up by C. M. Harvey (Frazer Nash), Raymond Way (Rover Speed Model), Lees (Frazer Nash), and Marker, on one of the actual Le Mans 4½-litre Bentleys.

Old Byland and Little Blakey were fairly easy, the former especially so, but in spite of causing few failures, they brought out clearly a fault in the modern small sports car which is becoming fairly prevalent, i.e. an inadequate ground clearance. Time after time fearsome noises were made as cars bounced over the gullies of Little Blakey, undershields, exhaust pipes and battery boxes all receiving their share of hard knocks. Among many good climbs on both hills we noticed particularly fast ascents by Legard's beautiful new Vanden Plas Talbot "105," Hopkin's Frazer Nash, which, in spite of its very full life of six years, seems just as fresh as ever, Langley's M.G. six saloon, and Finch's Alta.

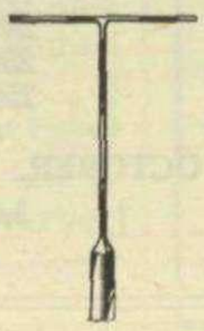
The last hill, Little Beck, caused little difficulty, good climbs being made by the M.G. Magnas and Hornet Specials, while the Frazer Nashes were as fast as any.

The Scarborough has come to stay.

A NEW PLUG SPANNER.

A USEFUL new accessory has just been introduced by Messrs. Frank Ashby & Sons, Ltd., of Stirchley, Birmingham, the manufacturers of the well known "Brooklands" equipment for sports and racing cars. This is a plug spanner specially designed for the job, the box being made of carbon steel, the handle of silver steel, and the whole too well finished in dull plate. It is made in two lengths, long reach for M.G. Magnas and Wolseley Hornets, etc., and short reach for Rileys. The price is 8s. 6d., and the spanner should be a useful addition to the tool-kit of every sports or racing car.

A useful addition to the well known range of Brooklands sports equipment.



2ND INTERNATIONAL LIGHT CAR

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JULY 16

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WOLSELEY HORNET TEAM

Mr. F. S. Hutchens' team of E.W. HORNET SPECIALS averaged 77.51 m.p.h. driven by Messrs. F. S. Hutchens, B. H. Wickens and E. J. Erith using Wakefield CASTROL as officially approved by Messrs. Wolseley Motors (1927) Ltd.

BY APPOINTMENT TO HIS MAJESTY THE KING

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

BELGIAN MOTOR CYCLE GRAND PRIX

JULY 17

500 C.C. CLASS

1ST 2ND & 3RD

350 C.C. CLASS

1ST 2ND & 3RD

250 C.C. CLASS

1ST & 2ND

ALL USING

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"MANIFESTATIONS" AT DIEPPE.

RANDOM JOTTINGS OF AN ENJOYABLE WEEK-END WITH SOME DETAILS AS TO THE CIRCUIT.

THERE is something rather stimulating about a trip to a foreign country, even if it only lies on the other side of the English Channel, and with the spectacle of a Continental road-race thrown in, the prospect becomes doubly attractive. The Grand Prix de Dieppe attracted comparatively little attention in England until last year, when Lord Howe won the 1,500 c.c. class and came third in the general classification, on his Delage. This year the event attracted quite a large number of well-known Continental drivers, of whom the most famous were Chiron and Bouriat, driving 2.3 litre Bugattis. Williams, Gaupillat and Fourny, all amateurs, were almost equally well known, and as everyone had entered on their own account, there was every prospect of a good scrap. Against them were ranged four Alfa Romeos which were of the two-seater type which ran with such success in the Targa Florio and other races before the introduction of the "monoposto." They were to be driven by Sommer, the victor of Le Mans, Zehender, who won the Grand Prix de Dieppe last year also on an Alfa, Felix, and Wimille. Prince Nicholas of Roumania, who had entered a 4,980 c.c. Styer, never arrived on the course, just as well perhaps, as large cars are not very suitable for the narrow roads.

The Dieppe Rally.

On the last day of the practising, in which Williams made fastest time, the arrivals for the Dieppe Rally were coming in. The only English competitor was Major Douglas Morris on a Hornet Saloon, who had started from Perigueux, probably with some reluctance as that is the place of manufacture of the famous truffle pies! On Friday the Rally competitors went through a series of tests on the promenade, for starting, acceleration, braking and reverse driving. The exact point of the latter was lost on us, unless driving conditions in the big French towns sometimes demand a speedy withdrawal. The acceleration test was carried out over a 360 yard course, with 40 yards in which to stop, and almost all the competitors managed to make their tyres smoke in their efforts to stop. In one or two cases the transmission brakes were used to such effect that one of the wheels actually went astern, a phenomenon usually confined to comic pictures at the cinema. The reversing caused a good deal of amusement, a man on a large sports Delage being especially fierce. At the same time the readiness with which most of the cars responded to the rough treatment was a great tribute to the sturdiness of the Continental machine.

Saturday being market day, the Circuit de Dieppe, which runs along two of the Routes Nationales leading to the town, was not available for official practising, so we took a taxi to the start, and set off to explore the course on foot.

The first leg of the course follows Route Nationale 27, a typical French highway bordered with lopped off poplars and dead straight for 3 kilometres. The road rises for half this distance, then slopes down to Val Gosset, the first corner. Here the course turns right at right angles, dropping steeply from the high cambered main highway on to a subsidiary road. A tricky corner this, for anyone going too wide on the corner would miss the favourable camber close in, and would either have to take the slip road or the safety sandbank. The road then follows what might easily be a Sussex combe, a high slope clothed with beech woods bordering the road on one side and unfenced cornfields on the other. The ground falls quite steeply, and provides a series of fast bends which demand one's full attention. Two kilometres further on, the road narrows and runs downhill between high hedges, the width for some distance being under 12 feet. A sharp drop with another right angle corner at the bottom and we have reached St. Aubin. The road back to the Start is wider, but winds up the side of the valley, with a hundred foot drop on the outside. The winding produces the famous "Esses" a series of five corners which caused a tremendous pile-up two years ago. The examination of these corners was rendered more exciting by the passage every so often of Eminante on his Bugatti. Fortunately Chiron, who was out earlier in the morning, had gone home. From the "Esses" the road rises for another kilometre to rejoin Route Nationale 27 at La Fourche. This acute bend brings us back to the finishing line and the pits and stands, the total length of the course being 8.15 km., or about five miles.

These particulars of the course have been given not only for the better understanding of the account of the race, but to show that if we have road races in England, the 28 foot minimum which is sometimes suggested is quite unnecessary. The fastest stretch on the course, from the Stands to Val Gosset is only 21 feet wide, yet the fastest cars were able to reach 130 m.p.h. along it. 18 feet was about the average width from Val Gosset on the southern leg of the course, which the last half mile or so was about 12 feet wide. Admittedly, as Lord Howe remarked, the slightest inattention means trouble on these narrow roads, but after all racing should be something of a test and not just a blind round a perfectly kept autodrome. Let us hope the organisers of motor-racing in England will not spoil the fun by laying out arterial road circuits.

On Saturday afternoon a Concours d'Elégence was held at the Casino. The entry list was not very big, no British entries excepting Major Douglas Morris's Hornet taking part. In view of the ease of getting to Dieppe from England, this Concours seems a golden opportunity of spending time in Dieppe when waiting for the race, with the possibility of a free holiday on the strength of the prize money.

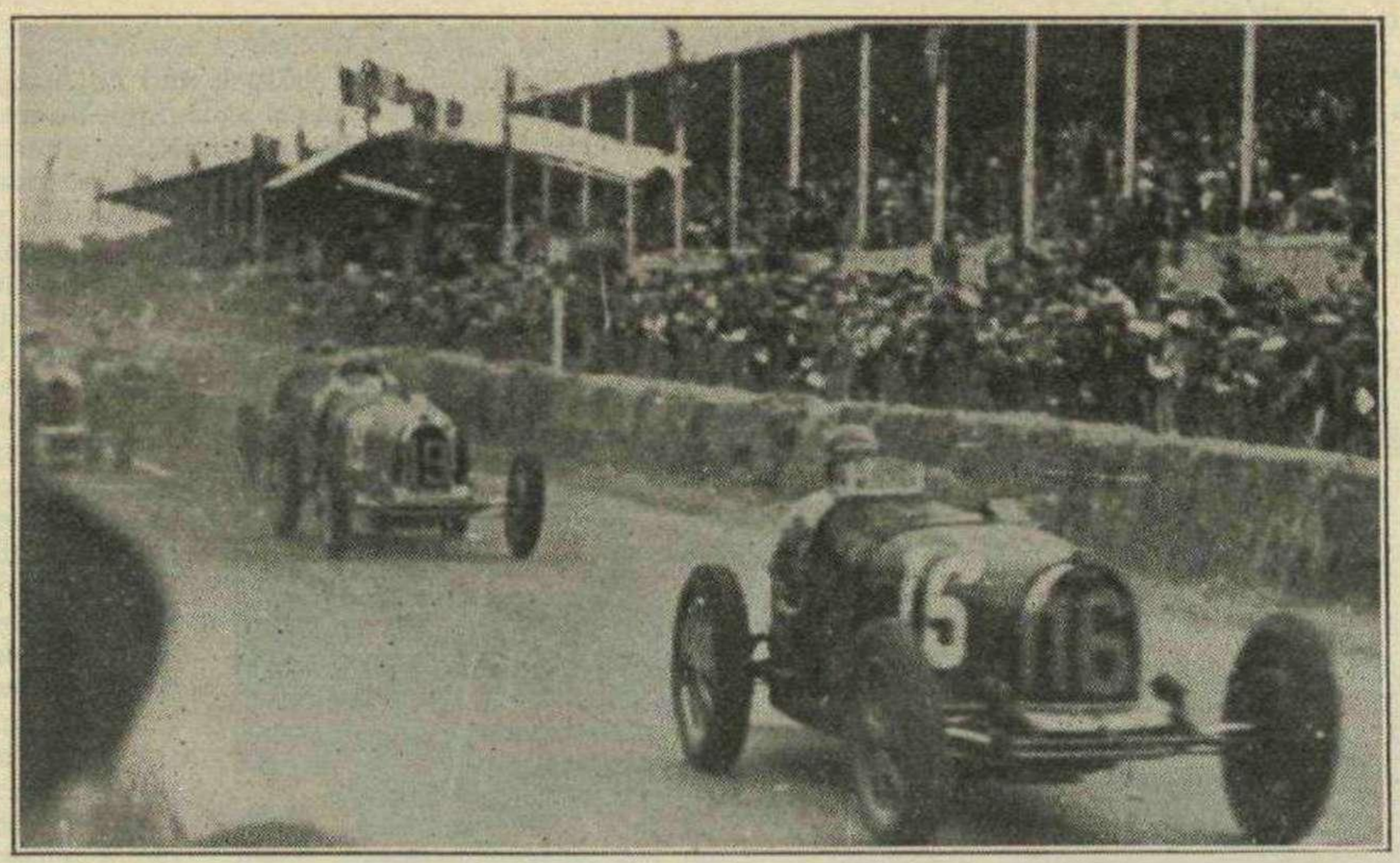
Lord Howe was to have been one of the judges, but we learned that he had asked to be excused in view of the work of preparation. We found him in a garage kept by two Englishmen, surrounded by his stable of racing cars, with the Commer as guardian angel and portable workshop.

The car he was running at Dieppe was not the one on which he won the Gold Star last year, but the one which Senechal drove in last year's French Grand Prix. It had had a good deal done to it since then and was in fine fettle. The back axle ratio had had to be lowered for the Circuit, necessitating the removal of the tank and various other fittings at the rear end of the chassis. Along the straight it was capable of 7,200 r.p.m., but Lord Howe kept it down to about 6,800—130 m.p.h. or so—in the interests of safety. The straight was not sufficiently long to allow the geared-up fifth speed to be used. Besides the back axle adjustment, the tappets had required to be reset. Not such a simple task either, for on the Delage the clearance is adjusted by removing the thimbles on the valve stems, filing them down, and then re-hardening.

As runabout Lord Howe employed the Alfa which he drove in the 1,000 mile race, and in another lock-up we found his 2.3 litre Bugatti. This was destined for the Klausen Hill Climb, which was to take place in Switzerland on August 6-7. Lord Howe had hoped to have had a shot at breaking the Mountain Record at Brooklands on August Bank Holiday, but the track authorities were unable to fit this in.

Sunday was race day, and we were roused at 6 a.m. by the fruity sound of a Norton exhaust under our window, suggesting for a moment that we had crossed the Irish Sea to the Island instead of La Manche to France. We managed to go to sleep again in spite of the growing din under our windows, and got up in comfortable time to reach the Start before any of the cars arrived. The motor-cycles were just finishing, Crabtree, who had won the 500 c.c. class last year having fallen off early. Monneret on an Escoffier won at 66.9 m.p.h., which seemed rather slow compared with last year's car times. Williams and Monneret shared the same garage at the Hotel des Voyagers at St. Aubin. We wondered if this was a good omen.

On the next page we give an account of the Grand Prix, but before going on to it we would like to thank M. Hamiaux, secretary of the Moto Club de Dieppe, and his fellow officials, for the helpful way in which we were treated. Any Englishman who goes to Dieppe for the Rally or the Race can feel sure of a hearty welcome at their hands. Not the least pleasant part of the "Manifestations" was the banquet which took place on Sunday evening, and we left Dieppe with most beneficent feelings towards all concerned, and a firm determination to come back next year, and if possible to take part in some of the motoring activities which terminate in this hospitable town.



[*Motor Sport Photograph.*

The massed start. Gaupillat (Bugatti) leads, followed by Chiron (No. 19).

CHIRON WINS ON A BUGATTI.

EARL HOWE SECOND IN THE 2-LITRE CLASS.

THE GRAND PRIX OF DIEPPE.

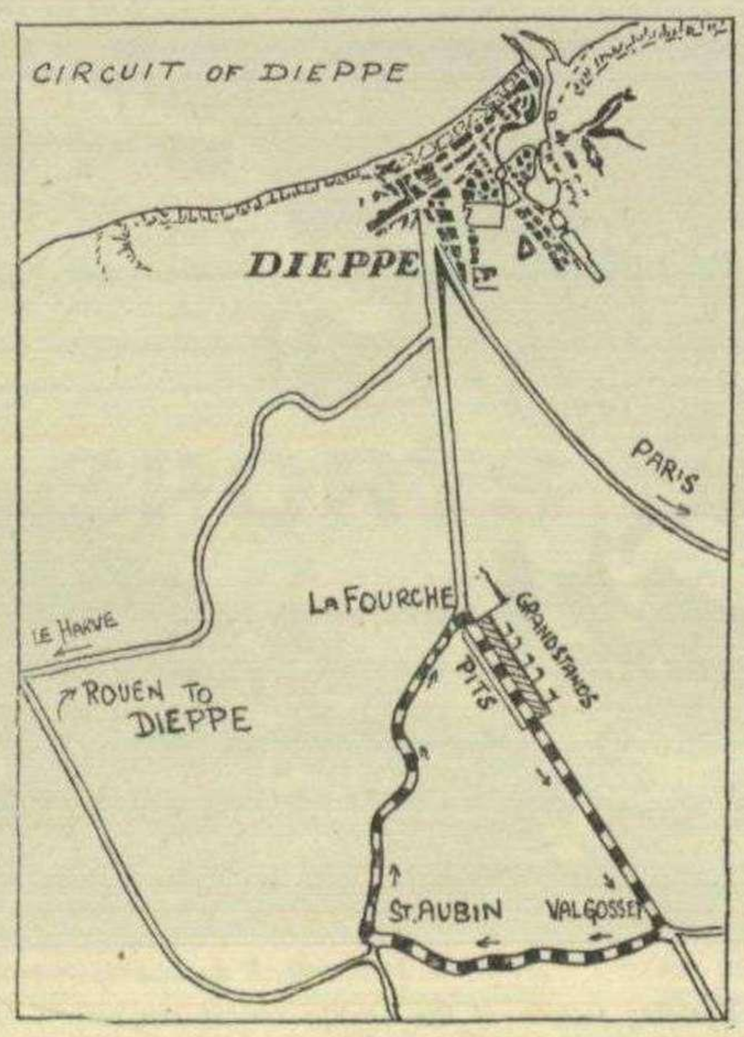
THE fourth Grand Prix de Dieppe, or more properly the "Grand Prix du Matin" on the Circuit de Dieppe was run on July 24th and resulted in a victory for Chiron on a Bugatti, this marque also securing the next three places. The 2-litre class was won by Czaikowski on a Bugatti, Lord Howe being second.

The Circuit de Dieppe is a triangular course about 5 miles in length, sharp corners occurring at Val Gosset at the end of the long straight from the stands, St. Aubin, and Le Fourche which is overlooked by the stands. The pits and stands are placed at the beginning of the Straight.

Looking from one's seat in the stands, the view is very reminiscent of the Isle of Thanet, with its unfenced cornfields. The road up from the "Esses" is marked by a row of trees, and cars can be seen half a mile away approaching the more than right angle bend by which the cars return to the pits and the Stand Straight. We cannot recollect having seen a more suitable place for a grandstand.

The car race was preceded by a motor-cycle race which finished about 11 a.m. and at half past the first car, a Bugatti driven by Gaupillat, arrives at the pits. The racing season of 1932 has been marked so far by a serious lack of interest, Alfa Romeos being supreme on all sides. To-day we should see something really interesting, a great field of independently entered Bugattis opposed by Zehender, last year's winner, and Wimille, the victor of Lorraine, on 2.3 litre Alfa-Romeos. Sommer, who won at Le Mans, is unfortunately a non-starter. Still, the other two ought to be able to look after themselves.

By this time more cars reached positions in front of their pits. One of the noticeable features was the fewness of tools and equipments one saw there. In a short race like this, the leading men are usually so close that it is useless to continue after any lengthy stop. A feature of Bouriat's and Williams' Bugattis which should appeal to Brian Lewis and other non-stop motorists was a vacuum flask and a length of rubber tubing, through which the driver could refresh himself from time to time. One of the last arrivals was the tall lithe champion, Chiron, whose spotted red scarf was an instant means of recognition in the crowd of Bugattisti. Williams, who of course is English, is of middle height and broad. Two women are driving, Mlle. Hellé-Nice in a 2-litre Bugatti and Madame Mareuse in a 1½-litre car of the same marque, the latter dressed completely in red, with a leather face-mask.



The course was opened by Felix Nazzaro, who had won the first race on a Lancia in 1906.

At last the cars were moved to their starting positions, arranged in columns of fours so to speak, in front of the grand stand. Chiron and Williams were somewhere in the middle, while Lord Howe was in the rear rank. Engines were revved up for the last time, the drivers were arranged in groups and photographed and eventually all was ready. The start, nominally at 1.30, was actually given about quarter of an hour late.

The starter raises his flag, the cars roar and clouds of white smoke are belched out. The flag drops and an avalanche of cars roar down in the narrow space between the pits and the grand stand. Bales of straw along the road offer some protection to daring photographers.

In the lead is Gaupillat, with Chiron close behind and Williams in third place, and the tremendous bunch keeps close together almost to Val Gosset. Gaupillat is still leading at the end of the first lap, but he is soon displaced by Chiron.

Light rain began to fall and the Val Gosset corner became tricky, heavy braking producing front wheel shids on many of the cars. Chiron overshot the mark and had to take to the slip road, reversing back again to the course, while Madame Mareuse had difficulty in changing down and came to a standstill in an awkward position.

Chiron, before his bother at Val Gosset, had been leading the field, and in the third lap broke the record for the course with a time of 3 minutes 46 seconds or approximately 80 m.p.h. He then dropped back to third place, Williams taking his place, hard pressed by Wimille on the Alfa. They continued for a lap a few lengths apart when Wimille lost ground through going off the road at Val Gosset. He got going again, but two laps later

THE GRAND PRIX OF DIEPPE—continued.

his carburettor caught fire at the same corner, and he was forced to leap from his car, luckily without serious injury.

Now that Wimille was eliminated, Williams had little to fear from the other Alfa Romeo driven by Zehender, who was ninth at this stage, his challenger being Chiron, who was not hampered by team orders and was also driving to win. Williams knocked a second off the record lap speed, Chiron replied with a two second improvement, and Williams regained the honour with a time of 3 mins. 41 secs., the fastest lap of the day, all in drizzling rain.

After about an hour the order was:

1. Williams, 2.3 Bugatti, 15 laps, 58 mins., 34 secs.
2. Chiron, 2.3 Bugatti, 15 laps, 59 mins. 7 secs.
3. Gaupillat, 2.3 Bugatti, 14 laps, 59 mins. 13 secs.
4. Czaikowski, 1½ litre Bugatti, 14 laps.
5. Lord Howe, Delage, 14 laps.
6. Bouriat, Bugatti, 13 laps.
7. Zehender, Alfa Romeo, 13 laps.

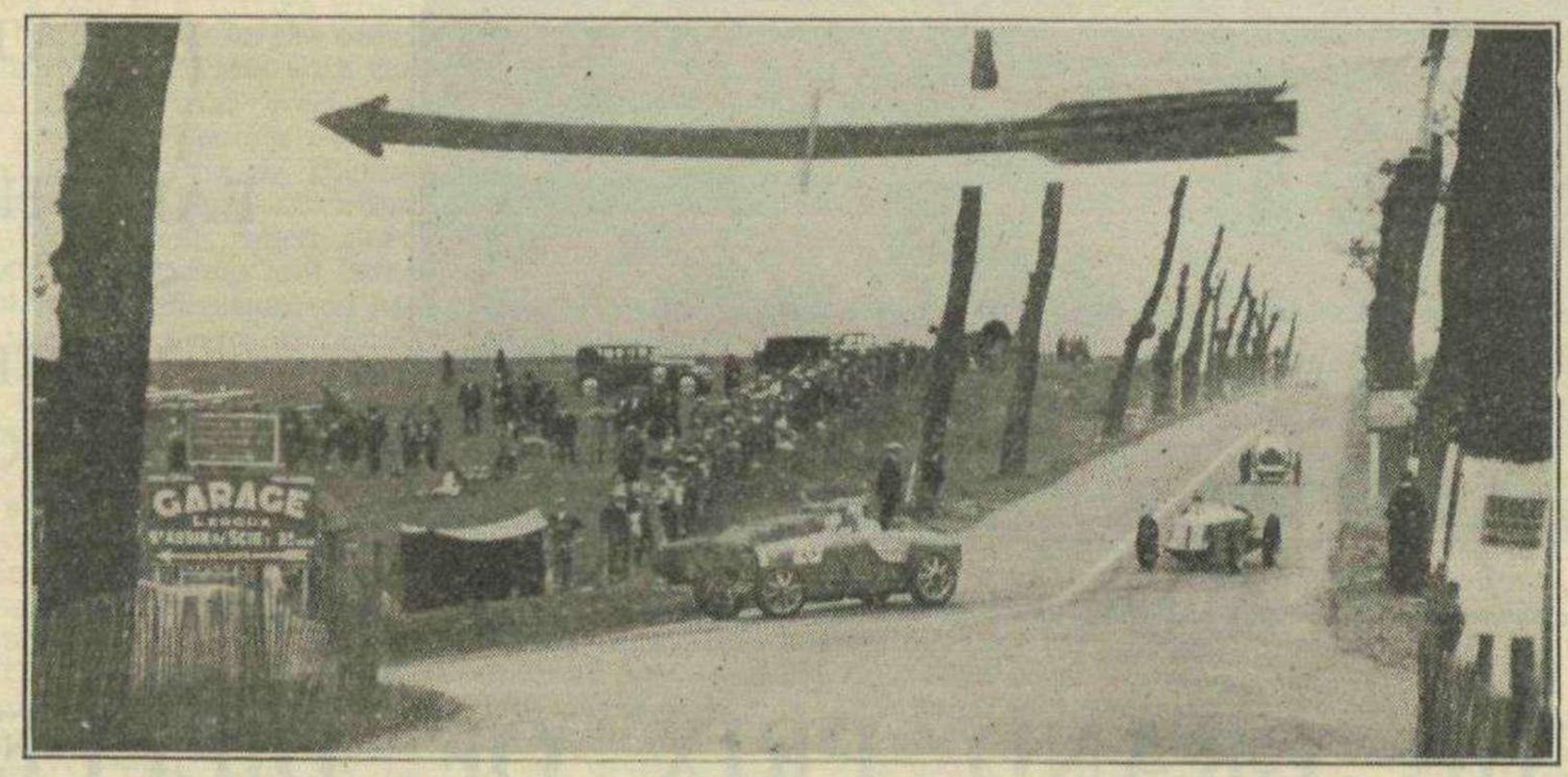
The 2-litre class are keeping up well with the larger cars, Lord Howe being quite as fast as Williams on the fast downhill stretch between Val Gosset and St. Aubin. A very deceptive part of the course this, with its fast corners partly obscured by the chalk cliffs overhanging the road. One of the bravest men is the flag marshal who stands on the edge of one of the fast bends, liable to be wiped out in a second if any of the cars got out of control. Luckily the surface was almost skidproof, and he was able to continue his services unscathed.

The rain is falling really heavily. Mlle. Hellé-Nice hands over her car to the second driver, who is a man. The 2.8 litre Maserati, driven by de Maleplane, is in at the pits for some time, but continues. The 1½-litre Maserati, driven by Antonio, is going steadily. Scaron (Amilcar) has given up after some fine driving. The propellor shaft of his car has gone, while Fourny (Bugatti) has been eliminated by clutch trouble.

The cars roar by in the rain, Gaupillat, whose car is fitted with a specially large blower being the most noisy. Compared to it Lord Howe's Delage sounds positively detuned but it goes very quickly all the same. Incidentally something seems to have happened to this car. It is a long time behind schedule and has been passed by the Bugatti driven by Bouriat.

Williams is still in the lead, but is pressed hard by Chiron. He is within 26 seconds of the Englishman, but his driving is a little too lurid to be safe. Sliding down the narrow lane leading to St. Aubin, his wheels lock and he charges up the bank. It seems as though he must turn over, but this is somehow averted and he continues, apparently unmoved.

Two hours will soon be up, and the pit staffs are preparing to refuel their cars. Gaupillat, who always seems to be first in everything signs to his pit. Soon after him comes Bouriat without a bonnet. Something exciting must have happened to him! His arrival drowns the loudspeaker announcement about Zehender, one could only hear Val Gosset. The Alfas are having a bad time to-day for Felix's Alfa Romeo is reported abandoned at Val Gosset and now Zehender comes in slowly and stops at his pit, looking ruefully at his front axle. The reason for retirement is given as gearbox trouble.



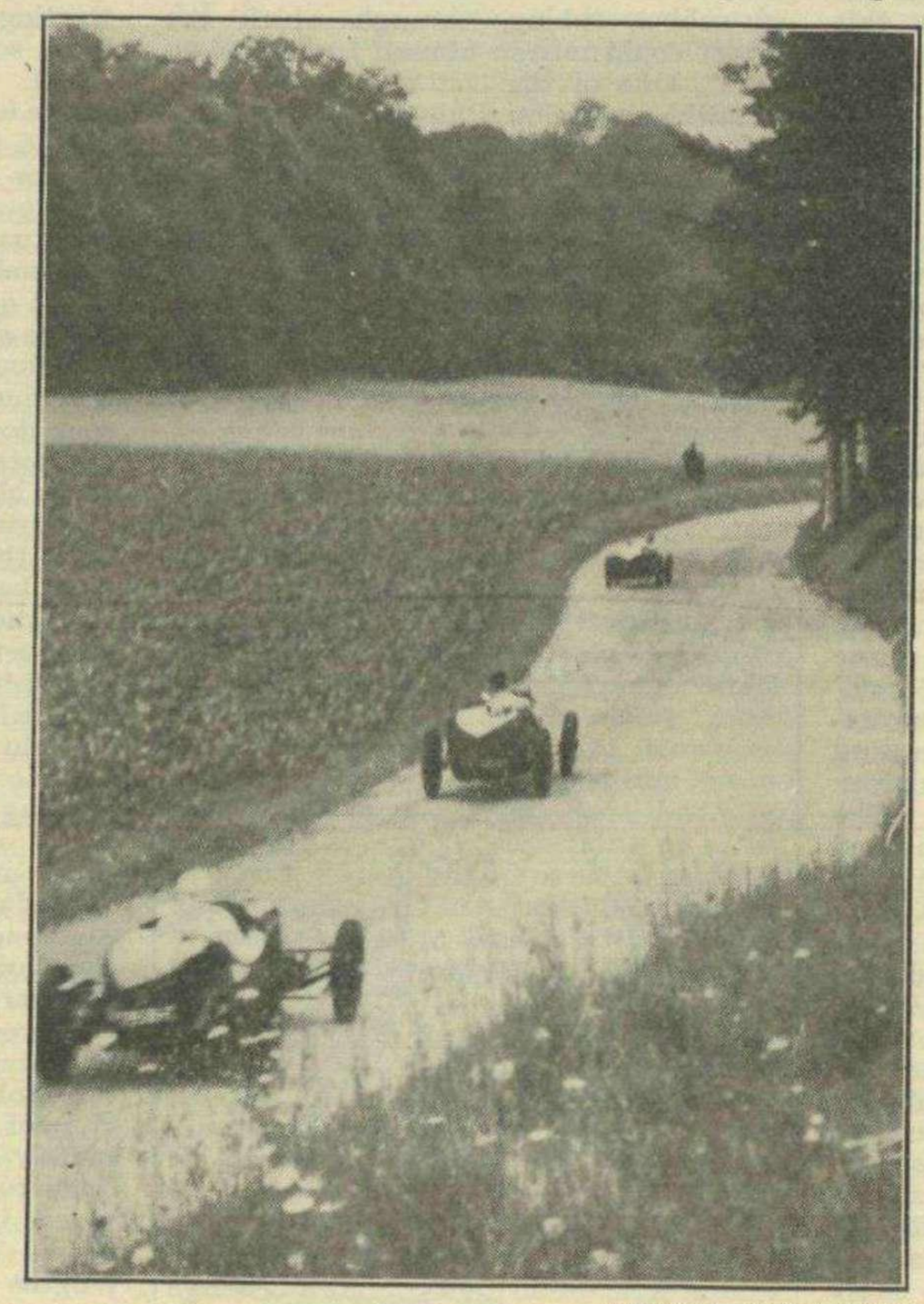
Fourny (Bugatti) followed by Lord Howe (Delage) taking the right angled corner at Val Gosset.

Gaupillat fills up with tawny-red fuel, and seizes an oilskin. His motor refuses to start and a mechanic fills the float chamber with a squirt. He goes off, misfiring. Chiron overshoots La Fourche but regains the course without a stop. Lord Howe points up—all well or a pit signal. Several cars are at the pits and three flags appear over the Dunlop counter. Possibly Williams has to change his tyres. It proves to be a refilling signal and he is in and away in 56 seconds. Chiron comes in next lap and replenishes his tank with fuel forced in by air pressure.

Order after about 2 hours:

1. Williams, Bugatti, 30 laps, 1h. 56m. 39s.
2. Chiron, Bugatti, 30 laps, 1h. 57m. 22s.
3. Bouriat, Bugatti, 28 laps, 2h. 05m. 32s.
4. Czaikowski, Bugatti, 28 laps.
5. Lord Howe, Delage, 28 laps.
6. Gaupillat, Bugatti, 28 laps.

Now that the leaders have finished refuelling, the progress of the race can be considered. Chiron is steadily gaining on Williams and a terrific battle will ensue. Bouriat is none the worse for the loss of his bonnet. Czaikowski is apparently not going to refuel, as there are no cans in his pit, while Lord Howe is just preparing to come in. The order will probably show little change unless the leaders crack up.



[*Motor Sport Photographs.*

A charming section of the Dieppe circuit reminiscent of a Sussex byway.

THE GRAND PRIX OF DIEPPE—continued.

Lord Howe comes in to refuel and has a drink. His car won't start, but is pushed off. The crowd cheer him lustily. Bouriat arrives soon afterwards, clears his screen and fills by pressure.

Chiron is creeping up on Williams, only 25 seconds in it. Soon it is down to 11 or about 300 yards. The two cars approach La Fourche and as they pass the stands the crowd rises as one man to see the champion battle for it down the poplar-bordered road. Next time the leadership will change.

In an amazingly short time the blue cars show up across the cornfield. Williams is still in the lead, Lord Howe is close behind him and Chiron is just behind. A hundred yards from La Fourche Chiron makes an immense effort, passes Howe and almost draws level with Williams, but is unable to overtake him before the corner. As if this was not enough, Bouriat arrives at great speed just behind Howe, who is in a most unenviable position. Superb driving by all concerned prevents a collision, and Bouriat overtakes the Delage in front of the stands. Lord Howe's coolness was such as to cause a perfectly strange Frenchman, complete with beard, to address us on the subject with a wealth of gesticulation for the next five minutes.

As we were recovering from the excitement at La Fourche, reports of a similar kind were coming in from all parts of the course. Chiron has passed Williams at Val Gosset, but Williams is ahead again at St. Aubin. Chiron appears 100 yards ahead at Le Fourche, while Williams goes off the road, followed by Bouriat. At St. Aubin they are wheel to wheel, Chiron is in front at the Esses. Bouriat passes Williams at La Fourche. The fifteenth lap shows Chiron leading by only 11 secs., but Williams does not appear. No reports are forthcoming and everyone looks grave. At last after two laps of suspense Williams appears again, mud plastered on the near side of his machine. He takes the corner very gingerly and wrestles furiously with his steering wheel. We learn later that he got into the ditch between Val Gosset and St. Aubin.

This brought to an end the thrilling duel between Chiron and Williams. The latter still had an eight minute lead over Bouriat, and could afford to go fairly steadily, while Chiron's position was unassailable. The only excitement was another Chiron-Williams-Howe party at La Fourche, but this time the issue was not complicated by the addition of a fourth car. Czaikowski, who has been fourth in general classification since half-time, continues to lead his class, with Lord Howe who is giving away 500 c.c. second. Chiron passes, the time is 5.45 and the end of the race approaches, Bouriat is the first to be flagged, followed by Chiron and Lord Howe. Pretty girls seize the bouquets which are used instead of wreaths, Czaikowski comes in and is kissed by his wife, Williams appears shortly afterwards. So ends a magnificent day's sport, which has given pleasure to many thousands of spectators scattered round the course.

The Dieppe Grand Prix is altogether an admirably run affair, which yet somehow manages to preserve the friendly atmosphere which prevails at Shelsley for instance, and we were surprised that more English people did not take this opportunity of seeing a continental road-race at their door, so to speak. At any rate they will have a chance of seeing some of the principal drivers in England, for as was announced in last month's issue of MOTOR SPORT, Lord Howe has been successful in getting Czaikowski, and probably Chiron and Zehender, to drive in the 500 Mile Race at Brooklands.

GENERAL CLASSIFICATION.

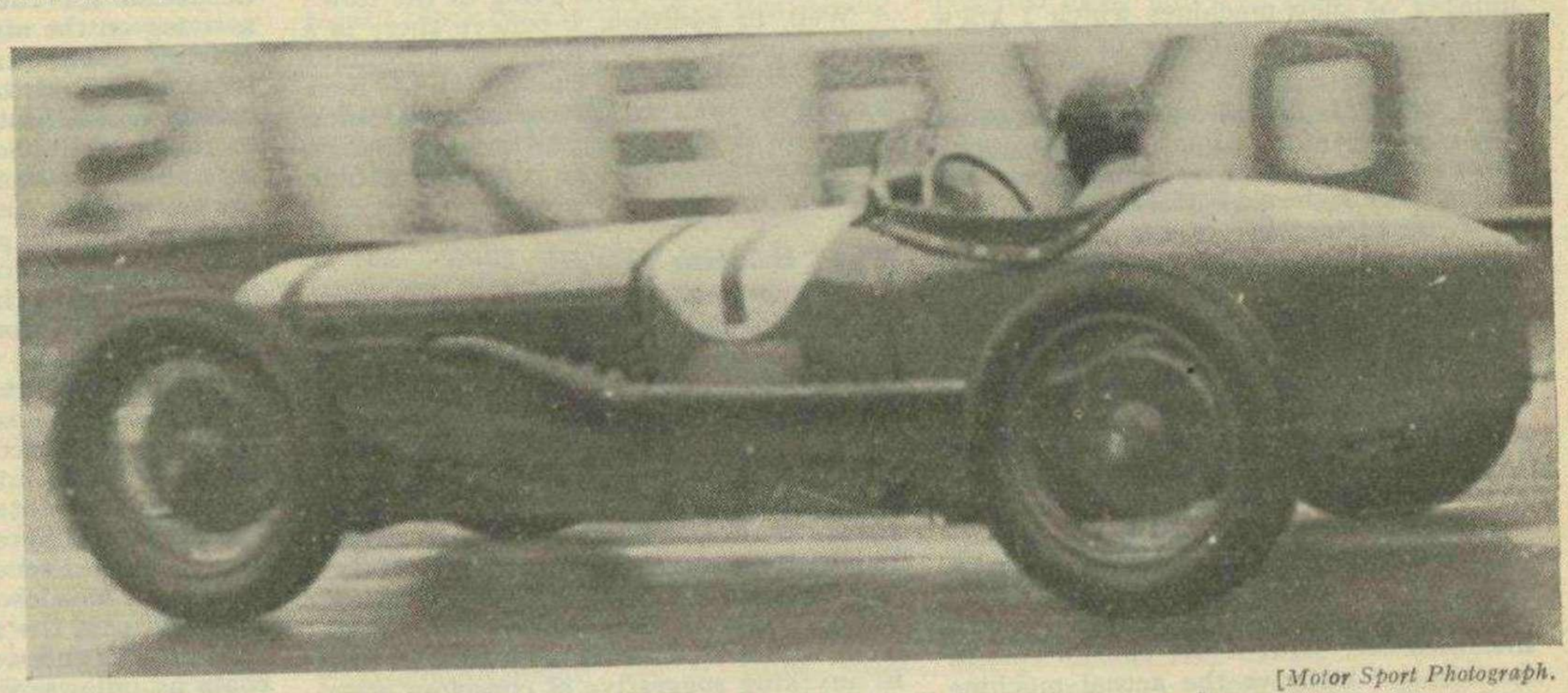
Distance in 4 hours :

1. No. 19, Chiron, Bugatti, 2,300 c.c. 313.0 miles. Speed, 78.43 m.p.h.
2. No. 22, Williams, Bugatti 2,300 c.c. 301.3 miles. 75.16 m.p.h.
3. No. 21, Bouriat, Bugatti 2,300 c.c. 293.8 miles. 73.45 m.p.h.
4. No. 4, Czaikowski, Bugatti 2,000 c.c. 291.2 miles. 72.83 m.p.h.
5. No. 1, Lord Howe, Delage 1,500 c.c. 286.9 miles. 70.18 m.p.h.
6. No. 7, Bussienne, Bugatti, 2,000 c.c. 259.7 miles. 64.92 m.p.h.
7. No. 9, Antonio, Maserati 1,500 c.c.
8. No. 6, Delorme, Bugatti 2,000 c.c.
9. No. 11, Ivernel, Bugatti. 2,000 c.c.
10. No. 2, Mlle. Hellé-Nice, Bugatti 2,000 c.c.

UP TO 2,000 c.c.

1. Czaikowski. Speeds etc., as above.
2. Lord Howe.
3. Bussienne.
4. Antonio.
5. Delorme.
6. Ivernel. 7. Mlle. Hellé-Nice.

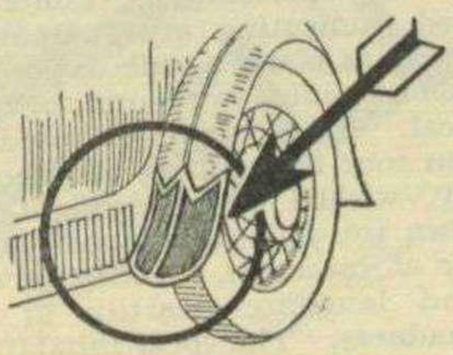
Record lap by Williams in 3 min. 41 82.99 m.p.h.



[*Motor Sport Photograph.*

A fine action photograph of Earl Howe's 1½ litre Delage at speed.

A boon to SPORTS CAR owners!

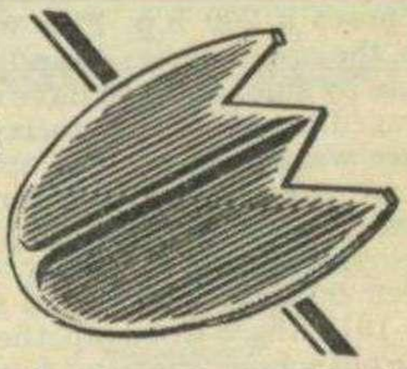


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"SIDESLIPS"

By

"BALADEUR"

Wanted—A chain-driven Monster.

THE other day an enthusiastic reader of MOTOR SPORT wrote to ask me if I could put him in the way of a chain-driven racing car, not of the modern Shelsley Walsh G.N. × what the B.P. advertisements say type, but a real monster of the past. I do not know quite what he intends to do with his monster as I presume that it would be banned from Brooklands nowadays, and certainly it would not be the most convenient machine for the Portsmouth Road on Sunday. At all events when I came to think of it I was rather surprised at the number of such machines which I knew of and which are for sale or have been recently.

In the first place I was told the other day of a 1902 40 h.p. Panhard et Levassor racer which was for sale in Paris, and which I think should certainly be got hold of by some member of the Veteran Car Club. 1902, it may be remembered, was the first year when the 1,000 kilo weight limit for racing cars was introduced, and as the Panhards had engines of 130 x 140 mm. their designer had to economise weight everywhere where he could. He already used an armoured wood frame, and to cut out the weight of the dumb-irons in front he finished the frame off square and used a transverse spring. This, as it proved, was rather apt to break and the whole car is not, I should think, what would now be regarded as a safety first measure. But if the one for sale in Paris is for instance the actual machine with which Maurice Farman won the Circuit du Nord Race, it ought to be rescued from oblivion.

The 60 h.p. Mercédès which does appear at most of the Veteran Car Club's affairs is not of course a real racing car, but it is neverthelss of the same type with which the one and only Camille Jenatzy won the Gordon Bennett Cup in Ireland in 1903. In that year three special 90 h.p. Mercédès had been built for the race, but shortly before they were to have left Germany they were all destroyed in the famous fire at the Cannstadt works. Nothing daunted the German firm sent three standard model 60 h.p. chassis to Ireland, and the English team, holders of the cup, and the French team, who considered that no one else ought to hold it anyway, both had to admit defeat at the hands of a touring car.

"Vieux Charles III."

Among the real relics which form the stock of Veteran Cars Ltd., at Brooklands, there is a much more juvenile machine in the form of "Vieux Charles III," alias a 1912 Grand Prix Lorraine-Dietrich; while somewhere in Hampshire I believe reposes a 200 h.p. Fiat which took part in the same race. Stand these two cars side by side, and you have one of the great tragedies of motor racing. That 1912 race was, to those who appreciate it, the most dramatic of all time. For three years, a long time during the earlier development of the motor car, there had been no Grand Prix, and for this revival in 1912 there lined up the champions of the old school, Fiat and Lorraine-Dietrich, with huge racers like the monsters of the past, only bigger, matched against the representatives of modernity, Peugeot and Sunbeam with their racing voiturettes. Of course the latter pair won, and the automobile progressed, but all my sympathies have always been with the vanquished, in the same way that nearly everyone sides with the King in the Civil War, although mighty few of them would have if they had been going at the time!

Well, in addition, I believe there is a 1908 4-inch Tourist Trophy Metallurgique about somewhere; the 200 h.p. Benz known so well to Brooklands habitués, and one if not two Chitty-Bang-Bangs. So our enthusiast, if he is serious, should be able to take his choice.

Why "Baladeur"?

Another reader of MOTOR SPORT, who perused at least the title and signature of last month's "Sideslips," wants to know the meaning of "Baladeur." Well, according to my French dictionary it means "strolling," and in the feminine, "a coster-monger's barrow," neither of which has got anything to do with us. However, if one reads a bit further you find, "Mech. a gear for changing speeds," in other words a selector-rod. It may be argued that having decided to call the thing "Sideslips," it was illogical to drag in anything suggestive of conscious selection (at least this was what the driver was arguing as he slipped in first by mistake for top). And, anyhow, why drag in French words? Well, thereby hangs a tale, which explains why the word is so familiar to me. There is published annually in Paris a book called "Le Catalogue des Catalogues" (commonly known, through cussedness, as the Dogalogue des Dogalogues), which gives the specification of every car on the French market since 1903 or so, and is in fact the corresponding French production to the "Motor Car Index," published by Messrs. Fletcher & Son of Norwich. Now what the Dogalogue tells you about a chassis is as follows:—Year of manufacture, type, series, H.P., number of cylinders, bore and stroke, number of speeds—and *number of "baladeurs"!* No further details about the engine, you see, nothing about the clutch, transmission, brakes, wheelbase, track, etc., at all. "And what," asked the driver, as he tried to get from neutral to reverse on his 2-baladeur 4-speed box, with the car running backwards, "what does one want to know how many selector rods a box has for, anyway?" Well, I suppose that the answer is that in the days when the gate change was replacing the quadrant, it was one of the things one really did want to know about a chassis, and the Dogalogue, having decided to include this piece of information in about 1903, has stuck to it ever since. Personally I have always treasured it as a charming link with the past; and that is about enough about baladeurs for the present.

As one who has had in his time to report a good many motor races, I am full of admiration for the account in last month's MOTOR SPORT of the French Grand Prix (for which I am *not* responsible). Instead of sitting in the Press Box and absorbing just the stuff which is served out to all the journalists the writer of this report has succeeded in giving one the tout ensemble of a big French race, the scene the night before the start, the people round the course, etc., which is always so hard to imagine if you have not been present at one of these affairs. But the unwary should not be led into believing that things are always the same as at a classic French race. I remember well how some years ago a party of us motored down to San Sebastian for the Spanish Grand Prix, arriving on the afternoon before the race. Having done our journalistic duty by motoring round the course, we drove to a café in San Sebastian itself and sat down to refuel. The early discovery that beer cost about 5s. a pint rather put the wind up us, and we began to search for that cheerful and impecunious crowd which is always to be found in a French town before a race. The whole of San Sebastian, however, looked as if it did not realise that there was going to be a race on the morrow, and bent on economy we motored out to Lasarte, where at the local shops we purchased some very remarkable food for dinner. The lesson of the beer had warned us not even to seek for accommodation in a hotel, but confident in our experience of French races, we sought out a pleasant meadow on a mountain side in which to pass the night. We had spread out our rugs and were arranging our overcoats as pillows, when four peasants appeared on the scene. Seeing us they stopped, and gaped, and stopped.

"Goodnight."

After about five minutes we began to find their scrutiny somewhat embarassing. Unfortunately no one of us could speak Spanish, and although the French frontier was only a few kilometres away, there is very little bilingualism even on the borders of Spain. "Goodnight," I said at last, in Italian, with what firmness I could muster. The four peasants, however, only gaped the broader. At last one of our party attracted the attention of their leader, lay down on a rug and snored loudly. This broke their reserve, and the leader volunteered that there was an inn in the village. This I understood, but I was unable to reply and he repeated his information several times, and each time more loudly. Exasperated, at last I remarked in Italian that we did not want to go to his —— inn. This had not the slightest effect and the three continued to gape while the leader remarked at intervals that there was an inn in the village.

After about a quarter of an hour of this I decided on diplomacy. "Contenti," I remarked, indicating my companions and assuming as bland a smile as possible. I had hit on a Spanish word, and the effect was magical. Broad smiles suffused the faces of our four tormentors, they bowed profoundly, wished us good night and retired down the mountain, repeating to each other at intervals, "contenti, contenti" and laughing heartily at our obvious madness. The local inhabitants were evidently unfamiliar with the idea of spending the night before a race in the open air.

"SIDESLIPS"—continued.

It seems to me that a good deal of rot is talked about the national colours for racing cars. "From the earliest times," one reads, "each country has had its national colour, blue for France, green for England, red for Italy, etc., and this custom adds greatly to the glamour of motor racing." In actual fact, national colours did not come in at all until the first Gordon Bennett Cup race in 1900, some five years after the start of racing. Before that the famous Panhard trio, Girardot, Charron and de Knyff, used to paint their cars red, white and blue respectively, though none of them had any thought of representing any country but France. When the Gordon Bennett Cup did come along, colours were indeed chosen for the various countries, but when one goes into it one finds that they have not since possessed that immutability necessary for the establishment of a real tradition. Thus the French cars have always been blue, the German white, the English green and the Belgians yellow. But the Americans whose colours are now white with a blue chassis, and, usually, the Stars and Stripes somewhere on the car, were originally red; and the Italian cars when they first appeared were painted black, a colour which has now disappeared, while the Austrians, who are now supposed to be white with a black chassis, were originally black and yellow.

These colours lasted until the final Gordon Bennett race in 1905, but they were only really regarded as applying to that race, and in the first Grand Prix in 1906 they were disregarded, Szisz' winning Renault being painted red.

There is one other point about these national colours. Apparently our own colour is not generally popular, as green is regarded as an unlucky colour. I must confess that I had never heard of this superstition personally, but I do recollect that Charles Jarrott, in his famous book, "Ten Years of Motors and Motor Racing," records how the number 13 having been allotted to his Panhard et Levassor for the Paris-Berlin race, the works had it painted green, "the French lucky colour." There is nothing very surprising in this apparent anomaly—one of the first things that one has to learn if one wants to understand American comic films is that niggers regard black cats as unlucky. But, seeing that less tradition attaches to these racing colours than is frequently supposed, I suggest that England and France might swap, when apparently everyone would be happy.

I wonder how many of those hardy individuals who ran their veteran cars in the "Daily Sketch" race at Brooklands on August Bank Holiday over a course of 2½ miles, would have cared to set out on a race where the distance involved was nearly 730 miles longer. Yet this was the feat which was performed by Emile Levassor and others in 1895, nine years before some of the veterans which we saw last month, made their appearance. Levassor, the winner of the Paris-Bordeaux Race, drove his 4 h.p. Panhard et Levassor single-handed practically throughout, and the comments on this performance made by the Marquis de Chasseloup-Laubat, are, I think, well worthy of reproduction.

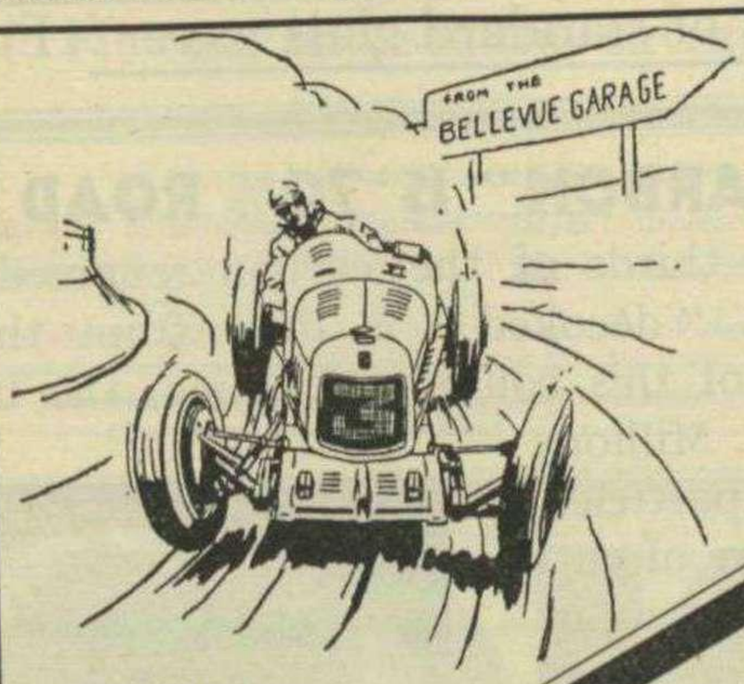
"M. Levassor," writes the Marquis, "returned to Paris, Porte Maillot, June 13th, 1895, at 12.57.30, thus accomplishing the formidable course of 732 miles in 48 hours 48 minutes. He supervised the machine himself constantly, except when ascending an occasional incline, when the rate of speed was comparatively slow, and he had entrusted the lever to his mechanic. M. Levassor remained on his machine about 53 hours, and nearly 49 of these on the run. Yet he did not appear to be over fatigued; he wrote his signature at the finish with a firm hand; we lunched together at Gillet's, at the Porte Maillot; he was quite calm; he took with great relish a cup of bouillon, a couple of poached eggs, and two glasses of champagne; but he said that racing at night was dangerous, adding that having won he had the right to say such a race was not to be run another time at night.

The general mean of his velocity was 14.91 m.p.h. . . . the Levassor carriage, like all the swift carriages engaged in this race, was mounted on solid rubber tyres."

Evidently the automobile had advanced greatly during the three years preceding this event, or else such performances were only possible for professionals like M. Levassor, for this is what the Panhard catalogue of 1892 (probably the first motor catalogue ever issued) says about speed:—

"The vehicles possess three speeds, low, middle and high.

The high speed is generally arranged for 17 kilometres an hour, but in flat or only slightly hilly districts, and particularly in the case of 2-seater vehicles, one can go faster, and attain 20 kilometres an hour; but these high speeds demand great attention on the part of the driver, and are not always to be recommended."



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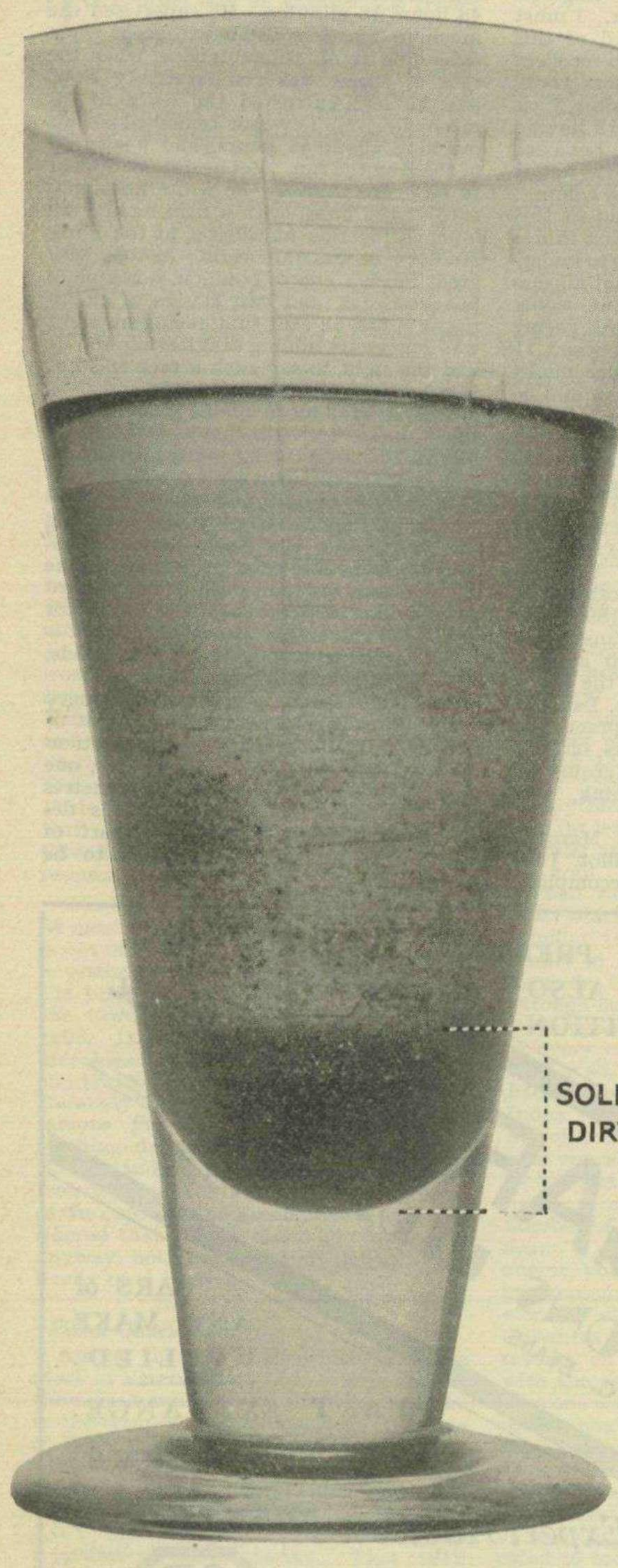
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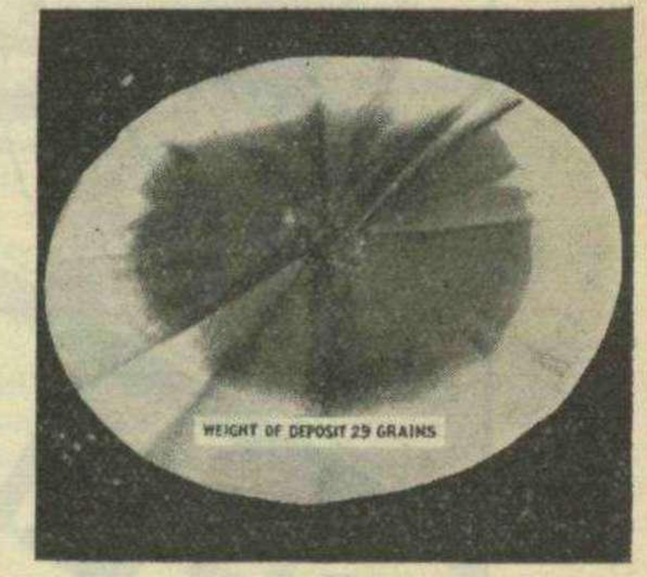
May, 1932. The wettest for 54 years. Not much dust about on British roads during that time you'd say. And so said the holidaying motor cyclist to whose engine we fitted a Vokes Air Filter on May 9th. But investigation proved him to be wrong. Careful examination disclosed 29 grs. of grit in that filter, after 2,000 drenching miles. Enough abrasive to make 24 square inches of standard glass paper! Enough



On the sides and in the bottom of the measure above are seen the 29 grs. of road grit kept out of a single cylindered motor cycle engine during a 2,000 mile run in wet weather. What would the weight have been in a four or six cylindered car if the weather had been dry and the roads dusty?

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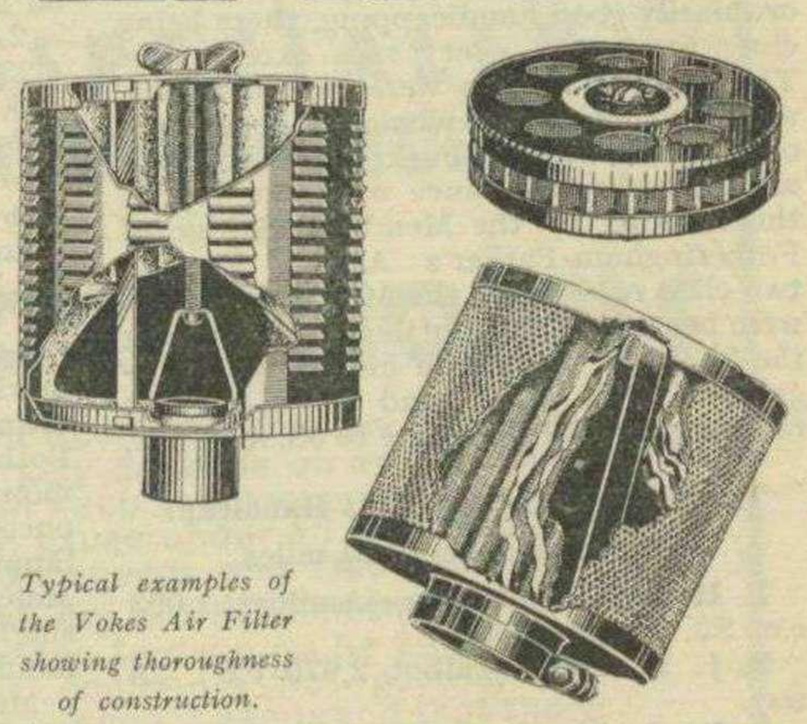
The filter paper (very much reduced) upon which is deposited the road grit (29 grs. in weight) collected by the Vokes Filter mentioned above.

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AUGUST BANK HOLIDAY AT BROOKLANDS

A DAY OF CLOSE FINISHES. : MOUNTAIN RACE THRILLS. FOTHERINGHAM-PARKER GOES OVER THE TOP OF THE BANKING. GREAT MATCH RACE BETWEEN SIR H. BIRKIN AND J. R. COBB.

IN spite of the terrific storm which swept over the South West of London on August Bank Holiday, not a single race had to be omitted from the Brooklands programme for that day, although the order in which the races were run was altered. Fortunately the rain did not descend until just after the match race between Sir Henry Birkin on the 4½-litre Bentley and John Cobb on the 12-cylinder Delage—and what a soul-stirring battle that was! After about an hour's delay, racing was continued, and the rest of the programme run off.

The day was marked by some extraordinarily good handicapping, there being close finishes in every race except one. The mountain races were full of thrills, among which were a wholesale demolition of barriers at the Fork turn, and the alarming disappearance over the top of the banking by the Members' Bridge of Fotheringham-Parker's Alvis. Finally, two class records for the Mountain circuit were beaten, R. O. Shuttleworth annexing the 2,000 c.c. record on his unblown Bugatti at 69.05 m.p.h. and J. H. Bartlett raising the 1,100 c.c. figure to 68.38 m.p.h.

The Hereford Senior Short Handicap.

Distance: About 6½ miles.

1. H. T. H. Clayton (Amilcar 1,093 c.c. S.), 1 min. 3 secs.
2. J. R. Cobb (Talbot 2,970 c.c.), 28 secs.
3. R. J. Munday (Rover 2,950 c.c.), 1 min. 3 secs.

Won by 75 yds. at 91.16 m.p.h. 75 yds. between 2nd and 3rd.

Morris-Goodall (Aston Martin) and E. Farley, whose front-drive Alvis looked very smart with its new coat of blue paint, were on the limit mark, but they could not hold the lead for long, for the favourite for the race, Clayton's Amilcar, quickly forged ahead. In hot pursuit, however, came Munday's Rover Speed Model, which had started from the same mark, and these two fought out a great battle for the whole race. In the absence of Sir Henry Birkin, who was wisely saving his car for the match race later in the afternoon, Cobb was on virtual scratch with the single-seater Talbot usually handled by the Hon. Brian Lewis, who was away competing in the Alpine Trial. The car was in splendid form, and soon began to overhaul the field to such good effect that Clayton's lead rapidly dwindled. The little Amilcar kept ahead, however, and crossed the line 75 yards in front of the Talbot.

The Hereford Lightning Short Handicap.

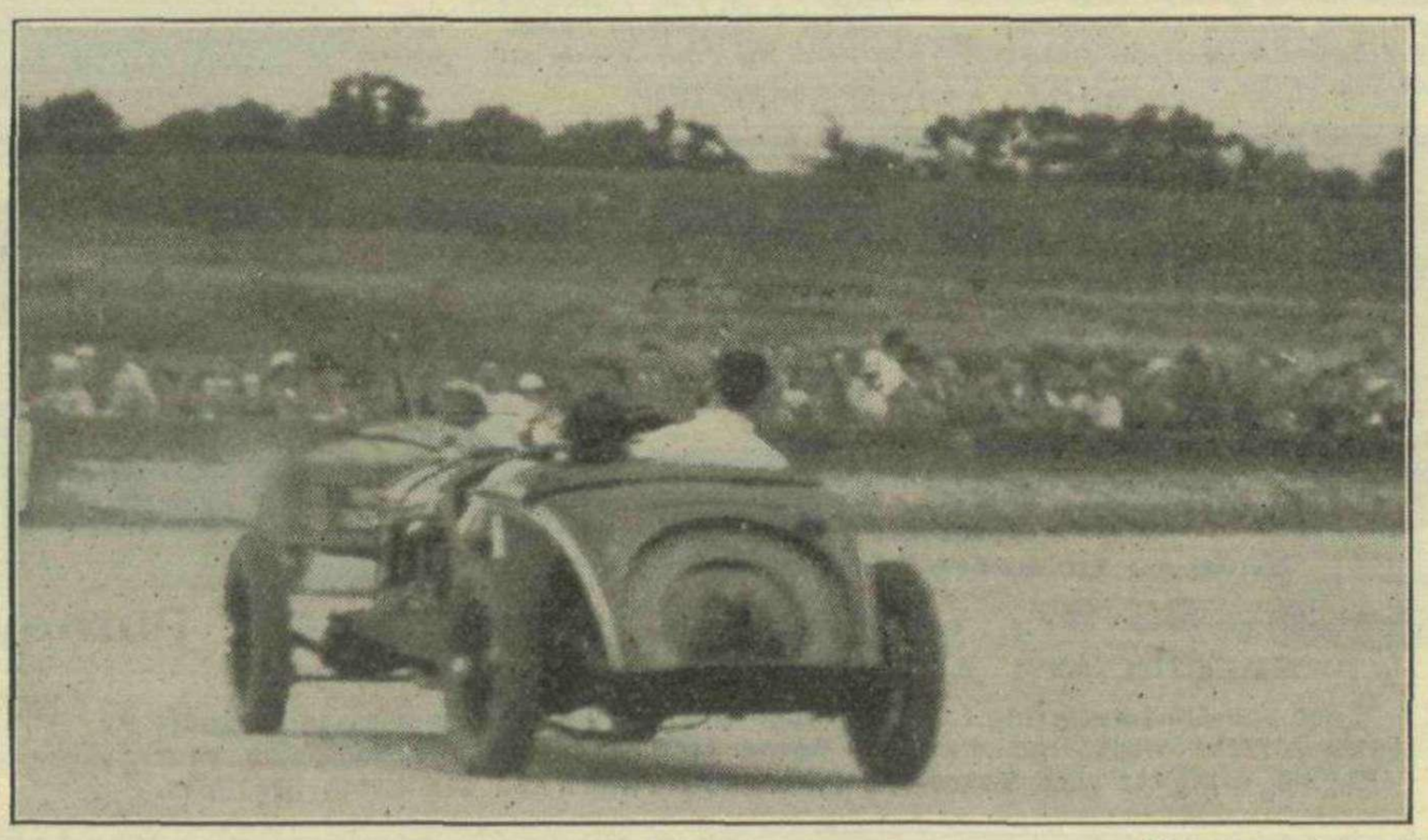
Distance: About 6½ miles.

1. C. Brackenbury (Bugatti 1,496 c.c.), 50 secs.
2. H. E. W. Lamplough (Vauxhall 4,234 c.c.), 1 min. 10 secs.
3. H. Widengren (O.M. 1,477 c.c. S.), 34 secs.

Won by 30 yds. at 98.79 m.p.h. 150 yds. between 2nd and 3rd.

In the second race on the programme H. E. W. Lamplough (Vauxhall) made full use of his start and led at the end of the first lap, but several of the back markers were travelling very fast, and the ultimate issue was a very doubtful one. Fotheringham, at the wheel of his new mount, the 8 cylinder 1½ litre Bugatti, once raced by Sir Malcolm Campbell, was lapping very quickly, and another of Sir Malcolm's old cars, the unusual 2.3 litre single seater, was also going well in the hands of J. F. Field.

Meanwhile, Charles Brackenbury had brought his 1½ litre Bugatti into the lead, and stayed there till the end, at the excellent average speed of 98.79 m.p.h. Driscoll on the single seater Austin in spite of a very fast run, was carrying too heavy a handicap, while Cobb lost third place on the Delage by ½ a length.



[*Motor Sport photograph*

R. E. L. Featherstonhaugh (Alfa Romeo) chases E. K. Rayson (Riley) round the Fork turn, in the August Junior Mountain Handicap.

The August Junior Mountain Handicap.

Distance: About 12 miles.

1. V. W. Derrington (Salmson 1,090 c.c.), 1 min. 40 secs.
2. R. F. Turner (Austin 749 c.c.S.), 1 min. 10 secs.
3. M. H. Morris-Goodall (Aston Martin 1,482 c.c.), 1 min. 20 secs.

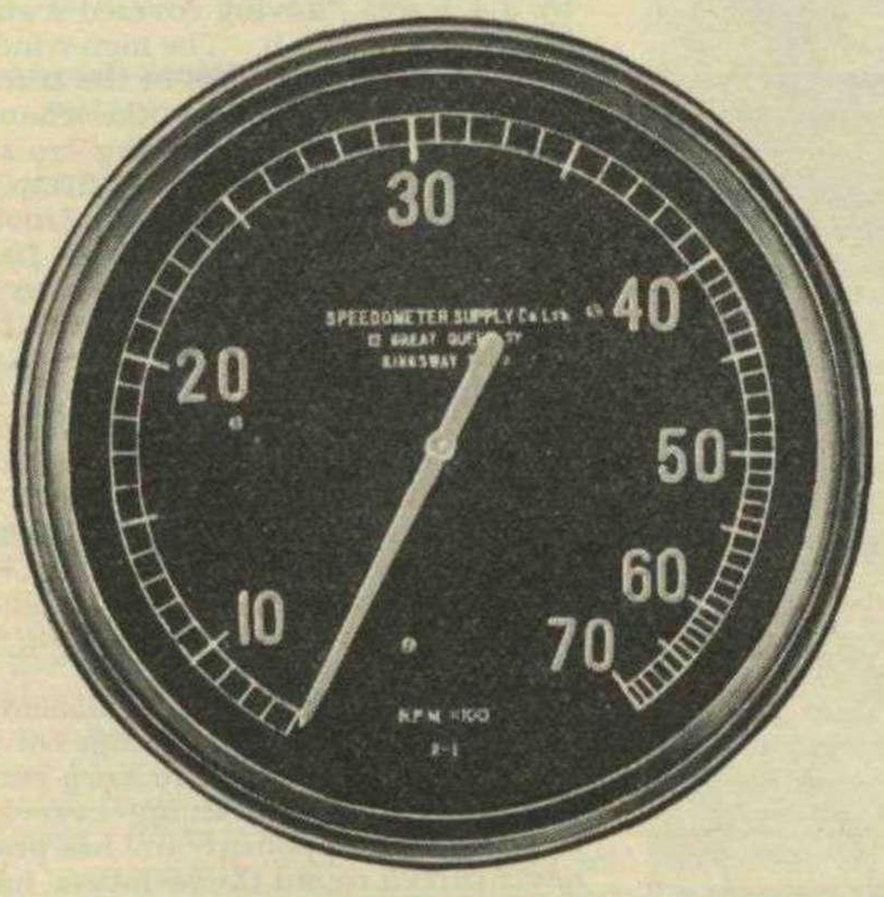
Won by 30 yards at 58.50 m.p.h. 50 yards between 2nd and 3rd.

The first mountain race was devoid of any spectacular incidents in the way of skids, and was therefore marked by some very good driving on the corners. For the first half of the race little change took place in the positions of the cars, although Derrington (Salmson) picked up a couple of places and was lying second at that distance. Incidentally the front axle of his Salmson presented a terrifying spectacle as he braked for the Fork Turn, the wheels leaping about all over the place in a very dangerous "judder," and suggesting that a little attention to the shock-absorbers before the race would not have been amiss.

After half distance some of the faster cars began to wipe off their handicaps, notably Morris-Goodall, who in four laps jumped from 7th to 2nd place. Another driver who was handling his car exceedingly well was R. F. Turner (Austin) who was close on Morris-Goodall's wheels, and gaining a few yards every lap. Featherstonhaugh (Alfa Romeo), who started from scratch, retired with a minor engine trouble at the end of 6 laps without having picked up a place, while other back-markers who failed to make any impression on the leaders were W. A. Cuthbert (Le Mans Aston-Martin), W. Esplen (Talbot) and W. L. Thompson (Austin).

Derrington took the lead on the 7th lap, but he was being hotly pursued by Turner, who passed Morris-Goodall on the last lap. Turner could not quite manage it, and Derrington got home a winner by 30 yards. Dudley Froy made his first appearance at the wheel of a Wolseley Hornet, the neat little scarlet E.W. Special owned by Mrs. Petre; he started fifth and held

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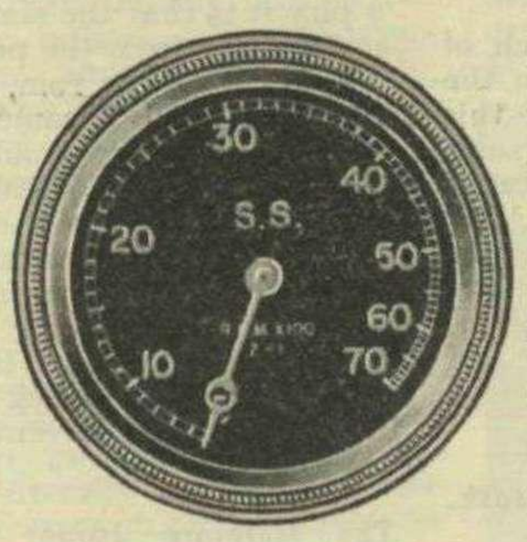
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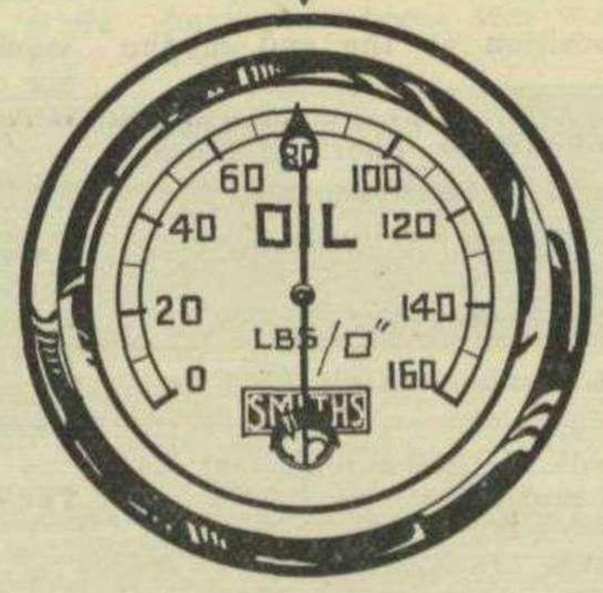
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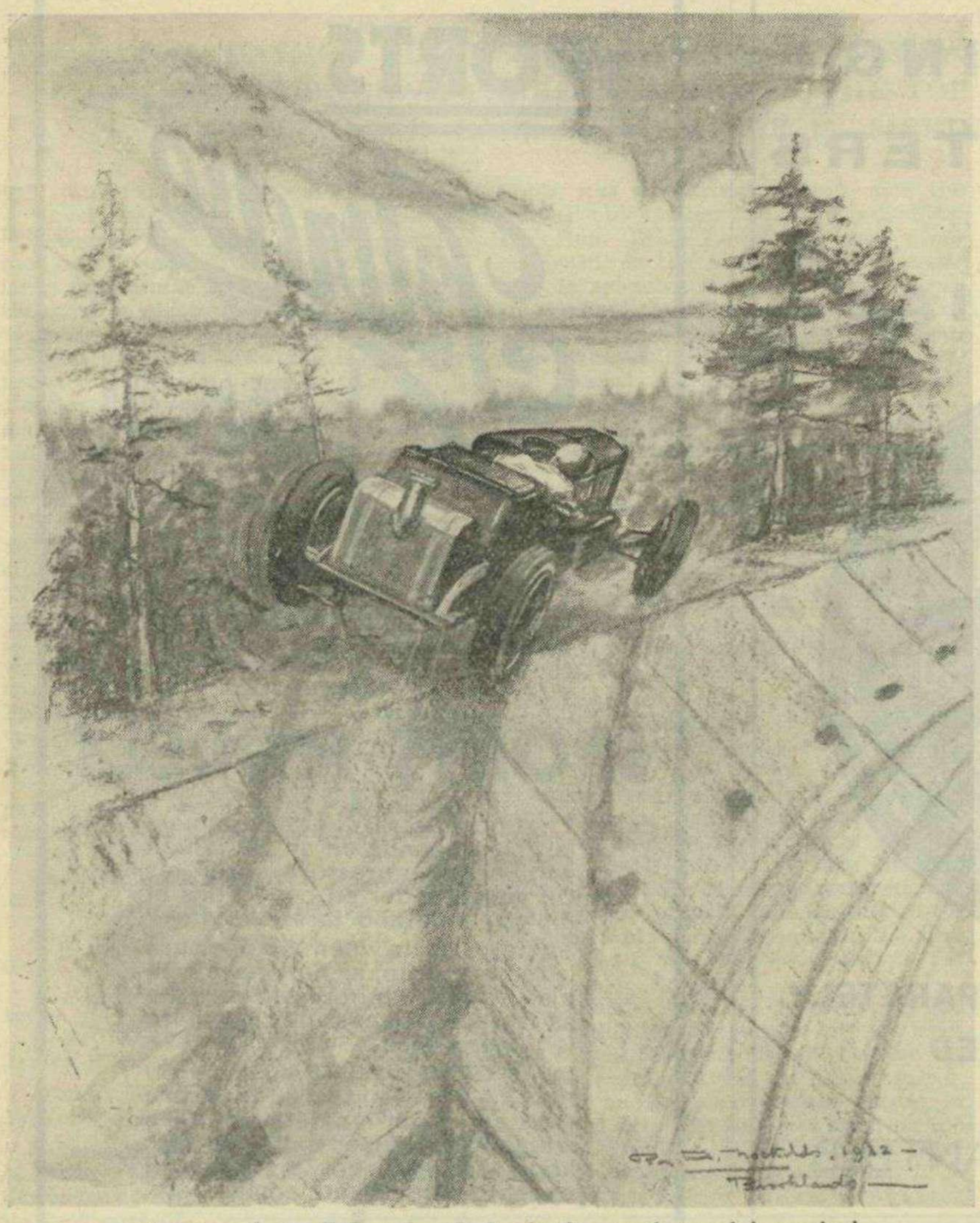
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UNDER ALL CONDITIONS

AUGUST BANK HOLIDAY AT BROOKLANDS—continued.



A narrow shave—Fotheringham-Parker hurtles over the top of the members' banking and escapes without serious injury.

the same position at the end of the race.

The Hereford Junior Short Handicap.

Distance : About 6½ miles.

1. I. M. C. Hepburn (Talbot 2,276 c.c.), 6 secs.
2. E. K. Rayson (Riley 1,089 c.c.), 6 secs.
3. C. G. H. Dunham (Alvis 2,511 c.c.), 12 secs.

Won by 6 yds. at 92.59 m.p.h. 300 yds. between 2nd and 3rd.

In this race Jack Robinson's old Brescia Bugatti, now fitted with a new cowling over the radiator, was in the proud position of scratch, but at the last minute the handicappers decided that he should be put back even further, and he was accordingly put on the owe 13 secs. mark. At the start W. A. R. Farmiloe got well ahead on his Wolseley Hornet, but it soon became apparent that the winner would be found in one of the bunch of six cars which started together from the 6 secs. mark. The fastest cars of this group were Hepburn's Talbot and Rayson's Riley, which travelled the whole distance with only a length between them. After a terrific struggle, with nothing to choose between the two, Hepburn crossed the finishing line 6 yards in front of Rayson, at the very creditable average speed of 92.59 m.p.h. Dunham (Alvis Speed Twenty) was third.

The Three Lap Invitation Race for 100 sovs.

Distance : About 8¼ miles.

1. Sir H. R. S. Birkin (Bentley 4,398 c.c. S.).
2. J. R. Cobb (Delage 10,688 c.c.).

Won by 25 yds. at 125.14 m.p.h.

Sir Henry Birkin and John Cobb have often fought stern battles at Brooklands before, but the presence of other cars on the track has always made the results unsatisfactory to a certain extent. Now they were to have the course to themselves, and, as far as is possible with two cars so very much faster than the limit of speed for which the track was intended, endeavour to find out who could cover three laps from a standing start in the quickest time. At the same time it would be a good opportunity for both cars to break their existing standing lap and flying lap records, which were held by the Delage at 115.55 m.p.h. and the Bentley at 137.96 m.p.h. respectively.

At the fall of the flag the Delage streaked away on to the Byfleet banking, and at the end of the first lap Cobb led by 3 4/5 secs., having covered a standing lap at 112.17 m.p.h. The high wind made driving on certain parts of the track very difficult, and mitigated the chances of either the standing or flying lap records being broken. On the second lap Birkin got really going, keeping his foot hard down all round the Members' Banking, with the car heaving about in a terrifying fashion as it "took off" on the famous "bump" and roared down the Railway Straight. At the end of the 2nd lap he was only 1 2/5 secs. behind the Delage, and the excitement of the crowd rose to fever heat. Could Birkin possibly catch up on the last lap, and if so, could he pass Cobb on the only available stretch, i.e., the quarter of a mile of Railway straight from the end of the Member's Banking to the finishing line.

Cobb was driving a magnificent race, using all his vast knowledge of every "groove" of the track to keep the lead. Birkin, too, was straining every nerve to gain on his opponent, and has probably never driven round the Members' banking so fast before. As the Bentley hurtled off the banking a small object flew high in the air, fluttered, and landed at our feet—it was the padded head-rest of the fairing behind Sir Henry's head.

Yard by yard the Bentley gained and by a supreme effort Sir Henry Birkin swept by the Delage to win by 1/5th of a second, or 25 yards, in one of the finest races ever seen at the Track. His final lap was covered at 137.30 m.p.h.

This race was Brooklands at its best, and was a very thrilling spectacle. What a pity it is that the start and finish were so far away from the public enclosure!

Then came the rain, a perfect deluge, while the track became steadily flooded, and pessimists foretold a postponement of the remaining events to a later day. But the sky cleared over towards the Railway Straight, and soon the sun came out. The next race on the programme was a Mountain event, so it was decided to hold this over until later in the day in order to give the track a chance to dry. Accordingly the seventh race was run next.

The Hereford Junior Long Handicap.

Distance : About 9 miles.

1. T. A. S. O. Mathieson (Bugatti 1,496 c.c.), 46 secs.
2. W. A. R. Farmiloe (Wolseley 1,271 c.c.), 1 min. 45 secs.
3. R. J. Munday (Rover 2,950 c.c.), 46 secs.

Won by 10 yards at 93.51 m.p.h. 20 yds. between 2nd and 3rd.

AUGUST BANK HOLIDAY AT BROOKLANDS—continued.

For some time it looked as though this race would be a runaway win for Farmiloe, whose Hornet went very well indeed from the limit mark. Hebeler's Talbot, by virtue of a previous victory, had been rehandicapped, and Bartlett was a non-starter, saving his Salmson for the Mountain race. Mathieson was coming up hand over fist, but it seemed doubtful whether he could catch the speedy Hornet. Eventually, Mathieson swept past Farmiloe right on the line, winning at 93.51 m.p.h.

By this time the track was fairly dry, so the sixth race was run off.

The August Senior Mountain Handicap.
Distance: About 12 miles.

1. C. T. Delaney (Lea-Francis 1,496 c.c. S.), 1 min. 10 secs.
2. R. Mays (Invicta 4467 c.c.), scratch.
3. T. P. Chomondeley-Tapper (Bugatti 1496 c.c.), 1 min. 10 secs.

Won by 3 yds. at 59.49 m.p.h. 300 yds. between 2nd and 3rd.

The track, although free from puddles, was still slippery, and it was evident that there would be thrills a-plenty at both corners. On the very first lap Delaney turned completely round at the Fork, but got away after rather a flurry. On the 4th lap Morris-Goodall (Aston Martin), did likewise, but with the addition of crashing through a barrier. This was a pity, for he was leading at the time, and he had to wait for Chomondeley-Tapper (Bugatti) to go by before he could set off in pursuit. Then it was noticed that there was a particularly fierce duel going on between Fotheringham-Parker (Alvis), and a bunch of other competitors. Time and again they slid wildly round the Fork turn, and it was felt that things were becoming just a little dangerous. Finally, Fotheringham-Parker carried this enthusiasm a little too far on the Members' Bridge corner and got into a skid right at the top of the banking. He overcorrected, with the result that the car shot over the top of the banking, plunged down the embankment, and came to rest against the railings bounding the road to the Paddock. Very luckily, the driver was practically unhurt, although considerably shaken. Shuttleworth (Bugatti) who was following, pulled up dead, right at the top of the banking, and ran to Parker's assistance, thereby very chivalrously throwing away his own chance of winning.

Meanwhile, all was not entirely well at the Fork. Dr. E. J. H. Roth (Talbot), proceeded to demolish quite the largest number of barriers ever known with one *coup-de-grace*. Having skidded sideways into one barrier, he changed to the forward direction, literally carrying all before him until there were no more barriers in his path.

Barlow stopped just before the Fork corner with fuel starvation trouble on his Bugatti. Delaney was now lapping steadily and fast, and on the 7th lap took the lead from Cholmondeley-Tapper, while Raymond Mays (Invicta) was driving with his usual polished skill from the scratch mark and had picked up to 3rd place. Fane was another driver who was perfectly safe on both corners, in spite of the wet surface, and the acceleration of his Nürburg Frazer Nash from the Fork turn was really terrific.

The finish of the race was very exciting, Mays just failing to catch Delaney by 3 yards, after a superb exhibition of driving.

The Hereford Lightning Long Handicap.
Distance: About 9 miles.

1. R. O. Shuttleworth (Bugatti 1,990 c.c.), 1 min. 5 secs.
2. Sir H. R. S. Birkin (Bentley 4,398 c.c. S.), scratch.
3. J. R. Cobb (Talbot 2,970 c.c.), 42 secs.

Won by 50 yards at 101.42 m.p.h. 150 yds. between 2nd and 3rd.

The single-seater Austin was on the limit mark, but did not hold its lead for long, owing to mis-firing, so Shuttleworth, who has got his 2 litre unblown Bugatti into wonderful tune, then went ahead. Meanwhile, the back markers were going great guns, Cobb on the single seater Talbot and Fothringham's 1½ litre Bugatti gaining on Shuttleworth rapidly, themselves being overhauled by Sir Henry Birkin on the red Bentley. Once again there was a close finish, Birkin sweeping past Fothringham and Cobb, but just failing to catch Shuttleworth by 50 yards.

The August Lightning Mountain Handicap.
Distance: About 12 miles.

1. R. Mays (Invicta 4,467 c.c.), 49 secs.
2. R. O. Shuttleworth (Bugatti 1,990 c.c.), 1 min.
3. J. H. Bartlett (Salmson 1,090 c.c. S.), 45 secs.

Won by 600 yards at 69.50 m.p.h. 200 yds. between 2nd and 3rd.

The last race of the day, apart from the veteran car event, produced 12 starters, the most notable absentee being Sir Malcolm Campbell, who was down to drive the rebuilt 12 cylinder Sunbeam. E. L. Bouts (Sunbeam) and Esson-Scott (Bugatti) were the first away, but it soon became apparent that the race was going to be an easy win for Raymond Mays. Handling his white Invicta with masterly skill, he quickly passed all his rivals and assumed the lead on the 4th lap, never to be headed. There were several retirements, Featherstonhaugh (Alfa Romeo) dropping out with engine trouble, while Mathieson (Bugatti) and Dudley Froy, who was driving Field's single seater Bugatti, both toured back to the Paddock. There was a great scrap going on between Fothringham, Spottiswoode and Shuttleworth, all on 2 litre unblown Bugattis, the standard of driving of all three being first class. It was interesting to observe the different methods used on the Members Bridge corner, Spottiswoode holding his car in a skid low down, without using the banking, while Fothringham and Shuttleworth soared to the top. Bartlett was driving a splendid race on his Salmson, and succeeded in passing Spottiswoode and Fothringham, but he had to be content with 3rd place behind Shuttleworth. N. W. Gardiner made a very good job of handling the 5 litre Delage, a car primarily built for track work.

The "Daily Sketch" "Old Crocks" Handicap.
Distance: About 2½ miles.

1. F. L. Wiginton (1,902 Wolseley), 2 min. 27 secs.
2. K. P. Tweedie (1903 De Dion), 3min. 57 secs.
3. R. C. Porter (1900 De Dion), 3 min. 57 secs.

Won at 28.08 m.p.h.

The meeting closed with the "Old Crocks" Handicap, organised by the "Daily Sketch" newspaper. Throughout the day the competing cars were lined up in a special enclosure in the car park, where it was noticed that many entrants, with rather more pedantry than courtesy to the organisers of the race, had altered the wording on the number cards attached to their cars to "Veteran Cars."

There was a tremendous entry, providing a very representative array of the cars of the pre-1904 period. An unnecessarily long time was taken in marshalling the cars in order at the starting line, while the wretched drivers worried anxiously about the rising temperature of their chuffing and clattering vehicles. At last they were sent away on their difficult climb up to the Members' Bridge, a feat which proved too much for some "old bones."

Finally F. L. Wiginton crossed the finishing line on his 1902 Wolseley, 8 seconds in front of Tweedie's old Dion, having averaged the worthy speed of 28.08 m.p.h.



[*Motor Sport photograph*

The winner of the Match Race—Sir H. R. S. Birkin, Bt. (Bentley).

Club News

BRITISH RACING DRIVERS' CLUB.

ENTRIES at singles fees have come in very well for the B.R.D.C. 500 Miles Race to be held at Brooklands on September 24th, and closed as follows. With the possibility of many more being received at double fees, the " 500 " this year should be one of the best races of the year.

Car.	C.C.	Entrant.
M.G. (S)	746	D. G. Evans
Riley ...	1087	A. W. Cuthbert
Riley ...	1087	A. G. Miller
Bentley ...	7963	Woolf Barnato
Riley ...	1087	H. G. Dobbs
Bugatti (S)	2300	Lord Howe
M.G. (S) ...	746	D. N. Letts
M.G. (S) ...	746	E. R. Hall
Talbot ...	2969	A. W. Fox
Talbot ...	2969	A. W. Fox
Talbot ...	2969	A. W. Fox
Talbot ...	2969	A. W. Fox
M.G. ...	746	Norman Black
Riley ...	1087	A. F. Ashby
M.G. (S)	742	J. A. Palmes
Riley ...	1087	C. G. M. Boote
Austin (S)	747	Sir H. Austin
Austin (S)	747	Sir H. Austin
Austin (S)	747	Sir H. Austin
Riley ...	1087	F. W. Dixon
Salmson (S)	1087	C. S. Dickson-Geertz
Invicta ...	4467	Dudley Froy
M.G. ...	746	S. W. B. Hailwood
M.G. ...	746	J. R. Jeffress
Austin (S)	747	G. G. L. Willis
Riley ...	1486	Victor Riley
Riley ...	1087	Victor Riley
Austin ...	747	V. W. Derrington and J. H. Raggert
Thomas Special	1447	R. H. Munday
Bugatti (S)	1990	Count Czaikowski
Not nominated		A. T. G. Gardner
,, ,,		D. F. A. Manby-Colegrave
,, ,,		Frank Hallam
,, ,,		W. Wright

THE BERKHAMSTED & DISTRICT M.C.C.

The above club is holding another Speed Hill-Climb at Dancers End, Tring, on Sunday, 25th September. This climb is for members of this club only. All cars, except pure racing cars, can compete, up to 1,500 c.c. capacity. There will be touring, and sports classes. Supercharged cars will be placed in one class above the actual engine size. The hill is on a private estate and about 440 yards long with one sharp left-hand bend. Entry forms and regulations can now be had from the Hon. Secretary, Maldon Cot, Hampstead Road, Watford, Herts.

THE MOTOR CYCLING CLUB.

That ever popular meeting, the M.C.C.'s One Hour High Speed Reliability Trial, will this year take place at Brooklands on September 3rd. In the afternoon will be held a sries of 2-lap handicap races for motor cycles and cars, and a Two-lap Relay Race also for motor cycles and cars.

Admission to track 2s. 6d. Children 1s. 6d. Motor-cycles and 3-wheelers 1s.; cars 2s. 6d.

Further information, together with entry forms and regulations, may be obtained from the Secretary, J. A. Masters. Esq., 22, Norland Square, London, W.11.

THE KENT AND SUSSEX L.C.C.

The final meeting of speed trials will be held on the Race Hill, Lewis, on September 10th. The course is one third of a mile, and there will be classes for racing, sports and touring cars. Each car will have two runs, and in addition to the usual awards, a host of special Trophies and Challenge Cups will be competed for.

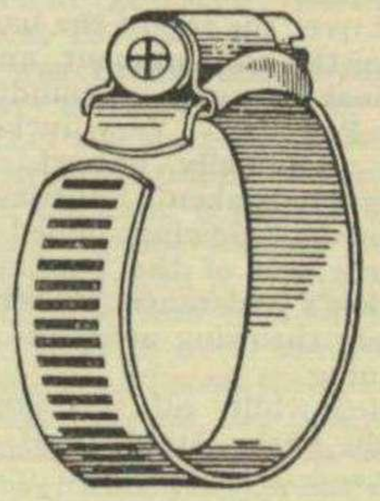
For entry forms, etc., apply to the Hon Secretary, H. V. Warren, 51, Ringwood Road, Eastbourne.

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CONTINENTAL NOTES.

ANOTHER ROUND THE TOWN RACE

A VERY SUCCESSFUL MEETING ON THE CIRCUIT OF NICE.

FOLLOWING on the successful experiment of the Monaco Grand Prix, other French towns are taking up the idea. We have already remarked on the Grand Prix of Nimes, and now we have the Circuit of Nice.

The organizers of this event wisely decided not to run the race on the lines of the others, i.e. one long distance race, but arranged a series of heats for five classes, with a final. For the benefit of those who are familiar with the topography of Nice, the course was composed of the Promenade des Anglais, the Avenue de Verdun, a part of the Place Massena, and back to the starting point by way of the Quai des Etats-Unis, a total distanc of 3 kilometres 228 metres.

The 750 c.c. and the 1,100 c.c. classes were run off together, and at the start Martinaki forged ahead on his Salmson, while Labbay led the 750's. This state of affairs did not last long, however, for a great duel developed between Chambost (Salmson), who took the lead, and Reveiller (Amilcar), while Martinaki dropped back. Reveiller set up a lap record, and soon afterwards passed his rival in front of the stands. Chambost retaliated by repassing shortly afterwards, when Reveiller had the misfortune to be hindered by a slower car on a winding part of the course, with the result that he could not make up the distance between himself and the Salmson before the end of the race.

In the 750 c.c. class Lebas (Lebas) passed Labbay, who finished a whole lap behind a Rosengart driven by Calmes.

RESULTS.

1,100 c.c.

1. Chambost (Salmson), 22 m. 57 3/5 secs.
2. Reveiller (Amilcar), 23 m. 7 secs.
3. Martinaki (Salmson), 23 m. 23 secs.

750 c.c.

1. Lebas (Lebas), 26 m. 40 secs.
2. Calmes (Rosengart).

Like the 750's and 1,100's, the 1,500 c.c. and 2,000 c.c. classes were run off simultaneously, over the same distance, 10 laps.

On the first lap a very fast pace was set by Czaikowski and Trintignant, both on 2-litre Bugattis, the latter leading by a few feet. From there on these two left the rest of the field well behind, but Trintignant steadily increased his lead over Czaikowski by 2 or 3 seconds every lap, finally finishing in that order. In the 1,500 c.c. class Toselli (Bugatti) leapt into the lead, followed by Veyron (Maserati). Toselli was a good deal faster than some of the 2-litres, and held third place in the general classification. Veyron was going strong, however, and Leurquin (Amilcar) began to pick up, breaking the lap record in doing so. No trouble developed in any of the cars, and they finished in that order.

RESULTS.

2,000 c.c.

1. Trintignant (Bugatti), 21 min. 27 1/5 secs.
2. Czaikowski (Bugatti), 21 min. 45 secs.
3. Rey (Bugatti), 23 min. 14 secs.

1,500 c.c.

1. Toselli (Bugatti), 22 min. 24 secs.
2. Veyron (Maserati), 23 min. 4 secs.
3. Leurquin (Amilcar), 23 min. 31 secs.

In the unlimited category competitors had to cover 15 laps of the circuit, and with 5 Bugattis pitted against 2 Alfas there was every prospect of a good tussle.

At the end of the first lap Rene Dreyfus (Bugatti) led, followed by Chiron (Bugatti) while a good deal of passing was being done in the field. By the third lap things had settled down somewhat, and we saw that Chiron had passed Dreyfus, who was followed by Benoit (Bugatti), Zehender (Alfa-Romeo), Czaikowski (Bugatti), Sommer (Alfa-Romeo), and Canin (Bugatti). Czaikowski's car was not going well, and soon after he lost his place to Sommer. A lap later, and he joined Morand (Bugatti) and Canin (Bugatti) in retiring.

Chiron continued to lead by some 5 seconds from Dreyfus, but on the 10th lap the latter began to wipe off this lead, and after a terrific scrap passed Chiron on the last lap, winning by 4/5ths second.

RESULTS.

1. Dreyfus (Bugatti 2,300 c.c.), 30 m. 41 1/5 secs.
2. Chiron (Bugatti 2,300 c.c.), 30 m. 42 secs.
3. Benoit (Bugatti 2,300 c.c.), 31 m. 14 secs.
4. Zehender (Alfa-Romeo 2,300 c.c.), 31 m. 15 secs.
5. Sommer (Alfa-Romeo 2,300 c.c)., 31 m. 16 secs.

In the final, only one of the 2-litre cars came to the starting line, namely, the Bugatti driven by Trintignant. There were six starters in all: Chiron, Dreyfus, Benoit and Trintignant on Bugattis, and Sommer and Zehender on Alfa-Romeos.

A sensation was caused on the first lap when it was seen that the favourites, Chiron and Dreyfus, were only lying third and fourth, the first two places being held by Benoit, who is a native of Nice, and Sommer, winner at Le Mans.

The local champion could not hold the fast pace, however, and immediately fell back, so that on the second lap Sommer led, followed by Chiron, Dreyfus and Benoit. Then Sommer overshot a corner, letting Chiron and Dreyfus through to the first two places, but quickly restarting he set off in pursuit, and was soon on their heels.

The speed got faster and faster, first Chiron and then Dreyfus breaking the lap record, the latter's average speed being about 62 m.p.h. Sommer was driving an inspired race, and after his one slip, never made a mistake. Chiron was still a few seconds ahead, and on the final lap Sommer made a supreme effort and succeeded in passing Dreyfus, the cars finishing in that order.

FINAL RESULTS.

1. Chiron (Bugatti 2,300 c.c.), 30 min. 19 3/5 secs.
2. Sommer (Alfa-Romeo 2,300 c.c.), 30 min. 23 secs.
3. Dreyfus (Bugatti 2,300 c.c.), 30 min. 29 secs.
4. Zehender (Alfa-Romeo 2,300 c.c.), 31 min. 14 secs.
5. Trintignant (Bugatti 2,000 c.c.).

The Late Biagio Nazzaro.

MANY of our readers will remember the tragic death of Biagio Nazzaro in the 1922 French Grand Prix, which was held that year on the circuit of Strasbourg. He was making his first appearance in a big race, and it was felt that by his death Italy lost one of her most promising drivers.

The race marked the reappearance of Fiat in the racing world, with a team of three very fast 2-litre cars, and it was at the wheel of one of these that Biagio Nazzaro met his death.

Now, 10 years after, a memorial has been erected at Strasbourg, to commemorate the young Italian, and on July 15th it was formally unveiled in the presence of officials of French and Italian motor clubs.

The veteran Felice Nazzaro, brother of Biagio, and winner of the 1922 race, was present at the ceremony.

Ettore Bugatti Honoured.

OUR readers will join us in tendering our congratulations to M. Ettore Bugatti on his being made an Officier de la Légion d'Honneur.

M. Bugatti deserves the gratitude of all Europe for his courageous sportsmanship in fostering motor-racing. Long may his Molsheim model factory flourish!

Nuvolari wins Coppa Ciano.

SO tortuous is the nature of the Circuit of Montenero, on which was held the race for the Coppa Ciano, that it was considered too dangerous to use a massed start, and the cars were accordingly sent off in threes, with a minute interval between each group.

Achille Varzi was the sole Bugatti representative against an opposition composed primarily of Alfa-Romeos, and for some time he worthily upheld the honour of the Molsheim manufacturer. Starting in the first group, Varzi held his lead well, and for some time the official Alfa-Romeo team (Campari was in the 3rd group, and Nuvolari and Borzacchini were in the

CONTINENTAL NOTES—continued.

4th) did not gain at all on the 2.3-litre Bugatti.

Then it was seen that Nuvolari was gradually gaining on the French car, and soon afterwards he covered a record lap in 13 mins. 42 secs. Borzacchini was not far behind, however, and with Campari driving his usual steady race, the ultimate issue of the event was not difficult to guess.

The winding nature of the course began to tell on the drivers. Premoli (Maserati) overturned, injuring his shoulder,. Finally, Varzi crossed the line first, not having been passed throughout the entire race, but as he had started three minutes before Nuvolari, victory went to the latter as he roared over the finishing line one minute later. Soon after came Borzacchini and Campari, who beat Varzi by the narrow margin of 20 secs.

A race for 1,100 c.c. was also held, and resulted in an easy win for Cerami (Maserati).

60,000 spectators witnessed the race, which was attended by the donor of the Coppa, Signor Ciano, Minister of Communications.

RESULTS :

OVER 1,100 C.C.

1. Nuvolari (Alfa-Romeo 2,650 c.c.), 2 h. 20 min. 53 secs. (Average speed 54 m.p.h.).
2. Borzacchini (Alfa-Romeo 2.650 c.c.), 2 h. 18 min. 45 secs.
3. Campari (Alfa-Romeo 2,650 c.c.), 2 h. 20 min. 38 secs.
4. Varzi (Bugatti 2,300 c.c.).
5. Taruffi (Alfa-Romeo).
6. Ghersi (Alfa-Romeo).
7. Brivio (Alfa-Romeo).
8. d'Ippolito (Alfa-Romeo).
9. Balestrero (O.M.).
10. Castelbarco (Maserati).

UNDER 1,100 C.C.

1. Cerami (Maserati), 2 h. 4 min. 29 secs.
2. Matrullo (Salmson), 2 h. 10 min. 15 secs.
3. Ruggeri (Maserati), 2 h. 11 min. 33 secs.

The Klausen Hill Climb.

Previous Winners.

1922. Nieth (Hispano-Suiza), 21 min. 43 secs.

1923. Rûtzler (Steyr), 20 min. 24.4 secs.

1924. Merz (Mercédes), 18 mins. 48.6 secs.

1925. Massetti (Sunbeam), 17 min. 28.8 secs.

1926. Kessler (Alfa Romeo), 18 min. 42.8 secs.

1927. Rosenberger (Mercédès), 17 min. 17 secs.

1929. Chiron (Bugatti), 16 min. 42.4 secs.

1930. Chiron (Bugatti), 16 min. 24.6 secs.

This year a determined effort was made by the organisers of the Klausen Hill Climb to make the event an outstanding success, an aim which they easily achieved, for no less than 60,000 spectators paid for admission to the mountain, which was completely closed for the day. The charges for admission to the various car parks were rather high, in some cases reaching as much as £2, while to take a car into the enclosed area at all cost about £1 5s., so that the gross receipts of the meeting, which lasted two days, must have been considerable.

The hill itself is tremendous, judging by English standards, and a drive up it amply convinces one of the truth of Von Stuck's remark, when he first saw our Shelsley Walsh, that "it is only a little hill."

21½ kilometres long, the hill rises from 664 to 1,937 metres above sea level, a total rise of 1,273 metres. As early as 4 a.m. cars and motor cycles began to scatter on the hillside, and when we arrived there were already many thousands present.

On the first day, Saturday, bicycles, motor cycles, combination and touring cars vied with each other in roaring up the hill, and it was gratifying to see an Austin Seven and two M.G. Magnas win their respective classes in the hands of Swiss drivers, with climbs of 27 mins. 43.4 secs., and 24 mins. 59.6 secs. Fastest time of the day was made by Scheibler, with a 2.3 Bugatti, who climbed in 19 mins. 40.6 secs., 2 minutes slower than the record held by Caracciola, who in 1927 drove his Mercédès up in 17 mins. 43.8 secs.

On the following day the proceedings opened with the sports cars, an M.G. and Austin being first and second in the 1,100 c.c. class, both driven by Swiss, showing that in the small car field Great Britain is supreme. Alfa Romeo took first place in the 1,500 c.c., 2,000 c.c. and 3,000 c.c. classes, Nuvolari making a lurid climb in 17 mins. 2 secs., to win the 3 litre class. In the 5,000 c.c. class fastest time was made by Strazza on a Lancia Dilambda, in 18 mins. 39.8 secs., beating Donald Healey on his Invicta by 1 min. 10 secs. The latter had the misfortune to crash on a corner, bending his dumb-irons and cross bar, and almost stunning himself. He pluckily continued, and had it not been for this incident might have equalled Strazza's time. Needham, on another Invicta, was 4th, with 20 mins. 18.8 secs., while a climb which evoked much favourable comment was that of Buzio, on one of the new 8 cylinder Fords, who was placed third.

In the Unlimited Class, the inimitable Von Stuck made a rousing climb on a Mercédès Benz in 17 mins. 0.6 secs., thus making fastest time of the sports car classes.

The 1,100 c.c. racing class produced a very interesting little machine called the Monaco, which won the class comfortably from an Amilcar, an Austin and a Maserati. The Monaco is a neat single seater, powered by a Jap 1,000 c.c. V-twin engine, with front wheel drive. The suspension is by two large transverse springs fore and aft, and the whole car seemed a most promising little vehicle.

In the 2 litre class Trintignant proved conclusively his promise as a first class driver by climbing in 17 mins. 35.2 secs., while one of the best performances of the day was put up by Frl. Munz, who piloted a 2.3 Bugatti up the hill in 19 mins. 9.6 secs., beating that experienced driver, Mlle. Hellé-Nice, by 40 seconds.

Then came the 3 litre class, and we looked forward to some real thrills. They were not wanting, for everyone of the nine drivers beat 18 mins. for the hill. By far the best was Rudolf Caracciola, at the wheel of a "Monoposto" Alfa Romeo, who smashed the record for the hill (16 min. 24.6 secs. by Chiron in 1930) with ease, recording the amazingly fast time of 15 mins. 50 secs. Second place was taken by Stüber (Bugatti) in 16 mins. 53 secs. And the handful of British spectators present were all highly delighted when we heard that Earl Howe, Britain's sole representative in this class, was third, with a climb in 17 mins. 21.8 secs. Earl Howe handled his Bugatti with great mastery, and from where we stood, seemed to cross the finishing line as fast, if not faster than the winners.

Finally Chiron won the unlimited class on a 4.9 Bugatti with a time of 16 mins. 27.8 secs., closely followed by Varzi.

As the great crowd drove slowly down the hill, clouds of white dust rose from the rough road, coating cars and spectators in a mantle of white.

The good record of the meeting was marred by a fatal accident to a motor-cyclist named Mazzapicchi, who struck the wall in a tunnel just after the start. The organisation was good, but there were rather long waits between climbs, except on one occasion when a Bugatti caught up a slower car of the same make, and passed it before the finish, thereby providing a little light relief to the proceedings.

RESULTS.

			mins.	secs.
TOURING.				
1,100 c.c.	1. Biggler (Austin)	...	27	43.4
	2. Meyer (Renault)	...	31	15.4
	3. Brand (D.K.W.)	...	33	18.8
1,500 c.c.	1. Regazzi (M.G.)	...	24	59.6
	2. Maag (M.G.)	...	25	42.2
2,000 c.c.	1. Tadini (Alfa-Romeo)		23	10
3,000 c.c.	1. Scheibler (Bugatti)		19	50.6
	2. Julienne (Voisin)	...	20	2.4
	3. Nothomb (De Soto)		23	37.8
5,000 c.c.	1. Blattner (Ford)	...	21	17.8
	2. Malugani (Ford)	...	21	45
Over 5,000 c.c.	1. Kuderli (Chrysler)		20	27.4
SPORTS.				
1,100 c.c.	1. Ruesch (M.G.)	...	20	24
	2. Zahnd (Austin)	...	23	1.8
1,500 c.c.	1. Durio (Alfa Romeo)		19	4.6
	2. Della (Alfa-Romeo)		20	19.4
2,000 c.c.	1. Battaglia (Alfa Romeo)		18	14.6
	2. Villars (Alfa Romeo)		18	35.6
	3. Cobianchi (Alfa Romeo)		19	22.2
3,000 c.c.	1. Nuvolari (Alfa Romeo)		17	0.2
	2. Jellen (Bugatti)	...	17	26.8
	3. Karrer (Bugatti)	...	17	35.4
5,000 c.c.	1. Strazza (Lancia)	...	18	39.8
	2. Healey (Invicta)	...	19	49.8
	3. Buzio (Ford)	...	20	6.4
Over 5,000 c.c.				
	1. Stuck (Mercédes)	...	17	0.6
	2. Kuderli (Chrysler)	...	19	37
RACING.				
1,100 c.c.	1. Aymini (Monaco)	...	18	39.4
	2. Steinweg (Amilcar)		18	58.8
	3. Markiewicz (Austin)		21	52.2
1,500 c.c.	1. Simons (Bugatti)	...	17	53.6
	2. Tauber (Alfa Romeo)		18	33.8
	3. Zigrand (Bugatti)	...	21	23.2
2,000 c.c.	1. Trintignant (Bugatti)		17	35.2
	2. Ralph (Bugatti)	...	18	9.8
	3. Strittmatter (Bugatti)		18	20.4
3,000 c.c.	1. Caracciola (Alfa Romeo)		15	50
	2. Stuber (Bugatti)	...	16	53
	3. Earl Howe (Bugatti)		17	21.8
Over 3,000 c.c.	1. Chiron (Bugatti)		16	27.8
	2. Varzi (Bugatti)	...	16	45.4
	3. Texidor (Alfa Romeo)		21	50.4

CONTINENTAL NOTES—continued.

THE GRAND PRIX DU COMMINGES.

ZEHENDER (ALFA ROMEO) WINS KEENLY CONTESTED RACE OVER PICTURESQUE CIRCUIT AT THE FOOT OF THE PYRENEES.

A WINDING, narrow road running beside the river Garonne, at the foot of a deep valley, followed by a long straight "leg" of 8 miles, with "tribunes" built on the side of a hill, facing the majestic chain of the Pyrenees, form the picturesque setting of the Grand Prix du Comminges.

This race has steadily added to its reputation as one of the most important events in France, and this year, with an entry of 20 Bugattis, 6 Alfa Romeos, 4 Maseratis, 4 Salmsons, 2 Rallys, 1 Amilcar, and 1 Courbin, in the hands of such drivers as Lehoux, Gaupillat, Sommer, Wimille, Zehender, Dreyfus, Etancelin and Williams, there seemed every prospect of one of the finest races ever seen on the Circuit de Saint-Gaudens.

The circuit measures 26 kilometres, 300 metres, and with its combination of the long straight, where high speeds can be attained, and the sinuous winding of a great part of the course, demands a great amount of versatility from both cars and drivers alike.

The start took place with all the air of excitement and suspense which is so characteristic of a Continental road race, and a huge crowd lined the whole 26 kilometres of the course. When the cars were lined up in rows of three, and the starter had raised his flag, the stands were chock full of a cheering mass of people, whose shouts were drowned as the cars shot forward with a terrific roar. Indeed, the massed start of the 36 cars in the Grand Prix du Comminges was one of the most impressive sights we have ever seen.

Eleven minutes later the cars appeared at the end of the first lap, and as the solid pack drew nearer we saw that Williams (Bugatti) led, followed closely by Lehoux (Bugatti), Zehender (Alfa Romeo), Wimille (Alfa Romeo), Sommer (Alfa Romeo), Etancelin (Alfa Romeo), and Benoit (Bugatti). Bugatti 1st and 2nd, Alfa Romeo 3rd and 4th—every prospect of a terrific struggle!

Sensations quickly developed, for on the second lap Williams failed to appear, and after a few minutes' anxiety we learnt that he had retired on the far side of the course with petrol feed trouble. The, Bugatti hopes were quickly revived, however, for Lehoux stepped into the lead, closely followed by Rene Dreyfus, who by dint of magnificent driving had picked up many places on the 2nd lap.

In the 2,000 c.c. class the lead was comfortably held by Count Czaikowski whose special double-camshaft Bugatti, carefully prepared for the race by the veteran driver, Friederich, was travelling splendidly. Lormand was lying second, while Dourel (Amilcar) was just in front of Veyron (Maserati) in the 1,100 c.c. class.

Dreyfus was not content with 2nd place, for on the next lap he broke the record for the course with a lap in 10m. 49 secs., taking the lead from Lehoux, and from there on a great duel developed between the two Bugattisti, while an internecine warfare was being waged in the Alfa Romeo camp between Wimille and Zehender. Then Lehoux was delayed with tyre trouble, and fell back to 6th place, but Dreyfus continued with unabated verve, lowering the record still further to 10 min. 38 secs., following this up with a lap in 10 mins., 35 secs.

The order at this point (7 laps) was: 1, Dreyfus; 2, Wimille; 3, Zehender; 4, Gaupillat (Bugatti); 5, Etancelin (Alfa Romeo; 6, Sommer (Alfa Romeo).

Soon after, Gaupillat and Etancelin retired, while Sommer hit a wall at Huos but was able to continue. Lehoux was driving like one possessed in order to wipe off the delay caused by his tyre trouble, and actually covered a lap in 10 mins. 29 secs., a record which remained unbeaten for the rest of the race.

And so the order remained unchanged until the very last lap, when there occurred a series of incidents which altered the whole aspect of the race. Dreyfus had appeared to have the race in his pocket, but it was not to be, and the cause of his downfall was a slight shower of rain. But let us recount these misfortunes in their chronological order. First of all Felix got into a skid on the wet road just before the stands, and finished up in the ditch at the side of the road. Happily, he was not injured seriously, although he was unable to get out of his Alfa Romeo without assistance.

Immediately afterwards, Dreyfus appeared, and to our horror developed a series of terrifying skids on the same spot. For a moment we thought he was going to regain control, but with a sickening lurch the Bugatti crashed into a tree, which it felled, leapt into the air, and turned over, throwing Dreyfus out into the road. When he was picked up Dreyfus was found to be covered with blood, and it was feared that he was seriously injured. To everyone's great relief, however, on being taken to the first-aid post he was found to be suffering only from superficial cuts and bruises. In one respect it was lucky that the car struck the tree, for otherwise it might have dashed into the crowd.

But the race was not yet over. Wimille (Alfa Romeo) was now leading, on the last lap, but adding sensation to sensation, he overturned at the foot of the Côte de Valentine, without injuring himself in the least, but losing the lead to Zehender, who came home the winner of a most exciting race.

In the 2-litre class Count Czaikowski was never headed, finishing 11 minutes ahead of Lormand (Bugatti).

Veyron, driving his usual consistent race, finished first in the 1,500 c.c. class, 6 minutes ahead of Dourel (Amilcar).

RESULTS.

OVER 2,000 C.C., 16 LAPS.

1, Zehender (Alfa Romeo 2,300 c.c.), 3h. 2m. 21s.; 2, Lehoux (Bugatti 2,300 c.c.), 3h. 5m. 46s.; 3, Sommer (Alfa Romeo 2,300 c.c.), 3h. 13m. 30s.; 4, Benoit (Bugatti 2,300 c.c.); 5, De Maleplane (Maserati 2,800 c.c.).

2,000 C.C., 14 LAPS.

1, Czaikowski (Bugatti), 2h. 52m. 36s.; 2, Lormand (Bugatti), 3h. 9m. 25s.; 3, Vernet (Bugatti), 3h. 44m. 6s.

1,500 C.C., 12 LAPS.

1, Veyron (Maserati 1,500 c.c.), 2h. 35m. 15 3/5s.; 2; Dourel (Amilcar 1,100 c.c.), 2h. 41m. 40s.; 3, Antonio (Maserati 1,500 c.c.), 2h. 44m. 9s.; 4, Guilbaut (Bugatti 1,500 c.c.), 2h. 45m. 33s.

GRAND PRIX de la BAULE.

FOR some years now the Grand Prix de la Baule has attracted considerable attention among French motorists, but only once has it been won by an Englishman, in 1927, when G. E. T. Eyston was victorious at the wheel of a Bugatti.

The race is similar to the Southport 100 Mile Race, and is run off over a 6 kilometre circuit on the sands at the French sea resort of La Baule. The distance to be run was 300 kilometres, divided into two stages, held on August 16th and 17th.

This year there were 35 entries, ranging in size from Stoffel's 8-litre Mercédès to Desbois' Rosengart of 750 c.c. Interesting entries were a 6½-litre Montier Special, with two engines mounted in tandem, Williams at the wheel of a 4.9 Bugatti, Etancelin, Wimille and Zehender on 2.3 Alfas, and Guerin on one of the old 2-litre Guyot Specials.

PREVIOUS WINNERS.

1924. M. Benoist (E.H.P.), 98 k.p.h.
1925. Bejot (Bugatti), 111 k.p.h.
1926. Wagner (Delage), 123 k.p.h.
1927. Eyston (Bugatti), 119 k.p.h.
1928. Blacque-Bélair (Bugatti), 124 k.p.h.
1929. Etancelin (Bugatti), 125 k.p.h.
1931. Williams (Bugatti), 143 k.p.h.

As it turned out, a violent storm swept over La Baule on the first day, inundating the sands, so that the organisers wisely decided to cancel the day's racing and add the prize money to that for the following day's sport.

Luckily, the 17th was a fine day, and before an immense crowd Maurice Benoist, winner of the race in 1924, gave the signal to start.

From the first it was apparent that Williams, with the only 4.9 Bugatti in the race, was going to take a lot of beating, and at the end of the first lap led from Lehoux, Fourny, Bouriat, all on Bugattis, and Etancelin (Alfa Romeo). Lehoux had a spot of trouble, and dropped back to 4th place, and on the 6th lap retired.

Continued on page 522

CONTINENTAL NOTES—continued.

Passing was difficult owing to showers of sand and spray sent up by the back wheels of cars in front, and in this way, of course, Williams scored over his rivals. Bouriat pushed ahead of Fourny, and began to chase Williams, but although he gained considerably on the corners, the superior acceleration of the 4.9 car kept Williams comfortably in the lead.

Etancelin retired with gear-box trouble, and Fourny began to drop back, letting Benoit (Bugatti) and De Maleplane (Maserati) up into 3rd and 4th places.

Only mechanical trouble could stop Williams now, but his 4.9 Bugatti continued to lap with amazing regularity at about 144 k.p.h., once going up to 147 k.p.h., a new record for the course. The flag was waved once more, and Williams came home a winner, 2½ minutes ahead of Bouriat (Bugatti), who in turn led Benoit (Bugatti) by 2 minutes. The first Alfa Romeo to finish was that driven by Mme. Siko, who drove a very good race to finish 7th, breaking the Ladies' record set up in 1931 by Mlle. Hellé-Nice.

RESULTS.

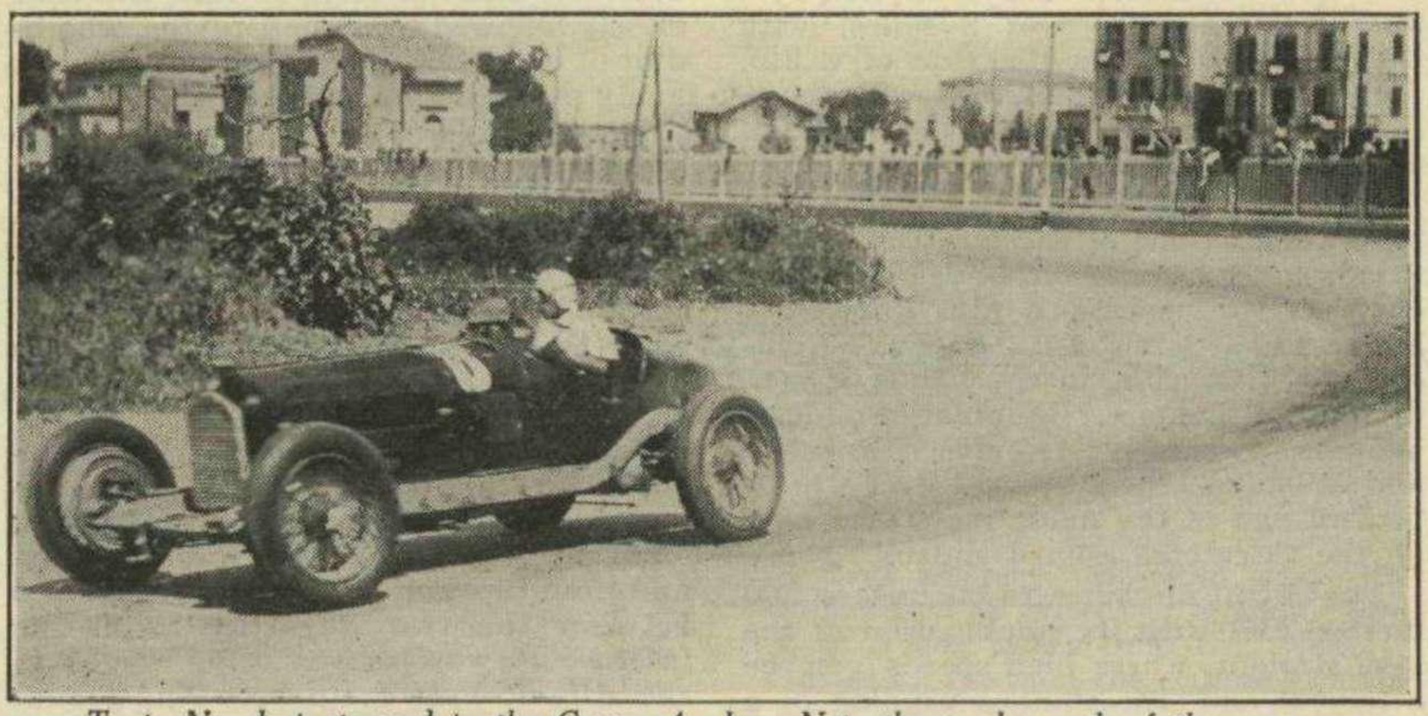
1. Williams (Bugatti 4,900 c.c.), 1h. 1m. 57s. Averaging 145 km. 270.
2. C. Bouriat (Bugatti 2,300 c.c.), 1h. 3m. 25s.
3. F. Benoit (Bugatti 2,300 c.c.), 1h. 5m. 15 2/5s.
4. J. de Maleplane (Maserati 2,800 c.c.), 1h. 5m. 45 3/5s.
5. Ducouret (Bugatti 2,300 c.c.), 1h. 13m. 30 3/5s.
6. F. Montier (Montier Special 6,450 c.c.), 1h. 14m. 26 2/5s.
7. Mme. Siko (Alfa Romeo 1,750 c.c.), 1h. 23m. 1 4/5s.

The Coppa Acerbo.

An unlooked for excitement was included this year in the race for the Coppa Acerbo by some enterprising burglar lifting the valuable Coppa itself a few days before the race. This little incident did not deter the participants, however, and a fierce struggle over a course of 306 kilometres resulted in a win for the invincible Nuvolari, who averaged 139 k.p.h. on his "Monoposto" Alfa Romeo. Only 14 seconds behind came Caracciola, on a similar car, and he was 2 minutes ahead of the third man, Chiron.

For the first time, an Englishman took part in the race, Earl Howe driving his 1½-litre Delage. As there were only two classes, unlimited and 1,100 c.c., the Delage had to compete against considerably heavier metal, but in spite of this it was the first 1½-litre car to cross the line.

The course is the usual triangular shape, with one mountainous stretch and two very fast "legs," on which Earl Howe informs us he was able to use 5th gear on the Delage.



Tazio Nuvolari at speed in the Coppa Acerbo. Note the regular path of the cars.

RESULTS.

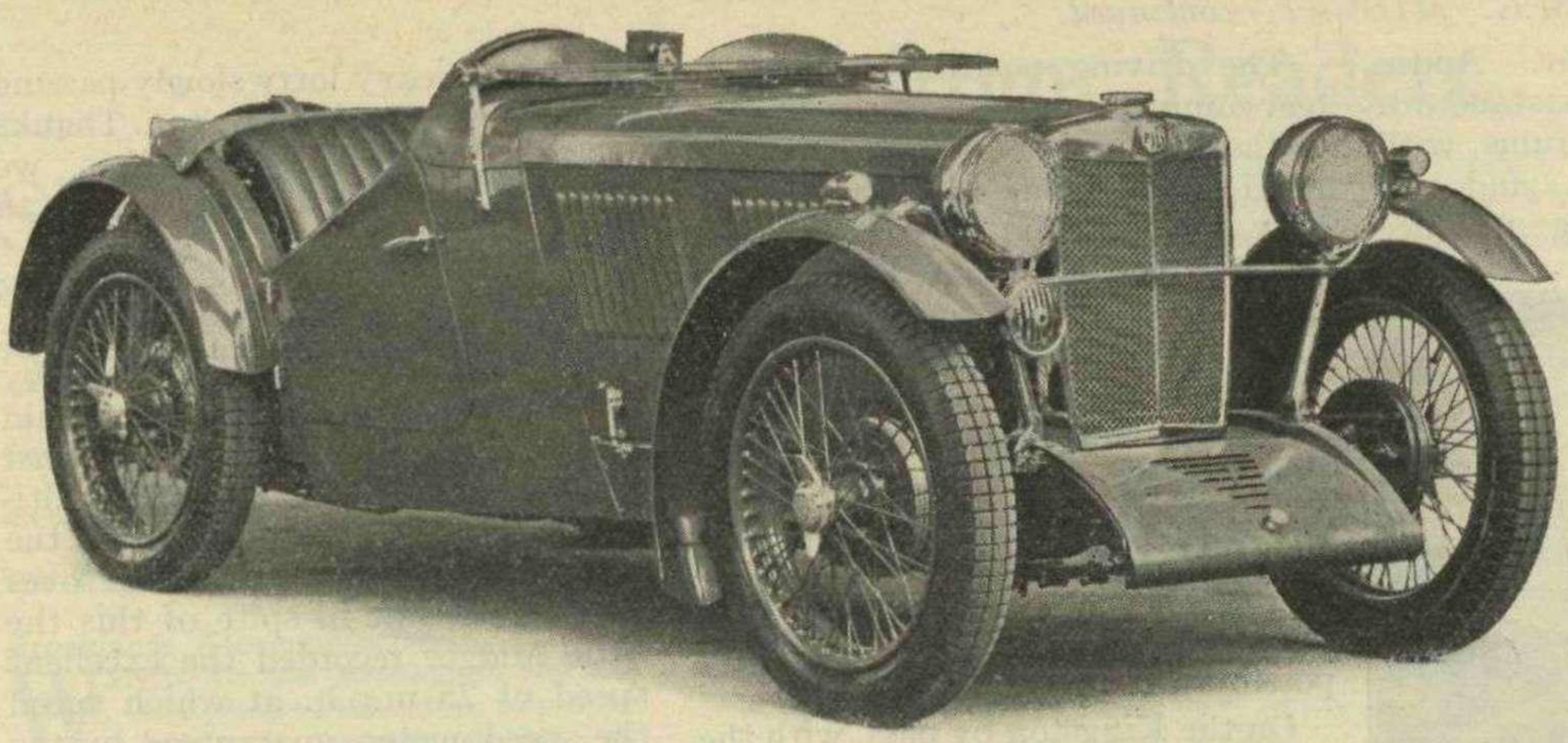
UNLIMITED.

1. T. Nuvolari (Alfa Romeo 2,650 c.c.), 2h. 11m. 18 3/5s.
2. R. Caracciola (Alfa Romeo 2,650 c.c.), 2h. 11m. 33s.
3. L. Chiron (Bugatti), 2h. 13m. 13 2/5s.
4. Brivio (Alfa Romeo). 5. Fagioli (Maserati).

1,100 c.c.

1. Scaron (Amilcar), 51m. 11s.
2. Chambost (Salmson).
3. Matruelo (Maserati). 4. Pérarrin (Maserati).

TRY
THE
80 M.P.H. MG MIDGET
AT
JARVIS
OF WIMBLEDON



FULL DESCRIPTION AND ROAD TEST OF THE NEW 850 c.c. TWO SEATER, WHICH SELLS AT £199 : 10 : 0.

A NEW 80 M.P.H. M.G. MIDGET

PROBABLY the most remarkable progress in automobile practice in recent years has been in the small car field, and to this development a considerable contribution has been made by the M.G. concern. Taking full advantage of the lessons to be learnt from competitions, they have continually entered their cars in races of every description, both at home and abroad, using the data obtained in this way to bring their models to an ever increasing pitch of efficiency.

Now they have surpassed their previous efforts by producing a new M.G. Midget, with an engine capacity of 850 c.c., which, unsupercharged, is capable of a genuine 80 m.p.h.

We recently accepted the kind invitation of the M.G. concern to put the car through its paces for the benefit of our readers, but before going on to an account of our experiences on the road, let us consider the mechanical aspects of this remarkable little machine.

The principal alteration in the engine is the new cylinder head, having the inlet ports on the offside, and the exhaust, with four separate ports, on the nearside. The great advantage of this new design is that the gases have a straight through passage, enabling them to be drawn into and expelled from the combustion chamber with the minimum of delay. Mixture is supplied by two S.U. horizontal carburettors.

The stiff crankshaft, as before, is carried in a ball-race at the front end, and a large white metal bearing at the rear. The connecting rods are steel, and the pistons are made of aluminium, with three rings. The ribbed sump, cunningly shaped to offer the maximum cooling area, is made of Elektron, and holds approximately one gallon of oil. Lubrication is, of course, pressure throughout by a geared pump.

Another improvement lies in the new water manifold, which, in conjunction with bigger water passages, considerably improves the cooling of the head, an important point in an engine capable of a very high speed.

The overhead valves are operated by the usual M.G. overhead camshaft, driven by a vertical shaft, around which is incorporated the dynamo. Although the cylinder head is of different design it has not affected the position of the plugs, which, however, are of 14 mm. diameter instead of the usual 18 mm. pattern. Ignition is by a 12 volt. Rotax coil and battery system, and the distributor is driven from the timing gear.

A single plate dry clutch is used, and a great improvement has been made in the fitting of a 4-speed gear box, giving the following ratios, 1st, 19.2 to 1; 2nd, 11.5 to 1; 3rd, 7.32 to 1; top, 5.37 to 1. Third and top are of the constant mesh twin-top type, while the gear change is by remote control with a short stiff lever situated right beside the driver.

A Hardy-Spicer propellor shaft, with metal universal joints takes the drive to the normal three-quarter floating type back axle.

The chassis is a very rigid piece of work, with tubular cross members, while the side members pass under the rear axle, but are upswept over the front axle. It is interesting to note that the loading line of the chassis is only 11 inches from the ground, thereby ensuring extraordinarily good road holding qualities. The springs are flat underslung semi-elliptics, swivelling at the front ends, and mounted in phosphor-

The M.G. Midget Range.

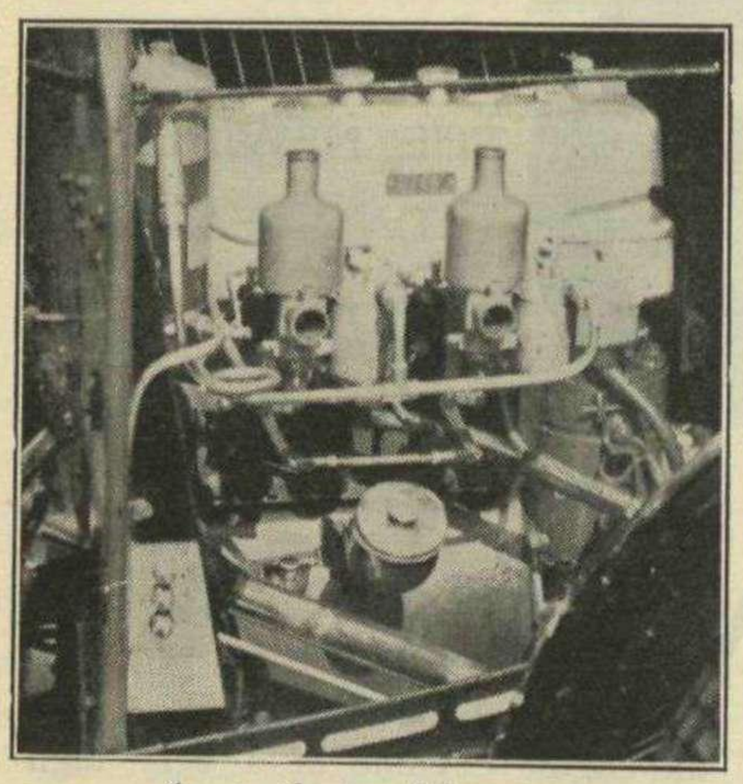
J.1 Model.	*4 cyl., 57 x 83 m.m., capacity 847 c.c., 2-seater body, disappearing hood, exterior rear petrol tank. Chassis price £175. Complete car £199 10s.*
J.2 Model.	*Engine as above. Four-seater body. Chassis price as J.1. Complete car £220.*
J Model.	*Engine as above. Saloonette body. Chassis price as J.1. Complete car £255.*
J.3 Model.	*4-cyl., 57 x 75 m.m. Capacity 746 c.c. Suitable for moderate supercharging with Powerplus blower, geared down.*
J.4 Model.	*4-cyl., 57 x 75 m.m. Capacity 746 c.c. Specially produced for racing and competition and supplied with No. 8 or 9 Powerplus Blower.*

On all models the tax is £8, wheelbase 7′ 2″, track 3′ 6″.

A NEW 80 M.P.H. M.G. MIDGET—continued.

bronze slides at the rear. Andre shock absorbers are fitted as standard.

The brakes have 9in. drums, with aluminium cooling ribs, and are cable operated. Racing practice



A near side view of the engine.

is again apparent in the unusual hand-brake ratchet, which only works when the button at the top of the lever is depressed. A main, as well as individual, adjustment is provided, while the chafing of cables is eliminated by a special provision of greasing within their casings.

Steering is of the Marles type, and a large rear petrol tank, holding 12 gallons, from which the fuel is delivered by an electric pump, completes the specification.

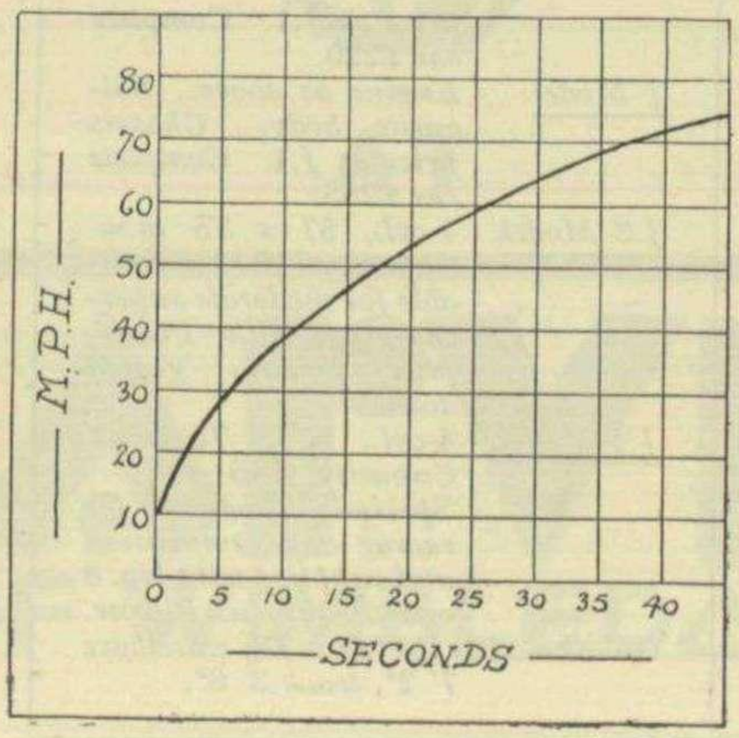
When we took over the car from the luxurious showrooms of University Motors Ltd., the London Distributors of M.G. cars, we were immediately struck by the genuinely racing appearance of this new Midget. The car is really low, and beautifully proportioned, and possesses that sturdy, workmanlike appearance which can only result from actual participation in racing events. Wire grilles over the headlamps, a folding windscreen, a combined speedometer and rev. counter, two raised fairings above the dash for driver and passenger, racing type Rudge-Whitworth wheels, a really practicable disappearing hood, the exterior rear tank, with a quick-acting filler cap, and a strong spare wheel mounting behind the tank are all details which in the case of the new Midget are not merely ornaments. Incidentally, there is ample room for luggage in the rear compartment, and we noticed the useful feature of the tool kit being strapped securely to the floor.

The driving position makes one feel completely at home, the placing of the steering wheel, gear lever and hand brake being ideal, while our only criticism was that the ignition lever, which is mounted some way down the steering column, might with advantage be placed on the steering wheel boss.

Leaving Town for Brooklands, we were greatly impressed by the liveliness of the wonderful little engine. This, coupled with the small overall size of the car, and light steering, make the new Midget the fastest possible car in traffic.

On the Kingston by pass, with the windscreen folded flat, we settled down to an easy cruising speed of 60 m.p.h., at which speed the car conveyed the feel of working well within its capacity. After a check at a cross-roads, we found the acceleration of the car all that could be desired, the engine displaying an almost uncanny willingness to rev. up to an unlimited maximum. Actually, we reached 5,800 r.p.m. on several occasions, while 60 m.p.h. can be reached with ease on third gear. Second gear we found to be rather low, necessitating a distinct pause on the change up, but we are informed that on production models this ratio will be raised.

Beyond Esher the winding road gave us plenty of opportunities of testing the cornering qualities of the car, and no matter how fast we took the Midget round sharp corners and fast bends, the driver maintained a sense of complete security. On one occasion this procedure provided us with a vital proof of the efficiency of the brakes, for we were suddenly confronted with the spectacle of a



The acceleration curve of the M.G. Midget.

large and heavy lorry slowly passing an equally large farm wagon. Thanks to the powerful M.G. brakes, we need only say that we are alive to tell the tale.

And so to the Track, where we proceeded to put in a few laps at high speed. We were informed by some attendants that there would be a strong headwind blowing against us down the Railway Straight, mitigating our chances of attaining the ultimate maximum of the car over the ½ mile, but in spite of this the little Midget recorded the excellent speed of 75 m.p.h. at which speed the speedometer, guaranteed by the makers to have not more than a 2% error, gave a reading of 74 m.p.h. Continuing under the lee of



This illustration shows the neat combined speedometer and rev. counter and the remote control gear lever.

the Byfleet Banking, the car gained speed, going up to 80 on every lap, a speed which we also attained on the road on our journey back to Town.

Altogether, the new M.G. Midget is a fascinating little car, of infinite possibilities, being genuinely fast but at the same time tractable and quiet in traffic. The comfort provided is that only usually found in cars of much greater overall dimensions, and at the selling price of £199 10s. should prove a complete success.

It is a comforting thought in these critical days to feel that so long as British manufacturers can turn out such cars as this new Midget, we have nothing to fear from competition from the rest of the world.

80 m.p.h. in comfort for under £200 is motoring history indeed!

Letters from Readers.

SIR,—We noticed with interest, the remarks about the McEvoy Special Morris Minor driven at Shelsley Walsh.

We would point out, however, that the Supercharger fitted was not a Powerplus as described, but a Zoller unit supplied by Mr. L. Pomeroy, Jnr. of Forced Induction, Ltd.

We should be very glad if you could mention this in your next issue.

M. A. McEVOY.

5th August, 1932.

Brooklands Accommodation.

WHEN are the Brooklands authorities going to take steps to provide adequate accommodation for spectators? On August Bank Holiday one glaring deficiency was brought out when the rain storm swept over the Track. The unfortunate people in the Paddock are not provided with any cover whatsoever—with the exception of the tea-room—and consequently they were forced to take shelter as best they could in the stalls which were already fully occupied by the racing cars and their drivers and friends. Fortunately, the owners of the various filling stations and depots in the Paddock gave the spectators the run of their premises.

Of the spectators who lined the Finishing Straight those who ran to the Fork grandstand found that all available shelter had already been claimed by the occupants of the top of the stand, while those who decided to make a dash for the stands at the top of the hill were soaked through before they had toiled wearily up the steep, slippery hill.

Another point. Isn't it about time some sort of stand, or even a series of ramps, was erected at the Fork on the Paddock side. Such a crowd collects now at this excellent spot that unless one gets there a whole race before the mountain event is due to be run, one has to be content with a place in the second or third rows. Also, is it too much to expect that an attendant is sent down there to keep inconsiderate people from running their cars right up to the fence?

Long Sufferer.

Carshalton.

An Appreciation.

SIR,—For some time I have noticed the wonderful strides MOTOR SPORT has been making, each issue being better than the last, and after reading your August number I feel I must congratulate you on the excellence of your magazine.

To me, MOTOR SPORT represents a complete history of motor racing, and I have on my book shelves every volume since it first started life as "The Brooklands Gazette." In particular, your extraordinarily complete accounts of Continental events are of great interest to those who take a scientific interest in motor racing. I have never read a finer report of a motor race than your account of the French Grand Prix in the August number. I personally cannot afford to go abroad to see races, but I feel just as though I have actually witnessed the 1932 French Grand Prix, and that I know every inch of the course.

Another reason why MOTOR SPORT appeals to me is that your photographs are always so clear, and taken from original view points. Those illustrating the French Grand Prix were wonderful, especially the one of Nuvolari, with his wheels pointing straight at the camera.

I am glad to see that "Sideslips" is now a regular feature—his reminiscences and anecdotes are delightful.

A criticism. MOTOR SPORT is so seldom inaccurate that I cannot resist the temptation to point out the wording under the photograph of Mrs. Wisdom at Shelsley Walsh, on page 465. The photograph depicts an M.G. Midget, but the wording says Frazer-Nash!

N. P. TOMLINSON.

Newcastle-on-Tyne.

[We stand corrected. The car driven by Mrs. Wisdom in the photograph referred to was an M.G. Midget. We thank the writers of the many letters we have received for pointing out this error to us.—ED.]

BUY

THE

80 M.P.H. MG MIDGET

FROM

JARVIS

OF WIMBLEDON

HORNET IMPROVEMENTS FOR 1933.

Cylinder Liners, Enlarged Back Axle, New Type Clutch and alteration in Rear Track size among refinements developed by experience in competitions.

THOSE who have had experience of that delightful little car, the Hornet Special, will not be surprised to hear that Wolseley Motors have not introduced an entirely new sports model for 1933. Instead, they have confined themselves to making detailed improvements to the Hornet Special Chassis—gilding the lily as that may seem.

Our readers will remember that the Hornet Special Chassis was produced in May last with a view to adding various qualities essential to a sports car to the already lively normal Hornet Chassis, such as improved brakes and road holding, increased power and better lubrication.

Now, after some four months of intensive experience in trials and competitions, culminating in the magnificent victory of the *marque* in the Relay Grand Prix at Brooklands, when a team of three E.W. Hornet Specials averaged 82.68 m.p.h., certain minor refinements are to be included in the car's specification for 1933.

To begin with, centri-cast hardened cylinder liners are fitted to the cylinders, and with the addition of a special scraper ring below the gudgeon pin of the dome-top pistons, should prevent wear and ensure minimum oil consumption.

Brief Specification.

Engine: 6 *cylinder*, 57 x 83 *mm. bore and stroke, capacity* 1,271 *c.c. Tax* £12. 2 *S.U. carburettors, battery and coil ignition.*

Clutch: Single plate.

Gearbox: 4 *speeds, central change. Ratios,* 17.5, 10.5, 6.64, 4.89. *Reverse* 17.5.

Suspension: Semi-elliptic front and rear, hydraulic shock absorbers.

Brakes: Lockheed hydraulic type, with 12 *inch drums.*

Steering: Worm and wheel.

Dimensions: Wheelbase 7′ 6½″. *Track* 3′ 9″. *Overall chassis length* 10′ 9½″, *overall chassis width* 4′ 6″, *road clearance* 6¼″, *turning circle* 39″, *chassis weight* 10 *cwts. Tyre size* 27″ x 4.75″. *Tank capacity* 5 *gallons.*

The clutch is of a new single plate type, with flexible centre and cushioned discs, providing a perfectly smooth action.

The gear box is of the same design as previously, giving four forward ratios with double helical constant mesh and third speed gears, but the whole unit has been strengthened, and roller bearings fitted to the lay shaft.

Following racing practice the accelerator pedal is now of the organ pedal type and has been moved to the outside, instead of between the clutch and brake pedals. Another small refinement is in the improved spring-spoke steering wheel.

The back axle has been generally enlarged, the crown wheel, pinion, and all bearings being of a more robust construction—a wise move in view of the really remarkable power given off by the 6 cylinder engine.

As far as the chassis is concerned, the greatest alteration lies in the widening of the rear track to 3ft. 9in., so that on the 1933 model the front and rear track will be the same. The front springs have been slightly modified, thereby improving the already excellent steering qualities of the car.

Finally the wheels are alternatively of the Dunlop Magna or centre lock type, with 27in. x 4.75in. Dunlop tyres. The price is £175.

1933 COACHWORK FOR THE HORNET SPECIAL CHASSIS.

E.W.
Eustace Watkins, Ltd., 12, Berkeley Street, London, W.1.

THE well known range of E.W. bodies mounted on the Hornet Special chassis will remain much the same for 1933.

First of all, there is the "Daytona" Special 2/3 seater, the chief alterations to which are a less sloping bonnet and scuttle, which will give a rather more sporting line; a wider and deeper petrol tank, which slightly modifies the shape of the back of the body; the instrument board is made to conform to the shape of the two cowls over the scuttle; and a choice of two types of wings, either the close-up cycle kind, which were standard on 1932 models, or a new and very attractive type of long flared, helmet wings.

Then there is a new model, the four-seater sports saloon, which is a very pretty fully panelled body, capable of carrying four adults in comfort. Two wide doors are fitted, and the quarter lights provide good vision for the rear passengers. A clever feature of this body is a new type of single panel windscreen, which can be wound open with one hand, and is self-locking. Flared wings, similar to those on the new "Daytona," and a sliding roof are standard fittings.

The "E.W." International 2/4 seater remains the same as last year. It will be remembered that this model has cut-away doors and a folding windscreen. For an extra £5, a longer body can be supplied, giving a greater degree of comfort in the back seats.

The "E.W." range is completed by the two popular coupés, the "Silex," a 2/4 seater job, with a sliding roof, and the "Ariel-Tickford," which has a 2/4 seater folding head body, of the well-known "Tickford" pattern.

PRICES:

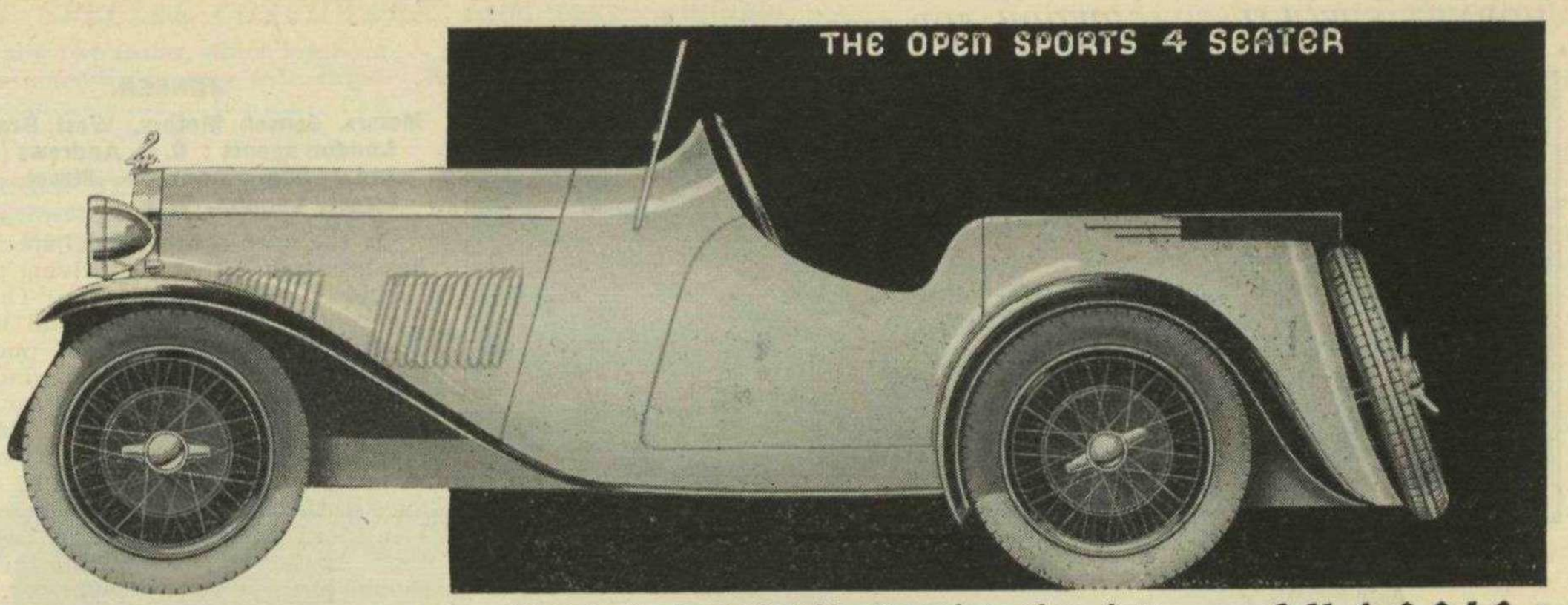
"Daytona" 2/3 seater, £275.
Four-seater Sports Saloon, £295.
"E.W." International 2/4 seater from £250 to £270.
"Silex" 2/4 seater coupé, £280.
"Ariel-Tickford" coupé, £285.

JARVIS.
Jarvis & Sons, Ltd., Victoria Crescent, Wimbledon, S.W.19.

The sports model built by this well known Wimbledon firm of motor agents and coachbuilders is a very comfortable two seater, with lines of a four seater, but the rear compartment is only intended for luggage.

The car is extraordinary attractive in appearance, which is no doubt accounted for by the body being carried well within the wheel-base of the car. The mudguards are gracefully flared, and with a large rear petrol tank and rear spare wheel mounting the car looks a real thoroughbred.

The door is cut away, and brought forward into the scuttle for easy entry and exit, and an ordinary outside hood is fitted. A prettier car we have seldom seen—and the price is £265.



now! A FULL 4 SEATER BODY ON THE HORNET SPECIAL

There's no uncomfortable squeezing when four people take a run in a Hardy-Hornet. It's the roomiest sports body ever designed for this wonderful little chassis; yet it's as smart and rakish as—well, look at it! Ask your local Wolseley dealer about Hardy Coachwork. Or drop us a line, and we will tell you how you can see a "Hardy-Hornet."

OPEN SPORTS 4-SEATER

8-gallon Petrol Tank; all rigid side curtains; stone-guards to headlamps, two-way folding screen; 18" flexible steering wheel; streamline scuttle; fish tail exhaust; Tandem electric screen wiper; Rudge racing wheels, ventilators in scuttle; Tonneau and hood covers; adjustable seats; pneumatic upholstery. Choice of colours.

4-SEATER SPORTS SALOON

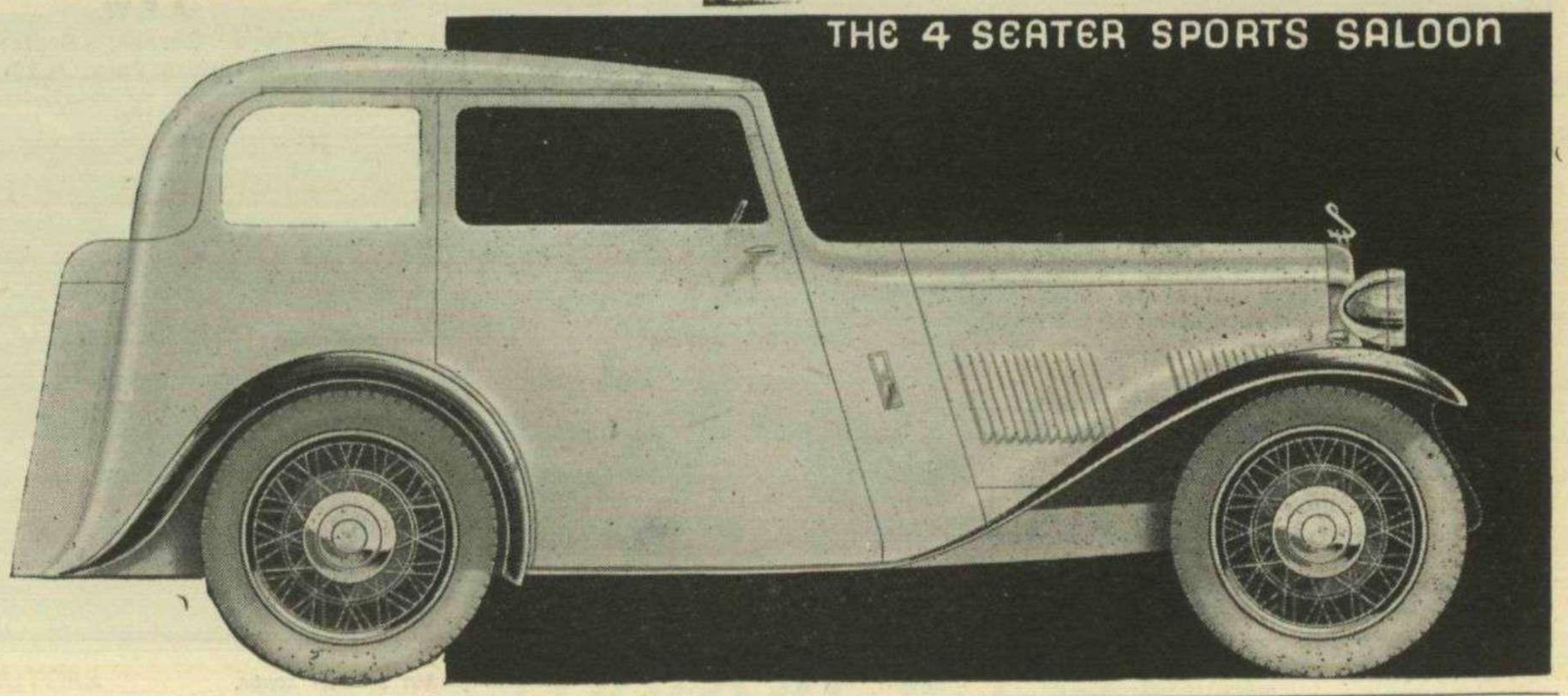
Four windows, all winding; sliding sunshine roof; ventilation in scuttle; 8-gallon Petrol Tank; interior Roof Light; rear blind; Tandem Electric Screen Wiper; tools accessible under bonnet; full interior equipment; upholstered in leather with pneumatic cushions; locks to doors; adjustable front seats; safety glass all round, etc. Choice of colours.

CHASSIS:
Twin Carburetters. Lockheed hydraulic brakes on 12 in. drums. Remote control 4-speed gearbox (silent 3rd). Oil cooling. Crab track for road holding. 10 in. head lamps. Large dial rev. counter and speedometer, etc., etc. (Tax £12).

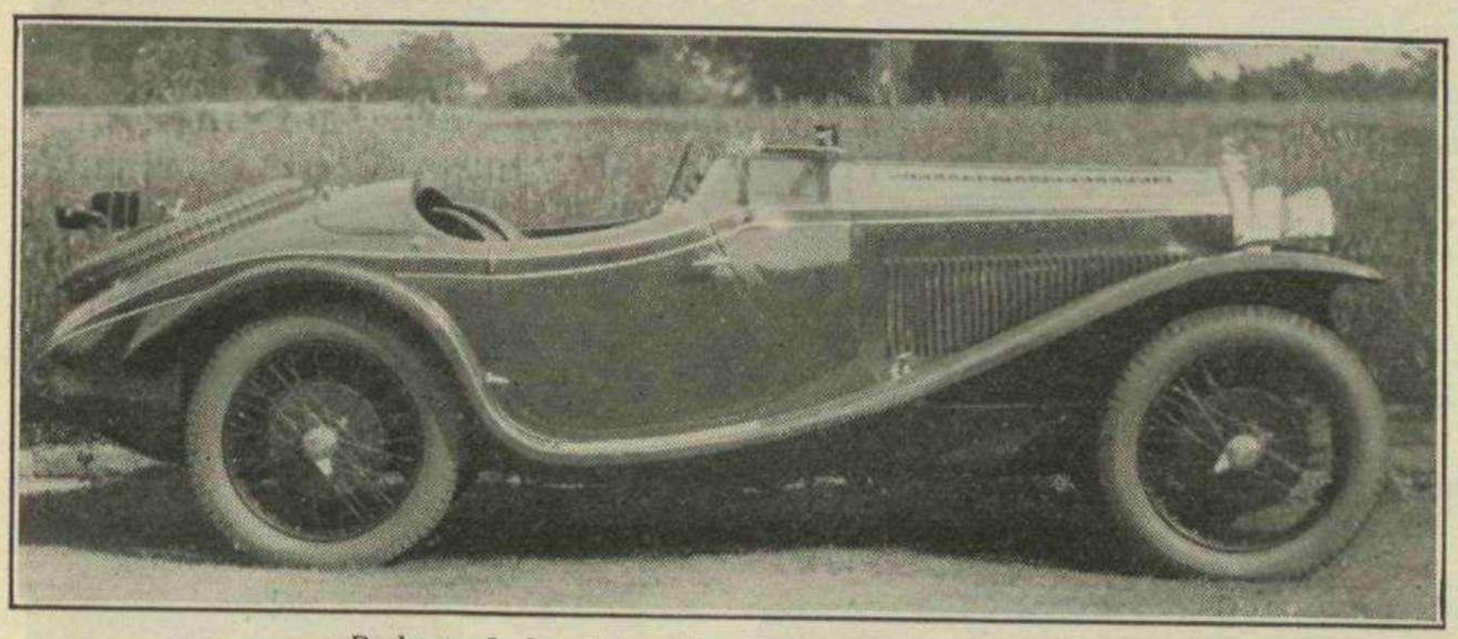
To comply with the terms of the Wolseley company's Two Years Guarantee, no structural alterations are being made by us to Wolseley chassis without the consent of the design and technical Dept. of the company being first obtained.

PRICES COMPLETE
Open Sports—4-seater - - - **£275**
4-seater Sports Saloon - - - **£285**

HARDY
HORNET COACHWORK
R. HARDY & SON, Showroom: 50, High Street, Marylebone, W.1. Welbeck 1101-2



HORNET SPECIAL COACHWORK FOR 1933—continued.



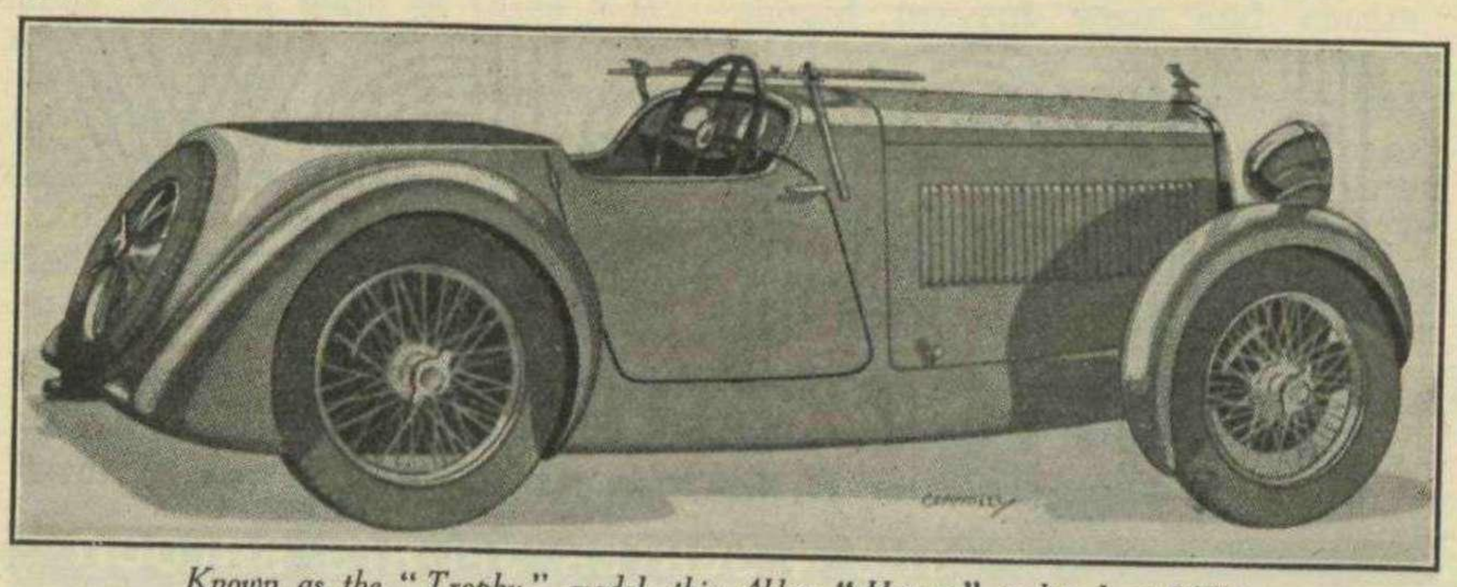
Built on Italian lines, the Continental Hornet Special.

HARDY.

R. Hardy & Sons, Ltd., 50, High Street, Marylebone, London, N.W.

A newcomer to the ranks of sports bodies on the Hornet Special chassis is the Hardy, which is supplied in two forms, an open sports four seater, and a sports saloon.

Dealing first with the four seater, the manufacturers have designed the body with the aim in view of providing comfortable accommodation for four adults, and in this they have succeeded with great success. The two doors are cut-away in a graceful sweep; the back panel is neatly curved, and the spare wheel is mounted at the rear. An interesting point is that the rigid side-screens can be left in position when the hood is down. Flared wings add to the beautiful appearance of the body, and the complete car sells at £275.



Known as the "Trophy" model, this Abbey "Hornet" is listed at £275.

Turning to the saloon, here again it is apparent that comfort has been studied by the makers as a major consideration, there being plenty of room for four people. A sliding roof is fitted, and with the 8 gallon rear tank, leather-covered pneumatic upholstery, and comprehensive equipment, the whole car is an extraordinarily attractive proposition at £285.

ABBEY.

Abbey Coachworks, Ltd., Chase Estate, Acton. London agents: E. C. Stearns & Co., 16, Fulham Road, London, S.W.3.

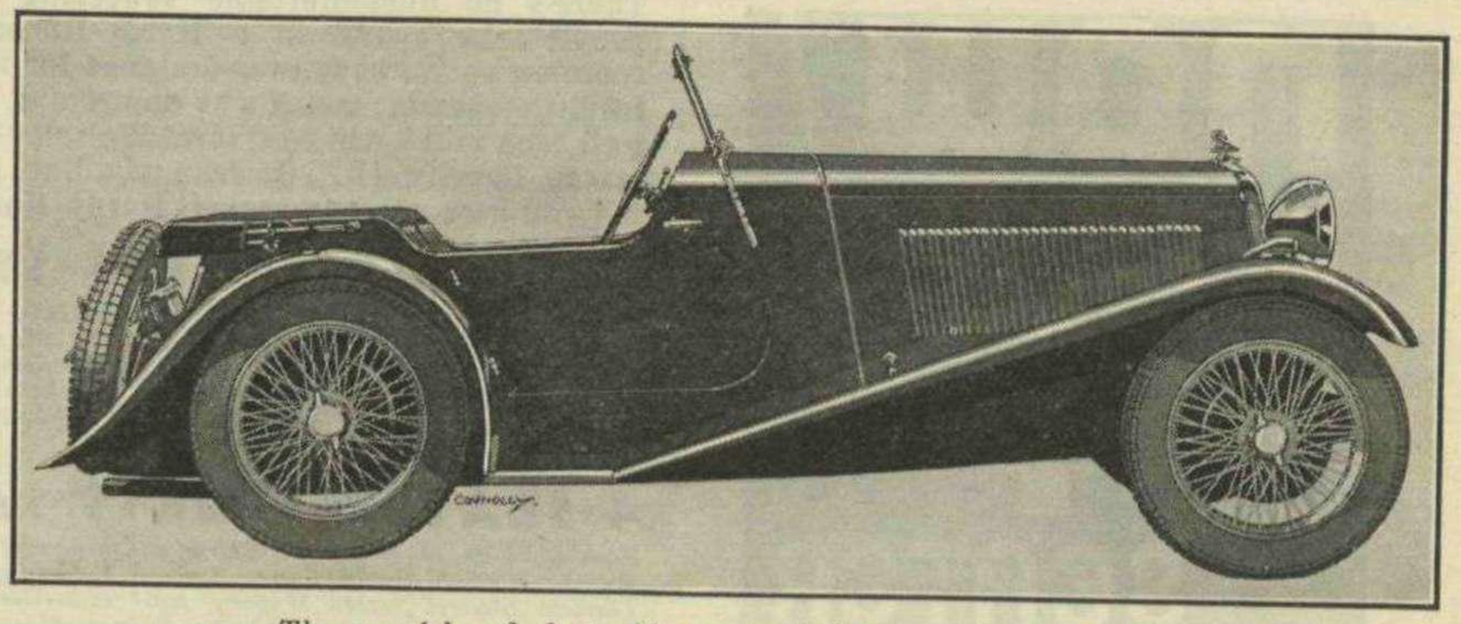
The well-known "Trophy" model, a road test of which appeared in the July issue of MOTOR SPORT, will be continued practically unchanged for 1933.

Interesting details of this graceful body are the disappearing hood, and the flush fitting mounting of the spare wheel in the rear panel. The price is £275.

JENSEN.

Messrs. Jensen Motors, West Bromwich. London agents: C. R. Andrews (Motors) Ltd., 30a, Bourdon Street, Davies Street, London, W.1.

On the open sports model special care has been taken that the driving position should be really comfortable. The steering column is well raked, and with an Ashby spring-spoked wheel, pneumatic upholstery, and thin-framed windscreen, providing excellent vision, the car is ideal for fast long-distance touring. Another good point is that there is plenty of headroom when the hood is up. The appearance of the car is very smart, the bonnet being louvred both at the sides and on top. At the low price of £255 the Jensen should prove a very popular car.



The graceful and thoroughly practical Jarvis "Hornet Special."

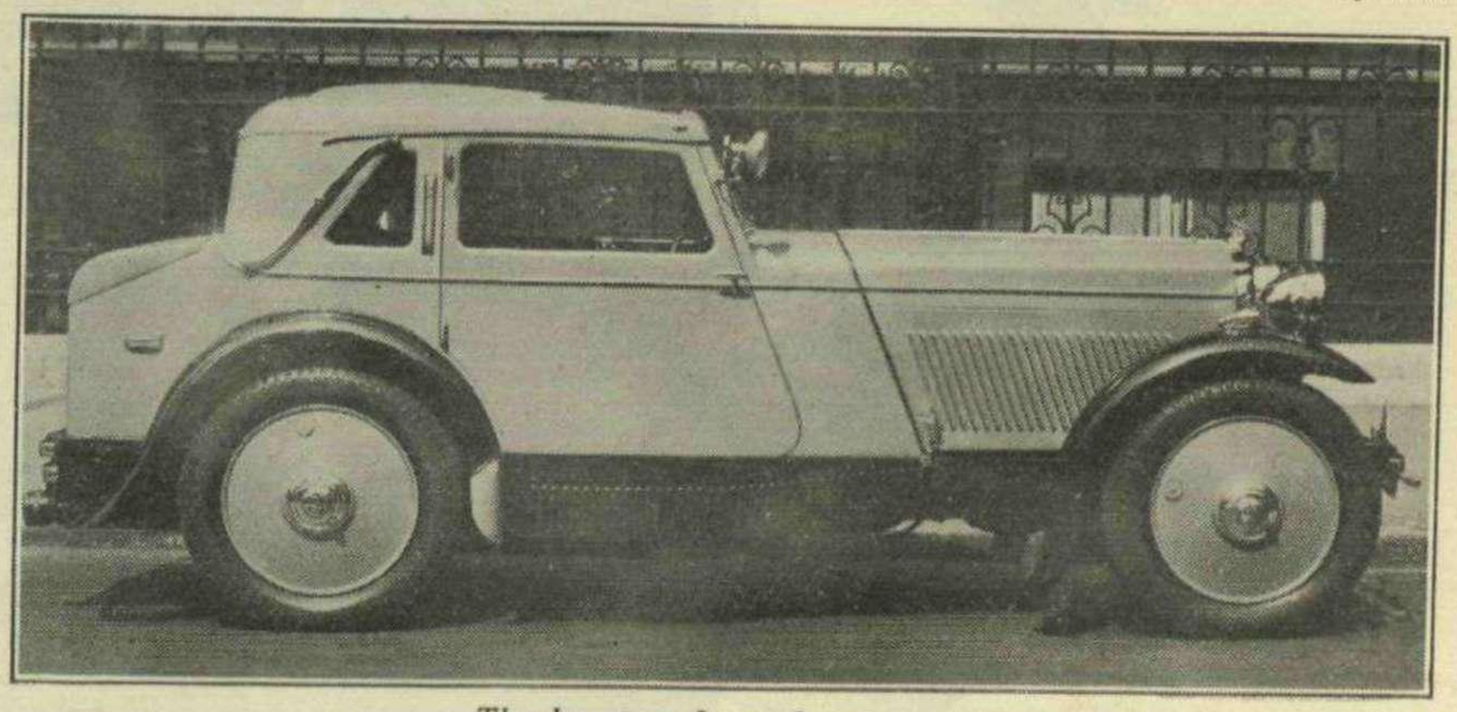
The three seater coupé is a luxurious little car, with a sloping, eddy-free type front and neat triangular quarter-lights. Dummy hood-irons are fitted, and the valance is louvred along the length of the car. Similar mud-guards to the open body are supplied, and the interior of the car is finished in the best quality furniture hide to match the cellulose, while the wood work is polished walnut. A rear trunk is fitted as standard. This model costs £268.

Finally the new sports saloon, a comfortable car on similar but larger lines to the coupé, which sells at £290.

A.E.W.

The Bedford Garage, Bedford Road, Alexandra Park, N.22.

One model only is marketed by this



The luxurious Jensen 3-seater coupé.

HORNET SPECIAL COACHWORK FOR 1933—continued.

concern, a new two seater, which has been specially designed for touring, with ample luggage accommodation in the tail. This comfortable two seater sells at £235.

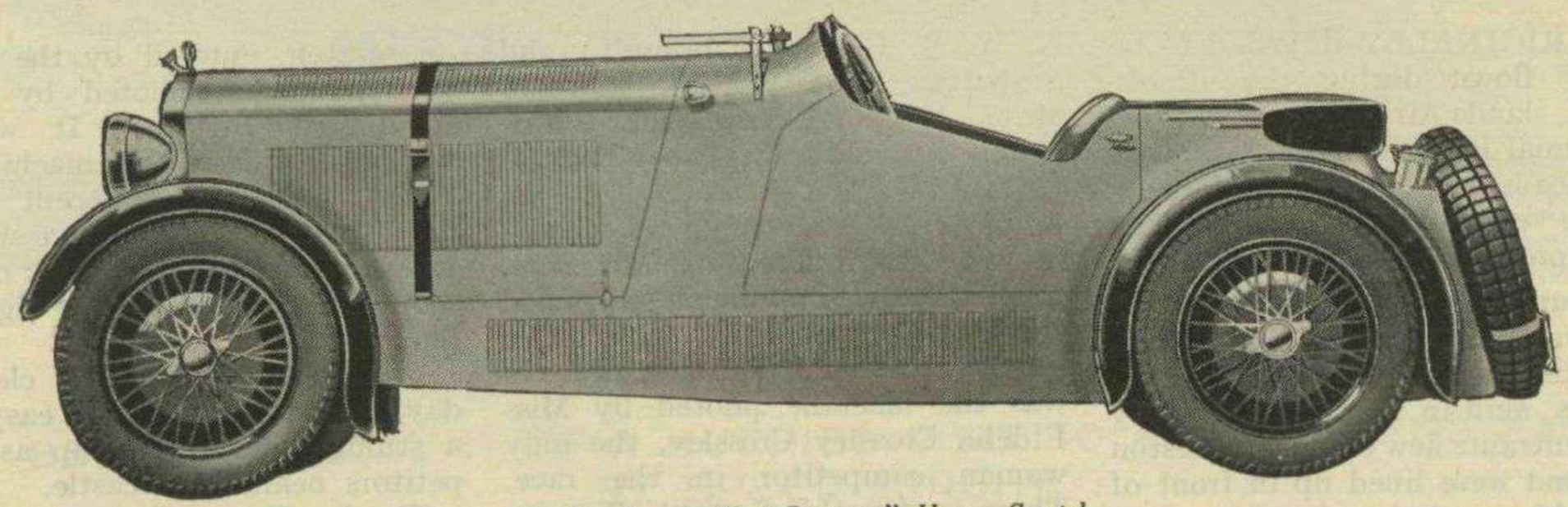
ARROW BELLE-VITE.
Arrow Coachworks, Ltd., Boston Road, Hanwell, London.

Futuristic lines are made use of in the new Arrow Belle-Vite model to provide a very striking design. The sweeping mudguards are not only faired, but are louvred as well, and the bonnet is louvred to conform with the bonnet strap.

The car is a full four seater, and sells complete at £285.

McEVOY.
M. A. McEvoy (London), Ltd., 146, High Street, Notting Hill Gate, London, W.11.

Full details are not yet to hand of the 1933 model McEvoy Hornet Special, but we understand that it will be a specially tuned car expressly intended for competition work.



The Popular E. W. "Daytona" Hornet Special.

FOX & NICHOLL.
Fox & Nicholl, Ltd., Tolworth Motor Service Station, Kingston By-Pass, Surbiton.

The "Continental" two seater was described in last month's issue of MOTOR SPORT, and is a beautifully stream-lined car built on the lines of certain Italian sports cars which are so admired on the Continent. The car is a two seater only, with a large luggage space in the tail, and the long mudguards are gracefully curved. The spare wheel is mounted on the tail, and the windscreen folds flat.

PATRICK.
Patrick Motors, Ltd., 479-481, Bristol Road, Bournville, Birmingham.

The two Patrick bodies on the Hornet Special chassis remain fundamentally the same for 1933, but certain refinements have been incorporated.

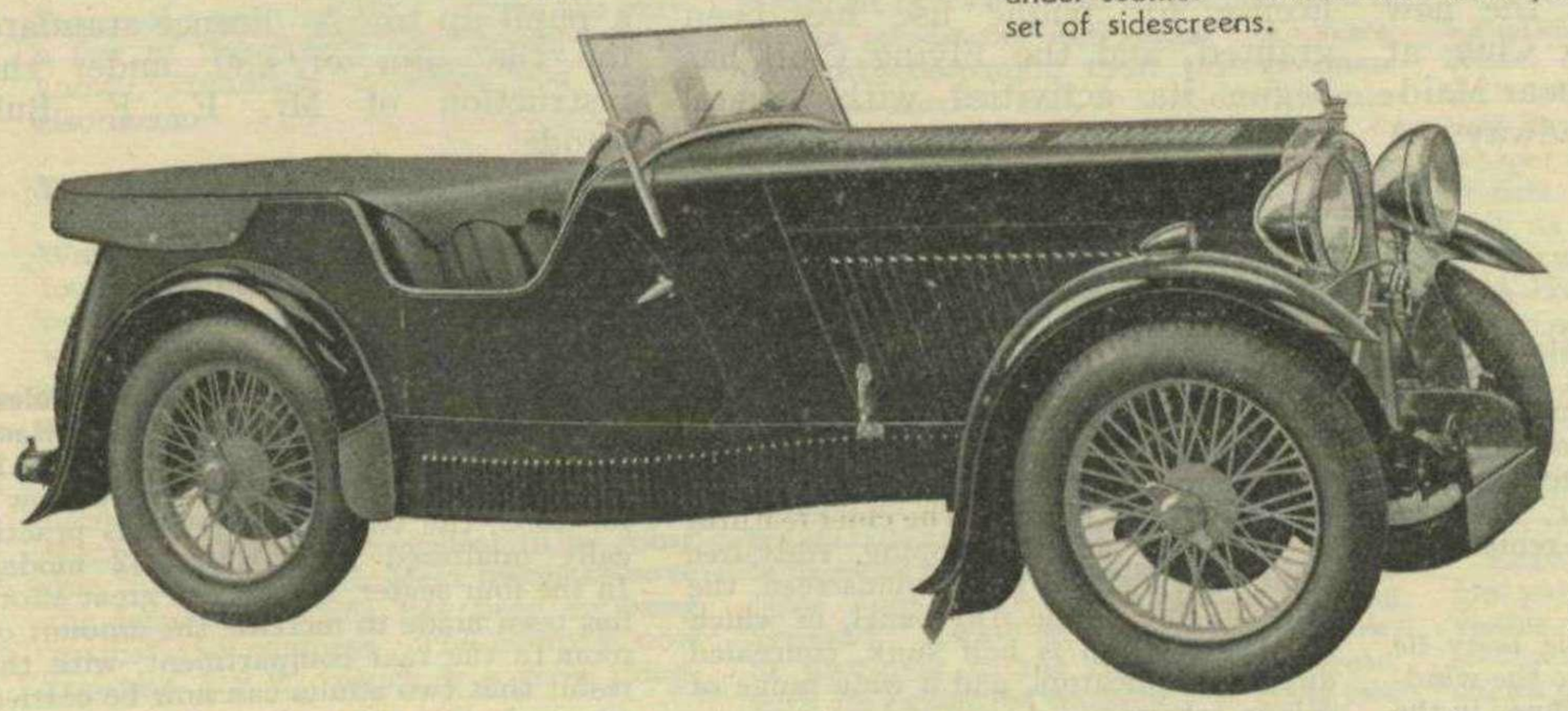
On the "Pendine" four seater, the lower edge of the bonnet is now straight, and parallel to the top, instead of following the downswept line of the frame as heretofore. Then the height of the windscreen has been reduced by 2 inches, and the doors have been slightly cut away,

(*continued on page 530*).

The JENSEN WOLSELEY HORNET SPECIAL

THE SMARTEST SPORTS 4-SEATER

Fitted with wide semi-cycle type wings. Wide doors extended under scuttle. Bucket seats with pneumatic cushions. Complete set of sidescreens.



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4-seater open Sports.
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On Special Chassis - **£255**

Coupe.
On Standard Chassis - **£268**
On Special Chassis - **£293**

4-seater Saloon.
On Standard Chassis - **£265**
On Special Chassis - **£290**

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AIR.

THE BROOKLANDS--NEWCASTLE RACE

Annual Event Held Over from the Brooklands Air Display, Won by Hon. R. WESTENRA (Gipsy Moth).

ORIGINALLY intended to be flown during the Brooklands Air Display last June, the annual Brooklands to Newcastle Air Race had to be postponed owing to the exceedingly bad weather which prevailed on that day.

Fortunately, the morning of the race was fine, with a slight wind providing an additional test of competitors' skill in navigation. Many of the entrants flew over from Heston early and were lined up in front of the Clubhouse, before taxying across to the starting line.

First away was Lt.-Col. L. A. Strange in a blue Spartan Arrow, who was closely followed by Capt. Kennard's Avian, and a yellow Moth entered by the London Aero Club. As the wind was blowing across the aerodrome, the machines made a right-hand turn after taking off, and then set off at full speed on their courses for Newcastle.

Other machines took off, one by one, Mr. Berry's grey and red Moth; the Hon. Richard Westenra's black and white Moth; the Blackburn trainer piloted by Mr. N. W. G. Blackburn himself; and a Spartan, in the capable hands of Mr. S. A. Thorn, the popular Blind-Flying instructor at Brooklands.

Then the C.24 Autogiro, the hump-backed saloon model, swung its way up, piloted by Mr. Brie. Then there was a longish gap, until the four Comper Swifts took off in quick succession. The first to leave was the machine piloted by Miss Fidelia Crossley Crossley, the only woman competitor in the race. There is something essentially racy about the appearance of these remarkable little machines in the air, and they formed a fine spectacle as they roared busily away.

Two Puss Moths followed, belonging to Mr. Runciman and Mr. Walker. Then the Arrow Active left, piloted by Flying Officer Edwards, quickly followed by the twin engined Segrave Meteor, entered by the Duke of Gloucester and flown by Flight Lieutenant Armour.

Last of all the two Gipsy engined Comper Swifts were left in the aerodrome. That piloted by Flight Lieut. Styran took off, leaving a solitary little red, white and blue machine, on scratch, entered by the Prince of Wales, and piloted by Flight Lieutenant Fielden. It will be remembered that this machine finished second in the recent King's Cup Air Race at an average speed of 155 m.p.h. Then that took off and soon disappeared from sight in pursuit of the field.

The weather remained clear all day, making navigation easy, but a strong wind sprang up as competitors neared Newcastle.

The handicapping was good, for the first four machines arrived practically together, victory actually going to the Hon. Richard Westenra (Moth, Gipsy II), followed by Mr. Runciman (Puss Moth, Gipsy III), Capt. T. C. Maxwell (Comper Swift, Pobjoy), and Mr. Thorn (Spartan II, Hermes IIb).

As in the King's Cup Race, Mr. Styran failed to cross the line, and the common occurrence of the failure of many experienced pilots to do so when flying low and fast, seems to suggest that a revision of the popular idea of the limits of the finishing line of a race would not be amiss.

THE MAIDSTONE FLYING SCHOOL AND AERO CLUB.

We are informed that the new Flying School and Aero Club at West Malling aerodrome, near Maidstone, is making good headway. A licence for public use has been granted, and the Flying Club has begun its activities with several pupils under its scheme of training a pupil up to 'A' licence standard for the sum of £30, under the instruction of Mr. E. F. Bulstrode.

HORNET SPECIAL COACHWORK FOR 1933—continued from page 529.

in order to provide arm-rests. Other features of the body, such as the disappearing hood, which drops neatly into a locker behind the back seats; the Leveroll front seats which provide easy entry to the rear of the car, and the provision of two spare wheels, remain the same.

The alterations to the coupé body lie in a greater slope being given to the windscreen, the line of which is continued in the shape of the door and scuttle, and the substitution of long flared wings instead of the semi-close up type fitted last year. The price of the coupé is £285, while the "Pendine" open sports four seater costs £275.

R.E.A.L.

R.E.A.L. Carriage Works, Ltd., Popes Lane, Ealing, W.5.

The "Patrician" coupé sold by this concern was fully described in last month's issue of MOTOR SPORT. The chief features of the body are the sloping, eddy-free front with a single panel windscreen, the graceful line of the rear panel, in which the spare wheel is half sunk, concealed direction indicators, and a wide range of colour schemes.

Accommodating four passengers in comfort, the "Patrician" coupé has already distinguished itself in competition, winning a first prize at the Ramsgate Concours d'Elegance.

The price is £285.

SWALLOW.

The Swallow Coachbuilding Co., of Foleshill, Coventry. London Agents: Henlys, Ltd., Euston Road, London, N.W.1.

Of the two models listed by Swallow's for 1933, the two seater remains practically unaltered from the 1932 model. In the four seater, however, a great effort has been made to increase the amount of room in the rear compartment, with the result that two adults can now be carried in comfort. Alternative windscreens of either one or three panels can be supplied, while the equipment including bumpers fore and aft and a racing type filler cap on the 12 gallon rear tank, is very complete. The two seater costs £255, and the four seater £260.



[Motor Sport Photograph.

800 MILES IN 8 DAYS.

BEING AN ACCOUNT OF A HURRIED VISIT TO ANTWERP AND BACK BY SPEED DINGHY.

Mr. R. C. Cole is well known for his frequent voyages from London to the Continent by speed dinghy. In response to a general invitation to the revellers on the Show-Boat, Miss Betty May, daughter of Sir G. May, volunteered to accompany Mr. Cole on his latest venture, and in this article he recounts their many adventures of their 8-day voyage to Antwerp and back, which culminated under dramatic circumstances by running aground on a sandbank in the Thames Estuary on the return journey.

AN outboard trip to the Continent is well worth while if only to meet the greatest number of really friendly people in the shortest possible time.

Everyone, for instance, should meet the P.L.A. pierman whose hospitality we enjoyed on the first night of our little adventure. His philosophic attitude towards everything and everybody would be a lesson to many of us. And then there is Mrs. Cone, of the Hotel de Paris, Dover, who knows more about wants of motor boatists and channel swimmers than anyone alive; Captain Brady, of the "s.s. Ford," who always advises you not to go, but who makes it as safe as possible when you do; Captains Larking and Hall, from whom you invariably learn much about the sea; and the signal man on the end of the Dover Admiralty pier, whose face I have never seen, but whose first words usually are: "Yes, lovely day, flat as a pancake— What! Outboard motor boat! Oh, no, you can't go to-day! Deuce of a sea running." These are only a few of the people you should get to know. Hundreds of others you would also meet.

The Start.

The impulse starter as now fitted to the Watermota completely eliminates that look of doubtful hope that usually spreads over the visage of an outboardist when wielding the cord, for a first pull start is a very important thing when a lot of people are looking on.

Quickly the Show Boat drops astern, and I note that we are going due North, according to the compass. On rounding the first bend we still appear to be going due North, and with great regret remove the headlamp which has been reposing against the compass. The compass now registers E.S.E., which is a good thing.

The Governor's Breakfast.

When at last dusk gives place to complete darkness, a halt is called at Woolwich Arsenal Pier and we enquire about an Hotel. There are none, but the pierman says that we can stay on his pier if we can find sufficient provisions. So we wend our way through the gunpowder to the main road where the public houses are occasionally separated by a shop, closed.

The proprietors of one of the pubs kindly consents to sell me her husband's breakfast and we return to the pier with a supply of bacon and eggs. A more pleasant companion than this pierman would be hard to find, so that dawn comes in what appears to be no time.

Once under way with Miss May at the wheel I am relieved to find that she can manage a boat in an extremely creditable fashion, thereby eliminating that mental navigation which is the cause of so much friction.

A beautifully calm sea makes the going very pleasant, and it is not long before we are passing the seaside resorts of, firstly, Herne Bay, and then Margate. The dangerous North Foreland has now to be registered, and as the tide is fairly low, it is necessary to go out nearly to the Long Nose Buoy to avoid the risk of running aground. Away on the starboard bow, or just over to the right, is Ramsgate, with its expensive harbour. It costs two shillings a visit there. There is no need to stop, however, so we alter our course slightly and start out across Pegwell Bay making for Deal pier. Here a gentleman removes his pipe from the port side of his mouth and inserts it in the starboard, a form of salute common to fishermen.

Once round the South Foreland and in sight of Dover the sea is quite rough, and a strong wind makes the spray most uncomfortable. Suddenly remembering that I have not warned Miss May about this, I shoot a glance in her direction, thereby allowing the water that has collected round my neck to trickle gently down below. Many people believe that water that has found its way in can find its way out, and I believe it can; but it never does. It settles in a pool around your seat and swishes gently to and fro. The more we bump and crash, however, the more Miss May seems to enjoy herself so that the calm waters of Dover Harbour must mean little to her.

At Dover.

There on the quay stands Mrs. Cone, almost completely surrounded by Bill, and a little to one side a reporter. This gentleman's already melancholy state is not improved by the news that we have not been swamped, have not crashed into a steamer, and do not feel particularly ill. What, he means to say, has he got to write about? After a delay of one and a half days, caused by the high wind, we stagger out of Dover under a heavy load of fuel. We have also decided to take with us all the oil we shall use on the run to Antwerp and back. This oil has given such excellent results that we do not care to change even for a 100 miles or so. Our maximum speed now being about 12 m.p.h., the steamers, behind which we left the harbour, soon leave us far behind, and we traverse the rather "bumpy" sea with a feeling of intense loneliness.

Resisting the temptation to steer for the first part of the French coast that becomes visible, we keep on our course and are soon rewarded with a view of Calais, dead ahead of us.

Aero-Drill.

As Calais slips by, about 3 miles on our starboard side, I notice a team of little black birds who are indulging in a little formation flying. These creatures drill with an accuracy that would make a

800 MILES IN 8 DAYS—continued.

Wing-Commander feel that he ought to go up and put in a little practice.

At Gravelines we leave the feathered squadron and make for Dunkirk. Here the sea is rather rough, and the farther we proceed the rougher it becomes, until in about half an hour it is really unpleasant. In the distance is Nieuport, denoted by its line of stakes jutting out to sea. After a short battle with the swell outside, we enter the channel and make for a lock some little distance inland. Here there is a canal that goes to Ghent, so we decide not to attempt to go to Ostend, as originally intended, but to enter the canals here.

C.H.4—Lots of it.

At dawn the following morning we start off along the rather weedy canal for Bruges. The canals that run through the cities give off a gas called Methane, or Marsh Gas, which has a distinctive and horrible smell, so that it is a considerable relief to be out of Bruges, and on the wide canal that leads to Ghent. In this city the smell is terrible; in fact, it gets beyond a smell, and is almost a sound.

The Scheldt.

After some considerable delay, the second lock is passed, and we find ourselves on the River Scheldt. As usual, the tide is dead against us and the water very low, leaving sand-banks at all the bends. At Fermonde, Miss May had to send a telegram, so we walked to the other side of the town, from where, of course, you send telegrams and meet a gentleman who has himself been to England. After a very pleasant interview, we re-embark and continue our journey as quickly as the strong adverse tide will permit. As dusk falls we find ourselves at Tamise, with another 15 miles still before us.

It seems no time, however, before the Antwerp Skyscraper appears round a bend and we steer our way carefully in and out of the hundreds of boats anchored near the city. The Royal Yacht staff quickly haul the boat out of the water and store it in the boat house, at the same time placing a launch at our disposal to convey us to an hotel.

Back Again.

The hospitality of the Belgian people is well known, especially in yachting circles, so that it is about mid-day before we can finally tear ourselves away from our hosts at the Royal Yacht Club.

During the run to Ghent I actually manage to sleep for about an hour, thereby creating the following world's records:—1. The first person to sleep in a speed dinghy while under weigh. 2. First person to sleep within 100 yards of an outboard motor, while running (the motor, of course). And 3. The first man ever to go to sleep in any boat while a girl is at the wheel. (All subject to official confirmation.) At dead low water we arrive at Ghent and immediately have misgivings about the lock. It looks extremely closed, somehow. There being no provision for tying up, we remove a greasy boulder from its greasy bed, place it upon our now greasy rope and proceed to climb the greasy bank. The lock, apparently, does not open again until a little before midnight, when the boats are left inside until 6.30 am., at which time they must be removed.

Now, the system upon which the locks are worked in Belgium is not the creation of the lock keepers, so I feel justified in refusing Miss May's request that I smite the lock keeper. Added to which, he is an extremely courteous gentleman, and is bigger than I am. About half a mile back is a lonely looking tug, and to this I tie the boat. I should like to talk to this tug-master. He is an interesting fellow; but having left Miss May near the lock keeper, it is advisable that I return at once.

Far too early the following morning we find ourselves roaring out of Ghent with every hope of reaching Dover during the day. Before half an hour has passed, however, I do something of an extremely silly nature, which results in the breaking of the magneto platform. Fortunately, we have only just passed an American coach building works, the manager of which takes a great interest in our little spot of trouble.

He hands us over to his wife, who provides us with an excellent meal and some of the finest coffee I have yet tasted. Meanwhile much feverish work must have been done in the works, for on our return we behold an extremely neat and business-like repair, the total cost of which is five shillings, including our meals.

Mid-day approaches before the magneto is retimed and the controls replaced, so that Ostend looks like being our stopping place to-night. It is: and a very gay place, too. Fairy lights hung all over the town and bands playing on the pavements.

At sea, the following morning, there is a long and gentle swell, which is quite pleasant. It seems strange that this expanse of blue should have been so unpleasant only a few days ago. As we pass Dunkirk, the feathered squadron treat us to some more manœuvres, including the "arrow-head" formation. It is no wonder these birds are so expert. They are always practising.

Straight ahead of us a large fish rears its head out of the water and sinks back again, as though the heat were too much for it. This fish, apparently, is not alone, for suddenly a large fin appeared alongside the boat and an enormous fish dives underneath. I am beginning to understand how fishermen exaggerate; for it is only recently that it has dawned upon upon me that this fish might not have been a whale after all. Perhaps it was a porpoise.

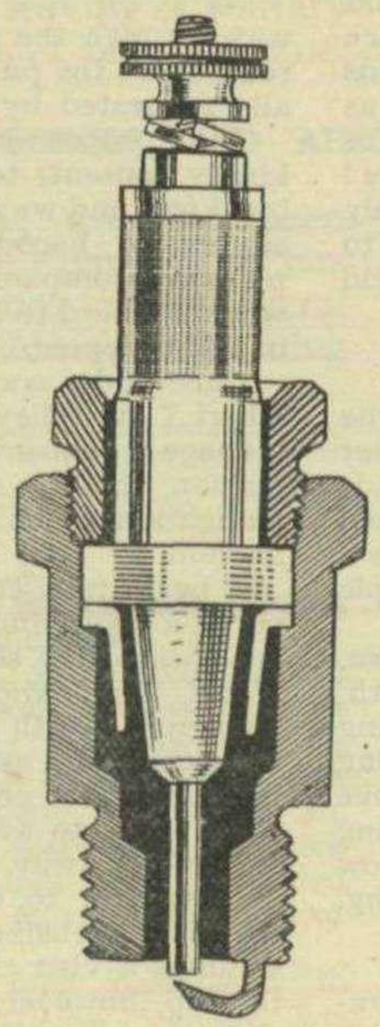
At Calais we search for a passport official, but finding none, decide to have lunch instead. As there is a strong wind blowing and the visibility is bad, it is necessary to follow a steamer across the Channel, as reading a compass in a rough sea is almost impossible. Accordingly we start out behind the "S.S. Auto-carrier," and soon lose sight of the French coast. The sea in mid-channel is decidedly rough, and considerable manœuvring is essential to avoid slowing down. For instance, if the boat is allowed to travel down the larger waves unchecked, it will "plunge" at the bottom, leaving you floating about in the sea. It is therefore necessary to "slip off" your speed, as you near the bottom of a wave, by spinning the wheel first to port and then to starboard. A very tiring business. At last, however, England appears ahead, and we shoot into Dover Harbour, having done the journey across the Channel in exactly one hour and a half. The best time, so far, for a 350 c.c. engine.

After refuelling we proceed to Ramsgate for the night, where it is good to note the slight reduction in charges. It now costs 1/4 per visit.

Having had a pleasant journey round the North Foreland, we feel that our troubles are over. But it is not so. There is a storm at Herne Bay, making the going

(*continued on page 534*).

Mr. COLE WAS QUITE SAFE IN RELYING ON "MASSA" PLUGS



for, as will be seen from the section, the "MASSA" is no ordinary Plug, being different in design and construction to the usual run of Plugs and possessing unique features which render it far superior to anything on the market.

The Thermic Washer protects the insulation from the effects of heat and oil, thus ensuring long life and obviating the necessity of giving the Plug constant attention, and the special metal head prevents the oil from getting in between the layers of Mica and also protects this vulnerable spot from the effects of heat.

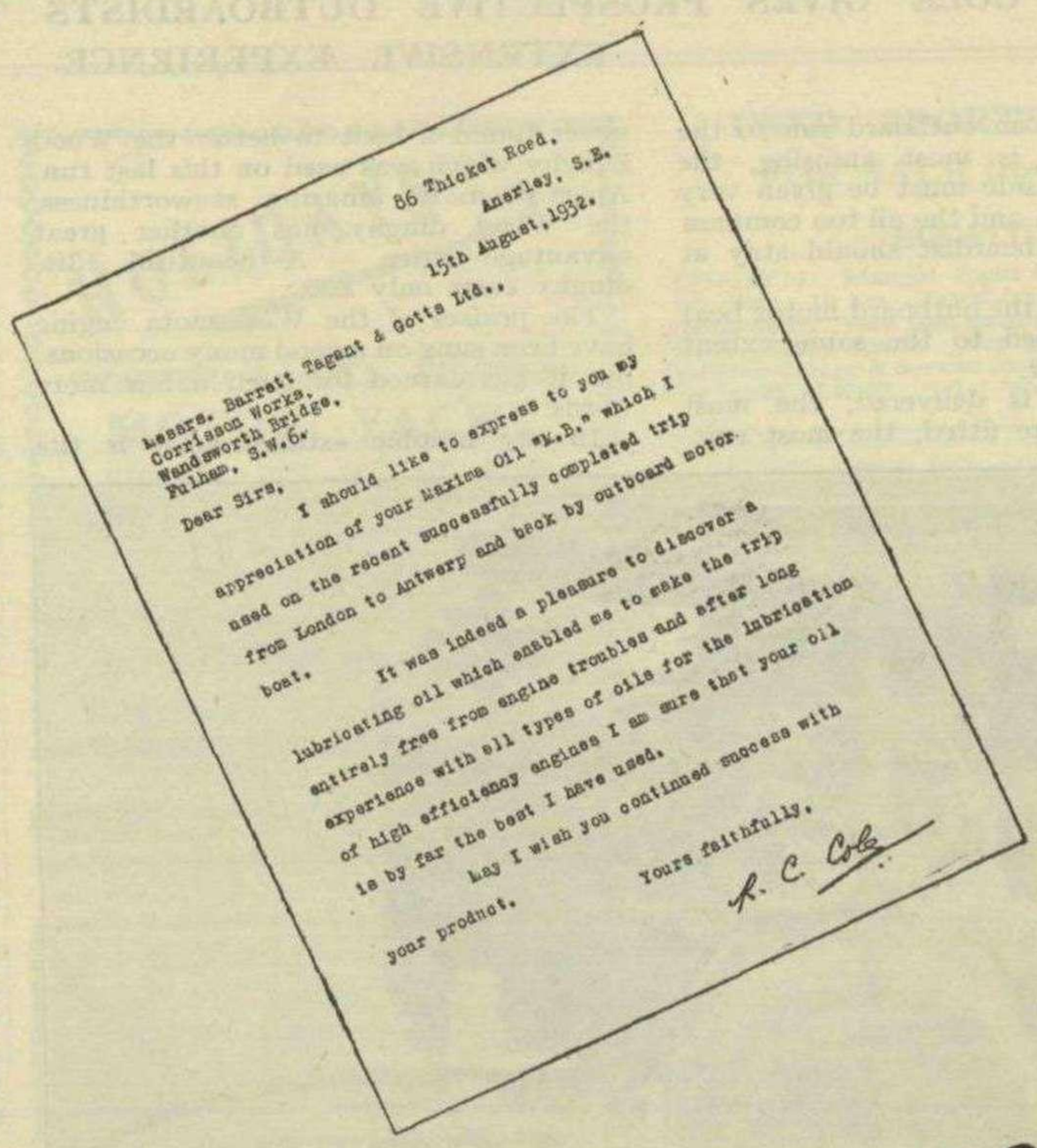
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15th August, 1932.

Messrs. Barratt Tagant & Gotts Ltd.,
Corrisson Works,
Wandsworth Bridge,
Fulham, S.W.6.

Dear Sirs,

I should like to express to you my appreciation of your Marina Oil "M.B." which I used on the recent successfully completed trip from London to Antwerp and back by outboard motor boat.

It was indeed a pleasure to discover a lubricating oil which enabled me to make the trip entirely free from engine troubles and after long experience with all types of oils for the lubrication of high efficiency engines I am sure that your oil is by far the best I have used.

May I wish you continued success with your product.

Yours faithfully,
R. C. Cobb.

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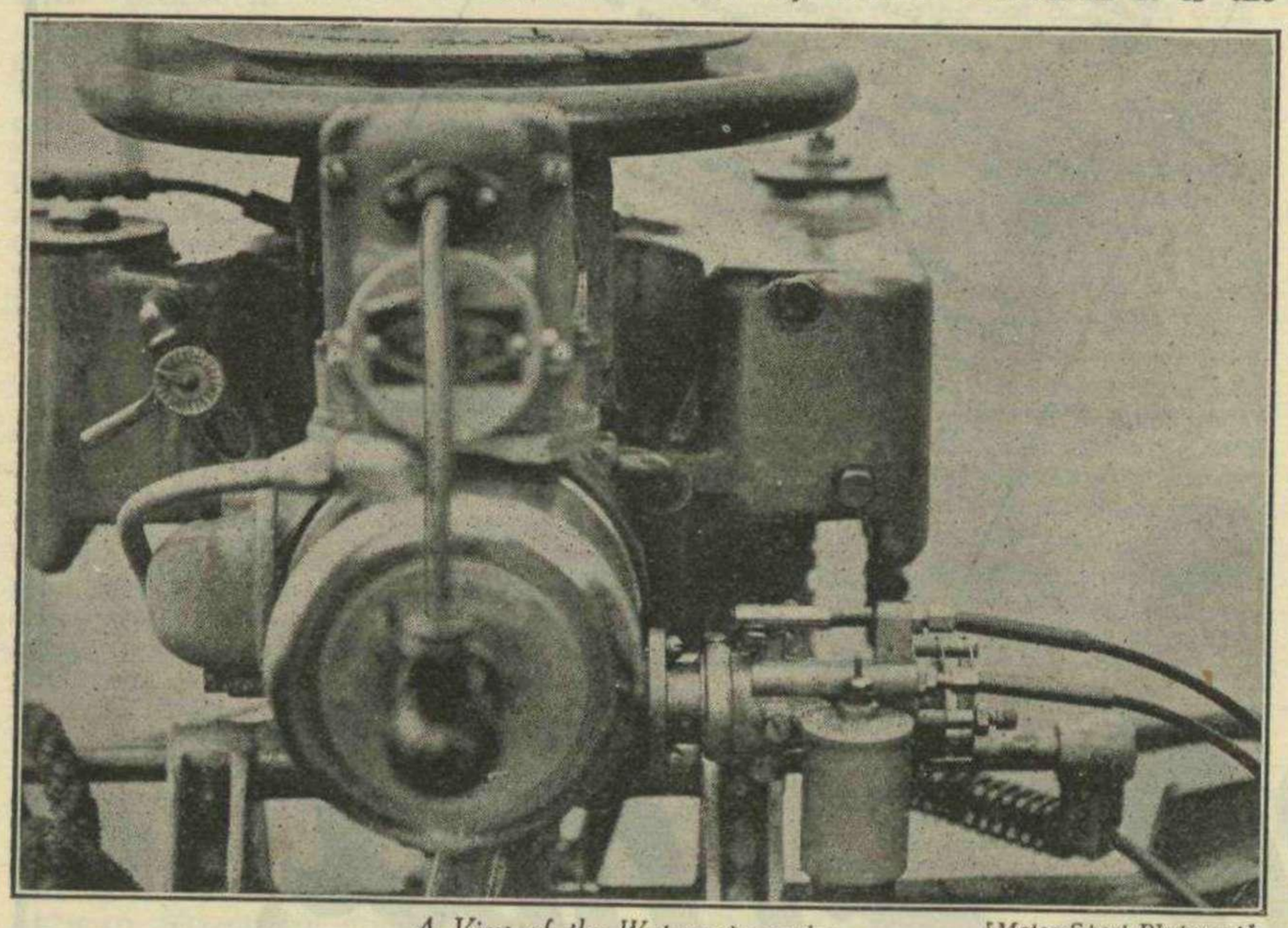
TECHNICAL ASPECTS OF A CHANNEL CROSSING

R. C. COLE GIVES PROSPECTIVE OUTBOARDISTS THE BENEFIT OF HIS EXTENSIVE EXPERIENCE.

ALTHOUGH an outboard run to the continent is most amusing, the technical side must be given very careful attention, and the all too common irresponsible outboardist should stay at home.

Unfortunately the outboard motor boat has not developed to the same extent as the motor car.

When a car is delivered, the most suitable plugs are fitted, the most suitable brand of oil is stamped on the filler cap, and there is nothing for you to do but sit in the thing and drive it.



A View of the Watermota engine. [*Motor Sport Photograph*

An outboard motor boat, however, is a very different proposition. You buy the engine from one firm, the boat from another, and you probably manufacture most of the fittings yourself.

I therefore propose to state candidly the products that have given complete satisfaction during this, and previous, continental runs.

The most suitable type of boat is undoubtedly the Speed Dinghy, of which there are several excellent makes. I have never found a boat to better the Wood Dinghy which was used on this last run. Apart from its amazing seaworthiness, the Wood dinghy has another great advantage—price. A beautiful 13ft. dinghy costs only £26.

The praises of the Watermota engine have been sung on a good many occasions, but it has earned for itself a few more words.

In my humble estimation it is the world's most reliable outboard engine. It starts easier than any other motor I know, and is by far the most economical motor for its size and price. I believe, also, that it is the lightest engine for the power it develops.

When an engine is called upon to do 4,000 r.p.m. from 6 o'clock in the morning until 8 or 9 in the evening, the lubricating oil is a matter of the utmost importance. It must mix readily with the petrol without becoming diluted, must not lose its body under considerable heat, and, most important, must not "gum up" the rings.

On this last run a new brand of oil was used called "Maxima MB", supplied by Messrs. Barnett, Tagant and Gotts, of Wandsworth, S.W., which gave extraordinarily good results. The condition of the engine on dismantling proved better on this occasion than ever before.

Careful attention must also be given to the question of sparking plugs. A 350 c.c. engine that will push about 600 lbs. over the water at 20 m.p.h. is definitely a high efficiency motor and therefore requires a "Hard" plug, and a plug that will, at the same time, withstand oil. In this case a Massa plug was used and gave excellent results. These plugs have very heavy firing points and a most ingenious system of heat dissipation. A good deal should be heard about these plugs in the near future.

In the Event of a Spill

Among the accessories, three things are of great importance. Life jackets, compass, and an absolutely reliable watch.

Quite the most comfortable and good looking life jacket I have used is that supplied by Messrs. H. L. Williams of 72, Oxford Street, W, which is fitted with a zip fastener. These jackets will keep you up for 14 days, should you have a spill.

The compass should, if possible, be an aeroplane compass, in which the card does not float but is submerged in the spirit.

Time and Tide.

One of the most important instruments on the ship is a timepiece. Many people have their own ideas about this, but I have absolutely no hesitation in recommending a Schneider wrist watch. I used a Schneider watch on an outboard run to Amsterdam some time ago and have used it on two occasions since. It seems to be absolutely unbreakable and is apparently waterproof. I never take it off to put in new shear pins, or to clear weed from the prop. It can also be relied upon to keep perfect time.

Should anyone contemplate spending a holiday abroad with an outboard, I shall be most pleased to pass on any information I can. Remember, the Dutch and Belgian waterways are free.

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800 Miles in 8 days—(*continued from page 533*).

most uncomfortable. It soon passes, however, and we proceed past the Isle of Sheppey during an R.A.F. practice. Machine gun practice, with real bullets spattering about the place. However, they fail to hit us, so I run the boat on to a sandbank in an extremely amateurish manner. Normally, you can hit a hundred sandbanks and nothing will happen, but in this case the steering quadrant somehow gets broken, rendering the motor useless.

An obliging tug skipper, however, takes us on board and the boat in tow, shortly transferring us to Mr. Anstead's motor cruiser, which takes us to London.

Fitting a new quadrant in the morning is the work of a moment, and the boat is brought up to London without incident.

Need I say that I still recommend a trip abroad by outboard dinghy?

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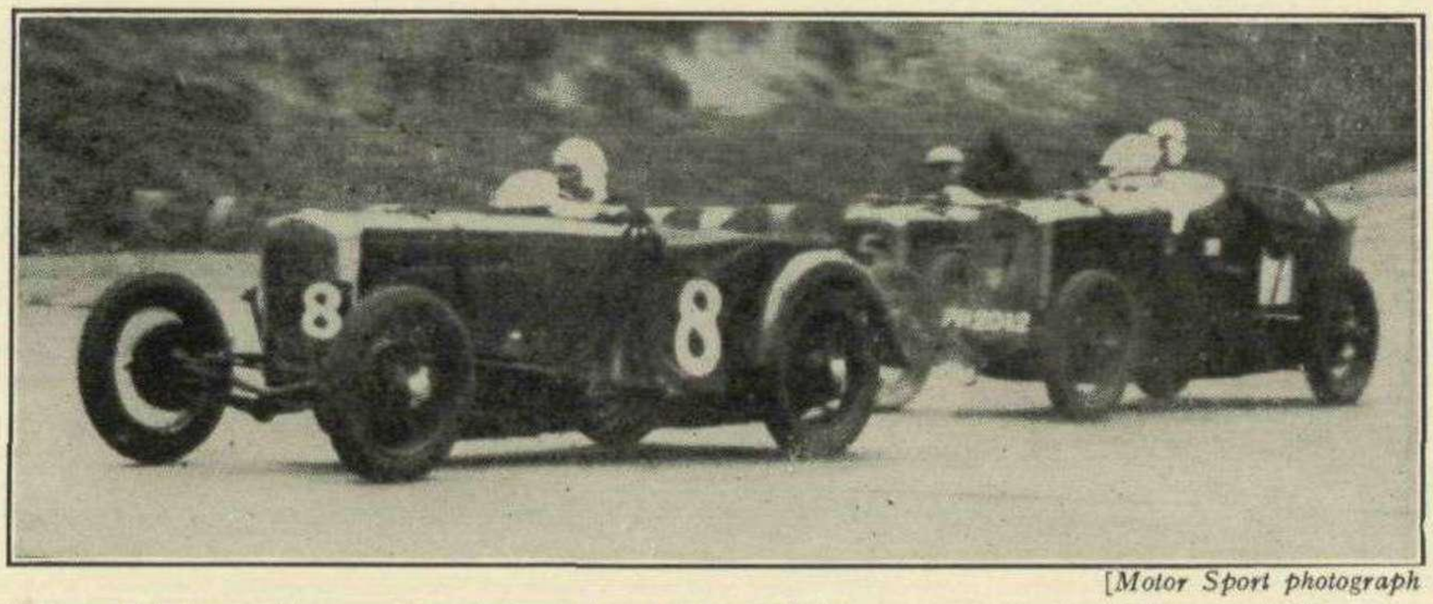
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[*Motor Sport photograph*

Eccles and Bellamy (Frazer-Nashes) overtaking B. G. Bailey's Austin in the Junior Mountain Handicap.

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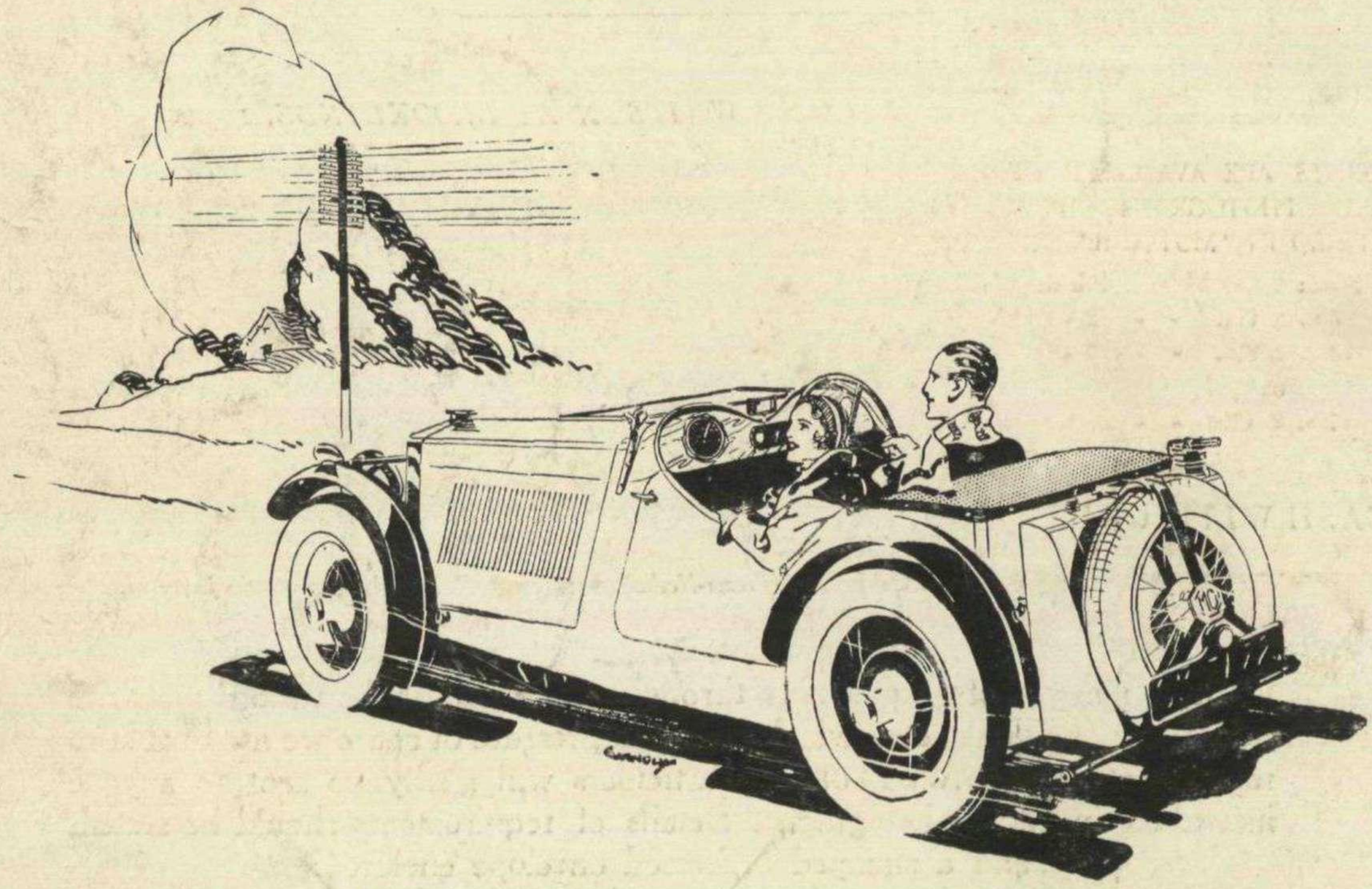
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