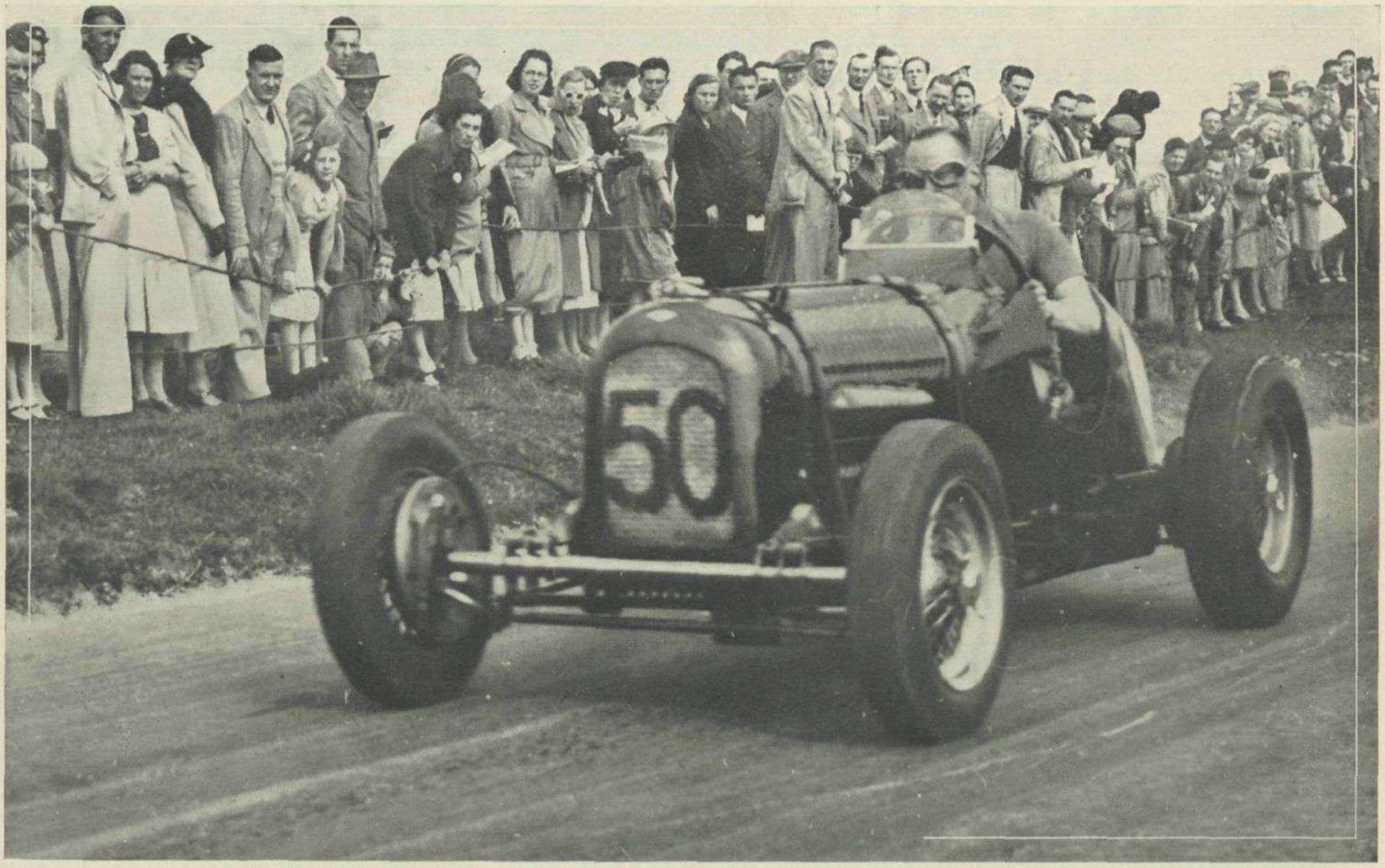
Vol. XIV. No. 7 **Published on the 12th of the Month** *July, 1938*

MOTOR SPORT

LAND - AIR - WATER

SIXPENCE MONTHLY



A most popular meeting with enthusiasts—The Lewes Speed Trials. Here is H. W. Semmence and his Semmence Special.

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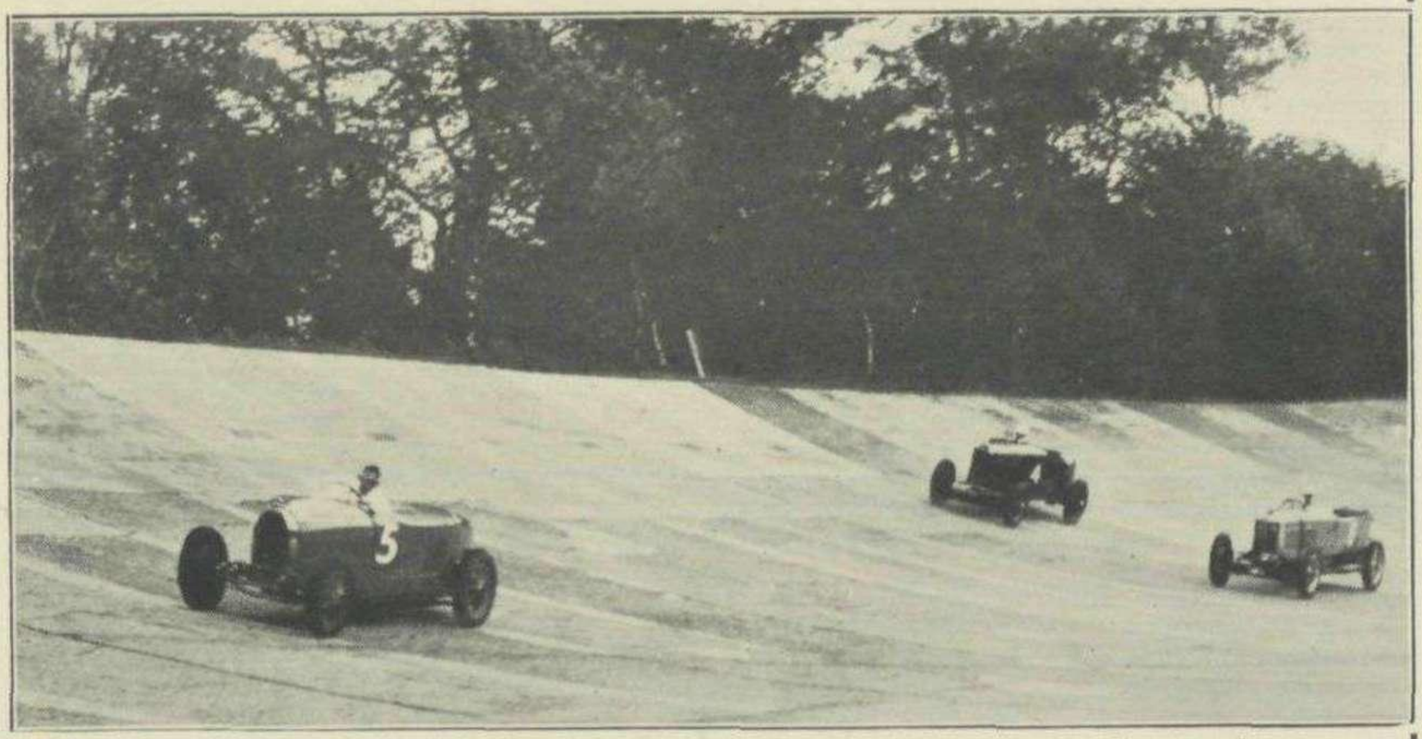
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MOTOR SPORT PHOTOGRAPHS

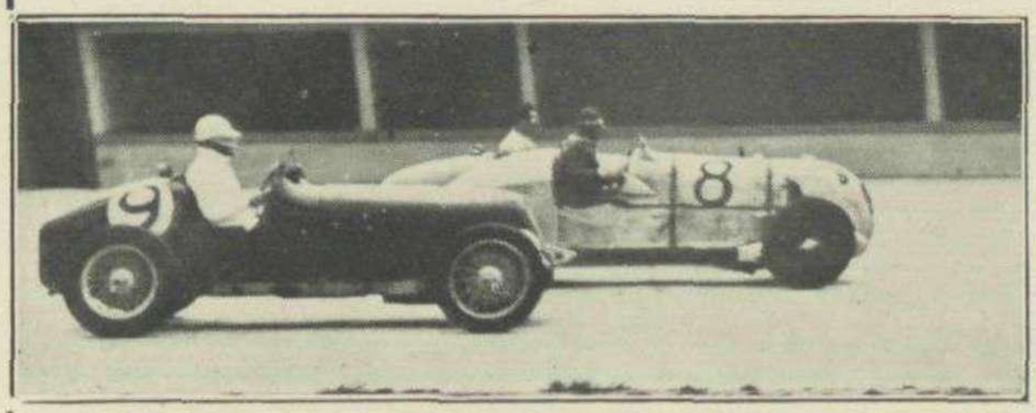
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WE HAVE MANY PHOTOGRAPHS TAKEN THIS YEAR AT BROOKLANDS, CRYSTAL PALACE, SHELSLEY WALSH, LEWES, ETC., WHICH HAVE NOT APPEARED IN "MOTOR SPORT." WRITE TO SEE IF WE HAVE A PHOTOGRAPH OF YOU.

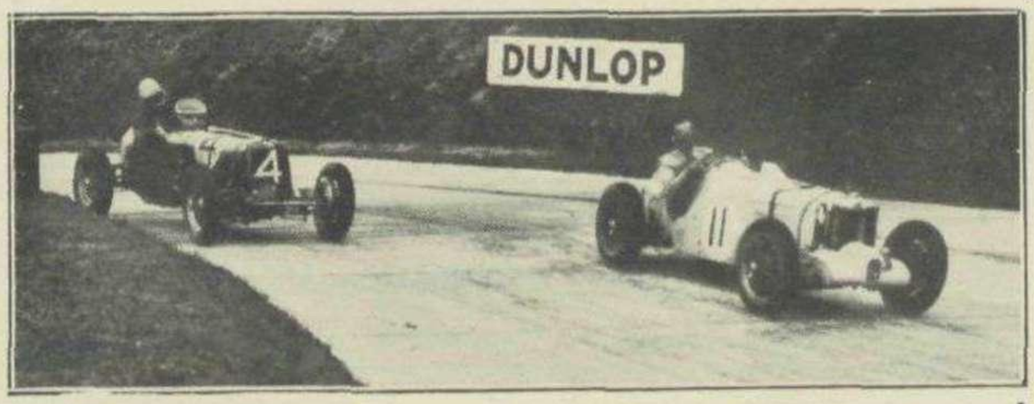
THE B.A.R.C. WHITSUN MEETING, 1938



R. J. T. Marston (Bugatti) followed by G. A. Wooding (Talbot) and C. L. W. Barker (Sunbeam).

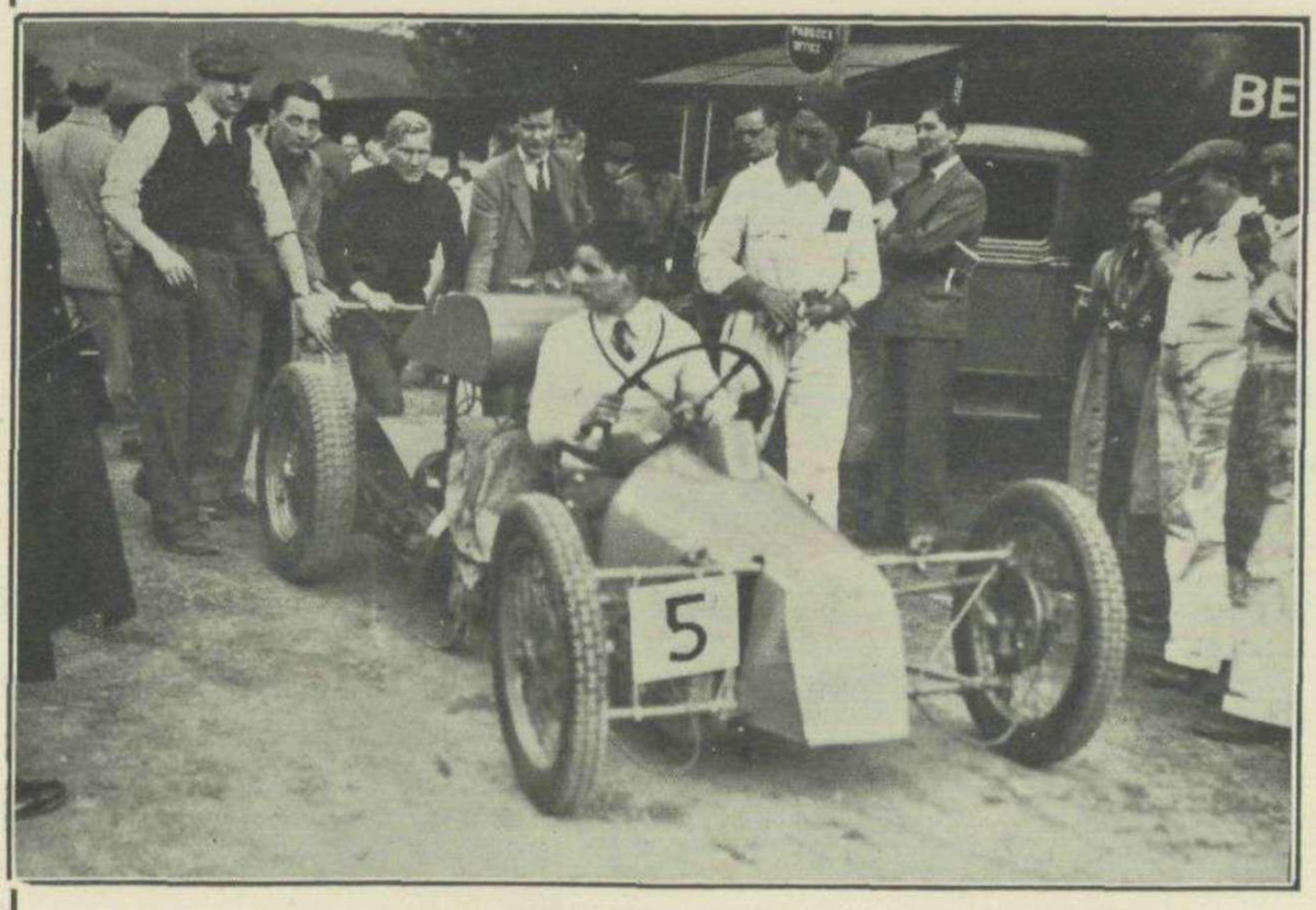


J. H. T. Smith and G. P. H. Noble, both on supercharged M.G.s, at the start of the First Whitsun Road Handicap.



W. Cotton (E.R.A.), winner of the Second Whitsun Road Handicap, about to pass H. Stuart Wilton (M.G.).

THE FIRST SHELSLEY WALSH HILL CLIMB OF 1938



J. G. Fry and the Freikaiserwagen. The engine is a special air-cooled version of the 1,100 c.c. Burney Blackburne engine which was so successful in Morgans some years ago.

★

ALL PHOTOGRAPHS OBTAINABLE IN THE FOLLOWING SIZES :—

8" x 6" - - 2/- each

10" x 8" - - 3/- ,,

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(Cash with order)

MOTOR SPORT, 21 CITY ROAD, LONDON, E.C.1

READERS' SPARE PARTS FOR SALE AND WANTED

FOR SALE

Anzani engine, s.v., one rod and piston missing, cheap

Austin Seven, Zenith vertical carburetter, cylinder head gasket, new swivel pin bushes, 2 pair anti-roll springs.....

,, chassis only with Brooklands engine and gearbox. H.C. head, tulip valves, high lift camshaft, aluminium pistons, pressure crankshaft, outside exhaust manifold and one large carburetter ...

,, 1928, open 4-seater, good hood and side screens, less radiator, dynamo and timing gear case cracked.....

,, 1933 engine, just rebored, new pistons, crankshaft, bearings, clutch plate, also new bearing in gearbox. New valves and double springs.....

Ulster chassis and body, Luvax shock-absorbers, less radiator.....

,, Brooklands engine, less inlet and exhaust manifolds. Needs new rings. New main bearings .....

,, Ex. blown engine, less blower and manifolds. Broken crankshaft. *Would sell separately*

,, genuine works engine with Marshall supercharger, and racing Scintilla magneto. Also complete with Almack aluminium racing wheels and standard wheels.....

Axles, front and rear for Riley Nine.....

Austin body, 1927, four-seater, aluminium.....

All Austin Spares, Inlet manifold, exhaust manifold, headlamps, petrol tank, cyl.-head, (polished), radiator, steering column, wheel, brakes, Autovac (unused) front axles, bucket seats, wheels (1929 type).....

A.C. Six cylinder head (approx. 1924) camshaft and crankshaft .....

Back Axle for 8.9 h.p. Amilcar G.P., complete with hubs, shafts, crown wheel and pinion, torque tube, prop. shaft, etc., dropped front axle beam.....

Bluemel telescopic steering wheel (unused). Several clockwise Bosch dynamos with distributor (4-cyl.) unused. Back axle (complete with shafts, brakes, and drums).....

Body, Charlesworth two-seater, for L type Magna 1933, (long wings and big headlamps).....

Four road wheels (knock on 21 × 4.50) .....

Camshafts and boxes, from Brescia Bugatti.....

Racing camshaft for s.v. Anzani and parts to convert timing from chain to gear drive .....

Carburetter, Wingfield racing set, with 2 Wingfield carburetters, mounted on a special twin induction manifold. Fits any 1934 to 1936 V8 30 h.p. Ford, *without alteration* .....

,, downdraught, suit Austin Seven.....

,, Zenith triple diffused horizontal, 36 mm. bore .....

,, Model 36 H.K. Horizontal Flange. 2 5/16" between centre of bolt holes. Right-hand float chamber.....

,, (Two) Zenith N type Horizontal 36 mm. top feed float chambers.....

,, 26 mm. H.Z. Zenith.....

,, 26 mm. triple diffused.....

Carburetter, R.A.G. suit Riley Nine.....

,, R.A.G. .....

,, Zenith .....

,, S.U. complete (three).....

,, Solex .....

,, (New) racing 36 mm. Amal, with large assortment of spare jets and chokes

Chassis, Austin, complete new crown wheel and pinion, new king pins and bushes, front and rear springs flattened.....

Cylinder head with rocker gear for Riley Nine.....

Crankshaft, rear half of a two-piece Laystall, size of journals 1½".....

Cylinder Head "M" type M.G., with valves, valve gear and camshaft.....

Dewardre, one vacuum cylinder. Recently used for assisting braking on a heavy 12 h.p. car, with operating rods and "trigger and motor" levers on a short cross-shaft in solid bearings, also half copper pipe line to manifold.....

Duogauge Cartherns (oil pressure) thermometer.....

Dynamo, 6 v., starter and battery.....

Roller Crankshaft and rods for s.v. Anzani .....

Engine : Austin, 1927, engine and gearbox, without magneto and dynamo.....

,, 1,500 c.c. s.v. Anzani, complete with magneto, dynamo, and starting motor, overhauled and in very good condition. *Cylinder liners are fitted*.....

,, Austin 7, 1930, less carburetter & manifold. Rebored, valve seats recut, new pistons, clutch timing, main bearings, crankshaft reground, new starter ring, big-ends remetalled .....

,, 30/98 Vauxhall Engine, No. O.E. 245.....

,, *11.9* h.p. Morris Cowley engine, new piston rings, new S.U. carburetter, and H.C. gasket, Lucas magneto.....

,, 1928 Anzani, ex-Frazer-Nash, Type SS, complete with rear aluminium engine bearer and large bore (35 mm.). Solex carburetter, high compression head. C.A.V. dynamo and special M.L. magneto

,, 1923/4 Aston-Martin, side valve, engine (fixed head) special lightened con-rods, new pistons. (No flywheel, magneto or carburetter) .....

,, 16 h.p. A.C. engine, good general condition Overhauled, complete Scintilla magneto, clutch. Never run since overhaul.....

,, Riley 12 h.p. s.v. engine. Ricardo head—new valves and all bearings—dynamically balanced crankshaft, high lift camshaft. New oil pump, complete with magneto, dynamo and starter, all in excellent condition .....

,, from Babe Peugeot, has been overhauled, with radiator, believed to be 1912.....

Ford wheels, two, with new tyres 18×6.00, retread,

,, 1936/37 10 h.p. 2 only, 600×16 Dunlop Comp. tyres and tubes used once only.....

,, 2 only 600×16 Firestone covers, used once only .....

,, 2 only 600×16 Silver enamelled wheels.....

,, 1 only, standard size Firestone cover and tube

,, 1 only, standard size, silver enamelled wheel

,, 1 rear seat swab, red leather, never used.....

,, Several cylinder blocks for various types of Anzani s.v. engine .....

,, One s.v. Anzani engine suitable for supercharging. Fitted with roller bearing crankshaft and 100 ton steel connecting rods.....

Frazer-Nash latest type 100 ton back axle.....

,, Wheels. Differential, complete with pinion, steering box and wheel. Front axle and assembly (brakes, etc.). Prop. shaft. Crankshaft (reground). Clutch (complete).....

Boulogne type, front axle 3' 8", complete with hubs, brakes, clips, springs, plates and shockers.....

,, Frame, complete with gear level and brake shafts. Boulogne type body, four wheels with tyres and tubes...

Frazer-Nash-B.M.W. standard pattern steering wheel, good condition.....

Gearbox, M.G. Midget, 3-speed, with Derrington remote control .....

G.N. roller bearing o.h.v. engine, H.C. pistons .....

, Bosch magneto .....

,, transmission complete, and back axle.....

,, parts, cylinder barrels, heads, con-rods, timing-case and cover. Gauge, 14" dial blower.....

,, twin cylinder o.h.v. push-rod engine .....

,, Front axle, steering box, wheels, countershafts, radius rods and sprockets.....

,, engine, special "Akela" type. 1,100 c.c. V-Twin, twin M. L. magneto. Engine perfect. All complete with engine bearers and Brooklands exhaust system .....

Headlamps one pair "Autoroche" chromium-plated, Modified to take British type bulbs...

Lagonda 3-litre, all spares .....

Lamps, Zeiss, headlamps, two, excellent condition, 8"

,, pair large chromium plated headlamps, Lucas with twin electric dippers.....

Lea-Francis, special twin O.H.C. 6-cyl. 64×100, 1932 c.c. engine. Circular web crank and lightweight H.T. steel con-rods. Special Martlett pistons (Comp. ratio 10.1), long period inlet camshaft 6-port head (fitted 2 carburetters).....

Lucas P100 headlamps, single reversed bulb type. Chromium and reflectors in good condition...

,, 12 v. Altette horn.....

,, F.T. 57 Passlite (chromium).....

,, ST 38a chromium stop tail lamp.....

M.G J2 1933. Four wheel caps (knock-on), one spare wheel carrier, two rear springs, one front spring, two front hubs, one gearbox (without remote control casting), one speedometer and rev. counter (without drive), one oil gauge, cut out and fuse box, one prop. shaft (complete), one set (four) shock-absorbers, one N/S front mudguard (cycle-type) .....

,, Prop. shaft, speedometer and rev. counter combined 2 front hubs, steering column, box and drop arm, set of brake shoes and linings, set of brake drums, radiator complete with shell, rear axle casing and diff. Hand brake complete on cross shaft, remote control for gearbox, cut out and fuse box. Cylinder head complete, cylinder head cover, top water pipe to cylinder head, exhaust manifold, inlet manifold, twin carburetters, front engine mounting, front timing gear casing, oil pump, distributor, dynamo, starter, bonnet, clutch housing, set of con rods, set of pistons, 1/20th oversize.....

M.G. J.2 brakes and cables, the set.....

,, Marles steering gear complete, spring wheel, needs two hemispheres.....

,, Set bottom timing wheels.....

,, Set (four) front hub bearings, new.....

,, Rear main flange S/H.....

,, Set Aerolite pistons +10 S/H.....

,, 3 only Aerolite pistons +20 S/H.....

,, (Two) con rods (floating gudgeons) S/H.....

,, P. flywheel (lightened) as new.....

M.G. Parts (Magnette). Rear wheel bearings, axle shafts, Bluemel's spring steering wheel (Marles column) set of con-rods, bearings and pistons (F. type Magna), brake drums, shoes and valve cover for F type, rear Hartford shockers, 12v. pressure pump, combined M.G. switch panel, ammeter and oil gauge, complete clutch and gearbox, with remote control for F type two fuse boxes and cut outs, Rudge hubs and hub-caps.....

SECONDHAND SPARE PARTS—continued

M.G. P. Type 1934/5 Outside radiator honeycomb grill. Rudge 42 mm. N/S hub-cap, eight-day dash clock and vignette. Ashby "Derrington" flare-screen, Derringtons grab rail and screws. Radiator filler cap. Petrol tank cap, oil gauge, Aluminium fishtail, four K.L.G.s (831 R).....

,, pair of wings.....

,, P Type cylinder-head (new).....

Morgan rear wheel, sprockets, two-speed bevel box, chains, propeller shaft.....

,, bevel shaft, specially made in high tensile steel, almost guaranteed not to bend. Fit model about 1927.....

,, 4/4 1936/37. Two Dunlop sports competition tyres, 5.25×16, E.L.P. two-seater zip tonneau cover and fixings, green.....

Morris 11.9 engine, rebored, all new bearings new valves .....

Morris Minor front axle.....

Morris Minor, 1933, S.V. practically all parts including 3-speed gearbox ....

New Zenith horizontal carburetter for 12 h.p.....

Norton motor-cycle, 1928 model 18, one new racing Hoffmann big end assembly complete, two used racing cams, one pair used racing roller cam—followers.....

O.M. Engine, O.H.V.....

Pistons, two new H.C. alloy.....

Radiator, Morris beehive.....

Rev. Counter, New 5" Rolls-Bentley with 15-jewel 8-day clock.....

Rotex 8 in. dia. headlamps, chrome rimmed and fitted with chromium plated stone guards. Both lamps fitted Solenoid dippers.....

Saloon. Arrol Aster six-cylinder coachbuilt 1929, or parts .....

Salmson 3-speed gearbox.....

,, Solid back axle.....

,, Front axle .....

,, Transmission.....

,, Flywheel .....

,, Cylinder head.....

,, Wheels .....

,, Steering .....

,, Sump .....

,, Twin overhead camshaft.....

,, steering and universal, also reverse pinion...

Seat covers and cushions.....

Silencer, Brooklands, large, suitable Bentley, unused

Singer "Junior" tourer, good condition. No back axle. Chassis suitable for a "special" .....

Speedometer, Smith's A type .....

Spotlight, new Stadium with mirror.....

Springs, special flattened rear, for Austin.....

Spring Steering Wheel, Ashby, as new, from 1934 Le Mans Aston-Martin.....

,, ,, Ashby, as new, from Railton 1934, Series II.....

Standard Big 9 1929 engine, clutch and gearbox, absolutely complete, but sump is damaged .....

Steering Gear, less wheel.....

Sunbeam 3-litre crankshaft, cylinder-block, pistons, con-rods, camshafts, carburetter, magneto and starter.....

Supercharger, Marshall new, complete with all fittings, suitable for Ford Eight or Ten .....

Supercharger, Roots, complete with manifold .....

,, Cozette No. 7 and fittings from hyper sports Lea-Francis.....

,, Murray Jamieson, off works s.v. racing Austin, only been used for a few short races and sprints. Will blow up to 12 lb. pressure.....

Centric supercharger and fittings for Ford Ten.....

,, Marshall, complete with fittings for Ford Eight or Ten. Only run 4,000 miles.....

,, Centric, from standard Austin Seven, complete with cylinder head bracket, makeshift induction pipe and self starting Solex carburetter, also 3 different diameters of blower pulleys, and one gallon oil tank for dashboard fitting.....

,, and fittings from 1935 PA type M.G. Midget, 2,000 miles only.....

Tyre, new, for Renault (13×45).....

Tyres, competition, Invicta tread, used once on Lancia Lambda, 780×150.....

30/98 Vauxhall, o.h.v. model, parts available.....

Wheels, racing, one set, 42 mm.....

,, 2 from M type M.G. 29-32 .....

,, set of five, 8.20×120, complete with tyres and tubes,.....

,, enamelled red, and free from rust. Hubs will fit any Bentley model.....

Windscreen with triplex for M.G. Midget M. type.....

Wings, pair of cycle.....

WANTED

Aluminium cylinder head for S.V. Morris Minor .....

Amilcar, 9 h.p. differential (one from the saloon model but not from the sports two-seater, except the six-cylinder) .....

Austin, Ulster : Dropped front axle .....
Aero screen.....
Manifold ....
Remote control gear.....
Racing magneto.....
Downdraught carburetter .....
Ulster body, any condition .....

1928 gearbox, three-speed, extra large wheels for Austin Seven.....

Axle Shafts special, for an "L" type M.G. back axle

Body, lightweight, suitable for 1932 M.G. Midget.....

,, short 2/4-seater modern touring.....

,, single seater.....

Bugatti, modified Brescia. Cylinder block, valves in good condition, camshaft, with pulley drive for dynamo, oil pump, and 1 or 2 con-rods. 2 Spicer universals.....

Crankshaft (counter-balanced) for 1932 J.2 M.G....

Cylinder Barrel (nearside) piston and connecting rod for a 1933 912 c.c. o.h.v. w.c. J.A.P. engine from a 1933 super sports Morgan three-wheeler.....

Chassis, late model Frazer-Nash, complete.....

,, light racing, complete, not over 9 ft.....

Carburetters, two semi-downdraught, standard, for 1933, J4, Midget.....

,, Set of twin S.U. (racing), complete with manifold. Top feed 30 mm., suitable for Brooklands Riley 9 h. 1,100 c.c.

Cylinder, back block for a G.P. 1924 Sunbeam straight 8, or complete engine ... ...

Engine, Lagonda, 2-litre supercharged.....

Exhaust Pipes, external.....

Frazer-Nash front axle, suitable for Boulogne model, chains and sprockets .....

,, Outside exhaust manifold and piping for fitting to Meadows engine (three port) .....

,, T.T. replica body rear petrol tank, or similar two-seater complete.....

,, Stub axles, hub and brake gear.....

Gearbox, light, for special chassis.....

,, 14 h.p. Armstrong Siddeley self-change (pre-selector).....

Louvred Aluminium bonnet, 2′ 3″, rear 2′ 3″, front 18″ wide .....

Lucas one pair P 100 chromium plated headlamps complete with brackets.....

,, one pair P 80 chromium head lamps complete with brackets.....

Manifold and Sump for M type Midget.....

Manifold, Type "C" inlet manifold with carburetter

,, Type "C," exhaust and water manifold...

,, Twin carburetter, complete with two S.U.s. for a 3-litre Bentley.....

,, Induction, for 1929 straight-eight Ballot R.H.3 for single or twin carburetter. Any type of fitting, horizontal or down-draught .....

Valve Cover for J.2 type Midget.....

M.G. set of brakes.....

M.G. Midget, C type cylinder head complete with camshaft and vertical drive.....

Fold Flat windscreen for M.G. and Frazer-Nash.....

M.G. J.2 oil and radiator thermometer (dash-board type) and Tapley motor.....

Petrol Pump, 6 volt, windscreen wiper 6 volt electric

Seats, bucket type.....

M.G. J.2. brake handle with ratchet complete.....

Any J Type four-speed gearbox.....

Spring wheels.....

Type 37 1½-litre G.P. block (Bugatti).....

Gearbox, 4-speed, for a 1930 O.H.C. Morris Minor.....

Generator and battery charger of German make in aluminium .....

Cylinder head, complete with valves and rockers for a blown Lea-Francis (roller-bearing crankshaft) .....

6-volt Battery, for motor cycle (Exide).....

,, for car (Exide).....

Boyd-Carpenter body, any condition.....

Brooklands Riley Engine .....

,, Series ,, with high lift cams and two carburetters .....

Spare Wheel for a 4.50×19 tyre, Frazer-Nash.....

Sturmey-Archer gearbox for Dunelt 250 c.c.....

Instruction Book for M.G. Midget, 1930.....

Two twin port Meadows, 12 h.p. heads.....

Four con-rods steel, suitable for Meadows engine, Crown wheel and pinion. 10×47.....

Wire Wheels, 16. 6.00 for Ford V8.....

Salmson. One hub puller and one cable adapter as used on the front end of the rear brake cables to attach to the levers on the foot brake camshaft. Suitable for a 1928 9.5 h.p. Salmson.....

Rev.-counter, for Type "C" M.G. Midget and drive

,, and water thermometer (dash board type) for an M.G. Type "N" Magnette .....

Apply to: Box M/S 20, c/o Motor Sport, 21, City Road, London, E.C.1

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MERCEDES-BENZ WALK-OVER

IMPRESSIVE DISPLAY IN FRENCH GRAND PRIX MAKES UP FOR SCARCITY OF RUNNERS

THAT the eagerly awaited French Grand Prix at Rheims did not develop into a complete fiasco was due to the sporting spirit of the Mercédès-Benz team. All serious opposition faded out on the very first lap, but the three German cars, instead of slowing to the speed of their only rivals, the two sports-type Talbot-Darracqs, gave the large crowd their money's worth by keeping up a tremendous pace.

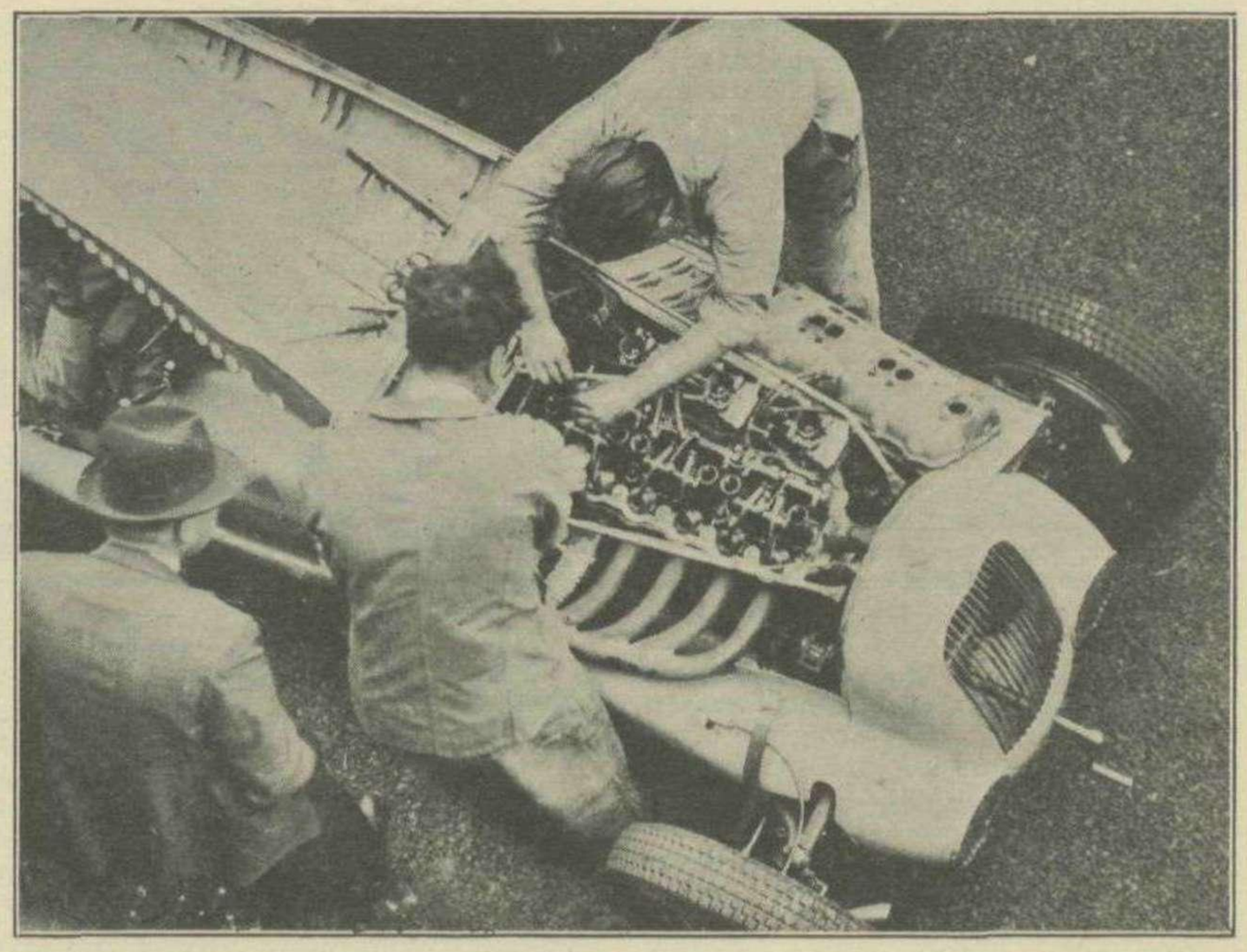
Lap records were broken time and again, right up to the very end of the race, while von Brauchitsch's winning average speed of 101.07 m.p.h.—which alone speaks for itself—was greater than the previous lap record for the circuit! It seemed that the Mercédès drivers would scarcely have gone faster if the Furies themselves had been at their heels. They, and their manager, Neubauer, alone know what further speed they could have exhibited if a Rosemeyer had been harrying them.

The amazing stability of the new cars was no less striking than their speed. All round the course the trio of ace drivers—surely never matched as a combination in the history of racing—were raising dust on the very edges of the corners, and if the terrific power started even a little skid, it was under control in an instant.

Even more remarkable it is to relate that neither the Mercédès nor indeed the Talbots, which, though outclassed, were yet lapping at over 95 m.p.h., changed tyres at all throughout the event, the distance of which was 311 miles.

One lap of the Rheims circuit measures just under five miles. It is triangular in shape, in traditional Grand Prix style, with two practically straight legs, joined by a third section with a number of fast bends. Thus there are only three sharp corners on the course, one of which, where the two straights join, is an acute hairpin, the Virage de Thillois.

The first corner after the start, apart from a gentle, "flat-out" bend, is the Virage de Gueux, in the midst of the village of that name. Then the course rises to the curly section, passing through a dense wood, and at the Virage de la Garenne rejoins the other straight leg. This leads down to the Virage de Thillois, the hairpin, and so through nodding cornfields back to the start.



Working against time on the valve rocker gear of Carriere's Talbot-Darracq.

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The circuit has been used ever since 1925 for the Grand Prix de la Marne, while in 1932 the French Grand Prix was held there for the first time. Thus, as one of France's "permanent" circuits, it has a large, permanent grandstand and pits, these latter with a promenade on top, as at the Nürburg Ring and on the Brooklands road circuit.

Thousands of spectators lined the course many ranks deep as the cars were wheeled out to the start. This traditional parade, with the drivers walking alongside, was, alas, not so impressive as usual, for only nine cars appeared. There were the three Mercédès, two of the new 3-litre twelve-cylinder Auto-Unions, making their first appearance, two French Talbots (or Talbot-Darracqs), a solitary Bugatti, and, at long last, the S.E.F.A.C. This almost legendary French car, built in 1935 to conform to the old Formula, has been the

THE FRENCH G.P.—continued

world's champion non-starter ever since, but now at last it came to swell the thin ranks of the 1938 Grand Prix.

A shower of rain had fallen about an hour previous to the start, but it was not enough to wet the road. Now the sun was shining again bravely, so that the yellow cornfields and the gay colours of the flags of France and Germany, with the silver and blue cars, and the ranks of spectators stretching into the distance, all did their best to help the spectacle.

Von Brauchitsch and Lang were in the front rank, and behind them Caracciola. It was already regarded as certain that one of these three, with the incredibly low, squat Mercédès, would be the winner, but it was hoped that the two new Auto-Unions, driven by Hasse and Kautz, would make a fight of it. These two were in the next rank, but their comrade, Muller, had crashed in practice, sustaining injuries to his spine.

Carrière's Talbot was thus behind the Auto-Unions, then came Etancelin with the other Talbot and Chabaud with the S.E.F.A.C., and, last of all, Wimille with the 3-litre supercharged Bugatti, which had not appeared in practice at all.

As usual, while the engines of the other cars roared, the three Mercédès lay silent in their stations till, exactly a minute before the start, Neubauer gave the signal, and the mechanics, with orderly precision, woke the German cars to life by means of the portable electric starters.

Immediately the din appeared to be trebled, for the new Mercédès have an even more shattering exhaust note than the old cars, and acrid fumes, making the eyes water, began to drift past. The flag fell, and the low, silver cars went off like bullets, leaving the rest of the field yards behind.

But Wimille, too, showed fine acceleration, and in a flash the Bugatti was up with the Auto-Unions, passing the other three French cars. A few minutes elapsed, and a murmur of astonishment went up. Across the cornfields, on the other leg of the course, three cars could be seen streaking along, with no one else in sight!

Say "One! Two! Three!" sharply and as quick as you can. Imagine a sudden, shattering roar with each count, dying away abruptly. Picture three cars darting past the crowded grandstand at over 160 m.p.h., a few yards only separating them, three silver blurs on which one could hardly read the numbers!

That was the amazing first lap of the French Grand Prix, one terrific second which, many afterwards avowed, by itself made the journey to see the race worth while.

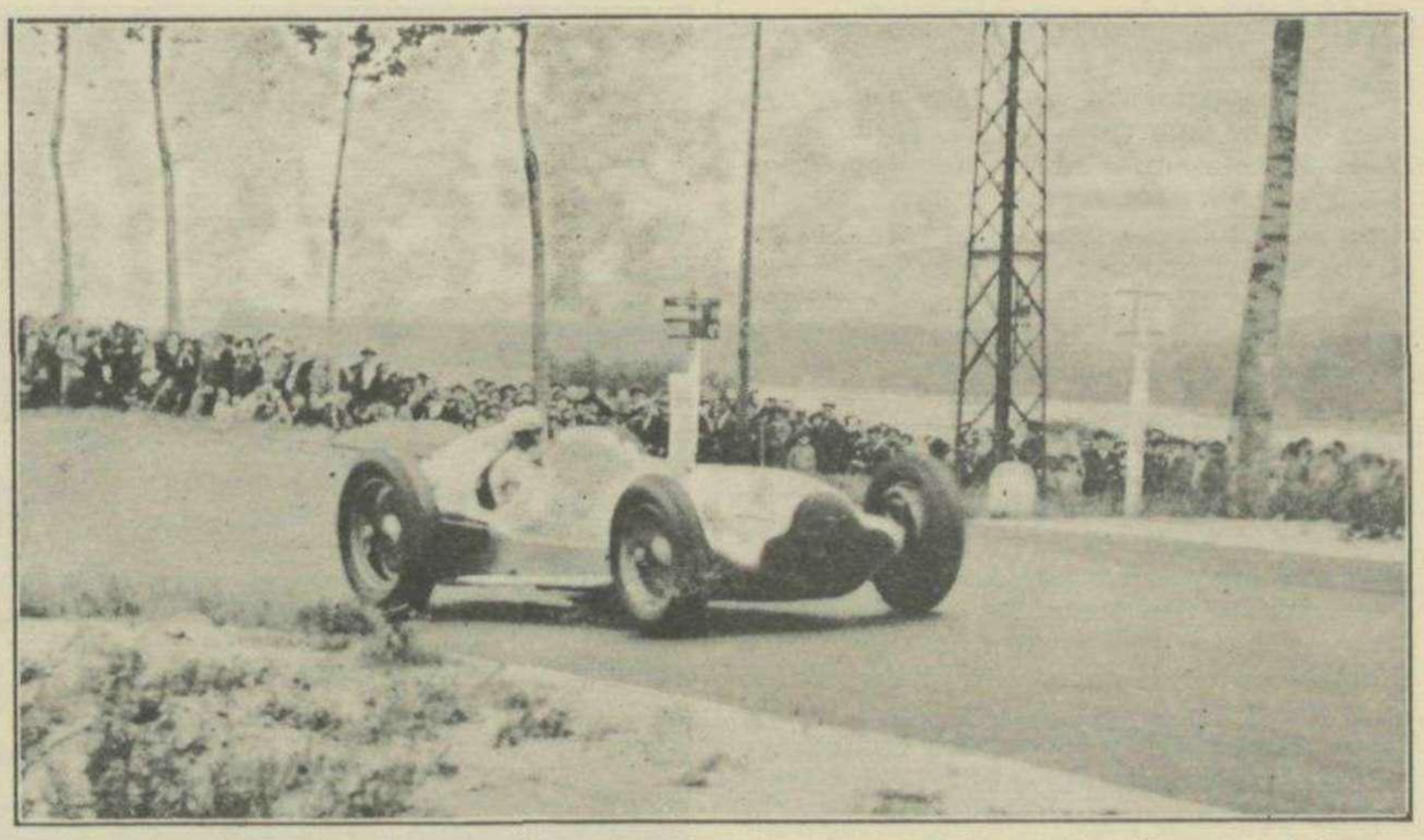
Long before any other car appeared, one had heard six sharp barks in the distance, as the three Mercédès drivers changed down twice for the Virage de Gueux.

Then the first blue car came in sight, Etancelin's Talbot, followed by Carrière and, keeping up well, the S.E.F.A.C. The crowd was still stunned by the whirlwind passage of the Mercédès, but where was their favourite, Wimille? A groan went up. The Bugatti appeared, making for its pit with oil streaming from the underneath of the engine.

Now, with the three Mercédès streaking into sight on their second lap, one began to realise that something was wrong. "*Aucun Auto-Union!*" Neither Hasse nor Kautz had come round at all!

Lang, von Brauchitsch and Caracciola went by in a crash of sound, but still no Auto-Unions. At last Kautz came in sight, with his off-side rear wheel wobbling sadly. He had hit the wall at Gueux, and the mechanics began to try to remove the wheel. But it would not budge, like Rosemeyer's wheel in last year's German Grand Prix—Rosemeyer, how one wished that he was there at Rheims.

Kautz had to retire after only a short struggle, for the wheel was obviously immovable, even if the axle had not been damaged, as the Auto-Union camp were hoping. As for Hasse, he had come into the Virage de Thillois, at the end of the wood, much too fast, spun round three times, and gone off the road. Worse still, Wimille also, trying to avoid him, had gone off the road, and damaged the underneath of his engine. Hasse was out, but the Frenchman, as we have seen, struggled to the pits, where he too had to retire.



H. Lang, who set the eventual lap record at over **105** *m.p.h., accelerating out of the Virage de la Garenne with his Mercedes.*

During the second lap the unfortunate S.E.F.A.C., overcome by its first public appearance, gave up the ghost, also at the Virage de Thillois, and was parked alongside Hasse's Auto-Union.

With only two of the sixty-four laps covered, the scanty field had been reduced to five, and the two Le Mans-type Talbots were left alone to face the might of the Mercédès trio.

Taking no notice whatsoever of these untoward occurrences, the three at once began to break lap records. On the second lap Lang still led by a few yards, but von Brauchitsch and Caracciola both got round at an average of just over 100 m.p.h., and closed up behind, wheel to wheel. Lang, finding himself pursued, increased his pace even more, and on the third lap averaged 102.76 m.p.h., a record for the Rheims circuit, easily beating Chiron's 100.78 m.p.h. with an Alfa-Romeo in 1935.

Not content with this, on the next lap Lang went up to 103.22 m.p.h., while Caracciola, who had passed Brauchitsch, got ready to take a hand, and on the following lap averaged 104.21 m.p.h. Brauchitsch was not going to be left behind, and on the seventh lap he took his turn with 104.51 m.p.h., and closed up again.

Meanwhile the two Talbots were going bravely round, lapping at between 90 and 95 m.p.h., with Etancelin leading Carrière by about 50 yards. At ten laps the Mercédès trio lapped them, and then Carrière put in one very fast lap because, as he said, he found he had no brakes, and thus had to take all the corners much faster than he intended! The brakes had certainly gone to such an extent that when he came into his pit, and the car was jacked up, a mechanic could turn the wheels quite easily with Carrière pressing hard on the pedal. The trouble was cured, however, and Carrière went on.

Caracciola had taken the lead from Lang on the eighth lap, and held this position for some time. Brauchitsch was taking things easily for a space, but Neubauer flagged him to go faster. Brauchitsch grinned cheerfully, and on the thirteenth lap set another record at 104.63 m.p.h. Continuing this spurt, he went up to 105.14 m.p.h. on the sixteenth lap, and passed both Lang and Caracciola to take the lead.

This set the others going properly, and first Caracciola got the lead back and then Lang set about the record and pushed it up to 105.84 m.p.h. and regained the lead for one lap, only to lose it again immediately to Caracciola.

Thus between the three Mercédès drivers the lap record had been broken seven times in the first seventeen laps, and Caracciola was now leading at an average for the race of more than 103 m.p.h.

THE FRENCH G.P.—continued

So far Neubauer had allowed his men full latitude, but Lang's car, after his last record, did not sound quite so healthy as before. Caracciola refuelled at twenty-two laps, and a few laps later Lang stopped, and plugs were changed. Then the car refused to start, and an excited murmur went up. The plugs were changed again, and this time Lang got away, Neubauer shaking a scolding finger. Lang had lost just over a lap to his colleagues.

After this mishap the Mercédès drivers were signalled to take things more easily, but Brauchitsch, now leading, maintained the average steady at 103 m.p.h. Caracciola took the lead again for a few laps, but from just before half distance, when Brauchitsch passed his team mate, the order did not change.

Even when the latter stopped to refuel, and again for 23 secs. to point out to the pit that oil was leaking from somewhere—they indignantly sent him off again—Caracciola, who was driving comfortably about 1½ mins. behind, did not pass.

At thirty-seven laps an unexpected disaster befell the consistent Talbots, for Etancelin failed to appear, and later walked in, cheered enthusiastically by the crowd. So there were only four cars left, and quite near the end Carrière came into his pit with the engine misfiring. It was found that a valve cotter had broken, and, setting methodically to work, the mechanics removed the rocker gear, one of them compressed the valve spring *by hand*, and the trouble was rectified in about seven minutes.

Any undue delay would have robbed the Talbot of its well-earned fourth place, for the sixty-four laps were nearly up. As a final excitement, Lang had another go for the lap record, and on the fifty-eighth circuit left it at 105.97 m.p.h. Brauchitsch, covered with oil but still quite fresh, ran out an easy winner. Mercédès had given a wonderful display of high speed reliability.

RESULT

1. M. von Brauchitsch (Mercedes-Benz), 101.07 m.p.h.
2. R. Caracciola (Mercedes-Benz), 2m. 40s. behind
3. H. Lang (Mercedes-Benz), 1 lap behind
4. R. Carriere (Talbot-Darracq), 10 laps behind

J.C.C. 200 MILES RACE

The supplementary regulations and entry form for the Eleventh International 200 Miles Race, to be organised by the J.C.C. at Brooklands on August 27th, have now been published.

This event was the first long-distance classic to be held in England, and was originally organised at Brooklands during the years 1921-1928.

Principal points from the regulations include the following :

1. Racing-cars of any capacity may be entered.
2. Lady drivers *are not* eligible.
3. The race is a scratch event for all cars ; but a great similarity with early "200s" is provided by the grouping of cars into three classes, for the purpose of Class Awards :
   (a) Up to 1,100 c.c. ;
   (b) Over 1,100 c.c., but under 1,500 c.c. ;
   (c) Over 1,500 c.c.

(Last year, the only grouping was Up to 1,500 c.c. and Over 1,500 c.c. The present inclusion of a 1,100 c.c. Class, with special prizes, will be an inducement to entrants of cars of this size.)

4. A feature of the race is the arrangement of prizes (total £450 and trophies) :
   1st, in each of the three classes—£75 ; 2nd, in each of the three classes—£25.

In addition, all competitors are eligible for the following cash awards, offered in connection with the race as a whole :

1st, £100 ; 2nd, £30 ; 3rd, £20.

The following trophies are offered : 1st in the race, "T. B. Andre" Gold Challenge Trophy ; 1st in 1,500 c.c. Class, "The Motor" Trophy, value £25 (to be won outright).

5. The race will be over 88 laps of the Campbell Road Circuit (1 lap—2.267 miles. Total distance—199.64 miles).
6. Entries close July 18th.

THE PEOPLE'S CAR

Herr Hitler last month laid the foundation stone of a new factory at Fallersleben where the long-talked-of "People's Car" is to be built. Apparently there will be a saloon, limousine and cabriolet, costing about £80 at the present rate of exhange and having 24 h.p. engines productive of about 62 m.p.h. We presume that smaller engines are considered unsuited to Autobahnen driving in cheap forms. It seems possible that the engine used may be based on the 80×82 mm. 2,476 c.c. six-cylinder Opel unit.

TWO CLUB PUBLICATIONS

Too late for mention in the proper section of this paper under Club News, the May issue of "Bugantics" and "The Gauntlet" have come to hand. 'Bugantics" contains an excellent report of the Opening Rally at Prescott, a Prescott poem, an article on "Bugattis I have Owned" by J. K. W. Baines, a description of a French tour in a Type 49 3.3-litre by C. W. P. Hampton, and a list of eighteen new members.

"The Gauntlet" contains a membership list, a very interesting article on "Motoring in Australia" by P. L. B. Wills, in an American car he named "The Magic Pudding" and which "drifted about like a lump of wet fog," some elementary technics by Tom Rotherham, Brooklands data for various of his Invictas by Donald Monro, and other articles.

PUBLISHED ON THE 12th OF THE MONTH *LATEST DATE FOR COPY THE 3rd*

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THE PRESCOTT RECORD WELL BEATEN

NEW FIGURE OF 47.85 SECS. ESTABLISHED BY G. E. ABECASSIS (ALTA). SEVERAL CARS LEAVE THE ROAD. AN EXCELLENT ATTENDANCE.

THE First Open Event at Prescott Hill on July 3rd benefited from an excellent entry and equally excellent organisation. The Bugatti Owners' Club has established Prescott as one of our premier speed venues with a vengeance.

Patchy weather prevailed, with some very heavy showers, but the enclosures were well filled. The cars came up quickly with few delays and there was a very good commentary. Times were also displayed, Shelsley fashion, on a board on the inside of the course. The facilities for members are particularly good, but it was a pity that certain of the fifty members of the German motor-cycle team who were admitted to the members' enclosure indulged in continual horseplay, which was both detrimental to their own interests and to those of the club, and a pretty poor return for the privileges bestowed on them. The catering was first class, the method of taking from the counter in the tent whatever one wanted and paying as one went out working very well. National Car Parks looked after the car stowage.

In the Veteran Class, a so much appreciated feature of B.O.C. & V.S.C.C. speed meetings, Sam Clutton did 58.33 secs. with Heal's Fiat, only to motor off the road without damage on another ascent. Mills, driving a most excellent 90 Mercédès, won on Formula, though actually clocking 65.16 secs.

In the 1,500 c.c. sports-car class, K. V. Baillie-Hill, perhaps stimulated by having his portrait on the cover of a prominent weekly motor journal, won the class with his Beecholme-doctored H.R.G., clocking 54.26 secs., and beating Claridge's Frazer-Nash by 1.12 secs. Curtis was third in his H.R.G. in 55.4 secs. In the 1½ to 3-litre sports class no one had anything on Fane's Type 328 Frazer-Nash-B.M.W., which did a silently impressive 52.73 secs. Shakespeare's Bugatti asked 55.24 secs. and Flather's B.M.W. 55.45 secs. Ken Hutchison won the big sports class with the V12 Allard Special in 53.32 secs.—faster than Allard's time at the previous meeting—but the plugs went fluffy before his second run. Symondson's Type 57 Bugatti was second in 56.41 secs., and Ronnie Hughes's 30/98 Vauxhall third, while Heal and Alan May also very admirably upheld 30/98 prestige with ascents both rapid and lusty. The small racing class event went to Buckley, whose works Austin Seven sounded to be in truly fine fettle, beating Denis Evans's famous M.G. by .77 of a sec. Willis (Austin) was third.

Abecassis naturally won the 1½-litre racing class, as his Alta took the hill record in 47.85 secs., beating Baron's old figure with the Bugatti by 2.85 secs. He established this time on his second run and Baron actually did 48.14 secs., and Fane 48.56 secs., so the Prescott record should drop appreciably before the season is over. Fane ran in the rain and we have never seen the "Shelsley" single-seater Frazer-Nash handled with greater abandon. Ansell did a very fine ascent with the E.R.A. to take third place in the 1½-litre racing class. Lord Avebury's Alta took the 2-litre racing class in 50.92 secs., with Hampshire's Bugatti second and Grimshaw's Bugatti third. The big racing class went to Arthur Baron (2.3-litre Bugatti) in 48.52 secs., with Craig's beautiful black and white 3.3-litre Grand Prix Bugatti second and Lemon-Burton's Bugatti a close third.

There was some excitement during the second half of the programme, Allard missing his gear-change with the V8 production-model Allard Special, the resultant gyrations ending in a smashed near-side rear wing and slightly buckled wheel. Lones did some excellent front-wheel sliding into corners with the Tiger Cat, but overdid things at the Esses and left the road, damaging the off-side front wheel. On his first run Morrish overturned his M.G. Magnette through striking the right hand bank at the Esses, but fortunately he was flung out before the car rolled and was unhurt. Prescott retains its reputation as a tricky climb. Abecassis looked under full control during the record ascent.

H. A. Richards (Riley) was steady, but Mrs. Palethorpe's blown Frazer-Nash ceased to motor. Hampshire drove very nicely indeed. Clark's Bugatti carried French registration numbers, Grimshaw handled his Bugatti very expertly, and Lord Avebury's Alta snaked under tremendous acceleration and displayed excellent braking power. Craig, hands ungloved, was fully master of the ex-Lindsay Eccles, 3.3-litre Grand Prix Bugatti and Baron used twin rear covers to assist immense acceleration with his 2.3-litre Bugatti. Burton drove splendidly and Hunter's Alta looked and sounded most impressive. Vaughan (Bede-Powerplus), also a double rear-boot exponent, showed admirable judgment and Ansell clipped the inside bank astonishingly close at Orchard Corner. His was a truly great dice.

Woodall, in chequered crash hat, indulged in immense tail-slides, but his Chatterbox shed a chain. Hampton was very neat with the 1922 Merc., loudly shouted to by the white-capped Continental onlookers, who apparently wanted to hear the blower—Hampton duly obliged. Lloyd-Jones had his Triangle Special well under control and Fry's run in the Freikaiserwagen was just immense.

Sumner's blown Sumner-J.A.P. romped about under extreme pick-up and crackled lustily on the over-run, Lind Walker's Bugatti appeared to lose much water from beneath the bonnet on a fast climb and Lones's slides into corners were excellent. Griffiths, with the old Anzani-Nash, smote the outside bank at Valley Bend and got into a quite nasty slide, which he held. Symondson's Bugatti was nicely handled, and Hughes did great things with his 30/98 Vauxhall. May's 30/98 Vauxhall had all the punch in the world and the gear-changes were well judged. Donald Monro's low chassis 4½-litre Invicta was beautifully driven and fast on the straight and Gardner, with Malcolm Campbell's old Type 57S Bugatti, was extremely creditable. Denis Evans got the M.G. off well but experienced immense wheel spin from Pardon Hairpin. Willis missed his change at Orchard Corner with the little Austin and Heal's 30/98 Vauxhall sounded rather more pinky than in the pink, though very rapid indeed. Palethorpe, with a monoposto "Shelsley" Frazer-Nash, twin shod at the rear, did a climb bettered as a great dice only by Fane himself. Mortyn got rather an overslide with his Frazer-Nash, but Walker's blown Austin Seven revved merrily. Benn's Austin Seven favoured big rear wheels, Hunter's B.M.W. seemed to misfire slightly and Fitt's big Hudson was carefully driven but burued its tyres nevertheless. Twice it was rumoured that the vehicles of the brothers Fry were so low (or fast ?) as to miss the timing tape and certainly they had double runs, "P. Dunlop" on the Kaiserwagen sliding the front most stirringly.

Grimshaw's Bugatti sounded beautiful, and Bolster, after replacing a broken chain, almost turned round at Pardon Hairpin and was obviously chiding the mechanism for not hauling from all pots at once—the eight-cylinder very-vee Bolster Special is still not quite weaned. Sir J. Bowen's blown M.G. Midget had plenty of revs. in possession.

So concluded a very excellent Prescott. Unquestionably this is a venue never to be missed in future. On August the Vintage S.C.C. will camp there, and the next Open Meeting is on September 25th. The MOTOR SPORT representative was conveyed home in state, very fast and impressively, in the production four-seater Allard-Special, having arrived in someone else's Singer, his own motor having died on him at Oxford, a thing hardly surprising as it happened to be a 1922 o.h.c. Rhode which had been coaxed from Birmingham to London and onwards through the night, after standing idle for some six years.

PROVISIONAL RESULTS

Class 1 (Veteran Cars) : C. Clutton (1910 Fiat), 58.33s.; A. A. F. Mills (1913 Mercedes), 65.16s. Mills was first on formula.

Class 2 (sports-cars up to 1,500 c.c.) : K. V. Baillie-Hill (H.R.G.), 54.26s.; G. D. Claridge (Frazer-Nash), 55.38s.; A. E. S. Curtis (H.R.G.), 55.40s.

Class 3 (sports-cars 1,501 to 3,000 c.c.) : A. P. F. Fane (Frazer-Nash-B.M.W.), 52.75s.; R. W. Shakespeare (Bugatti), 55.24s.; D. G. Flather (Frazer-Nash-B.M.W.), 55.45s.

Class 4 (sports-cars over 3,000 c.c.) : K. Hutchison, (Allard Special), 53.32s.; R. C. Symondson (Bugatti), 56.41s.; R. Hughes (Vauxhall), 56.60s.

Class 5 (racing-cars up to 750 c.c.) : C. D. Buckley, (Austin), 50.86s.; D. G. Evans (M.G.), 51.63s.; R. R. Willis (Austin), 59.52s.

Class 6 (racing-cars 751 c.c. to 1,500 c.c.) : G. E. Abecassis (Alta), 47.85s.; A. P. F. Fane (Frazer-Nash), 48.59s.; R. E. Ansell (E.R.A.), 48.77s.

Class 7 (racing-cars 1,501 to 2,000 c.c.) : Lord Avebury (Alta), 50.92s.; D. A. Hampshire (Bugatti), 51.27s.; T. S. Grimshaw (Bugatti), 51.94s.

Class 8 (racing-cars over 2,000 c.c.) : A. Baron (Bugatti), 48.52s.; C. Y. Craig (Bugatti), 50.25s.; J. Lemon Burton (Bugatti), 50.32s.

Course Record : G. E. Abecassis (1½-litre Alta s/c), 47.85s.

Sports-Car Record : A. F. P. Fane (2-litre Frazer-Nash-B.M.W.), 52.75s.

Previous record for the course held by A. Baron's 2.3-litre Bugatti, 50.70s.



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THE J.C.C. HIGH SPEED TRIAL

IT would be a major tragedy were the J.C.C. High Speed Trial at Brooklands to fall by the wayside, for this is a most instructive event from the viewpoint of showing up the capabilities of fairly normal fast cars under prolonged high-speed running, besides being excellent value for competitors. Therefore it is regrettable that this year the J.C.C. had only to serve up one of these trials, having received an entry of only forty-four, whereas last year there were two trials, with an entry of ninety-two, all told. Certainly Brighton clashed, but so it did in 1937.

The High Speed Trial is instructive from the viewpoint of analysis of results, but it is not so enthralling to watch, and, in consequence, we endeavour to ride as passengers, rather than support the enclosure railings while it is in progress. This year, as in the two years previous, we rode with John Eason-Gibson, this time in a Lancia Aprilia saloon. Speeds had been stiffened up, and in our category it was necessary to lap at 2 mins. 23 secs. to gain a Premier Award (actually faster, to compensate for the standing lap), whereas the previous year only 2 mins. 32 secs. was called for.

On the line Norton Bracey worked hard to change plugs in his blown M.G. Barker's Riley Gamecock and Parker's Riley, confused about the starting arrangements, both stayed on the line when the flag fell for the first row to depart. Miss McOstrich's lady passenger, in very slinky trousers, strapped herself into the Frazer-Nash—passengers have quite a bit to do during the run and two hands are inadequate for holding pencils, watches and hand-grips. The Lancia did its standing lap in 2 mins. 36⅗ secs. Soon we were enjoying a great duel with Blackford's M.G. Magnette, which, doing about 76 m.p.h., would draw gradually away along the Railway Straight, but which could be held, and usually caught, through the corners. The Aprilia needed all the track to negotiate the top bend fast, but only got momentarily out of control once, when it struck the bumps at the top of the finishing straight at a considerable angle. It took the Paddock "S" at 40 m.p.h. and accelerated flat through the last corner at about 60 m.p.h. A fan tail appeared on the track early on, but dead and dying cars seemed less conspicuous than usual. We were faster than Watson (12/70 Alvis), who smiled as we passed, while at intervals the Type 328 Frazer-Nash-B.M.W.s would sail majestically by, high up the Byfleet, Fane waving cheerily. An S.S. would usually follow, and obviously some fine duels were in progress. Symmons was treating the corners with respect in the big L.M.B., having a reserve of speed in hand, and Lines was getting good knots out of the L.N. Special, which has a Ford V8 basis. An excellent effort was that of Norton Bracey, whose M.G. had nasty moments, following a burst front cover, but who gained a Premier nevertheless, aided by Roddy Seys. Bushford, too, deserves mention for getting a Standard Award with his vintage Amilcar, which was pushed home by its exhausted crew. The Lancia went round at about 2 mins. 20 secs., and Gibson went on long after we had done the requisite 20 laps, because, as he said, he wanted his money's worth. The little car showed no signs of distress at the end, but understandable wear on the front India covers, on account of the rapid cornering. Urban-Emmrich sent the barrels rolling at the last corner with his Ford V8 saloon, bending both wings on the opposite side of the car in the ensuing slide. Blackford's M.G. slowed slightly after the Lancia had passed it, and built up a lead—was there ever man who drove to schedule in this event, regarding as not a race? The best performance of all was that of H. J. Aldington, whose Type 328 Frazer-Nash-B.M.W. averaged best time of the day, clocking an average of 79.14 m.p.h.

All three B.M.W.s and the trio of S.S.s gained Premiers, likewise Michael May's works Alvis, Sheppard, Russell-Roberts, Blackford, Bennett and Bracey with M.G.s, Gibson's Lancia, Pritchard's 1½-litre Aston-Martin, and Cohen's Riley of very T.T. appearance. Amongst the bigger cars were many of the Standard Award winners. We commend this event next year to those drivers who did not run this time and whom we know to have suitable motor-cars.

In the long series of short handicap races round the outer-circuit which made up the afternoon programme, the fastest win was Aldy's, with the Frazer-Nash-B.M.W., at 93.62 m.p.h. for a lap, and he also won another one lap race at 92.57 m.p.h. Symmons with the L.M.B. had two wins, at 84.99 m.p.h. and 79.17 m.p.h. respectively, the former for two laps, and Anthony's Aston-Martin did 84.06 m.p.h. to win the First Two-Lap Handicap. Another popular winner was C. W. P. Hampton, whose 1,122 c.c. Mercédès-Benz, as immaculate as ever, won a one-lap handicap at 75.23 m.p.h. Up the Test Hill the respective class victors were Latimer's touring Ford (11⅕ secs.), Lines's sports L.N. Special (9⅘ secs.), and Aldington's racing (as to category) Frazer-Nash-B.M.W. (9.0 secs.). The runners-up, likewise respective, were: Mann's Ford, Farley's H.R.G., which did not start in the High Speed Trial, tying with Anthony's Aston-Martin, and Norton Bracey's M.G.

The results are very instructive and merit close study.

RESULTS

Best Performance : H. J. Aldington (2-litre Frazer-Nash-B.M.W.), 79.14 m.p.h.

Special Awards : N. E. Bracey (M.G.), C. Cohen (Riley), J. Eason-Gibson (Lancia), W. W. S. Bennett (M.G.), B. A. Blackford (M.G.), E. G. Russell-Roberts (M.G.), M. W. Sheppard (M.G.), M. W. B. May (Alvis), J. R. Pritchard (Aston-Martin), H. J. Aldington (Frazer-Nash-B.M.W.), A. F. P. Fane (Frazer-Nash-B.M.W.), H. C. Hunter (Frazer-Nash-B.M.W.), A. Goldman (S.S.), C. E. Truett (S.S.), J. D. Firth (S.S.).

Standard Awards : C. E. Bushford (Amilcar), R. M. Andrews (M.G.), C. E. Taylor (M.G.), A. G. Parker (Riley), F. H. Bacon (Singer), Miss P. McOstrich (Frazer-Nash), P. K. Braid (M.G.), W. P. Maidens (Rover), W. A. V. Davis (Singer), W. J. Watson (Alvis), D. Hamilton Moore (Bentley), H. M. Woodard (Bentley), H. E. Urban-Emmrich (Ford), H. G. Symmons (L.M.B.), J. R. Lines (L.N. Special).

First One-Lap Handicap : (A)—1, H. G. Symmon (L.M.B.), 79.17 m.p.h.; 2, E. G. Russell-Roberts (M.G.); 3, N. E. Bracey (M.G.).

First One-Lap Handicap : (B)—1, C. W. P. Hampton (Mercedes-Benz), 75.23 m.p.h.; 2, G. Murray-Symons (M.G.); 3, J. A. Andrews (Morgan).

First One-Lap Handicap : (C)—1, M. W. Sheppard (M.G.), 70.44 m.p.h.; 2, C. E. Taylor (M.G.); 3, H. J. Aldington (Frazer-Nash-B.M.W.).

First Two-Lap Handicap : (A)—1, H. G. Symmons (L.M.B.), 84.99 m.p.h.; 2, E. G. Russell-Roberts (M.G.); 3, W. P. Maidens (Rover).

First Two-Lap Handicap : (B)—1, J. A. Andrews (Morgan), 71.56 m.p.h.; 2, L. M. Maynard (A.C.); 3, N. Freedman (Terraplane).

First Two-Lap Handicap : (C)—1, C. M. Anthony (Aston-Martin), 84.06 m.p.h.; 2, E. K Farley (H.R.G.); 3, C. Mann (Ford).

Second One-Lap Handicap : (A)—1, W. B. G. Leith (Hudson), 78.06 m.p.h.; 2, L. M. Maynard (A.C.); 3, D. G. Parker (M.G.); 4, E. G. Russell-Roberts (M.G.).

Second One-Lap Handicap : (B)—1, H. J. Aldington (Frazer-Nash-B.M.W.), 92.57 m.p.h.; 2, D. Hamilton Moore (Bentley); 3, C. M. Anthony (Aston-Martin); 4, R. Latimer (Ford.)

Second Two-Lap Handicap : (A)—1, E. G. Russell-Roberts (M.G.), 83.0 m.p.h.; 2, J. R. Pritchard (Aston-Martin); 3, J. R. Lines (L.N. Special); 4, A. F. P. Fane (Frazer-Nash-B.M.W.).

Second Two-Lap Handicap : (B)—1, W. B. G. Leith (Hudson), 83.70 m.p.h.; 2, D. G. Parker (M.G.); 3, L. M. Maynard (A.C.); 4, G. Bagratouni (Alfa-Romeo).

One-Lap Handicap Final : 1, H. J. Aldington (Frazer-Nash-B.M.W.), 93.62 m.p.h.; 2, D. G. Parker (M.G.); 3, C. E. Taylor (M.G.); 4, E. G. Russell-Roberts (M.G.).

Two-Lap Handicap Final : 1, W. P. Maidens (Rover), 73.24 m.p.h.; 2, C. M. Anthony (Aston-Martin); 3, W. G. B. Leith (Hudson); 4, L. M. Maynard (A.C.).

Test Hill Sweepstake

Touring Cars : 1, R. Latimer (Ford), 11⅕s.; 2, C. Mann (Ford); 3, R. D. Gregory (Bentley).

Sports-Cars : 1, J. R. Lines (L.N. Special), 9⅘s.; 2, E. K. Farley (H.R.G.) and C. M. Anthony (Aston-Martin) tied; 3 .D. G. Parker (M.G.).

Super Sports-Cars : 1, H. J. Aldington (Frazer-Nash-B.M.W.). 9s.; 2, N. E. Bracey (M.G.); 3, C. G. Fitt (Hudson Special).

E.R.A. RIVAL?

I expect you are all quite tired of hearing about the new 1,500 c.c. Alfa-Romeo. This car has been reported to be on the way for several years now, but somehow it never seems to develop beyond the rumour stage.

On the other hand, I can vouch for the fact that such a car was actually in partial existence at the beginning of this year, and I have been awaiting its appearance in 1,500 c.c. races with not a little curiosity and impatience.

This long-awaited event may have actually taken place before these lines appear in print, for on July 10th the Grand Prix d'Albigeois is due to be held, way down in the Midi. And there is a story going the rounds in France that the Alfa Corse are going to try out their new car in this race.

However much British enthusiasts may be gratified at the proven supremacy of the E.R.A. in 1,500 c.c. racing, most people will agree that some competition of a stronger nature than can be provided by Maseratis would tend to make these races a good deal more exciting and interesting. The Picardy race, for example. . . .

THRILLING SPEEDS IN KING'S CUP

ALEX. HENSHAW AVERAGES 236 M.P.H. FOR 1,000-MILE COURSE

A LARGE crowd at Hatfield aerodrome on July 2nd was thrilled by the amazing speed of Alex Henshaw with his Percival Mew Gull in the closing stages of the King's Cup Air Race. With five laps to go, Henshaw was in eleventh place, but, averaging over 236 m.p.h., he ran right through the field, and started his last lap with a clear lead, to win easily.

In spite of the terrific speeds attained, there is a very leisurely atmosphere about an air race, compared with motor-racing. This year, however, the race for the King's Cup was full of interest, for competitors covered twenty laps of a triangular 50-mile circuit, with turning points at Buntingford, Barton aerodrome, near Bedford, and Hatfield, at which last point the start and finish was situated.

The event was run on handicap, the limit planes receiving about 2¾ hours' start from the scratch machine, the race distance being 1,000 miles. Every five laps, or every 250 miles, there was a compulsory stop for all pilots of forty minutes for refuelling. A "pit stop" lasting forty minutes would seem somewhat long to racing drivers, but it must be appreciated that it is not as easy to refuel an aeroplane as a racing-car, and the size of the machines would make an ordinary "pit" impossible.

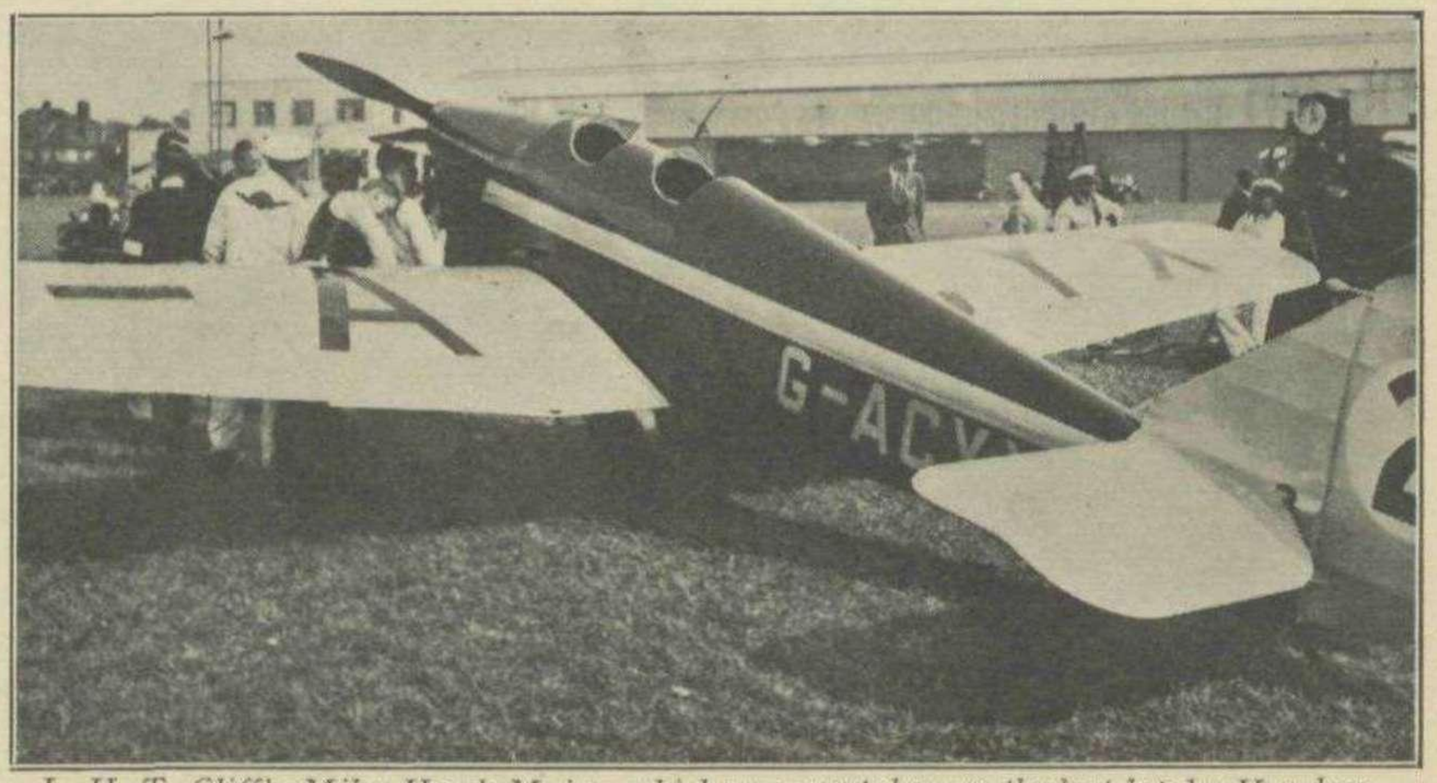
The object was also to provide additional spectacle with the fast machines landing and taking off at stipulated intervals. Pilots took off in the order in which they had arrived after the previous five laps, and one was thus able to grasp the race order.

The timekeepers were A. G. Reynolds, J. W. Barbour, R. King-Farlow, and F. R. G. Spikins, all of whom are well known to sporting motorists. Chris Staniland was also to have been one of the pilots, but did not start, owing to damage to a wing sustained while taking off in practice. Another well known driver now taking part in another sport was Luis Fontes, who with a Miles Hawk finished thirteenth at an average of over 180 m.p.h. Fontes looked very fit, and handled his aircraft well. Incidentally, this was not his first appearance in air racing, for he competed in the King's Cup Race in 1935.

The first pilot, J. M. Barwick with a Miles Hawk Trainer, soared off into the blue at 9 a.m., and since the handicap speeds ranged from 140 m.p.h. to 227 m.p.h., for Capt. R. G. Percival's Percival Mew Gull, on scratch, many of the limit men had completed the first quarter of the race and had come in to refuel before the fastest planes left.

These were the three Percival Mew Gulls of Giles Guthrie, Alex Henshaw, and Capt. Percival. Guthrie had ten minutes' start from Henshaw, and Henshaw started 8½ minutes in front of Percival. Guthrie was co-pilot with C. W. A. Scott in the England-Johannesburg race, and navigated for Charles Gardner when he won the King's Cup in 1936. In the first few laps Guthrie actually gained a few seconds on Henshaw, but before the first quarter ended Henshaw, working up to the 236 m.p.h. average which he was to maintain throughout the race, had established a powerful position on handicap.

In the lead was Flying Officer Hughesdon with a single-engined B.A. Eagle, averaging 143 m.p.h., and he was not dispossessed until the ninth lap, when L. H. T. Cliff, a flying instructor at Brooklands, went ahead on a Miles Hawk Major, at an average speed of 145 m.p.h.



L. H. T. Cliff's Miles Hawk Major, which was overtaken on the last lap by Henshaw. Cliff eventually finished third.

At half distance Cliff was still well ahead, with Hughesdon second, and C. H. Tutt (Comper Swift) third. It was evident that T. W. Morton, flying the only twin-engined plane in the race, the handsome red B.A. IV, was in a good position, as he had worked up from ninth place to sixth, at 159¼ m.p.h.

It was not so easy, however, to deduce the position of the scratch planes, since the three Mew Gulls were still at the tail of the field, though Henshaw's 236 m.p.h. was better than the 234½ m.p.h. of Capt. Percival, who had had to concede him a start. It seemed a pity that no effort was made to announce the relative positions on handicap, though the loudspeakers were certainly clearly audible all over the ground, and an excellent scoreboard, kept right up to date, showed the positions on distance.

There was some excitement as Capt. Percival prepared to start off after the half distance stop, for a loud report and a puff of smoke came from his engine, and the fire tender came out in a hurry. The trouble was only trivial, however, and Percival restarted at his correct time.

The race was now becoming easier to follow, for at the end of the next quarter only a lap and a half separated the entire field. Cliff and Hughesdon were still first and second, but Morton was now third, while Henshaw in his white Mew Gull had passed Guthrie's red machine, and had gone up from eighteenth to fourteenth. Geoffrey de Havilland, piloting the neatly streamlined T.K.2, built by the De Havilland Technical School, had worked up from fifteenth to eighth, and W. Humble (Sparrow Hawk) from fourteenth to sixth.

The backmarkers were closing up rapidly, and Henshaw gobbled up six places in the next two laps, and passed another four competitors on the eighteenth lap, so that with two laps to go he was fourth. It was a marvellous sight as the beautiful white machine, clear against the blue sky, swept round the pylon banked over vertically, apparently without slackening its 236 m.p.h. pace in the slightest.

Cliff still held a lead over Henshaw of more than seven minutes, but such was the speed of the Mew Gull that on the next lap it was wiped out. A speck in the distance approached with such rapidity that it was clear that Henshaw had won through to first place, and, completing the final lap at undiminished speed, he soared over the aerodrome in triumph, hailed by a fanfare of car horns.

Second place was contested strongly, but Guthrie just got home ahead of Cliff. Geoffrey de Havilland was fourth, Morton fifth, and Capt. Percival, who has made so many gallant efforts in the King's Cup, finished sixth.

MODEL T

Anyone who feels that he or she would like to grapple once again with the unconventional controls of the epileptic—sorry, epicyclic—model T Ford car should note that anyone who brings one of these vehicles, of passenger-car type, along to the Ford Enthusiasts' Club's Croydon Rally on July 17th and gets it through the five tests (*not* against the watch!) will receive an award. Trade plates or monthly licences will naturally be permissible, but cars must come into the grounds under their own power. The model T Ford was remarkably prevalent in these islands up to 1927, but our taxation rating has killed them off like flies. Tens of thousands of mortals must have grappled with their two-pedal control, either as ambulance drivers during 1914-18, or as lorry, taxi or private car drivers before or after the War.

Continental Notes and News

By AUSLANDER

Whither Bugatti ?

By the time these lines appear in print, Jean-Pierre Wimille will have driven his last race for Bugatti, to wit, the Grand Prix de l'A.C.F. From now on the brilliant young Frenchman will be seen at the wheel of Alfa-Romeos, as a member of the Alfa-Corse team. The good wishes of all followers of the sport will go with him, for he is a born driver, and deserved to be seen more frequently in action.

I remember when Wimille first started racing, with a 2.3-litre Bugatti, he quickly acquired a reputation for extreme wildness. He certainly had some most hectic adventures, getting into broadside skids on fast curves and occasionally going off the road. But he never hurt either himself or his car, very much, and there is no doubt that he gained a great deal of valuable experience in finding out just how fast it is possible to get round corners.

Then followed a brief spell of ownership of a 2.3-litre Alfa, after which Molsheim claimed him once more. On and off, during the last few years, he has put in brief but dazzling appearances at various motor-races, generally being outclassed in speed but never in virtuosity. He will be a powerful addition to the Alfa Corse.

But does this mean that Bugatti is definitely giving up racing ? That is a prospect from which one recoils with aversion, because so long as the Great Man of Molsheim kept going, even in the half-hearted way he has done in recent times, one could always comfort oneself with the thought that one day he would really settle down to it again.

No one has been appointed in Wimille's place, and it does look as though we had seen the last of Bugatti in racing under the present Grand Prix system. I am writing before the French Grand Prix, of course, and no doubt a Bugatti victory in that race would alter the whole affair. But I somehow don't see that happening.

Mistaken Identity

Wimille was recently the subject of Paris newspaper reports of an accident, in which he was supposed to have been involved while motoring with Louis Chiron. Actually, it turned out that Chiron's companion was none other than our old friend, the Anglo-Frenchman, Williams. No one was hurt, apparently, and the cars were not badly damaged.

Williams's reappearance is not to be confined to this newspaper report, however, for he has made arrangements to drive in races once more. His mount will be a 1,500 c.c. Maserati.

A few years ago Williams was one of the best drivers in France. I remember a French Grand Prix at Rheims, in particular, where he took his Bugatti round the fast curve at the foot of the slope beyond the tribunes quite as quickly as Nuvolari—and that is saying something. That was about the last race in which he really shone, however, for bad luck seemed to dog him thereafter. First of all it was mechanical trouble which put him out of races, and then, when he was given the wheel of one of the new 3.3-litre cars, it was a series of minor accidents which eventually caused him to give up the game altogether.

I, for one, wish him the best of luck in his return to racing.

Age in Motor-racing

Motor-racing is one of the few sports in which it is possible for a man of middle age to continue to participate without being at an overwhelming disadvantage. The examples of Lord Howe and Nuvolari, of course, immediately come to mind, and while these two are the only fifty-year-olds taking part in high-speed racing, there are other men of similar age who put up remarkable performances in other spheres of motoring sport.

One of these is a Frenchman named Molinari. This sprightly young thing of fifty-seven years recently took part in the Bol d'Or race, in which, as I expect you know, the driver must drive single-handed for twenty-four hours. Molinari drove a 1,100 c.c. Simca-Fiat, and finished fourth in his class after covering 2,073 kilometres. At the end he was as fresh as a daisy, and could obviously have carried on indefinitely.

In ordinary life he is the popular restaurateur of the Velodrome d'Hiver, a Parisian centre of sporting activity.

Later in the month, at Le Mans, Molinari was not so lucky. First of all he rammed the Mulsanne sandbank and gave himself a couple of hours' hard work with a spade ; then he set off again with a mudguard scraping against a tyre, which promptly caught fire ; and finally a broken oil-pipe put him out of the race altogether.

Good for Trade

The two most delighted people at Le Mans were the winners, Chaboud and Trémoulet—and not only because they had won the race. You see, it is under this title that they trade as well known Parisian motor-dealers, and the kudos resulting from their victory is obviously worth a great many francs to them in increased business. Other things being equal, it is much nicer to buy your car from the Le Mans winners than from a non-racing firm.

France has every reason to feel proud of her sports cars. Both the Delahaye and the Darracq are tremendously fast and hold the road beautifully. But it was sad to see no British big car challenge, especially when there is such splendid material available in the 4½-litre Bentley, the 4½-litre twelve-cylinder Lagonda, and the 4.3-litre Alvis—all of which, I am sure, would be capable of competing on level terms with their Continental counterparts.

The French "Road Star"

This year, for the first time, the French championship is being decided on a similar system to that of the British drivers' road-star.

Le Mans was the third event to count at the time of writing (the others were the Grand Prix of Pau and the Grand Prix of Picardy). The positions are as follows : Dreyfus, 11 pts ; Chaboud and Trémoulet, 10 pts. ; Serraud and Giraud-Cabantous, 6 pts. ; Prenant, Morel and Villeneuve, 5 pts. ; Biolay and Raph, 4 pts. ; De Cortanze and Contet, 3 pts. ; Matra, 2 pts.

The Cote d'Ars Hill-climb

A good afternoon's sport was enjoyed recently by the inhabitants of Ars (Centre) when the annual hill-climb was held over a distance of 1 km. 300. There was one British car present, a 1,500 c.c. Riley, driven by Cayaux, and this beat an Alfa and a Chenard to win the 1½-litre sports class in 53.6 seconds. Giron's Darracq won the unlimited sports class in 47.4 seconds, after which the racing cars came up. Mestivier's Amilcar beat the 1,100 c.c. record by climbing in 39.8 seconds, while Lanza's Maserati did likewise to the 1,500 c.c. record in 38 seconds dead. The fastest 2-litre racer, Testut's Bugatti, could do no better than 43.4 seconds, but the 3-litre class winner, Balsa's Bugatti, beat the record for the hill and made fastest time of the day in 37.4 seconds. The over 3-litre class went to Benazet's Delahaye in 42.4 seconds.

"With what Object ?"

Bobby Kohlrausch, known to one and all as no mean handler of an M.G. Midget, has made the rather curious purchase of a 1937-formula Grand Prix Auto-Union. One is tempted to ask (as the old colonel in "A Yank at Oxford" remarked) "With what object ?" For the car is useless from the point of view of 1938 Grand Prix races, and as a record-breaker the type has obviously been fully exploited by the A.U. people.

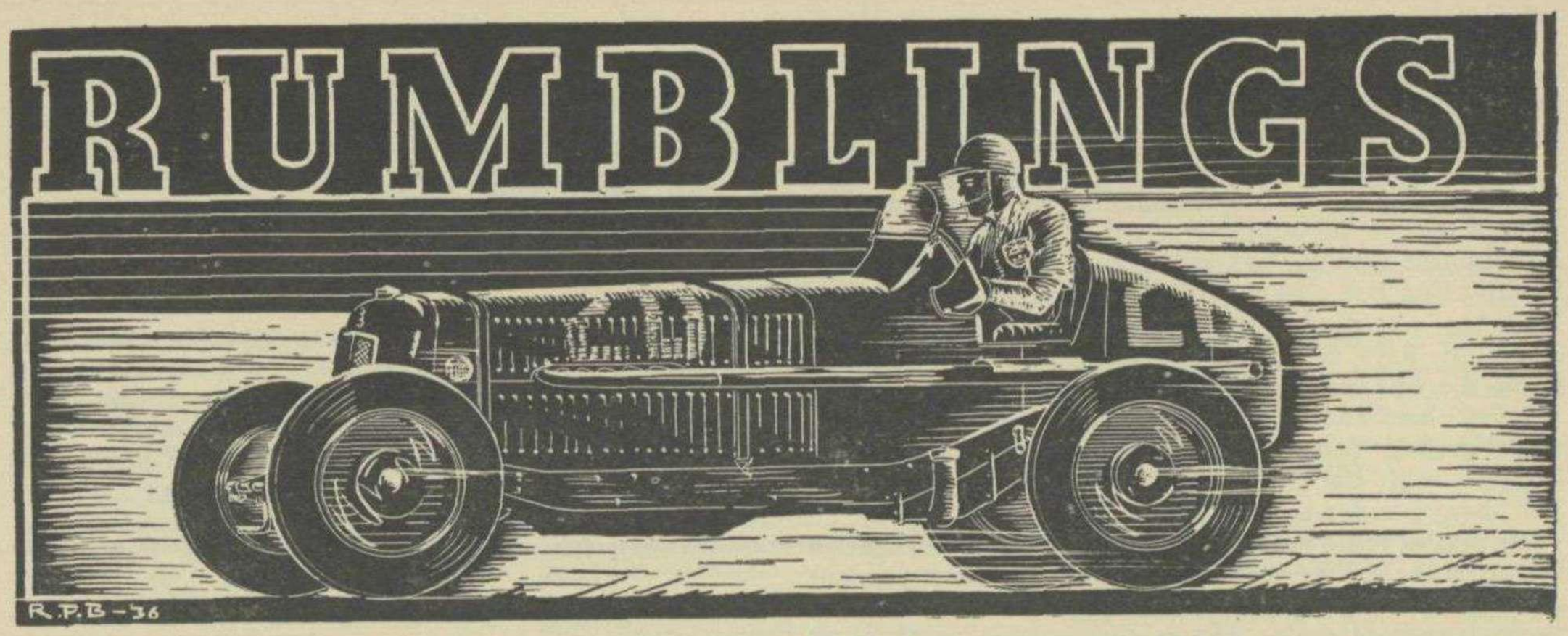
Incidentally, and far more to the point, Kohlrausch is going to try and improve on his existing 750 c.c. records, and aims at a speed of 160 m.p.h.

Nice work, if you can get it.

Alfa Corse

Tazio Nuvolari, having acted as official starter at Indianapolis and been fêted in true American style as the world's champion motor-racer that he undoubtedly is, has returned to Europe. Pintacuda and Tadini, who were with him in the States, travelled South to Rio, where they cleaned up a race for a handsome sum of appearance and prize-money.

"Nuvers" is more determined than ever to win the American classic before finally retiring, especially now that the race is run under the Formula. He fully realises the difficulties of the 500-mile "grind," and will probably go out next year in plenty of time to get plenty of practice. Incidentally, he no longer talks dramatically about his escape from the burning Alfa at Pau.



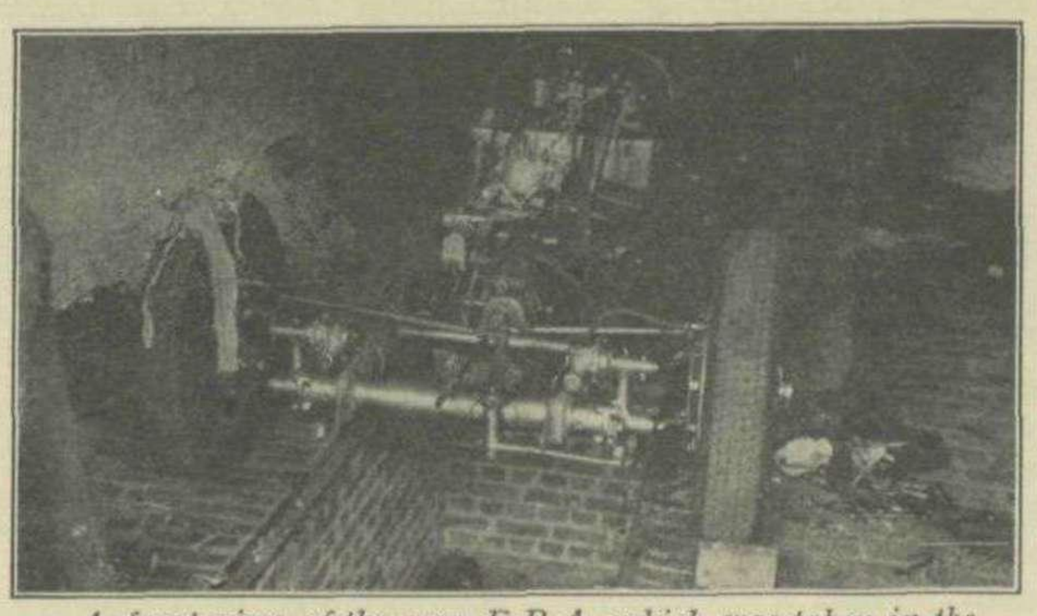
Grand Prix

THE visitation of the German team to this country last year has had a very far-reaching effect on enthusiasm in this country. Even those who were already well versed in motoring speed find that their interest in Brooklands racing and sprint events is now supplemented by a keen appreciation of the activities of Continental ace-drivers, and such folk find no difficulty now in associating Lang, Caracciola, Brauchitsch and Seaman with Mercédès-Benz, Sommer, Farina and Biondetti with Alfa, Varzi and Trossi with Maserati, Comotti and Dreyfus with Delahaye and Wimille with Bugatti. Whereas, at one time, they could never hope to name the individual teams correctly. But situations change mighty quickly on the Continent, which is why we are glad to be able to publish the latest news from "Auslander," who is held in high esteem as a Continental motoring correspondent.

On the subject of Grand Prix racing, we like George Monkhouse's open admission, in his great book "Motor Racing with Mercédès-Benz," that, however you may debate the value of racing, the fact remains that Continental cars control so very well, which is a feature sadly lacking in cars built in countries where they only race for one-third of a mile at a time, or under queer handicap schemes. As examples, Monkhouse quotes the 1.7-litre Mercédès-Benz, Lancia Aprilia, 1½-litre B.M.W. and 1½-litre Fiat. Which handle so differently from American autos, which he describes as having "tyres like roly-poly puddings, steering so under-geared as to resemble that on a steam-roller, and suspension so sloppy that if you put the brakes on hard the front of the car tends to assume a praying position!" That is certainly very different from the behaviour of Continental utility cars, as we have so tirelessly pointed out, albeit there is nothing to criticise in the handling qualities of the more thoroughbred small British sports-cars, such as H.R.G. and Frazer-Nash, or in the class of Britisher wherein all qualities are as nearly perfect as possible, such as the 4¼-litre Bentley and V12 Lagonda. Monkhouse, himself, favours a long-chassis 4½-litre Bentley, remembering, of course, that handling qualities embrace steering and braking and driving position as well as road-holding. So there would seem to be every justification of building Grand Prix cars, when doing so endows a nation's utility cars with very definite safety-first—one could well write "safety-fast"—characteristics. Incidentally, contrary to popular opinion, the Mercédès-Benz and Auto-Union teams *do* battle seriously amongst themselves and do not regard racing as a joint outing to demonstrate German engineering prestige, another point which Monkhouse emphasises. So we must all go on pressing for support for a proper British Grand Prix team. Meanwhile, we await as patiently as possible the advent of the 2½-litre G.P. E.R.A., condoling the E.R.A. people on their sad loss of poor Murray-Jamieson. When we have a Grand Prix team in active participation abroad, the daily and society papers may condescend to take a sane interest in this motor-racing. And then, maybe, more people in this country will appreciate motor-racing. At present, so many young Englishmen toss up casually whether to take the girl-friend of the moment to the Crystal Palace or to an Air Display on Saturday afternoon, or whether to go just to the dogs or a speedway in the evening . . .

The Aces

Monkhouse got to know the leading drivers pretty well during his 3,000-mile tour with the Mercédès-Benz team, and some of his comments on the aces are of special interest.



A front view of the new E.R.A. which was taken in the E.R.A.'s workshop at Peronne.

RUMBLINGS—continued

Rudolf Caracciola he describes as the greatest figure in Grand Prix racing to-day. "Caratch" is not only extremely skilful at getting off the line very quickly, but he is a very calm driver and during the last three years' racing, including practising, he has not even bent a wheel, let alone crashed. Of his cornering, Monkhouse says he has never seen him take a corner in anything but a perfectly controlled slide, so perfect that the car does not seem to be sliding. Tazio Nuvolari, says Monkhouse, eternal cigarette dangling from the lips, seems to have lost much of his former vitality, but Tazio has a cornering technique all his own, getting through a difficult hazard faster than anyone, with the car in anything but a straight line, yet always under control.

Hermann Lang seems to model his style on that of Caracciola, and he has the benefit of having spent several years in the Mercédès Experimental Department before attaining the racing cockpit. Manfred von Brauchitsch, out of the cockpit, is a most charming, quiet and unassuming person, but the moment he dons his red helmet and goggles, he becomes dashing, carefree and distinctly excitable.

Hans Stuck, Monkhouse feels, is getting past long-distance work, though he can still go very fast for short periods. Muller is, we are told, likely to develop into a world-beater, when he commences to drive as he used to ride a motor-cycle.

Seaman comes in for a very fair meed of well-deserved praise, for Monkhouse recalls that he put up a very fine show in the Vanderbilt Cup Race, even to making the late Berndt Rosemeyer sit up.

The author concludes by emphasising that "the effort required to keep a modern racing-car on the road during a three-hour road race is enormous, and is not only physical, but mental as well. Failure to concentrate for even a split second may mean a crash." Having diced just recently over winding roads in the wet behind the 120 b.h.p. or so of a sports *bolide*, we must emphatically lift our hats to Messrs. Caracciola, Nuvolari and Co. The author mentions that a real ace may cash in anything between £5,000 and £10,000 in a successful season. These are just a few observations taken from the enthralling book "Motor Racing with Mercédès-Benz."

Insurance

Insurance is, in some ways, funny business. For instance, attempt to obtain cover for a car built before about 1928 and you will receive polite refusals from the majority of brokers, no matter what your explanation and driving record. That is, until you produce an engineer's certificate of your car's impeccable conditions, when, without any real idea of who has appended his signature to the document, most insurance companies will commence to play. But, if you procure an incredibly ancient Austin Seven or similar baby car, very hard used, so that the anchors are negligible, the suspension devoid of any real stability, and the steering of the order that turns through any appreciable arc before actuating the front wheels, on a car of this sort, provided it was born around 1930, you will have no difficulty in obtaining cheap third-party cover—any small motor dealer will arrange it for you. Moreover, insurance wallahs will frequently insure comprehensively, expensive modern cars which expert drivers handle like broken glass on slippery surfaces and not at all when they can help it, whereas these same gentlemen will not hesitate to tell you that any old Bentley counts as a sports-car risk and is no longer much good to anybody, anyway. I do not doubt that a little research would reveal that the gentry in question drive cars with the most flagrant radiator grilles imaginable and specifications complying with George Monkhouse's description of an American automobile. At all events, wouldn't it be more logical to insist on a rigid inspection of all cars costing below a three-figure sum, taking as a decent risk all that pass and rejecting all that do not, without questioning the age of the vehicle?

Searching Test

If you are possessed of several bags of gold and contemplate an active season's participation with a sports-car in club events you will probably consult acceleration charts before buying a car for Shelsley, Lewes and Prescott, make tests at Brooklands and buy another car for J.C.C. and M.C.C. high-speed trials, etc., and probably use yet another car for most of your main road motoring and rally-driving. But if, as is more than likely, you have only one big bag of gold, you will seek a really good all-rounder amongst truly high-performance automobiles. For this purpose we have thought up a day's test, which goes as follows. Three consecutive laps of Brooklands at over 100 m.p.h., going straight out onto the Track without opening the bonnet, after driving down via London's West End congestion and the patchy traffic of Kingston's By-Pass. Contemplate oil and water thermometers thereafter. Then drive over a known give-and-take route of 130 miles, endeavouring to do the journey in not more than three hours. Take the acceleration figure from 0 to 70 m.p.h. and compare it with that of other fast cars. Drive home after dark over the same route and note how much longer the journey takes. A car that will satisfy on all these counts will be worth a very considerable quantity of gold. The V12 Lagonda is just now enjoying a furore of praise from the critics and we imagine it would make light of this all-embracing class of test. Certainly the number of genuine road-cars that will honestly exceed 100 m.p.h. is very small indeed and those that will do three laps at this pace on Brooklands on their touring plugs have been designed by men who can justly claim to be at the head of their profession. But the V12 Lagonda is not, of course, the first 100 m.p.h. standard car which W. O. Bentley has created.

Odd Spots

Major Gardner's record-breaking M.G. is nearing completion.

* * *

Parnell's M.G. Magnette now uses coil-spring independent front suspension.

* * *

J. H. T. Smith's M.G. has a bronze cylinder-head and a Marshall supercharger. The engine is tuned by Bellevue Garage and the car weighs 12¾ cwt.

Club News

FORD ENTHUSIASTS' CLUB

A very successful Film Show was held at the Club's headquarters, the Millbrooke Dining Club at Putney, on June 24th. George Monkhouse, of Kodak Ltd., showed his slides and film "Motoring With Mercédès," and gave his inimitable running commentary, and James Brymer projected the motoring comedy, "The G.P. de Pozzo."

On July 17th another Croydon Rally will be held, at the Autodrome School of Driving, Carlton Road, South Croydon, under the organisation of Messrs. Allard, Hutchison, Canham and Boddy. Entries close at 1.30 p.m. on July 15th, at 10/- per car for invited clubs and 7/6 per car for members. A series of driving tests will decide the event, each driver being allowed two runs, and the best time counting towards results. Excellent awards will be offered. There will be classes for Ford Eight, Ford Ten, Ford V8 and other marques. An interesting innovation is the offer of a prize to anyone who cares to bring a passenger-type Model T Ford along under its own power and take it through the tests. The Autodrome provides excellent facilities for onlookers, and a small charge will be made for admission, while it is hoped that time-boards, a buffet and a rest-lounge will be in operation. The N.W. London M.C., Kentish Border C.C., J.C.C., Essex Ford Owners' Club and G.W.M.C. have accepted invitations to compete.

The Club, which goes from strength to strength under the care of the well known trials and competition drivers, K. N. Hutchison and S. H. Allard, has been invited to the Kentish Border C.C. Gymkhana on July 31st.

Hon. Secretary: S. H. Allard, 15, Millbrooke Court, Putney, S.W.15 (Putney 2333).

BUGATTI OWNERS' CLUB

Prescott hill-climb is now an established fact and the Club should be blushing as a result of its enterprise.

Eighteen new members were elected between March and May last. Another issue of "Bugantics" will be published this month. The May issue contained a very readable account of the Opening Rally at Prescott by J. D. Aylward, a poem by Monro, an article on "Bugattis I Have Owned" by J. K. W. Baines, and a most interesting account of a Parisian holiday with a Type 49 3.3-litre Bugatti by C. W. P. Hampton. The magazine is fully illustrated and beautifully printed.

The new subscription rates are announced: £2 2 0 entrance fee and £2 2 0 annual subscription for Bugatti owners; £3 3 0 entrance fee and £3 3 0 subscription for non-Bugatti owners. Life membership: 20 gns.

The next fixture is the next Prescott open hill-climb on September 25th, a Sunday.

Hon. Secretary: E. L. Giles, 2, Queen Street, Mayfair, W.1.

SOUTHPORT M.R.C.

The meeting scheduled for July 30th has been cancelled.

MIDDLESBROUGH & D. M.C.

On Whit-Monday some attacks were made on the car record for Swainby Hill. This record stood at 17.2 secs., and H. Souter, driving a 2,227 c.c. Hutch Special, established a new record very comfortably with a run that occupied 15.8 secs. Guy Warburton's Allard-Special took 18.8 secs. and J. Steavenson's Steavenson-Special 19.4 secs.

BENTLEY DRIVERS' CLUB

The Bentley Drivers' Club is extremely active at the present time, as is evidenced by the following. Recently there was a tea at The Shoes (Laleham)—a very successful "do." Then a picnic party to Savernake Forest especially blessed by the clerk of the weather. This was followed by an evening meeting at Chertsey Bridge Hotel. So much for the social side.

A Gymkhana, the first of the Club's, is to be held on Saturday, 2nd July, at Leverstock Green near St. Albans. Details and entry forms will shortly be circularised to members.

The Secretary's address is as follows: A. C. Clark, 309, Regent Street, W.1.

J.C.C.

The Yorkshire Centre recently held a rally over a route of 75 miles, from Thirsk to Scarborough, embracing some very fine North Riding scenery. On the Sunday morning this run was followed by a stiff trial.

Over forty competitors turned out. The best visitor was T. C. Wise (Ford V8), and of the J.C.C. Yorkshire contingent the best performance was made by F. A. Rhodes (B.M.W.).

C. P. Glanville smashed a gear selector during the rally tests, and his 1930 Morris Minor was obliged to retire.

In a stop and restart test during the trial C. D. Hubbard (Riley) established fastest time.

The Evening Trial on May 22nd attracted an entry of forty-seven. The hills were all in an easy-to-ascend state.

CALEDONIAN M.C.

A recent standard type trial attracted an extremely good entry. The Premier Award went to T. W. Stewart, whose T-type M.G. only lost one point. W. S. Miller (Hutchison-Special) won the opposite class. First-class awards were won by W. K. Elliot (T-M.G.), G. Murray-Frame (T-M.G.) and R. Mickel (T-M.G.). Second-class awards went to R. Chassels and E. Johnstone (Riley).

BERKHAMSTED & D. M.C. & C.C. AND HERTS COUNTY A.C.

A speed trial at a new venue at Studham was run off on June 26th. As usual, the organisation was excellent and the setting, in beautiful parkland, is certainly ideal. The 300-yard slightly winding course is loose surfaced, rather narrow, and flanked by odd trees of considerable dimensions and rigidity.

The Frazer-Nash brigade made some excellent steady runs, but an Almack-Austin was inclined to snake, and neither Rogers's Montlhèry M.G. nor Symmond's R-type M.G. was cracking correctly. Wilkes did some very fast work with his really magnificently turned-out stripped chassis G.N., which has chain-driven o.h. camshafts and Austin Seven hubs. Watson's rakish twin push-rod G.N. was not running healthily and Perring's Talbot did not go fast enough to blow its driver's headgear away. The saloon cars, including a Talbot and a big Buick, looked very impressive with clouds of dust flying in their wake. Wilkes ran his 12/60 Alvis, which tows the G.N., in the sports classes.

Fastest time and course record went to Haesendonck's blown PB M.G. Midget, with the Wilkes G.N. as runner-up. We hope to attend many more events at this very pleasant venue.

GENERAL NOTES

For once, Shelsley provided an uneventful journey, in heavy rain in a Vauxhall saloon. The next day a four-speed Austin Seven took us first to inspect a speed-trial course, which led to the discovery of a G.W.K. and a small Sizaire-Berwick in a country-breaker's yard, and then to inspect a 1908 Rover, owned by Messrs. Rice Bros., the Ford agents of Horsham, a car which we had hoped to use in a Hospitals' Veteran Rally and probably would have used had the event in question taken place. In spite of the fact that the afternoon was well advanced when we had disposed of the Rover, we cheerfully set off on a long and involved cross-country run to Maidstone, where we arrived in time to see the last car complete the tests that concluded the Maidstone and Mid-Kent M.C. Rally. This seemed a bad business, especially as, ever since the negotiation of the very Continental-to... Tunbridge Wells, we had been sadly conscious that we had neglected the inner man since rather early in the morning, when truly excellent

CLUB NEWS—continued

coffee and scones had been partaken of at a favourite port-of-call at Milford—which I hope does not disclose either the identity of this spot, or that of what may turn out to be a quite promising speed trial venue! Seeking to appease the inner man, we joined up with a party of fellow enthusiasts and soon found ourselves at Maidstone Zoo. A short but incredibly terrifying ride on a small-gauge railway, in close and swaying proximity to some very hard-looking trees, the "locomotive" energised by a lusty Morris-Oxford engine, and we were escorted to a meal of most satisfying diversity and proportions. Alas, we were under the impression that Mr. Jupp had contrived a free feed for the Press, and accordingly we ate long into the evening, only to find that a bill was tendered, though the charge really did reflect immense credit on the Zoo's catering arrangements.

Some horrific adventures occurred shortly afterwards in an endeavour to take into our possession an early small car, an A.B.C. being finally unearthed at a breaker's, driven to London, and prepared for a run to Prescott. That run terminated at Stokenchurch, the wrong side of Oxford, when the big-end bearing flew through the crankcase, after the speedometer had recorded a velocity as high as 68 m.p.h.—but that is another story, which may be told some day.

The next week-end we took an old Austin Seven and went to Birmingham via Oxford and Chipping Norton, with the object of inspecting a 1922 Rhode, whose history may some day grace the pages of this paper, if all goes as planned. The long day's motoring left behind pleasant memories of true hospitality on the part of those who were enthusiasts and those who were not. We inadvertently went to Chipping Norton via Charlbury, a route embracing a very charming piece of country, which you may care to investigate one of these days when you are not in a hurry to get to or from Prescott or Shelsley. After much diving around Birmingham, up one-way streets and either side of islands in other most imposing one-way thoroughfares—we never go near B'ham without getting lost—we filled the sump for the second time that day, tanked up, blew up a subsiding tyre, and settled down to a non-stop run home which, in spite of negligible lights and poor brakes, to say nothing of astonishing road-holding, in the sarcastic sense, took only about three hours for 100 miles, so that we were in London town again by midnight, pondering, as so often before, on the very moderate cruising speeds adopted by drivers of rapid moderns possessed of first-class brakes and impeccable "chassis-qualities." When we looked in what serves the Austin for a tonneau we found therein a large 30 m.p.h. sign studded with glistening reflectors as with precious stones—but I disclaim any knowledge of how that came to be there . . .

A subsequent afternoon was spent visiting Brooklands in a white Frazer-Nash-B.M.W. Type 55 driven by J. Eason-Gibson, who thereby regained former prestige, for we had last seen him carrying a cat, encaged in a basket, in so sober a vehicle as a Morris 25 saloon, following his return from driving an H.R.G. in the Scottish Rally

Next came a delightful evening taking a 4¼-litre Bentley down to Milford for the J.C.C. Evening Trial, the immense acceleration and 80 m.p.h. cruising, allied to very powerful braking and variable suspension, characteristics enabling us to cope very effectively with the congested roads, in direct contrast to the car's silent negotiation of the mass of traffic in the region of Putney Bridge. The run home, the winged-B mascot on the big filler-cap rising and falling in the beam of the big headlamps, the speedometer indicating 90 m.p.h. along the straights, and no sound save the rush of wind disturbing our manner of going, emphasised very adequately the charm of the modern Bentley on deserted open roads, when bed begins to call and you are still far from home. In direct contrast the Bentley was used in London traffic the next day, and one smiled at the thought of the immense acceleration and speed in command, as passers-by glanced admiringly at the graceful lines of a car which ran at walking pace in top gear with only a low murmur from the exhaust; the undulations of London's hard-used thoroughfares vanished under suspension now used with the over-ride control at "soft." Only when a V8 challenged away from traffic lights would come a temptation to flick in a lower ratio and bring into play the full power of the engine, and even then only little bursts of road dust from the rear wheels and the slight protest of tyres as the servo brakes thereafter subdued the pace to the legal 30 m.p.h. indicated to an enthusiast amongst the passers-by what fun we were having . . .

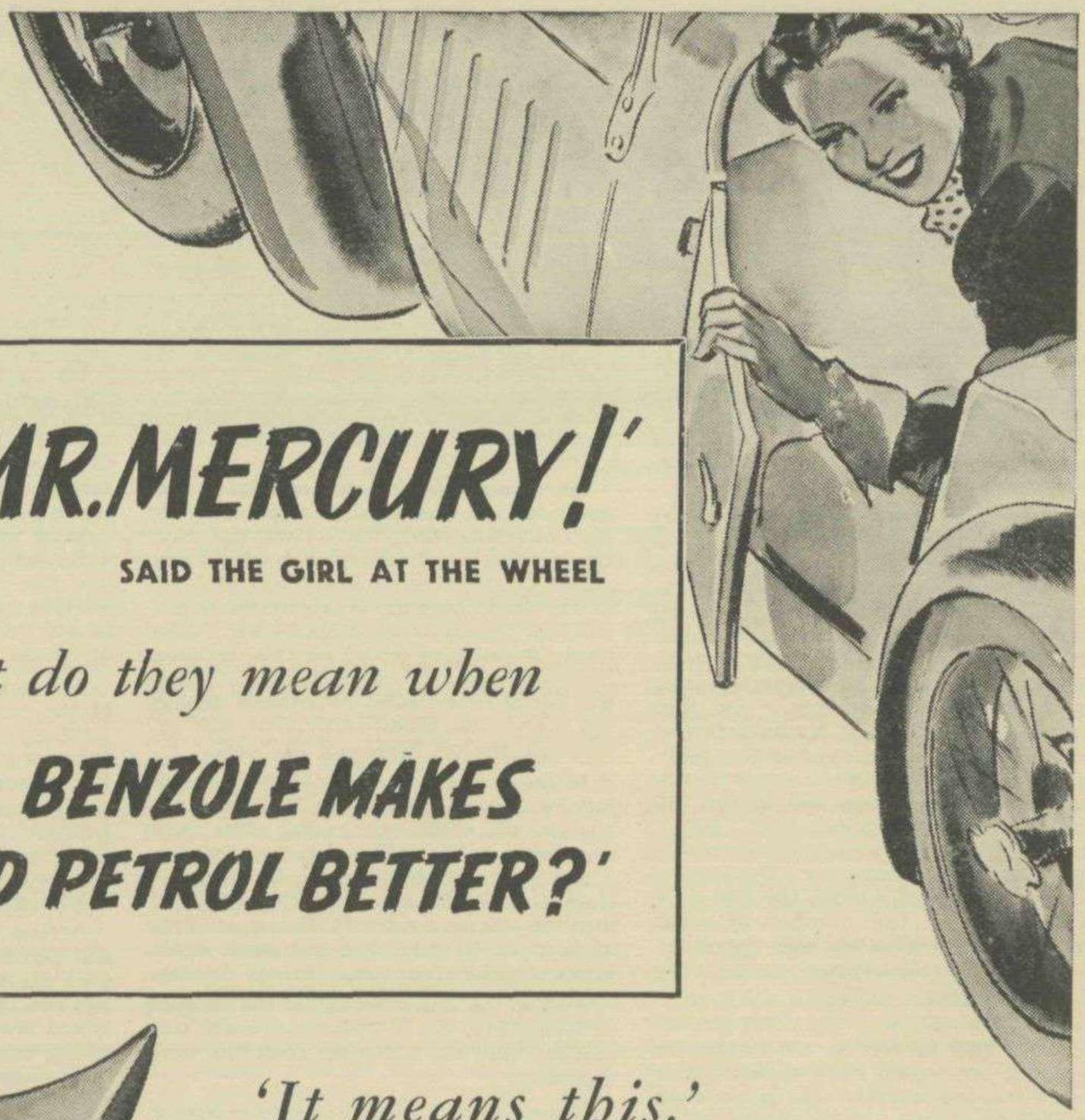
A trip was made to Studham to see the Berks's new speed trials, the surrounding countryside being quite charming on a sunny, lethargic Sunday afternoon, part of which was also spent watching the gliding on Dunstable Downs, a spot which you should certainly visit if you have not already done so. There is a pleasant lack of officialdom, no admission charges, and onlookers are obviously welcomed. Getting lost in suburbia with the Austin we came upon a most interesting 90 V-twin oil-cooled (2 gallon sump!) Belsize Bradshaw two-seater, which, we learnt, was still giving excellent service in the hands of a dance-band drummer. The flywheel was situated at the front of the quite intriguing twin-cylinder engine and the magneto had been replaced by an eight-cylinder distributor with six of its contacts blanked out. The owner was most enthusiastic, finding this old small car quite sound transport, and possessed of solid bodywork and good accessibility. Deep in thought, we proceeded on our snaky way, grappling with steering a mere half-a-dozen summers old . . .!

THE RACING ALFA-ROMEO CYLINDER HEAD

The best of racing-cars is liable to trouble in the course of development. In the case of the Alfa-Romeo, a difficulty which has arisen since the days of the reliable 2.3-litre has been that of cylinder head cracking. This has been evident since several of the Ferarri 2.6 and 2.9-litre monoposto cars have been imported to this country. R. O. Shuttleworth came up against the trouble and, we believe, practically admitted that he could not overcome it. Jack Bartlett, A. F. Ashby, and Jill Thomas have been others similarly affected. It would appear that the original design embraced fairly large valves and an 18 mm. sparking plug placed centrally, in light alloy heads, the diameter of which was 68 mm. in the case of the 2.6-litre and 2.9-litre engines. In consequence, there was inadequate water jacketing around the valves and plugs and overheating took place, with the result that the heads cracked between the valve seats and plug aperture.

As we announced last November, A. F. Ashby has redesigned the blocks of his 2.9-litre in an attempt to overcome these troubles. The manifold results are very interesting. It was decided that light alloy construction of the combined blocks and heads was unnecessary from both the weight-saving and cooling aspects, and Ashby's new blocks (the Alfa has its eight cylinders arranged as two blocks of four) are cast in steel. It was, however, considered that this change of material would not, in itself, obviate the cracking and so Ashby altered the whole layout. 14 mm. sparking plugs are now used. These are still set in the centre line of the head, but they enter at an angle and have a slight bias towards the exhaust valves. Ashby has long held the view that motor-cycle practice in respect of keeping the port areas small so as to promote adequate turbulence in hemispherical heads is correct. Consequently, his new heads have smaller ports, of a much improved formation, and beautifully polished. The valve seat width is reduced and the valve guides faired off, while the inlet valves are now larger than the exhaust valves. An interesting point is that the Alfa head had masked plugs to combat the oil flung up from the sump, but by redesign of the base chamber baffles, Ashby is able to use exposed plugs, with, he hopes, further improvement in combustion and cooling. In order to completely lay the overheating bogy, a special flow of water is now directed round the exhaust valves, the water entering the heads via separate ribbed four branch manifolds set between the line of plugs and the off-side camshaft cover. The valve actuation by twin centrally driven o.h. camshafts remains unchanged. Ashby has also improved the holding down studs, following trouble in this region, which we believe has also been experienced by the Bellevue stable.

Apart from the improved blocks, a new inlet manifold system has been evolved to improve distribution. A combined manifold has separate passages to the ports, one blower feeding the centre four cylinders, the other the two outer cylinders. The crankcase remains of alloy. New con-rods, under the Ashby patent, are fitted and "four-cylinder" exhaust manifolds are used.



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CLASS VICTORIES FOR FIAT, M.G. AND ASTON-MARTIN IN THE BOL D'OR

THE annual Bol d'Or Race is a real test of both the cars and the drivers. Any small car that can come through twenty-four hours of high-speed racing on Montlhèry has acquitted itself well, while the drivers, who must pilot their cars single-handed for the whole distance, can well regard themselves as minor heroes at the end of their long journey.

The race used to be held on a circuit in the Forest of St. Germain, but nowadays a short course, measuring five kilometres, is utilised at Montlhèry. It embraces the *piste-de-vitesse* and part of the *circuit-routier*.

Twenty-three cars faced the starter at 5.30 p.m. on Sunday, June 6th. The new class for 1,500 c.c. sports-cars attracted only three entries; a French-driven Riley and Aston-Martin opposing a Bugatti. The 1,100 c.c. racing class consisted of nine cars, the only British machine being an M.G. Magnette which won the race two years ago. On that occasion it was driven by Maillard-Brune, but this time De Burnay was the pilot. There were seven 1,100 c.c. sports-cars, all of them Simca-Fiats, and in the 750 c.c. sports class three Simca-Fiat "500s" were opposed by a home-made machine driven by its constructor, Danvignes. A few years ago, of course, the Bol d'Or was notable for the number of what British motorists call "Shelsley Specials," but this year the Danvignes was the only one of this type.

Judging by the way the cars got off the mark and proceeded to indulge in dog-fights, one would have thought that the race was one of a few laps, rather than twenty-four hours. Your Frenchman, of course, is not one to take a beating lying down, and the mere fact of being passed is an invitation to a fiercely fought struggle. As is the way with all class-races, there is a reasonable amount of kudos attached to the honour of leading the entire field, irrespective of categories, in the Bol d'Or, and the first few hours saw the lead in the race and various classes changing hands.

Then the sun went down and the long night run was begun. Breillet passed Gordini to take the lead in the 1,100 c.c. sports class. Simultaneously came the news of two retirements, Viossat broke a piston on his 1,100 c.c. racing Salmson, and Grignard found that the petrol tank of his Amilcar had cracked so badly that he could not repair it. Another Salmson, driven by Tronquet, had been stationary at the pits for a long time, following an encounter with the bank at the side of the Quatre-Bourns corner, but now it got going again.

Half an hour before midnight the quarter distance was reached, and it found Contet (Riley) comfortably leading the whole field, being four laps ahead of Breillet's smaller Simca-Fiat. The class leaders were as follows:—

1,500 c.c. Sports: 1, Contet (Riley) 127 laps; 2, Polledry (Aston-Martin) 116 laps; 3, Constantin (Bugatti) 109 laps.

1,100 c.c. Racing: 1, Ignace (B.N.C.) and Venot (Pintade) 107 laps; 3, De Burnay (M.G.) 103 laps.

1,100 c.c. Sports: 1, Breillet (Simca-Fiat) 123 laps; 2, Gordini (Simca-Fiat) 122 laps; 3, Molinari (Simca-Fiat) 120 laps.

750 c.c. Sports: 1, Levy (Simca-Fiat) 102 laps; 2, Horvilleur (Simca-Fiat) 100 laps; 3, Bussin (Simca-Fiat) 87 laps.

Everyone was glad to see that it was going to be a fine night, for the wretched motor-cyclists had had a frightful time the night before, battling with the driving rain. Contet kept up his steady progress in the lead, lapping at about 66 m.p.h. and his average was a good deal faster than the previous record for this distance. A certain amount of mechanical trouble was being experienced by various people, but only one other retirement was announced, that of Rossignol (Robail).

In the early hours of the Monday morning De Burnay pushed his M.G. into the lead in the 1,100 c.c. racing class, and Gordini passed his team-mate, Breillet. Then Levy lost his lead in the 750 c.c. class to Horvilleur, and Contet pulled into the pits for a refuel. He lost a couple of laps on Gordini, but got back again into the lead after some furious driving.

And so, as dawn broke on the heights of Montlhèry, the half-distance mark was reached, and the following positions were recorded:—

1,500 c.c. Sports: 1, Contet (Riley) 246 laps; 2, Polledry (Aston-Martin) 234 laps; 3, Constantin (Bugatti) 212 laps.

1,100 c.c. Racing: 1, De Burnay (M.G.) 228 laps; 2, Venot (Pintade) 198 laps; 3, Chotard (Amilcar) 190 laps.

1,100 c.c. Sports: 1, Breillet (Simca-Fiat) and Gordini (Simca-Fiat) 244 laps; 3, Robert (Simca-Fiat) 221 laps.

750 c.c. Sports: 1, Horvilleur (Simca-Fiat), 205 laps; 2, Levy (Simca-Fiat) 203 laps; Aime (Simca-Fiat) 170 laps.

For two hours more nothing untoward happened, but then came the sensational stoppage of the leader, Contet. Examination of the Riley's engine revealed a broken piston, and so that was that. This let Breillet and Gordini on their little streamlined Simca-Fiats into the leading positions in the whole race, a dozen laps ahead of Polledry's Aston-Martin, which was running like clockwork.

And now Gordini decided that he had run in close company with Breillet for long enough. Bit by bit he forged ahead, and as the morning wore on his lead grew steadily longer. De Burnay's M.G., after a slowish start, was now going great guns, and he passed the Aston-Martin in the general classification. Three-quarter distance came with cars in the following order:—

1,500 c.c. Sports: 1, Polledry (Aston-Martin) 352 laps; 2, Constantin (Bugatti) 322 laps.

1,100 c.c. Racing: 1, De Burnay (M.G.) 356 laps; 2, Chotard (Amilcar) 288 laps; 3, Duval (B.N.C.) 283 laps.

1,100 c.c. Sports: 1, Gordini (Simca-Fiat) 367 laps; 2, Breillet (Simca-Fiat) 363 laps; 3, Robert (Simca-Fiat) 323 laps.

750 c.c. Sports: 1, Horvilleur (Simca-Fiat) 304 laps; 2, Levy (Simca-Fiat) 292 laps; 3, Aime (Simca-Fiat) 255 laps.

In the closing stages of the race De Burnay made a great effort to get on even terms with Gordini. He wiped out much of his deficit, until he was ten laps behind, but then Gordini himself put on speed and held him at bay. De Burnay had the consolation, however, of passing Breillet and getting into second place—in addition to leading his own class easily, of course.

The long distance began to tell on some of the cars. Venot, once second in the 1,100 c.c. racing class, stopped for a long time, and then retired. The unfortunate Danvignes was more often at the pits than on the track. Ignace broke his gearbox on the B.N.C., and Chotard's Amilcar went out with a seized piston. An hour or so later a similar trouble befell Breillet's Simca-Fiat.

At last the twenty-four hours were up, and Gordini's neat little Simca-Fiat sang over the line an easy winner. This car had put up a magnificent performance, for it had beaten all the 1,100 c.c. sports and racing machines, as well as the 1,500 c.c. sportswagens. Second in the general classification, and winner of the 1,100 c.c. racing class by a margin of nearly 500 kilometres, was De Burnay's veteran M.G. Magnette. Third in the general classification, and winner of the 1,500 c.c. sports class, came Polledry's Aston-Martin. The 750 c.c. class winner was Horvilleur's little Simca-Fiat "500," which covered 2,027 kilometres in twenty-four hours. Probably the most remarkable effort in the whole race, however, was that of Aimé, who drove a normal Fiat "500" with closed coachwork and did 1,714 kilometres.

The records in all classes were beaten.

RESULTS

1,500 c.c. Sports: 1, Polledry (Aston-Martin) 2,326.622 kms., speed 96.942 k.p.h.; 2, Constantin (Bugatti) 2,088.371 kms.

1.100 c.c. Racing: 1, De Burnay (M.G.) 2,406.059 kms., speed 100.252 k.p.h.; 2, Duval (B.N.C.) 1,935.535 kms.

1,100 c.c. Sports: 1, Gordini (Simca-Fiat) 2,456.334 kms., speed 102.347 k.p.h.; 2, Robert (Simca-Fiat) 2,147.083 kms.; 3, Vernet (Simca-Fiat) 2,135.8 kms.; 4, Molinari (Simca-Fiat) 2,073.502 kms.

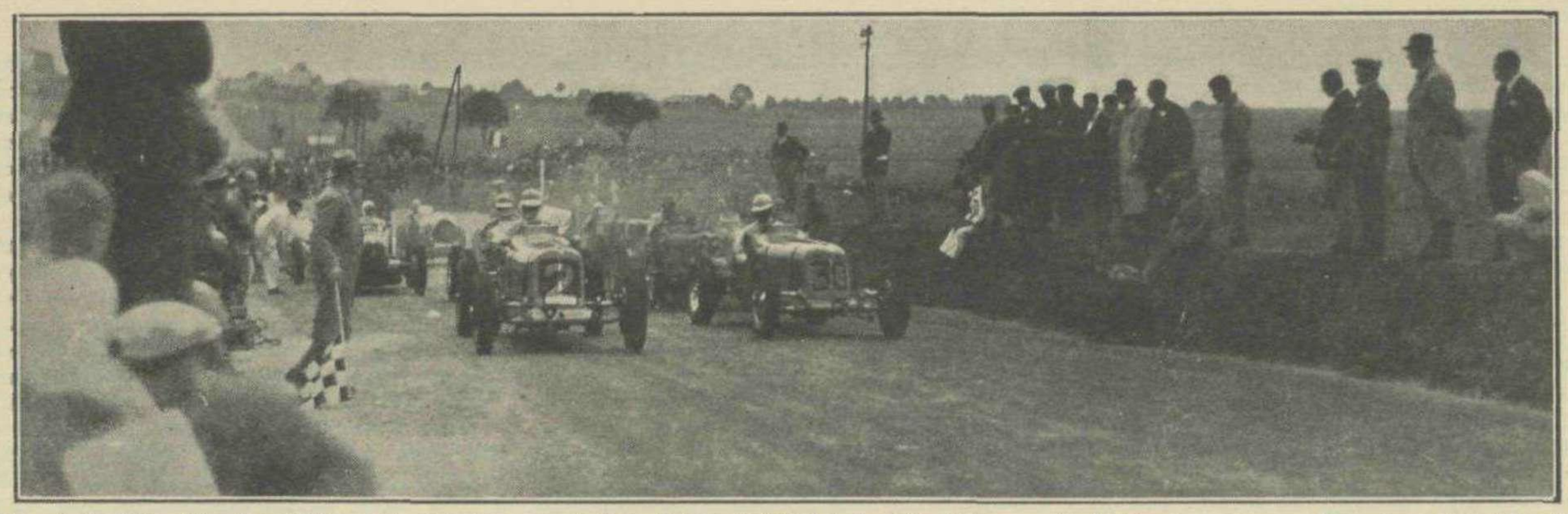
750 c.c. Sports: 1, Horvilleur (Simca-Fiat) 2,027.900 kms., speed 84.495 k.p.h.; 2, Levy (Simca-Fiat) 1,971.525 kms.; 3, Aime (Simca-Fiat) 1,714.153 kms.; 4, Danvignes (Danvignes) 1,064.287 kms.

All the winners ran on Dunlop tyres.

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The start of the Final. "Bira" is slightly ahead of R. Mays (E.R.A.), but the latter overtook him in a few yards and went on to win.

E.R.A.s ALL-CONQUERING AT PERONNE

MAYS WINS THE GRAND PRIX DE PICARDIE AFTER SPIRITED DUEL WITH "BIRA."

LORD HOWE'S PRACTICE LAP AT 94.57 M.P.H.

RACING on one of the fastest road circuits in Europe, E.R.A. cars showed a striking superiority over the Maseratis in the Grand Prix de Picardie, held on the Peronne circuit on the 12th June. The race was organised, as in previous years, in two heats and a final. The first heat was won by Prince Birabongse, with Lord Howe second, and the second heat saw Mays in first place. Mays was again successful in the final, after an exciting tussle with "Bira" brought to a close by the disintegration of Hanuman's engine. Wilson, driving an E.R.A. once the property of the lamented Pat Fairfield, also drove excellently, and but for some carburation trouble would have finished higher than fourth.

The race was limited to cars of a capacity under 1,500 c.c. and there were thirteen starters. Mays had the latest type of E.R.A., with independent front springing by torsion bars contained in a gigantic front cross member and Luvax shock-absorbers. The cars of "Bira" and Howe were last year's models, with friction shock-absorbers, and all fitted with an enormous Zoller blower behind the engine.

Wilson and Wakefield had the older type E.R.A., with normal suspension and Jamieson blowers, while Hanson, the other English competitor, was running his six-cylinder Maserati.

Opposed to these were four Maseratis, driven by Arnold Hug, the Swiss driver, Bianco, Soffietti, and Lanza. Hug's car was the latest "Tripoli" type four-cylinder, with transverse link front suspension and splayed quarter-elliptics at the back, and great things were expected of it. The other entries were Herkuleyns and De Burnay on M.G. Magnettes and Villeneuve on a four-cylinder Bugatti.

The circuit is a triangular one with a lap distance of 9.76 kilometres. Two sides of the course are almost dead-straight with the stands just after the right-angle turn which joins them. The third side, between the villages of Brie and Mesnil, is narrow winding and steeply cambered. To average over 94 m.p.h. with 1½-litre cars says something for modern small racing-cars and their drivers, but is more easily understood when one realises that Mays was doing about 155 m.p.h. along the straight to Brie.

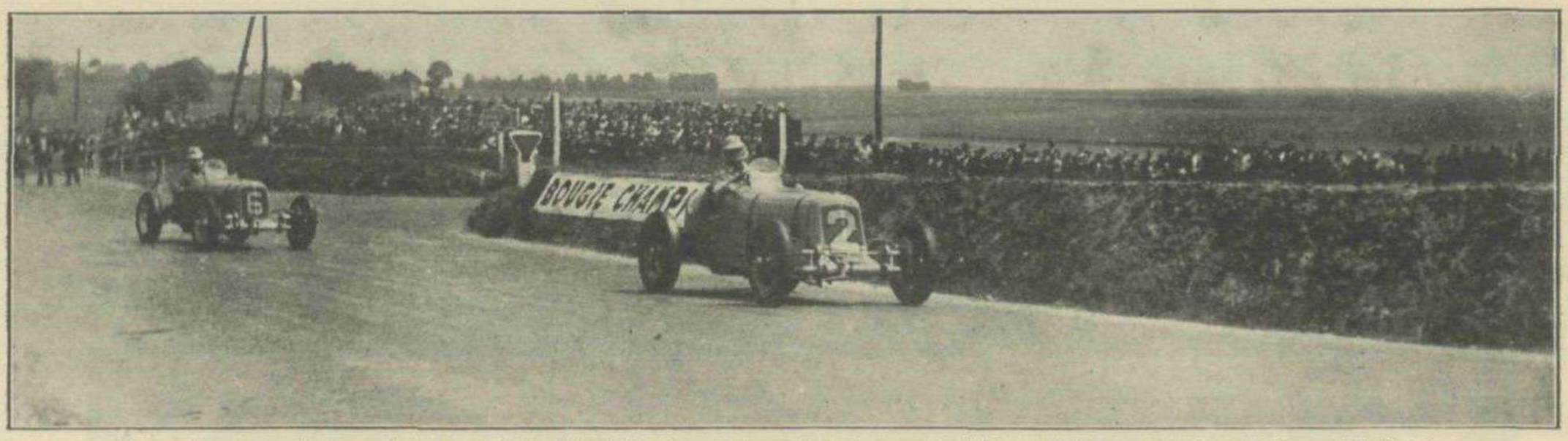
The race was run off in two heats and a final, where the added interest of three starts and finishes more than compensated for the thinner field. The "eliminaries" were of ten laps each, and the final 15 laps, roughly 60 and 90 miles respectively. There were high hopes of an E.R.A. victory, especially after Lord Howe's practice lap in 3 mins. 44 secs., but Mays's engine had been in pieces all the day before in order to rectify seized piston rings and "Bira" had been busily engaged in trying different axle ratios. Of the Maseratis Hug's Tripoli car was the most dangerous, with Soffietti the most experienced of the Bologna contingent.

Bright sunshine and a light wind calculated to cool the newly tarred roads greeted the competitors as they were marshalled into position on the upward slope in front of the stands. Starting positions were decided by the practice times put up, and in the first heat the positions were the following :—

"Bira" and Howe, Bianco and Soffietti, Hanson and Herkuleyns.

There was a healthy roar as the engines were started, and considerable excitement as "Bira," whose car seemed to have a dragging bottom gear, gesticulated to the starter to give them the signal. This latter official, being Charles Faroux, the veteran French journalist, was unmoved by this display of temperament, but by reason of it "Bira" got away a fraction ahead of Lord Howe, with Bianco half a length behind.

Lord Howe was ahead at Brie, said the loud-speakers, Soffietti was hectic, Herkuleyns on the M.G. was in difficulties. Howe was still ahead at Mesnil, and all eyes turned to the long treelined highway down to the last corner and the pits. The pale green works car was seventy yards ahead of "Bira's" dark blue "Hanuman," with Bianco and Soffietti already 15 seconds behind.



The winner and second man of the First Heat. Prince Birabongse (E.R.A.) followed by Earl Howe (E.R.A.).

THE GRAND PRIX DE PICARDIE—continued

Howe's first lap time was 3 mins. 57 secs., a standing lap at close on last year's record figures. However, next lap there was more excitement, for not Howe but "Bira" first came into sight, the Siamese driver now having an advantage of some six lengths. Bianco and Soffietti were by now almost half a minute behind, and were distinctly unsteady when taking the stands corner in their efforts to keep in touch with the leaders. Hanson was steady but dropping well behind, and Herkuleyns on the M.G. was quite outclassed by the bigger cars.

By the third lap "Bira" had increased his lead to 8 secs., with Bianco 19 secs. farther back. "Bira's" speed for the first four laps was 152.181 m.p.h. and on his fifth he put up a new course record, lapping in 3 mins. 49 secs. (95.09 m.p.h.). Barring accidents, then, Howe could not hope to catch "Bira" but hung on grimly some 12 seconds behind, actually lapping Bianco on the far-from-slow Maserati on the seventh lap. Hanson had by now retired from the struggle with supercharger trouble, and after a final effort by Howe, in which he got within 6 secs. of "Bira," the latter driver roared over the finishing line some two hundred yards ahead of the works car.

Heavy clouds had been threatening towards the end of the first heat, and a sharp shower came down a few minutes afterwards. It soon finished and spectators discarded their newspaper head-coverings when the second set of cars were pushed into position on the narrow road. Mays (E.R.A.) and Hug (Maserati), Wakefield (E.R.A.) and Lanza (Maserati), Wilson (E.R.A.) and Villeneuve (Bugatti) and De Burnay (M.G. Magnette) took their places in a well assorted company.

At the drop of the flag Mays fairly leapt away and a report from Brie three minutes later told that he was in the lead through that section. Soon we spotted the first cars far up the road, and the English camp was thrilled to see Mays already nearly 10 secs. in the lead on the first lap. The latest E.R.A. certainly has some urge! Hug's red and white Maserati was second, then Wakefield on Connell's E.R.A. Wilson and Lanza were a further 200 yards to the rear, while the M.G. and the Bugatti were half a mile behind that. Next lap Mays had gained another 4 secs., proving quite definitely the superiority of the E.R.A. on a fast course, and Wakefield was driving well in third place. The corner at the pits, at which stands a memorial to Bouriat and Trintignant, was becoming distinctly sticky, and Lanza and the M.G. driver performed considerable wheel-twisting each time they came round.

Mays continued to gain, but Wakefield was in after three laps with a misfiring engine. An oiled plug it sounded like, but further examination at the pits showed that a piston had gone. Hug was in shortly afterwards, but started again without losing his second place. Once again he came in and this time his mechanic really got down to things, the trouble being lack of brakes. Wilson, who had thus moved up into second place, held off Lanza without any unnecessary fireworks and Mays romped home in easy style with a lead of nearly four minutes.

After an hour's interval everyone was thoroughly keyed up for the final, which consisted of 15 laps of the 9¾ kilometre circuit. The cars were lined up as follows: Mays and "Bira," Howe and Wilson, Lanza and Bianco, Soffietti, Hug, De Burnay and Villeneuve.

Once again "Bira's" car kept creeping over the line, but when the flag dropped Mays gave his No. 30 all he knew, disappearing over the rise with a few yards' lead, and pursued by a howling mob of red, green and blue cars. He kept his foot hard down all along the 150 m.p.h. straight to Brie, but dropping into what he hoped was bottom gear as he reached the corner, but things just failed to happen. Bottom gear had burnt out as a result of his furious get-away and he ran up the bank, allowing "Bira" to scrape past. Knowing nothing of all this, those at the pits were amazed to see "Bira" 150 yards ahead as they came into view half a mile away. The lines of trees magnified the exhaust noise to Grand Prix intensity and there was terrific excitement as Hug dived his car down into the ditch a hundred yards before the corner and hauled it out again to snatch third place from Bianco.

Lord Howe came into the pits with his engine spluttering and retired. The supercharger, which had given trouble in the first heat, had now gone completely out of action.

The position remained unchanged until the sixth lap. Mays waved his hands despairingly, though as his motor sounded extremely healthy no one quite knew what was the matter. Actually, without bottom gear and the slow-running Zoller blower he could only get away at a crawl from the corners.

He was still more than a minute in the lead however when he got away, and Mays continued with despairing gestures, but on the ninth he came round alone. No news for a considerable time, then "Bira" was announced as stopped at the Water Tower, between Brie and Mesnil.

More waiting, then a further message, that Prince "Bira" had got going again, but his luck did not hold for long. Half a mile later, as the announcer said, the engine had leapt from the chassis, flinging a connecting rod away in close proximity to Mays, who had now gained a lap.

With a lead of 1½ minutes over Bianco Mays had nothing to fear from the rest of the field. Soffietti had suddenly found extra speed and at 10 laps had passed Wilson, whose car sounded rather woolly coming away from the corners. And so the race came to a finish and Mays crossed the line for the last time with a lead of over two minutes. He had been lucky in that "Bira's" car had dropped out, but he had driven a fine race, handicapped by not having bottom gear, and, still more disconcerting, a broken throttle spring, which meant raising the pedal with his toe after each gear change. The car had otherwise acquitted itself perfectly and augurs well for the success of the Grand Prix E.R.A.

Lap Distance 6.07 miles. Record Lap 1937 Raymond Mays's 3 mins. 54 secs.

RESULTS

First Heat

1. "Bira" (E.R.A.), 38m. 45⅘s. (94.1 m.p.h.)
2. Lord Howe (E.R.A.), 38m. 59s.
3. Bianco (Maserati), 38m. 47s., 9 laps.
4. Soffietti (Maserati), 9 laps.
5. Herkuleyns (M.G.), 7 laps.

Second Heat

1. Mays (E.R.A.), 40m. 53s. (89.07 m.p.h.)
2. Wilson (E.R.A.), 44m. 47⅕s.
3. Lanza (Maserati), 9 laps in 41m. 44⅕s.
4. De Burnay (M.G.), 8 laps.
5. Hug (Maserati), 8 laps.
6. Villeneuve (Bugatti), 8 laps.

Final

1. Mays (E.R.A.), 1h. 0m. 33s. (90.94 m.p.h.)
2. Bianco (Maserati), 1h. 2m. 26⅘s.
3. Soffietti (Maserati), 1h. 0m. 25s. for 14 laps.
4. Wilson (E.R.A.), 1h. 0m. 31s. for 14 laps.
5. Lanza (Maserati), 1h. 2m. 56⅘s. for 14 laps.
6. Villeneuve (Bugatti), 12 laps.
7. De Burnay (M.G.), 11 laps.

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ON BRITISH HIGH-PERFORMANCE CARS

(Continued from the June Issue)

And now, having offered up the suggestion that this country has nothing to fear in the high-performance field, and that the American Invasion can be met by modern British productions, we may run through the British high-performance cars and refresh our memories as to what this country can offer, that fortunate prospective buyers here, and the world over, may take their choice. I deal with the matter in alphabetical order to obviate fear or favour.

A.C.

The *A.C.* people go on making the Six which S. F. Edge endowed with renown years and years ago, and which still has its single chain-drive o.h. camshaft engine of alloy construction with wet cylinder liners. The chassis has half-elliptic suspension with telecontrol shock-absorbers and a synchromesh gearbox, and the "Ace" two-seater is a very good looking, very smart fast car that is also notably smooth and silent in operation. The example we tested last July did 10 to 50 in 11¼ secs., 80 m.p.h. and 21 m.p.g.

Alta

Down at Tolworth, Geoffrey Taylor builds very potent racing *Altas*, but he also lists a range of 9, 12 and 15 h.p. sports models which embody something of the old-school tradition of construction, being of advanced design and high-revving capabilities, and possessed of extremely fine performance, whether blown or unblown. The Alta engine is a twin o.h. camshaft unit based on the Riley, and Taylor favours the Wilson self-change box. We have not yet been privileged to try the production job.

Alvis

When T. G. John designed the old "12-50" for the *Alvis* Company he set the seal to the fortunes of this respected British concern. To-day the "12-70" Alvis, with very smooth flexibly-mounted four-cylinder engine, full synchro-mesh gearbox and an interesting combination of vivid performance and refinement, is offered as the successor of previous "12-50s." In addition, the bigger six-cylinder Alvis cars, notably the 2.7-litre "Speed Twenty-Five" and the 4.3-litre, represent excellent examples of essentially modern push-rod high-performance cars, of high finish and beautiful construction, and having all-synchro gearboxes, and independent front suspension of the transverse leaf-spring variety. The 3½-litre saloon which MOTOR SPORT tried in February 1936 did 10 to 50 m.p.h. in 13.5 secs., 90 m.p.h. and 14 m.p.g.

Aston-Martin

The *Aston-Martin* 2-litre is another example of the modern big "four," and is a car in which the best old school qualities and modern conveniences and fashions have been happily combined. The fastest model of the range is the Speed Model on the short chassis, and a privately-owned example reached nearly 100 m.p.h. on the road, as we recorded in May.

Atalanta

The *Atalanta*, which has been fully described in MOTOR SPORT, is an attempt to offer a really fast and special car for the true enthusiast. The specification embraces 1½ or 2-litre o.h. camshaft four-cylinder engines which can be supercharged under control of the driver, Cotal magnetic gearbox, and all-round independent suspension.

Autovia

The *Autovia* appeals by reason of dignified appearance and great performance achieved in considerable refinement by the employment of an efficient and very compact V8 2.8-litre engine of Riley design. The compact engine enables spacious bodywork to be accommodated on a fairly short chassis and a limousine is listed as standard at £925.

Bentley

It is difficult merely to catalogue the 4¼-litre *Bentley* and not to enthuse. The fact remains that the modern Bentley is one of the finest examples of modern automobile engineering, and it has sold remarkably well, in both closed and open form, since Messrs. Rolls-Royce Ltd. introduced it in 3½-litre size some five years ago. The push-rod o.h.v. six-cylinder engine does its job absolutely unobtrusively, all controls, minor and major, function with a smooth, positive action characteristic of Rolls-Royce productions and the brakes are applied by a beautifully constructed mechanical servo that figures also on the 20/25 and 50 h.p. Rolls-Royce cars. A closed 4¼-litre tested by MOTOR SPORT in June 1936 did 10 to 50 m.p.h. in 10 secs., 10 to 70 m.p.h. in 20 secs., 94 m.p.h. over the half-mile, 13 m.p.g. of fuel, and stopped in 57 feet from 40 m.p.h.

British Salmson

The *British Salmson* engineers remain faithful to the hemispherical cylinder head, having valves actuated by a shaft-driven o.h. camshaft, a layout actually based on that of the early French Salmson. The 14 h.p. model has independent front suspension as has the "Six," and the aim with all models has been to offer solid, hand-assembled cars of high performance and considerable economy, capable of outlasting cheaper, quantity produced cars. The "20-90" sports "Six" is capable of about 90 m.p.h. and is especially well appointed for competition work.

B.S.A.

The *B.S.A. Scout* has a very well tried system of front wheel drive that encourages rapid cornering, and it is a low-priced economical car offering the snap of the real sports-car with open car attractions, for a list price of under £170 and a tax of only £7 10s.

Frazer-Nash

The *Frazer-Nash* represents the true enthusiasts' car *par excellence*. With a variety of high-output engines, simple yet essentially practical equipment which may be varied at the client's request, and the famous all-chain transmission, it is in a class of its own. The twin-blower "Shelsley" two-seater is probably the highest-performance production 1½-litre in the world, and in production single-seater trim holds the Shelsley Walsh Hill-Climb record.

H.R.G.

The *H.R.G.* is one of the few remaining sports-cars of the fiercer type, capable of 88 m.p.h. and acceleration of the order of 0 to 50 m.p.h. in 9.8 secs., with a fuel consumption of 30 m.p.g. It was fully reported in MOTOR SPORT last June, and with well-tried Meadows push-rod four-cylinder 1½-litre engine, Moss crash-type gearbox and E.N.V. rear axle, it has proved itself in all classes of competitive motoring.

Invicta

The *Invicta* has recently returned to the market in 2½-litre and 4-litre quality form, based on a Continental design.

Lagonda

Unquestionably the V12 *Lagonda* is the car of the moment. Capable of over 100 m.p.h. in complete silence and carrying spacious closed bodywork, it sets a new value of luxury and performance in the 4½-litre class. The W. O. Bentley-designed V12 o.h.c. engine runs smoothly and effortlessly up to 5,500 r.p.m. on the indirect gears to ensure high speeds (86 m.p.h. on third) and immense acceleration, the whole chassis is built to the highest conception of British automobile engineering standards and torsional independent front suspension is productive of a high degree of comfort and stability. The 4½-litre six-cylinder model, with straightforward push-rod o.h.v. engine, is one of the highest performance cars on the market, and, tested by MOTOR SPORT in May 1936, did 10 to 50 m.p.h. in 11.5 secs., 10 to 70 m.p.h. in 20 secs., 13 m.p.g., 95 m.p.h. and 40 to 0 m.p.h. in 56 feet. Last year at Brooklands a T.T. model covered over 104 miles in the hour.

Lea-Francis

The *Lea-Francis* has just come amongst us again as a quality 1½-litre having push-rod actuation of fully inclined valves.

M.G.

The *M.G.* is, perhaps, the most famous sports-car on the British market. The 1½-litre and 2-litre models offer very comfortable and well-equipped bodywork and excellent performance derived from normal high-efficiency push-rod engines. The T-Midget, with 1,292 c.c. four-cylinder engine in a light rigid chassis, has performed outstandingly in trials, races and rallies. Tested by MOTOR SPORT in January 1937, it recorded 10 to 50 m.p.h. in 15 secs., 10 to 60 m.p.h. in 22.8 secs., 80 m.p.h. and over 27 m.p.h.

ON BRITISH HIGH-PERFORMANCE CARS—continued

Morgan

The little *Morgan* 4/4 is well suited to the requirements of the sportsman. Its o.h. inlet side-valve exhaust engine of 1,122 c.c. provides excellent performance with a reasonable fuel consumption, and the front wheels are sprung independently on the well tried Morgan coil-spring system.

Riley

The *Riley* has won more important races than any other unblown car of recent times and has convincingly demonstrated the efficiency and reliability of its power-unit, which is notable for the use of push-rods on each side of the block, enabling fully inclined o.h. valves to be employed without resort to o.h. camshaft complications. Very smooth 80 m.p.h. performance is provided by the V8 2,178 c.c. "Eight-Ninety" model, and the four-cylinder 1½-litre "Sprite" is the speed model of the range, with extremely neat coachwork and Wilson pre-selector gear-box.

Rolls-Royce

The Phantom III *Rolls-Royce* can be included under the heading of a high-performance, if not of a sports-cars. The 7.3-litre V12 engine provides a maximum speed of over 90 m.p.h. in complete silence, even with coachwork of the seven-seater saloon order, and the lightness of the controls and immense reserve of power belie the 11 ft. 10 in. wheelbase, while the coil-spring independent front suspension and driver-controlled dampers enable one to put the "Phantom III" exactly where it is wanted so that, if the mood dictates, it can outperform some of our best sports motor-cars.

SS

The modern *SS* is far removed from the original models of the marque, which some of us regarded as unnecessarily long in bonnet and low in body for the urge endowed. The present 3½-litre SS "100" is one of the fastest cars marketed, able to comfortably exceed 100 m.p.h., and remarkably good value at £445. The use of special water-flow in the head has enabled a really high compression ratio to be employed with a pent-roof combustion chamber, and similar treatment has endowed the 1½-litre and 2½-litre models with excellent performance, so that amongst closed cars they admirably represent that very worthwhile class of comfortable high-performance cars of semi-sports type. Blackpool endorsed the potency of the 3½-litre so very soundly.

The 3½-litre SS in saloon form does over 90 m.p.h. which, combined with its excellent acceleration and smart appearance, makes it a remarkable proposition at £445 and a dangerous rival of much more costly cars.

Standard

The *Standard V8* seeks very effectively to combine vivid acceleration and a reasonable maximum speed with touring car assets and a list price as low as £325.

Talbot

The famous House of *Talbot* offers an attractive and smart sports-car in the side-valve 1,185 c.c. Ten, which is very economical by reason of having wide-gap ignition. The new 3-litre Talbot, based on that excellent high-performance touring car, the Hillman Eighty, is a most interesting job, offering dignified appearance, full touring car comfort and a respectable performance, from a big side-valve engine of modern conception. The push-rod o.h.v. Roesch-designed 3½-litre, on which present Talbot status has been built up, remains in the range.

Triumph

The *Triumph* Company offers a really fine range of cars which may be said to fill the gap which exists between the

BRITISH HIGH PERFORMANCE AT A GLANCE

Capacity Class	MAKE	Cyl.	Bore and Stroke in mm.	Capacity	Rated h.p.	Suspension	Top Gear Ratio	PRICE
Up to 1,100 c.c.	ALTA	4	60×95	1,074 c.c.	9	—	—	2-seater £365
1,100-1,500 c.c.	ALTA	4	68.7×100	1,485 c.c.	12	½ elliptic ½ elliptic	4.6	2-seater £498
	ATALANTA	4	69×100	1,496 c.c.	12	Full Independent	—	2-seater £540
	BRITISH-SALMSON	4	69×98	1,466 c.c.	12	½ elliptic ½ elliptic	5.2	Coupe £345
	B.S.A.	4	63.5×95	1,203 c.c.	10	Independent ½ elliptic	5.2	2-seater £162
	FRAZER-NASH	4	69×100	1,496 c.c.	12	½ elliptic	3.8	2-3-seater £425
	H.R.G.	4	69×100	1,496 c.c.	12	½ elliptic ½ elliptic	4.0	2-seater £424/12/6
	LEA-FRANCIS	4	69×100	1,496 c.c.	12	½ elliptic	5.3	4-seater £398
	M.G.	4	63.5 ×102	1,292 c.c.	10	½ elliptic	4.8	2-seater £222
	MORGAN	4	63×90	1,122 c.c.	10	Independent ½ elliptic	5.0	2-seater £210
	RILEY	4	69×100	1,496 c.c.	12	½ elliptic	6.7	2-seater £450
	TALBOT	4	63×95	1,185 c.c.	10	½ elliptic	5.4	4-seater £248
1,501-2,000 c.c.	A.C.	6	65×100	1,991 c.c.	16	½ elliptic	4.2	2-seater £500
	ALTA	4	79×100	1,960 c.c.	15	½ elliptic ½ elliptic	4.0	2-seater £498
	ALVIS	4	73×110	1,842 c.c.	13	½ elliptic	5.0	Saloon £435
	ASTON-MARTIN	4	78×102	1,950 c.c.	15	½ elliptic	4.4	2-seater £775
	ATALANTA	4	75×113	1,996 c c.	14	Full Independent	—	2-seater £603
	BRITISH-SALMSON	4	72×98	1,596 c.c.	13	Independent ½ elliptic	4.9	Saloon £395
	FRAZER-NASH	6	60×97.9	1,657 c.c.	14	½ elliptic	3.8	3-4-seater £550
	FRAZER-NASH	6	65×96	1,911 c.c.	16	½ elliptic	3.8	2-3-seater £425
	LEA-FRANCIS	4	72×100	1,629 c.c.	14	½ elliptic	5.3	4-seater £398
	M.G.	4	69.5×102	1,548 c.c.	12	½ elliptic	5.2	4-seater £280
	SS	4	73×106	1,776 c.c.	14	½ elliptic	4.8	Saloon £298
	TRIUMPH	4	75×100	1,767 c.c.	14	½ elliptic	5.0	Saloon £348
	TRIUMPH	6	65×100	1,991 c.c.	16	½ elliptic	5.0	Saloon £388
2001-3,000 c.c.	ALVIS	6	67.5×110	2,362 c.c.	17	Independent ½ elliptic	5.2	Saloon £565
	ALVIS	6	83×110	3,571 c.c.	26	Independent ½ elliptic	4.1	4-seater £735
	AUTOVIA	8	69×92.2	2,849 c.c.	24	½ elliptic	4.8	Saloon £880
	BRITISH-SALMSON	6	75×98	2,598 c.c.	21	Independent ½ elliptic	4.5	2-seater £645
	INVICTA	6	74×104.5	2,696 c.c.	21	Independent ½ elliptic	4.5	Saloon £595
	M.G.	6	69.5×102	2,322 c.c.	18	½ elliptic	4.7	4-seater £399
	RILEY	8	60.3×95.2	2,178 c.c.	18	½ elliptic	4.5	Saloon £475
	SS	6	73×106	2,663 c.c.	20	½ elliptic	4.5	2-seater £395
	STANDARD	8	63.5×106	2,686 c.c.	20	½ elliptic	4.7	Saloon £325
3,001-4,000 c.c.	HILLMAN	6	75×120	3,181 c.c.	21	Independent ½ elliptic	4.8	Saloon £395
	INVICTA	6	90×104.5	3,988 c.c.	31	Independent ½ elliptic	4.3	Saloon £895
	SS	6	82×110	3,485 c.c.	25	½ elliptic	4.2	2-seater £445
	TALBOT	6	75×120	3,181 c.c.	21	Independent ½ elliptic	4.3	4-seater £435
	TALBOT	6	80×112	3,377 c.c.	24	½ elliptic	4.3	Saloon £695
	WOLSELEY	6	82×110	3,485 c.c.	25	½ elliptic	4.4	Coupe £498
Over 4-litres	ALVIS	6	92×110	4,387 c.c.	32	Independent ½ elliptic	4.1	4-seater £995
	BENTLEY	6	89×114	4,257 c.c.	30	½ elliptic	4.1	4-seater £1,430
	LAGONDA	6	88.5×120.6	4,453 c.c.	30	Independent ½ elliptic	3.5	4-seater £1,150
	LAGONDA	12	75×84.5	4,480 c.c.	42	Independent ½ elliptic	4.4	Saloon £1,550
	ROLLS-ROYCE	6	89×114	4,257 c.c.	30	½ elliptic	4.5	Saloon £1,605
	ROLLS-ROYCE	12	82.5×114	7,340 c.c.	51	Independent ½ elliptic	4.2	Limousine £2,670

ON BRITISH HIGH-PERFORMANCE CARS—continued

sports-car proper and the purely utility car. With four and six-cylinder twin carburetter push-rod o.h.v. engines, remote gear-control and stable suspension they provide rapid travel for five persons and handle in a manner that pleases the expert. At Blackpool the new "Dolomite" roadster, of modern outline and practical layout, attracted very favourable comment. We tried the 1,767 c.c. "Dolomite" saloon last June and its figures were: 10 to 50 m.p.h. in 16 secs., 10 to 60 m.p.h. in 23 secs., 66 m.p.h. and 17 m.p.g.

Wolseley

The very old-established *Wolseley* concern has quite recently contributed to the increasing class of what are best described as fast touring cars, the rather remarkable 3½-litre Wolseley Twenty-Five drop-head coupé, which possesses good steering and road-clinging qualities, does 66 on third and 90 m.p.h. on top gear, nearly 20 m.p.g., yet still sells at under £500.

Unfortunately, it has only been possible to review extremely briefly the range of British high-performance cars. But, carefully considering what British manufacturers offer in this field, it is possible to go on our respective ways rejoicing that we can ably hold our own with the rest of the world. Indeed, I honestly cannot see why we should not in actual fact frown just as heavily on our fellow countrymen who effect foreign motor-cars as did the patriotic characters who graced that series of advertisements issued a short while ago by the British Motor Industry—"*My dear*, he has arrived in a *foreign* car!" A sense of humour is almost as traditionally British as our love of belittling our own endeavours, and so, when I suppose I really should close on a dignified note extolling the quality and excellence of our productions, I will, instead, recall the remark of the bright young thing who, as Rosemeyer sang over the line at Donington last October, winner of the Grand Prix in the German Auto-Union, solemnly turned to her escort and said: "*My dear*, he is driving a *foreign* motor-car!"

Racing apart, this country can hold its own in the matter of high performance with anything produced anywhere else in the world.

THE GRAND PRIX DES FRONTIÈRES

THAT pleasantly informal little affair, the Grand Prix des Frontières, always seems to attract one or two English amateur drivers, but so far not one of them has succeeded in winning it. Penn-Hughes tried several years ago, and was only deprived of victory by a long pit-stop. His car at that time was a 2.3-litre Alfa-Romeo, and he was substituting for the late Sir Henry Birkin.

The race is organised by the Automobile Club de Beaumont-Chimay, and is run on a circuit measuring 10.870 kilometres just outside Chimay, in Belgium. Motor-cycle races are held in the morning, with the car events in the afternoon, on the same lines as the late lamented Dieppe meeting.

This year, Mathieson was the only British driver to enter, nominating the 3.3-litre Bugatti he drove at Antwerp. This car was originally a coupé, but this body has now been discarded and a racing two-seater shell substituted.

The favourite for the over 2-litre race was Mazaud, the winner at Antwerp with his Delahaye, while Mathieson himself thought he had quite a good chance. Both of them were beaten, however, by Trintignant, with an old 2.3-litre Bugatti, which was less affected by pit-stops. Trintignant, incidentally, is the younger brother of the driver who was killed about five years ago at Picardy, and to whom there now stands a magnificent monument there.

In the race for cars under 2-litres, Roese had an easy victory with his B.M.W., thus repeating his success at Antwerp. He was more than 2 minutes ahead of the second man, Gubelin, who drove a similar car.

The weather, which had been brilliant during practice, broke up on the day of the races, but did not really mar them. The only accidents were those involving motor-cyclists, one of whom was killed during a training session.

RESULTS

Over 2-litres

1. Trintignant (Bugatti), 1h. 3m. 57s.
2. Mazaud (Delahaye), 1h. 4m. 29s.
3. Mathieson (Bugatti), 1h. 5m. 8s.

Under 2-litres

1. Roese (B.M.W.), 1h. 5m. 42s.
2. Gubelin (B.M.W.), 1h. 7m. 19s.
3. Gerrini (Lancia), 1h. 12m. 32s.

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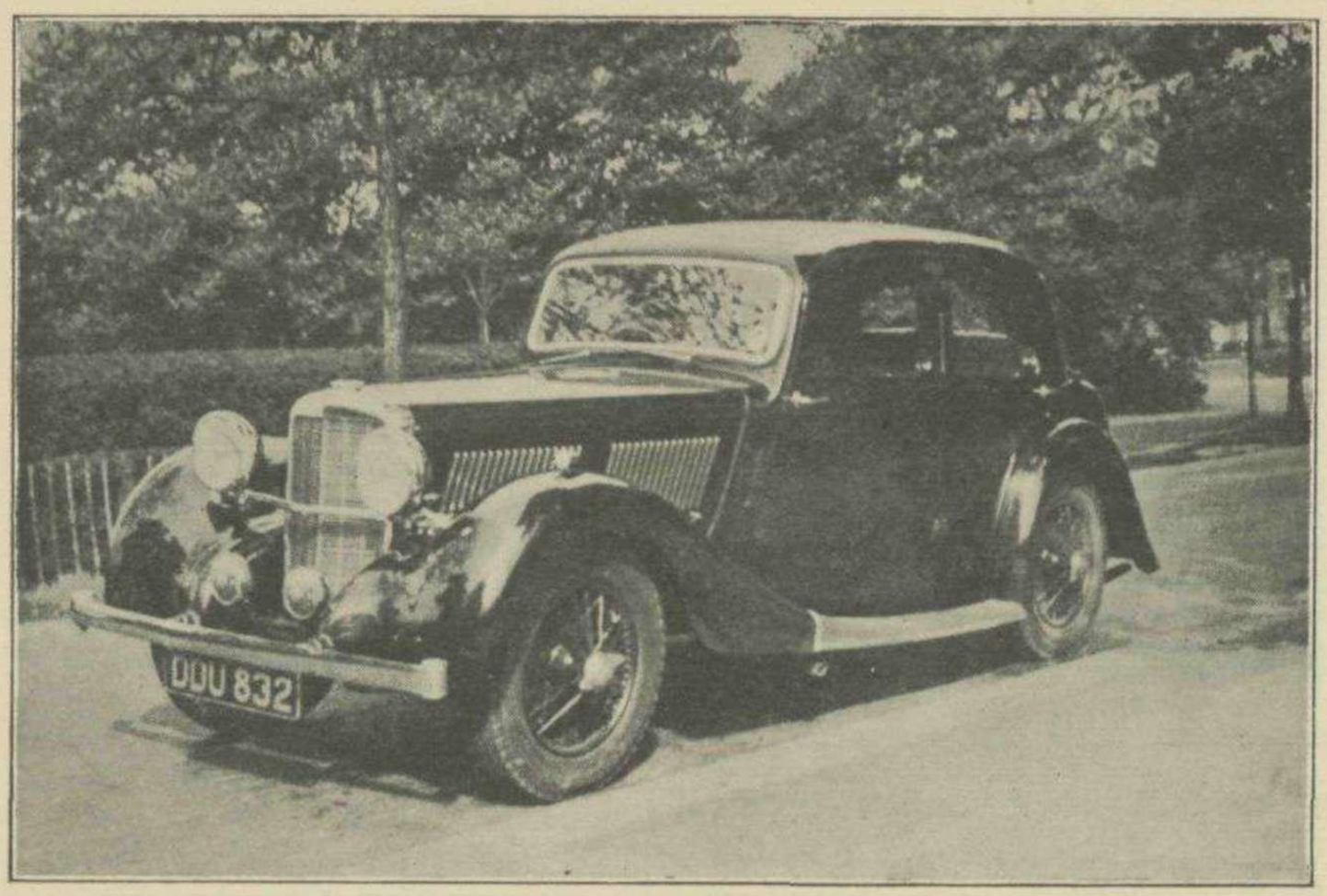
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ALVIS "FOUR"

THE 12/70 H.P. ALVIS SALOON

UNQUESTIONABLY, the Alvis is in the thoroughbred category. Ever since T. G. John introduced his four-cylinder light car just after Peace broke out, the Alvis has been a marque-that-mattered, to those who really understand cars, as distinct from those who just drive them. Fame came to the Coventry firm after the 1923 200-Mile Race, and ever since the range of models—through the front-drive cars and various "12/50s" and "12/60s" to the existing sixes and the "12/70" four—has maintained a high status in the automobile scheme of things. Alvis reputation having been established, and largely maintained, by 1½-litre four-cylinder cars, we were naturally anxious to try the latest Alvis "four," in the form of the 12/70 h.p. 1,842 c.c. model, a car which so very well emphasises the ability of a modern four-cylinder engine to do what only a "six" could do in the era prior to decent carburation and properly understood flexible mounting.

Several writers, apparently swayed by tender memories or extended associations with the old-school "12/50," have attempted to compare the existing four-cylinder Alvis with this model. Although MOTOR SPORT is as enthusiastic as any other paper over the earlier "fours" of this marque, of the approximate period 1925-32, we feel that it is wrong to suggest that the modern "12/70" is a present-day version of these earlier models. Actually, the type represented by the 1925 four-cylinder Alvis is, to-day, almost absent from the new-car market, and, in our opinion, exists, categorically, only as the super sports marques of Alta, Atalanta, Frazer-Nash and H.R.G. That is not to suggest that the Alvis has not all the good and essential qualities looked for by the sportsman. There is available at the present time a number of admirable cars, which provide, as we on this paper have continually emphasised,

BRIEF SPECIFICATION

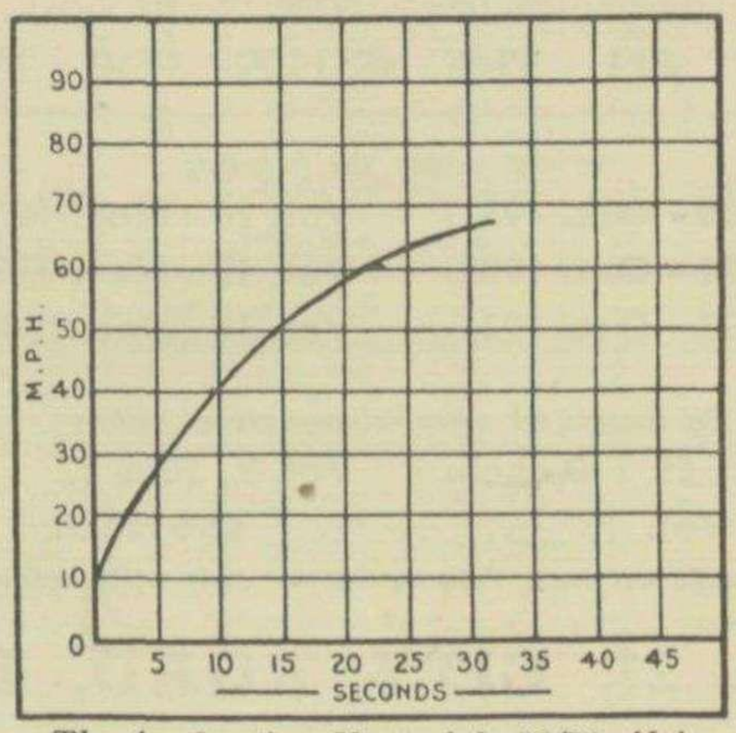
Engine : 4 cylinders, bore 73 mm., stroke 110 mm., capacity 1,842 c.c. R.A.C. rating: 13 h.p. 63-64 b.h.p. at 4,250 r.p.m. Tax £10 10 0. Push-rod o.h.v. Single Solex carburetter. Coil ignition with hand control.
Gearbox : Four speeds and reverse. Synchromesh on 2nd, 3rd and top. Central, remote control. Ratios: 5.0, 6.66, 9.15 and 14.85 to 1.
Suspension : Half-elliptic.
Brakes : Bendix-Cowdrey on all four wheels. Right-hand hand-lever.
Tank Capacity : 11 gallons, approximately 260 miles range.
Dimensions : Wheelbase, 8′ 4″.
Track, 4′ 2″.
Weight, fully equipped, 26¼ cwt.
Price : Four-door saloon : **£435.**
Makers : Messrs. Alvis Ltd., Coventry.

closed car convenience and dignity, while possessing such desirable features as accurate steering, good road-holding, high output engines and remote gear-controls. Let us suggest that, if the new Alvis be placed in this class, rather than in the sports-car category, then at least it has to be placed very high on the list, having far finer qualities than most others of like type. Thus it will be appreciated that the famous Coventry firm has produced a most interesting car and one that justifies the price at which it sells.

Quite a short run in the "12/70" emphasises the extreme refinement of the car—silent engine, quiet bodywork, and supple suspension. Add to these not common characteristics excellent performance, high speeds on the indirect gears and high quality detail work, and you begin to see the Alvis "four" in its true light. It is true that cars of the category in which we have placed the Alvis are usually capable of useful average speeds, and this is especially so in respect of the "12/70," as the first evening's journey emphasised.

Leaving London in rather a flurry, as the car arrived from Coventry about 1½ hours late, we took a reading at Croydon Aerodrome and recorded an average of rather better than 45 m.p.h. to Lewes, Sussex, by stop-watch timing. The driver was most emphatically not conscious of being "on the job," and, indeed, kept up conversation with his three passengers throughout, while we made several brief stops (deducted from the total time) which, as every fast driver knows, are not conducive to a good average on a short run. Thus, early it was obvious that this Alvis had the average speed propensities of far bigger motor-cars. Incidentally, during this run, Tilburstow Hill, approached at 50 m.p.h. in third gear, was breasted at 48 m.p.h. on this ratio.

The driver sits well up to a nicely-raked steering column, though on the car tested the bucket-type driving seat proved unwilling to hold fast in the fully forward position. The steering wheel is thin-rimmed and has a standard centre, with direction indicator control at the top, ignition advance and retard to the



The Acceleration Chart of the 12/70 *Alvis Saloon.*

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BRITISH SALMSON (50)
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BUICK (30)



CHEVROLET (30)
CHRYSLER (30)
CITROEN (40)
CROSSLEY (50)
DELAHAYE (50)
DODGE (30)
FORD (30)
FRAZER-NASH (Racer)
FRAZER-NASH B.M.W. (50)
GRAHAM (40)
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HUDSON (30)
LAGONDA 6-cyl. (50)
LAGONDA 12-cyl. (30)
LAMMAS GRAHAM (40)
LINCOLN (30)
MORGAN (50)
MORRIS (50)
M.G. (50)
NASH (40)
OLDSMOBILE (30)
OPEL (40)
PONTIAC (30)
RAILTON (30)
RILEY (50)
ROVER (30)
SINGER (50)
S.S. (30)
STANDARD (30)
TERRAPLANE (30)
TRIUMPH (40)
VAUXHALL
1937 and later (20)
Previous models (40)
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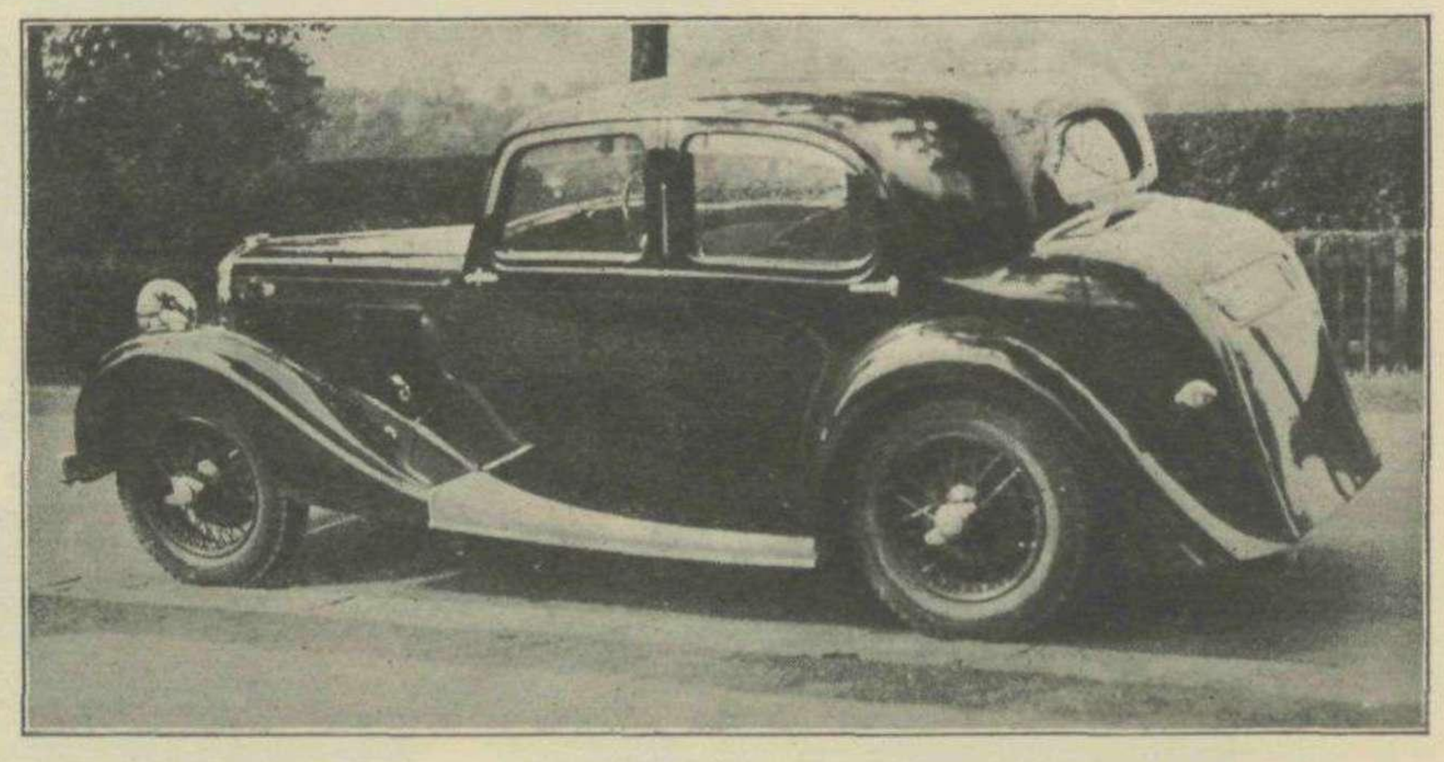
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THE **12/70** *H.P. ALVIS SALOON—continued*

left, and headlamp dimmer control at the base, with central horn push. These minor controls, and the pull-out switches on the facia, reflect the car's high quality. The remote central gear-lever is long, slender, and very pleasantly situated, so that the driver finds himself automatically resting his left hand thereon when only one hand is required for steering. The right-hand brake lever is set well forward of the off-side door and is rigid in the real old-school tradition (with a lever ratchet release, which functions very smoothly), automatically falling forward when released and holding the car securely. It is necessary to stoop forward only very slightly to reach it. The screen pillars are not unduly thick and the near-side sidelamp is just visible from the driving seat. The bonnet view is rather plain, even reminiscent of another make, and we suggest reinstating the Alvis bunny mascot on the flat filler-cap. Here we may digress to say that the solid radiator shell with its external filler cap, the tapering bonnet, and rugged build of the nicely contoured rear luggage compartment, stamp the Alvis as a car of good breed externally.

Returning to the driving compartment, the pedals are very well spaced, clutch and brake on the same plane, and accelerator, which has a noticeably light action, well isolated on the right. The facia carries, from left to right, a large cubby hole without lid; a pull-out ash-tray; speedometer with inset clock; panel lighting switch above; starter switch below; hand-throttle; dynamo window above; ignition key and three-position lighting switch below; combined radiator thermometer, fuel gauge, oil gauge and ammeter as a large dial to balance the speedometer; choke below; fuel supply warning lamp, and reserve fuel control. All the dials are easy to read and at night they are very brightly illuminated, though without actually dazzling the driver. The fuel gauge and thermometer are electrically controlled, both ceasing to register when the ignition is off. The latter normally registered approximately 55°C., going momentarily to 70°C. at Brooklands, but was not reading correctly, the normal temperature being 70°C. The normal oil pressure was 75 lb. per square inch. The fuel gauge seemed accurate, but does not show the quantity in reserve, and the too-bright warning lamp flickers on early, though staying alight continuously when the reserve is in use. Twin, almost inaudible screen-wipers, with separate controls and remote motor, are fitted, likewise twin anti-dazzle visors. The screen winds partially open, and the roof slides back, with rather a stiff action. Ventilative arrangements are adequate. The horn note is rather harsh but effective, the rear blind works well, the big rear window is useful for reversing, in conjunction with a gear-lever-operated reversing light, and the central rear-view mirror is very adequate. There are no pockets in the doors, which shut and lock effectively. The clutch pedal is most conveniently cut away to allow one's foot to rest on the floor.

So much for first impressions gleaned from the driving seat. We can now consider road impressions. The clutch is not heavy to hold out and needed care if considerable judder was to be avoided in moving off from rest, but it is essentially positive in engagement and the pedal has a short travel. Subsequent clutch spring adjustment obviated this tendency to judder and lightened the action. The gear-lever has the usual locations. Reverse is forward, beyond and outside the first-gear position, with no catch. The lever moves rather stiffly and has a rubber draught-proof cover. The synchromesh on second, third and top gears is very effective unless hurried unduly, when it is possible to miss engagement or to provoke considerable grating, which, however, can be obviated by double-declutching for downward changes. The changes go through quite quickly and the lever has a short travel and stands very brutal movements. Sometimes it was distinctly rides smoothly over bad surfaces, not a trace of shock reaching the occupants. Indeed, over a test road it shows up nearly as well as certain Continental cars with independent springing. On fast corners a good deal of roll takes place in consequence, though the Dunlops do not protest. Apart from this the Alvis is very stable, swinging into fast bends and out of them with no unexpected changes of direction or "feel." This supple luxurious running is emphasised because there is nothing "dead" about the riding, the lamps and bonnet displaying movement over rough surfaces, and the front bumper purposely being arranged as a stabilising agent. Tail slides were extremely difficult to provoke. The bodywork, save for an occasional squeak, and a drumming from the region of the speedometer at over 65 m.p.h., was absolutely quiet, nor is there



The **12/70** *h.p. Alvis is a full four-seater giving good leg, elbow and head room.*

difficult to locate first and second gear positions when stationary. The lower gears are commendably silent, emitting only a very low high-pitched whine, and third is virtually like top. This is fully in keeping with the whole tone of the car, for the "12/70" essentially performs in silence. Although the engine sounds noisy, and the tappets are audible, with the bonnet open, none of this sound reaches the occupants, and in consequence one can cruise indefinitely at 65 to 70 m.p.h. without any sensation of effort beyond carburetter roar of a mild order when regaining speed after a check. Certainly this is one of the most silky "fours" we have sat behind and only right at the rev.-limit does any distress become apparent, in the form of fairly pronounced valve bounce. The carburation is clean throughout, an occasional spit-back having no ulterior effect. One is profoundly impressed by the ability of the engine to maintain its surge of power to usefully high speeds on the indirect ratios. Without having thought anything about the Alvis's manner of running regarded as a whole, there is created the impression of a car which motors briskly with a commendable lack of effort. Other features fall in line to enhance this pleasant ability. The suspension is very supple, so that the car much wind-noise. Reclining in the leather-upholstered very spacious rear seat, at upwards of 70 m.p.h., the "12/70" conveyed a fine impression of fast travel in considerable luxury. Pitching is only provoked by very considerable undulations and is very quickly damped.

When idling, the flexible mounting of the engine is evident by considerable movement through the gear-lever, clutch pedal, and, to a lesser extent, the steering column and upper part of the facia.

The steering has a high degree of accuracy, and is light and smooth at speed. The ratio is fairly low, the wheel needing 3¼ turns, lock to lock, and the castor-action is sometimes slow unless initially assisted. On acute bends a rather more consistent castor-action or higher gearing would be appreciated, and there is a suggestion of lost motion and sponginess. The lock is good and only very slight trace of return action was evident through the wheel, varying with road roughness. In general, and particularly as regards light smooth action, it is good steering. There is very slight column movement. A trace of heavier action is noticeable in holding a course round long bends.

The brakes are extremely well able to cope with the speed of the car and work very progressively indeed, demanding only a very gentle pressure for ordinary

THE **12/70** *H.P. ALVIS SALOON—continued*

stops. This progressiveness required getting used to, as at first we thought the brakes unduly fierce through standing too heavily on the pedal. They work with no more than a low and pleasant hissing sound, or slight tyre squeal if heavily used, and remained immensely powerful right to the end of the 490-mile test. There seemed to be a slight tendency to pull the car over out of line, applied hard at speed, and to lock the front wheels on loose corners, but we were never really troubled on this score. The nose dips under " crash " stops, but the braking is commendably smooth.

On the gears one would normally change up at about 20, 30 and 40 m.p.h. respectively, but the Alvis goes most usefully up to 55 m.p.h. in third in dealing with tricky traffic situations, and at Brooklands we attained actual (corrected) maxima of 25, 41 and 59 m.p.h.

During our first visit to Brooklands a flooding carburetter and fuel starvation spoilt the first set of figures, though in this condition the flying half-mile was covered at 74¼ m.p.h. and a lap at 70.6 m.p.h. We agreed to try the car again and it was returned to us with these faults cured, and with the engine decarbonised. The latter attention made it almost unnecessary to move the ignition lever from the fully advanced position, using B.P. Ethyl, whereas previously pinking was evident, particularly on straight petrol, and could not be completely cured by retarding. The Alvis displays little loss of power with retarded ignition. Lots of hard driving on Brooklands failed to raise the temperature from its steady 70°C. reading, nor did the oil pressure vary, and the silence of running was most notable. The car liked to find its own course on the Members' Banking and at rough sections of the track the movement of the front wheels could be felt, but not entirely controlled, through the steering. There was some tendency to wander, on account of the gale that was blowing, which had put a stop to club flying. On the sheltered part of the track, beneath the protective slope of the Byfleet Banking, we covered a flying half-mile at 77.0 m.p.h. The flying lap was covered at 74.3 m.p.h., two up, against a very heavy wind blowing up the Railway Straight. The highest speedometer reading was 83 m.p.h., representing a 6 m.p.h. optimism at full speed.

Turning to acceleration figures, 0 to 50 m.p.h. occupied 15.2 secs., but the Alvis works driver put the figure down to 14.6 secs. Our own time from 0 to 60 m.p.h. was 23.2 secs. That this good acceleration is constant and well maintained is shown by the accompanying graph, giving readings plotted every 10 m.p.h. from a steady speed of 10 m.p.h. Some clutch slip was evident when making snap changes on these runs. The interior of the car remained free from fumes with all windows closed for speed work.

In spite of its ability to perform briskly, the Alvis has excellent top-gear abilities low down and sharp corners can be negotiated in top if desired. In third gear the bite becomes evident over about 30 m.p.h.

Fuel consumption worked out at approximately 24 m.p.g. in fast driving on the road and at approximately 23 m.p.g. during town running and the Brooklands tests. The tank holds 11 gallons, providing a range of about 260 miles.

The headlamps are adequate for rapid night driving and on difficult roads after dark 70 m.p.h. was held for several miles. At 60 m.p.h. the Alvis settles down to cruise in silence, road inequalities smoothed out most effectively. This speed is very pleasantly regained after temporary checks by reason of the car's ability to run easily and quickly up to 50 m.p.h. in third gear. Normally, second gear is used for starting from rest.

The rear seat has useful inconspicuous arm-rests. The propeller shaft tunnel does not hamper the rear seat occupants, and entry and egress, even from the driver's seat, are unimpeded. When one meets another " 12/70," as we did more than once, one appreciates the well-balanced build of this saloon. It looks neither too large nor too small, and has an air of dignity allied to speed. The radiator grille adds unconsciously to this impression. Under the bonnet the oil filler is accessible as a large cap in the valve cover and the sump level is ascertained by a float-type indicator. The radiator cap is external. On the near side are the combined manifolds and the big air-cleaner for the Solex carburetter. The windows wind effectively and have anti-rain panels. Triplex laminated glass is used for the screen, Triplex Toughened glass for the windows. The spare wheel lives in the big locker. The four doors hang from the central pillars and small old-style ventilators are provided in the scuttle sides.

Coming to the specification, the four-cylinder 73×110 mm. engine (1,842 c.c.) is claimed to give 63 to 64 b.h.p. at 4,250 r.p.m. It has push-rod o.h.v. closed by double valve springs. The combustion spaces are of lozenge formation with inclined plug entry. The two-branch light alloy intake manifold is hot-spotted by the three-branch exhaust manifold. The three-bearing crankshaft is fully balanced. The light alloy sump is ribbed for cooling. The cylinder blocks are cast in the Alvis works and weathered in the open in the old-school tradition to ensure long cylinder life.

The drive passes via a single plate clutch to the four-speed and reverse gearbox which has synchromesh engagement of second, third and top gears. The frame is of tubular-braced box-section type, underslung at the rear. Suspension is by half-elliptic springs and the brakes are Bendix-Cowdrey with 11″×1¾″ drums. A Marles double-roller steering box is used. The aim throughout the design has been long retention of high performance. The chassis weight is 17 cwt., a notably low figure for a 1.8-litre car of over 8′ wheelbase. Equipment includes Smith's instruments, Lucas electrical equipment and Dunlop covers.

In conclusion, the four-cylinder Alvis is a notable addition to the ranks of small-engined high performance closed cars that handle as an enthusiast would wish. Moreover, it is one which comes rather in a class of its own by reason of combining silent engine, silent gearbox, smooth braking, high quality bodywork, and ability to attain high speeds on the indirect gears, in a manner which stamps it unmistakably as a car of great refinement as well as one of modernistic specification and performance. The saloon is priced at £435 and full particulars and demonstrations will be supplied by Messrs. Alvis Ltd., Byron House, St. James's Street, London, S.W.1 (WHI 8506).

SHIRLEY HOSPITAL CARNIVAL versus THE VETERAN CAR CLUB

The organisers of the Shirley Hospital Carnival announced in the motor Press that they would stage a run for early cars during the Carnival Week of July 4th-9th. We applied for details, anxious to know whether any pre-war car would be eligible, or whether there would be the accepted pre-1905 proviso. Some years ago the " Kent Messenger " used to hold an excellent annual run for any pre-war cars, and had this event not been discontinued, obviously the Vintage S.C.C. would have swelled the entry in a most interesting manner. We hoped that the Shirley Carnival Run might be something similar, and understood that it would comprise a run of some 16 miles, terminating at the Shirley Stadium at Birmingham on July 8th.

In a letter dated June 17th the organisers inform us that they have reluctantly been compelled to drop the event, owing to the action of the Veteran Car Club in notifying the Shirley Hospital Carnival committee that if the proposed rally took place a protest would be sent to the R.A.C. That the rally and run has been cancelled indicates the awe in which the R.A.C. is universally held. We greatly respect the Veteran Car Club and its administration, but we should like to know on what grounds they objected to the Shirley Rally. Certainly the Shirley secretary refers to the rally as an " Old Crocks' " rally, and if any intention was afoot to dress up drivers and cars to encourage the comic element the Veteran C.C. was wise to intervene. But if the clash of dates—the Veteran C.C. Ramsgate Rally was due on July 8th-9th—was the sole reason for objecting, we feel that a kinder action would have been to persuade the Shirley people to admit *any* pre-war car, when their entries should have been quite promising, and Ramsgate would still have had the bulk of pre-1905 cars. Moreover, the original date of the Ramsgate fixture, as given in the R.A.C. Calendar, was July 22nd-23rd. Enthusiasts for pre-war cars put in such a lot of good work restoring their cars to good order that it seems a thousand pities that any opportunity for them to drive with a definite object in view should be discouraged, the more so when charity would benefit therefrom.

NO BAD BEER

CLASSES FOR STANDARD AND COMPETITION TYRES IN ANNUAL BRIGHTON AND HOVE TRIAL

IT is said that some beers are better than others, but that there is no bad beer. This year's Brighton-Beer Trial was a little curious in places, as when the route-card had an error of more than forty miles over one section—which seems extraordinary—but in general it was greatly enjoyed by nearly fifty competitors.

The entry for the trial, which started from Taunton at the ungodly hour of 5 a.m. on June 19th, was divided into two sections, for those using "ordinary" tyres, and for those with "comps." Separate awards were offered for the two classes.

Generally speaking, the same route was followed by both divisions. On Widlake, however, the standard tyre group had only to reach a line some distance up the hill, and no penalisation was incurred for failure higher up. This provided one competitor who did stop on the upper reaches, using standard tyres, with the ingenious excuse that he had already gone as far as he need, and there was no point in wearing out the motor by trying to climb the whole hill! Of the standard tyre brigade D. E. Harris (M.G.), L. E. Flatt (Hornet), R. M. Andrews (M.G.), J. G. Murray (M.G.) and M. P. Laudet (Hornet) lost no marks, which was a creditable showing. Ten of the comp. tyre drivers failed, but the old hands found no difficulty.

It had been intended that the standard tyre group should not tackle Hatherland, but in the dry weather conditions it was ruled by the stewards at the last moment that the whole entry should be sent up the hill.

Hatherland appeared strangely altered. The wood through which it used to run has been cut down, so that one would scarcely recognise the hill at all. Hatherland is now a bare-looking track on an open hillside, and with the sheltering trees removed, which used to keep the muddy surface wet and slippery, it has lost much of its difficulty.

With both sections of the entry trying the ascent, there was a most interesting result. Only one standard tyre driver failed, whereas four with comp. tyres stopped. This seems to bear out the argument that, where speed is not absolutely essential, a careful driver picking his way with "standards" may do as well as, or better than, a "comp." driver who just goes at a hill bald-headed.

R. A. L. Meyrat, with standard tyres on his L.M.B. Ford, made an especially good climb at Hatherland, and Miss Samuels with her V8 Special provided some excitement at the S-bend at the top, going right up the bank on one side, correcting violently, and then going up the bank on the other side!

The brake test, by the results of which any ties for the principal awards were to be decided, consisted of accelerating downhill and bringing the car to rest astride a line. D. E. Harris (M.G.) was best with 7 secs., and next came D. R. Clement (Singer) and J. G. Murray (M.G.), both of whom took 7.5 secs. All these drivers were using standard tyres. Next came A. B. Langley and J. E. S. Jones with their M.G.s, taking 7⅘ secs.

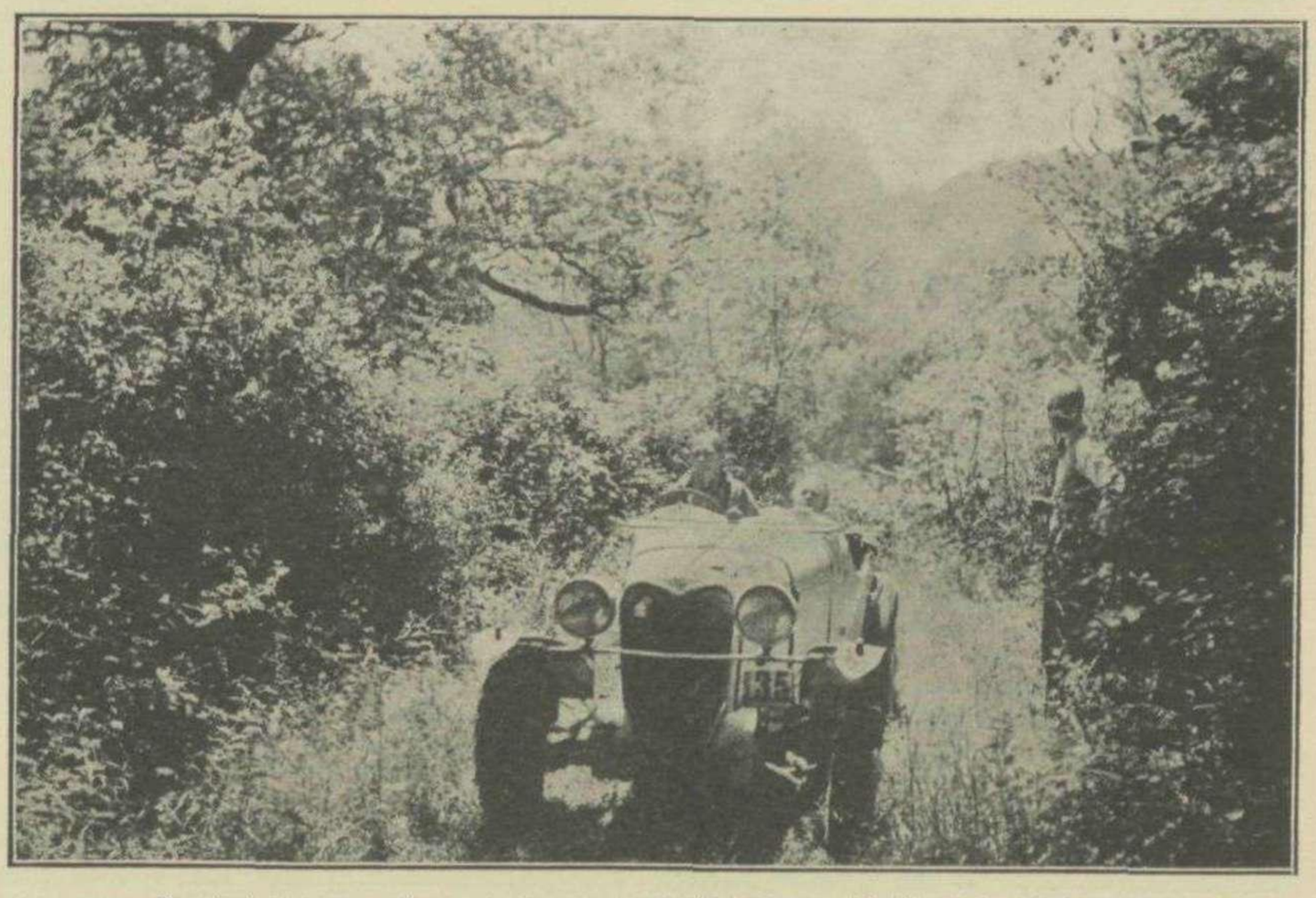
The error had by now crept into the route-card, and the marshals at Windout and Fingle Bridge, arriving at the time scheduled for the distance on the card, were astonished at the apparent lateness of the competitors. At Fingle Bridge, at any rate, the interval was useful, for it enabled the marshals to thread a length of cable through the trees for the timed section, which extended from the start up to the fourth of the thirteen corners. When this was done, they could at least admire the scenery, for Fingle Bridge in the early morning in midsummer is a particularly lovely spot.

At last the competitors arrived, some two hours later than schedule. Fingle Hill appeared to be very rough and loose, especially between the third and fourth corners, but the first corner, an acute hairpin, has lost most of its terrors since the M.C.C. laid down tarmac. It was surprising that so few cars stopped, and all the standard tyre brigade was successful. M. Estler made a very good climb with his Silver Eagle Alvis, while Harris with the M.G. came up very steadily, yet actually made best time (51.9 secs.) in this class over the timed section. Laudet's Hornet, E. G. S. Cook's Magnette, and A. E. Bussey's Riley also did well.

Only two of the competition tyre class failed, but one of these, surprisingly enough, was Guy Warburton's Allard Special, owing to some trouble, and this spoilt the "Tailwaggers'" chance for the team prize. D. Walker came up well with his old J2 M.G., nicknamed "Ye Royal Bath," and W. A. V. Davis's Singer showed up nicely. D. G. Silcock slid into the bank on the third corner, but kept going.

The competition tyre drivers certainly did better over the Fingle timed section, and on an average were about 10 secs. faster than the other class. The latter numbers did especially well, and fastest of all was K. Hutchison with the twelve-cylinder Allard Special, who, with his passenger crouching quite out of sight below the scuttle, came up as though in a speed hill-climb, and took only 40.3 secs. R. A. Macdermid (M.G.) took 42 secs., and S. H. Allard (Allard Special) 43 secs.

Simms was the next hill, and, again, on a dry day in the summer this once dreaded obstacle is no longer what it was, after M.C.C. road-making. Only two cars failed, both in the "comp. tyre" class. Simms, with its 1 in 2½ gradient, is certainly a hill where a little spin may be a help rather than a disadvantage, if a car is at all lacking in power. The standard tyre group also had the advantage of an easier starting line.



K. Hutchison makes a fast ascent of Waterloo with his Allard Special.

The last hill was Waterloo, a "Brighton and Hove" discovery of many years ago, which formerly was only used for motor-cycles. Its grassy surface on this occasion was fairly dry, but difficulty was increased by the sharp corner at the foot, only a few yards after the start. This brought about the downfall of Harris with his M.G., which had looked like carrying off the best standard tyre award.

Waterloo is about 300 yards in length, and has a number of difficult corners, with, in two places, a nasty drop on the right hand side.

The first successful climb on standard tyres was by Cook's Magnette, a very neat piece of driving, and A. C. Cromar's Singer managed to complete the climb successfully even though a gear jumped out half-way up. Estler was going well

NO BAD BEER—continued

with his old Alvis, and reached the last corner, within a few yards of the top, when he stopped, and there was some difficulty in restarting the engine. The reason for the trouble was believed to be that the water had boiled, and flowed over onto the magneto.

A. L. Baker came up well in his Ford Special, but J. E. S. Jones's M.G. had a nasty moment on the top corner. C. W. Taylor (M.G.) was getting some spin at the same point, and came round the corner looking at his back wheels. Somewhat naturally, he ran into the bank and stopped !

Near the foot, W. J. Green, driving his M.G., was coming up with such vigour that he shot off the road into the ditch. He was pulled out by a crowd of helpers, and accelerated away in great style. Hutchison (Allard) displayed great speed, as usual, but Allard himself made a comparatively quiet climb, and certainly experienced less spin than Hutchison at the top. Right at the end came R. M. Andrews (M.G.), who should have been one of the first. His gear lever had broken off earlier in the trial, and he drove into Exeter with the idea of retiring. On hearing that the customer was in a trial, however, a mechanic at a garage in Exeter (on a Sunday morning, too !) showed such speed in effecting a repair that Andrews was able to rejoin the trial, and, with a fine climb of Waterloo, actually won the premier award for standard tyres !

RESULTS

Brighton and Hove Trophy: A. B. Langley (M.G.).
Bishop Trophy: P. Tunley (Riley).
Midgeley Trophy: K. Hutchison (Allard Special).
Chaterlea Trophy: R. M. Andrews (M.G.).
Simpson Lee Trophy: L. E. Flatt (Hornet).
Lord Thompson Team Trophy: Three Musketeers: R. A. Macdermid, A. B. Langley, J. A. Bastock (M.G.s).

First Class Awards: Standard Tyres. M. P. Laudet (Hornet). Comp. Tyres. W. S. Whittard, E. J. Haesendonck, C. A. N. May, R. A. Macdermid, J. A. Bastock, H. J. Crawford, J. E. S. Jones, A. G. Imhof (M.G.s) ; K. Hutchison, S. H. Allard (Allard Specials); R. M. Henning (L.M.B. 9); C. E. Crump (Riley Special).

Second Class Awards: Standard Tyres. D. E. Harris, J. G. Murray (M.G.s); A. C. Cromar (Singer). Comp. Tyres. D. Walker, W. J. Green (M.G.s); W. A. V. Davis (Singer); A. E. Frost (Frazer-Nash-B.M.W.); A. L. Baker (Ford Special) ; D. G. Silcock (Ford V8); Miss Samuels (V8 Special); G. Warburton (Allard Special).

Third Class Awards : Standard Tyres. F. B. Bryden, E. G. S. Cook (M.G.s) ; P. A. L. Meyrat (L. M. B. Ford); F. Morrish (Ford V8); A. E. Bussey (Riley) ; Comp. Tyres. C. S. Dewey (Riley) ; D. W. Price (Ford V8) ; C. W. Taylor (M.G.).

SLIP-UP

Last year we commented, in connection with disputes that arose out of the braking test in the Scottish Rally, that it is a responsibility of the R.A.C. Competitions Department to make sure that regulations which they pass contain no loop-holes, or to have a representative present who can quickly rectify any errors on the spot.

Consequently, we are sorry to learn that once again the Scottish Rally braking test was not all it might have been. Timing over the 30 m.p.h. section was this year taken to the nearest $\frac{1}{5}$ of a second, following last year's criticism that accurate timing over such a section to hundredths of a second was impossible. This year's timing permitted an error of 20 per cent. in average speed, yet the test was judged on a basis of 1 mark per second and 1 mark per foot of subsequent pull-up. Although it might be argued that anyone possessing sufficiently good navigational qualities or a really accurate speedometer deserved to reap the full benefit of the better pull-up resultant on going 19 per cent. slow, the fact remains that sixty-three competitors signed a letter of protest to the organisers. These things should not happen, particularly in big R.A.C.-controlled events. What is wrong with a really long 30 m.p.h. section, electrically timed, and only a very small error-allowance, together with stricter marking ?

"THUNDERBOLT"

Before John Cobb gets going with the Railton at Utah, George Eyston may have set his own record higher still. His Rolls-Royce-engined "Thunderbolt" is now lighter, has been cleaned up externally and now uses coil in place of leaf suspension and has Lockheed servo braking.

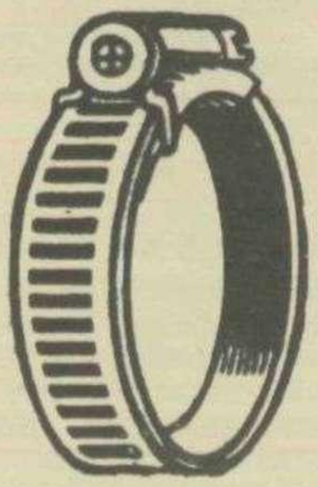
THE V12 CULT

Another V12 now graces the British market, in the form of the Atalanta with Lincoln 4.3-litre V12 engine and gearbox unit. The Lincoln engine is installed in the Atalanta fully independently sprung chassis, a detailed description of which has appeared previously in MOTOR SPORT.

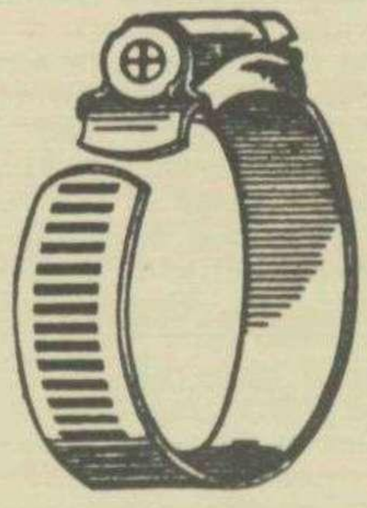
The details which tally up with those given last month in "Rumblings" for the other V12s are :—engine size : 70×95 mm., 4,379 c.c. ; wheelbase 9′ 0″. The saloon is priced at £740.

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Letters from Readers

VINTAGE CARS

Sir,

Following the few notes of mine on vintage cars seen round Nottingham which you were so kind as to mention in the April "Rumblings" in MOTOR SPORT, it has occurred to me that perhaps the activities of a local enthusiast, a very modest man named Charles E. Green and a personal friend of mine, might be of interest for inclusion.

Mr. Green was in 1927 on the staff of the local Lagonda agents. A disastrous fire at their garage destroyed a number of cars, and he purchased one of them, a brand new 1927 touring 2-litre chassis which had carried a heavy saloon body. This was completely reconditioned and tuned up considerably (in course of which the owner made a holiday trip to Devon with a soapbox on the stripped chassis—quite in the old test-driver style), and about 1929 it was fitted with an all-polished aluminium cut-away side four-seater tourer with similar lines to the standard Speed Model of that date. After a number of years of hard touring, the owner decided to build an up-to-date body and recondition the chassis. This work, after about three years' labour, is now nearly completed, and before long this eleven year old car will be on the road again, but with a close coupled two-four-seater body, again hand-built in polished aluminium by the owner, and dropped axle and springs, the general outline closely resembling the 4½-litre T.T. Rapide. With a by no means super-tuned engine doing 27 m.p.g. the owner hopes to exceed 80 m.p.h. without losing any flexibility or smoothness.

About six years ago, Mr. Green made a very successful rebuild on a 1923 Gwynne Eight chassis fitted with a Fiat Eight f.w.b. front axle suitably shortened and a J2 Midget type two-seater body, again hand-built and in aluminium. Though somewhat lacking in accommodation because of the very high chassis line, this car had a remarkably good performance with a speed of over 65 m.p.h. Mr. Green has been a Gwynne enthusiast from the beginning, and at various times has been responsible for some very rapid long-tail two-seater bodies on the Gwynne chassis.

In passing, may I say that I have definite proof that at least *one* Marendaz Six was fitted with a "cut down" Erskine Six engine. This car, a local resident, "blew up" or at any rate ceased to function, and is now being fitted, so I am told, with a V8 Ford 30 h.p. engine! How handling will be affected by the greatly increased b.h.p. is at present "just nobody's business"!

Another interesting local special is an "S.S.," according to the licence, but apparently a 4½-litre Invicta or similar engine is installed in a very light chassis with a small fabric coupé body. Though absolutely free from "fuss or commotion" this is a very fast motor-car and it would be interesting to have further details. If the owner, a Mr. Simms (?), reads MOTOR SPORT, perhaps he could oblige?

My own motoring activities have been badly curtailed of late, because of lack of time, and my dream of a "Red Label" has remained just a dream. But I hope one day to have something worth sending a few notes on to MOTOR SPORT.

I am, Yours etc.,

NEVILLE J. FOWLER.

Nottingham.

* * *

LANCIA CARS

Sir,

Messrs. Lancia (England) Ltd., Lancia Works, Alperton, Wembley, have appointed Messrs. John S. Truscott Ltd. as their sole wholesale distributors for Lancia cars in Scotland. Wholesale inquiries in this area should therefore be addressed to Messrs. Truscott's Glasgow office at 12, Renfield Street, C.2. Telephone Central 335. Messrs. Truscott have undertaken to transact no retail Lancia business, but to give the trade every support in the sale of these cars, and are maintaining a demonstration Aprilia de Luxe saloon, listing at £355, for the convenience of Scottish dealers. The full range of models is being exhibited at the showrooms of Messrs. Macharg, Rennie & Lindsay Ltd., at 573-581, Sauchiehall Street, Glasgow, C.3, while the official Lancia Service and Spares Depot for Scotland is at 28, Berkeley Street, Glasgow, C.3.

Retail Agents will shortly be appointed elsewhere in Scotland.

I am, Yours etc.,

S. W. NEWMAN,

Director and General Manager.

Alperton,

London.

* * *

THE 8-LITRE BENTLEY

Sir,

Apropos of remarks under the heading "Ratio-Shifting" in the May issue of MOTOR SPORT may I correct a mis-statement with regard to the clutch on my 8-litre Bentley? This, and everything appertaining thereunto, is not Borg and Beck, but standard Bentley, albeit judiciously lightened. (I believe I am correct in saying that the maximum b.h.p. transmissible by a Borg and Beck private-car type clutch is in the neighbourhood of 170, whereas that developed by the Bentley is probably nearer double.)

Then, with regard to the ease with which the various types of Bentley gearboxes may be manipulated, I cannot but envy the implied skill of the gentleman, referred to as "knowing Bentleys very well indeed," who declares that with the exception of the wide-ratio B-types, very rapid changes be made with any box and, further, that no box is tricky. In sorry contrast is my own lack of cog-swopping skill—full fourteen years' experience of these boxes, and still tricked by all in turn!—and so it is that I am curious as to the extent of your informant's experience in fast work with the F-type box, such as fitted to my 8-litre, which in actual fact is far from being the close-ratio affair his remarks might lead the uninitiated to suppose, seeing that the all-important third speed approximates the third speed of the wide-ratio B-type box rather than that of the close-ratio A or D types. The actual gearbox ratios are:—B-type 1.453, F-type 1.345, A and D types 1.23.

That lightning changes are *now* possible with the F-type box on my 8-litre is entirely due to factors unconnected with the box itself, most certainly such changes were not at one time possible, nor can they to-day be described as simple, for the period of time during which silent engagement can be effected is brief in the extreme.

Boxes of the D-type are fitted to both my 3-litre and 4½-litre Bentleys, but they are not operated with equal facility (for which there is good reason), nor, in some respects, with the facility of the wider-ratio F-type box on the 8-litre (for which, again, there is good reason). Consequently, I have long since come to regard the old-type Bentley gearbox as a law unto itself and moreover not a safe subject for dogmatism. Sooner would I voice an indisputable fact—that every month MOTOR SPORT gets better and better.

I am, Yours etc.,

FORREST LYCETT.

South Kensington,

London, S.W.5.

* * *

WHO WOULD BUILD A "DICER"?

Sir,

Now that the extra-special "specials" are so much in the "sporting eye" since their fine performances at Shelsley and elsewhere, it seems the right time to make a few remarks on that other form of "special"—the home-built road motor.

This, of course, is a totally different type of machine, since it is not designed to run in first-class meetings but primarily intended for fast road work. True, it can be used in the smaller club events with some hope of success, but since its compression and gear-ratios are such as will suit pump fuel and fast touring at moderate revs., it obviously won't develop enough horses to put it anywhere above sports-class performances.

Perhaps a few hints on the construction of these motors might prove of interest

LETTERS FROM READERS—continued

to anyone who may be thinking of trying his hand.

To begin with it will probably cost a lot more than expected (it's no use hoping £5 will cover the bill if you want a good motor) but the first expenditure is not money—it's *thought*.

The general lay-out, purpose of use, performance desired, horse-power tax limit, and any details of persoual preference should be carefully taken into account before any material is purchased at all. When this has been settled, the components should be bought (preferably at a breaker's yard—they're cheaper) with an eye to matching them up. For instance, an engine unit with fabric joints to the prop-shaft is easier to adapt to a back axle with a fabric coupling than if it had a metal universal. A certain amount of alteration is bound to be necessary but in the interests of economy should be kept down to the minimum.

One of the main points to keep in mind is that a good power to weight ratio enables a high final drive to be used, in turn leading to fast road travel without over-revving—so keep the weight down as much as possible.

But what weight there is must be well distributed (mount the engine well back in the chassis) because a light car is inclined to cavort at high speeds unless this point is given careful attention. Road holding is very important and here one might well follow the example of the "Frykaiserwagen," the latest Bolster Special, etc., and fit independent front-wheel suspension, since this undoubtedly helps to keep the front wheels attending to their job of steering the car. Whilst on the subject of steering, if the box and front axle are of different manufacture it is as well to see that the drop arm leverage is suitable, otherwise the finished job may be found to have a too high or too low ratio for convenient control.

If the back axle of the ordinary type is going to be used, it is most important to get one that will stand up to the power given off by the engine. It's no use, for instance, fitting an Austin Seven back axle to, say, a 12/50 Alvis; most axles will stand a fair increase in loading so long as racing starts aren't indulged in.

Also endeavour to get both axles using similar type wheels, since not only is the finished appearance of the car better, but from the purely utilitarian point of view, one spare wheel is lighter than two.

The final point which will make or mar the completed car is the body. Here, of course, personal preference is the only guide for the constructor, but if out and out speed is the end in view something with a tapering tail and an undershield is of great benefit. It should be fairly easy to pick up something on this style which only needs repainting to make it presentable. Some people may like to try their hand at making their own bodies, but personally, in my opinion, not one amateur in a hundred can construct a body which does justice to a good piece of engineering. Should it be successful, however, it would undoubtedly put the finishing touch of individuality to the "Special." In any case, it's jolly good fun, the work may be hard but the result (if it goes) is worth all the trouble.

I am, Yours etc.,
R.G.S.

N.20.

* * *

THE SIDE-VALVE ALVIS

Sir,

I was interested in the reference made by the writer of the June "General Notes" to the old side-valve Alvis 12 h.p.—which he calls a "12-50."

As the owner of one of these cars, of the '24 vintage, might I be allowed to comment that the Alvis Company always appear to have referred to this car as a "12-40," whilst only the o.h.v. engine was expected to do the work of fifty horses.

I have always been very interested in both the "12-40" and the "12-50." Even the side-valve engine could make most other 12 h.p. jobs look sick when it was ten years old, and withal it did a very easy 30 m.p.g. under all sorts of conditions. Incidentally I have the old Zenith vertical carburetter on my engine, whereas the makers fitted a Solex.

The induction passages were for the most part inside the block, but a small external aluminium casting formed a rather good hot spot, which was rather interesting in that a portion of the exhaust gas was brought in a small pipe round the rear of the engine, through the hot spot and thence down to a tiny little aluminium silencer of its own by the side of the sump. The engine would always start exceptionally easily and has never given a ha'porth of mechanical trouble in the whole of its life, even when it was neglected for two years at a time. It once started with six turns of the handle after standing unused for six months.

The crankcase, sump, crankshaft—in fact, everything except the block and head are interchangeable between the "12-40" and the "12-50." The side-valve engine has a fixed head, with brass plugs over the tops of the valves, so that the valves could be ground in with no trouble at all.

The side-valve engine would rev. up to about 4,000 r.p.m., representing a road speed of about 75 m.p.h. theoretically, although I have never done this myself, having had the carburetter set too fine for high maximum speeds. The "12-50" uses slightly more juice and revs. up to 4,500 r.p.m., hence the greater h.p. and better all out maximum. I have a 4.5 axle with which the "12-50" will do nearly 90 m.p.h. on paper, but a normal touring body makes such a ratio give the car a feeling of being under-powered.

It is very easy to replace a s.v. engine with an o.h.v., by fitting a different exhaust system and shortening one radiator connection. Everything else is the same. I have done this myself, though I must admit my car is very definitely non-standard by now.

I am, Yours etc.,
R. K. MATTERSON.

Rochdale.

THE LONDON GRAND PRIX—continued from page 270

(Maserati), with the big cars behind. As the flag dropped Stuart-Wilton beat Cuddon-Fletcher and Everitt on initial acceleration.

Incidentally, before the race there was worry over oil spilt at Stadium Dip. Lord Howe arrived in Major Gardner's Lagonda and asked an anti-fire official to spread sawdust, which Howe himself swept about the road. The wind very soon blew the sawdust away; sand should be provided next time, or, better still, a road-brazier to burn the oil off the surface, or even better, as we said last month, decent underpans on every competing car.

The leaders on lap one were Stuart-Wilton, Smith and Cuddon-Fletcher. The last named ran his M.G. with naked radiator. By lap 3 Everitt had the little Maserati in front. Gerard's Delage and Brooke's Brooke-Special were lapped by the leaders after only five rounds. On lap 7 Cuddon-Fletcher slid his M.G. inside Wilton's at Stadium Dip but held the road, though remaining in third place.

By lap 8, "Bira" was up in fourth place, and on the next lap Wilton and Cuddon-Fletcher were duelling in earnest, the latter passing on going into Terrace Straight. Came sensation, for on lap 10 Everitt was missing and was shortly afterwards seen to ride in on the pillion of a marshal's motor-cycle. Aitken, too, was in trouble, going wide at Stadium Dip and waving on Abecassis and Dobson. This put Cuddon-Fletcher in the lead with Wilton second, "Bira" third, Abecassis fourth, and Dobson fifth. On lap 12 "Bira" came through in the lead, passive as ever and master of every situation. Wilton slid wide at Stadium Dip and accelerated amid a smell of hot rubber and then Dobson got past Abecassis in the inside at this difficult corner, Abecassis sportingly shutting off to let the E.R.A. go through. On the 13th lap "Bira," now leading comfortably, glanced back, Cuddon-Fletcher, still second, slid at the Dip, and Wilton was all smiles. A Maserati stopped at Stadium Curve and was restarted by officials.

On lap 14 Dobson moved into third place, and the next round Gerard was shown the blue flag at the Dip to ensure a clear passage for "Bira." Dobson swung through inside Cuddon-Fletcher, and on the very last lap Abecassis accelerated furiously into Stadium Curve in a series of immense power slides. He just failed to pip the M.G. on the line and took fourth place. It was noticeable that the crowds reserved the heartiest applause for Arthur Dobson and Percy Maclure. Wilton dropped back towards the end and his M.G. blower release valve was inclined to a busy day.

A very excellent afternoon's sport, well attended. Edwards is doing it again for you on August 13th, at 3.30 p.m., in the shape of a Composite Meeting, embracing a 20-mile sports-car race under international ruling and the 30-mile car race.

RESULTS

1. "B. Bira" (1,488 c.c. E.R.A.) 55.81 m.p.h.
2. A. Dobson (1,488 c.c. E.R.A.)
3. A. Cuddon-Fletcher (1,087 c.c. M.G.)
4. G. Abecassis (1,488 c.c. Alta)
5. H. Stuart-Wilton (1,087 c.c. M.G.)
6. P. Maclure (1,987 c.c. Riley)

THE LONDON GRAND PRIX

"BIRA" AGAIN VICTORIOUS WITH THE E.R.A. SPLENDID DRIVING BY ABECASSIS (ALTA) AND ARTHUR DOBSON (E.R.A.). MRS. LACE WINS THE LADIES' RACE WITH AN ALTA.

THE London Grand Prix meeting at the Crystal Palace circuit attracted quite considerable crowds of spectators, and resulted in some good racing. Practice had been marred by the unfortunate accident to Count Johnny Lurani, who injured himself rather badly when his Maserati somersaulted off the road. Both Mme. Itier and Mrs. Wisdom had gyrated at Stadium Dip without damage to their cars or persons.

Very unlucky was poor Wakefield, for in warming up the E.R.A. for the first heat the oil tank split and could not be repaired in time for the car to run. Lurani's Maserati, the four-cylinder 1½-litre job, was looking none the worse for its crash and was in the care of W. G. Everitt. The little left-hand drive Simca-Fiat had a most healthy exhaust note; one noticed the lamp leads still in position, wired to the stays.

Major Gardner drove round the course in his palatial Lagonda saloon and Harry Edwards in his very smart Triumph Dolomite, and all was set for the first heat, over 10 laps, or 20 miles, on the class handicap basis allowing 1,100 c.c. cars 70 secs. start, 2½-litres 10 secs., with the big stuff as scratch. In the front row were Cuddon-Fletcher with Parnell's M.G., Mme. Itier's Simca-Fiat, Nichols's M.G. and Stuart-Wilton's M.G. Behind were "Bira's" Zoller-blown E.R.A., Maclure's Riley, Brooke's Brooke-Special, Hanson's Maserati and, in solitary state at the rear, Gerard's blue sports-type 3-litre six-cylinder Delage. Overhead, the old banner-trailing Avro stood nearly stationary in the stiff breeze. Brooke's Brooke-Special needed vigorous push-starting. As the flag fell Nichols beat the Fiat and Wilton's M.G. away, and in the second group Maclure actually pipped "Bira" and Hanson on initial acceleration.

After one lap the order was Cuddon-Fletcher (M.G.), Wilton (M.G.), Nichols (M.G.), Mme. Itier (Fiat), "Bira" (E.R.A.), Maclure (Riley), Hanson (Maserati), Brooke (Brooke-Special), and Gerard (Delage). It was obvious, from the way Maclure was hailed by the onlookers throughout the afternoon, that he is the idol of the Palace spectators, and that the Great British Public appreciates his fine achievements with six unblown pots.

On the second lap Wilton was closer to the leading M.G., and by lap 3 "Bira" was in fourth place, with Maclure fifth. Hanson drew in to motor slowly round Stadium Dip.

The leading M.G.s kept a usefully big lead until lap 5, when "Bira" was right on Wilton's tail at Stadium Dip and passed on Stadium Curve. On lap 6 he was second and on lap 7 the blue E.R.A., as usual brilliantly handled, went into the lead, by dint of passing Cuddon-Fletcher's M.G. at the commencement of the straight. Gerard, always fairly wild, left the road momentarily at Stadium Dip and at this period Hanson and Mme. Itier were lapped by the leaders. Much cheered, Maclure gradually came up, to finish a popular place man, the final order being: 1, "Bira" (E.R.A.); 2, Cuddon-Fletcher (M.G.); 3, Maclure (Riley); 4, Stuart-Wilton (M.G.); 5, Nichols (M.G.). "Bira" averaged 57.3 m.p.h., the race occupying 21 mins. 56.4 secs. of his afternoon.

For the second heat, over the same distance, J. H. T. Smith's M.G. Magnette, Esplen's R-type M.G. Midget, Everitt in Lurani's Maserati, and Wilson's 1,100 c.c. E.R.A. occupied the front row, and Arthur Dobson's white E.R.A., Peter Aitken's Maserati and Abecassis's Alta the second row, with Kenneth Evans behind in solitary state with the big Alfa-Romeo. Wilson teuded to creep forward before the flag fell, but made a hesitant getaway, and Esplen led from Everitt and Smith, though Everitt soon went ahead. Abecassis led the second group away, with Dobson and Aitken almost level. After one lap the order was:—Smith, Everitt, Esplen, Wilson, Dobson, Abecassis, Aitken and Evans. On lap 2 Wilson passed Esplen and on lap 5 Everitt was close behind Smith, and Dobson and Abecassis were moving up. The Alta was snaking furiously under fierce acceleration from the bends and everyone was doing all he knew how On the very last lap but one Dobson came into Stadium Dip close on the leaders' tails, and on the last lap he passed Everitt on going into Terrace Straight, and finally caught Smith, having a sufficient lead to glance backwards when rounding Stadium Dip for the last time. So Dobson (E.R.A.) won at 56.51 m.p.h., with Abecassis second, Smith third and Everitt fourth, the Alta having come up also on the last lap.

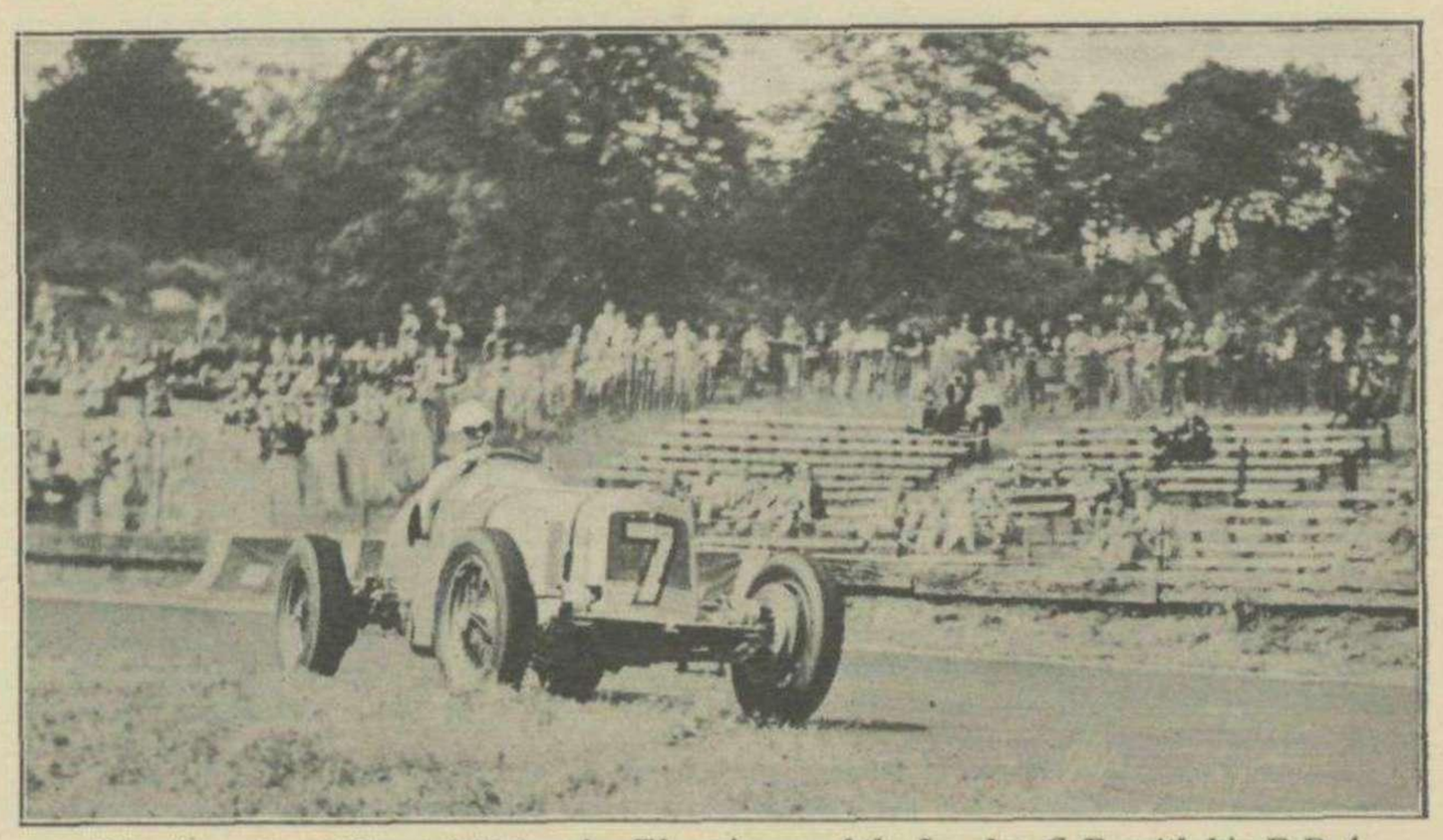
A sidecar dice followed, over 5 laps, won by J. Surtees (596 c.c. Norton), with F. E. G. Ratcliff (490 c.c. Norton) second, and G. H. Taylor (490 c.c. Norton) in third place.

Next we had the Ladies' Cup Race, over 5 laps, handicapped with 1,100 c.c. cars receiving 35 secs., 2½-litre cars 5 secs. and others on scratch. Edwards has thought up a lot of good innovations, and is to be congratulated on this very interesting race. We hope it will be repeated at a future meeting. Another idea would be a standard sports-car race, following in Mr. Bradley's daring footsteps.

Only five cars came to the line, Miss Fay Taylor, on Wilson's 1,087 c.c. M.G., being a non-runner. Mme. Itier's little Simca-Fiat led off, followed by Mrs. Lace's 1½-litre Alta, Mrs. Petre's blown 1½-litre Riley, Mrs. Wisdom's 1½-litre Alta and Mrs. E. M. Thomas's very handsome sports-equipped 3½-litre Delahaye. Coming into Stadium Dip on her first lap, Mrs. Wisdom spun completely round, the tail pointing downhill and the Alta's near-side front wheel up the safety bank. She reversed out, spinning the wheels furiously in so doing, and Mrs. Thomas went through before she resumed racing. By lap 2 Mrs. Lace led from Mrs. Petre and Mme. Itier. On lap 4 Mrs. Thomas overhauled Mme. Itier and so they finished, a race that was a distinct procession. Mrs. Lace (Alta) averaged 51.43 m.p.h., Mrs. Petre (Riley) was second, Mrs. Thomas (Delahaye) third, Mme. Itier (Simca-Fiat) fourth and Mrs. Wisdom (Alta) last. So much for the ladies.

The final, over 16 laps (32 miles), group handicapped on a basis of 112 secs. for 1,100 c.c. cars, 16 secs. for 2½-litre cars and scratch for the big fellows, was a matter of seventeen runners, for anyone completing 6 laps of the 10-lap heats was eligible to start. In the front row we had Wilson (E.R.A.), Stuart-Wilton (M.G.), Mme. Itier (Simca-Fiat), Everitt (Maserati), Esplen (M.G.), Smith (M.G.) and Cuddon-Fletcher (M.G.). Behind were ranged Aitken (Maserati), Maclure (Riley), Abecassis (Alta), Dobson (E.R.A.), "Bira" (E.R.A.) and Hanson

Continued at foot of page 269



"Bira" again at Crystal Palace! The winner of the London G.P. with his E.R.A.

BRITAIN ECLIPSED AT LE MANS

ONLY SIXTEEN FINISHERS OUT OF FORTY-TWO STARTERS. TWO DELAHAYES FINISH IN THE LEAD. MORGAN AND H.R.G. WIN THEIR SPURS. A RACE TO DESTRUCTION.

THE 1938 Le Mans Race will be remembered as a rather curious affair. It started like a lion, with a terrific Alfa-Delahaye-Darracq battle, and went out like a lamb, as all the leaders fell out and two backmarkers came up into the picture at a considerably lower speed. There were fewer starters than usual, and even fewer finishers. The British challenge was negligible. And there was no catastrophic pile-up of several cars at White House.

By lunch time on Saturday, June 18th, a very fair-sized crowd had assembled already, and the car-parks were rapidly filling up. One by one the drivers brought their cars to the pits, where the arrangements for directing and refuelling them through the long race were made with varying degrees of expedition, excitement and volubility—according to the nationality of the competitors. The weather did not look too promising, with heavy clouds and a stuffy atmosphere.

At a quarter to four the course was officially closed by Robert Benoist, who won the race in partnership with Wimille last year on a Bugatti. Benoist is tremendously popular among his compatriots, who remember the days of his world supremacy some ten years ago, when his Delage swept the board in Grand Prix races. He got a good cheer at various crowded parts of the circuit.

The loud-speakers blared out instructions and announcements; the crowds surged and swayed in the enclosures; and the drivers lined up facing their cars, on the opposite side of the road to the pits.

On the stroke of four, the flag fell, the drivers made a hurried sprint, and from out of the long row sprang one, and then another, and finally the whole field of cars, with several stragglers bringing up the rear. But not quite the whole field, for the Darracq driven by Freddie Clifford refused to start and was stationary for five frantic minutes while the others completed their first lap.

René Dreyfus on his twelve-cylinder Delahaye was in the lead as they roared round the 8½-mile circuit, but he was only a few yards ahead of his team-mate, Comotti, on another twelve-cylinder Delahaye, Carrière's Darracq, Mazaud's six-cylinder Delahaye, and Sommer's beautifully streamlined 2.9-litre Alfa-Romeo "saloon." Sommer had made a rather slow start, but now he got going with a vengeance, and by the time the end of the first lap came he had got into third place, behind Dreyfus, the leader, and Comotti.

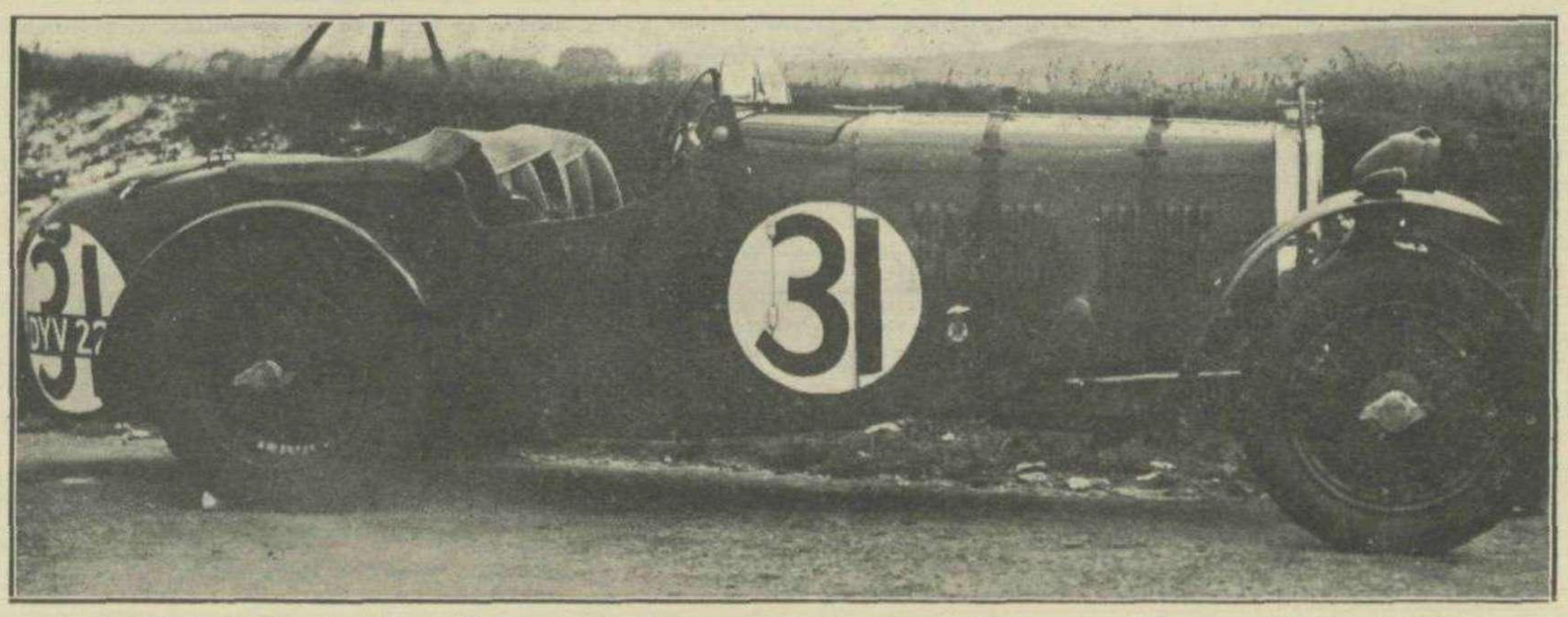
He was not content to stay there, and on successive laps he overhauled both Delahayes to take the lead, waving his straw hat as he passed the pits in token of his elation. But Dreyfus was hanging on grimly, and three laps later he was in front again—only to be repassed on the following lap! Already the pace had become too hot for Comotti's Delahaye, which visited the pits for some excited examination. After a delay, Divo took over to see if he could find out what was wrong with the car. He came in again after a lap, and there the car stayed for over an hour.

Meanwhile, the struggle for the lead was being contested more keenly than ever. "Fifi" Etancelin, after a bad start with his new 4½-litre Darracq, had gradually gained on the leaders. In doing so he had made the fastest lap to date, in 5 mins. 20 secs., but this was still 7 secs. slower than the official lap record of 5 mins. 13 secs. established by Benoist's Bugatti in 1937. On the 7th lap he passed Dreyfus and began to trail Sommer. How close the leaders were can be judged by the fact that 10 seconds covered Sommer, Etancelin, Dreyfus and Carrière. On the 10th lap "Fifi" managed to scrape past the Alfa, but he was caught on the next circuit. The pace was terrific for a 24-hour race, and it was obviously going to be a question of stamina as to who would ultimately survive. The next to be in trouble was Dreyfus, whose Delahaye was running hot and lost all its water. With his engine making unorthodox noises he stopped at the pits for a consultation, and set off again to try and complete the necessary twenty-four laps before he was permitted to take on more water. The Delahaye debacle was completed by the retirement of Divo and Comotti with the second twelve-cylinder car with gearbox trouble.

With Etancelin close on his heels, Sommer was forced to put on speed, and he got down to 5 mins. 13.8 secs. on the 11th lap. These two were about 15 secs. ahead of Carrière on his 4-litre Darracq. The Sommer-Etancelin duel tended to overshadow the performances of other cars, some of which were doing excellently. Freddie Clifford, for example, had driven like a master to get into ninth position on the 12th lap, after losing a whole lap at the start. On the other hand several people were in difficulties, Gérard (Delage), Loyer (Delahaye), and Forestier's Riley all being seen at the pits. Then the Serre-Daniell 2-litre Peugeot and the Morrison-Watson Atalanta followed Divo's Delahaye to the dead-car park, the Peugeot with a defunct gearbox and the Atalanta having broken its rear axle after making a promising start.

Then one by one the cars started to come in for refuelling and a change of drivers. Etancelin was the first to stop, after 2¼ hours' running, thus giving the impression that the 4½-litre Darracq has a healthy thirst for petrol. He handed over to Chinetti, who is an old hand at Le Mans. Sommer did not stop for another three-quarters of an hour, giving way to Biondetti. The pit-work of the Alfa Corse was not particularly bright, with the result that Lebègue was able to take over from Carrière on the 4-litre Darracq without losing the lead which the car had gained when the other two stopped. Dreyfus had not appeared for some time, and at last the loud-speakers announced in funeral tones that René had retired at Tertre Rouge with an overheated engine. Louis Chiron, who was due to relieve Dreyfus, shrugged his shoulders philosophically.

The Pujol-Rigal 2-litre Peugeot went out with a cracked cylinder head, and



The H.R.G. driven by P. C. T. Clark and Marcus Chambers that finished tenth in the General Classification.

THE LE MANS 24-HOUR RACE—continued

Forestier's streamlined Riley broke its gearbox. Biondetti, Lebègue and Chinetti were not driving quite so quickly as their first-string partners, lapping at about 92 m.p.h. as against Sommer's 95 m.p.h. But the Alfa was still the fastest of the trio, even though it was in third place, and bit by bit Biondetti began to overhaul first Chinetti and then Lebègue. At a quarter to nine Biondetti took the lead for Alfa Corse once more, and a few minutes later he stopped for refuelling and to hand over to Sommer.

And now night began to fall over the Sarthe circuit; the pits took on a fairy-like quality with their twinkling lights, and the drivers switched on their headlamps Six hours had gone by since the start, a quarter of the race, and the cars were in the following order :—

1. Sommer-Biondetti (Alfa-Romeo), 66 laps.
2. Etancelin-Chinetti (Darracq), 64 laps.
3. Carriere-Lebegue (Darracq), 64 laps.
4. Trevoux-Levegh (Darracq), 62 laps.
5. Chaboud-Tremoulet (Delahaye), 61 laps.
6. Clifford-Mathieson (Darracq), 60 laps.
7. Serraud-Cabantous (Delahaye); 8. Villeneuve-Biolay (Delahaye), 59 laps; 9. Rosier-Huguet (Darracq), 56 laps; 10. Prenant-Morel (Darracq), 55 laps; 11. Gerard-Viale (Delage); 12. De Cortanze-Contet (Peugeot), 54 laps; 13. Gordini-Scaron (Fiat); 14. Hitchens-Morris Goodall (Aston-Martin), 53 laps; 15. Orssich-Sauerwein (Adler); 16. Viale-Breillet (Fiat), 52 laps; 17. Lohr-Von Guilleaume (Adler); 18. Mmes. Roux-Rouault (Amilcar), 51 laps; 19. Ferry-Noiraux (Riley); 20. Horvilleur-Matra (Alfa-Romeo), 50 laps; 21. Levy-Alain (Fiat), 48 laps; 22. Tramer-Pichard (Fiat), 47 laps; 23. Barnes-Wisdom (Singer), 46 laps; 24. Camerano-Robert (Fiat); 25. Vernet-Mme. Largeot (Fiat), 45 laps; 26. Debille-Lapchin (Fiat), 43 laps; 27. Miss Fawcett-White (Morgan); 28. Clark-Chambers (H.R.G.), 42 laps; 29. Mrs. Wisdom-Dobson (M.G.); 30. J. & P. Savoye (Singer); 31. Monneret-Loyer (Delahaye); 32. Bonneau-Mme. Itier (M.G.), 41 laps; 33. Aime-Plantivaux (Fiat), 39 laps; 34. Leduc-Querzola (Fiat), 24 laps.

Shades of the days when the Bentleys reigned supreme at Le Mans! The first British car, the 2-litre Aston-Martin, lying fourteenth in the general classification and second in its class to the Peugeot. No British big cars at all to challenge the leaders. In fact we are not in the picture at all.

The Alfa-Romeo outstayed its last real rival when Etancelin's Darracq stopped for good with a broken valve, for the Carrière-Lebègue Darracq was some way behind. Soon there were more retirements; Gérard's Delage with a warped cylinder head causing gasket leakage; Horvilleur's old 2.3-litre Monza Alfa-Romeo with a similar trouble; Vernet's 1,100 c.c. Simca-Fiat with a broken oil-pipe; and the Mazaud-Mongin Delahaye with an outbreak of fire.

As the night wore on the Sommer-Biondetti Alfa-Romeo increased its lead by a bigger and bigger margin, until it was four clear laps ahead of the second car, Carrière's Darracq. It looked as though nothing could stop its triumphant progress. To make matters worse, the Darracq started to suffer from clutch slip, than which there is no more irritating trouble. After repeated stops, all of which were ineffectual, the car was finally withdrawn. At about the same time the Delahaye driven by the two motor-cyclists, Monneret and Loyer, fell by the wayside, when their lighting system gave out, and yet another retirement came shortly afterwards when the Amilcar driven by Mesdames Roux and Rouault ran a big-end.

At four o'clock in the morning the cars had completed half their journey, and the flying Alfa was now five laps ahead of the next car, the 4-litre Darracq driven by Trévoux and Levegh, who were in turn three laps ahead of Clifford and Mathieson on a similar car. The last two were putting up a fine performance, which did much to console the many British spectators present for the absence of any home cars among the big stuff in the race. For the rest, Gordini's 1,100 c.c. Simca-Fiat, the two Adlers with streamlined closed bodies, the 2-litre Aston-Martin and the De Cortanze-Contet Peugeot were all going well in the struggle for class positions. Two recent British casualties were the M.G. driven by Mrs. Wisdom and Arthur Dobson, which had developed clutch slip and consequent overheating, and the Barnes-Wisdom Singer, which had suffered a broken crankshaft.

The official order at half-distance was as follows :—

1. Sommer-Biondetti (Alfa-Romeo), 128 laps.
2. Trevoux-Levegh (Darracq), 123 laps.
3. Mathieson-Clifford (Darracq), 120 laps.
4. Chaboud-Tremoulet (Delahaye), 118 laps.
5. Serraud-Cabantous (Delahaye), 116 laps.
6. Villeneuve-Biolay (Delahaye), 114 laps.
7. Prenant-Morel (Darracq), 109 laps; 8. De Cortanze-Contet (Peugeot), 108 laps; 9. Orssich-Sauerwein (Adler), 105 laps; 10. Lohr-Von Guilleaume (Adler), 102 laps; 11. Hitchens-Morris Goodall (Aston-Martin), 101 laps; 12. Ferry-Noiraux (Riley), 100 laps; 13. Gordini-Scaron (Fiat), 98 laps; 14. Viale-Breillet (Fiat), 95 laps; 15. Clark-Chambers (H.R.G.), 86 laps; 16. Miss Fawcett-White (Morgan), 85 laps; 17. J. & P. Savoye (Singer), 81 laps; 18. Debille-Lapchin (Fiat), 81 laps; 19. Bonneau-Mme. Itier (M.G.), 78 laps; 20. Camerano-Robert (Fiat), 76 laps; 21. Levy-Alain (Fiat), 76 laps; 22. Aime-Plantivaux (Fiat), 74 laps; 23. Leduc-Querzola (Fiat).

The tremendous pace set by the Alfa in the earlier stages had put its average speed well ahead of the Bugatti in last year's race, but with the gradual wilting of the opposition Sommer and Biondetti slowed up a little. They could have done so even more, for first the Trévoux-Levegh Darracq and then the Mathieson-Clifford Darracq went out, leaving the Chaboud-Trémoulet Delahaye as the nearest rival to the Alfa, 11 laps behind. Trévoux's trouble was a blown gasket, but Mathieson's was much more exciting—and unpleasant. As he approached White House the car caught fire. Realising that at all costs he must get it off the road, he stuck to his guns until he was round the curve, drove the car onto the grass, and jumped out. A nice example of presence of mind. Two more retirements, those of the Viale-Breillet Fiat with a broken oil pipe and the Ferry-Noiraux Riley with a seized piston, brought the total number of withdrawals up to twenty-two—or more than half the starters.

Eight o'clock on Sunday morning found the Alfa leading the general classification and its class by nine laps from the Delahaye; the De Cortanze-Contet Peugeot surprising everyone by leading the 2-litre category by four laps from the Orssich-Sauerwein Adler, with the Aston-Martin third, three laps behind the Adler; the second Adler leading the 1,500 c.c. class and its nearest rival the H.R.G., by no less than 19 laps; the Gordini-Scaron Simca-Fiat way ahead of the Morgan (18 laps to be precise) in the 1,100 c.c. division and going marvellously; and the Aimé-Plantivaux Fiat "mouse" leading its sister car by seven laps, in the 750 c.c. class.

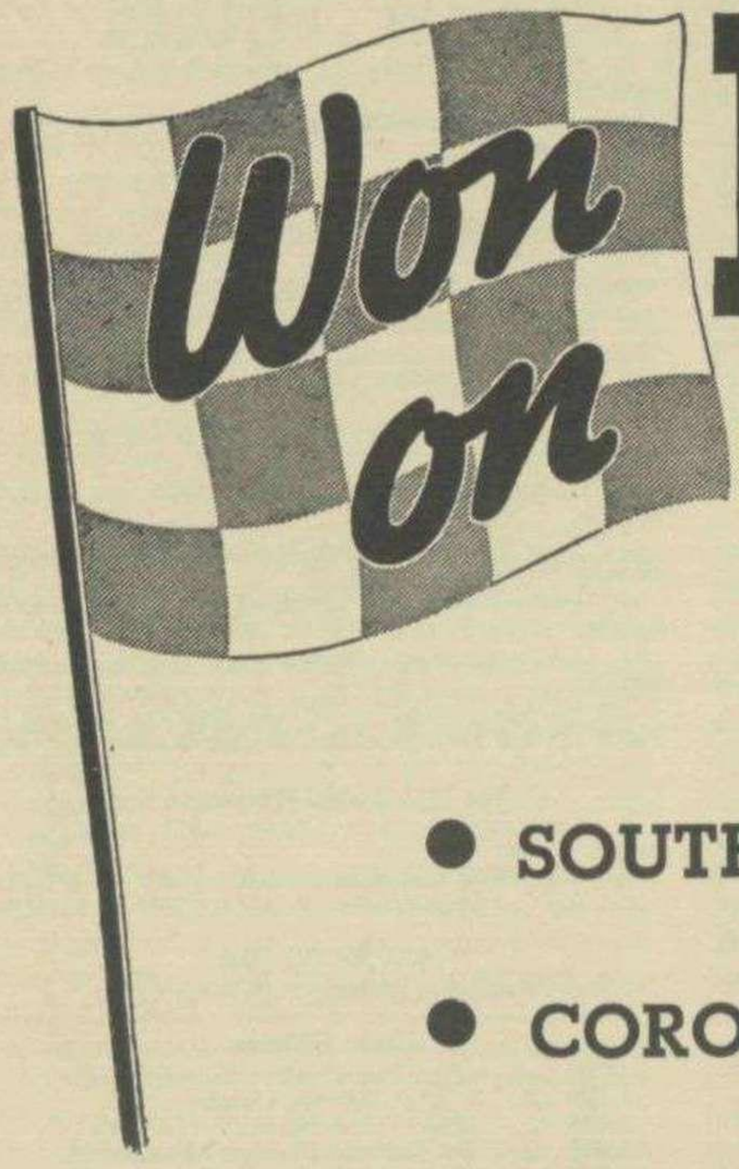
So far there had been only one notable case of a car going off the road, when "Vel d'Hiver" Molinari's Simca-Fiat rammed a sandbank on a corner and had to be dug out. But now a second and more vigorous crash occurred, involving another Fiat. The driver was José Scaron, who was second-string to Gordini, and the car was put right out of action. A pity, for it had been putting up an amazing show and was an almost certain winner of the Rudge-Whitworth Cup and the special cup to be awarded for the best performance on formula.

And so we come to 10 o'clock on Sunday morning, three-quarter distance, with the cars in the following order :—

1. Sommer-Biondetti (Alfa-Romeo), 189 laps.
2. Chaboud-Tremoulet (Delahaye), 178 laps.
3. Serraud-Cabantous (Delahaye), 174 laps.
4. Prenant-Morel (Darracq), 163 laps.
5. Villeneuve-Biolay (Delahaye), 163 laps.
6. De Cortanze-Contet (Peugeot), 162 laps.
7. Orssich-Sauerwein (Adler), 158 laps; 8. Lohr-Von Guilleaume (Adler), 153 laps; 9. Hitchens-Morris Goodall (Aston-Martin), 147 laps; 10. Clark-Chambers (H.R.G.), 147 laps; 11. Miss Fawcett-White (Morgan), 147 laps; 12. J. & P. Savoye (Singer), 129 laps; 13. Debille-Lapchin (Fiat), 127 laps; 14. Bonneau-Mme. Itier (M.G.), 121 laps; 15. Camerano-Robert (Fiat), 121 laps; 16. Aime-Plantivaux (Fiat), 112 laps; 17. Levy-Alain (Fiat), 109 laps; 18. Leduc-Querzola (Fiat), 105 laps.

Now it was the turn of the Aston-Martin crew to experience trouble. The car pulled into the pits with bad misfiring, which was traced to a broken valve. It was decided to change the offending piece of mechanism, which meant removing the cylinder-head, with the result that the car was at the pits for two solid hours. The French crowd, always ready to applaud a plucky effort, gave a cheer when at last the car set off again. The hard work was in vain, however, for a few laps later the car came to a standstill on the far side of the circuit with more engine trouble. Bad luck.

But the crowd soon had its attention diverted to an event of the most sensational character. Biondetti on the Alfa failed to appear at the appointed time. Those in the Alfa pit had their eyes fixed on the far end of the straight past the stands, but the minutes ticked by and still the low red coupè did not come into sight. A few laps earlier Sommer had had the devastating experience of bursting a tyre while travelling at something over 130 m.p.h. on the Mulsanne Straight. The tread slashed its way through the streamlined mudguards, seriously upsetting the steering of the car as it did so. Sommer had an anxious time holding the car straight, but after some hectic slides from side to side of the road he managed to slow down and motor slowly round to the pits. The question now was whether this incident had led to further trouble. Actually it was not so; it was the engine that had given out, at Arnage. Biondetti made heroic efforts for some time to restart the car by pushing it, and finally to push it back to the pits single-handed. Then Sommer arrived on the scene in an official car, and after a consultation it was decided that the car was well and truly out with a broken valve. With the race in their pockets—they had a lead of 12 laps, or 100 miles over the second Delahaye—this was the

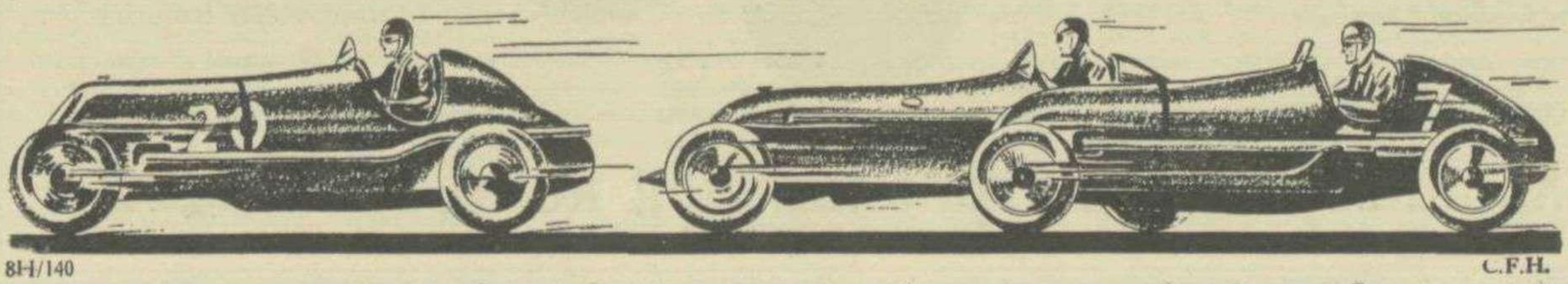


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- J.C.C. INTERNATIONAL TROPHY RACE
- B.A.R.C. WHITSUN MEETING
- LE MANS GRAND PRIX D'ENDURANCE

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81-1/140 C.F.H.

THE LE MANS 24-HOUR RACE—continued

worst possible luck. The car had gone splendidly, dealing with its many rivals single-handed, and to go out like this was heartbreaking. Just to show that the trouble was not really serious, the car was driven to the pits after the race under its own power.

This left the Chaboud-Trémoulet Delahaye the easy task of wiping out its deficit of 12 laps, and then winning as it pleased, for its nearest rival (the Serraud-Cabantous Delahaye) was two laps behind. Behind that came the Villeneuve-Biolay Delahaye at an interval of 14 laps, with the Prenant-Morel Darracq still one more lap astern.

The only interest left in the race was whether Villeneuve's Delahaye could keep going, because it did not sound so healthy, and whether the H.R.G. could complete its necessary number of qualifying laps, for it, too, was sounding extremely woolly. As it turned out, the Delahaye kept going but was passed by the Darracq, and the H.R.G. got home with laps to spare.

The last hour of the race, with the leading Delahaye touring round at 75 m.p.h., was rather an anti-climax to the furious pace of the beginning, but no one could blame Chaboud and Trémoulet for making sure of victory.

At last the chequered flag was waved, and two 3½-litre Delahayes were given the finishing signal—quite in the old Bentley tradition—and very thoroughly they deserved their win. Out-paced at the start of the race, they had got there by dint of sheer reliability, while the faster cars broke themselves up with the fury of their battling. Third came the coupé Darracq driven by Prenant and that fine driver André Morel, one-time member of the Amilcar Six team at Brooklands. Outstandingly good was the performance of the 2-litre Peugeot in finishing fifth in the general classification, at an average speed of 74.77 m.p.h. The Adlers won the final of the thirteenth Biennial Cup, and the special cup given for the first time by the A.C.O. for the best performance on formula in the whole race went rightly to the little 568 c.c. Fiat driven by Aimé and Plantivaux, which had covered 1,269.3 miles at an average speed of 52.88 m.p.h.

The H.R.G., well driven and controlled from the pits, finished tenth, and Miss Fawcett's Morgan, jointly driven by White, was placed thirteenth. Both these cars put up really good performances.

RESULTS

General Classification

1. Chaboud-Tremoulet (Delahaye 3,558 c.c.), 1,976.4 miles, 82.35 m.p.h.
2. Serraud-Giraud Cabantous (Delahaye 3,558 c.c.), 19,59.69 miles, 81.65 m.p.h.
3. Prenant-Morel (Darracq 3,985 c.c.), 1,839.07 miles, 76.62 m.p.h.
4. Villeneuve-Biolay (Delahaye 3,575 c.c.), 76.26 m.p.h.
5. De Cortanze-Contet (Peugeot 1,998 c.c.), 74.77 m.p.h.
6. Orssich-Sauerwein (Adler 1,679 c.c.), 73.95 m.p.h.
7. Lohr-Von Guilleaume (Adler 1,495 c.c.), 71.59 m.p.h.
8. J. & P. Savoye (Singer 974 c.c.), 61.12 m.p.h.
9. Debille-Lapchin (Simca-Fiat 1,090 c.c.), 60.31 m.p.h.
10. Clark-Chambers (H.R.G. 1,499 c.c.), 59.63 m.p.h.
11. Camerano-Robert (Simca-Fiat 1,087 c.c.), 58.23 m.p.h.
12. Bonneau-Mme. Itier (M.G. 954 c.c.), 57.67 m.p.h.
13. Miss Fawcett-White (Morgan 1,122 c.c.), 57.20 m.p.h.
14. Aime-Plantivaux (Simca-Fiat 568 c.c.), 52.88 m.p.h.
15. Leduc-Querzola (Simca-Fiat 568 c.c.), 48.96 m.p.h.

All the above qualify for the final (to be held in 1939) of the 14th Biennial Rudge-Whitworth Cup.

The 13th Rudge-Whitworth Cup

1. Orssich-Sauerwein (Adler 1,679 c.c.) fig. of merit 1,236.
2. Lohr-Von Guilleaume (Adler 1,495 c.c.), 1,230.
3. De Cortanze-Contet (Peugeot 1,998 c.c.), 1,204.

A.C. de l'O. Cup

Aime-Plantivaux (Simca-Fiat 568 c.c.).

Class Winners

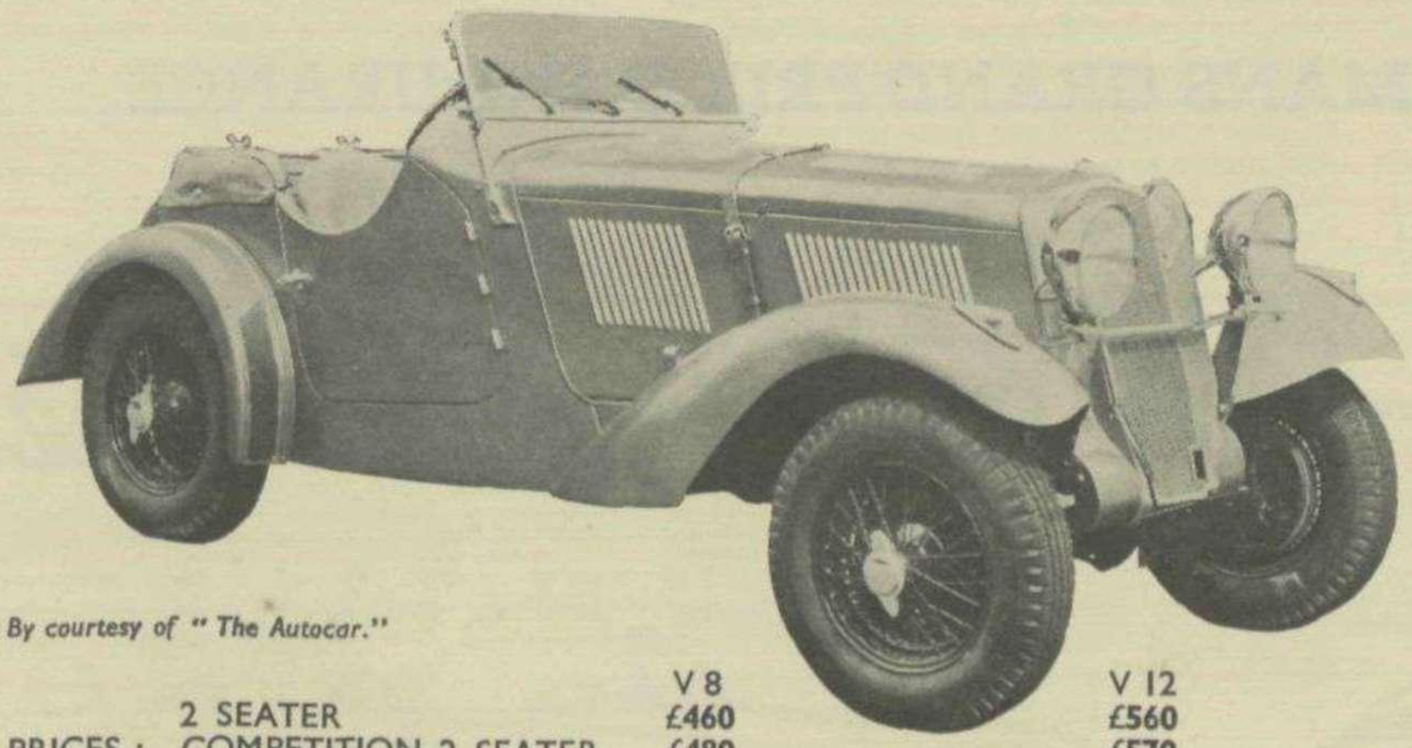
750 c.c. : Aime-Plantivaux (Simca-Fiat)*.
1,100 c.c. : J. & P. Savoye (Singer).
1,500 c.c. : Lohr-Von Guilleaume (Adler).
2,000 c.c. : De Cortanze-Contet (Peugeot)*.
5,000 c.c. : Chaboud-Tremoulet (Delahaye).
*New records.

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FRONT WHEEL DRIVE AND TORSIONAL SUSPENSION

EXTENSIVE EXPERIENCE OF THE CITROEN TWELVE

FRONT wheel drive and torsional suspension—features of specification of interest to all enthusiasts and students of design. It was to make better acquaintance with these features that we recently put a Citroen Twelve through its paces under a wide variety of conditions and over a quite extensive mileage. The Citroen Twelve saloon is certainly not a sports-car, but it is basically the same chassis as that used for the open two-seater Twelve and the higher performance Light Fifteen. It is a very interesting chassis indeed, for Citroen broke completely away from utility car design, after success since the early post-war years with the 7.5, 11.4 and 12 h.p. cars, and introduced, a few years ago, the existing torsionally suspended, front wheel drive chassis; one of the most successful cars of unorthodox layout ever marketed.

One's very early impression of the Citroen Twelve is that of being behind the wheel of a much bigger and more expensive car. For this the torsional suspension must undoubtedly take credit, for the car rides with rocklike solidity over all kinds of road surfaces, displaying hardly a trace of pitching or side sway. Indeed, no roll occurs even under really quick cornering, and the only time the suspension displays any trace of suppleness is after taking hump-back bridges at speed, although, from the degree of genuine comfort it affords, one would expect, and certainly excuse, some trace of flexibility. The special all-steel frameless construction must also contribute very materially to this steady riding of the Citroen and its rigidity does at times convey a slightly "dead" feel to the manner of riding.

It is not only luxurious running that suggests a larger car. The Citroen is a willing performer, as we soon discovered in hustling from the works at Slough to Brooklands, a journey for which we had craved a sports-car, until we found how easily the Citroen gets through traffic and settles down to an effortless cruising gait of 60 m.p.h. on derestricted roads. On second gear of the three-speed box excessive valve-bounce limits the maximum to 40 m.p.h., but up to that speed very brisk acceleration is commanded.

The most interesting feature of the Citroen is the front-drive layout. It makes a very considerable difference to control and has only very minor disadvantages to off-set this commendable characteristic. The Citroen Twelve is one of the most controllable cars we know. On wet roads, slimy with weeks of rainless weather, it will naturally slide if encouraged, but so effectively does it respond to the steering that after a little experience of its abilities in this direction one can literally sling it about on greasy roads without restraint. Here it is that the front drive is so valuable. Even on the over-run the car is very very stable, but if one has any doubts about where it is going one has only to turn on the power and the front wheels never fail to pull the car in the direction in which they are pointing. Particularly was this evident on London streets notorious for their slippery surfaces. Under conditions when the front wheels would spin furiously under acceleration, we certainly experienced loss of front wheel adhesion on the over-run on corners, but, on accelerating, directionability was at once restored. In consequence, one is able to do most remarkable things with the f.w.d. Citroen, on greasy roads and fast open bends alike. Round long lower-speed curves, there was a rather less pronounced feeling of stability, difficult to define, but always was the car under control. In cornering there is hardly any trace of severe roll, and the car goes round as on rails, with a fair amount of protest from the Michelin "Stop" Real Low-Pressure tyres, chiefly from those on the front wheels. What of the disadvantages of this front wheel drive? We have been warned of increased noise from having the gearbox and transmission under the bonnet instead of under the floor. In the case of the Citroen, there *was* a certain drumming or vibration on the over-run at times, but otherwise the transmission gave no clue to its whereabouts, and the gears were almost silent. We had heard that f.w.d. can adversely affect steering and cornering qualities. So far as the latter consideration is concerned, we have already commented on the effectiveness of the front drive in rendering the car stable under sticky going.

In the matter of steering, certainly under load the steering became stiffer than on the over-run, tending to vary from moderately light to fairly heavy, but it remained, even on the drive, smooth in action and was moderately high-geared so that undue work at the large diameter wheel was not necessary. There was sufficient castor action at all times and hardly a trace of return moment came back through the wheel, nor was there any column vibration. The lock is quite adequate.

By the time we had arrived at Brooklands we began to enjoy the sense of big-car comfort afforded by the Citroen and were impressed by its general solid construction. The interior finish is in leather, with carpeted rear compartment, and separate and adjustable bucket front seats of generous dimensions, and there is a sliding roof. Reverting for a moment to the front drive, it is possible to accommodate three persons on the front seats in view of the absence of a normal gear-lever. The only other point likely to be raised by those cautious of unorthodox layouts concerns adhesion on hills, and later in the test we tried some trials gradients with this in mind, with entirely favourable results, as detailed below. Outwardly, there is something very pleasing about the sleek clean lines of the aerodynamic saloon body, with its flush fitting bonnet with side inspection doors, inclined radiator grille, flowing wings, and artillery steel wheels. Incidentally, the floor is at a very low level so that, although no running boards are fitted, entry and egress are particularly pleasant to accomplish.

On Brooklands the Citroen rode in a dead steady manner, even to feeling a trifle "dead," and in consequence felt essentially stable. Lots of fast lappery did not appear to disturb it, and although no thermometer is fitted, the oil gauge showed a consistent 25 to 30 lb. per square inch at speed, as on the road—we dislike these modern oil gauges with spidery needles and dials as part of a main dial and often wonder whether they read true; but then they are common on modern utility cars and Americans. The lap came out at 60.5 m.p.h. and the flying half-mile at 65 m.p.h., at which speed the speedometer indicated 68 m.p.h.

The Citroen is thus not a fast car, but one judges it not so much by its 65 m.p.h. maximum as by its complete lack of fuss at all speeds on the road. It is especially complaisant at 40 m.p.h., but will cruise very happily at 55 to 60 m.p.h. The engine makes some carburetter noise when accelerating and there were a few body noises, otherwise the car does its work quite effortlessly, and covers the ground very fast by reason of its good cornering qualities.

Acceleration is of the order of standstill to 50 m.p.h. in 21 secs., and on the road the urge on the lower gears is distinctly usable. The gear-lever projects as a down-dropped fairly slender lever, from the centre of the facia, rather over to the near side. One very soon becomes accustomed to the action and thereafter only very occasionally does one feel a desire for the conventional sort of gear-shift. Certainly on the car tried the lever moved stiffly, but with steady, as distinct from wild, movements the changes went through quite well, and reasonably rapidly, the synchro-mesh being fully usable, with no time lag. Bottom could always be located, albeit with a crunch under brutal engagement. Only once or twice did the driver become confused as to the sequence of lever movements. There is a remote possibility that a child, or a careless adult passenger, might get a finger caught in the dashboard gate—personally, we remembered to warn those privileged to sit on our left. The clutch was extremely smooth and progressive, required only moderate pressure to disengage, and felt positive.

The handlever is in the form of a cranked lever protruding by the driver's left leg. To hold the car in traffic it is pulled outwards and to lock it one turns the handle to the right. It was a trifle inconvenient to locate and rather vague at times in respect of locking on, but it functioned smoothly, one gradually became acclimatised, and, in company with the dashboard gear-shift, it permits of great spaciousness in the front compartment.

After having gained familiarity with the Citroen we left it in the drive over night, before starting off to meet the Antwerp boat at Harwich at 6.30 a.m. next morning. The engine commenced at once, and pulled away well, with the choke fully extended for the first mile or so. This night run fully endorsed our already high opinion of the car's ability to maintain a high cruising speed and of its extreme stability. The roads were awash and treacherous after the drought, but any slides we experienced were instantly brought under control and were

FRONT WHEEL DRIVE AND TORSIONAL SUSPENSION—continued

occasioned solely on account of an exuberance of enthusiasm. Taking a mileage reading at the grim hour of 4.50 a.m., while still in the Mile End Road, we covered 50.3 miles in the following sixty minutes. Even granting the absence of traffic, this indicates that the Citroen can get about very rapidly from place to place, and, moreover, in silence, riding smoothly and steadily.

The brakes are entirely adequate, and slow the car steadily with no fuss or detrimental effect on stability. For rapid stops a fairly heavy pressure was required and the action is a trifle spongy, but no loss of braking power was noticeable at the conclusion of the test, which extended over 520 miles. The lamps were good without being ultra-powerful, and the dimmer, operated by a lever on the steering column extension, very convenient to use and effective. This extension also carries the horn button (we prefer it on the wheel centre) and the direction indicator switch, well placed save that one was apt to knock it accidentally. The arms are of self-cancelling type operated from the steering wheel movement and at times tended to cancel rather early. The facia carries, from left to right, a usefully large cubby-hole with no lid, swivelling ash-tray beneath, gear-gate, combined fuel-gauge, oil-gauge and ammeter, speedometer with inset clock, and combined lighting and ignition switch, the latter with removable key. The concealed dashboard illumination was effective, but the left hand large dial was permanently lit, whether intentionally or because of partial failure of the dash-light switch we do not profess to know. It in no way resulted in dazzle, but, suffering in the early a.m. from liver, we would have given much to be able to douse it.

There are twin anti-dazzle visors and effective twin screen-wipers, and the interior illumination is excellent, controlled by a switch low down and within reach of the driver, or a passenger in the off side of the rear seat. The screen will open, by operation of a central knob, and was not entirely leakproof in a downpour. The sliding roof worked well. The screen pillars are rather heavy, but visibility is excellent, as the near-side lamp is visible. The high-set headlamps are brightly plated and in consequence it is easily possible to ascertain whether the side lamps are burning, quite apart from their indicator glasses, a reassuring point to those drivers who put out—as they should—their headlamps on entering well-lit streets. On the journey away from Harwich we appreciated the accommodation afforded by the rear luggage-locker, on the lid of which the spare wheel is carried within a metal case, and the spaciousness of the rear seat, which will comfortably accommodate three persons. Small ash-trays, inscribed with a tiny chevron, are provided in the rear compartment. The doors and luggage-locker are lockable and the front doors have elastic-topped pockets. A good point is the provision of jacking pads on the axles. The Citroen "Mono shell" all-steel coachwork must provide very valuable protection in the case of a serious accident. A useful driving mirror and rear blind are provided.

The dip-stick, distributor and plugs are accessible on the near side and the o.h. valves are enclosed in a neat, polished valve cover with oil-filler in the lid. The radiator filler cap is under the bonnet and the battery is accessibly placed on the engine side of the facia, while spare brake fluid and electrical fuses could hardly be more easily get-at-able. Over rough going the whole car retains its feeling of solidity, although there is some lamp movement and the bonnet top would ripple under clutch engagement in bottom gear.

Turning to the specification, the four-cylinder 72×100 mm. 1,628 c.c. engine is rated at 12.8 h.p. It has a balanced three-bearing crankshaft, detachable cylinder barrels, alloy four-ring pistons, and push-rod actuated o.h. valves. The larger engine of 78×100 mm. (1,911 c.c.), rated at 15.08 h.p., is obtainable in the same chassis. A Solex carburetter is used and cooling is by pump and fan. Coil ignition has automatic advance and retard.

The drive passes via a single dry plate clutch to the unit three-speed and reverse gearbox, differential and bevel front wheel drive. Front suspension is by torsion bars and parallelogram linkage and rear suspension by similar torsion bars. Lockheed hydraulic four-wheel brakes are used.

The pressed steel wheels carry 140×40 mm. Michelin Real Low-Pressure covers. The gear ratios are 4.9, 8.3 and 14.8 to 1, reverse 19.7 to 1. Wheelbase 9 ft. 6½ in., track 4 ft. 4¾ in., turning circle 40 ft., weight 20½ cwt. The fuel tank holds 9 gallons, giving a range of 180 miles approximately at a consumption of around 20 m.p.g.

In conclusion, the Citroen Twelve is a solid car possessing some remarkably interesting and practical technical features, and offering quite rapid transport with a high degree of comfort and convenience. It upholds the reputation enjoyed by Continental productions for safe sports-like road-holding, yet displays no flimsiness in its construction or manner of riding. On Allington hill, wet and very sticky, wheel spin defeated us only at the summit, and Coldharbour was a first and second gear ascent with full load, while Beechy Lees would have been a fast climb had not a gear jumped out. Our experiences of these and other Kent trials hill confirmed the belief that, correctly applied, f.w.d. is no bar to hill-storming. Priced at £238, taxed at £9 15s. 0d., and with a twelve months' guarantee, the Citroen is amongst the most interesting of Twelves. Full particulars may be had from Citroen Cars, Ltd., Trading Estate, Slough, Bucks.

BRIGHTON SPEED TRIALS—continued from page 277

Class 3. Unlimited Sports-Cars (ladies only): 1, Miss Peggy Jee (Ford V8), 31.15s. (57.79 m.p.h.); 2, Mrs. P. R. Monkhouse (1,430 c.c. M.G.), 31.44s. (57.25 m.p.h.); 3, Miss A. Watson (Ford V8), 32.29s. (55.58 m.p.h.).

Class 4. 1,500 c.c.: 1, P. R. Monkhouse (1,430 c.c. M.G.), 30.37s. (59.27 m.p.h.) (new Class record); 2, E. Bowler (1,495 c.c. Aston-Martin), 31.95s. (57.50 m.p.h.); 3, H. Lee Pownall (1,495 c.c. Bugatti), 56.34 m.p.h.

Class 5. Unlimited c.c.: 1, Forrest Lycett (4½-litre Bentley), 29.10s. (61.86 m.p.h.); 2, K. Hutchison (Allard V12) and Charles Follett (4,168 Railton), 29.17s. (61.71 m.p.h.).

Supercharged Sports-Cars

Class 6. 1,100 c.c.: 1, M. Duke Woolley (1,087 c.c. M.G., S.), 30.67s. (58.69 m.p.h.); 2, G. Reid (939 c.c. M.G., S.), 31.39s. (57.34 m.p.h.); 3, H. Witley Burt (939 c.c. M.G., S.), 32s. (56.25 m.p.h.).

Class 7. 1,650 c.c.: 1, M. Duke Woolley (1,087 c.c. M.G., S.), 29.52s. (60.98 m.p.h.); 2, P. R. Monkhouse (1,430 c.c. M.G.), 30.02s. (59.96 m.p.h.); 3, G. Reid (939 c.c. M.G., S.), 31.6s. (56.96 m.p.h.).

Class 8. Unlimited: 1, H. J. Griffiths (1,960 c.c. Alta, S.), 27.36s. (65.79 m.p.h.); 2, Forrest Lycett (4½-litre Bentley), 28.49s. (63.18 m.p.h.); 3, K. Gammon (1,960 c.c. Alta, S.), 28.68s. (62.76 m.p.h.).

Class 12a. Veteran cars built prior to 1915. Unlimited c.c.: 1, A. S. Heal (1910 Fiat 10,087 c.c.), 30.74s. (58.55 m.p.h.); 2, Forrest Lycett (1913 Hispano Suiza 3,600 c.c.), 41.80s. (43.06 m.p.h.).

Class 12b. Veteran cars up to 20 h.p. eligible for Emancipation Day Run: 1, S. E. Sars (1904 Clement-Talbot 2,723 c.c.), 58.55s. (30.74 m.p.h.); 2, Graham Oliver (1903 Panhard-Levassor), 61s. (29.51 m.p.h.); 3, F. W. Hutton-Stott, junr. (1903 Lanchester 4,028 c.c.), 61.55s. (29.25 m.p.h.).

Racing-Cars

Class 14. 850 c.c.: 1, G. P. Harvey-Noble (747 c.c. M.G., S.), 27.81s. (64.73 m.p.h.); 2, A. N. L. Maclachlan (747 c.c. Austin, S.), 28.06s. (64.15 m.p.h.); 3, D. G. Evans (746 c.c. M.G., S.), 28.20s. (63.38 m.p.h.).

Class 15. 1,100 c.c.: 1, A. N. L. Maclachlan (747 c.c. Austin, S.), 26.75s. (67.29 m.p.h.); 2, H. Stuart Wilton (1,087 c.c. M.G., S.), 27.18s. (66.23 m.p.h.); 3, D. H. C. Fry (1,907 c.c. Freikaiserwagen, S.), 27.59s. (65.24 m.p.h.).

Class 16. 1,500 c.c.: 1, Earl Howe (1,488 c.c. E.R.A., S.), 23.83s. (75.53 m.p.h.) (new Class record); 2, C. K. Mortimer (1,496 c.c. Alta, S.), 26.20s. (68.70 m.p.h.); 3, H. C. Hunter (1,486 c.c. Alta, S.), 26.34s. (68.34 m.p.h.).

Class 17. 3,000 c.c.: 1, G. Taylor (1,960 c.c. Alta, S.), 22.45s. (80.18 m.p.h.) (new car record for course); 2, Earl Howe (1,488 c.c. E.R.A., S.), 22.94s. (78.46 m.p.h.); 3, G. E. Abecassis (1,497 c.c. Alta, S.), 24.11s. (74.66 m.p.h.).

Class 18. Unlimited: 1, G. Taylor (1,960 c.c. Alta, S.), 23.46s. (76.73 m.p.h.); 2, G. Abecassis (1,497 c.c. Alta, S.), 24.05s.; 3, A. Baron (3,300 c.c. Bugatti, S.), 24.06s.

ALTERATIONS AND CANCELLATIONS

There have been the usual crop of race cancellations and alterations, some of them due, in all probability, to the complex international political situation.

Thus, it is not difficult to visualise reasons why the Czechoslovak folk decided that it would be better not to hold the Masaryk Grand Prix on September the 25th. The inevitable German victory would have been so popular, especially with the Sudeten crowd.

Again, the Germans can be said to have gained one benefit, at least, from their annexation of the territory we used to know as Austria, because now they have got a real hill for their Grosser Bergpreis von Deutschland, to wit, the Grossglockner.

Finally, and with all the good will in the world we can see no political significance in this, the Grand Prix du Luxembourg has been cancelled. It should have taken place on July 17th.

THE BRIGHTON SPEED TRIALS

COURSE RECORD BROKEN BY GEOFFREY TAYLOR ON THE 2-LITRE BLOWN ALTA AT 80.18 M.P.H.

A NEW course record was set up by G. Taylor on the supercharged Alta when he covered the half-mile in 22.45 seconds, returning a speed of 80.16 m.p.h., breaking the existing record set up by R. O. Shuttleworth (Alfa-Romeo) in 1935.

The morning events were confined to sports-cars and those in the afternoon to racing-cars, motor-cycles and veteran classes, who opened the afternoon's proceedings.

For a change the morning was beautiful and sunny, and formed a pleasant contrast to the terrible weather that has been experienced during the past three years.

Forrest Lycett (4½-litre Bentley) and K. Hutchison (Allard V12) started off the morning's events, in the handicap event for standard unsupercharged sports-cars. Lycett returned a speed of 60.20 and Hutchison 60.10 m.p.h, the class being won by C. Follett's Railton at 62.57 m.p.h. The next event saw the record broken for this class, which was previously held by Ashton Rigby (M.G.) at 54.22 m.p.h., by F. Y. Andrews on a F.I.A.T. His time was 54.40 m.p.h.

In the third event, for ladies only, driving unlimited unsupercharged sports-cars, Miss Peggy Jee (Ford V8) reached a speed of 57.79 m.p.h., .29 secs. in front of Mrs. P. R. Monkhouse (M.G.). Another record was broken for event four, unsupercharged sports-cars up to 1,500 c.c., when P. R. Monkhouse in his M.G. beat the record of 58.74 m.p.h. which he set up himself last year, by attaining a speed of 59.27 m.p.h.

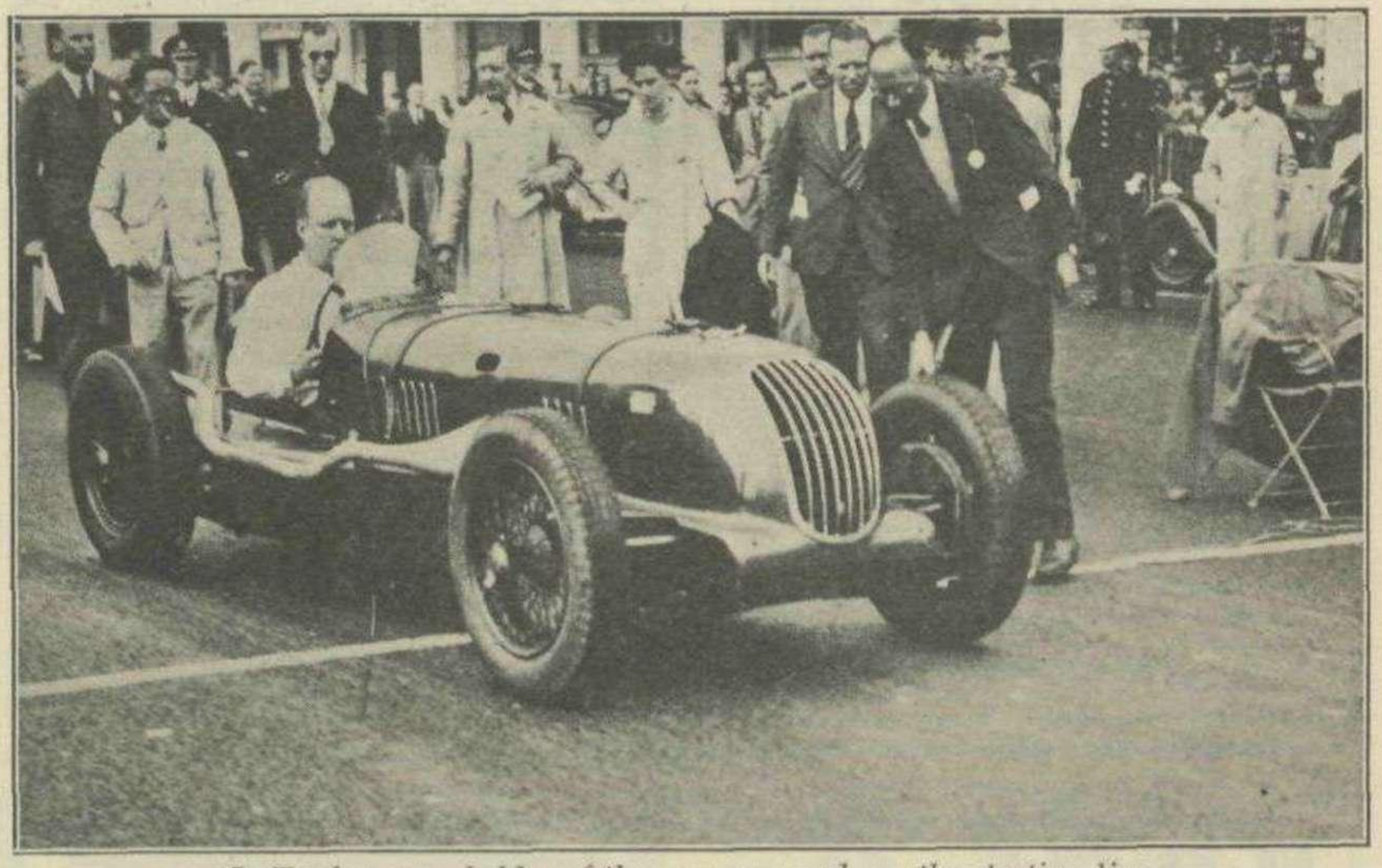
Class 5 saw some very fast runs for the first six cars, the winner being Forrest Lycett (4½-litre Bentley) 61.86 m.p.h., and the following five: K. Hutchison (Allard V12) and C. Follett (Railton) tied for second place at 61.71 m.p.h., A. May (Vauxhall) 60.73 m.p.h. fourth, R. C. Symonds (Bugatti) 60.40 m.p.h. fifth, and A. S. Heal (30/98 Vauxhall) 60 m.p.h.

The Veterans opened the proceedings in the afternoon with an event for racing-cars of unlimited capacity and built prior to 1915. A. S. Heal simply streaked away on the 10-litre F.I.A.T. and averaged 58.55 m.p.h. The same car with which he did so well at Shelsley Walsh quite recently. Then came an event for cars not exceeding 20 h.p. which were eligible to compete in the London-Brighton Emancipation Day Run. The winner was S. E. Sears (Clement-Talbot) at 30.74 m.p.h.

Immediately afterwards down came the rain, and as the shore side of the course was of a dangerous nature the fastest racing-cars were allowed to go up one at a time on the sea side of the course. Even on this portion of the track there remained about 100 yards of asphalt, soaking wet, to be completed before reaching the finishing line, and in spite of this some remarkably good times were put up.

G. P. Harvey-Noble with the blown M.G., a well known local enthusiast, won class 15 with a speed of 64.32 m.p.h., beating A. H. L. Maclachlan's very speedy little Austin by one twenty-fifth of a second, but he turned the tables in the next event and even succeeded in making a faster return than Fry on the Freikaiserwagen.

Earl Howe broke the record for the 1,500 c.c. class at 75.53 m.p.h., and just as the larger racing-cars were commencing for their runs a torrential downpour accompanied by thunder and lighting fell, and racing was held up until it abated. G. Taylor then proceeded to set us the course record of 80.18 m.p.h. with the Alta.



G. Taylor, now holder of the course record, on the starting line.

RESULTS

Unsupercharged Sports-Cars

Class 1: Unsupercharged Sports-Cars on handicap (Brighton and Hove Motor Club members only). Best times: 1, Charles Follett (4,168 c.c. Railton), 28.77s. (62.57 m.p.h.); 2, Forrest Lycett (4½-litre Bentley), 29.90s. (60.20 m.p.h.); 3, K. N. Hutchison (Allard V12), 29.95s. (60.10 m.p.h.).

Class 2. 1,100 c.c.: 1, F. Y. Andrews (995 c.c. Fiat), 33.09s. (54.40 m.p.h.) (new Class record); 2, Mrs. Jean Jackson (1,087 c.c. M.G.), 34.54s. (52.11 m.p.h.); 3, A. F. Facer (1,089 c.c. Riley), 36.60s. (49.18 m.p.h.).

Continued on page 276



Earl Howe (E.R.A.) and H. W. Semmence (Semmence Special).

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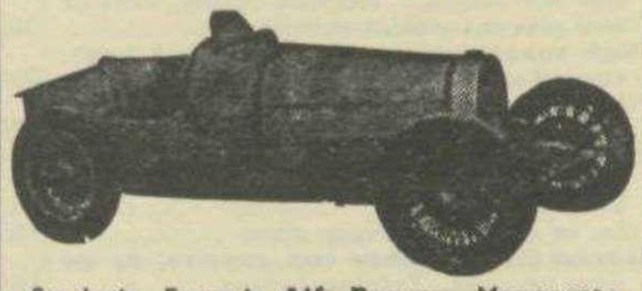
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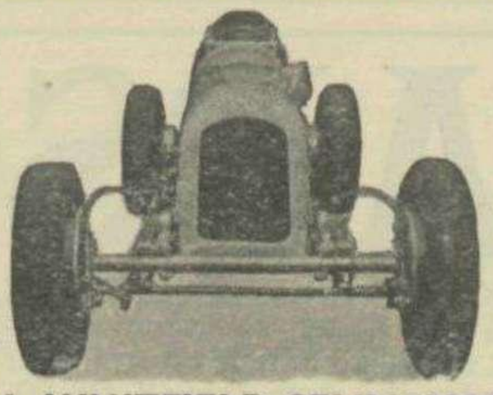
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THAT HAVE APPEARED IN PAST ISSUES

Make of Car	Issue
A.B.C. 11 h.p. 2-cyl., 2-seater	Feb. 1926
A.C. 2-litre, short-chassis, 15.7 h.p. 2-seater	July 1936
A.C. 2-litre, 16.40 h.p., 3-seater	Oct. 1927
A.C. 2-litre, 16.66 h.p., 2-seater	March 1926
A.C. 2-litre, 16.66 h.p., 4-seater	June 1934
Alfa-Romeo 22.90 h.p.. 6-cyl. (push-rod) super sports test chassis	April 1927
Alfa-Romeo 1½-litre supercharged 6-cyl. Charles 2-seater (1929)	March 1934
Alfa-Romeo 1¾-litre supercharged 8-cyl. "Zagato" 2-seater (1932)	July 1934
Alfa-Romeo 2.3-litre supercharged 8-cyl. 'Zagato" 2-seater (1933)	Aug. 1936
Alfa-Romeo 2.3-litre supercharged 8-cyl. 4-seater (1931)	Aug. 1932
Alvis 11.9 h.p., 4-cyl., "Firefly" saloon	Feb. 1933
Alvis 4-cyl., 12.60 h.p., 2-seater	July 1931
Alvis 6-cyl., "Silver Eagle" 4-seater coupe (1929)	Aug. 1931
Alvis 6-cyl., "Silver Eagle" 4-seater	June 1930
Alvis 3½-litre saloon	Feb. 1936
Alvis Speed Twenty Vanden Plas saloon	Feb. 1935
Alvis Speed Twenty Charlesworth saloon	Feb. 1934
Alvis Speed Twenty 4-seater	June 1932
Ansaldo 2-litre, 4-cyl.,o.h.c.,4-str.	Sept. 1924
Armstrong-Siddeley 20 h.p., 6-cyl., 4-seater	July 1933
Aston-Martin Mark II, 11.9 h.p., 2-4-seater	Jan. 1935
Aston-Martin Ulster 11.9 h.p., T.T. 2-seater	Oct. 1935
Aston-Martin Le Mans 11.9 h.p., 2-4-seater	June 1933
Aston-Martin International 11.9 h.p., 4-seater	Aug. 1932
Aston-Martin T.T., 11.9 h.p., racing 2-seater	Dec. 1931
Aston-Martin 11.9 h.p., 2-seater	Jan. 1930
Auburn 30 h.p., 8-cyl. supercharged 2-seater	June 1935
Austin Seven Boyd Carpenter 2-str.	Sept. 1930
Austin Seven "65" 2-seater	Jan. 1934
BENTLEY 3½-litre, 6-cyl., Vanden Plas, 4-seater	Nov. 1933
Bentley 4¼-litre, 6-cyl., Park Ward saloon	June 1936
Bentley 6½-litre, 6-cyl., long-chassis saloon (1928)	Dec. 1936
Bugatti 11.9 h.p., Modified Brescia 4-seater	Aug. 1925
Bugatti 1½-litre, 4-cyl., Type 37 G.P. 2-seater	Sept. 1926
Bugatti 3.3-litre 8-cyl., Type 57 saloon	May 1934
Bugatti 2.3-litre 8-cyl., Type 55, supercharged, 2-seater	July 1932
Bugatti 2.3-litre, 8-cyl., Type 43, supercharged 4-seater (1930)	Dec. 1932
Bugatti 2.3-litre 8-cyl., Type 43, supercharged 4-seater	May 1930
Bugatti 3-litre, 8-cyl., Type 44, saloon	July 1928
FRAZER - NASH - B.M.W., 2-litre, Type 45, saloon	Feb. 1937
Frazer-Nash-B.M.W., 2-litre, Type 55, 2-seater	Nov. 1935
Frazer-Nash 6-cyl., 1½-litre (Blackburn) 2-seater	July 1933
Frazer-Nash 4-cyl., 1½-litre push-rod o.h.v. "Interceptor" 3-4-seater	Jan. 1931
Frazer-Nash 4-cyl., 1½-litre T.T. Replica push-rod o.h.v. 2-3-str.	Nov. 1931
H.E. 16.60 h.p., 6-cyl., 4-seater	Feb. 1930
Hotchkiss 6-cyl., 24 h.p., 4-seater	Jan. 1932
LAGONDA 2-litre 4-cyl., twin o.h.c. 4-seater	Jan.-Feb. 1928
Lagonda 2-litre, 4-cyl., twin o.h.c. supercharged 4-seater	Oct. 1930
Lagonda 4½-litre, 4-seater	May 1936
Lagonda 4½-litre Rapide 4-seater	May 1935
Lagonda 4½-litre, 4-seater	Jan. 1934
Lagonda Rapier 10 h.p., 4-seater	Sept. 1934
Lagonda 16.80 h.p., 6-cyl., 4-seater	Jan. 1933
Lagonda 3-litre, 6-cyl., 4-seater	March 1932
Lagonda 2-litre, 4-cyl., twin o.h.c., 4-seater (1928)	March 1931
Lancia Augusta 11.9 h.p., saloon	Sept. 1934
Lancia Astura, 25 h.p., 8-cyl., James Young saloon	Nov. 1932
Lancia Dilambda 31 h.p., 8-cyl., saloon	Dec. 1930
Lea-Francis 1½-litre supercharged T.T. 2-seater (1929)	June 1934
Lea-Francis 1½-litre supercharged special T.T. 2-seater	Sept. 1933
Lea-Francis 1½-litre supercharged "Hyper" 4-seater	Aug. 1930
MERCEDES-BENZ Type 540K, 5.4-litre, 8-cyl., supercharged, 2-str.	April 1937
Mercedes-Benz Type 500, 5-litre, 8-cyl., supercharged, 2-seater	Nov. 1934
Mercedes-Benz 12.40 h.p., supercharged 2-seater	June 1925
Mercedes-Benz 36.220 h.p. supercharged, 2-4-seater	April 1928
Mercedes-Benz 33.180 h.p., supercharged, 4-seater	Aug. 1927
M.G., 6-cyl., Mark I, 4-seater	May 1931
M.G. Midget Jarvis 3-4-seater	Jan. 1931
M.G. Magna, 12 h.p., Abbey 4-seater	Feb. 1932
M.G. Magna, "L" 2-seater	Nov. 1933
M.G. Midget "P" 2-seater	Aug. 1934
M.G. Midget "J3" supercharged, 2-seater	May 1933
M.G. Midget 750 c.c. Montlhery supercharged 2-seater (1931)	May 1932
M.G. Six Mark I, saloon	Aug. 1930
M.G. Midget Double-Twelve racing 2-seater	June 1930 & Aug. 1930
M.G. Midget "J1" 850 c.c. 2-str.	Sept. 1932
M.G. Magnette "N" 4-seater	Feb. 1935
M.G. Midget "PB" 2-seater	April 1936
M.G. 14/40 4-cyl., 3-speed, 4-seater	Oct. 1925
M.G. Midget "T" 2-seater	Jan. 1937
M.G. 14/40 h.p., 4-cyl., super-sports, 2-seater	May 1927
RAILTON Terraplane 4-seater	Oct. 1934
Railton Light Sports tourer	Dec. 1935
SINGER 1½-litre, 6-cyl., Le Mans 2-seater	March 1935
Singer Nine, 4-seater	March 1933
Squire 1½-litre, 4-cyl., 2-seater	Aug. 1935
S.S. I special-bodied 2-seater (1933)	Feb. 1934
S.S. I coupe	June 1933
S.S. II coupe	May 1932
Steyr Type XII, 14.35 h.p., Weymann saloon	Aug.-Sept. 1928
Stutz "Black Hawk" supercharged 4-seater	Jan. 1930
Stutz 5-litre, 8-cyl., 4-seater	Dec. 1927
Sunbeam 3-litre, 6-cyl. (twin o.h.c.) fabric saloon	Nov. 1927
Sunbeam 6-cyl., 21 h.p. (push-rod) Speed Six saloon	Dec. 1933
TALBOT "90" Brooklands-bodied 2-4-seater	April 1931
Talbot "105" sports saloon	April 1934
Talbot 3½-litre saloon	March 1936
Talbot Ten "Rally" 4-str.	Oct.-Nov. 1936
Talbot "105" Vanden Plas 4-str.	Nov. 1932
Talbot "90" 4-seater	Nov. 1930
Tatra 4-cyl., 1,154 c.c., coupe	Dec. 1932
Terraplane, 8-cyl., 29 h.p., 4-str.	July 1935
Triumph 2-litre "Vitesse Six saloon	April 1935
Triumph 10 h.p. "Gloria Southern Cross" 2-seater	June 1935
Triumph 10 h.p. "Gloria saloon	Jan. 1934
Triumph Nine "Southern Cross" 4-seater	June 1932
Triumph Eight "Gnat" 2-seater	Aug. 1931
Triumph Eight, supercharged 2-str.	Dec. 1929
VALE-SPECIAL 832 c.c. 2-seater	Aug. 1933
Vauxhall 30/98 O.E. 4-seater (1925)	Jan. 1936
Vauxhall 30/98 O.E. 4-seater (1924)	Dec. 1930
Vauxhall 20/60 .p. Velox" saloon	May 1929
Vauxhall 20/60 h.p. "Hurlingham" 2-seater	Feb. 1930
Vauxhall 17 h.p., 6-cyl., "Cadet" saloon	Sept. 1931
Vauxhall 14 h.p. "Stratford" 4-str.	Sept. 1933
WINDSOR 4-cyl., 11 h.p. "Special" 2-3-seater	Nov. 1926
Wolseley Hornet Swallow 2-seater (1933)	April 1934
Wolseley Hornet Abbey AS.3 2-4-seater	Jan. 1932
Wolseley Hornet E.W. "Daytona-Special" 4-seater	May 1932
Wolseley Hornet Boyd-Carpenter 2-seater	Jan. 1931
Wolseley Hornet (12.08 h.p.) saloon	Sept. 1930

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