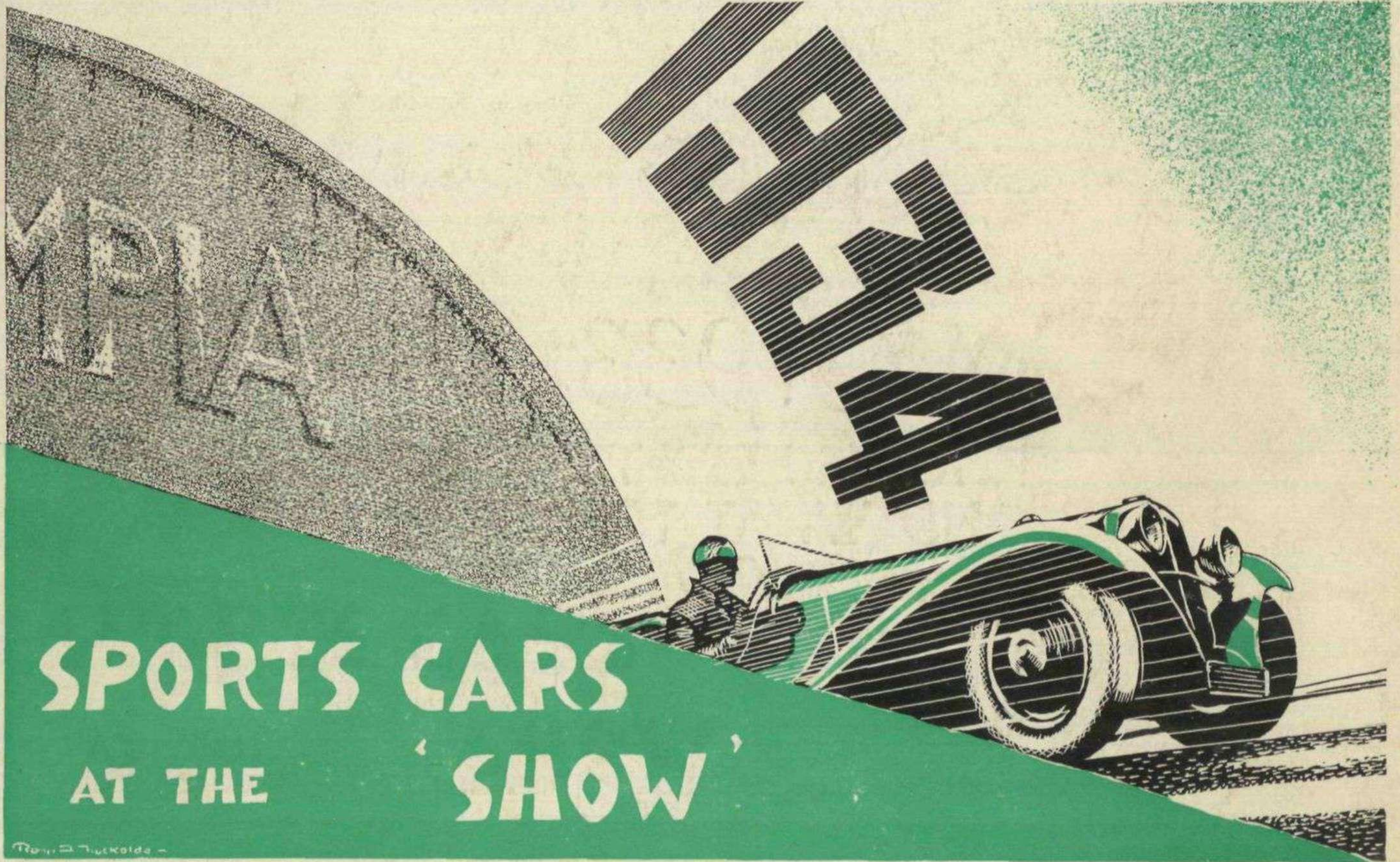


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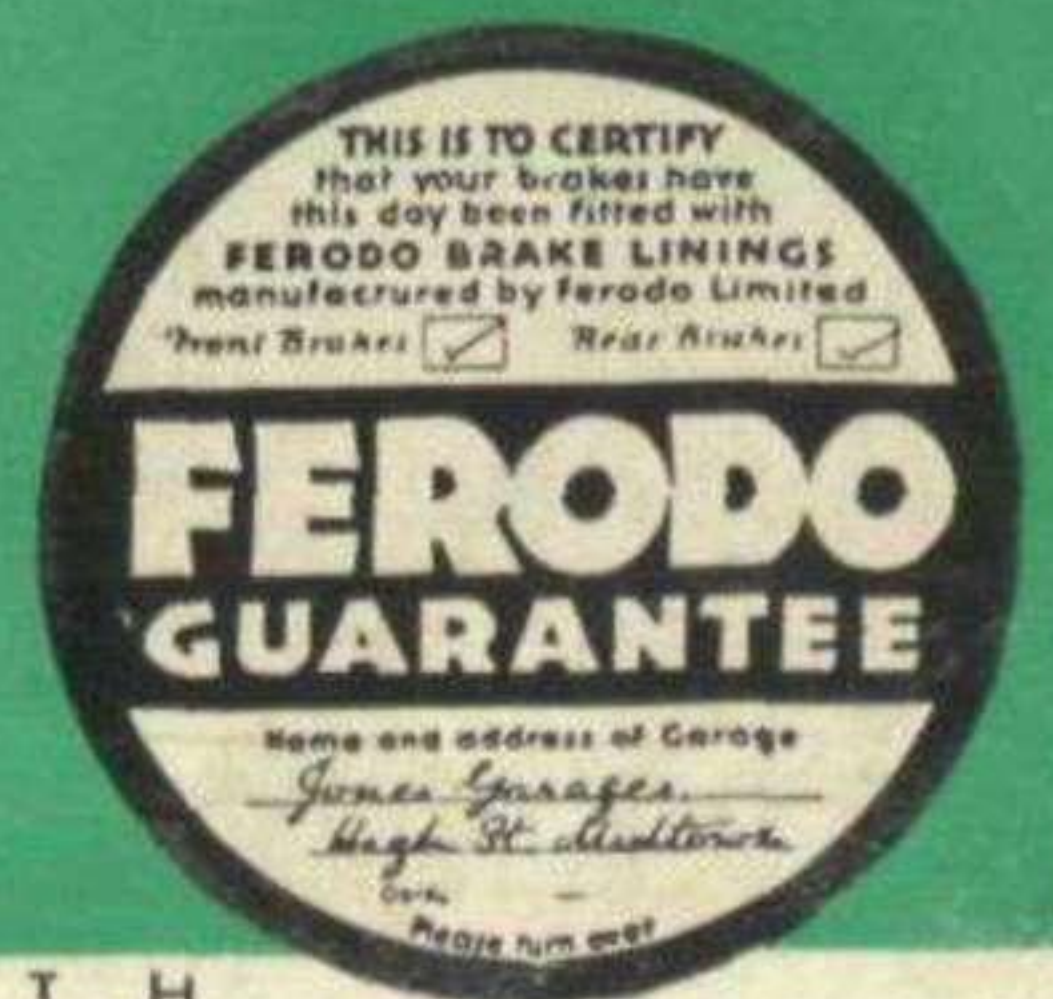
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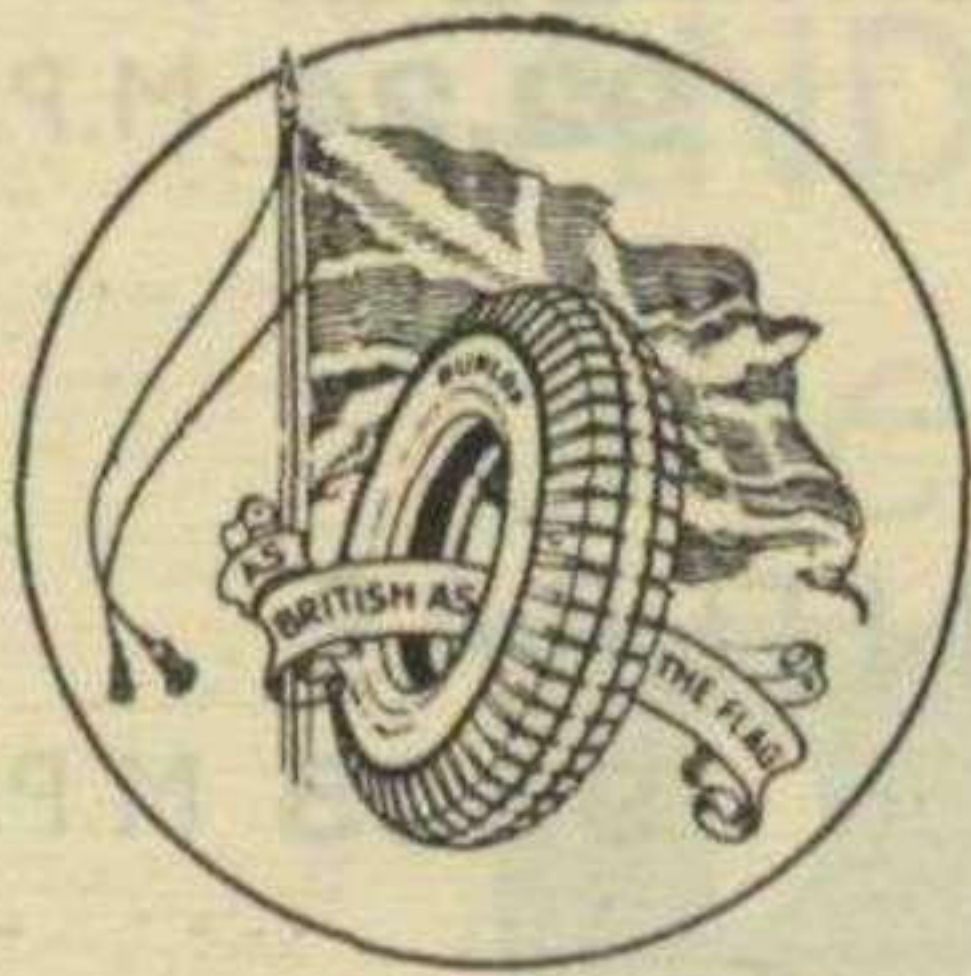
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EDITORIAL.

TO OUR READERS OLD AND NEW.

OCTOBER is Motor Show month. To motorists it is a time of change, of new models and new ideas. To newcomers it marks the beginning of a new hobby, especially if their first car be a sports model. Thus October is a month for valuation and re-valuation, and an opportune moment, we feel, to put our aims and plans before our readers for their criticisms and suggestions.

Primarily, our aim is to produce a monthly review of motor sport which will give the reader full and unbiased reports of all events both at home and abroad, descriptions and road-tests of the fast cars on the market, and racing gossip and news. That this programme is appreciated we realise by the number of letters we receive from readers, and with their approval we intend to continue it. In addition, the series of articles "Great Racing Marques," "Veteran Types," and "Motor Sportsmen" which so many people enjoy will be renewed during the winter months, together with detailed descriptions of some interesting "special" cars constructed by readers themselves.

Is there any feature of "Motor Sport" that you would like us to enlarge—or cut out entirely? Are there any details of cars or races that we don't publish now that you would like us to include in the paper? If so, just jot something down on a postcard and send it along. We want you to enjoy reading "Motor Sport," so let us know what it is you enjoy—or object to.

Naturally we cannot promise to reply individually to every card or letter, nor to publish them all. Next month we will publish a selection, and in any case you can rest assured that your suggestions and criticisms will receive our careful consideration.

THE BENTLEY REVIVED.

During the period 1925-1930, the height of ambition of the average sporting driver was "to own a Bentley," for at that time the marque represented the best in the world of fast reliable sports cars. When trade depression in 1931 forced the manufacturers to cease operations, one feared that the Bentley had gone for ever. Its re-appearance this month will cause widespread satisfaction.

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THE BRIGHTON SPEED TRIALS

Good Sport in Spite of Torrential Rain. Whitney Straight makes Fastest Time, Earl Howe and Oliver Bertram Equal Second.

AFTER the consistently fine weather of this summer, it was appallingly bad luck for the Brighton and Hove Club that Saturday September 16th, should have been a day of driving, torrential rain. Last year, it will be remembered, a crowd considerably in excess of all anticipations assembled on the terraces above the Madeira Drive, and a certain amount of difficulty was experienced by marshals and the police in keeping them under control.

With great thoroughness the Club Committee set about the business of making the 1933 meeting an assured success, and arrangements were actually completed for dealing with a crowd of 150,000. This diligence was not rewarded by the "O.C. Weather," and the number of spectators who bravely defied wind and rain to shift them from their positions on the terraces was naturally small.

The sport began at 10.30 in the morning, with an event for standard sports cars of 1,100 c.c. capacity. Whitney Straight's Magnette, the favourite, did not start, but R. R. Jackson on a similar car was surprisingly beaten by 2/5ths of a second by V. W. Derrington's unblown Salmson. A. D. Langridge (Austin, S.) was third, although his time of 39 4/5 secs. was slightly slower than J. A. Driskell (B.N.C.), who was disqualified for jumping the starting line.

The next class, for Standard 1,500 c.c. sports cars produced a battle between M.G.'s (handicapped on account of their

did extraordinarily well to record 31 4/5 secs. with an unblown Nash. This trio was also running in the 3,000 c.c. class, against Major Gardner's blown 1,750 c.c. Alfa Romeo, three Bugattis, an Aston Martin, and H. J. Aldington (unblown Frazer Nash). The result was a clean sweep for Frazer Nashes, Grogan being first with 30 1/5, Eccles second in 31 1/5, and "Aldy" third in 31 3/4 secs. Gardner's Alfa was suffering from clutch slip.

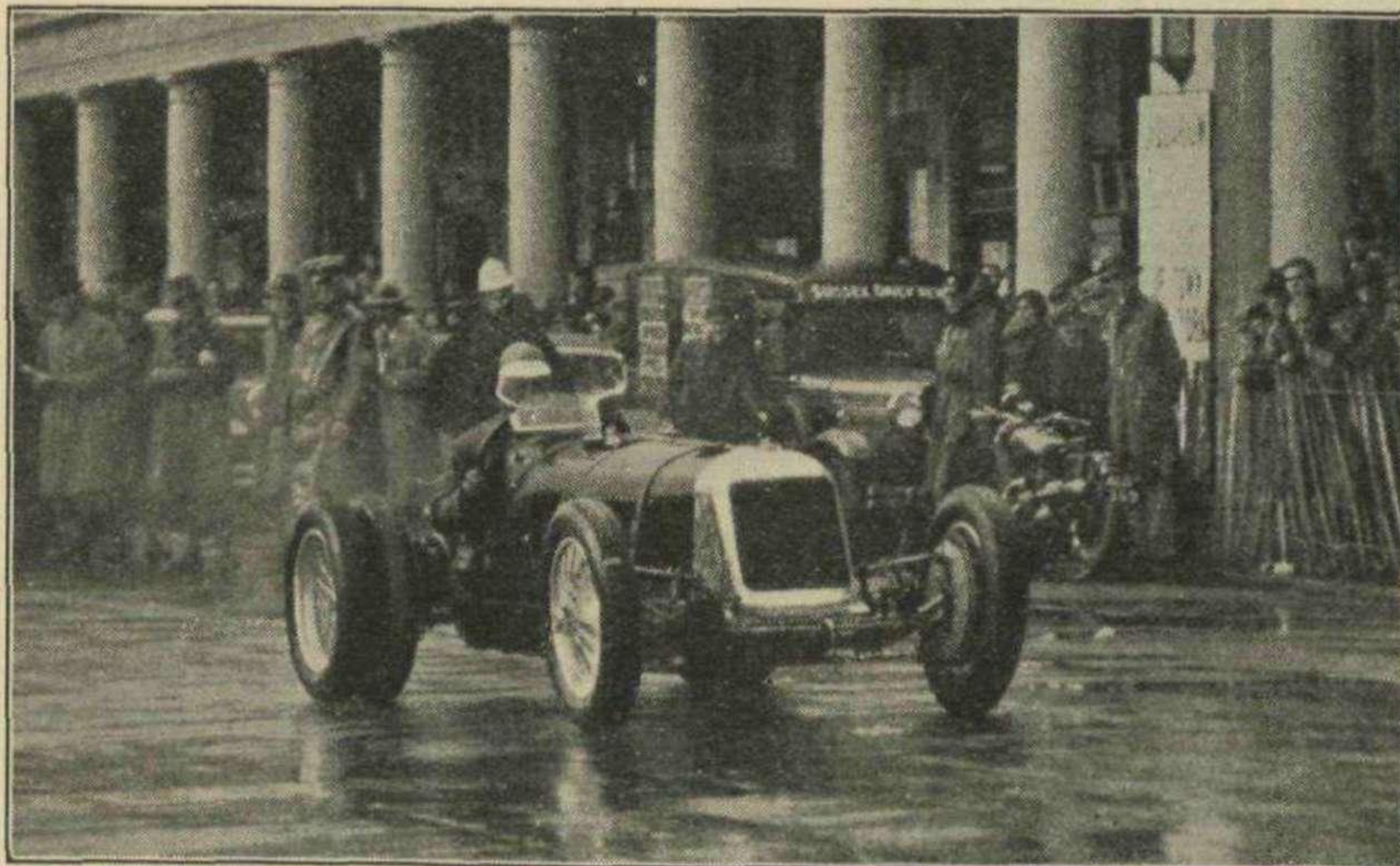
Grogan again did his stuff in the unlimited class, getting down to "evens," or 30 seconds exactly. Jackson's smaller

two cars made a fine spectacle as they howled and rumbled (respectively) up the rain-soaked course. The morning's programme closed with some classes confined to members of the organising club and the Bristol and West of England Clubs. The 1,100 c.c. prize went easily to Ashton Rigby on a smart and obviously well-prepared M.G. Magna, the second man, W. A. Sparling on a similar car being 6 seconds slower. Aldington won the 1 1/2 litre award in 31 4/5 secs., Rigby being second in 34 3/5 secs.

By this time all those concerned in



The veteran "razor-blade" Aston Martin nearing the end of the half-mile run.



Fastest time of the day was made by Whitney Straight, with his twin rear-wheeled Maserati.

small engines), Frazer Nashes, Aston Martins and Wolseley Hornets. In the end R. R. Jackson, whose Magnete was now functioning according to plan, and Comdr. R. T. Grogan, with his neat black supercharged Frazer Nash, tied for first place with a time of 31 1/5 secs. R. Eccles

Magnette was 4/5 seconds slower, while Aldington did 31 2/5 secs. Thus the first three places fell to cars of under 1 1/2 litres, against an opposition composed of two 30/98 Vauxhalls, Raysons supercharged 38/250 h.p. Mercedes-Benz and Marker's 4 1/2 litre Bentley. Incidentally these last

watching, organising and competing in the event were fairly well soaked with rain, so the luncheon interval which followed was exceedingly welcome. At 2.30, having fortified the inner man, positions were taken up once more for the rest of the meeting. This year, instead of trying to condense a full programme into an afternoon, the sports cars were run in the morning and the racing cars in the afternoon.

Donald Letts pulled off the 850 c.c. class with his green stub-tailed M.G. Midget with a time of 31 4/5 secs. K. W. Marten was second with a blown Midget. Donal Glegg caused some amusement by the skeleton appearance of his Dorcas I, the car being devoid of a vestige of coachwork. The 1,100 c.c. class also gave the crowd an idea of the result of enthusiasts' labours in the search for speed, and J. Justice (J.A.P. Special), G. L. Glegg (Dorcas II) and E. J. Moor (Wash III) all gave rise to varying degrees of amusement and admiration. Justice's machine "Tallulah" noisily expired before the end of the course, and was pushed back to the start by way of the arcade under the terrace. The class was won by Miss Peggy Altham, driving Whitney Straight's M.G. Magnette, with a time of 31 4/5 secs., beating Noble's Salmson by 4/5th second.

As the cars grew larger so speeds went up, and the 1,500 c.c. class produced the fastest time so far when J. C. Davis shot



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THE BRIGHTON SPEED TRIALS—continued.

up the half-mile course in 27 4/5 seconds. His beautiful little Delage was completely steady on the slippery road, and the engine made a powerful "G.P." noise. Grogan showed the capabilities of his standard Frazer Nash by clocking 29 3/5 secs. for second place, beating Dick Nash's "Spook" by 1/5th second—but the latter car was misfiring slightly as it got away.

Then came the 3 litre class, and speeds went up with a bang—or rather a roar. The "Spook" got down to 27 3/5 secs., but was soon beaten by Earl Howe's 2.3 Bugatti with a time of 25 3/5 secs. This time was improved upon by Whitney Straight, driving the Maserati with which he recently gained the Mont Ventoux record. Twin rear-wheels helped to give the car a grip on the wet surface, and the self-changing gearbox reduced the time lost in this process to a minimum. After Straight had disappeared from sight in a cloud of spray the crowd eagerly awaited his time. At last it came through—25 2/5 secs., 1/5th faster than Earl Howe. In this class, incidentally, Miss Sedgwick drove H. J. Aldington's Frazer Nash, making the good time of 31 2/5 secs.

For a moment there was a lull in the downpour of rain, and the sun struggled weakly through the scudding clouds.

But a dark mass loomed up on the horizon, and down came the rain once more. Earl Howe did not enter for the unlimited class, but Straight had a worthy opponent in Oliver Bertram, driving the 10 litre Delage. Dick Nash opened the class with a good run in 26 2/5 secs., and then Straight gave a wonderful demonstration of accelerative driving with a time of 24 1/5. Bertram, making his first run up the course, did well to clock 25 3/5 secs., equalling Earl Howe's time in the previous class.

Finally, to wind up a really good day's sport, Earl Howe, Straight and Bertram all made a last effort to improve on their previous times. But the state of the road was all against better times, and all three were appreciably slower. Thus Straight made fastest time of the day, with Earl Howe and Bertram tying for second place.

The Brighton & Hove Club are to be heartily congratulated on the efficiency of their organisation. Spectators were kept clear of the start and the course generally, there were no tiresome delays, results were quickly announced, and the programme was well arranged. Given a fine day the meeting would have been a tremendous success. That their event should have coincided with the worst

day of the summer was extraordinarily bad luck.

RESULTS.

Standard Sports Cars.

1,100 c.c.—1, V. W. Derrington (Salmson), 27 sec.; 2, R. R. Jackson (M.G. Magnette, S.), 27.2 secs.; 3, A. D. Langridge (Austin, S.), 39.8 secs.
1,500 c.c.—1, R. R. Jackson (M.G. Magnette, S.) and Comdr. R. T. Grogan (Frazer Nash, S.), 31.2 secs.; 3, R. Eccles (Frazer Nash), 31.8 secs.

3,000 c.c.—1, Comdr. R. T. Grogan (Frazer Nash, S.), 30.2 secs.; 2, R. Eccles (Frazer Nash), 31.2 secs.; 3, H. J. Aldington (Frazer Nash), 31.6 secs.

Unlimited.—1, Comdr. R. T. Grogan (Frazer Nash, S.), 30 secs.; 2, R. R. Jackson (M.G. Magnette, S.), 30.8 secs.; 3, H. J. Aldington (Frazer Nash), 31.4 secs.

Standard Sports Cars for members of B. & H., Bristol and W. of England Clubs only.

1,100 c.c.—1, A. Rigby (M.G. Magna), 35.2 secs.; 2, W. A. Sparling (M.G. Magna), 41.2 secs.; 3, J. A. Driskell (B.N.C. "S"), 45.6 secs.

1,500 c.c.—1, H. J. Aldington (Frazer Nash), 31.8 secs.; 2, A. Rigby (M.G. Magna), 34.6 secs.; 3, G. H. Harrington (M.G. Magna), 44.6 secs.

Racing Cars.

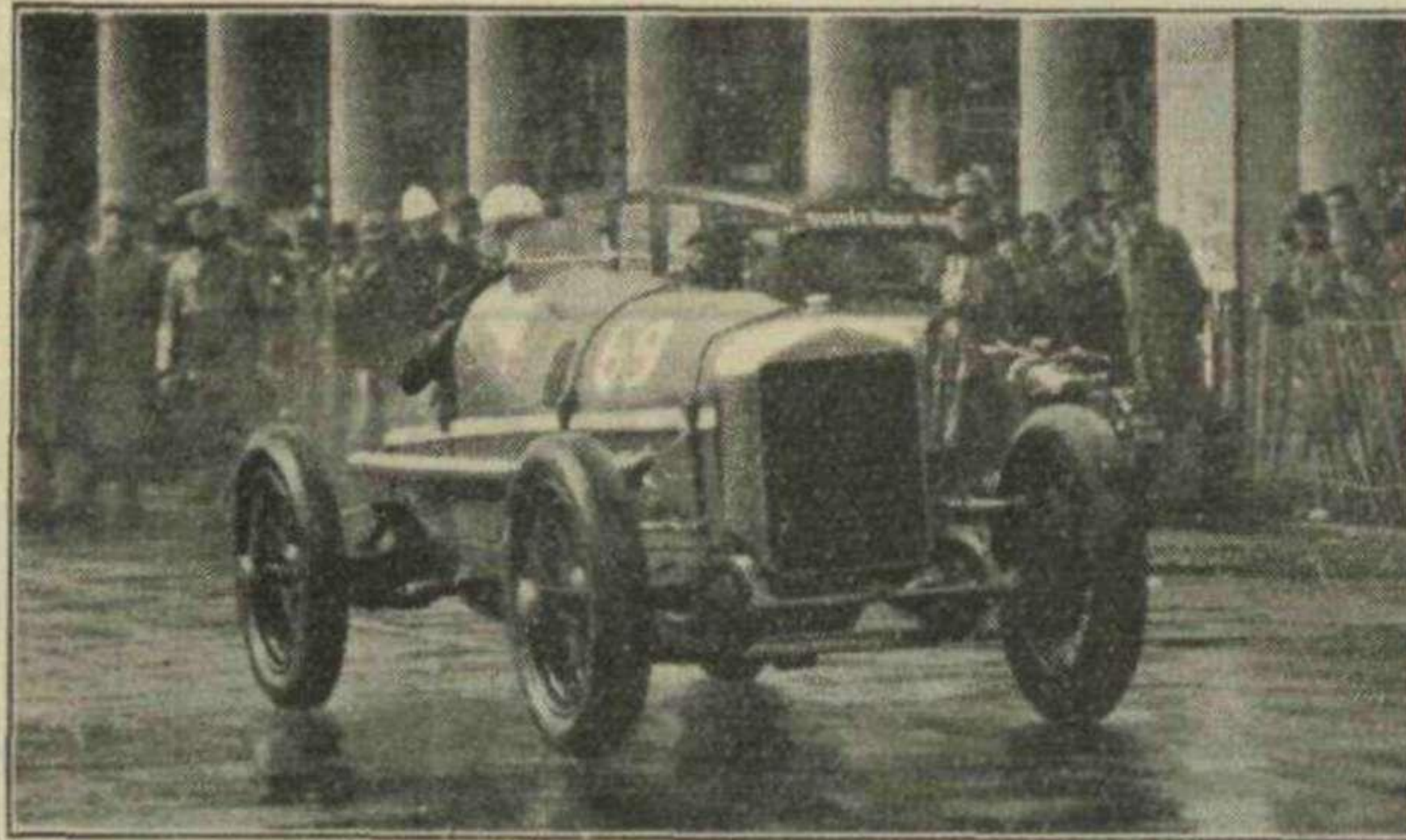
850 c.c.—1, D. Letts (M.G. Midget, S.), 31.8 secs.; 2, K. W. Marten (M.G. Midget, S.), 38.4 secs.; 3, G. B. C. Sumner (Austin, S.), 39.2 secs.

1,100 c.c.—1, Miss P. Altham (M.G. Magnette, S.), 31.8 secs.; 2, G. H. Noble (Salmson, S.), 32.6 secs.; 3, A. Rigby (M.G. Magna), 34.8 secs.

1,500 c.c.—1, J. C. Davis (Delage, S.), 27.8 secs.; 2, Comdr. R. T. Grogan (Frazer Nash, S.), 29.6 secs.; 3, R. G. J. Nash (Anzani-Nash, S.), 29.8 secs.

3,000 c.c.—1, Whitney Straight (Maserati, S.), 25.4 secs.; 2, The Earl Howe (Bugatti, S.), 25.6 secs.; 3, R. G. J. Nash (Anzani-Nash, S.), 27.6 secs.

Unlimited.—1, Whitney Straight (Maserati, S.), 24.2 secs.; 2, The Earl Howe (Bugatti, S.), and O. J. Bertram (Delage), 25.6 secs.



Oliver Bertram (Delage), who shared second fastest time with Earl Howe.



R. R. K. Marker's Bentley looked like a battleship at speed.

WHAT DO YOU KNOW ABOUT CARS?

THE winner of our competition last month was **Robert Copping, of 68, Pix Road, Letchworth, Herts.** The car in the photograph was Felix Scriven's "Nanette," a composite car raced at Brooklands during the 1926 season. A cheque for one guinea

has been dispatched to Mr. Copping. Only 12% of the entries received gave the correct solution. The most popular car mentioned was Alta, and second came Thomas-Special. Other makes mentioned were Arab, Maserati, Austin, Leyland Thomas, Lea Francis, Bentley, Talbot-

Darracq, B.N.C., Amilcar, Eldridge Special and Napier-Railton.

Through pressure of space we have been forced to hold over our competition this month, but this feature will be continued in MOTOR SPORT next month.

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FACTS !

" . . . the acceleration due to the ratio of power to weight and the direct drive on all gears is terrific . . . as a trials car the Frazer Nash is scarcely paralleled . . . " "The Autocar," July 28th, 1933

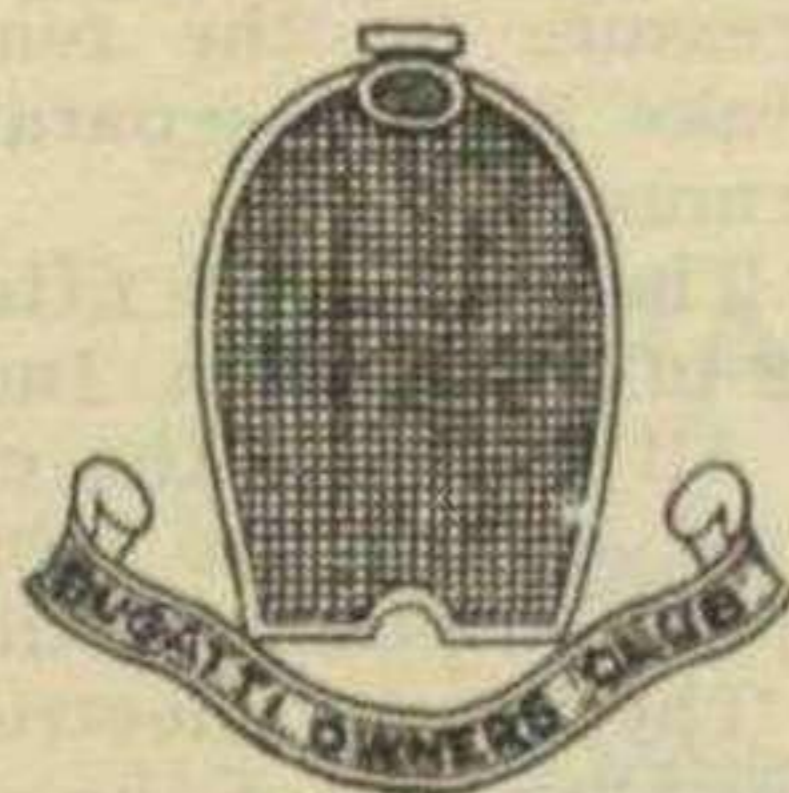
Standing half-mile in 31½ seconds—guaranteed acceleration figures with a non-supercharged 1,496 c.c. Frazer Nash, fully equipped—a further proof of our claim that the Frazer Nash possesses the finest acceleration of any production sports car.

In the B.R.D.C. 500 Mile Race, on the 16th September, 1933, the Hon. Peter Mitchell-Thompson's unsupercharged 1,496 c.c. Frazer Nash averaged 88.88 m.p.h. for the five hundred miles, having an absolutely trouble-free run, and was one of only seven cars to finish out of thirty-one starters.

In the recent International Alpine Trial a Frazer Nash was

the ONLY English car, and the ONLY non-supercharged car of the complete English and foreign entry, to finish without the loss of a single mark, and to climb the officially observed Pordoi, Stelvio and Galibier passes at the high scheduled speeds imposed—an achievement equalled only by a supercharged 1,750 c.c. Alfa-Roméo and a supercharged 2.3 Bugatti. It is also unanimously agreed that the Frazer Nash team put up the most brilliant performance of any team in the trial. The "Alpine" is recognised as the most strenuous reliability trial in the world, in the same way that the "500" is recognised as the most gruelling event in the English racing calendar.

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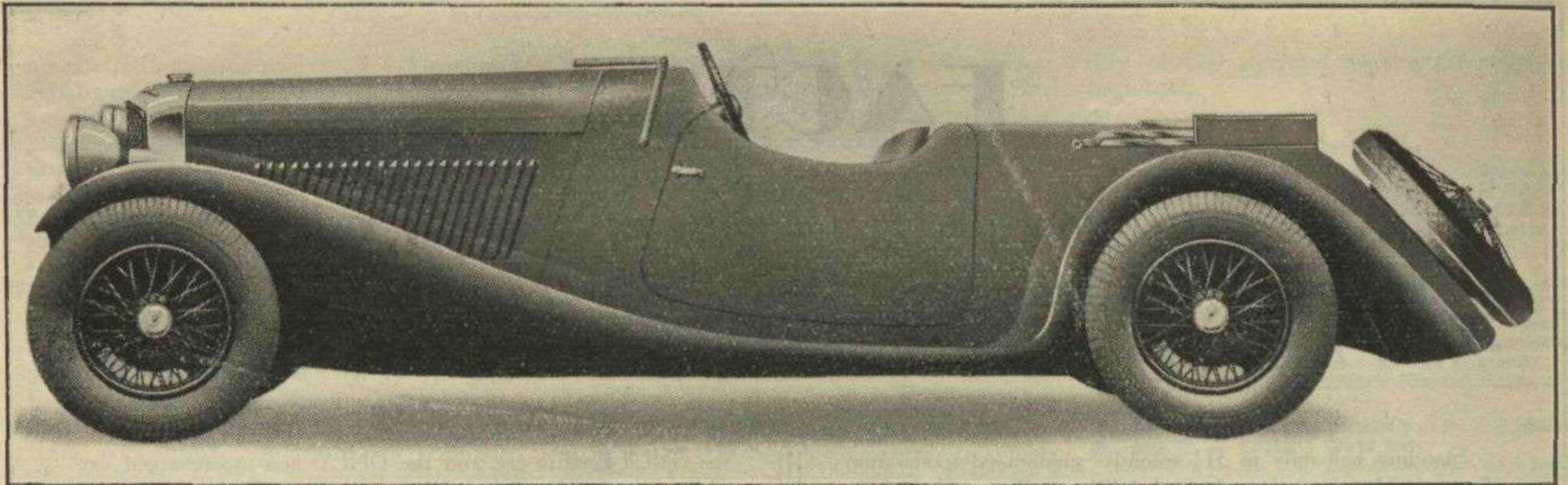
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THE NEW 3½ LITRE BENTLEY

ATTRACTIVE COACHWORK ON SUPERB CHASSIS.

ALL lovers of the sport and connoisseurs of fine cars regretted the passing of the old range of Bentley cars, but when the company was taken over by Messrs. Rolls Royce in 1921, it was certain that a worthy successor would presently appear on the market. We are privileged to give the first description of the new car, which embodies the sporting lines and the familiar bold radiator with the "winged B" and the engineering genius and workmanship which is the hall mark of the craftsmen of Derby.

The aim of the designers has been to produce a car which is capable of high speeds and fast cornering, and to provide comfort for up to four people, without having recourse to a harsh and noisy engine or one running on special fuels. Great attention has therefore been paid to reduction of unnecessary weight, and this in conjunction with research in smooth production of high power from the 3½ litre engine has given the car a power-weight ratio which fulfils the conditions set out.

The chassis follows orthodox lines, but is swept up at the back and front to give a low centre of gravity.

The six cylinder engine has a bore and stroke of 82.5 and 114 mm. (3½ inches by 4½ inches) giving a capacity of 3,669 c.c.

and an R.A.C. rating of 25.3 h.p. A detachable cast-iron cylinder head is used and there are two valves per cylinder. These are operated by push rods. The shape of combustion chambers has been evolved after much research and the engine, though exceptionally smooth and flexible at the lower end of its range develops 120 h.p. It is supported in the frame by a pivoted mounting with clamped rubber supports.

The pistons are made of aluminium alloy and the monobloc cylinder casting is separate from the crankcase. The crankshaft is supported in seven bearings.

Coil ignition is used, with a centrifugal control, and an additional hand lever on the steering column. Two S.U. carburettors are fitted, with the usual mixture control. An engine-driven petrol pump supplies fuel from an 18 gallon tank at the back, the last two gallons being kept as a reserve.

The engine is pressure-lubricated by a gear-pump, with a spring-loaded by-pass, and surplus oil is conveyed to the cylinder head for lubricating the valve gear.

The cooling water is circulated by a pump and the temperature is maintained constant by thermostatically controlled shutters.

The clutch is of the single plate type

and the four-speed gear box is operated by a lever on the off-side. Synchro-mesh mechanism is used for top and third gears, and second is a silent ratio. The power is transmitted to the back axle by an open propeller shaft with two metal universal joints and the final drive is through spiral bevel gears.

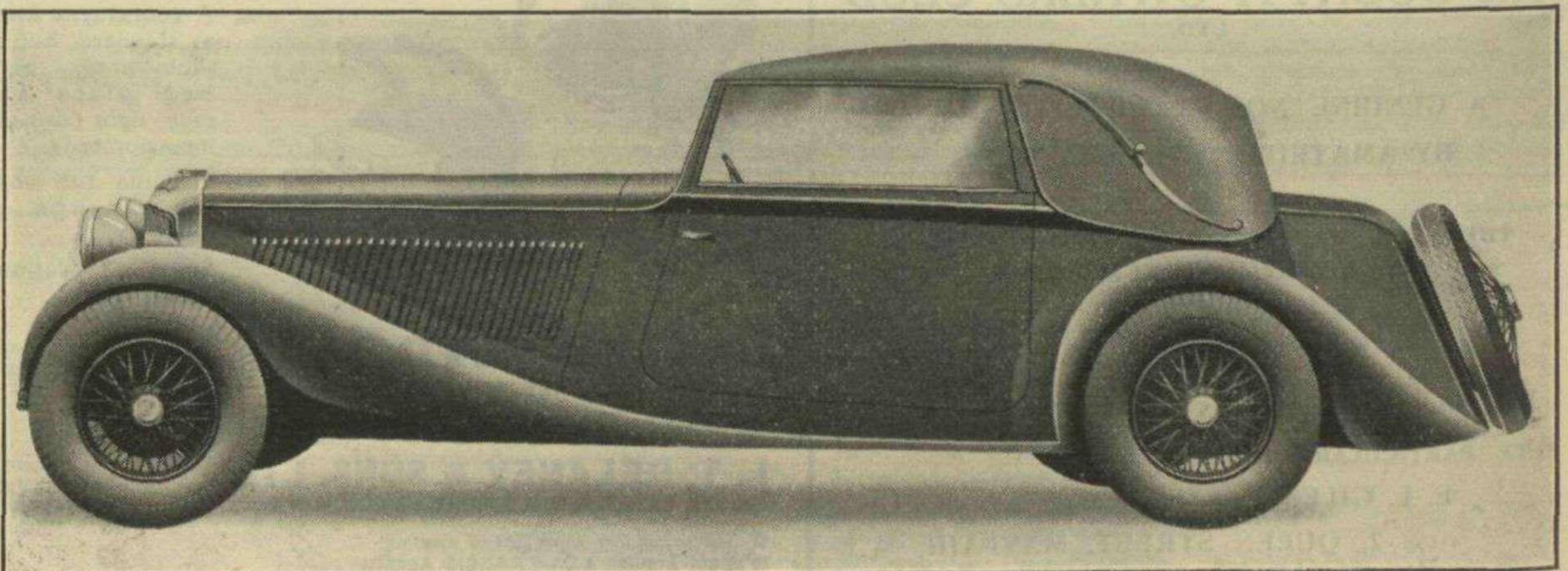
Worm and nut steering is used. The car is suspended on particularly long semi-elliptic springs and they are damped fore and aft by hydraulic shock-absorbers.

A servo-motor assists the braking effort, without the possibility of loss of control should it fail to function. The pedal applies the rear brakes and also brings the servo into operation. This applies the front brakes and adds to the pressure on the rear ones. The hand brake applies separate shoes in the rear drums.

The wheels are fitted and are shod with 18 in. by 5.50 in. India tyres.

All parts of the chassis including the road springs are lubricated from a foot-operated pump on the chassis.

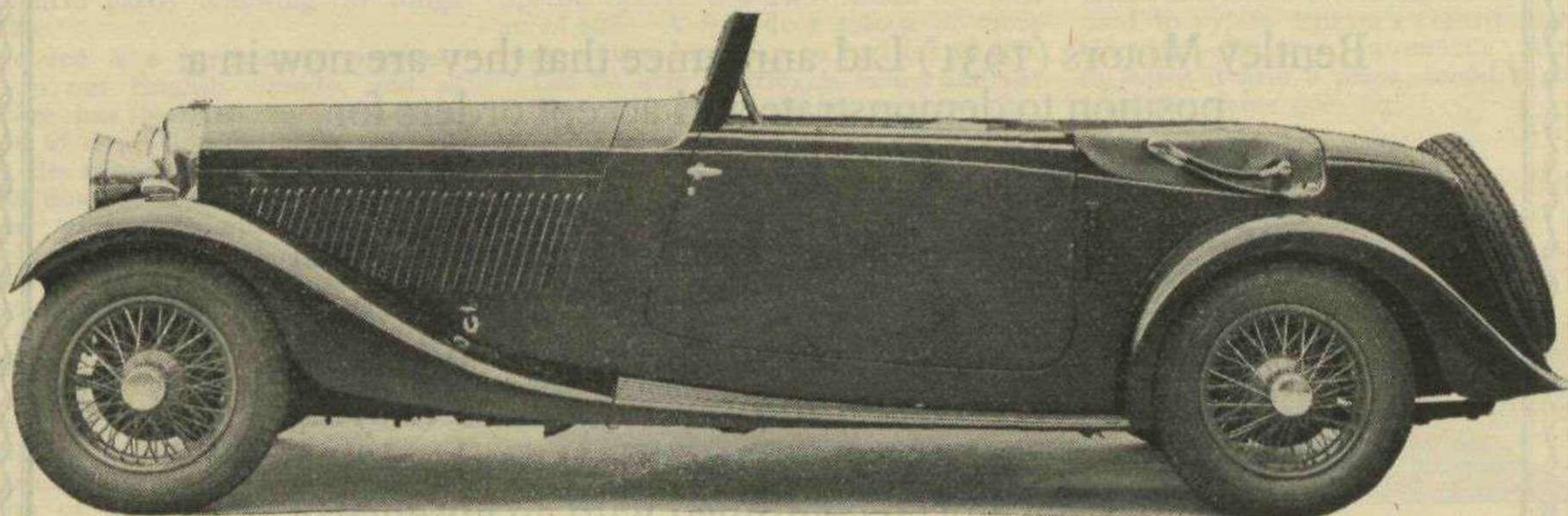
The 12 volt. electrical equipment is supplied by one of the new constant voltage dynamos, which automatically reduce their charging rate as the battery "comes up." Special attention has been paid to the design of the starter, and the pinion



The car at the top of this page is the open tourer, which sells at £1,380. Below is the drop-head coupé, costing £1,485. Both these bodies are by Park Ward.

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3 1/2 litre Bentley 4-seater Coupé.

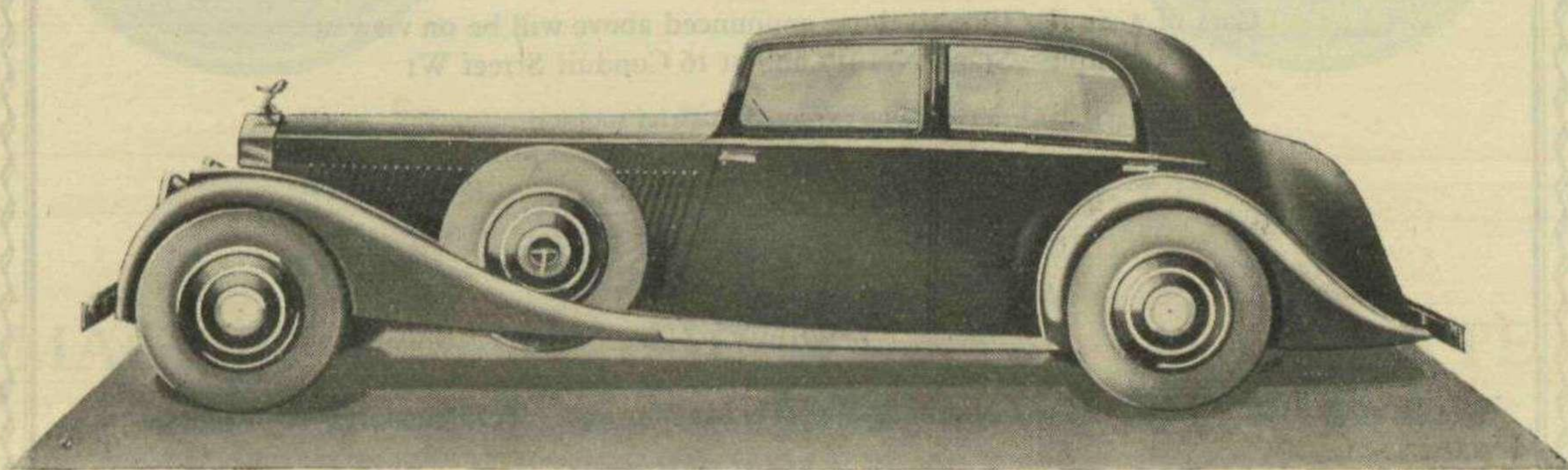
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THE NEW 3½ LITRE BENTLEY—continued.

engages slowly, so that it should remain reliable and quiet for long periods.

The chassis dimensions are:—Wheel-base 10ft. 6 in., track 4 ft. 8 in., while the ground clearance is 6 inches. The overall length and width is 14 ft. 6 in. and 5ft. 9 in. The chassis price is £1,100.

Three different styles of bodywork have been standardised on the 3½ litre Bentley, an open four-seater, a drop-head coupé, and a two-door saloon. The open car is a two-door design with a bold and well-louved bonnet, a folding windscreen, cut-away doors and a straight run back to the hood. A sloping tail on which the spare wheel is mounted completes its trim lines. The unusual treatment of the wings, with their sweeping curves and valances partly following the wings is notable.

The coupé is a particularly practical vehicle in our English climate, and as great care has been shown in making the hood fit down flush with the sides of the car, the appearance of the body with the head down is as sleek as that of the open car while it is completely draft-proof when the top is erected. The hood-sticks and joints are so proportioned that the head can be erected with the minimum of effort. A trunk at the back is fitted with two suitcases.

The two-door saloon has the sloping windscreen, the peakless front and the sweeping-down back which modern car-fashion demands, and which also offer the minimum of wind-resistance and back-suction. A particularly striking colour

scheme can be had in which the bonnet is of a dark colour. This is carried back past the door in a sweeping curve to the front of the rear wing, the top and the rest of the car being in a contrasting light shade. The wing valances closely follow the shape of the tyres and the back of the rear wing carries out the streamline layout of the rest of the car.

The saloons are fitted with sliding roofs, and the luggage container is either built into the body or carried at the back in the form of a trunk, with two suitcases.

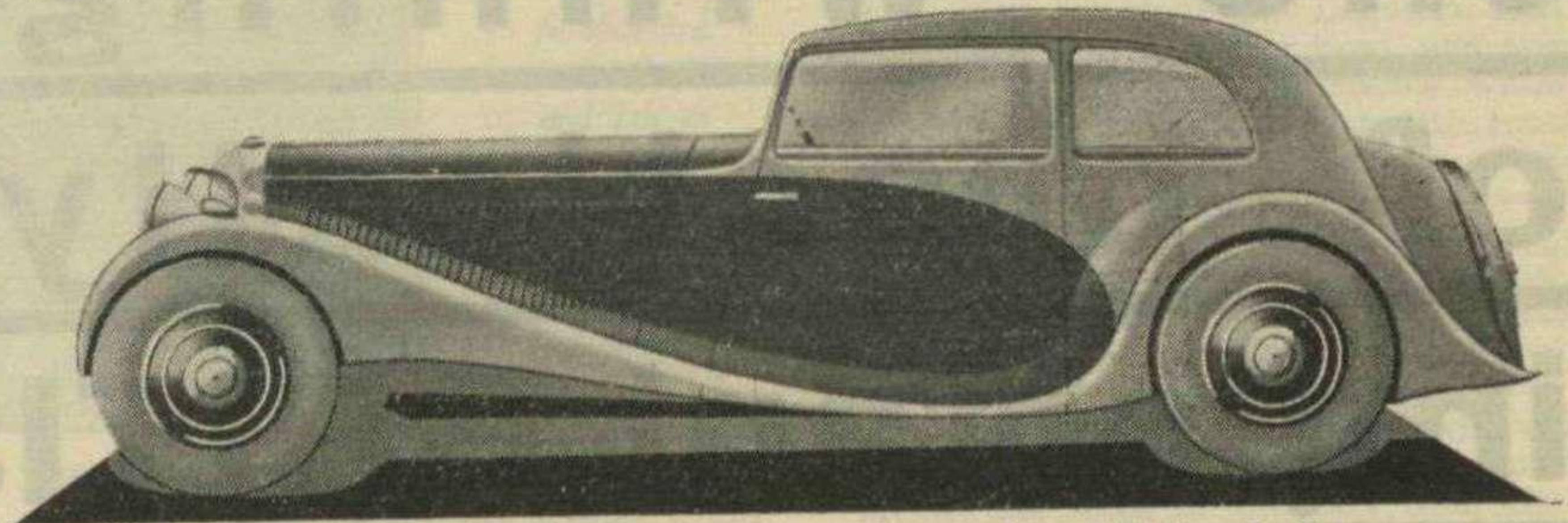
These three bodies are built by Messrs. Park Ward, who have been responsible for so many magnificent designs on Rolls Royce chassis. The open car costs £1,380, the drop-head coupé £1,485, while the Special Sports two-door saloon is listed at £1,635. A four-door saloon of more conservative line may be had for £1,460.

The 3½ litre Bentley is being built at Derby, and the new showrooms are situ-

ated at 16, Conduit Street, London, W.1, next to those of Messrs. Rolls Royce.

On Stand No. 117 at the forthcoming Motor Show will be displayed a full range of coachwork, and the Bentley exhibits will undoubtedly be the centre of attraction at Olympia. Students of design will there be able to examine the medium-powered motor car developed to its utmost extent in engine, chassis and coachwork.

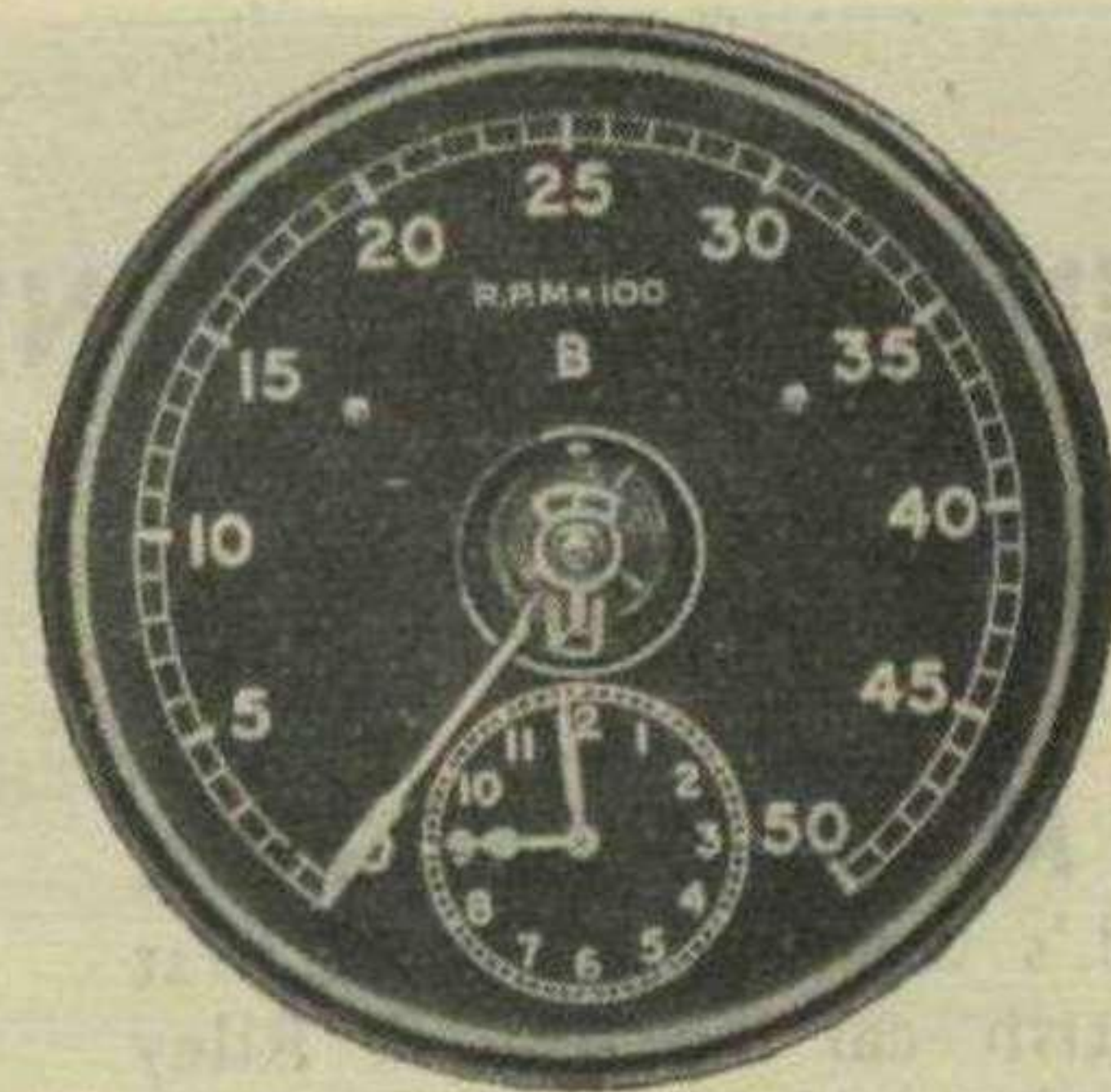
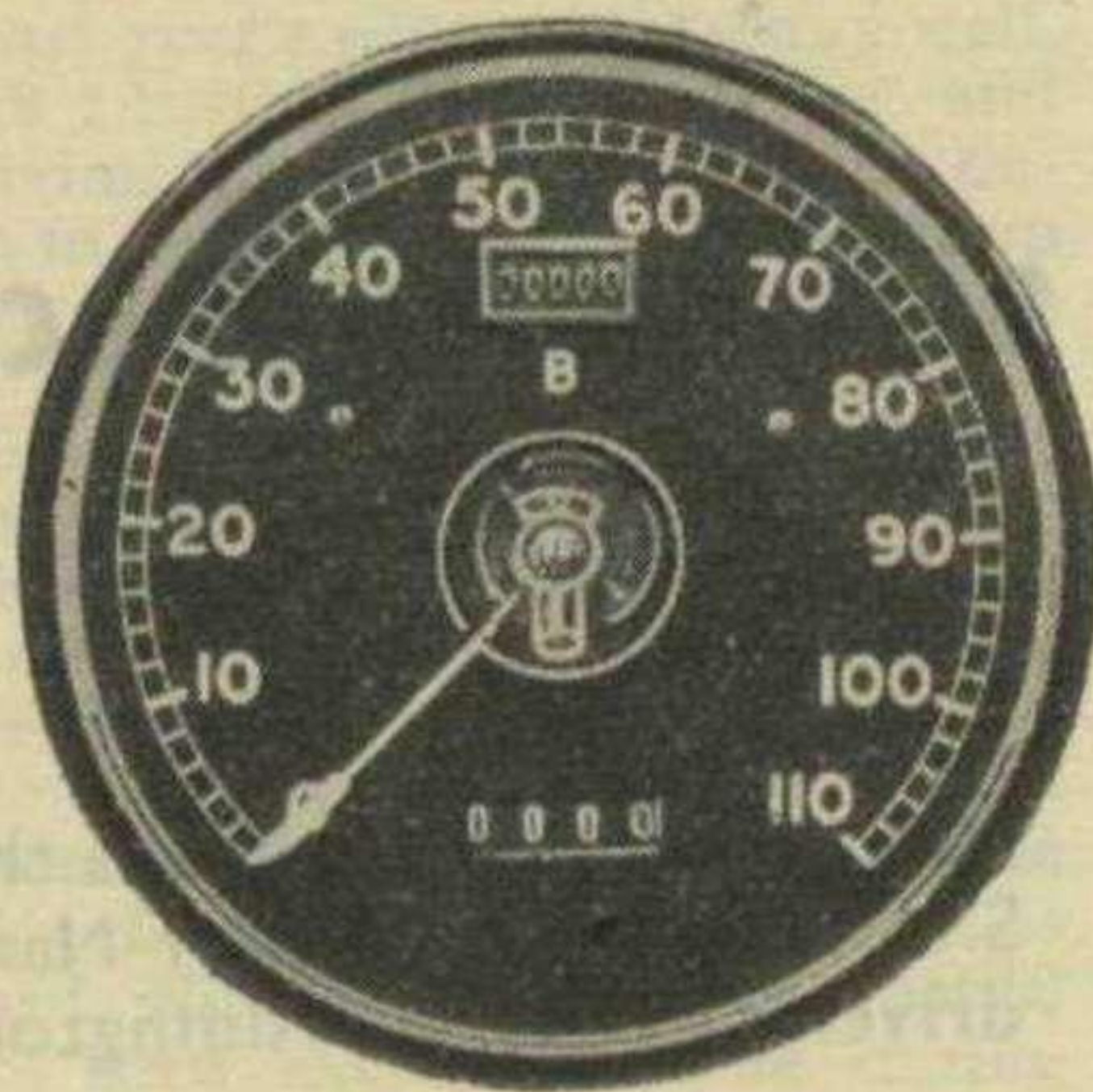
It is a comforting thought that in these times of universal trade-depression, a car of such modern design and meticulous construction can still be produced in England. It is not too much to say that the re-introduction of the Bentley will have a world-wide effect in enhancing British motoring prestige. On the Continent and in the U.S.A. the name Bentley used to typify Britain's contribution to the high-efficiency automobile market, in which it held a place second to none. Now the name goes on.



A striking design by Park Ward for a sports saloon on the new 3½ litre Bentley.

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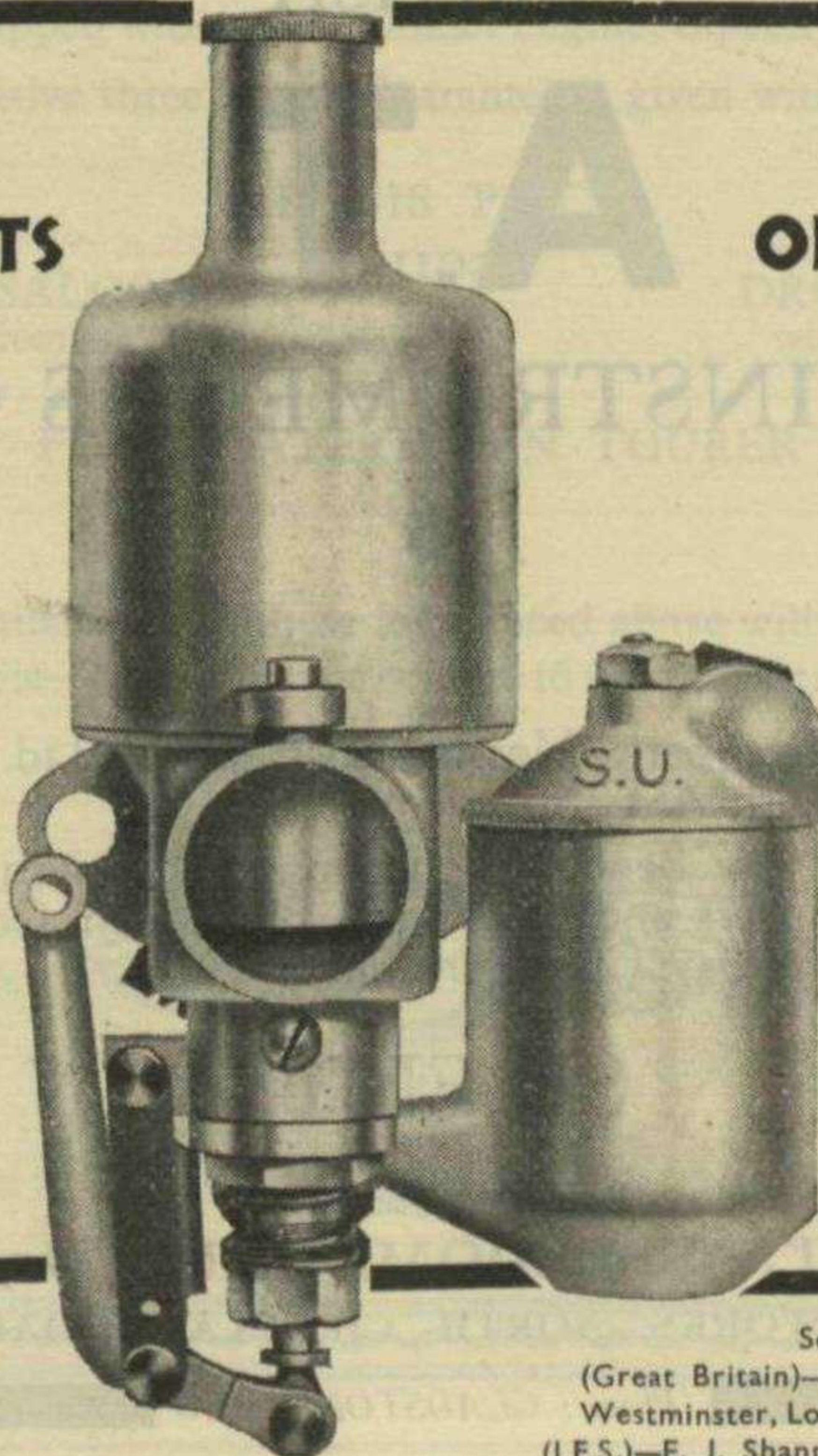


LE MANS GRAND PRIX

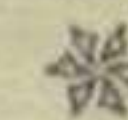
S.U.'s were fitted to the first British car home—A Riley which came in fourth. This car was credited with the best performance of any car in the race, and qualified for the final of the 10th Biennial Cup, 1934.

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loss of a single mark was the S.U. equipped Frazer-Nash driven by H. J. Aldington.

ULSTER T.T.

This race was won by an S.U. equipped M.G. Magnette.

500 MILES RACE

S.U. Carburetors were fitted to the 1st, 2nd and 3rd cars: M.G. Magnette, M.G. Magna and Riley respectively.

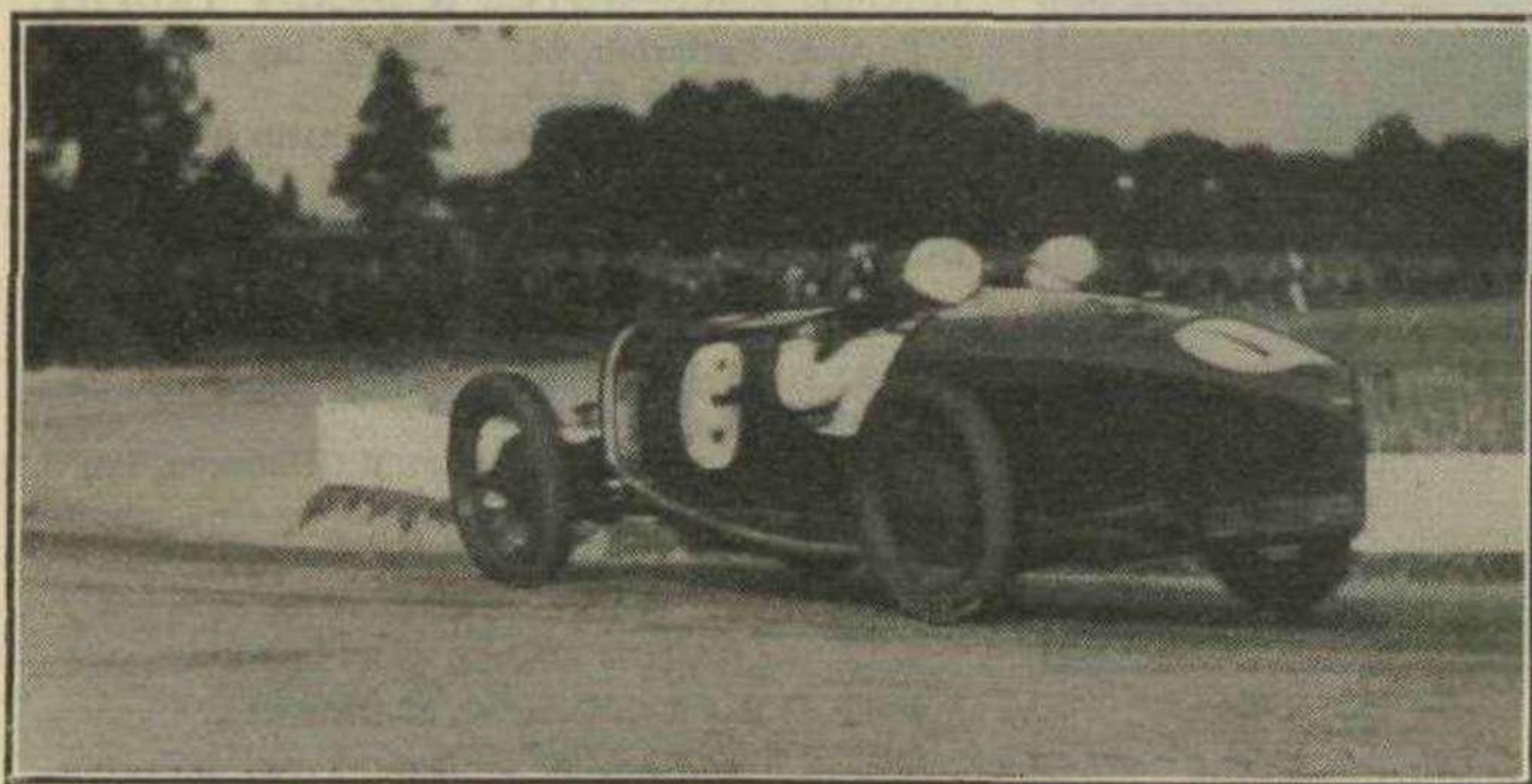
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DUBLIN MOTOR RACES

GOOD SPORT IN SECOND MEETING AT PHOENIX PARK.

LAST year the Irish Motor Racing Club held two 50 Mile Races on the famous Phoenix Park circuit, and their success was such that this year the Junior Event was lengthened to 75 miles and the Senior, for cars over 1,100 c.c., to 100 miles. The circuit measures just over four miles round, and has a magnificent straight $1\frac{1}{2}$ miles long, with a sharp corner at each end, and a downhill fast stretch with two deceptive bends. Sports cars of all types and ages take part, so



that a handicap start, based like that of the T.T. race, on time and distance, is essential. Cars have to keep to the right, and this troubled some of the less experienced drivers, but an early morning practise greatly improved the driving of the newcomers on the day of the race.

There were 15 starters in the Junior event, which began at 3 o'clock, and the first groups, including Potterton (M.G. Midget) last year's winner, got away well. Kavanagh (Austin) lost some time, and Baird driving the Riley on which he finished 6th in the Ulster T.T., was held up with oiled plugs, and did not get going until the first man was round again, and MacLachlan on the other Brooklands Riley also passed him.

The limit man, Earney (Amilcar) dropped out after one lap, and Potterton who received more than three laps, took the lead. The field was rather thin, and interest was centered on Baird, who was chasing MacLachlan. Between them was sandwiched Kavanagh (Ulster Austin) who had been executing some daring cornering at Mountjoy. The passenger hung right across the pointed tail, but on one of these manoeuvres the car struck the bank and upset his balance. He swayed to one side and the other in a sickening way, the light car doing likewise, and only skilful driving on Baird's part prevented a collision. After some fine duels on the corners, Baird then succeeded in passing MacLachlan.

Potterton was running comfortably in first place, his nearest rival being Sullivan on the supercharged Special. As he came almost within striking distance, the engine developed a terrific vibration, and the driver gave up in disgust, which was increased when he found the trouble was nothing more than the loss of a fan blade. Kavanagh, who seemed little disturbed

by his near shave, was still going well and beat the lap record put up in the late lamented Irish Grand Prix with a lap at 72.4, while Baird's lap of 73.4, was the fastest in the race.

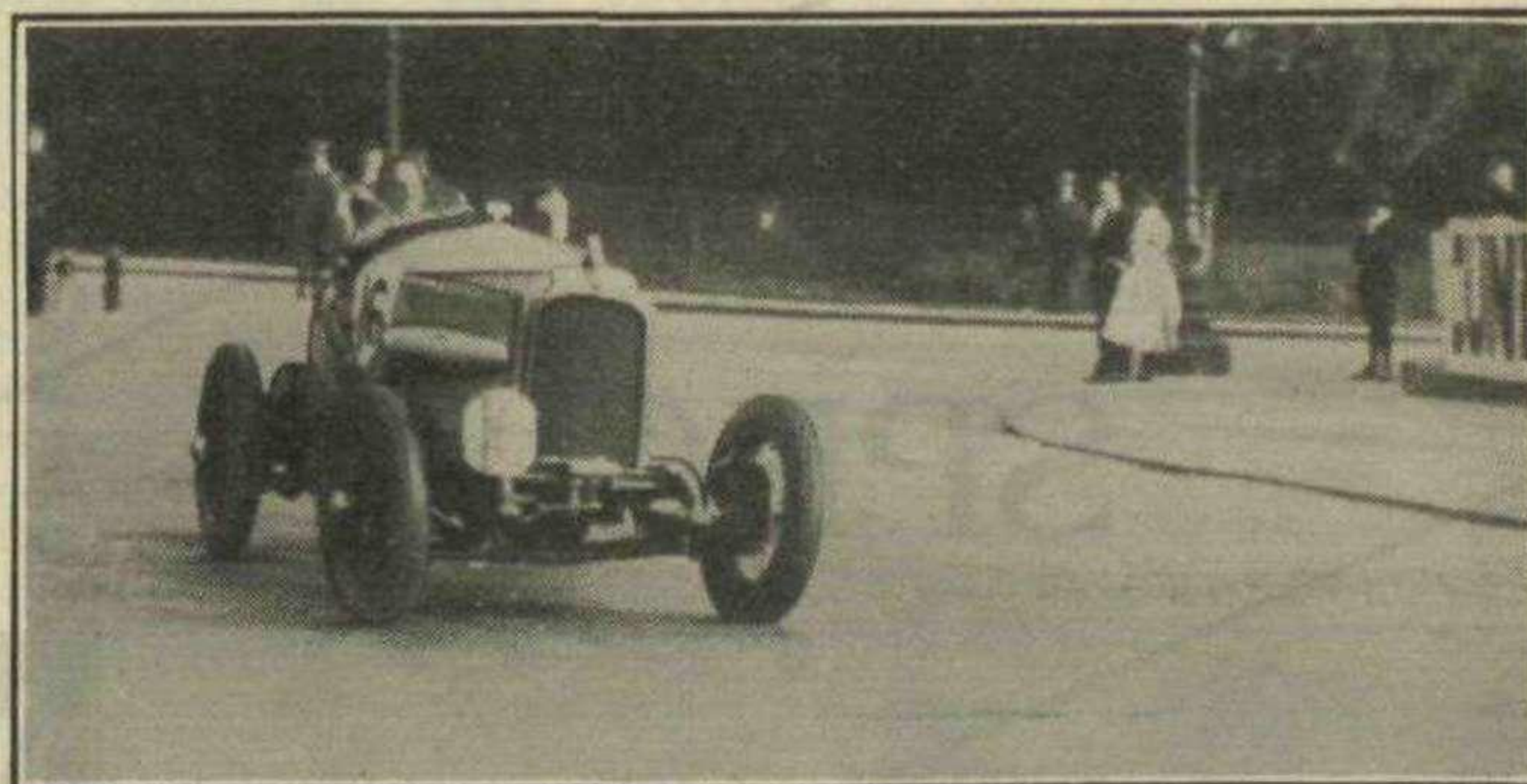
Kavanagh finished a lap behind the leading car, the average of which was nearly 5 m.p.h. higher than in last year's event, with MacLachlan close behind. He drove a sound race, and Baird was unable to catch up the precious 4 minutes he had lost at the start.

D. C. MacLachlan (Riley) finished 3rd in the Senior and 7th in the Junior. He is here seen at Mountjoy Corner.

The Senior Race.

The cars entered for the second event were of all types and ages and starters numbered 21. The limit car was a 1924 $1\frac{1}{2}$ litre Peugeot, while the Statham Ford, which had a V-8 engine in a much lowered chassis, was scratch, and was handicapped to do 78 m.p.h. Between these extremities came sundry cars from the

Doran's old 30/98 Vauxhall swings wide round Gough Corner.



[Motor Sport Photographs]

Junior race, an old 3 litre Bentley and a smart-looking Le Mans "4 $\frac{1}{2}$," 2 30-98 Vauxhalls and a Meadows Special, built up from an Amilcar chassis and a supercharged Meadows engine. There were also two modified G.P. Bugattis and a 2 litre blown Alfa.

A fifteen minute interval separated the two races, "to allow the small cars to cool" as one of the officials put it. Meanwhile some amazing last-minute work was going on on Wilson's 30/98. During the practise he had seized a piston, so he flew to England for a new one, had driven a hundred miles for a cylinder block, and finished assembling the car on the line. It put up 8 laps at quite good speed and

was eliminated only through damaging a road wheel. At 4.45, the starter had raised his national flag, green, white and orange, and sent off the first four, Manders' Bugatti, O'Boyle's Riley Gamecock, Miss Comerford, who was duly acclaimed as the first woman to drive in a road race in the British Isles, and was driving a Hillman Minx, and Yule's 3 litre Bentley. Similarly assorted groups of cars followed, ending with the Ford, which was scratch, and Berkery's Sunbeam which had four laps start. This car had very comfortably exceeded its handicap speed in practice and was well fancied if it could last the course.

The pace was a hot one from the start, and after a few laps, Moore, driving Verschoyle's supercharged Lagonda, had retired with a burst water hose, and the Meadows Special with plug trouble, while Manders' Bugatti came to rest with considerable internal bother.

Pearson's old Peugeot with its seven laps start led the race at the beginning, and the Sunbeam also made good use of its advantage. McCalla's Bentley which had comfortably exceeded its handicap time in practise, did not seem so good in the race, and stopped after 11 laps with an unpleasant knock coming from a big-end.

Meanwhile some of the cars from the Junior race were showing a surprising increase on their former speeds, O'Boyle on a Riley Gamecock averaging over 68 m.p.h., while Baird was keeping up 87 m.p.h. Neill, on a 2 litre Bugatti, who started level with Baird was on his heels all the time and MacLachlan on the other

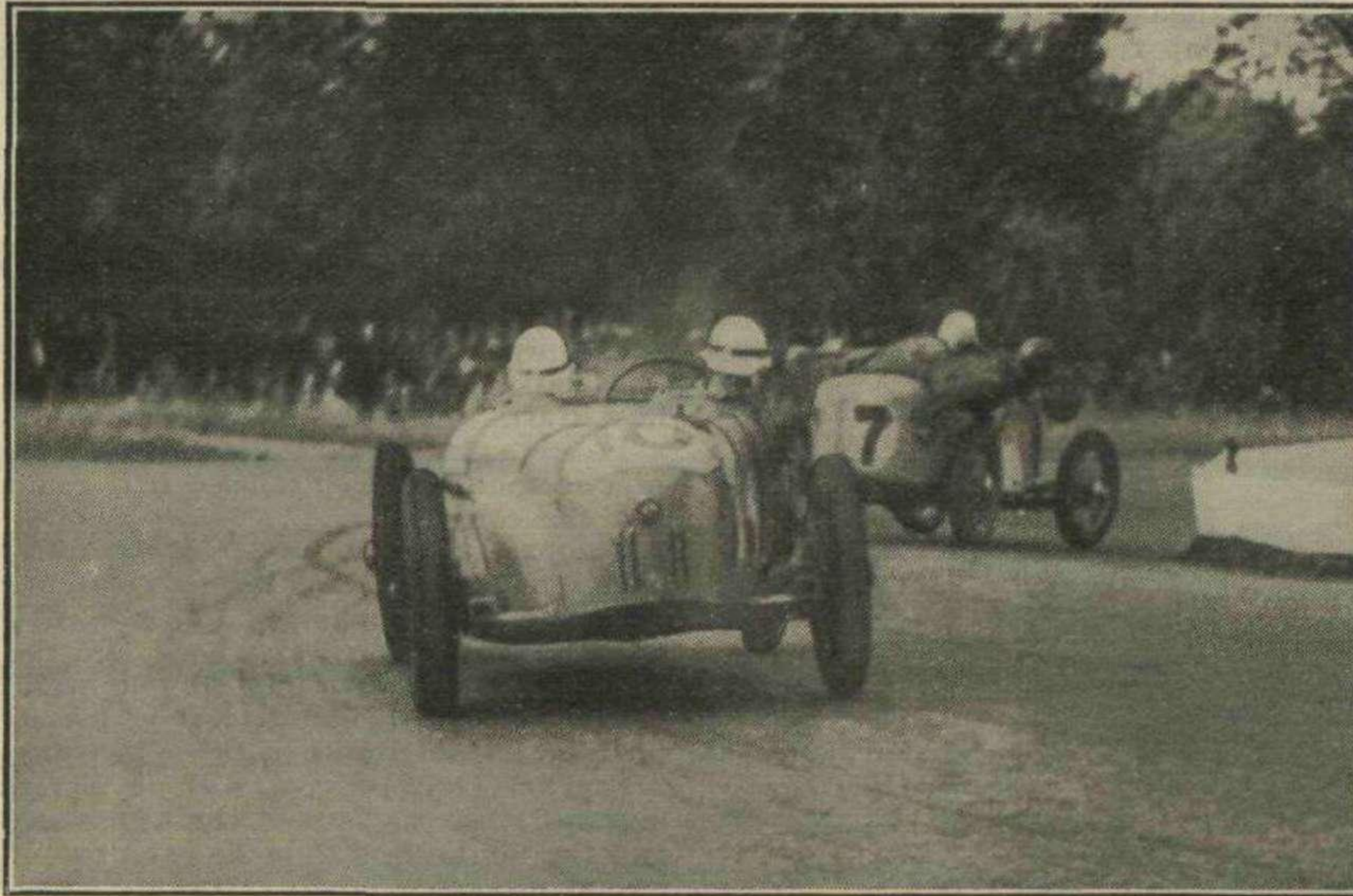
Brooklands Riley held his own with them for some laps. Of the other scratch cars, the Statham-Ford, driven by Hynes was well handled, but was too heavily handicapped to challenge the leading cars. Plunkett's 2 litre Alfa was not very rapid, and dropped out at half distance with big-end trouble.

Mountjoy Corner was again troublesome, and Kavanagh (Austin) once more nearly collided with the tree. MacLachlan spun round there, and was only avoided with difficulty by Kavanagh and the Sunbeam, while an old 2-seater 30-98 Vauxhall swung right round just as Baird was approaching the corner. This Vauxhall also had difficulty with Gough Corner,

DUBLIN MOTOR RACES—continued.

the driver and passenger being thrown from side to side as the car skidded round. The Sunbeam was also alarming, in contrast to the accurate cornering of Baird,

van Special), whose pit sign had incited him to go "like Hell," towards the end of the race, equalled Kavanagh's lap speed of 3 min. 32 secs., and passed Berkery's



A close-up of W. R. Baird (Riley) following W. T. Kavanagh (Austin) in the Junior Race.

Neill and Hynes, whose cars pursued a perfect course, not without some screaming of tyres.

O'Boyle, who received 4 laps start, secured the lead after nine laps and maintained it to the end, but Sullivan (S Ili-

Sunbeam in the last lap. Corry's L. Type Magna secured a well-deserved fourth place, while Baird, who had again put up the record lap, 82 m.p.h., just scraped in ahead of Neill's Bugatti. Altogether as good a finish as one could wish to see.

RESULTS.

SENIOR RACE, MOBIL OIL TROPHY.

1. F. O'Boyle, 1,089 c.c. Riley, lap 4, 3 min., 1h. 15m. 20s., 67.9 m.p.h.
2. W. Sullivan, 732 c.c. Sullivan Special S/c., lap 2, 30 sec., 1h. 16m. 38s., 71.5 m.p.h.
3. P. M. Berkery, 2,916 c.c. Sunbeam M.G., lap 4 — 1h. 17m. 18s., 68.8 m.p.h.
4. "Alan Corry", 1,087 c.c. Magna, lap 3, 2.30, 1h. 17m. 36s., 69.6 m.p.h.
5. W. R. Baird, 1,089 c.c. Riley, lap — 2 min., 1h. 19m. 5s., 78.7 m.p.h.
6. C. G. Neill, 1,990 c.c. Bugatti, lap — 2 min., 1h. 19m. 22s., 78.3 m.p.h.
7. D. C. MacLachlan, 1,089 c.c. Riley, lap 1, 30 sec., 1h. 20m. 0s., 70.3 m.p.h.
8. M. J. Hynes, 3,622 c.c., Statham-Ford, 1h. 22m. 56s., 76.65 m.p.h.
9. Miss N. Comerford, 1,185 c.c. Hillman-Minx, lap 4 3 min., 1h. 24m. 30s., 60.5 m.p.h.

JUNIOR RACE—JOYCE & BRADY TROPHY.

1. A. H. Potterton, 847 c.c. M.G., lap 3, 2m. 30s., 1h. 0m. 59s., 63.4 m.p.h.
2. W. J. Kavanagh, 747 c.c. Austin S/c., lap 2, 1m., 1h. 4m. 22s., 65.5 m.p.h.
3. D. C. MacLachlan, 1,089 c.c. Riley, lap 0, 1-30, 1h. 4m. 41s., 72.85 m.p.h.
4. W. R. Baird, 1,089 c.c. Riley, 1h. 5m. 26s., 73.7 m.p.h.
5. F. O'Boyle, 1,089 c.c. Riley, lap 3, 30 sec., 1h. 12m. 59m., 54.4 m.p.h.
6. "Alan Corry," 1,087 c.c. M.G. Magna, lap 3, 1.30, 1h. 14m. 33s., 56.0 m.p.h.
6. H. A. Delap, 1,089 c.c. Riley, lap 3, 30 sec., 1h. 14m. 42s., 54.6 m.p.h.

SCRATCH CLASS WINNERS.

- 860 c.c., R.I.A.C. Cup, W. J. Kavanagh.
 1,100 c.c., Clery Trophy, W. G. Baird.
 2,000 c.c., Cosgrave Cup, C. G. Neill.
 Over 2,000 c.c., M.G. Cup, M. J. Hynes.
 Wakefield Trophy for the greatest proportionate increase on handicap was won by F. O'Boyle.
 Team awards. The only team to finish was the I.M.R.C. team in the Junior race: MacLachlan, Kavanagh and Delap.

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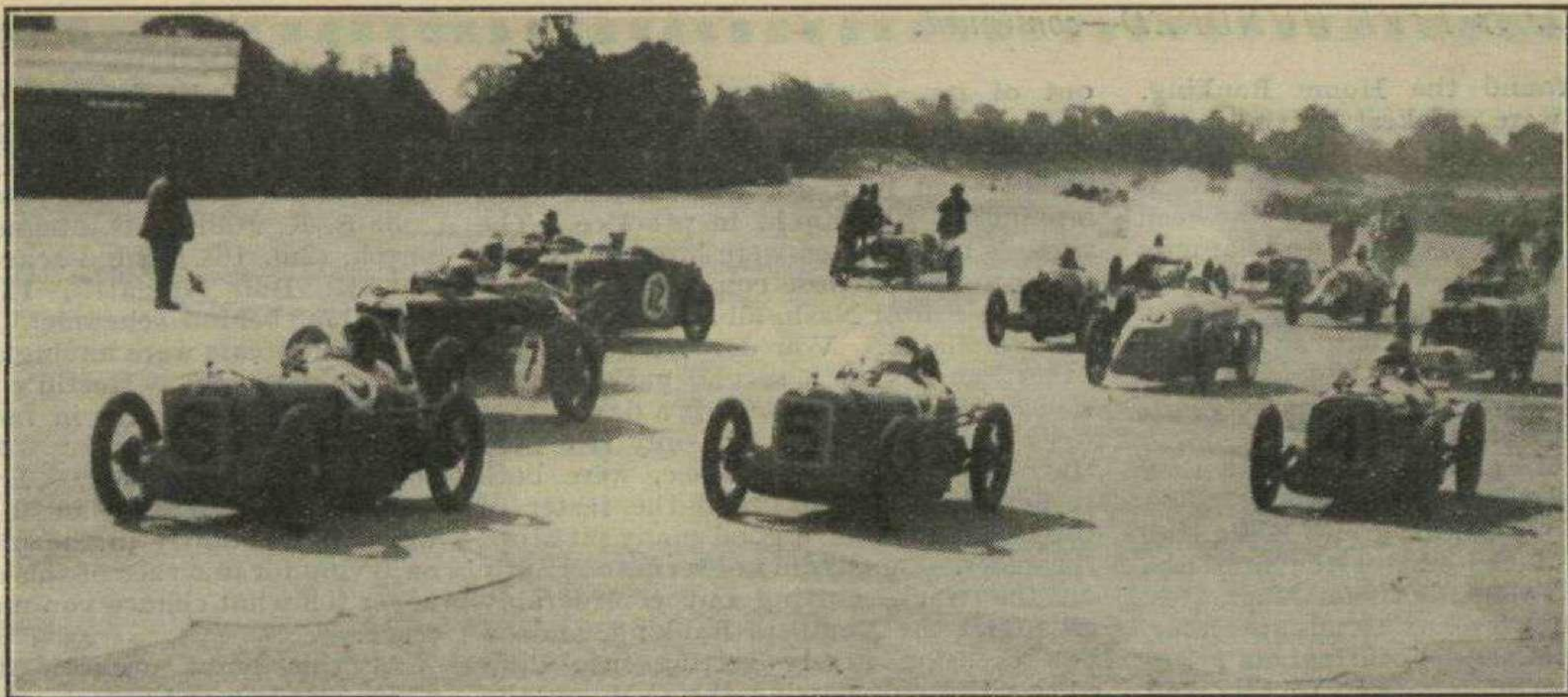
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THE B.R.D.C.'s "FIVE HUNDRED"

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STARTERS.

- 11.0 a.m.—
 G. H. S. Balmain and J. C. G. Low (M.G. Midget).
 11h. 39m. 13s.—
 L. P. Driscoll and C. B. Bickell (Austin, S.).
 G. Duller and C. Goodacre (Austin S.).
 J. D. Barnes and B. P. W. Twist (Austin).
 J. C. Elwes and M. B. Watson (M.G. Midget S.).
 K. D. Evans and D. N. Letts (M.G. Midget S.).
 S. W. B. Hailwood and H. R. Attwood (M.G. Midget S.).
 C. Eyston and A. Denby (M.G. Midget S.).
 R. T. Horton and C. Brackenbury (M.G. Midget S.).
 A. C. Hess and T. H. Wisdom (M.G. Magna).
 G. W. T. H. Wright and the Earl of March (M.G. Magna).
 C. E. C. Martin and L. F. Welch (M.G. Magna).
 F. W. Dixon and C. S. Staniland (Riley).
 C. Paul and P. Turner (Riley).
 H. G. Dobbs and J. Mullens (Riley).
 Marquis de Bellerocche and A. B. von der Becke (Riley).
 11h. 54m. 18s.—
 W. A. Cuthbert and J. Bessant (Riley S.).
 E. R. Hall (M.G. Magnette S.).
 Whitney Straight and T. E. Rose Richards (M.G. Magnette S.).
 R. A. Vallop and E. Fronteras (M.G. Magnette S.).
 G. Manby-Colegrave (M.G. Magnette S.).
 Hon. P. Mitchell-Thompson and D. A. Aldington (Frazer Nash).
 H. Laird and M. A. McEvoy (McEvoy Special)
 12h. 3m. 21s.—
 G. M. Crowther and V. Bales (O.M., S.).
 T. S. Fotheringham and R. R. Jackson (Bugatti S.).
 12h. 9m. 23s.—
 C. G. H. Dunham (Alvis).
 12h. 15m. 25s.—
 E. G. Franke (Bugatti S.).
 J. Zanelli (Alfa Romeo S.).
 G. Field and J. Ettliger (Invicta).
 A. C. Lace (Invicta).
 12h. 18m. 26s.—
 K. Don and F. Field (Bugatti S.).
- NON STARTERS.
 D. K. Mansell (M.G. Midget).
 J. H. Freeman and A. A. Rigby (M.G. Midget S.).
 L. A. Dennis and W. M. Couper (Riley).
 M. J. O. Parish (M.G. Magnette S.).
 D. Froy (Jameson F.F. Special S.).
 C. Follett and R. F. Oats (Alvis).
 F. Hallam and J. D. Benjafield (Alvis S.).

Race organised by British Racing Drivers' Club.

181 laps of Brooklands circuit: 500 miles.
 Length of circuit: 2 miles, 1,350 yards.

Previous winners.

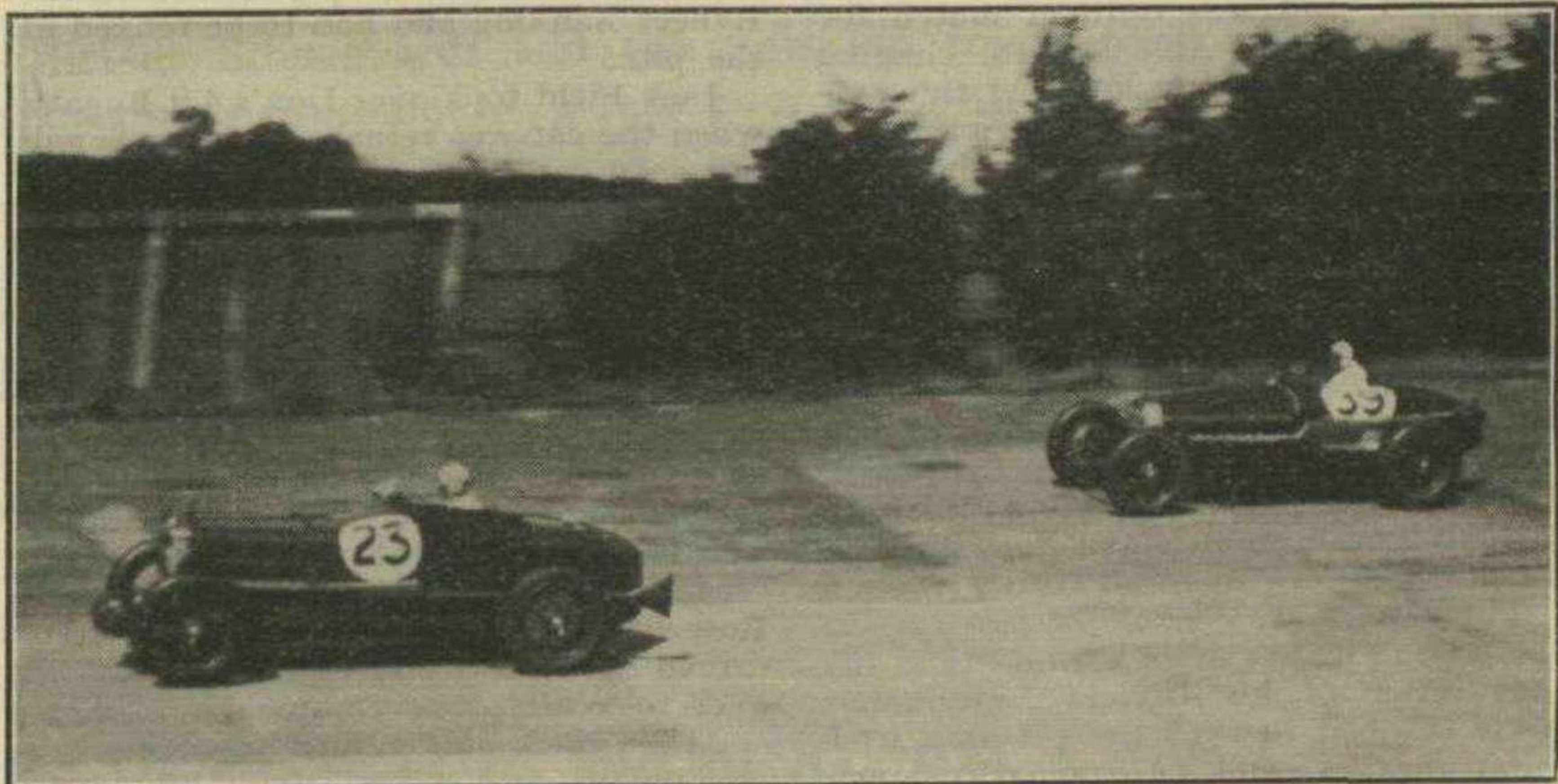
- 1929 J. Barclay and F. C. Clement (Bentley), 107.32 m.p.h.
 1930 Earl of March and S. C. H. Davis (Austin), 83.42 m.p.h.
 1931 J. Dunfee and C. Paul (Bentley), 118.39 m.p.h.
 1932 R. T. Horton and J. H. Bartlett (M.G.), 96.29 m.p.h.

or, as it is generally called the "Five Hundred."

The race on September 16th was the fifth of the series, and attracted a varied entry of some 38 cars. Of these, 7 failed to appear on the starting line. Mansell telephoned at the last minute from Birmingham to say that he could not get his Midget ready in time. Freeman, Follett and Hallam all had engine trouble before the race which could not be repaired at short notice. Most people doubted whether the Jamieson F.F. Special would

start, and so it turned out, a chassis not being available for the supercharged 2 stroke engine of which so much is expected. Last of the unfortunates was J. H. Bartlett, who was to share the wheel of Dennis's Riley with W. M. Couper. On the evening before the race the crankshaft broke while the car was travelling at high speed, the engine completely disintegrated, and odds and ends dug into the concrete, causing the car to gyrate wildly and finish up in the ditch at the foot of the Byfleet banking. Bartlett was lucky to be uninjured.

Came the dawn of the day of the race (as the scenario-writer would say). At 11 o'clock the limit man, G. H. S. Balmain (unblown Midget) set off alone and proceeded to lap the track in solitary state at 79 m.p.h.—13 m.p.h. below his scheduled handicap. A big crowd had already assembled, and as the weather was perfect many more could be expected during the day. For 40 minutes Balmain held the stage, and then a rising growl from the Fork betokened the start of the blown 750's and unblown 1,100's. This was more like a massed start, 15 cars jockeying for position as they disappeared



Kaye Don (4.9 Bugatti) swooping off the Members' Banking to pass Rose-Richards (M.G. Magnette).

A LONG-DISTANCE track race for cars, without any restrictions as to body-work or type, has an irresistible appeal for most of us. Years ago it used to be the 200 Miles Race which drew the biggest crowds to Brooklands, and nowadays it is the British Racing Drivers' Club's 500 Miles Race,

[Motor Sport Photographs.

THE B.R.D.C.'s FIVE HUNDRED—continued.

from sight round the Home Banking. The Austins were quickest off the mark, but Eyston's "Magic" Midget and Dixon's Riley completed the first lap in the lead, almost locked wheel-to-wheel. Then Eyston began to draw ahead, lapping at 110 m.p.h. and renewing the admiration of the crowd for this miraculous 750 c.c. machine. Third was Charles Brackenbury, driving Horton's Midget in place of the Birmingham winner of last year's race, who was indisposed.

A quarter of an hour passed, and then seven blown 1,100's and unblown 1,500's joined the fray. Of this group E. R. Hall was leading at the end of the first lap, followed by Yallop, both on Magnettes. Another group got away 10 minutes later, Crowther's O.M. and Fotheringham's Bugatti. Then Dunham left quietly, all by himself, followed 6 minutes afterwards by Frankl (Bugatti), Zanelli (Alfa Romeo) and the two Invictas. Finally Kaye Don's Bugatti stood revving-up on the line, and Union Jack was dropped, and he, too, set off on his long journey.

All was not well with many engines. First man in at the pits was A. G. Von der Becke, whose Riley, owned by Cuthbert, had blown a gasket after 3 minutes running! The Austins were giving an unusual amount of trouble, Driscoll being the chief sufferer with broken oil and petrol pipes, and then carburation difficulties. George Duller also called at the pits for plugs, as did Kenneth Evans (M.G. Midget). Fronteras's Magnette developed a mysterious misfiring. First actually to retire was Hailwood, who was overdue at his pit for some 10 anxious minutes until it was found that the car had stopped with a seized engine. Then came a blow to the Austins' hope of winning the team-prize when Barnes had to retire after 1 hour's running with a seized clutch. Meanwhile Driscoll and Duller were constantly at the pits changing plugs. Quite definitely not the Longbridge factory's day. Soon after, Driscoll pushed his car off the track with a burnt valve, and the total eclipse was completed by the withdrawal of Duller's car with persistent but elusive misfiring.

Eyston's progress was simply terrific. The sleek little green Midget was piling up a comfortable increase over its handicap speed, and was quite a match for Zanelli's 2-3 litre Alfa Romeo, clinging to its tail for lap after lap. At this rate everyone prophesied an easy victory for Eyston—if the Midget could hold its astounding pace. Dixon was also doing well, 13 seconds in the rear at 12.30, followed by Brackenbury and Don. Just when Eyston looked really set for a long run there was an explosive noise as the car passed the score-board. Anxious eyes saw the Midget slow, and gradually coast to a standstill in the Railway Straight. The magneto had completely fallen to bits, so Eyston went to the Aero Club for lunch!

There were always one or two cars in the pits. Field came in with a fire in the carburetter of his Invicta. Dunham's Alvis stopped beyond the pit area with seized brakes, and no sooner had this been remedied than engine trouble and a loose gearbox combined to put the car

out of its agony. Evans was having constant stoppages with his Midget for a trouble which was either piston rings or valves—bad luck, for the car had been lapping at 105 m.p.h. in practice. The three "L" Magnas were lapping quietly at 90 m.p.h. in close company with Aldington's Frazer Nash, all four being absolutely reliable. Von der Becke, on the other hand, blew a second gasket on his Riley, and decided to call it a day.

Frankl and Zanelli, the only two Continental drivers in the race, were both rather slow. Frankl was the faster of the two, but made a good many pit-stops for water. Zanelli did not seem too happy on the track, cutting out considerably all round the Members Banking, and on one occasion nearly getting into difficulties through passing the O.M. on the

1. F. W. Dixon (Riley), 109.10 m.p.h. (5m. 37s. ahead of schedule).

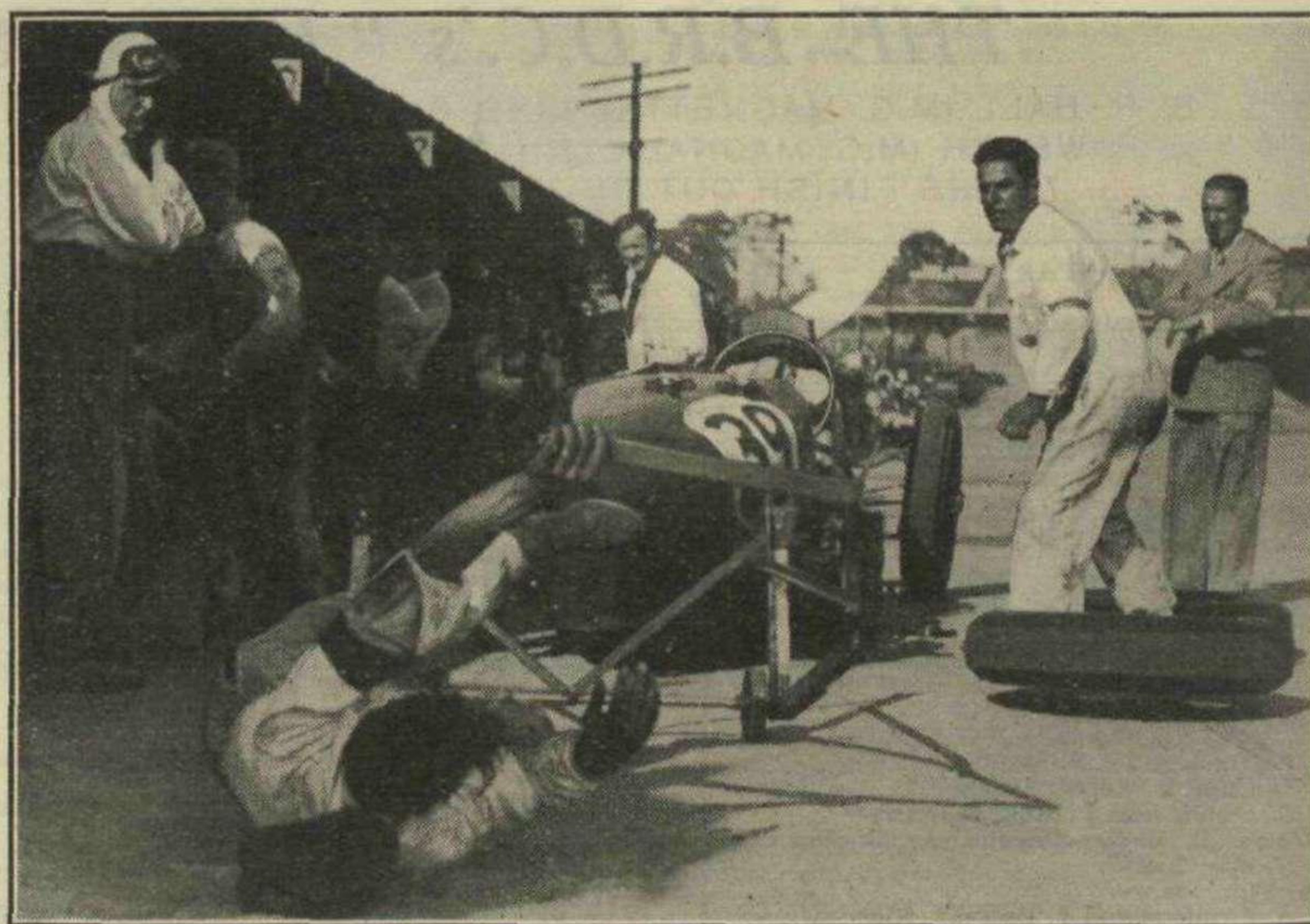
2. C. Brackenbury (M.G. Midget), 108.7 m.p.h. (5m. 9s. ahead of schedule).

3. E. R. Hall (M.G. Magnette), 108.62 m.p.h. (2m. 16s. behind schedule).

4. K. Don (Bugatti), 111.54 m.p.h. (8m. 17s. behind schedule).

Very few cars were having a completely trouble free run. Martin's Magna and Hall's Magnette were, in fact, the only two to have gone so far with pit stops confined to refuelling. Evans, Paul, Cuthbert, Straight, Zanelli, and Hess were all constantly in the pits, but kept on trying for in a race of this sort you can never tell what chance you may have of a place.

At this point occurred the tragedy which was to mar the race and cast a deep



[Motor Sport Photograph] Comedy at the pits. Kaye Don's mechanic being "thrown" by the jack. No prize is offered for guessing the remarks of Don and the mechanic on the right.

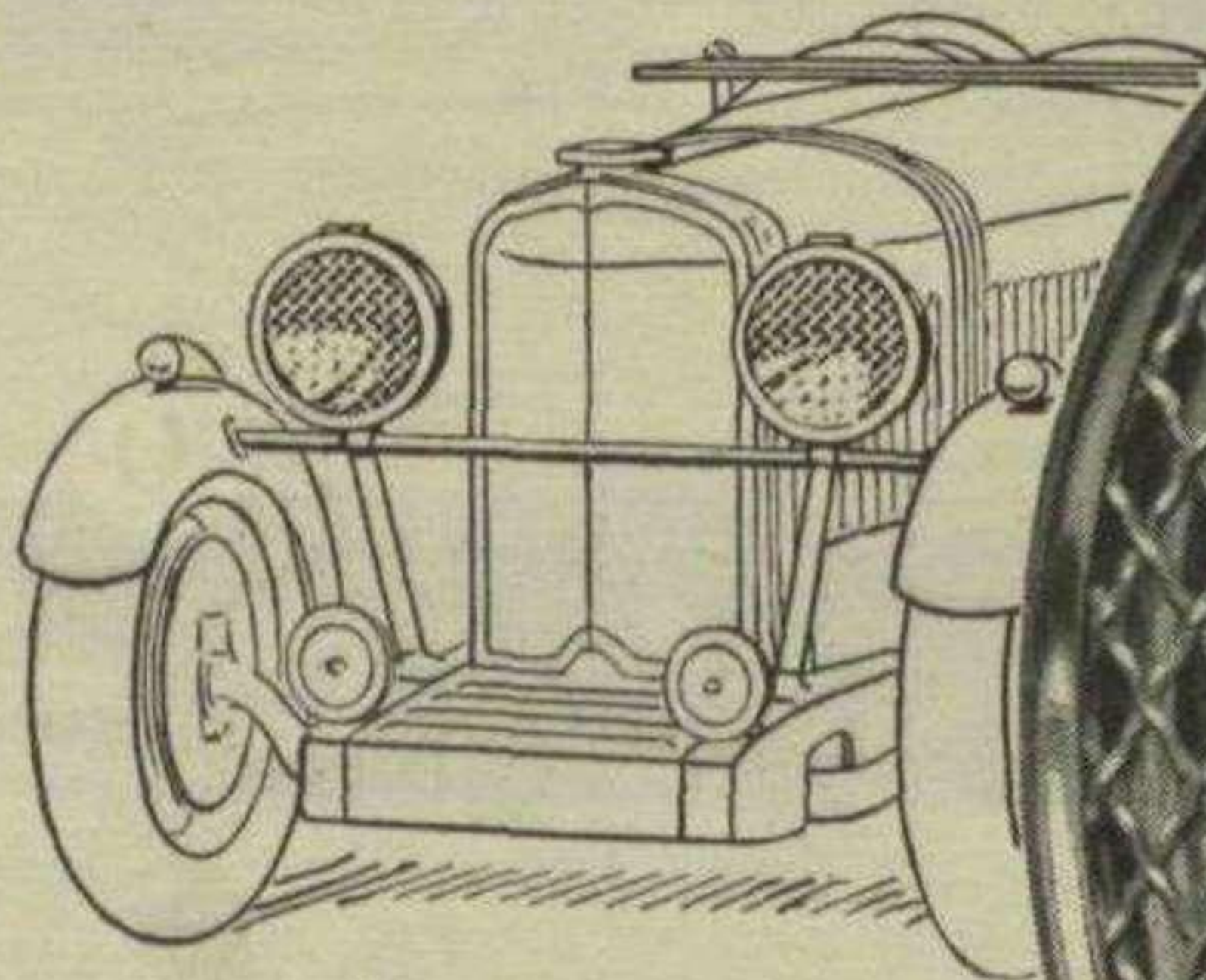
inside at the Fork. Just before 2 o'clock Frankl retired with a seized piston, as did Manby-Colegrave with gearbox trouble and Lace's Invicta with a blown gasket. Fotheringham's exhaust pipe fell off on the Byfleet Banking and had to be refixed at the pits.

Jack Field took over Don's 4.9 Bugatti when the car was refuelled, and re-tyred, but soon came into the pits complaining that the car was difficult to hold on the banking. On one occasion he seemed to come off the Byfleet a little too early, and had a most unpleasant moment damping out a skid. As the tyres were showing signs of wear Don took over again after 50 minutes. Brackenbury followed Eyston's retirement as a dwindling of the Midget's hope of success when he pulled into his pit at 1.45. No reason was given for his retirement. After several pit-stops Rose-Richards refuelled the Magnette driven by Nuvolari at Ulster and handed over to Whitney Straight.

At 2 o'clock, just before Brackenbury's retirement, and when Dixon had completed 92 laps or rather more than half-distance, the order was:

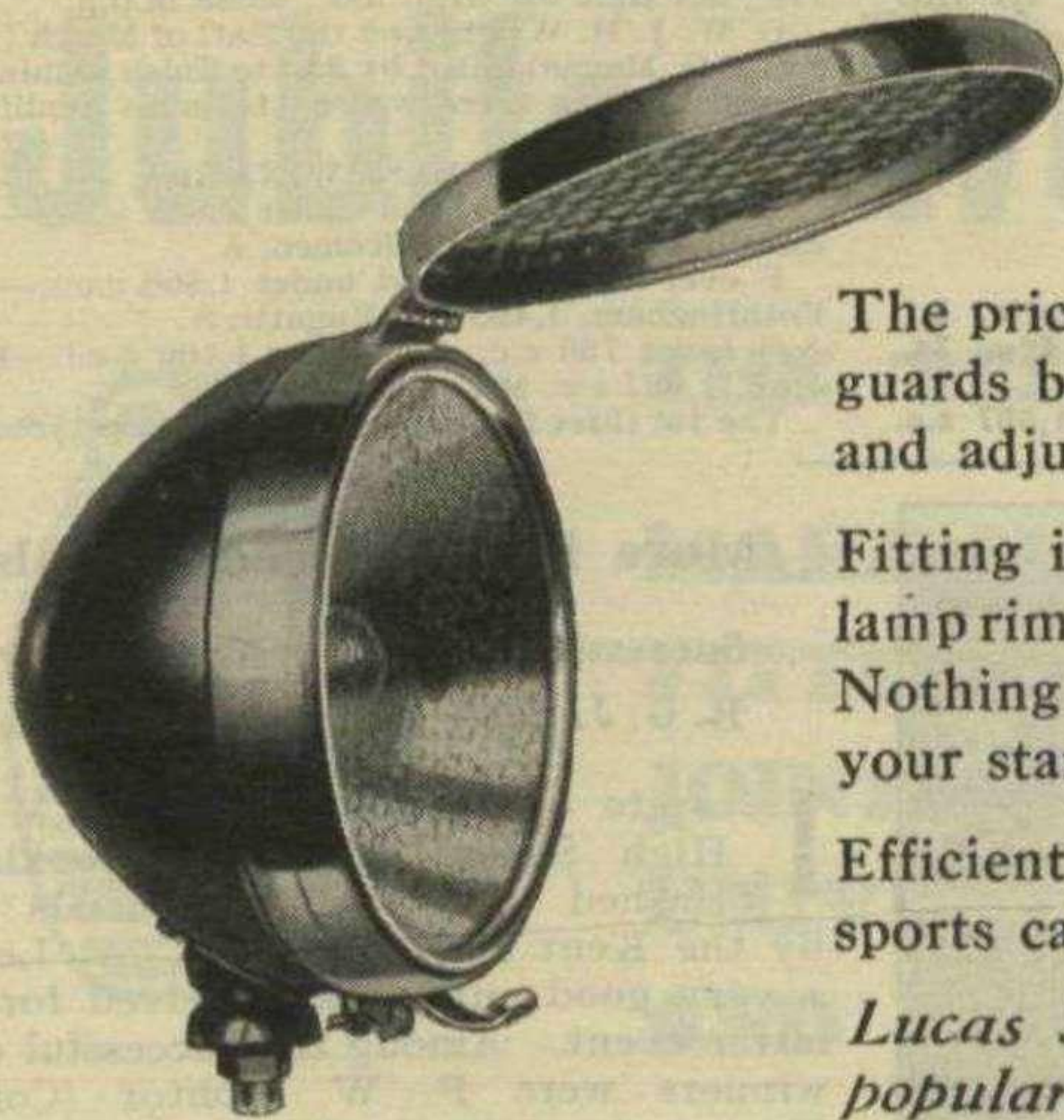
shadow over spectators and competitors alike for the rest of the proceedings. M. B. Watson had just taken over the blown Midget driven by J. C. Elwes and had completed two laps when he crashed between the Byfleet Banking and the Fork. Whether the car skidded and then took fire in turning over, or whether the fire broke out first and caused the driver to brake heavily will never be known. After turning over several times, a mass of flames, and throwing the driver onto the track, the car landed upside down and was immediately enveloped in a tremendous pall of flames and black smoke, rendering its identification impossible until the competitors had been checked off. Poor Watson was removed to hospital suffering from burns and head injuries, and passed away during the evening without recovering consciousness. Winner of the Canada Trophy this year, a fine driver and charming fellow, Watson will be mourned by all followers of motor racing. To his widow we offer our deepest sympathy.

The race went on. The Pyrene truck quickly extinguished the fire and the wreckage was pushed to the side of the



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THE B.R.D.C.'s FIVE HUNDRED—continued.

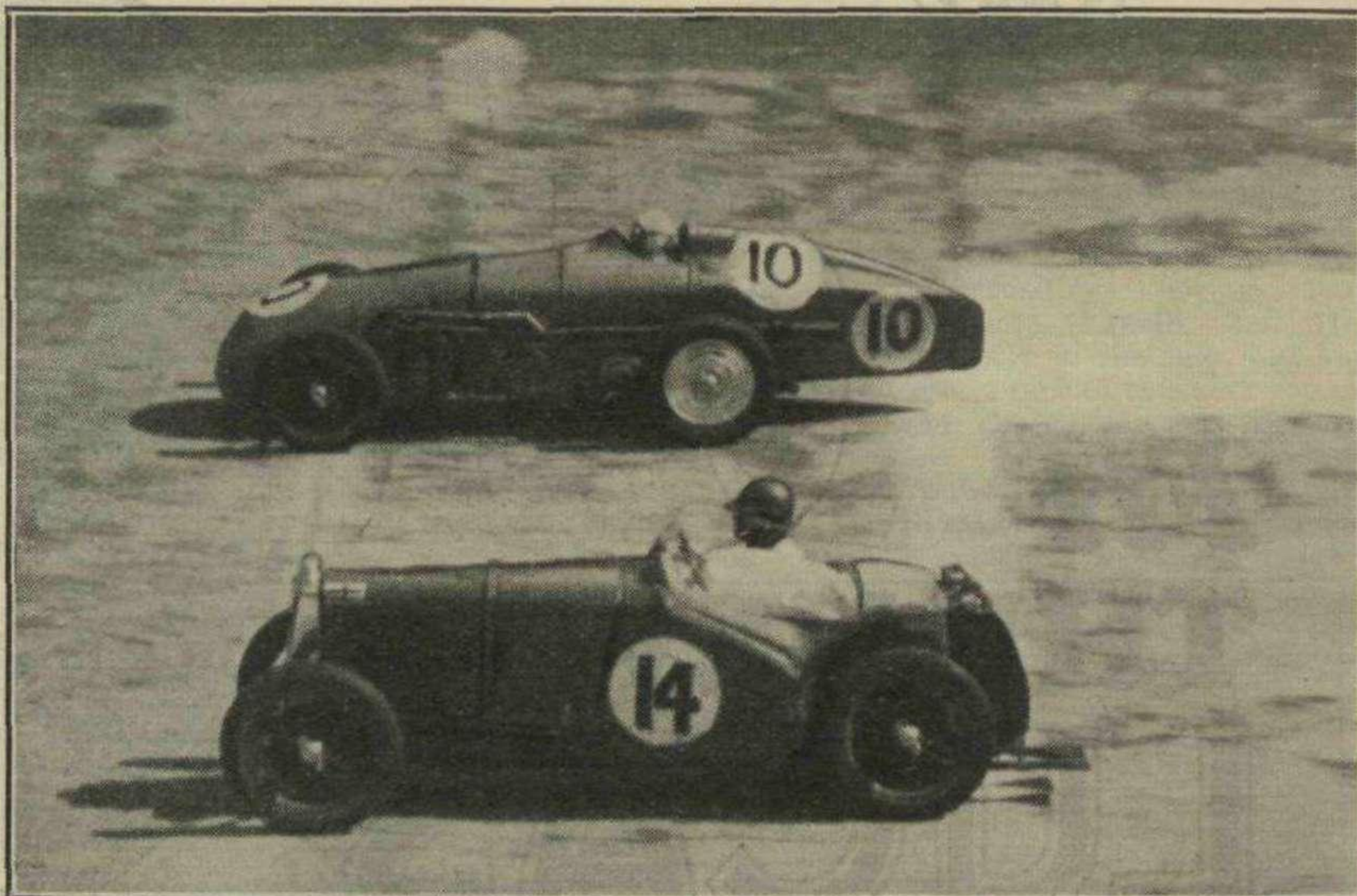
track. At 3 o'clock Dixon still led, now 3m. 54s. ahead of Hall, with Don 9m. 31s. behind, and Martin 8m. 16s. further back in 4th place. The field had thinned considerably, and soon after 4 o'clock a crop of retirements brought the number of cars on the track still lower. Cuthbert was the first to go, his blown Riley breaking a con-rod. Alan Hess was the next man out of it, his leaking radiator destroying all hope of the Magnas winning the team prize. Dobbs had already dropped out with engine trouble on his Riley. The greatest surprise came, however, when Dixon's Riley had to retire at 5.17 with a blown gasket. This was the worst possible luck, for at the time he had a clear lead, and was not being pressed by anyone.

This let that steady, consistent driver, E. R. Hall, into 1st place, and the race was as good as over. This stage of a race is always full of anxiety for people who have kept going, in spite of minor troubles, and who hope to get a place at all costs. But engines are tired after many hours hard work, and last minute retirements are inevitable. One of these was Laird and McEvoy on the McEvoy Special. These two had put up a really fine show, and they had everyone's sympathy when they had to retire at 4.40 with a broken cam-shaft drive. Don was another victim of this sort of thing. After driving the difficult 4.9 Bugatti for practically the whole 500 miles the car stopped at 4.45 with back axle trouble. A repetition of his bad luck in the International Trophy race. Evans and Letts went out next, with a broken blower-drive, after a run dogged by trouble.

Then a man walked out onto the track with a checkered flag. A green car hove in sight round the Fork. Yes, that's the winner, E. R. Hall on No. 22 M.G. Magnette, a magnificent victory on the part of both car and driver at 106.53 m.p.h. In the general confusion of repeated pit-stops, and change of drivers, E. R. Hall's single-handed, trouble-free run deserved the honours of the day. He got them, and

we congratulate him and his gallant Magnette.

But the race was sadly lacking in excitement at the end. Nearly half an hour passed before the second car crossed the line, the 'L' type M.G. Magna driven in



Two M.G.'s at speed. G. E. T. Eyston (Midget) passes G. W. J. H. Wright (Magna) on the home banking.

turn by C. E. C. Martin and L. F. Welch. Their car, too, had had a trouble-free run, and these two M.G.'s were the only cars in the race to have this distinction. Cyril Paul, Fotheringham, Yallop, Zanelli and D. A. Aldington, partnered by the Hon. P. Mitchell-Thompson continued to lap the now almost deserted track, all of them deserving praise for keeping going in rather depressing circumstances. Eventually they finished in that order.

RESULT.

1. E. R. Hall (1,087 c.c. M.G. Magnette, S.). Race time, 5h. 36m. 23s., net time, 4h. 42m. 3s., 106.53 m.p.h.
2. C. E. C. Martin and L. F. Welch (1,087 c.c.

M.G. Magna). Race time 6h. 4m. 57s., net time 5h. 25m. 44s., 92.24 m.p.h.

3. Cyril Paul and Philip Turner (1,089 c.c. Riley). Race time 6hr. 17m. 19s., net time 5h. 38m. 6s., 88.87 m.p.h.

4. T. S. Fotheringham (1,493 c.c. Bugatti, S.). Race time 6h. 21m. 25s., net time 5h. 18m. 4s., 95.50 m.p.h.

5. R. A. Yallop and E. Fronteras (1,087 c.c. M.G. Magnette, S.). Race time 6h. 24m. 21s., net time 5h. 30m. 3s., 91.05 m.p.h.

6. Juan Zanelli (2,336 c.c. Alfa-Romeo, S.). Race time 6h. 31m. 24s., net time 5h. 15m. 59s., 95.14 m.p.h.

7. Hon. P. Mitchell-Thompson and D. A. Aldington (1,496 c.c. Frazer Nash). Race time 6h. 32m. 17s., net time 5h. 37m. 59s., 88.88 m.p.h.

G. W. J. H. Wright and the Earl of March (1,087 c.c. M.G. Magna) failed by 35s. to finish within time allowed. Thus there was no team to qualify for the team prize.

THE CLASS WINNERS.

D (over 2,000 c.c. and under 3,000 c.c.).—Juan Zanelli, 2,336 c.c. Alfa Romeo, S.

F (over 1,100 c.c. and under 1,500 c.c.).—T. S. Fotheringham, 1,493 c.c. Bugatti, S.

G (over 750 c.c. and under 1,100 c.c.).—E. R. Hall, 1,087 c.c. M.G. Magnette, S.

The 1st three finishers all used Dunlop tyres.

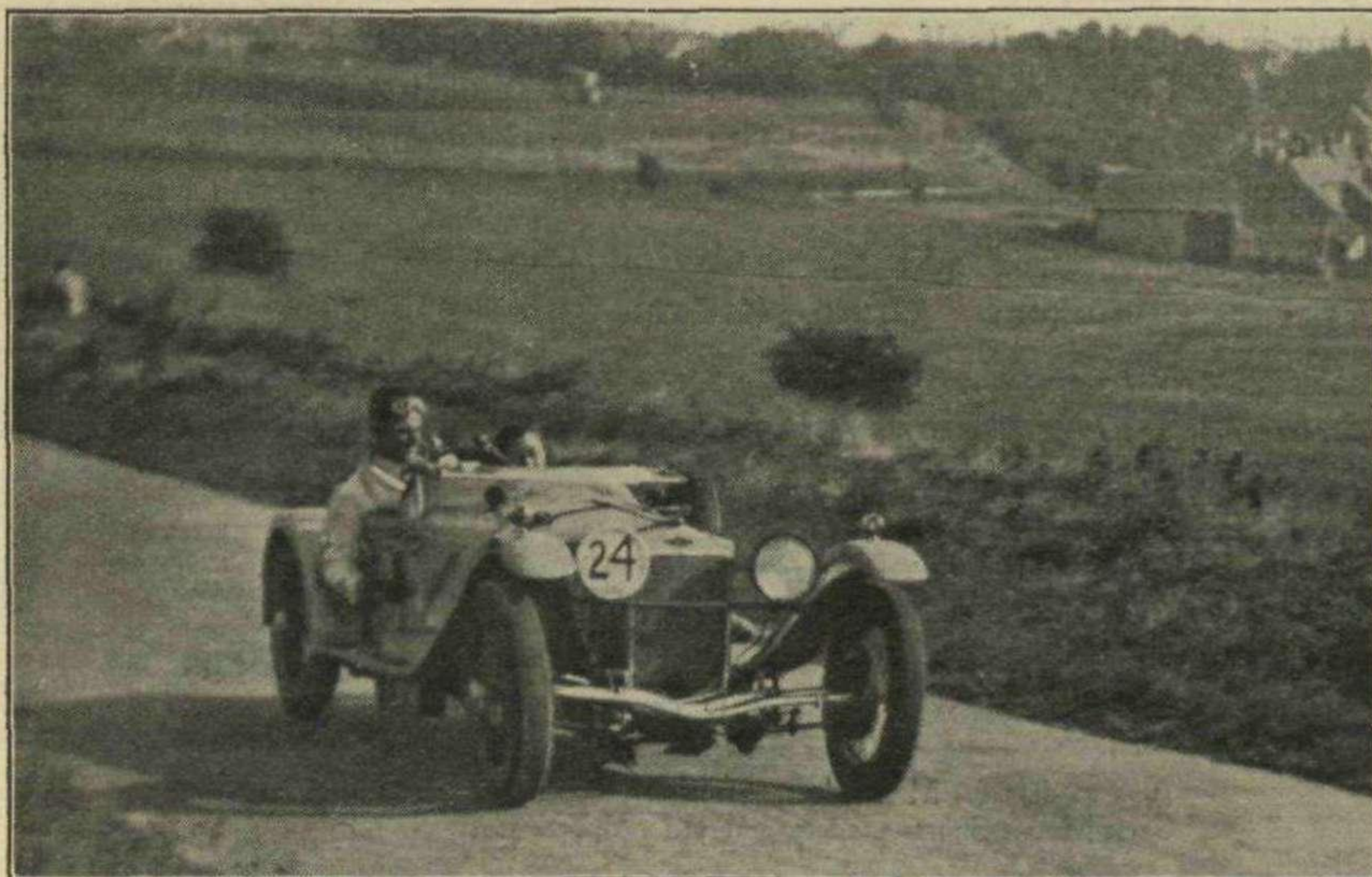
More Lewes Speeds Trials.

Successful Meeting in fine weather.

R. G. J. Nash makes fastest time.

IN spite of the fact that the M.C.C. High Speed Trials at Brooklands clashed with the speed trials held by the Kent & Sussex L.C.C. at Lewes, a very good entry was received for the latter event. Among the successful class winners were F. W. Bontor (Corsica Hornet Special), J. H. Freeman (M.G. Midget), R. R. Jackson (M.G. Magnette), J. Lemon Burton (Bugatti) and R. G. J. Nash (Anzani-Nash Special). A three-quarter head wind prevented Nash from getting nearer to his own record time for the course of 20 secs. than a time of 21 secs. Burton did well to record 22 secs., but his car unfortunately developed trouble after winning its first class. R. R. Jackson, with an M.G. Magnette, made third fastest time in 23.4 secs.

Full results will be found under the heading "Club News."



S. E. Cummings (Frazer-Nash) speeds up the Race Hill, Lewes.

Club News

M.G. CAR CLUB.

THE Abingdon to Abingdon Trial was run off on September 9th in ideal weather conditions. The first hill was Mill Lane, with its special restarting test, and this caused many people to lose marks straightaway. The best time of all was made by G. A. I. Forbes on a blown Magna. Nailsworth Ladder was not so fierce as was expected, but the rough surface shook people up considerably.

Immediately after lunch at the Bear Inn, Rodborough Common, came four hills in quick succession, Quarhouse, Blackness, Mutton and Iles Lane. Then came an acceleration and braking test, in which P. E. G. Lobb was the star performer. Finally competitors tackled the timed ascent of Battlescombe, where Forbes once again showed the speed of his K.3 Magna in making fastest time from K. D. Evans (J.2 Midget) and W. G. Everett (L. type Magna).

RESULTS.

M.G. Challenge Trophy (for the best performance by a member of the club driving an M.G. car).—G. A. I. Forbes (K.3 M.G. Magna).

Watkinson Cup (for the best performance by a member of a visiting club).—W. J. B. Richardson (Singer Nine Sports).

University Motors Trophy (for the best performance in a car of over 1,100 c.c.).—W. E. C. Watkinson (Wolseley Hornet).

P. J. Evans Cup (for the best performance in a car up to 1,100 c.c.).—W. G. Everett (L. type M.G. Magna).

Team Prize.—Singer Nine team: H. M. Avery, W. Porter and W. J. B. Richardson.

First-class Awards.—H. Hearn (J.2 M.G. Midget), H. M. Avery (Singer Nine), B. J. Webb (Singer Nine), W. Porter (Singer Nine), G. J. Rea (M.G. Midget), R. Tibbey (Singer Nine), P. E. G. Lobb (J.2 M.G. Midget).

Second-class Awards.—R. G. Macdermid (J.2 M.G. Midget), A. May (J.2 M.G. Midget), J. Shewell Cooper (J.2 M.G. Midget), A. Z. Watson (J.2 M.G. Midget), C. Threadgold (M.G. Mark I), F. A. Thatcher (Triumph Southern Cross), R. S. Norem (M.G. Magna), D. Maclean (M.G. Magna), K. D. Evans (J.2 M.G. Midget), Miss K. Tatham Warter (J.2 M.G. Midget), J. H. Cheaney (J.2 M.G. Midget), J. S. Robertson (J.2 M.G. Midget), F. B. Hawley (J.2 M.G. Midget), A. E. Cleghorn (M.G. Magna), J. E. de Blaquiére (Austin Seven).

BERKHAMPSTEAD & DISTRICT M.C.

On September 3rd the Club held some speed trials at Dancer's End, near Tring. Fastest time of the day was made by the irrepressible John Bolster with the Bolster Special, his time being 25 1/5secs. To complete the family triumph Dick Bolster proceeded to take second place with his G.N. in 26 4/5 secs. The rest of the class winners were R. Sparrow (driving C. H. Masters' M.G. Midget), 31 2/5 secs.,

E. Jeffcoat (M.G. Midget), 33 4/5 secs., T. Bushell-King (Frazer Nash), 31 secs., C. King (M.G. Midget), 30 2/5 secs., J. Freeman (blown M.G. Midget), 27 1/5 secs.

KENT & SUSSEX L.C.C.

The results of the Speed Trials on the Race Hill, Lewes, on September 9th, were as follows. A report of the event appears on another page.

Wolseley Hornets: 1, F. W. Bontor, 30.8 secs.; 2, J. H. Boasley, 32 secs. **1,100 c.c. Super-Sports**: 1, J. H. Freeman (M.G. Midget), 27.8 secs. **1,500 c.c. Standard Sports**: 1, F. W. Bontor (Wolseley Special), 30.8 secs.; 2, S. E. Cummings (Frazer-Nash), 31.4 secs.

1,500 c.c. Super-Sports: 1, R. R. Jackson (M.G. Magnette), 25.8 secs.; 2, J. H. Freeman (M.G. Midget), 27.4 secs.; 3, F. S. Hutchens (Wolseley Special), 29.8 secs.

Unlimited Super-Sports: 1, R. R. Jackson (M.G. Magnette), 24.2 secs.; 2, Denis Conan Doyle (Mercedes-Benz), 27.6secs.; 3, R. J. B. Seaman (Bugatti), 28.2 secs.

1,100 c.c. racing: 1, R. R. Jackson (M.G. Magnette), 23.4 secs.; 2, G. P. Harvey Noble (Salmson), 24.8 secs.

1,500 c.c. racing: 1, J. Lemon Burton (Bugatti), 22 secs.; 2, R. G. J. Nash (Anzani-Nash Special), 22.2 secs.; 3, G. P. Harvey Noble (Salmson), 24.4 secs.

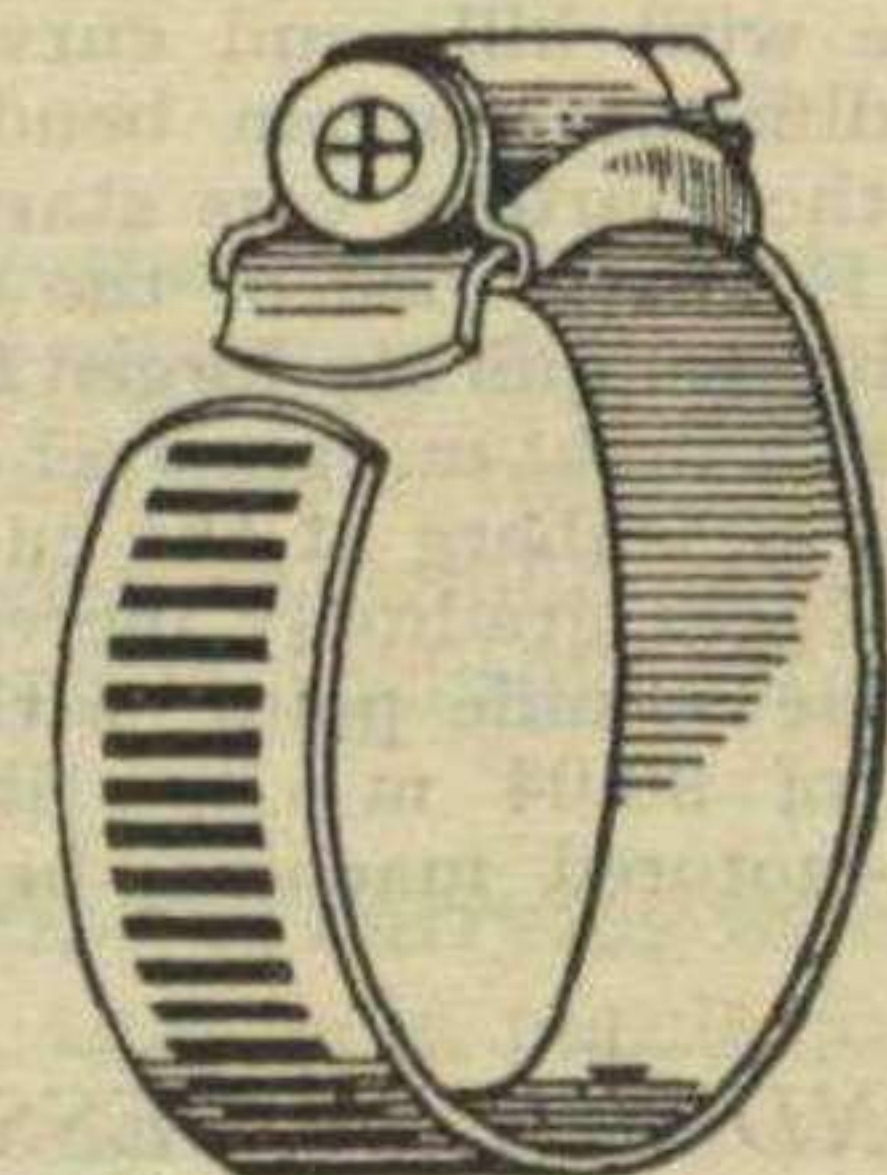
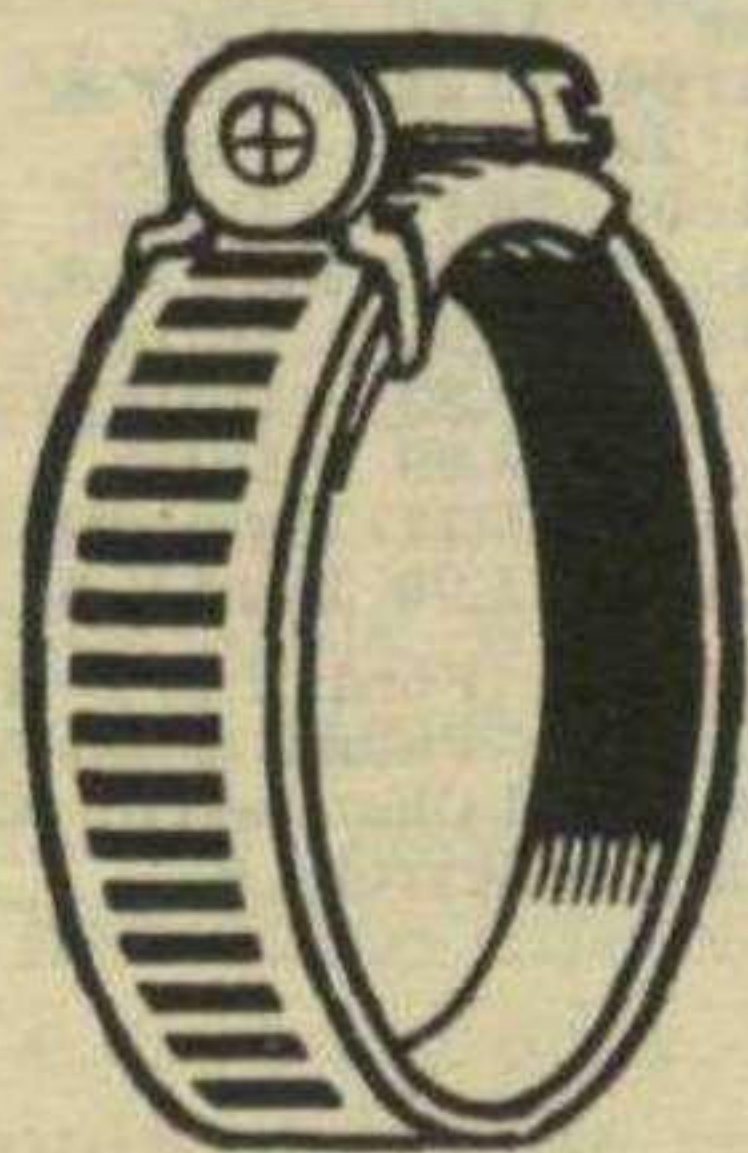
Unlimited racing: 1, R. G. J. Nash (Anzani-Nash Special), 21.2 secs.; 2, Mrs. K. Petre (Bugatti), 30 secs.

Handicap class: 1, R. G. J. Nash (Anzani-Nash Special), 21 secs.; 2, S. E. Cummings (Frazer-Nash), 21.4 secs.; 3, S. Bowman (Riley), 23.6 secs.

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NEWS FROM THE U.S.A.

The Elgin and Weidenhoff Races.

PHIL. "RED" SHAFER and Fred Frame shared the victory honours at the revival of the famed Elgin Trophy Road Races in Elgin, Illinois, on August 26th, the first strictly road racing event held in the United States in 13 years. An enthusiastic crowd of 29,000 cheered the return of this popular form of motor racing, assuring the annual running of this event, once an outstanding feature of the national racing calendar.

The Elgin Trophy was held in the afternoon of August 26th, and brought together a field of 14 machines, featuring six strictly race cars, five semi-stock cars, and three wholly stock entries. The Elgin

By our American Correspondent

T. MERIWETHER-SMITH.

mined bid for first place shortly after, and flashed into the lead when Evans' car spun on the Udina curve, and stalled. Frame moved into second position, with Gene Hauste in fourth, in a Hudson-motored job.

The fastest time registered during the first 100 miles was accredited to Fred Frame in a measured quarter-mile distance past the grandstands. His sleek racing machine touched 135.4 m.p.h. Shafer showed a speed of 133.4, while Evans's

immediately returned to the race at a faster clip. Shafer also spun off the course at the same time, but was back on the road in an instant.

Frame, over-eager in his desire to catch Shafer, skidded on the curve at Udina two laps later, and crashed into a light wood fence without damage. The move almost cost him second position in the race, as Rose was closing fast in his Studebaker-motored Russell Special.

Shafer's final average was 88.34 m.p.h., and the fastest lap in the race was turned by Shafer, also, at 93.20, smashing both the race and lap records established by Ralph DePalma in 1920 in a Ballot Special.

ELGIN TROPHY RACE STATISTICS.

Driver	Time	Ave.	Car
1. Phil Shafer	2:18:07	88.34	Buick 8
2. Fred Frame	2:22:06	85.86	Miller-Duesenberg 8
3. Maurice Rose	2:22:60	85.60	Studebaker 8
4. Gene Hauste in	flagged	79.64	Hudson 8
5. John Sawyer	flagged	76.87	Ford V-8.
6. Dave Evans	flagged	76.59	Studebaker 8.
7. Lou Moore & Luther Johnson	flagged	72.27	Studebaker 8.

Fred Frame won the stock-car Weidenhoff Trophy race of 205 miles, leading at the start, but giving way to Jack Petticord for a short distance. Both were driving Ford V-8 machines. Frame made only one stop, that for refueling, and drove a race that was considered near perfect by experts in attendance. Lou Moore raced to second honours in another Ford V-8, with the next five cars crossing the finishing tape being Ford V-8's, also. Bill Cummings was 8th in a Plymouth.

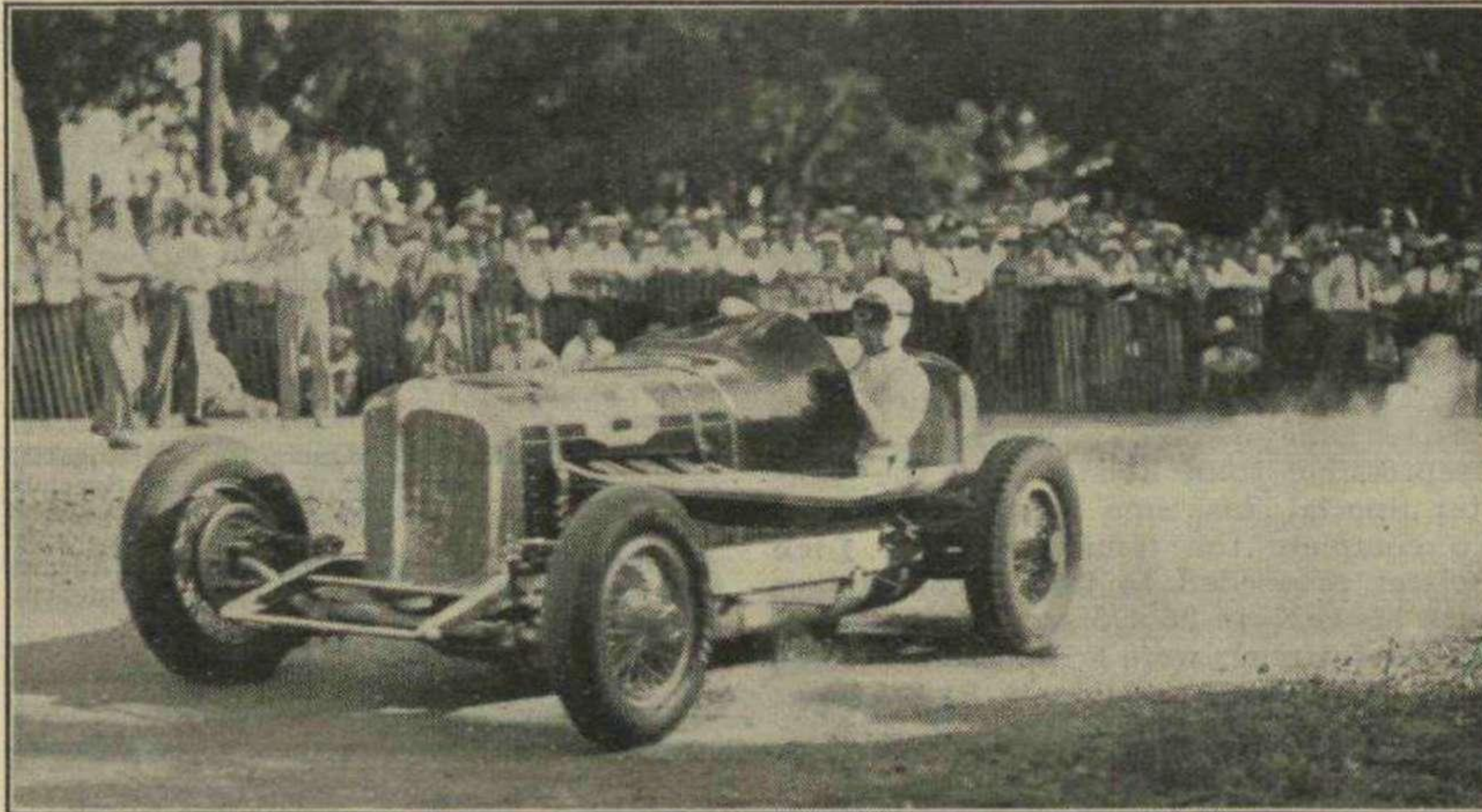
This race was won at an average of 80.22 m.p.h., and Frame showed the fastest lap at 81.80 miles per hour, a remarkable tribute to the speed and stamina of the Ford cars.

There were no serious accidents in either race.

WEIDENHOFF TROPHY RACE STATISTICS.

Driver	Time	Ave.	Car
1. Fred Frame	2:32:06	80.22	Ford V-8.
2. Lou Moore	2:33:20	79.57	Ditto.
3. Jack Petticord	2:36:05	78.17	Ditto.
Gene Hauste in	2:36:14	78.08	Ford V-8.
Frank Brisko	2:36:28	77.98	Ditto.
R. Snowberger	2:35:47	77.82	Ditto.
Wm. Cantlon	2:38:41	76.89	Ditto.
Bill Cummings	2:42:27	75.11	Plymouth
Harry Hunt	flagged	75.09	Ford V-8.

Forced out: Dave Evans (Ford V-8); H. M. Lewis (Dodge 6); Ralph De Palma (Ford V-8); Wilbur Shaw (Ford V-8); Ted Chamberlain (Chevrolet 6) & and Sam Palmer (Chevrolet 6).



Phil Shafer (Buick Special) winner of the Elgin Trophy road-race in the U.S.A.

course is 8 miles, 2,499 feet, and the distance of the race was slashed to 203 miles, or 24 laps, a few days before the event. The course has three types of surfaces: concrete, tar paving and dirt. It is replete with hills and curves, and four very difficult hair-pin bends.

As the fourteen cars started the race, Dave Evans in one of the factory team Studebakers quickly forged into the lead, and had a slight margin over Fred Frame's Miller-Duesenberg at the end of the first lap. Evans gradually increased his lead until the 50-mile point, with an average speed of 90.04 m.p.h. Shafer, in his Buick-motored machine, began a deter-

Studebaker was clocked at 135-even.

Shafer continued to lead the way, and at 150-miles was averaging 89.41 m.p.h., with Frame hanging tenaciously on about three miles back. Frame brought the spectators cheering to their feet with only five laps to go when he suddenly threw caution to the winds, in an effort to overtake the flying Shafer.

On the hairpin curve at the south-east end of the course, Frame drew even with Shafer, but lost control of his car, smashing into the bales of hay at the edge of the course, and losing several seconds in working the machine out again. The rear of the car was badly smashed, but Frame

ROUND THE ACCESSORY GALLERY AT THE SHOW—continued from page 591.

Perfect carburation gives fierce acceleration, and this in turn requires adequate brakes to counterbalance it. The firm of Ferodo is undoubtedly the most renowned manufacturers of brake linings, which are sufficient guarantee for most of us that all is well with this department of our cars. Incidentally some interesting facts about braking can be gleaned from the Ferodo booklet "You Step on the Brakes—and What Happens?"

There is no doubt that accessories add greatly to the enjoyment of motoring. For this reason no sports car owner should leave the Motor Show without first making a point of inspecting the stand of Frank Ashby & Sons, Ltd., The "Brooklands"

sports equipment manufactured by this Birmingham firm is already well known to all enthusiasts, and as new accessories are constantly being added to their already full range, a visit to their stand is well worth while. The "Brooklands" steering wheel will be seen on many cars at the Show as standard, but information as to fitting it to any car will be available on the stand. In addition, radiator and headlamp stoneguards, remote-control gear levers, wheel-hammers, special plug spanners and hub-caps will all be on show.

Electrical equipment is of paramount importance as a reliability factor in motoring. Joseph Lucas, Ltd., are not only by far the largest suppliers of normal

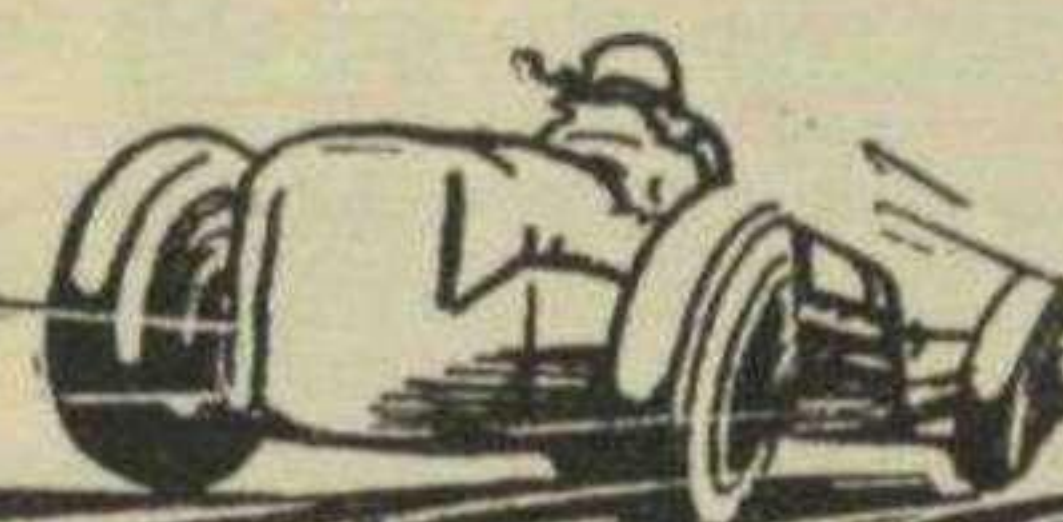
equipment in this country, but also this old-established firm has a remarkably fine range of special sports equipment such as the "P" series of powerful headlamps, Luvax hand controlled shock absorbers, and headlamp stoneguards.

Finally, most motorists who take keen interest in their cars' performance on the road will have felt the necessity of having a really reliable speedometer. The firms of S. Smith & Sons (M.A.) Ltd., and A. T. Speedometers are both renowned for their products of this nature. Incidentally, the A.T. Speedometer is standardised on the Rolls-Royce. Verb. sap. Smith's stand will also contain a wide assortment of clocks, rev. counters and oil and petrol gauges.

Rumblings



BOANERGES



Lap-Scoring in the T.T.

THE Ulster race rarely fails to produce a good finish, though as in most handicap races, only the mathematical wizards who record the laps of every car on a numbered chart can tell how things are going in the intermediate stages of the race. This year it even contrived to defeat the experts of the R.A.C., and the press information lagged considerably at one period of the race. In the Irish Grand Prix races an ingenious score-board with climbing numbers used to record the progress of the cars and Mr. Ball of the Southport Club has evolved a similar device for showing the progress of the 50 and 100 mile races. Unfortunately at the Ards circuit the score-board is situated on a slope and the extra height of the lap-recording mechanism would make the upper numbers difficult to reach and read.

Round the Course.

Pit-work of course decided the winner of the race, and Hamilton's delay of over seven minutes was a handicap which the most inspired driving could not overcome. Hugh McConnell, better known as a Brooklands scrutineer, was Nuvolari's chef d'équipe, and maintained an efficient liason between the driver, who spoke Italian, and everyone else, who didn't.

Of the big cars which finished, Rose-Richards' Alfa lost some time with a petrol pipe which came adrift, while Lord Howe's car was unaccountably slow, being comfortably passed by Nuvolari on the straight. Lord Howe had some interesting things to say about the new 1,100 c.c. 4-cylinder Maseratis which are very fast. They only weigh 8½ cwt., so the Magnettes next year will have some worthy opposition on the Continent.

After the Race.

The prizes were presented at the Plaza Ballroom by the Duke of Abercorn, Governor of Northern Ireland before a gathering of pretty women (very) and handsome men (fairly). Nuvolari was given a great reception and replied suitably in Italian. Freddy Dixon, who was disqualified owing to trouble with his exhaust system, had everyone's sympathy, and Sir William Morris put it into practical form by presenting a further £100 as a consolation prize. I thought it was a pity that the reason for disqualification was not announced at the

prize-giving. One got the impression that instead of a trivial fault which the driver had done his best to remedy, some deliberate breach of the regulations had been committed.

The Future of the T.T.

The people of Northern Ireland are as keen as ever on their race, and I learnt from a prominent public official who has a great deal to do with the public and police facilities that make it possible to organise the T.T., that another race would take place next year. He told me that the R.A.C. had been offered the use of the roads even up to 24 hours if they thought that this form of race would be popular.

The charm of the T.T. to most people lies in the fact that it is not too long for sustained interest, and it seems doubtful that the organising club would contemplate a night and day race. Apart from that, a damp September night spent in the open at the Ards circuit would be a very different proposition from the perfect conditions which usually prevail for the Le Mans race.

Donington News.

The season is drawing to a successful close but one of the few good things left is the last meeting this year at Donington. Apart from the normal short races, a ten or fifteen lap event will be staged in which several prominent drivers, new to the circuit, including Rose-Richards and Whitcroft, will take part.

I am glad to hear that the question of carrying mechanics has been under review, and that new regulations anent passing are to be shortly issued. Fatalities must be avoided at all costs, and dropping the mechanic seems to be the obvious way to begin.

The Hour Record. . . .

That hectic record, the World's Hour, held by the deeply lamented Count Czaikowski, is likely to be attacked early in October by Tazio Nuvolari. When you come to think of it, it is rather strange that Nuvolari, acknowledged to be the world's champion racing driver, does not hold a single World's or Class record. Monthéry is to be the scene of his attempt, and the car will be the single seater 3 litre Maserati with which he has been so successful this year.

RUMBLINGS—continued.

. . . And the 24 Hours.

The 24 Hours Record is at the time of writing held unofficially by Jenkins' Pierce-Arrow at 117 m.p.h. Confirmation of this figure will no doubt be shortly forthcoming. Before Borzacchini's untimely death at Monza it had been planned to launch an attack on the record with a Maserati, to be driven in turn by Borzacchini and Nuvolari. Miramas was mentioned as the location, but did not seem too suitable to me because of its heavy wear on tyres.

Straight's Record.

I am full of admiration for Whitney Straight's performance at Mont Ventoux. Caracciola's previous record with a monoposto Alfa was considered by such a competent judge as Philippe Etancelin to be unbeatable. And yet Straight coolly chips off 40 seconds! Perfectly astounding.

The Monza Catastrophe.

The appalling accidents at Monza resulting in the deaths of Campari, Borzacchini and Count Czaikowski have cast a definite gloom over us all this month. I personally first heard of the accident on the wireless, and could hardly believe it was true. One felt that some mistake must have been made somewhere.

And of course there was a mistake. When Moll reported his own terrifying skid on the oily track the second heat should have been held up until an expert committee had seen that the oil had been properly removed. A fatal omission, which cost the lives of two of Italy's three leading drivers, through no error of judgment of their own, and that charming sportsman, Count Czaikowski.

"Shellway."

Visitors to Brooklands for the first time must be very impressed by the pleasant appearance of the new road to the Paddock from the entrance gates. Now I notice that this fir-lined avenue with its bridge has been reserved by the Shell people and in future it will be called "Shellway."

Well Done, Hall!

E. R. Hall's victory in the "500" marks the first big reward for a long and fine career in motor-racing. I remember Hall years ago at Shelsley making rapid climbs on 30/98 Vauxhalls. Then he turned to 4½ litre Bentleys — he came in second with Dr. Benjafield in the "500" of 1930. In the same race in 1931 he was third with a Midget, averaging 92 m.p.h. single handed, and since then he has been a consistent M.G. performer.

This year opened well with a "second" in the International Trophy with his Mulette, and now comes the long awaited "first" in the "500" last month.

No one could have been a more popular winner.

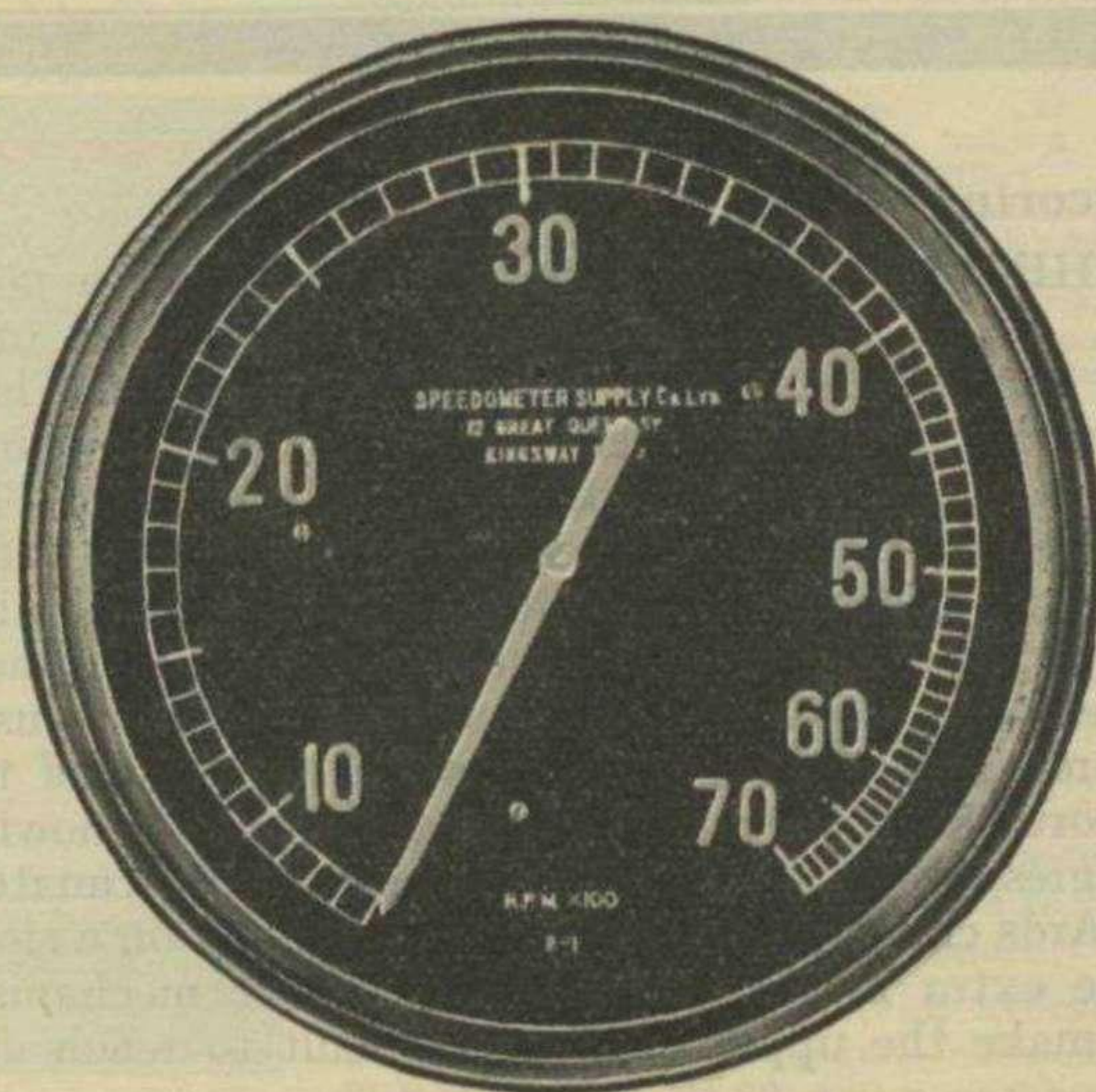
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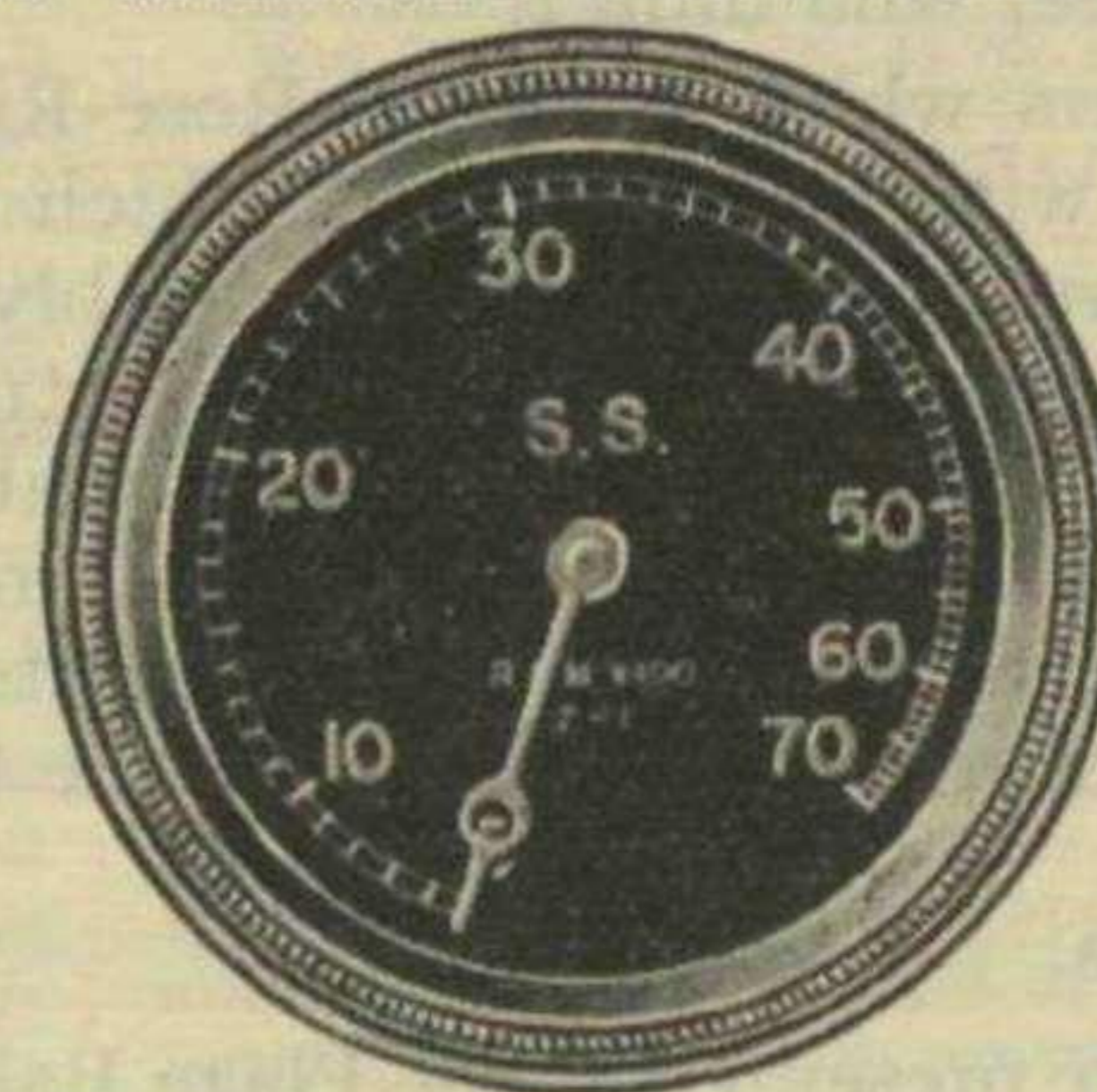
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THE ULSTER T.T. RACE.

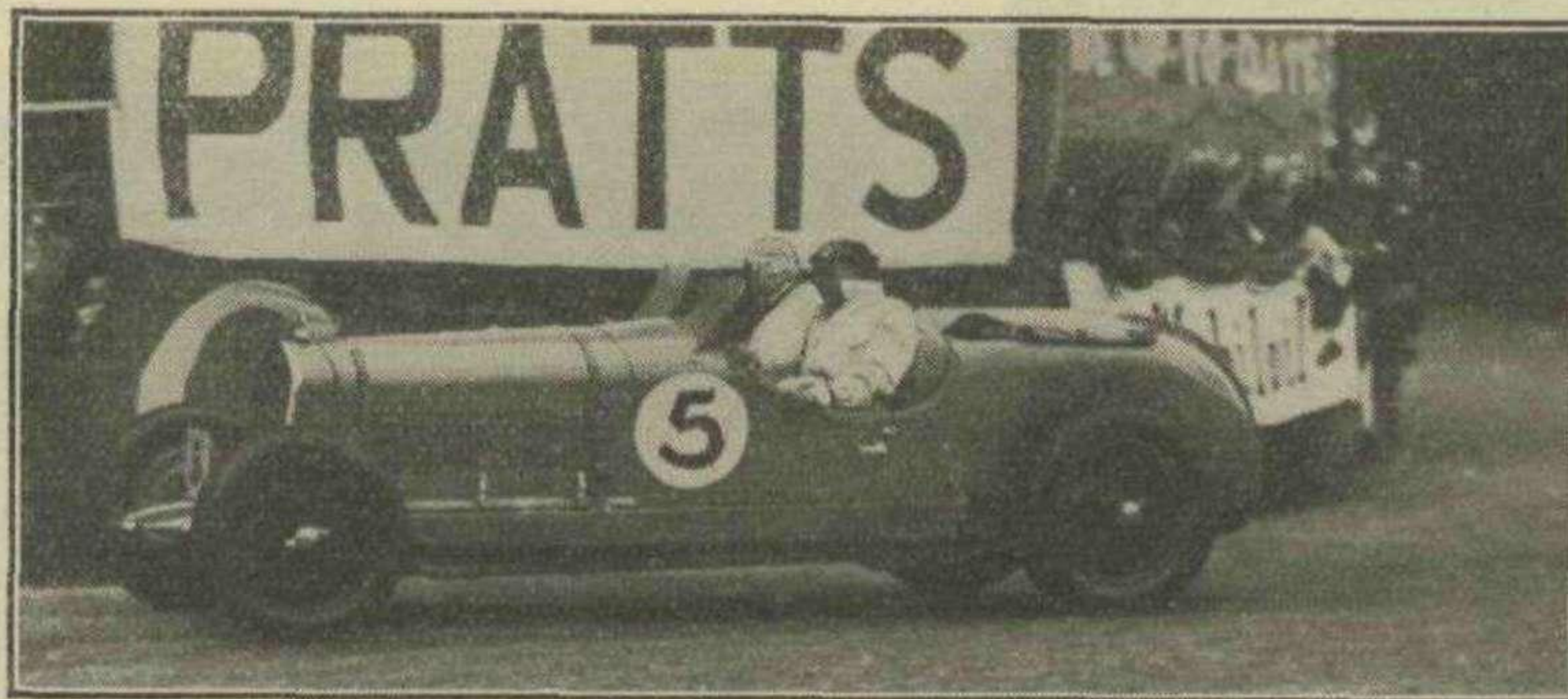
Many Records Broken in Hard-fought Contest. Nine Finishers at over 72 m.p.h. Won by Nuvolari on M.G. Magnette.

WITH an entry list of only 31, which was certain to be decreased by last minute withdrawals, the chances of an interesting contest in Britain's only road-race seemed rather remote. The distance which the scratch cars had to cover was increased from 30 to 35 laps, or 478 miles, and judging from last year's results this alone might have been expected to eliminate a good number of limping finishers. Happily the cars on the whole showed surprising stamina and the handicapping was well done, so that the issue was in doubt right up to the end of the race.

The largest cars in the race were the two Invictas driven by Lace and Field, who had taken the place of the Portuguese driver Sameiro. Then came three 2.3 Alfa Romeos, Noel Rees's car driven by the Hon. Brian Lewis, Lord Howe in the car which he was to have driven at Le Mans, and Rose-Richards who was handling one entered by F. Abecassis, the Portuguese Alfa Romeo agent. This car was the one driven at Le Mans by Chiron and Chinetti. The parts damaged in the crash had been repaired, but the engine was untouched from the 24 hour race.

In the smallest class were eight supercharged M.G. Midgets, the most dangerous being Hamilton's and Crabtrees entries. Other entrants were Hailwood, Fontes, Simister, Attwood, Ford, and Mansell. A Sullivan Special, which was a supercharged Morris Minor with a self-changing gearbox, completed the list, 24 cars in all.

cushion and a high-backed seat to bring him into his characteristic upright driving position. He soon got used to his new mount and started lapping quickly. The surface of Ulster course which is famous for its non-skid qualities seemed to be rather over-done this year, as the tyres of the Magnette were smooth in two laps.



T. E. Rose-Richards (Alfa-Romeo) at Dundonald. He finished third.

Fine weather prevailed during the practises, and fast times were put up by the Hon. Brian Lewis, T. E. Rose-Richards

The course was well swept before the race, however, and nearly all the cars got through with one change, a fine tribute to the wearing qualities of Dunlop.



Also at Dundonald. G. F. Manby-Colegrave with his M.G. Magnette.

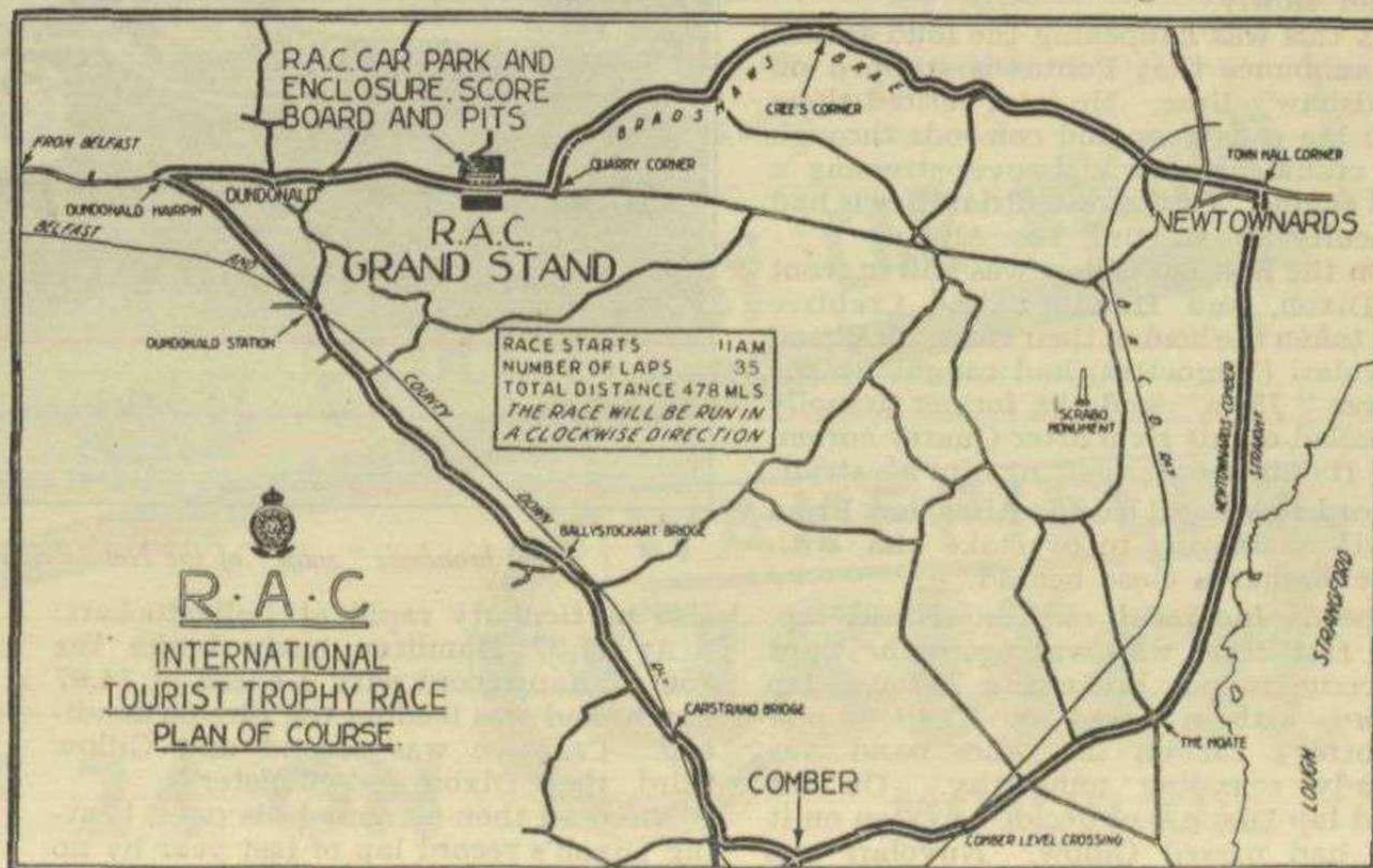
In the 1,500 c.c. class there was a front-drive Alvis entered by "V. Karachi," but illness prevented him from driving. This left the team of six-cylinder Rileys, driven by Eyston, Whitcroft, Staniland and McClure in possession of the class. The cars differed from last year's entry in several respects. Four carburetors were used, and a roller bearing replaced the white-metal centre main. The engine was set far back in the chassis, and great pains had been taken to reduce weight. The back of the body was a huge barrel-shaped petrol tank against which the spare wheel fitted, rather like some of the Le Mans Bentleys. A good deal of trouble was experienced with these tanks during the practises, and a complete new set of heavier gauge metal had to be rushed through before the race.

Two 1,100 c.c. Rileys were entered by Gillow and had as rival the redoubtable Freddy Dixon. A last minute surprize was the appearance of the great Nuvolari driving Straight's Magnette, with Hall as his most dangerous rival. Manby Colegrave and Yallop were mounted on similar cars while Horton's absence through indisposition was to be regretted.

and F. W. Dixon. Nuvolari sat in a Magnette for the first time in his life on Wednesday and insisted on a high seat-

The practises were unfortunately marred by the accident to G. H. S. Balmain, driving an unsupercharged M.G. Midget. He took Ballystockart Bridge too fast, the car hit the kerb and turned over. The driver was not injured but the mechanic, W. E. Dunkley, was killed.

Rain was falling some hours before the race, but it had stopped by ten o'clock. Half-a-million people were said to have watched the race, but the efficiency of the traffic arrangements were such that there was no difficulty in reaching the course. The cars were drawn up in front of the pits and drivers and pit managers were discussing last minute plans or arranging with their friendly rivals for the maximum of separation in order to give the members of the various groups a chance of a good start. Lord Howe shrugs his shoulders



THE ULSTER T.T. RACE—continued.

at the mention of tyres, Whitcroft secures a sprig of white heather on his Riley, and Crabtree tries out the aeroplane speaking tube by which his passenger can communicate with him.

There is a stir at the arrival of the Duke of Abercorn, Governor of Northern Ireland, and Mr. Ramsey McDonald, then

picking up places in splendid style and was close behind Hamilton, Lord Howe had stopped behind the other two Alfas.

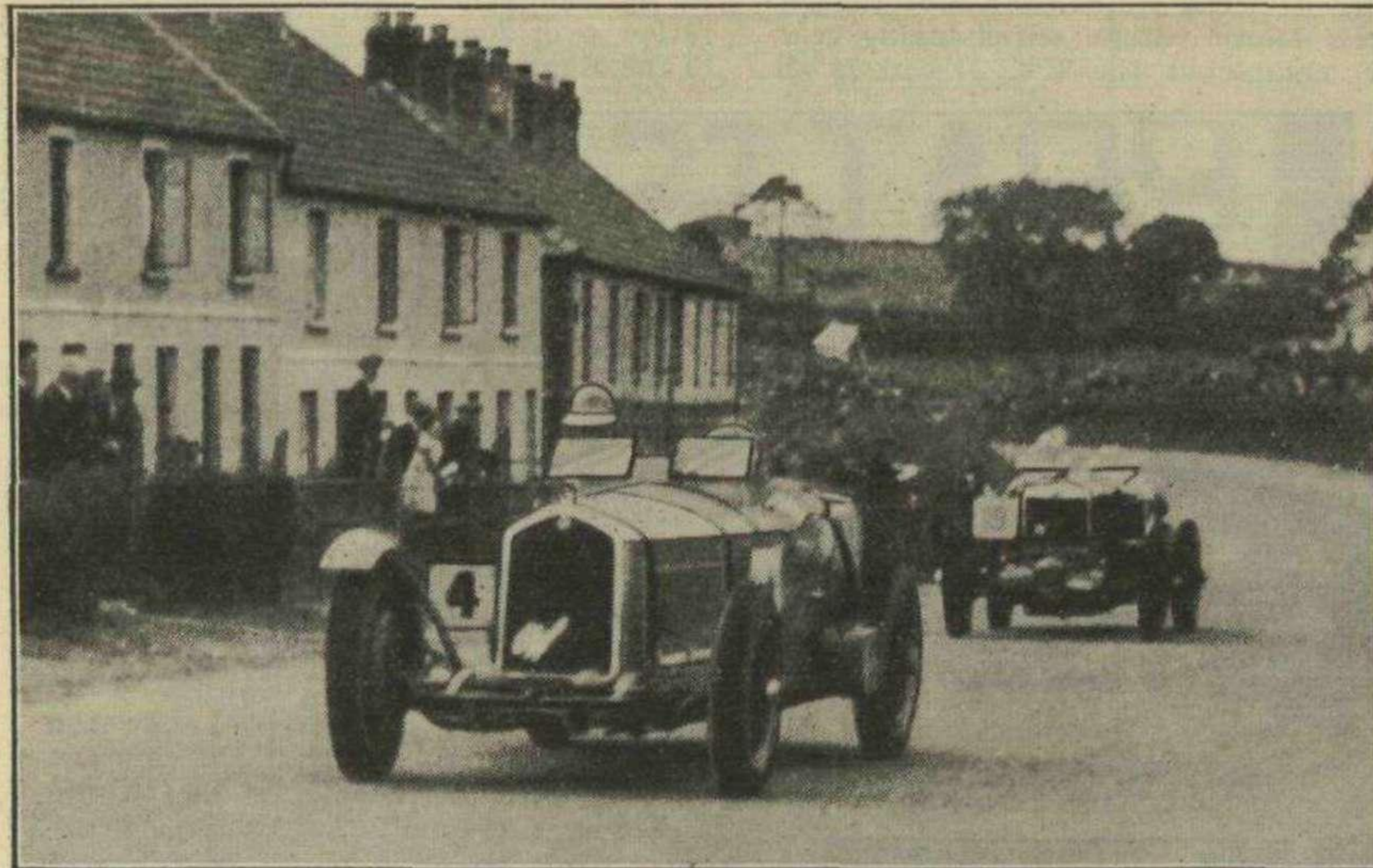
Cornering was reported very fast all round the course. At Quarry Corner Dixon, Hamilton and Nuvolari were neat, also Lord Howe. Gillow who met his Waterloo there two years ago grazed the

less than 7 seconds, making his speed 77.69 m.p.h. His speed continued to increase, his lap time dropping by 4 seconds to 10 min. 29 secs. after an hour's running. By dint of this speed he pulled up into second place behind Hamilton. Dixon was third, then Simister (M.G.) Gillow (Riley) and Brian Lewis. Crabtree after a pit-stop had fallen right back.

Newtownards and Comber were constantly reporting hair-raising skids and Gillow shot up onto the footpath at Dundonald. The first serious incident was reported from the Moate, a fast bend at the end of the Newtownards straight. Simister shot into first one ditch and then the other, his car leapt into the air, landed on the radiator and finally back onto its wheels then modestly retired into a field. The driver and mechanic were miraculously almost unhurt.

Pit stops so far had been few. Sullivan had trouble with his carburation and Whitcroft (Riley) adjusted shock absorbers. The most serious stop was that of Field (Invicta) whose car had been misfiring almost from the start. He twice changed plugs, checked over carburettors and petrol connections and finally retired with supposed piston trouble. Lace, driving the other Invicta, was driving smoothly and well and had the satisfaction of beating by 1 second the class record put up by the late Sir Henry Birkin on a Bentley, lapping in 10 min. 41 sec. or 76.72 m.p.h.

The four six-cylinder Rileys were running consistently and did not display that unsteadiness on corners which had been observed in practise. Possibly the heavier tanks were keeping their tails down. Staniland was well ahead of the rest of the team and put up a lap of 11 min. 1 sec. or 74.39 m.p.h.



Earl Howe's Alfa-Romeo was not in form. He is here seen leading E. R. Hall (M.G. Magnette).

the cars are moved to their starting positions and the engines are stopped. The drivers and mechanics sit in the cars awaiting the starting signal. The first group is the 1,100 c.c. unsupercharged cars and in front of them Ebby raises his "national flag." Sharp at eleven o'clock it drops and the 1933 T.T. has begun.

Gillow and Baird are first away, and Freddy Dixon afterwards, looking very cheerful. The second group, M.G. Midgets, start 13 seconds later led by Crabtree, Forster and Mansell. 1,500 c.c. Rileys and Magnostes are dispatched together led by Eyston and Whitcroft and Nuvolari fourth. Staniland got away rather slowly.

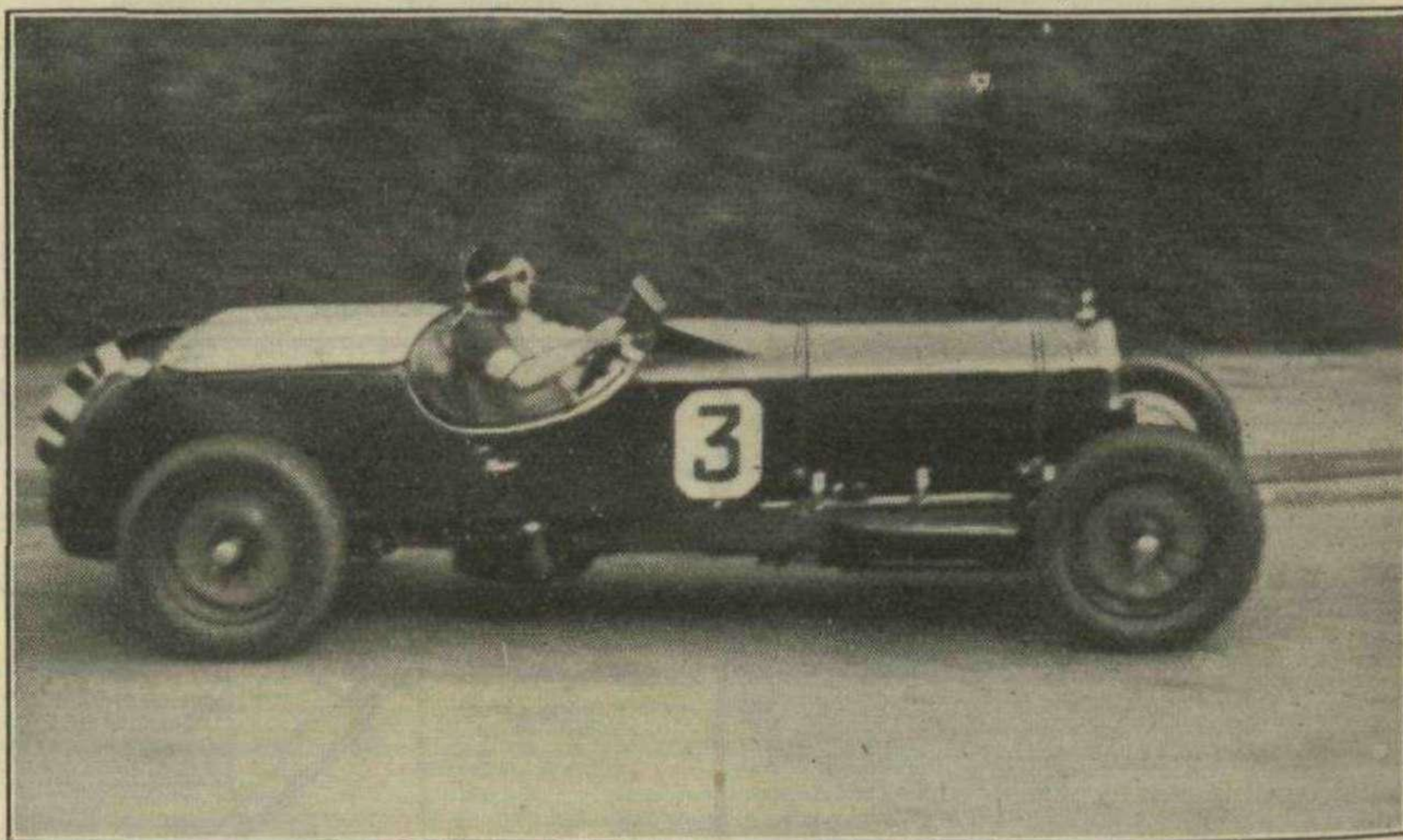
As this was happening the loud speakers announce that Fontes is stopped on Bradshaw's Brae. He later retired there with big ends gone and con-rods through the crank-case, through over-stressing a cold engine. Of the rest, Brian Lewis had difficulty in starting his Alfa.

On the first lap Gillow was still in front of Dixon, and Hamilton and Crabtree had taken the lead of their class. Hall and Nuvolari (Magnostes) had caught up the slower "750's," and the former actually signalled on his rival after Quarry corner. The Italian ace was getting into his stride.

Lord Howe still led the Alfas, but Brian Lewis was trying to overtake him, with Rose Richards close behind.

Speeds increased on the second lap, and Hamilton, who was again the third to come round, broke the 750 c.c. lap record with a speed of 73.18 m.p.h. Crabtree's car on the other hand was already sounding unhealthy. On his third lap Dixon had decided to step on it and had passed Gillow. Nuvolari was

grass bank each time, while Brian Lewis and Rose-Richards were exciting during the first few laps. Dixon on Glen Hill had a peculiar style, seeming to be able to stay in the middle of the road on the corners, while Nuvolari took them closely with an equal reluctance to slow down. These two were



A broadside "snap" of the Hon. Brian Lewis at speed on his Alfa-Romeo. [Motor Sport photographs]

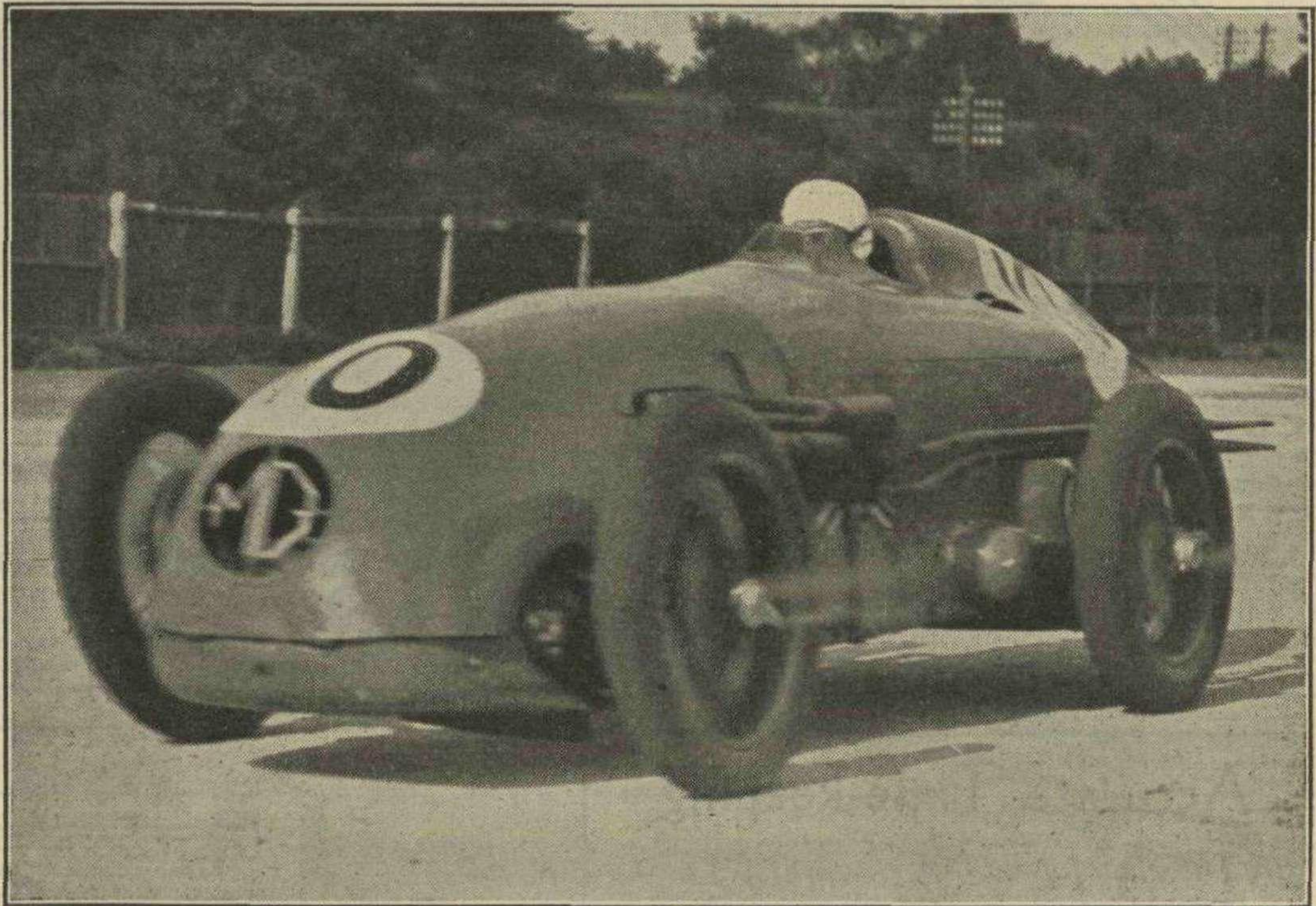
also particularly rapid at Ballystockart.

At 11.37 Hamilton again broke the 750 c.c. lap record with a speed of 74.97 m.p.h. and was leading the race on handicap. Crabtree was second and Gillow third, then Dixon and Simister.

Nuvolari then increased his pace, beating Dixon's record lap of last year by no

A handicap race is always difficult to follow even for those mathematical wizards who keep a chart of each car as it passes. It was made no simpler by the fact that the laps shown on the score board were actually those which the cars were beginning. For some obscure reason Nuvolari was shown at 12.30 to have

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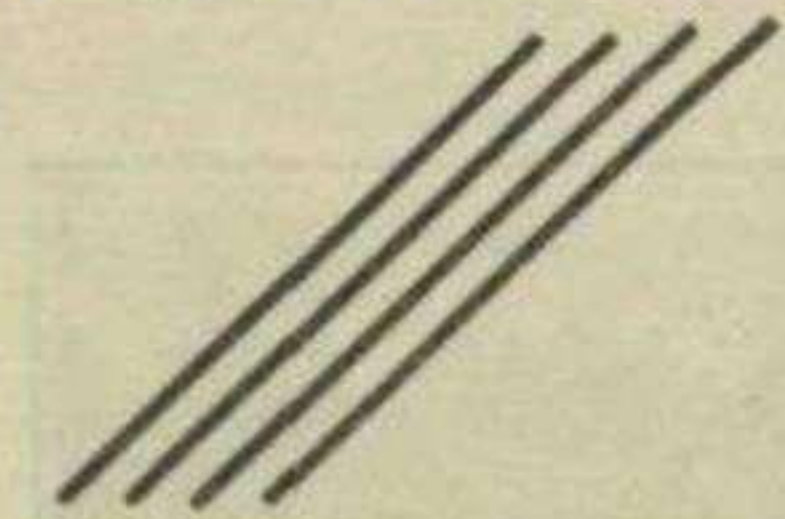
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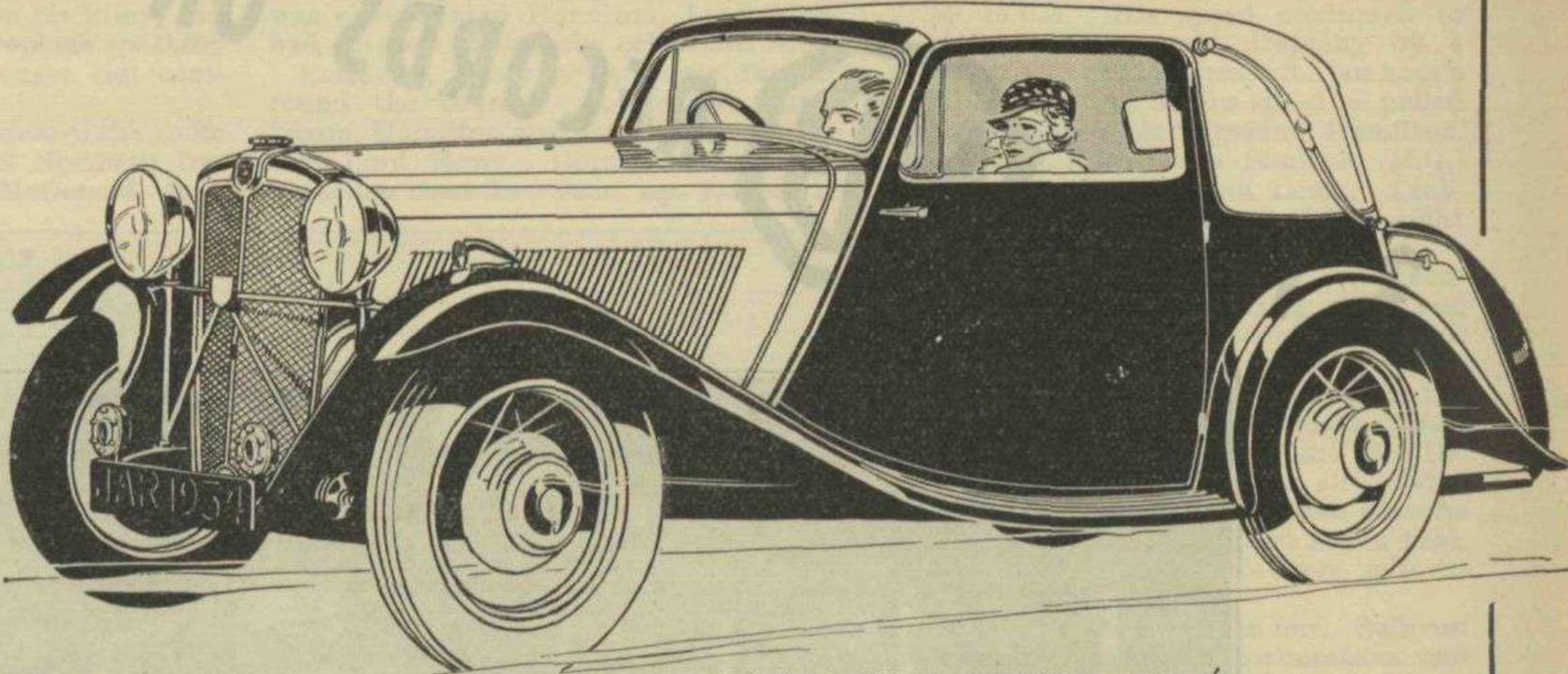
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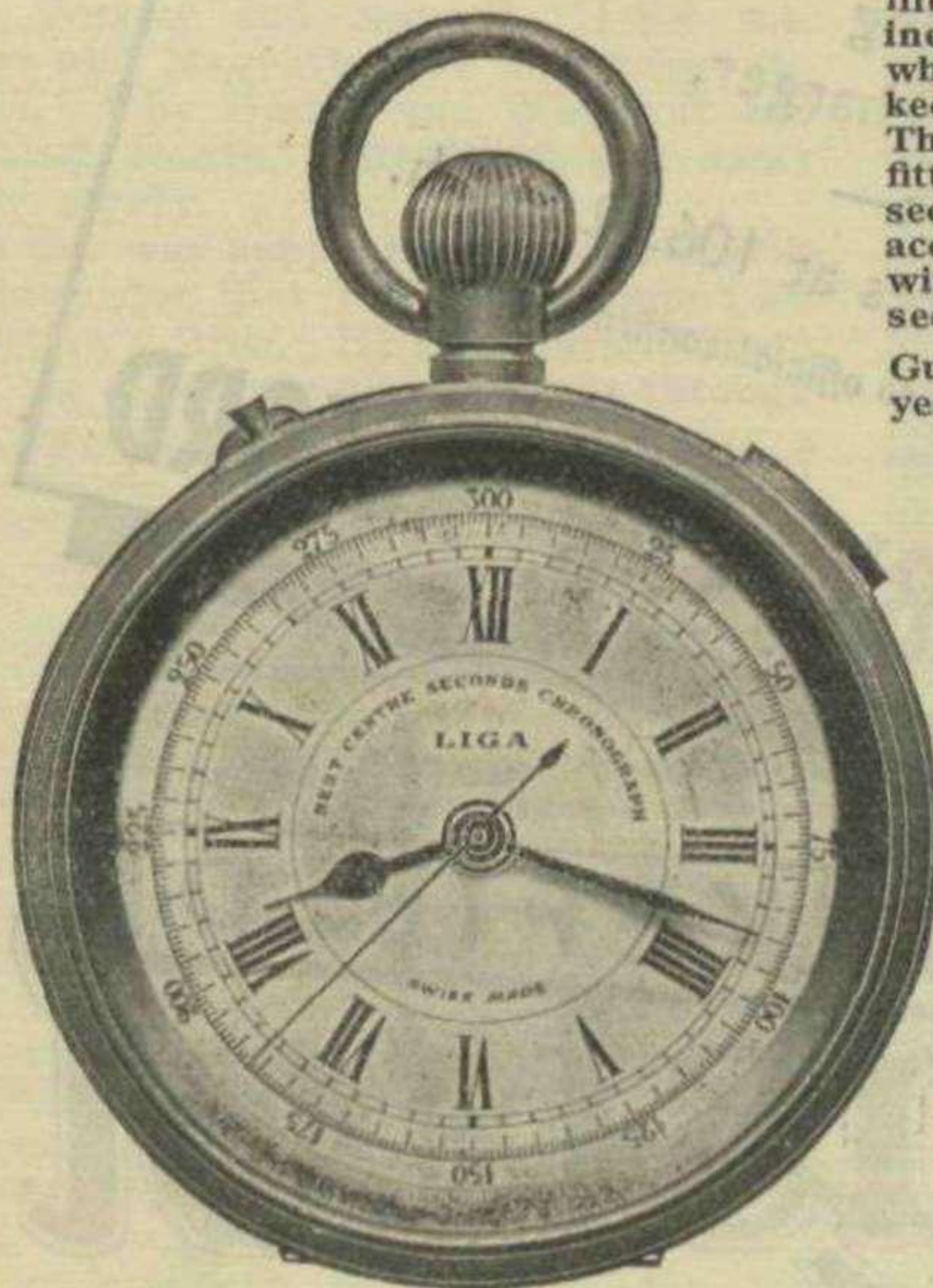
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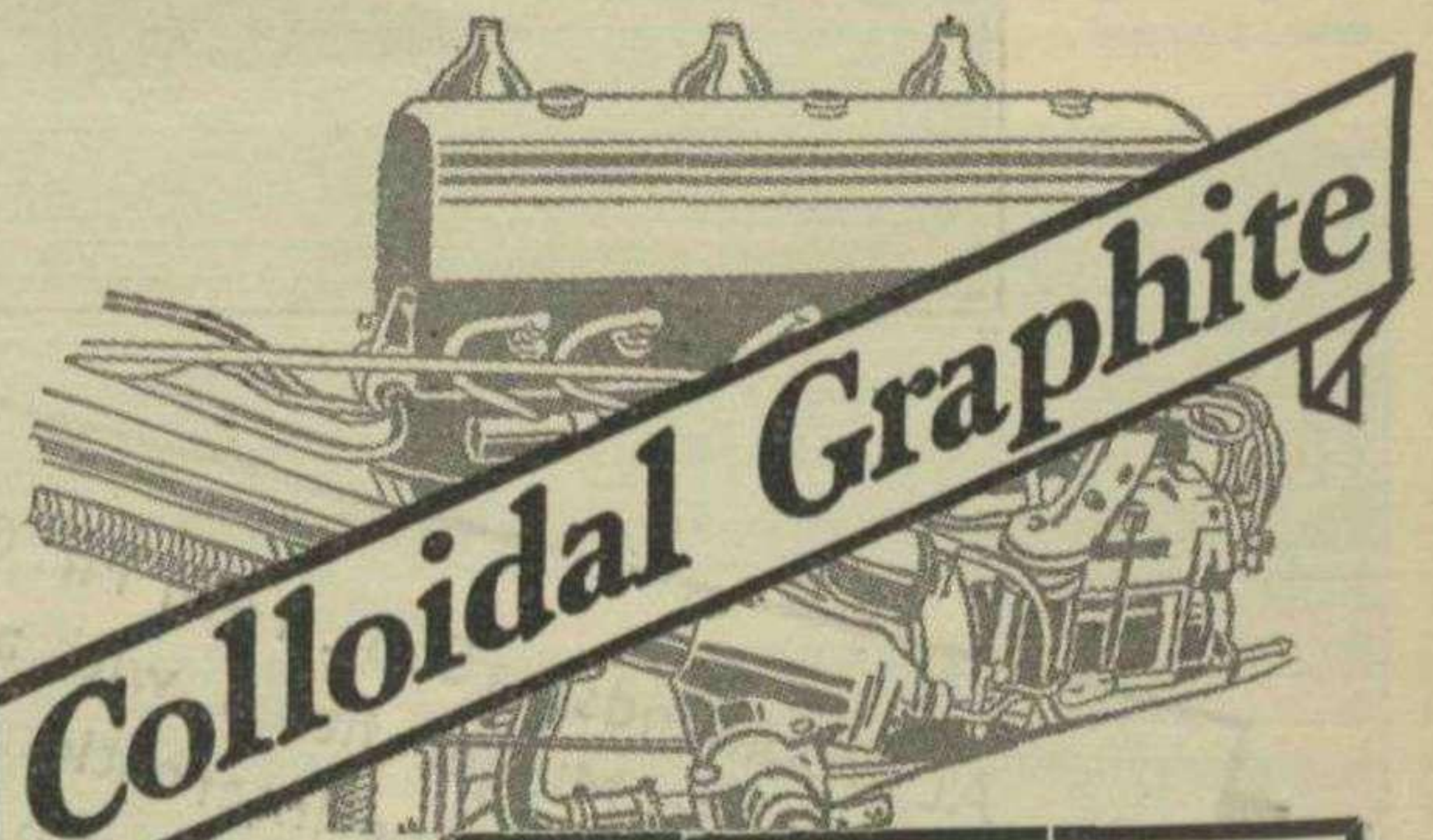
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THE ULSTER T.T. RACE—continued.

dropped back to sixth place, though since he had at 12.22 accomplished a record lap of 10 minutes 25 seconds, and a few minutes later one of 10-24, it was difficult to account for. Just before 1 p.m. he got down to 10-14, a speed of 80.09 m.p.h., beating the records for all categories except Birkin's Alfa Romeo time in 1932.

Handicap order after 2 hours.

1. H. C. Hamilton (746 M.G. Midget) S, 74.14 m.p.h.
2. F. W. Dixon (1,083 Riley), 75.96 m.p.h.
3. Hon. Brian Lewis (2,336 Alfa Romeo, S), 81.25 m.p.h.
4. Victor Gillow (1,088 Riley), 75.25 m.p.h.
5. T. Nuvolari (1,087 M.G. Magnette, S), 77.77 m.p.h.
6. T. E. Rose Richards (2,336 Alfa Romeo, S).



Nuvolari's pit-stop was a model of cool precision. While he fills up with petrol, Hounslow, his mechanic, changes the rear wheels.

Crabtree was making valiant efforts to catch up the ground he had lost and lapped in 10-52 and 10-51. He retired later at Comber with a hole in his crankcase. Faulty mixture and misfiring had caused a connecting rod to go.

The Alfas, driven by Lewis and Rose-Richards had gone round for many laps in close company, the latter dropping back a hundred yards and then regaining most of the lost ground. About 1 o'clock however, the red car failed to appear,

the ditch, and then brought up short against a telegraph post, smashing up the car. The driver and mechanic escaped with cuts.

Nuvolari now came into third position, but Hamilton and Dixon had increased their speeds and still retained the leading places. It was now getting time to re-fuel and Lace (Invicta) filled with petrol and oil and adjusted brakes and shock absorbers in the good time of 1 min. 15 secs. Lord Howe came in next and with smart handling refuelled and changed four wheels—really heavy ones—in 4 minutes. Nuvolari's tyres were also showing wear and he changed the wheels and refuelled in 3 minutes 9 seconds.

Hamilton was in shortly afterwards but lost a considerable time through his starter failing to operate. Dixon pulled in a few minutes afterwards and saved some valuable seconds by lifting in turn first each back wheel, and then the front axle onto the jack. The gap between Dixon and Hamilton had widened by nearly a minute in the last half hour, so he needed all he could get to keep within striking distance.

Actually Hamilton had put up two more records 10-45 and 10-44, but on one occasion at Comber hit the kerb at a speed which could not have failed to have damaged his car. Just when Dixon needed his utmost speed his exhaust pipe came adrift at Ballystockart and his mechanic lost considerable time securing it. These misfortunes allowed Nuvolari to take the first position followed by Hamilton, Rose-Richards and Dixon, the latter now being over 6 minutes behind Nuvolari.

The front hub on Lord Howe's Alfa Romeo collapsed as he rounded Dundonald Hairpin, without causing any damage. Eyston's 1,500 c.c. Riley had developed clutch slip and he stopped

FASTEST LAP TIMES OF EACH COMPETITOR.

	m.	s.	m.p.h.
A. C. Lace, Invicta ...	10	33	77.69
G. Field, Invicta ...	11	01	74.39
Hon. B. E. Lewis, Alfa-Romeo, S. ...	9	53	82.92
Earl Howe, Alfa-Romeo, S. ...	10	12	80.35
T. E. Rose-Richards, Alfa-Romeo, S. ...	9	52	83.06
G. E. T. Eyston, Riley ...	11	20	72.32
C. R. Whitcroft, Riley ...	10	54	75.19
C. S. Staniland, Riley ...	10	51	75.54
E. McClure, Riley ...	11	19	72.42
V. Gillow, Riley ...	10	43	76.48
W. R. Baird, Riley ...	11	12	73.18
F. W. Dixon, Riley ...	10	33	77.69
T. Nuvolari, M.G. Magnette, S. ...	10	04	81.42
G. F. A. Manby-Colegrave, M.G. Magnette, S. ...	10	48	75.89
E. R. Hall, M.G. Magnette, S. ...	10	30	87.06
R. A. Yallop, M.G. Magnette, S. ...	11	11	73.29
S. W. B. Hailwood, M.G. Midget, S. ...	12	40	64.71
T. Simister, M.G. Midget ...	11	0	74.51
H. C. Hamilton, M.G. Midget, S. ...	10	37	77.20
S. A. Crabtree, M.G. Midget, S. ...	10	51	75.54
H. R. Attwood, M.G. Midget, S. ...	11	07	73.73
J. L. Ford, M.G. Midget, S. ...	11	53	68.97
C. K. Mansell, M.G. Midget, S. ...	11	38	70.45
W. Sullivan, Sullivan Special Morris Minor, S. ...	12	44	64.37



Tazio Nuvolari in full flight. Note his high seating position in the M.G. Magnette.

and it was learnt that Lewis was stopped at Comber with supposed clutch trouble. He worked on the car for some time, but the complaint was found to be back axle and could not be remedied.

Gillow, who had been wild several times rounding Quarry Corner, hit the grass bank at the outside, dropped into

several times at the pits to dose it with fire extinguisher fluid. Staniland's car was running splendidly and he did a record lap of 10 min. 57 sec. or 74.85 m.p.h., and Whitcroft replied with one of 10-54. To everyone's regret, Lace's Invicta came in slowly and retired with main bearing trouble.

[Motor Sport photographs

THE ULSTER T.T. RACE—continued.

Handicap leaders at 3 p.m.

1. T. Nuvolari (1,087 M.G. Magnette S), 77.43 m.p.h.
 2. H. C. Hamilton (746 M.G. Midget, S), 72.48 m.p.h.

3. T. E. Rose Richards (2,336 Alfa Romeo, S), 77.87 m.p.h.
 4. F. W. Dixon (1,088 Riley), 72.74 m.p.h.
 5. E. R. Hall (1,087 M.G. Magnette, S), 74.58 m.p.h.
 6. C. S. Staniland (1,486 Riley), 73.84 m.p.h.

HOW THEY FINISHED.

General Classification.

	Time.			m.p.h.
	h.	m.	s.	
1. T. Nuvolari, 1,087 c.c. M.G. Magnette, S.	5	56	34	78.65
2. H. C. Hamilton, 746 c.c. M.G. Midget, S.	5	57	14	73.46
3. T. E. Rose-Richards, 2,336 c.c. Alfa-Romeo, S.	6	10	6	78.71
4. E. R. Hall, 1,087 c.c. M.G. Magnette, S.	6	12	14	75.18
5. Earl Howe, 2,336 c.c. Alfa-Romeo, S.	6	18	1	77.04
6. W. R. Baird, 1,088 c.c. Riley	6	24	21	70.39
7. G. F. A. Manby-Colegrave, 1,087 M.G. Magnette, S.	6	24	31	72.77
8. C. R. Whitcroft, 1,486 c.c. Riley	6	27	7	72.28

STILL RUNNING WHEN FLAGGED.

H. R. Attwood, 746 c.c. M.G. Midget, S.	6	37	37	63.93
G. E. T. Eyston, 1,486 c.c. Riley	6	30	20	67.47
R. A. Yallop, 1,087 c.c. M.G. Magnette, S.	6	33	33	67.00
E. McClure, 1,486 c.c. Riley	6	34	53	68.69

Attwood completed 34 laps and the others 33 laps.

NUMBER OF LAPS COMPLETED BY NON-FINISHERS.

A. C. Lace (Invicts), 20; G. Field (Invicta), 8; Hon Brian Lewis (Alfa-Romeo), 10; G. E. T. Eyston (Riley), 33; C. S. Staniland (Riley), 32; E. McClure (Riley), 33; V. Gillow (Riley), 14; R. A. Yallop (M.G. Magnette), 33; S. W. B. Hailwood (M.G. Midget), 20; L. Fontes (M.G. Midget), 0; T. Simister (M.G. Midget), 9; S. A. Crabtree (M.G. Midget), 17; H. R. Attwood (M.G. Midget), 34; J. L. Ford (M.G. Midget), 22; D. K. Mansell (M.G. Midget), 12; W. Sullivan (Sullivan Special Morris Minor), 14.

CLASS 3 (OVER 3,000 c.c. AND UP TO 5,000 c.c.).

No finishers.

CLASS 4 (OVER 2,000 c.c. AND UP TO 3,000 c.c.).

1. T. E. Rose-Richards, 2,336 c.c. Alfa-Romeo, S.	78.71
2. Earl Howe, 2,336 c.c. Alfa-Romeo, S.	77.04

Two finishers.

CLASS 6 (OVER 1,100 c.c. AND UP TO 1,500 c.c.).

1. C. R. Whitcroft, 1,486 c.c. Riley	72.28
---	-------

One finisher.

CLASS 7 (OVER 750 c.c. AND UP TO 1,100 c.c.).

1. T. Nuvolari, 1,087 c.c. M.G. Magnette, S.	78.65
2. E. R. Hall, 1,087 c.c. M.G. Magnette, S.	75.18
3. W. R. Baird, 1,088 c.c. Riley	70.39
4. G. F. A. Manby-Colegrave, 1,087 c.c. M.G. Magnette, S.	72.77

Five finishers.

CLASS 8 (OVER 500 c.c. AND UP TO 750 c.c.).

1. H. C. Hamilton, 746 c.c. M.G. Midget, S.	73.46
--	-------

One finisher.

Records continued to fall, Staniland (Riley) reaching 75.54 m.p.h., while Nuvolari made the apparently impossible speed of 80.48. Hamilton continues to increase his speed and if the amazing little cars can stand the "caning" they are getting it seems impossible that any of the others can hold them. Hamilton is only a second behind at 3.30, and after an anxious moment at Dundonald at 4 o'clock is only 3 seconds behind the leader. Dixon replaces Rose-Richards, whose petrol pipe has come adrift. Hall hit the bank at the Moate, avoiding the Italian, but only buckled his front wheel. Dixon was still having trouble with his exhaust system.

Nuvolari with a supreme effort lapped in 10-8 and finally in 10-6 or 81.05 m.p.h. and thus had pulled ahead 36 seconds on Hamilton.

His victory was made certain when he passed his rival filling up, with only five laps to go. Hamilton slung in three gallons in 20 seconds and actually caught up three seconds on one lap, but realising that it was hopeless to try to catch Nuvolari, finished steadily 40 seconds behind the Magnette.

Had the course been a mile longer, or if Hamilton had not lost so much time at the pits, the outcome might have been different, for the Magnette cut out 20 yards over the line with a dry petrol tank.

The new Rileys, though not as fast as had been hoped, were reliable, and all four would have finished had not Staniland cornered too closely at Quarry Corner during the last few laps. He damaged the steering box and was unable to proceed.

Dixon was actually fourth man home, but was disqualified for running with a faulty exhaust system. Sir William Morris generously decided that he should still receive the £100 which went with the third place in his class.

MOTOR TRIALS AND INSURANCE

A motorist was fined recently for driving a car without third party insurance. He was in possession of a policy covering him for all ordinary risks, but participation in reliability or other trials was excluded, and it was whilst he was engaged in such a trial that he was stopped by the police and the limitation in his policy and, of course,

insurance certificate, was discovered. The majority of drivers who enter for competitions are aware of this limitation and arrange special cover to meet it. The R.A.C. points out, however, that the driver who enters only for occasional competitions is more often than not ignorant of the need for this special insurance, or

alternatively, for seeing that his policy does cover him whilst taking part in a motoring competition. The consequences of driving at any time when uninsured may be very serious, and the R.A.C. urges every competitor in this type of event to be absolutely certain beforehand that his insurance is in order.

FORTHCOMING EVENTS

MOTORING FIXTURES FOR 1933.

OCTOBER.

- 1st. Berlin Race.
 1st. Zirlberg Hill Climb.
 1st. Hornet C.C. Social Run.
 7th. Bugatti Owners' Club Speed Trials, Lewes.
 14th. B.A.R.C. Open "Mountain" Meeting.
 14th. M.C.C. Sporting Trial.
 15th. Liverpool M.C. Sporting Trial.
 29th. Brighton & Hove M.C. Half-day Trial.

NOVEMBER.

- 4th. Birmingham University M.C. Reliability Trial.
 5th. Hornet Car Club Guy's Gala.
 18th. Inter-Varsity Reliability Trial.
 25th. Bugatti Owners' Club Night Trial.
 25th. R.A.C. Veteran Car Run, London-Brighton.

DECEMBER.

- 3rd. Liverpool M.C. Percy Butler Trial.
 9th. N.W. London M.C. London-Gloucester Trial.
 29th-30th. M.C.C. London-Exeter Trial.
 30th. J.C.C. S. Western Centre Lynton Trial.

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15th July, 1933.

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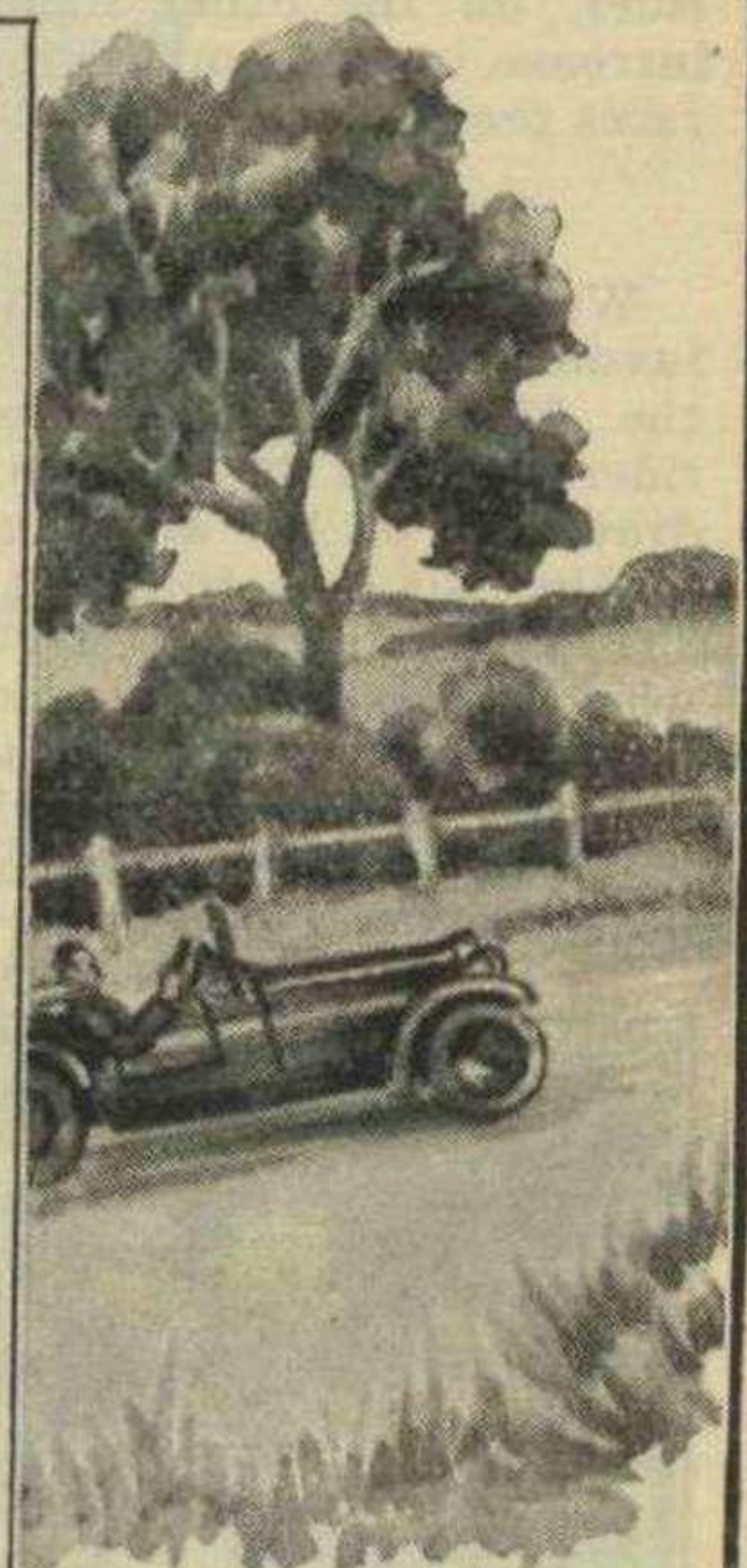
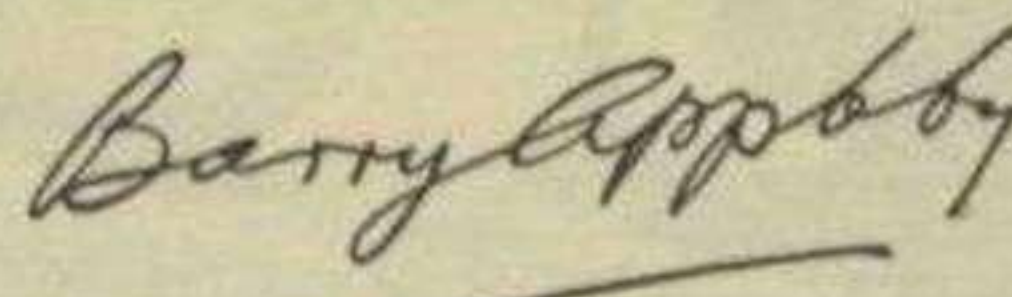
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AMATEURS IN THE ISLE OF MAN

LARGE FIELDS AND HIGH SPEEDS IN THE GRAND PRIX RACES

IN spite of the credit which attaches to a win in the T.T. Races in the Isle of Man and the financial support which is given by the Manx Government, the entries for each race averaged less than thirty. The keenness of the amateur rider, on the other hand, continues to increase, and the entries for the September races reached the record total of 118.

THE JUNIOR RACE.

Weather conditions on Tuesday were favourable for fast going, a heat haze on the Mountain lifting before the first riders reached that section. 48 riders were drawn up on the starting squares, ready for their six laps, totalling 226 miles of the T.T. course. J. H. Carr (New Imperial) who won last year's Junior Race, oiled a plug and lost valuable time in changing it.

A. Munks (Velocette) who started No. 3 was the first rider to pass through the Start, Leslie (Velocette) picked up four

15. D. J. Pirie (Norton), 1h. 3m. 2s. 71.84 m.p.h.
32. H. Levings (Norton), 1h. 3m. 6s. 71.77 m.p.h.

Corners such as Governor's Bridge, which cannot be taken fast cause a certain amount of trouble to riders new to the course. Hoges (Zenith) was wide and got round with difficulty, while Munks was much neater, reserving his acceleration till he got round the bottom corner. Harrison (Norton) took the bridge too fast to get round and fell off right in front of Parkinson (O.K.). Taylor (Velocette) opened out too soon and his machine slid from under him, but he managed to step clear of it. The leading riders were all steady, with some fine cornering from Pirie and Frith (Nortons) who came round within 10 feet of one another.

White was leading by nearly a minute in the third lap, but on his fourth his indicator stuck at Ramsey. News then came through that he had got into a wobble at the Mountain telephone box

appeared on the leader board, 70.27. Lafone (Rudge) retired at Sulby, and Lamacroft (Velocette) at the start with a broken valve rocker, but over half the field was still running.

The leader maintained his fast progress, and finished just after one o'clock, and received a great reception from the crowds on the Grand Stands. Pirie who was only three seconds behind Frith on the fifth lap, found his back tyre going down when passing through Ballacraigne. He finished on an almost flat tyre, still in front of Frith, but allowing for his 30 second advantage in starting time he was found to have missed second place by 15 seconds.

As will be seen, the Velocette in amateur hands proved a worthy rival of the all-conquering Norton.

THE RESULTS.

1. No. 3, A. Munks (Velocette), 3h. 15s. 74.41 m.p.h.
2. No. 16, F. L. Frith (Norton), 3h. 8m. 21s. 72.13 m.p.h.
3. No. 15, D. J. Pirie (Norton), 3h. 8m. 36s. 72.03 m.p.h.
4. No. 32, H. Levings (Norton), 3h. 11m. 55s. 70.79 m.p.h.
5. No. 31, N. Gledhill (Norton), 3h. 18m. 1s. 70.39 m.p.h.
6. No. 8, J. McL. Leslie (Velocette), 3h. 13m. 15s. 70.30 m.p.h.
7. No. 34, J. Buchan (Velocette), 3h. 13m. 32s. 70.20 m.p.h.
8. J. W. Forbes (Norton), 3h. 14m. 50s. 69.73 m.p.h.
9. No. 47, J. H. Blyth (Norton), 3h. 16m. 1s. 69.31 m.p.h.
10. No. 11, J. F. Cooke (Velocette), 3h. 17m. 14s. 68.88 m.p.h.
11. No. 28, R. Allen (Norton), 3h. 18m. 1s. 68.69 m.p.h.
12. No. 54, W. A. Rowell (Velocette), 3h. 18m. 4s. 68.69 m.p.h.
13. No. 21, J. M. Muir (Norton), 3h. 20m. 36s. 67.73 m.p.h.

The above receive replicas.

LIGHTWEIGHT WINNER.

The new Lightweight trophy for the 250 c.c. class was won by R. Harris, on a New Imperial, in 3h. 30m. 5s.

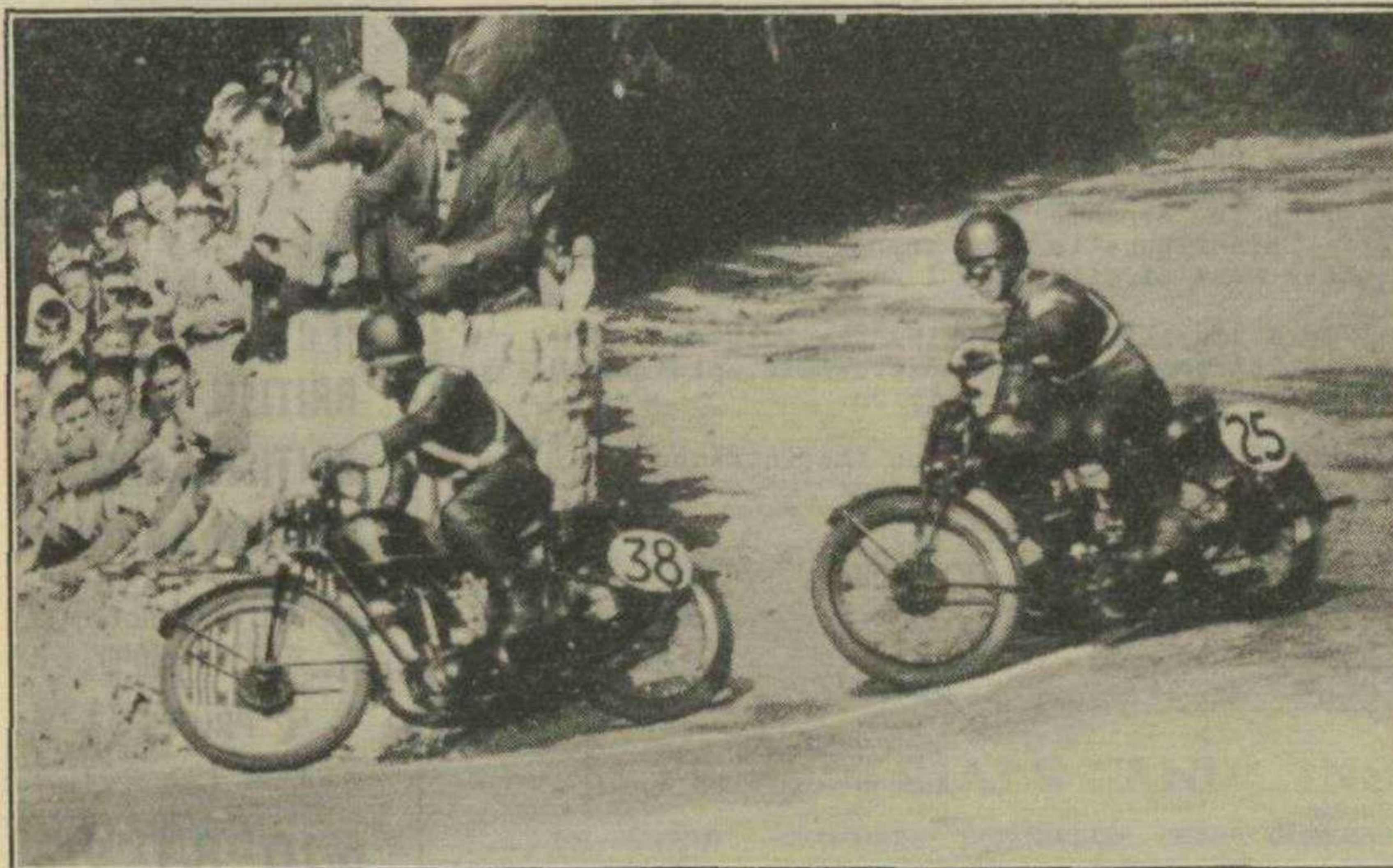
OTHER FINISHERS.

- No. 24. H. Hartley (Rudge), 3h. 22m. 10s.
 - No. 29. S. J. Emery (Norton), 3h. 23m. 10s.
 - No. 1. H. Clayton (Velocette), 3h. 24m. 3s.
 - No. 26. J. K. Swanston (Velocette), 3h. 24m. 46s.
 - No. 5. J. F. Wakefield (Velocette), 3h. 27m. 20s.
 - No. 38. W. E. Whitehead (Velocette), 3h. 28m. 59s.
 - No. 51. R. Harris (New Imperial), 3h. 30m. 5s.
 - No. 2. G. Corteen (Velocette), 3h. 31m. 58s.
 - No. 53. Trevor-Battye (Velocette), 3h. 35m. 6s.
 - No. 33. D. Parkinson (O.K. Supreme), 3h. 50m. 56s.
 - No. 13. J. Fletcher (Sunbeam), 3h. 58m. 36s.
- Twenty-four of the 48 starters finished the race. The team prize was won by Kirkcaldy. J. A. McL. Leslie, J. K. Swanston, and J. H. Blyth.

THE SENIOR RACE.

THURSDAY'S race was favoured with the same good weather as had been enjoyed for the Junior. The score board had actually to be extended to make room for the 62 entries, but owing to accidents in practise and other causes there were ten non-starters. The grand stands were full, and the crowds round the course were keyed up in expectation of a stirring race.

Muir (Norton) was the first to come through the Start only two minutes after the last starter had been sent off. Darbishire and Daniell (Nortons) were obviously very fast, and J. H. White who was riding the same 350 c.c. Velocette as on Tuesday showed himself capable of keep-



[Motor Sport Photograph

W. E. Whitehead (Velocette) and W. Corfield (A.J.S.) at Governor's Bridge.

places, and J. H. White, a Cambridge University rider overtook nine riders during the first lap. Gledhill, Daniell, and Levings all mounted on Nortons and old hands on the Manx circuit, all made substantial gains on their first circuit.

White occupied first place in the first round, but Munks had put on speed and set up a record lap of 30 minutes 15 seconds or 74.86 m.p.h., and White replied with a time of 29 minutes 56 second or 75.64 m.p.h. Carr (New Imperial) whose machine never seemed healthy, retired at Governor's Bridge with plug trouble. J. M. Muir (Norton) another rider with several wins to his credit, dropped from fifth to seventh and in the end only just managed to get a replica.

Second lap leaders:—

14. J. H. White (Velocette), 1h. 0m. 2s. 75.43 m.p.h.
3. A. Munks (Velocette), 1h. 0m. 54s. 74.36 m.p.h.
41. H. L. Daniell (Norton), 1h. 1m. 44s. 73.36 m.p.h.
16. F. L. Frith (Norton), 1h. 2m. 23s. 72.40 m.p.h.

and had come off. He was unhurt, but one of his handle-bars was snapped off, and he toured in to retire. Daniell who had been running a consistent third, retired at the Gooseneck with engine trouble.

Pirie and Frith were still duelling but the former had lost a few seconds on his pit stop and was just behind his rival.


Fourth lap leaders:—


3. A. Munks (Velocette), 2h. 2m. 23s. 74.01 m.p.h.
16. F. L. Frith (Norton), 2h. 5m. 43s. 72.04 m.p.h.
15. D. J. Pirie (Norton), 2h. 5m. 58s. 71.90 m.p.h.
32. H. Levings (Norton), 2h. 6m. 36s. 71.55 m.p.h.
14. J. H. White (Velocette), 2h. 8m. 59s. 70.22 m.p.h.
8. J. A. McL. Leslie (Velocette), 2h. 9m. 2s. 70.19 m.p.h.

With the retirement of White and Daniell, Munks had a lead of over four minutes. Evidently he was enjoying his fast ride, for he continued to lap at over 74 m.p.h. Frith and Pirie were averaging just over 72 m.p.h. and Gledhill who now


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plain wife—***




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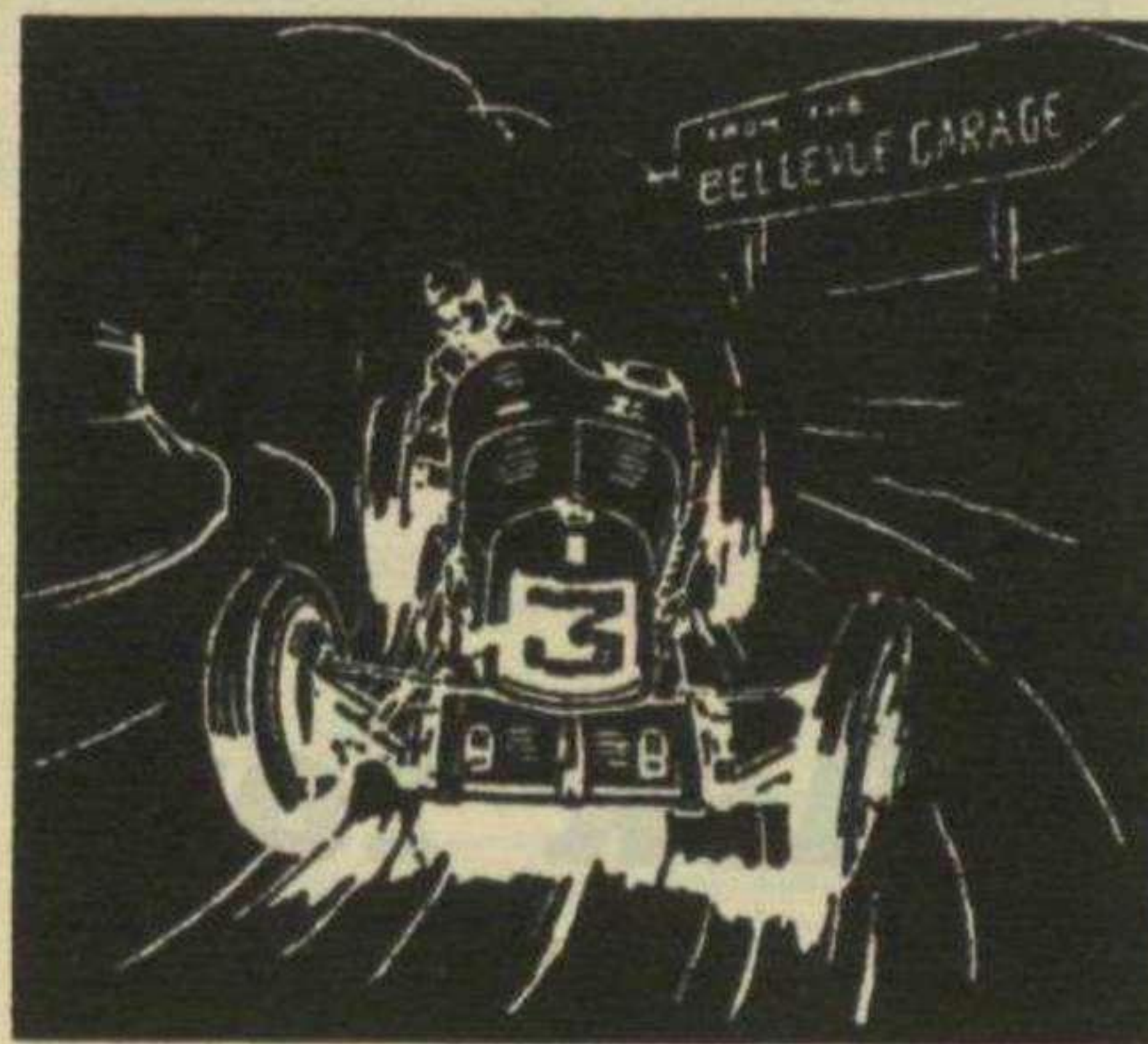
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AMATEURS IN THE ISLE OF MAN—continued.

ing up with the larger machines. When the laps were painted up, it was seen that Daniell, Darbishire, Levings, Forbes and White had all completed laps in under 30 minutes.

Muir continued his good work by putting up a record lap of 29 min. 41 secs. or 76.33 m.p.h., which was soon well beaten by Pirie with one in 29 min. 9 secs., a speed of 77.66 m.p.h. Daniell, Forbes and Darbishire were each a few seconds behind, and White on his Junior machine lapped in 29-24. The crowd might very

Fourth lap leaders:—

37. H. L. Daniell (Norton), 1h. 58m. 1s. 76.74 m.p.h.
 32. J. K. Swanston (Norton), 2h. 0m. 33s. 75.13 m.p.h.
 6. J. M. Muir (Norton), 2h. 1m. 7s. 74.79 m.p.h.
 53. W. Gledhill (Norton), 2h. 2m. 46s. 73.78 m.p.h.
 12. R. Harris (Norton), 2h. 3m. 11s. 73.52 m.p.h.
 60. A. Munks (Velocette), 2h. 3m. 17s. 73.46 m.p.h.

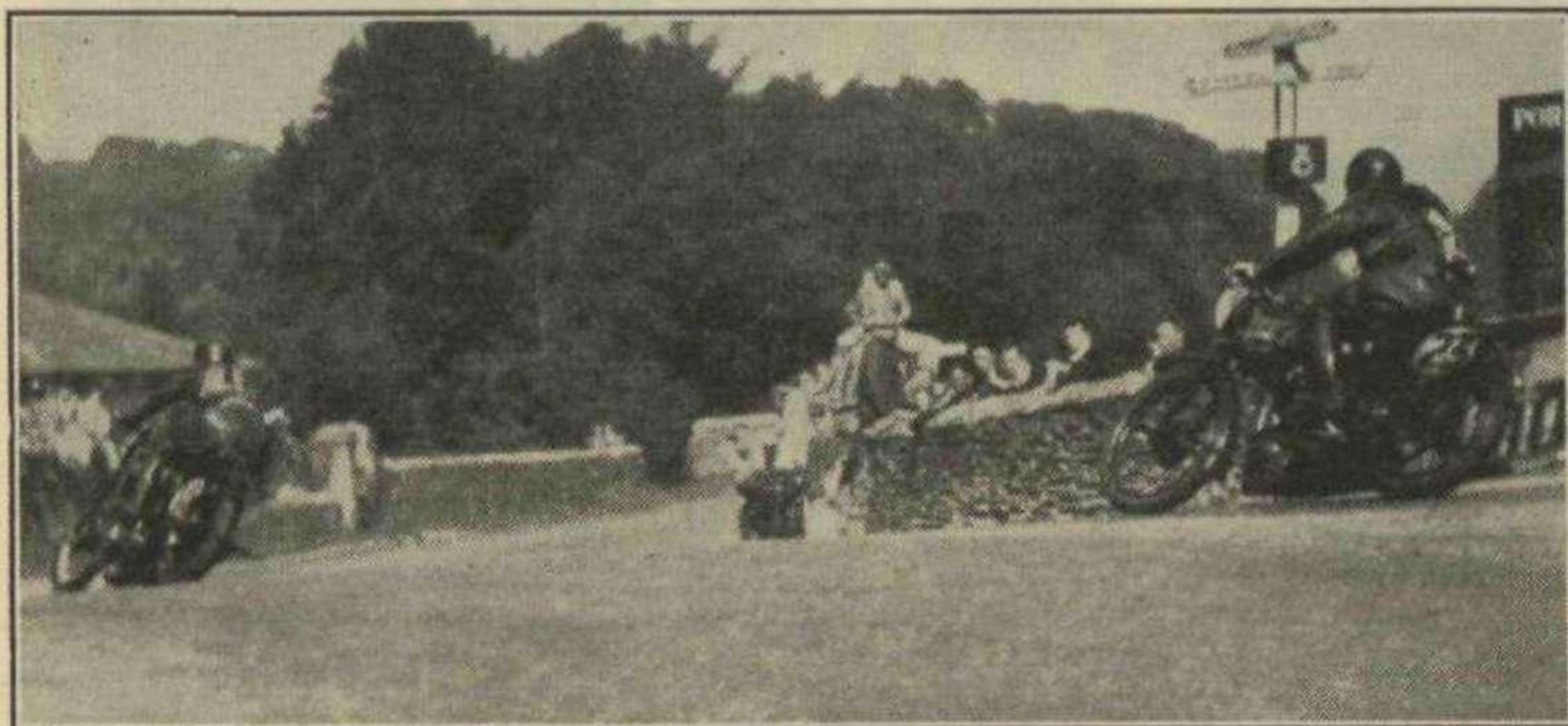
The race was now beginning to resemble Tuesday's event, in which the steady fast-riding leader obtained a useful lead over the second man. Actually Daniell was

In his last lap Daniell set up a new record of 29 minutes 8 seconds (77.7 m.p.h.) but Swanston in his efforts to catch him had bettered it by 5 seconds, and his lap speed of 77.86 will take some beating.

Only 24 riders finished, and the Team Prize again went to the Kirkaldy Club, whose riders were Swanston, Leslie and Blyth.

RESULTS.

1. H. L. Daniell (Norton), 2h. 56m. 29s. Speed, 76.98 m.p.h.
 2. J. K. Swanston (Norton), 2h. 59m. 0s. Speed, 75.9 m.p.h.
 3. J. M. Muir (Norton), 3h. 0m. 52s. Speed, 75.11 m.p.h.
 4. N. Gledhill (Norton), 3h. 3m. 50s. Speed, 73.9 p.h.
 5. R. Harris (Norton), 3h. 4m. 44s. Speed, 73.54 m.p.h.
 6. A. Munks (Velocette), 3h. 5m. 3s. Speed, 73.42 m.p.h.
 7. J. H. White (Velocette), 3h. 8m. 54s. Speed, 71.92 m.p.h.
 8. J. Fletcher (Sunbeam), 3h. 11m. 19s. Speed, 71.01 m.p.h.
 9. J. H. Blyth (Norton), 3h. 13m. 46s. Speed, 70.11 m.p.h.
- The above qualified for replicas.
10. W. A. Rowell (Velocette), 3h. 14m. 20s. Speed, 69.91 m.p.h.
 11. J. A. McL. Leslie (Velocette), 3h. 15m. 2s. Speed, 69.66 m.p.h.
 12. J. P. Williamson (Rudge), 3h. 16m. 6s. Speed, 69.28 m.p.h.
 13. R. Allen (Norton), 3h. 16m. 55s. Speed, 68.99 m.p.h.
 14. J. S. Ward (Sunbeam), 3h. 17m. 5s. Speed, 68.93 m.p.h.
 15. H. C. G. Walmisley-Dresser (Norton), 3h. 17m. 6s. Speed, 68.87 m.p.h.
 16. H. C. Lamacraft (Velocette), 3h. 20m. 21s. Speed, 67.81 m.p.h.
 17. H. Hartley (Rudge), 3h. 20m. 33s. Speed, 67.74 m.p.h.
 18. I. Longstaff (Norton), 3h. 21m. 19s. Speed, 67.48 m.p.h.
 19. J. M. Sugg (Norton), 3h. 23m. 25s. Speed, 66.79 m.p.h.
 20. S. J. Emery (Norton), 3h. 26m. 18s. Speed, 65.85 m.p.h.
 21. S. W. Cooper (Sunbeam), 3h. 28m. 42s. Speed, 65.1 m.p.h.
 22. D. Parkinson (Norton), 3h. 29m. 5s. Speed, 64.98 m.p.h.
 23. W. E. Whitehead (Velocette), 3h. 29m. 13s. Speed, 64.94 m.p.h.
 24. V. E. Eastwood (Rudge), 3h. 34m. 22s. Speed, 63.38 m.p.h.



G. Hill (O.K. Supreme) leading R. Allen (Norton 350) in the Senior Race.

well roar. Pirie's record lap brought him from seventh place to third.

The Cambridge University Club was well-represented on the leader board, as Darbishire, Forbes, White and Muir were all members of it.

Second lap leaders:—

37. H. L. Daniell (Norton), 58m. 42s. 77.12 m.p.h.
 30. S. B. Darbishire (Norton), 59m. 7s. 76.60 m.p.h.
 39. D. J. Pirie (Norton), 59m. 16s. 76.40 m.p.h.
 34. S. W. Forbes (Norton), 59m. 16s. 76.40 m.p.h.
 36. J. N. White (Velocette), 59m. 17s. 76.39 m.p.h.
 6. J. M. Muir (Norton), 59m. 46s. 75.76 m.p.h.

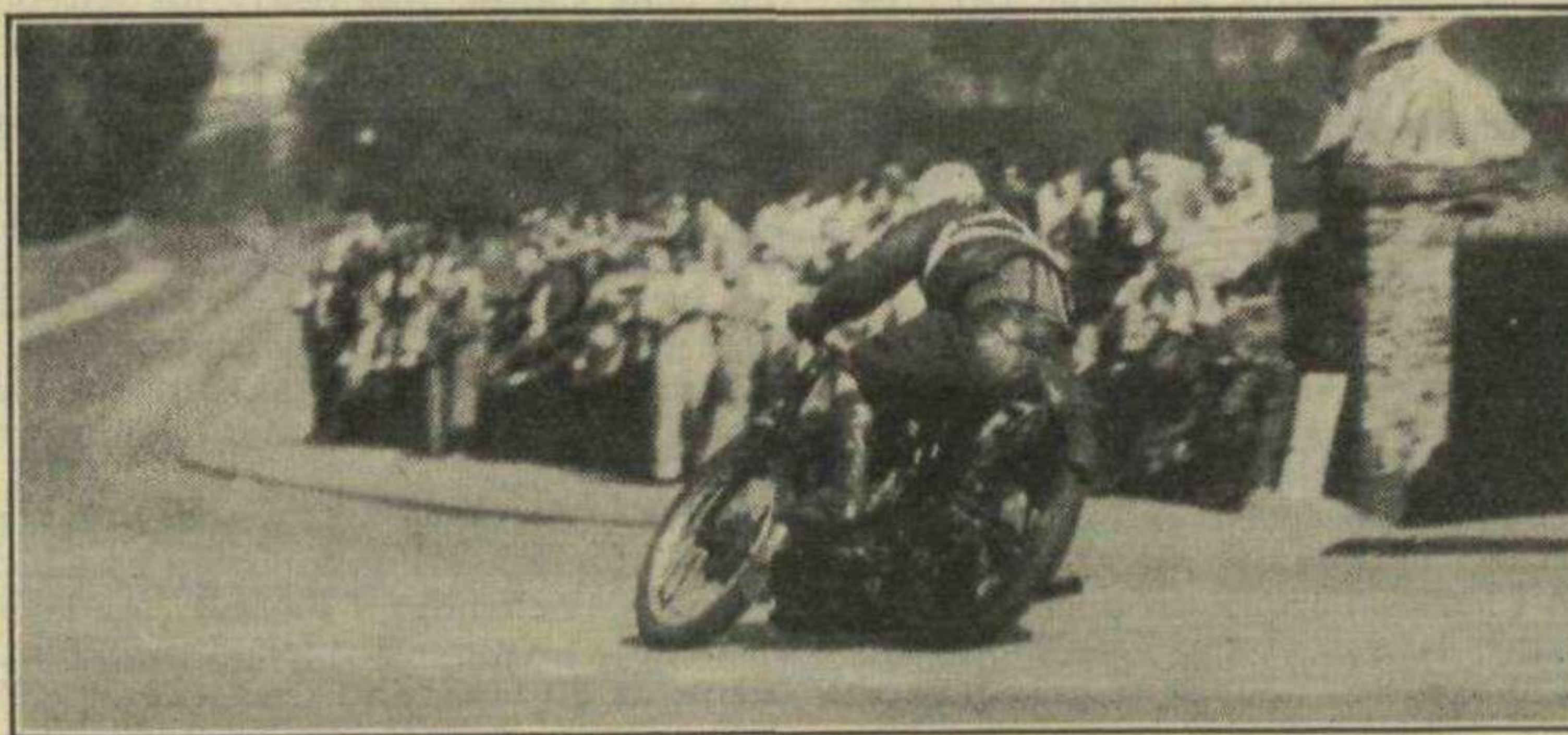
A certain amount of trouble, mechanical and otherwise, had occurred. Hill (O.K.) retired near Ramsey with engine trouble, Christmas (Scott) took Ballig too fast with the usual result, and Frith (Norton) came off at Waterworks Corner and retired there. Levings too found the Ramsey area unfavourable and gave up near the Gooseneck with plug trouble.

Quarter Bridge was causing some difficulty, many of the riders taking it too wide and skidding on the adverse camber. Cordingley (Norton) accelerated violently and the machine shot from under him. His face was cut and his leg hurt, but no serious damage was done. Muir, White and Fletcher (Sunbeam) were notably good at this point.

White's fine ride was brought to an end by his crashing at the Gooseneck, and Forbes (Norton) went out at Greeba with engine trouble. Darbishire who was pushing his machine hard to keep up with Pirie, crashed at Union Mills, wrecking his mount but himself escaping injury. Pirie himself was overdue, his pointer showing him as having passed Ballacraigne, but it showed no tendency to move towards Kirk Michael. Some time later he was reported as reaching Ramsey on the back of Greenwood's Rudge.

only 2½ minutes ahead of Swanston, and a crash or a little engine trouble would quickly alter the situation. Muir's steady riding made him a dangerous rival for the second man, but as this was to be his last year of racing, he was not likely to take undue risks to get the lead. Munks was putting up a fine performance on his 350 c.c. machine.

On the fifth lap Swanston increased his speed to over 77 m.p.h., but Daniell whose lead of 2½ minutes had brought him level with his rival was equal to this and only lost 2 seconds. Both were given the

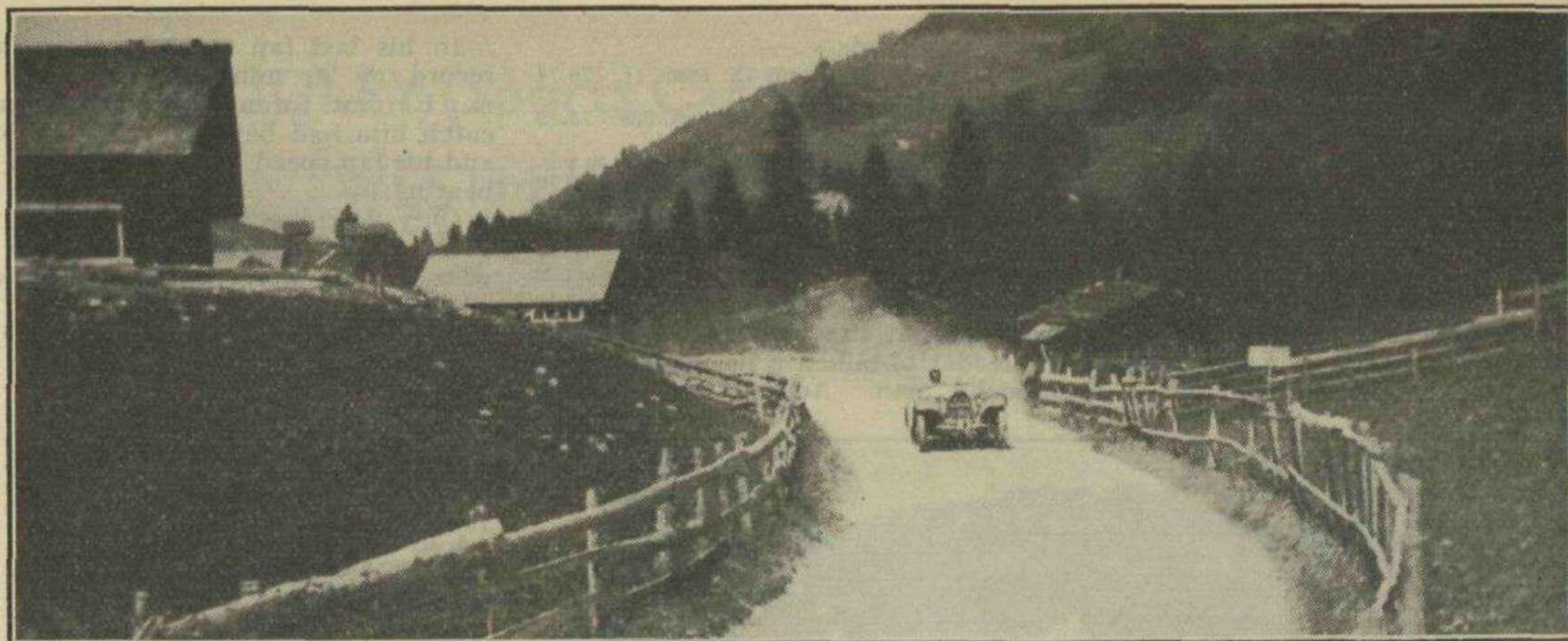


S. B. Darbishire (Norton) was second for some time, but crashed at Union Mills.

all-out signal, and a terrific struggle ensued. Telephone messages from Ballacraigne, from Ramsey, from Creg-ny-Baa gave their arrival two or three seconds apart, then Governor's Bridge reported them together. A few seconds later the roar of their machines was heard and the spectators rose from their seats as one man to see the finish. Daniell led Swanston by not more than 20 yards, bringing to a close one of the finest struggles which has been witnessed on the famous T.T. circuit.

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 Cars in this issue will
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CONTINENTAL NOTES.



CHIRON'S FIRST VICTORY THIS YEAR.

The French Champion Wins the Marseilles G.P. at Miramas at the Wheel of a "Monoposto" Alfa-Romeo. Baron De Walthausen Killed.

LAST year's Marseilles Grand Prix was a tremendous success from the financial point of view. The crowd turned up in tens of thousands, and every one of them determined not to miss the 1933 race. This large attendance, of course, has the beneficial effect of good prize money for the competitors, so it was not surprising that a first-rate group of drivers assembled at the Miramas Track on August 27th.

In the usual impressive manner of Continental "stage-managership," the cars were wheeled to the starting line in single file, each driver being announced and applauded. The drivers came out in the following order: Nuvolari (Maserati), Borzacchini (Maserati), Moll (Alfa Romeo), Wimille (Alfa Romeo), Dreyfus (Bugatti), Etancelin (Alfa Romeo), Chiron (Alfa Romeo), Waldthausen (Alfa Romeo), Angelo (Bugatti), Sommer (Alfa Romeo), Villars (Alfa Romeo), Felix (Alfa Romeo), Hartmann (Bugatti), Mlle. Hellé-Nice (Bugatti).

Nuvolari was, of course, strongly fancied to win. In practice his lap speed was a clear 3 second faster than anyone else, and his success in the race seemed to depend upon the reliability of his 3 litre Maserati and the speed of his pit stops for fuel and tyres.

When Charles Faroux dropped the flag at the start it was young Guy Moll who jumped ahead, but he was quickly passed by Louis Chiron on the larger "monoposto" Alfa Romeo, who covered his standing lap in 1m. 55s. and led the field past the stands. On the second lap Chiron still held his lead, but on the third time round Nuvolari pushed ahead, as did Dreyfus, on a 4.9 Bugatti, to take first and second places. A pretty scrap soon developed between these two, for Dreyfus calmly went on to pass Nuvolari. But the Italian remembered that there was a special bonus for the leader at 5 laps, and so he promptly deprived Dreyfus of his position.

There was, in fact, a prize for leading

FACTS ABOUT THE RACE.

Previous winner: 1932. 85 laps.
Sommer (Alfa Romeo), 109.75 m.p.h.
This year's race: 100 laps of 5 kilometres, 500 kilometres in all.
Previous lap record: 1932, Nuvolari (Alfa Romeo), 1m. 30 3/5s.

at every five laps of the race, and this led to some rather amusing driving by Nuvolari. On the 11th lap Chiron took the lead, and held it until the 14th, when Nuvolari slipped by to earn a few more francs. Having done so, he then allowed Chiron to lead the field once more. Interest now centred on the 20th lap bonus, but this time Chiron was ready for Nuvolari, and kept him at bay in spite of great efforts on the part of the Italian.

Then came a tragedy which was to mar the otherwise cheerful atmosphere of the meeting. On the straight opposite to that of the stands, Baron de Waldthausen got into a skid through a tyre bursting. His Alfa Romeo turned over, and the unfortunate driver was taken to the Salon hospital, where he died that evening from internal injuries.

After 25 laps, or quarter-distance, Nuvolari was leading, followed by Chiron, Dreyfus, Zehender, Fagioli, and Borzacchini. Nuvolari picked up another bonus at 30 laps, and then the Maserati, Alfa Romeo, Bugatti duel was interrupted by Dreyfus stopping to fill up and change wheels. Soon afterwards all the drivers began to come in, Nuvolari only changing wheels, in 1m. 17s.; Moll, refuelling and changing three wheels in 2m. 35s.; and Chiron filling up and changing his rear wheels in 1m. 57s.

All this let Borzacchini up into the lead, while the order of the rest was rather confused. Then he, too, came into the pits and promptly met trouble. One wheel refused to be removed. For a quarter of an hour Borzacchini and his mechanic wrestled with it, until finally

it was found that the hub had broken. And so he was forced to retire.

Mlle. Hellé-Nice was outpaced by the larger cars, and plug trouble added to her difficulties. Wimille revealed a lack of stamina when he came in, quite exhausted, and asked Sommer to take over his Alfa Romeo for a spell. Sommer himself had just been forced to retire with a cracked petrol tank.


Lehoux was having a lot of trouble with his new Alfa, and Hartman was hopelessly slow. Felix had to swerve in order to avoid a spectator who got on to the track, and turned completely round.

At half distance, or 50 laps, the order was:

1. Nuvolari (Maserati), 1h. 23m. 10s.
2. Fagioli (Alfa Romeo), 1h. 24m. 36s.
3. Etancelin (Alfa Romeo), 1h. 24m. 58s.
4. Chiron (Alfa Romeo), 1h. 25m. 20s.
5. Moll (Alfa Romeo), 1h. 25m. 42s.
6. Dreyfus (Bugatti), 1h. 25m. 55s.
- * 7. Zehender (Maserati), 1h. 28m. 5s.

Two laps later Nuvolari was in at the pits once more, this time to refuel and change all four wheels in 1m. 57s. At the same time Chiron managed to put on a spurt and passed Etancelin and Fagioli to take the lead. Dreyfus had a narrow escape from death when a rear wheel came adrift from his 4.9 Bugatti and the car turned round several times before coming to rest without leaving the track. The wheel flew along and struck a spectator, injuring him slightly.

Chiron was the next to refuel, leaving Nuvolari and Fagioli fighting for the lead, with the steady Moll not far behind. The next casualty was Etancelin, who up to this point had driven a wise race, being fully aware of the inferior speed of his 2.3 litre Alfa and not attempting to join active battle with the leaders. Philippe's trouble was that his left leg chafed against a corner of his seat, and eventually grew so painful that he had to retire and receive first aid. Zehender, like Wimille, was wilting under the muscular strain of holding his car on the curves, and handed over to an Italian named Parenti.



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CHIRON'S FIRST VICTORY THIS YEAR—continued.

More pit-stops, and then the crowd, which had quite understandably gained the impression that Nuvolari had the race well in hand, and could win more or less as he pleased, were given a decided shock. Nuvolari slowed, coasted, and came to rest on the far side of the track. The back axle of his Maserati had given up, and the Italian champion was forced to retire only 100 kilometres from the end.

Now Chiron led Fagioli, both on "monoposto" Alfas, by some 43 seconds, with Moll still in third place. Excitement rose when Chiron pulled into the pits, but in 24 4/5 seconds he had changed his right-hand rear wheel and was away again.

Fagioli crept nearer, and on the 95th lap got ahead of his Ferrari team-mate. Then he, too, had to stop for a moment, at his pit, and so Louis Chiron came home first, winner of the 2nd Marseilles Grand Prix at an average speed of 111.866 m.p.h.

No sooner had Chiron received the flag than the crowd, which by this time had overrun the barriers and were crouched round the edge of the banking, immediately invaded the track and bore Chiron in triumph aloft on their shoulders. The rest of the field were flagged in before any catastrophe took place.

After the race it was found that the fastest lap had been made by Nuvolari

and Zehender, in 1m. 32s., two seconds slower than Nuvolari's lap record of 1932. Of the 5 lap bonuses, Nuvolari won 10, Chiron 1, Borzacchini and Fagioli 2 each. 50,000 people and 5,000 cars paid for admission.

RESULT.

1. Louis Chiron (Alfa Romeo 2,650 c.c.), 2h. 49m. 15 1/5ths. Average speed 111.866 m.p.h.
2. Luigi Fagioli (Alfa Romeo 2,650 c.c.), 2h. 50m. 25 1/5s.
3. Guy Moll (Alfa Romeo 2,350 c.c.), 4 laps.
4. Wilmille and Sommer (Alfa Romeo 2,350 c.c.), 4 laps.
5. Zehender (Maserati 3,000 c.c.), 4 laps.
6. Lehoux (Alfa Romeo 2,350 c.c.), 6 laps.
7. Hartmann (Bugatti 2,300 c.c.), 17 laps.
8. Felix (Alfa Romeo 2,350 c.c.), 20 laps.
9. Mlle. Hellé-Nice (Bugatti 2,000 c.c.), 29 laps.

STRAIGHT BEATS MONT VENTOUX RECORD.

When Whitney Straight drove his Maserati to the top of the Mont Ventoux hill-climb in 14m. 31 3/5s. he accomplished a performance which will rank as the outstanding achievement of its kind during the 1933 season. To beat the previous record held by Caracciola on one of the famous "monoposto" Alfa Romeos by no less than 40 seconds is really astonishing.

The road was closed at 7 o'clock in the morning of September 3rd, and by that time a tremendous crowd had already found its way up the hill. At 9 o'clock the first competitor was dispatched, Real on a Mathis, followed by Vial on a Hotchkiss. Then the distinctive note of an M.G. Midget was heard, and Onzarow came up in good style, setting up a new class record with a time of 21m. 3 2/5s. In the 1 1/2 litre sports class Rey, a previous holder of the hill-record, made easily the best time, being nearly 4 minutes faster than the next man.

Fastest of all the sports cars, however, was Tadini's Alfa Romeo, which climbed in the remarkable time of 15m. 45 1/5s., not so very far off the record for the hill. Colas, on an Essex Terraplane Eight, took 19m. 58 3/5s. The sports categories closed with a skilful effort on the part of Charles Brackenbury, driving Whitney Straight's 8 litre Bentley saloon. Although the car was far from ideal for the rapid negotiation of hairpins, Brackenbury's time was 19m. 3/5s.

Then came the racing cars. Great disappointment was felt when it was found that Albert Divo was unable to start with the four-wheel-drive Bugatti owing to mechanical trouble in practice. Divo is quite an "old-timer" at Mont Ventoux, and is very popular with the crowd. Leurquin had a fairly easy task in the 1,100 c.c. class, his 6 cyl. Amilcar recording a time of 17m. 5 4/5s. Mistral was unopposed in the 1,500 c.c. division,

Previous Winners.	
1902.	Chauchard (Panhard et Levassor), 27m. 17s.
1903.	Dangeau (Brasier), 25m. 25s.
1904.	Rougier (Turcat-Méry), 21m. 12 3/5s.
1905.	Cagno (Fiat), 19m. 30s.
1906.	Colomb (Rochet-Schneider), 24m. 40s.
1907.	Rougier (Lorraine-Dietrich), 20m. 14s.
1908.	Bablou (Brasier), 19m. 8 4/5s.
1909.	Bablou (Brasier), 18m. 41s.
1910.	Boillot (Peugeot), 21m. 30 2/5s.
1911.	Deydier (Cottin et Desgouttes), 21m. 10 3/5s.
1912.	Boillot (Peugeot), 17m. 46s.
1913.	Boillot (Peugeot), 17m. 38s.
1921.	Bablou (Voisin), 20m. 27 3/5s.
1922.	Thomas (Delage), 18m. 59s.
1923.	Thomas (Delage), 18m. 18s.
1924.	Divo (Delage), 18m. 17 4/5s.
1925.	Divo (Delage), 17m. 23 1/5s.
1927.	Jourdan (Salmson), 19m. 52 3/5s.
1928.	Lamy (Bugatti), 16m. 45 1/5s.
1929.	Lanciano (Bugatti), 18m. 38 2/5s.
1930.	Rey (Bugatti), 17m. 38s.
1931.	Caracciola (Mercedes-Benz), 15m. 22s.
1932.	Caracciola (Alfa Romeo), 15m. 12 2/5s.

but made a new class record nevertheless in 16m. 57 4/5s.

At last the "over 2 litres" category moved to the line, and the real business of the day was begun. The first part of the Mont Ventoux hill-climb is fairly fast, with an easy gradient from the village of Bédoin to St. Estève. Then come hairpin bends innumerable, up a steep gradient, until at last the Observatory on the summit is reached, which marks the finishing point of the 13 1/2 mile climb.

In spite of Divo's absence the entry was an imposing one, being composed of Falchetto, Braillard, Lehoux, and Stuber, on Bugattis, Etancelin, Moll, Sommer, Zanelli and Siena on Alfa Romeos, and finally Whitney Straight (Maserati).

Times of under 16 minutes were the general rule, but it was left to Whitney Straight to make the star performance

of the day. His Maserati looked very fast on the lower section to St. Estève, but it was on the upper hairpins that his superior driving was shown at its best. His cornering was an object lesson in mountain climbing, hairpins being taken with a consistent technique developed by serious practising. In addition, he had fitted twin wheels at the rear, giving a good grip to the tyres. When Straight's time of 14m. 31 3/5s. was announced all those present, spectators and competitors, were absolutely dumb-founded.

No other driver got anywhere near Straight's record. Lehoux was best of the rest, with 15m. 8 2/5s., beating Caracciola's 1932 record by 4 seconds. Falchetto was third and Etancelin fourth. Moll had the misfortune to hit a wall soon after the starting point, and the impact threw him out of the car, breaking his arm.

RESULTS.

Standard.

- 750 c.c. 1, Réal (Mathis), 27m. 56 1/5s.
3,000 c.c. 1, Vial (Hotchkiss), 20m. 58 4/5s.;
2, Balester (Renault), 23m. 44s.

Sports.

- 750 c.c. 1, Onzarow (M.G.), 21m. 3 2/5s., new record.

- 1,100 c.c. 1, Jourdan (Salmson), 20m. 23 1/5s.
1,500 c.c. 1, Rey (Bugatti), 17m. 55 4/5s., new record; 2, Richter (Rally), 21m. 12 4/5s.; 3, Méridol (Salmson), 21m. 34 4/5s.; 4, Challé (Bugatti), 26m. 39 2/5s.

- 5,000 c.c. 1, Tadini (Alfa Romeo), 15m. 45 1/5s., new record; 2, Colas (Essex), 19m. 58 3/5s.
Unlimited. 1, Brackenbury (Bentley), 19m. 0 2/5s.

Racing.

- 1,100 c.c. 1, Leurquin (Amilcar), 17m. 5 4/5s., new record; 2, Ferréol (Rosengart), 19m. 53 3/5s.; 3, Fenouil (Rosengart), 20m. 25 3/5s.; 4, Labbay (Mathis), 21m. 6 4/5s.; 5, Viostat (Mathis), 23m. 4 1/5s.

- 1,500 c.c. 1, Mistral (Bugatti), 16m. 57 4/5s., new record.

- Unlimited. 1, Whitney Straight (Maserati), 14m. 31 3/5s.; 2, Lehoux (Bugatti), 15m. 8 2/5s.; 3, Falchetto (Bugatti), 15m. 13 3/5s.; 4, Etancelin (Alfa Romeo), 15m. 20 4/5s.; 5, Braillard (Bugatti), 15m. 27 4/5s.; 6, Zanelli (Alfa Romeo), 15m. 32 3/5s.; 7, Siena (Alfa Romeo), 15m. 41 3/5s.; 8, Sommer (Alfa Romeo), 15m. 57 3/5s.

BARON DE WALDTHAUSEN.

The death of Baron de Waldthausen will be deeply regretted by all followers of Continental racing. His age was only 26, and he had competed in many Grand Prix races during the last two years. Of

Swiss nationality, Baron de Waldthausen was owner of a "stable" at Versoix owned by Villars, who drove the second Alfa Romeo of the Stable.

Although not a driver of outstanding

qualities Baron de Waldthausen could be relied upon to put up a stern fight in any race for which he was entered, and his familiar figure will be missed by all those attending Grand Prix races abroad.

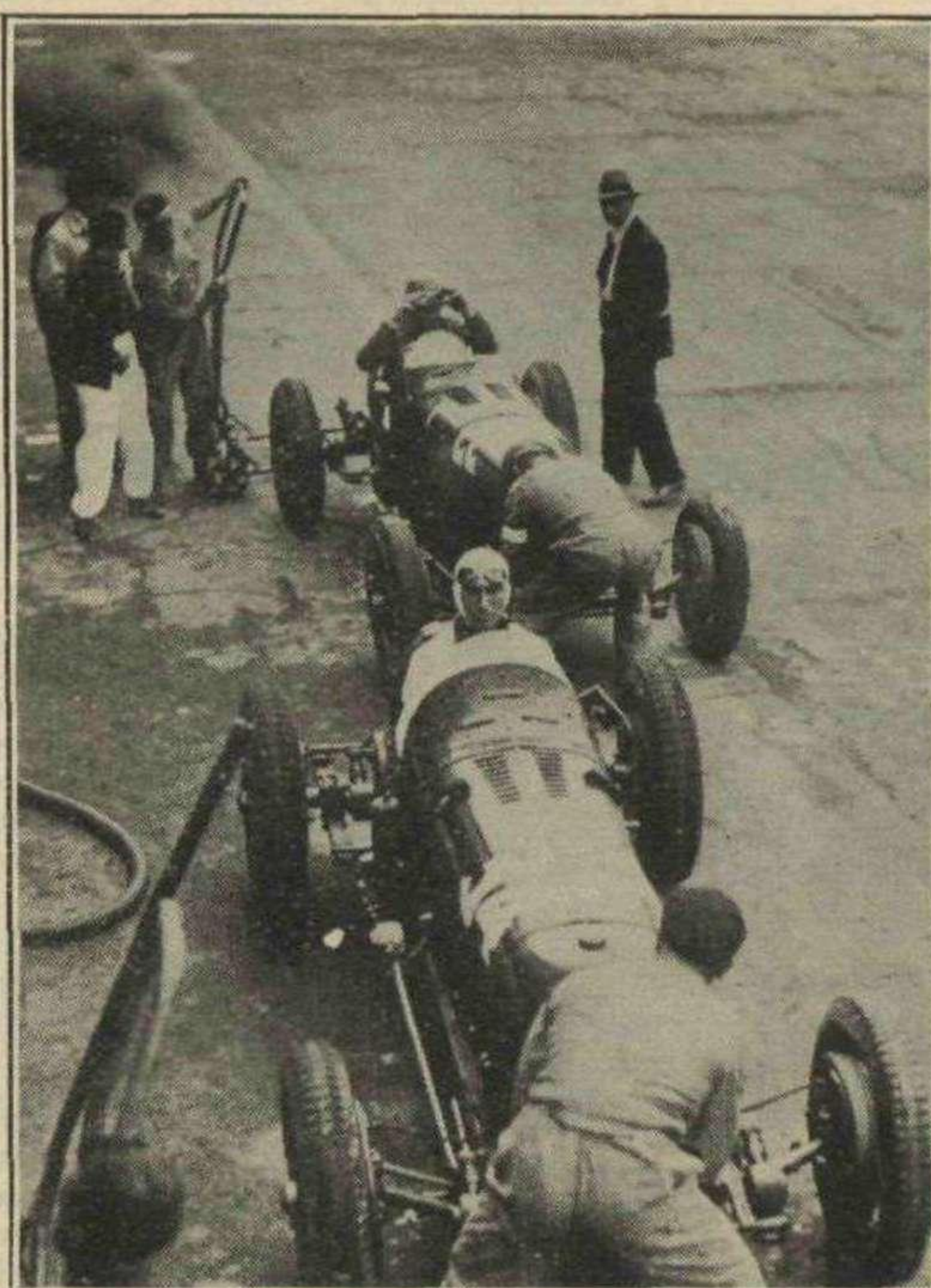
MONZA'S FATAL DAY

CAMPARI AND BORZACCHINI KILLED IN FOUR-CAR CRASH—COUNT CZAIKOWSKI DIES IN BURNING BUGATTI. FAGIOLI (ALFA ROMEO) WINS GRAND PREMIO D'ITALIA AND LEHOUX (BUGATTI) THE GRAND PREMIO D'MONZA.

ALTOGETHER the most depressing motor race meeting that I have ever attended. First of all there was trouble about a Press Pass, which had been given to somebody else, then the foot-at-a-time crawl in a long procession of cars from Milano to Monza on Sunday morning in the pouring rain. Owing to bad organization of traffic, 50% of the spectators' cars did not reach the track until long after the race had started. The track itself looked very forbidding under grey skies and a drizzle of rain, in spite of the newly erected pits and tribune (entrance costing approx. £2 7s. 6d.) and the usual array of Italian and Fascist flags, which were now rain-sodden and drooping. And mud! Mud everywhere—nasty sticky yellow-brown mud. The trim racing cars standing in the paddock looked beautiful but their tyres looked as though they had been through the Monte Carlo Rally, judging from the amount of mud collected. And the excitement! The pitch of excitement to which the Italians whip themselves before a race has to be experienced to be believed. Every body just stands and shouts. It was easy to pick out Earl Howe's box and Whitney Straight's—there was no shouting going on there—just the quiet cussing of thoroughly happy British workmen!

Shouts and clapping however showed that the spectators were also intent on retaining their reputation for noise. The noise in the Paddock accordingly diminished as the cars were wheeled onto the track for the Parade of Entrants in the Grand Premio d'Italia. The military band in front of the Tribunes struck up and the cars were wheeled into position—engines started up—the flag dropped and the horde of cars were off. All eyes immediately focussed on the south curve around which the cars would presently come into sight. A little more than a minute elapsed. Here they come—No. 28 leading—that's Nuvolari on the Maserati Monoposto! Close behind him is Fagioli on an Alfa Romeo Monoposto, then Taruffi (also Alfa Monoposto), Premoli (B.M.P., seen at Shelsley this year), Chiron (Alfa Monoposto) and Zehender (Maserati Monoposto). The spectators in the tribunes begin to buzz like bees in a hive and once more all eyes are expectantly turned to the curve whilst in the distance the cars can be heard whining along on the other side of the track.

Five laps are completed and the field has spread out. Fagioli and Nuvolari are running neck and neck followed by Taruffi, Chiron (his car's exhaust emitting long flames) and Zehender. At the sixth lap Nuvolari is leading again with Fagioli just behind. The next lap sees these positions reversed. The following lap



The "monoposto" Maseratis driven by Zehender and Taruffi leaving the pits during the Grand Premio d'Italia.

Nuvolari has regained the lead and Fagioli coasts into the pits thumping his petrol tank. The signal is understood and mechanics stand ready with petrol-hose and a rapid fill-up is staged and the car is away in record time. Nuvolari now has a good lead, followed by Taruffi, Chiron and Zehender with Fagioli running fifth and going great guns to make up lost time. The rest of the field go by—Premoli, Siena, Brivio, Castelbarco, Gherzi and Lehoux—and still further behind Moll, Pellegrini, Balestrero (all on Alfas), Brunet and Earl Howe on Bugattis, Biondetti (Maserati), Gaupillat (Bugatti) and Whitney Straight (Maserati).

On the 11th lap, Taruffi's Alfa is leading, with Nuvolari a few yards behind. But on the next lap Nuvolari has regained the lead. Every car seems to be going faster. Chiron completes the 13th lap at an average of 181.8 k.p.h. At the 15th lap Nuvolari is still leading but Fagioli has passed Zehender and is in fourth position, then at the 17th lap Nuvolari coasts in to the pits pointing to a rear wheel. In spite of a very fast change, Nuvolari falls back to fourth position, Taruffi leading, Chiron second and Fagioli third. In the 18th lap Taruffi pulls up at the pits and Chiron takes the lead, Nuvolari working up to second place. Taruffi soon has to return to the pits and finally retires in the 25th lap after a wheel breaking—fortunately without serious results. In the meantime a great battle is

going on between Chiron, Nuvolari and Fagioli, made all the more interesting because first one then the other is running in to the pits to tank petrol or change tyres. At the 27th lap Nuvolari has regained the lead with Chiron second and Fagioli third. A few laps later Nuvolari also makes a pit stop and Chiron is again first. His chances increase as Fagioli also runs in to the pits to change a wheel. After completing 35 laps Chiron has a clear lead of 2 minutes over Nuvolari—Fagioli, Lehoux and Zehender being next. From this point onwards the race threatened to become monotonous until the 40th lap when both Chiron and Nuvolari pulled in to the pits—the former to change plugs and the latter to change wheels. The following lap Chiron retired with a broken valve, so that Nuvolari and Fagioli were left to fight the battle to the bitter end. Nuvolari had a 30 second lead over Fagioli and looked like holding it until the finish. Spectators were already beginning to shout "Nuvolari! Nuvolari wins!" when on the 48th lap with two laps to go, Nuvolari coasted in to the pits thumping a rear wheel. Jacks are ready—a few deft knocks with the hammer—hub-cap spins off—off comes the old wheel, on goes the new—clump-clump goes the hammer—the jack is whisked away and the machine shot away from the pits leaving two black tyre-marks on the concrete. But too late—Fagioli's red car had flashed past and his lead was now too great. Another lap was covered and Fagioli's car appeared in the distance—the chequered flag was wagged at him as he flashed by and the Grand Premio d'Italia was won. Nearly a minute later Nuvolari was flagged in—second, Zehender third and Lehoux fourth.

RESULT.

1. Fagioli (Alfa Romeo), 500 km. in 2h. 51m. 41s. 109.2 m.p.h.
 2. Nuvolari (Maserati), 2h. 52m. 21.2s.
 3. Zehender (Maserati), 2h. 54m. 54.2s.
 4. Lehoux (Alfa Romeo), 2h. 51m. 50.8s.
 5. Siena-Brivio (Alfa Romeo), 2h. 52m. 56.8s.
 6. Castelbarco (Alfa Romeo), 2h. 53m. 51.8s.
 7. Pietro Gherzi (Alfa Romeo), 2h. 54m. 0s.
 8. Moll (Alfa Romeo), 2h. 54m. 44s.
 9. Balestrero (Alfa Romeo), 2h. 55m. 22s.
 10. Brunet (Bugatti), 2h. 52m. 32.4s.
 11. Straight (Maserati), 2h. 55m. 17.2s.
 12. Lord Howe (Bugatti), 2h. 52m. 1.8s.
 13. Pellegrini (Alfa Romeo), 2h. 55m. 36.4s.
- Fastest lap by Fagioli, 186.3 k.p.h.

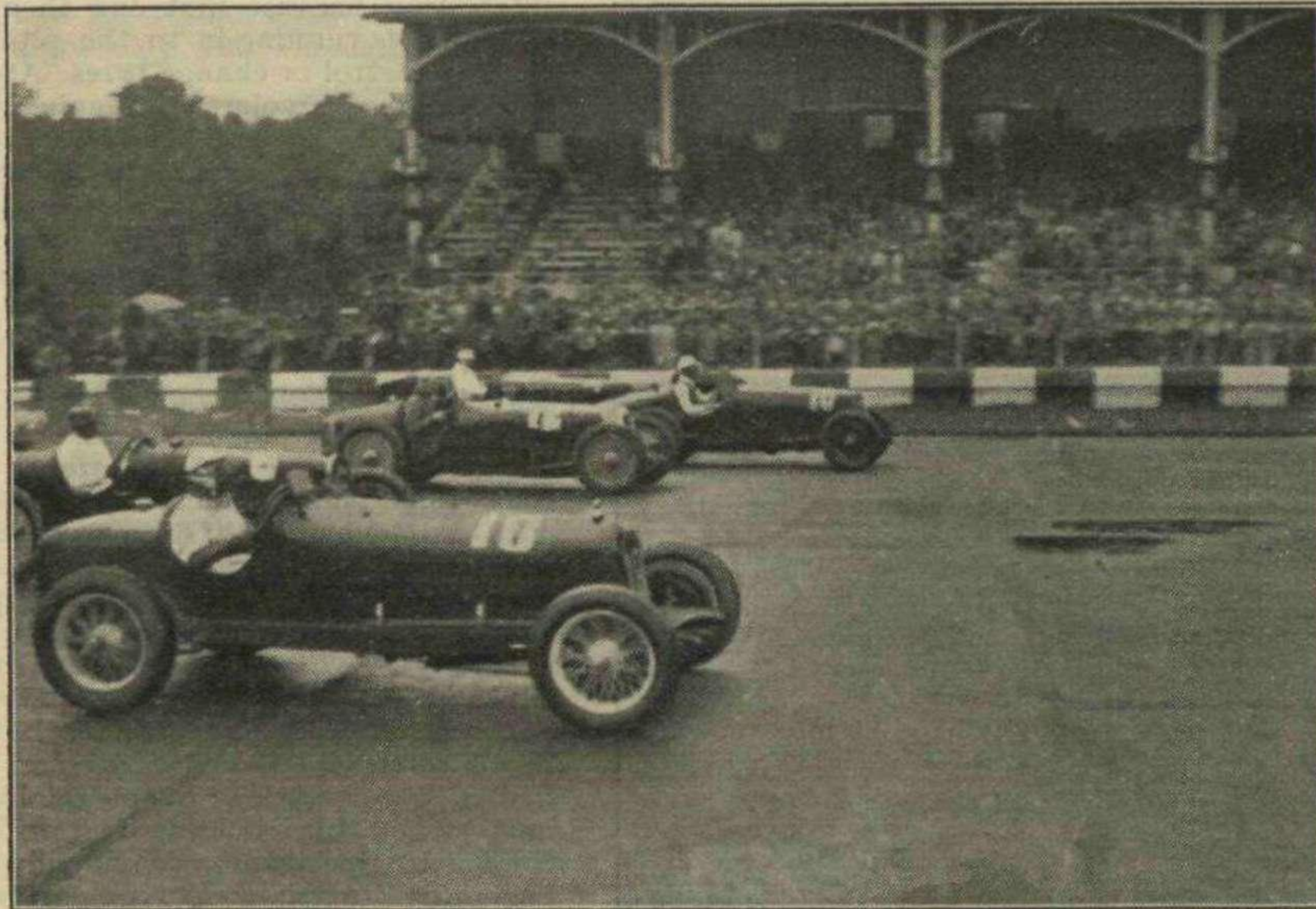
After a very third-rate lunch, during which I was charged 10 liras for a glass of water (about 3s. 6d.!) the first heat of the Grand Premio d'Monza was announced by the loud-speakers. The usual parade took place before the tribunes. First of all Trossi with his lithe red Duesenberg looking very American-speed-tracky, followed by Count Czaikowski with his beautiful blue 4.9 litre Bugatti, then Whitney Straight and his very Brook-

MONZA'S FATAL DAY—continued.

lands-looking Maserati, and the rest of the "First Heaters." The cars were lined up for the usual inspection by officials and soldiers in an assorted array of uniforms—engines started—the flag dropped and they were off. Around they come on the first lap—Premoli on B.M.P. leading,

ovation from the spectators—he seems to appeal to the Italians more than any other driver I know—the spectators are shouting "Campari! Campari!" He smiles and waves to them and gives the Fascist salute to Prince Umberto in the Royal Box—a picture that I shall not easily

last an engine starts up, then another until the whole line are going grum-m-p, grum-m-m-p, then whee-e-e- they're off! Each driver is fighting for position until the cars disappear from sight in the north curve. All heads turn to the south curve. Who will appear first? Campari or Borzacchini? A buzzing in the distance—a red speck appears—voices cry "Campari!" others "Borzacchini!" but the engine note doesn't sound like the right one to me. No—it's Balestrero (Alfa Romeo), followed by Pellegrini (Alfa Romeo) and Mlle. Hellé-Nice (also Alfa Romeo). Balestrero gives the accident sign as he goes past. A minute elapses. What has happened to Campari, Borzacchini, Castelbarco and Barbieri? Everybody starts to talk at once. The ambulance drives off and one or two officials start running towards the south curve. Minutes seem like hours. People begin to shout "Notizie!" (News!) but the loud-speakers remain silent. The race ends with Balestrero first (22m. 22.4s.), Pellegrini second (23m. 7s.) and Mlle Hellé-Nice third (25m. 58s.). People continue to shout for news. At last the loud-speakers give a preliminary "click." A silence falls which one would hardly deem possible. A metallic voice announces "A little incident has occurred in the south curve—we will let you know more later." Boos, whistles and shouts break out anew in greater volume than before. Drivers and officials cluster round the pits. Barbieri is seen returning by foot down the track. Officials, drivers and mechanics run to meet him and the public seeing that someone has arrived who should know what has happened, increase their clamour. At last the loud-speakers'



The start of the first heat of the Grand Premio di Monza. The cars are No. 8 Bonetto (Alfa Romeo), 6, Battilana (Bugatti Special), 12, Straight (Maserati), 10, Premoli (B.M.P.), 4, Trossi (Duesenberg).

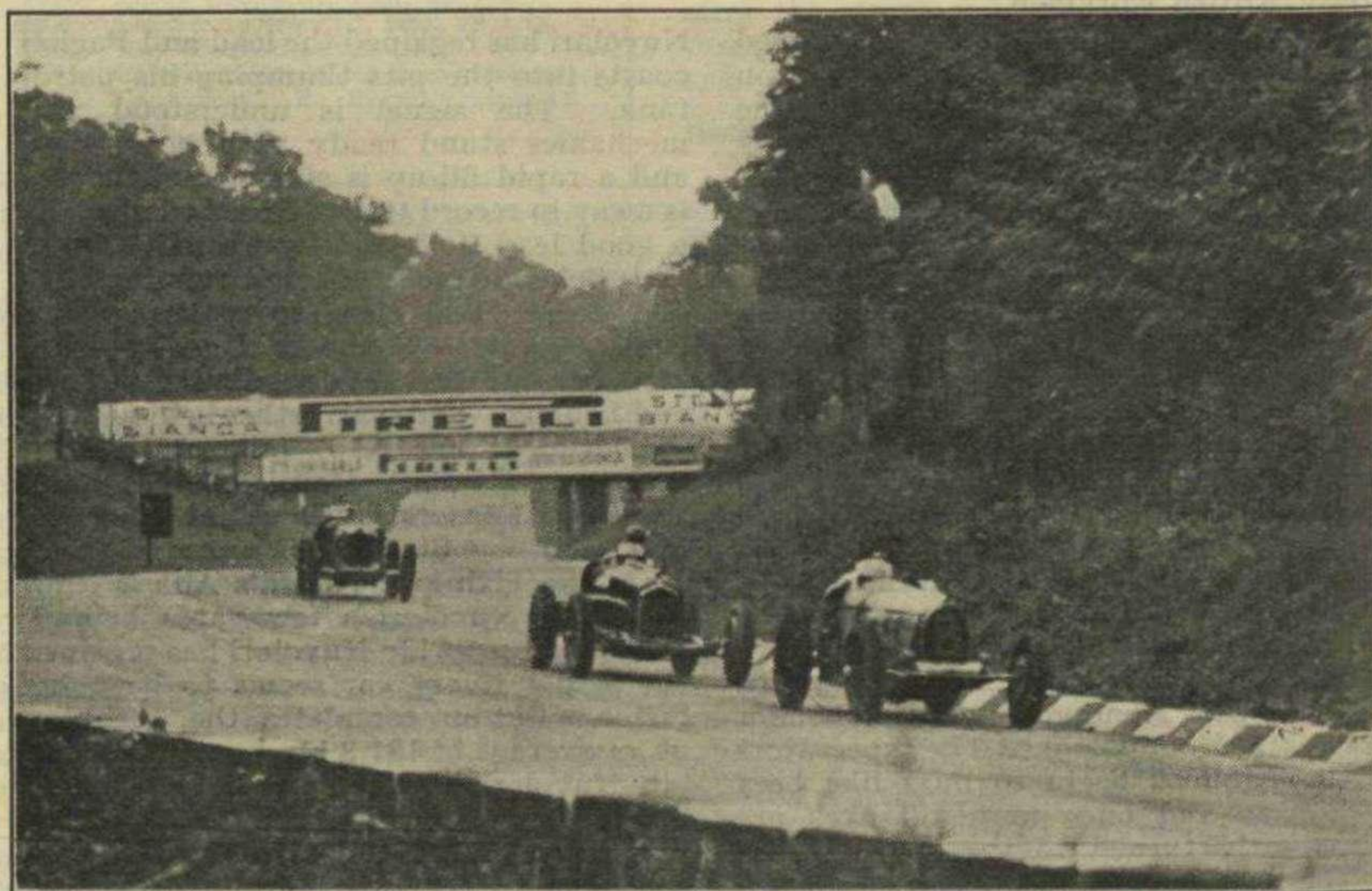
followed by Straight, Trossi and Czaikowski. The cars appear to be going much faster than in the morning's race, and Czaikowski fastest of all. As the cars appear for the second time, a wave of excitement runs through the spectators as it is seen that the Duesenberg is a few yards behind Premoli! On the third lap the Duesenberg is running neck and neck with Czaikowski's Bugatti, Premoli, Moll (Alfa Romeo) and Bonetto (Alfa Romeo) occupying the next positions, the pace having become too hot for Straight. On the next lap Czaikowski is leading, with the Duesenberg a few yards behind, and so the race progressed until in the seventh round, on entering the north curve, a cloud of smoke belches forth from the Duesenberg's exhaust and a minute later it coasts in to the pits, water dropping from the exhaust pipe. All oil having been lost on the way, the engine had cracked up. The beautiful red machine was reverently wheeled off the track back to the paddock. Czaikowski was certain to win and his pit were hanging out signals to "take it quietly" as it was obvious that the other cars were outclassed. And so the first heat ended.

RESULT.

1. Count Czaikowsky (Bugatti), 20m. 49.2s., 113.472 m.p.h.
 2. Moll (Alfa Romeo), 21m. 1s.
 3. Bonetto (Alfa Romeo), 21m. 4s.
 4. Straight (Maserati), 21m. 4.6s.
 5. Premoli (M.B.P.), 22m. 30.6s.
 6. Battilana (Bugatti).
- Fastest lap by Moll at 186.601 k.p.h.

The second heat will remain in the memory of the spectators for many years to come. The cars came out for the parade—Campari receiving his usual enthusiastic

forget—then comes Borzacchini, also a hot favourite. Everybody knows that the race will lie between these two men.



This photograph gives a good idea of Monza track. Gaupillat (Bugatti) is about to be passed by Chiron (Monoposto Alfa-Romeo), followed by another Bugatti.

Then a hitch occurs—a car departs with a large broom and disappears towards the south curve. I rightly assume that it is going to clear up the oil which the Duesenberg has lost. The public begins to whistle, shout and stamp in the impatient manner which is usual in Italy—until at

"click"—again the hushed silence. The metallic voice says "With regard to the slight incident which occurred at the south curve in which Campari, Borzacchini, Castelbarco and Barbieri were involved, we regret to inform you that Campari's condition is very grave, Bor-

MONZA'S FATAL DAY—continued.

zacchini's less grave and the other two are more or less unhurt." Spectators chatter like monkeys. Nobody believes the loud-speakers—they feel that things are much worse—rumours have already arrived from the other end of the track that Campari is dead and that Borzacchini's case seems hopeless. At last an official Press Delegation drives off and after their return it is finally announced that Campari is dead and a few minutes later Borzacchini's death is also announced.

Matters become further complicated as some of the drivers for the Third Heat refuse to take part on the grounds of the fatal accident. The public however does not agree and wants its "moneys worth" and makes this known by the usual stamps, boos and whistles. A meeting is held by the Drivers and after a delay of nearly two hours they finally agree to drive. Engines are started up and off they go—but interest has dropped—nobody seems to mind who wins or how.

I was too busy trying to get details of the accident to see much of this heat. The results were:

1. Lehoux (Bugatti), 21m. 50.2s.
2. Gherzi (Bugatti), 22m. 9.6s.
3. Biondetti (Maserati), 25m. 14s.
4. Cornaggia (Alfa Romeo), 25m. 45.4s.
5. Lord Howe (Bugatti), 26m. 40s.

At last the 11 starters were lined up for the final of the Grand Premio d' Monza. At the completion of the first lap, Whitney Straight's Maserati was seen to be leading, behind him being Gherzi (Bugatti), Lehoux (Bugatti) and Czaikowski (Bugatti) but it was evident that the race would lie between Lehoux and Czaikowski. I remarked to my companion "This will be a fine Bugatti finish, first second and third, if Lehoux and Czaikowski will take things quietly and not race one another to death." Strange words—how true they proved. Lap after lap Czaikowski led by a few second until in the 8th lap Lehoux appeared, slowed his car at the

pits and signalled that an accident had occurred. My interest as a "journalist" promptly lapsed. Campari—Borzacchini—they were just fine drivers to me and my interest was purely academic, but Czaikowski was a friend with the same feelings for his Bugatti as I for mine. His trouble seemed more real to me than that of the others. Then the news came through that he had skidded off the track, on the same fatal oil-patch as the other cars, at over 180 k.p.h.—petrol tank exploded—burnt to death—poor fellow . . .

I went back to my hotel without waiting for the finish. . . .

RESULTS.

1. Lehoux (Bugatti), 21m. 17s. 109.62 m.p.h.
2. Moll (Alfa Romeo), 21m. 20s.
3. Bonetto (Alfa Romeo), 21m. 28s.
4. Straight (Maserati), 21m. 28.2s.
5. Balestrero (Alfa Romeo), 22m. 24s.
6. Biondetti (Maserati).
7. Gherzi (Alfa Romeo).
8. Cornaggia (Alfa Romeo).
9. Mlle. Hellé-Nice (Alfa Romeo).

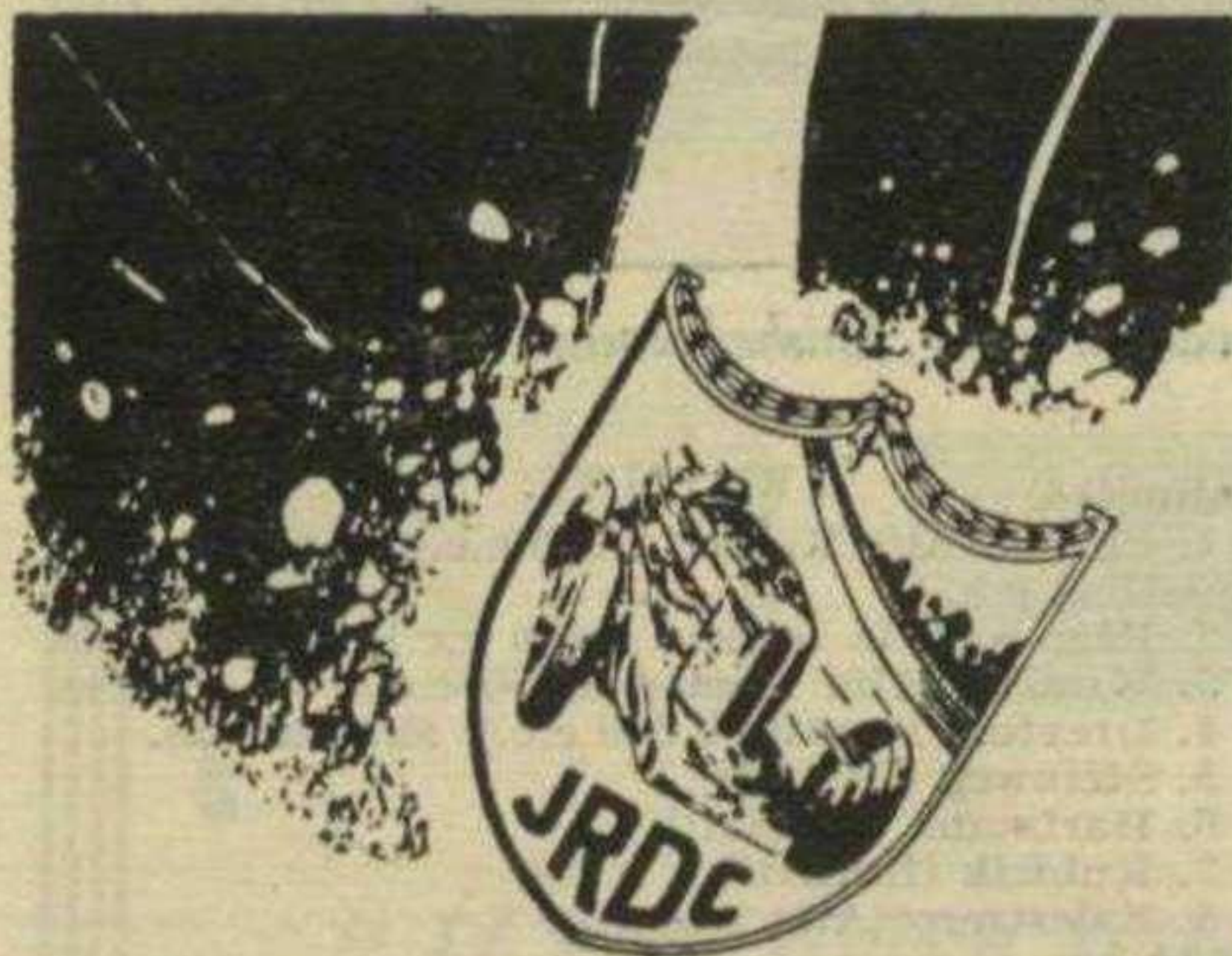
R. H. R.

MID SURREY A.C.

As reported in the September issue of MOTOR SPORT, an Expert's Invitation Trial will be held on Saturday, October 7th. The great feature of this trial will be that it is in the nature of an unofficial championship, for there will only be one

premier award, the Glikstein Trophy. Other awards are the Low Trophy for the runner-up, the Mellano Trophy for the winning one-make team, and the Ballards Trophy for the winning Club team.

The start will take place at Tiverton in Devon, at 11.30 a.m. In order to put all competitors on a level footing the route will be kept secret until that morning. The finish will be at Ilfracombe, where a social event will take place.



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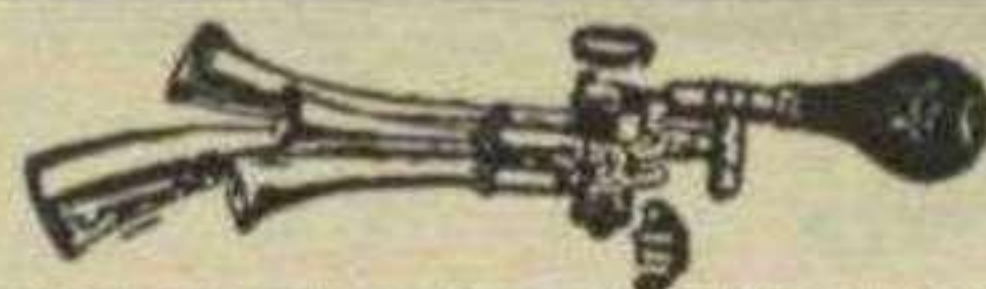
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The Junior Racing Drivers' Club gives to those who cannot own a racing car the opportunity to race on Brooklands track. It is also negotiating with Donington authorities for the extension of a similar privilege. At 171, Harrow Road, W.2, a clubhouse and workshop are nearing completion, and a shed at Brooklands has been secured. Those who wish to be associated with motor racing, but do not desire to participate in races, will find Associate Membership a valuable means of keeping in touch with the sport. Associate Members enjoy all the privileges of full membership, save that of racing a car. These include trips to race meetings at home and abroad, social events, lectures, films and technical advice, high-speed tuning and full use of Club premises. Practice for Mountain Races usually takes place each week—Preliminary practice on Wednesday, timed practice on Thursday. Full details can be obtained from the Organising Sec.

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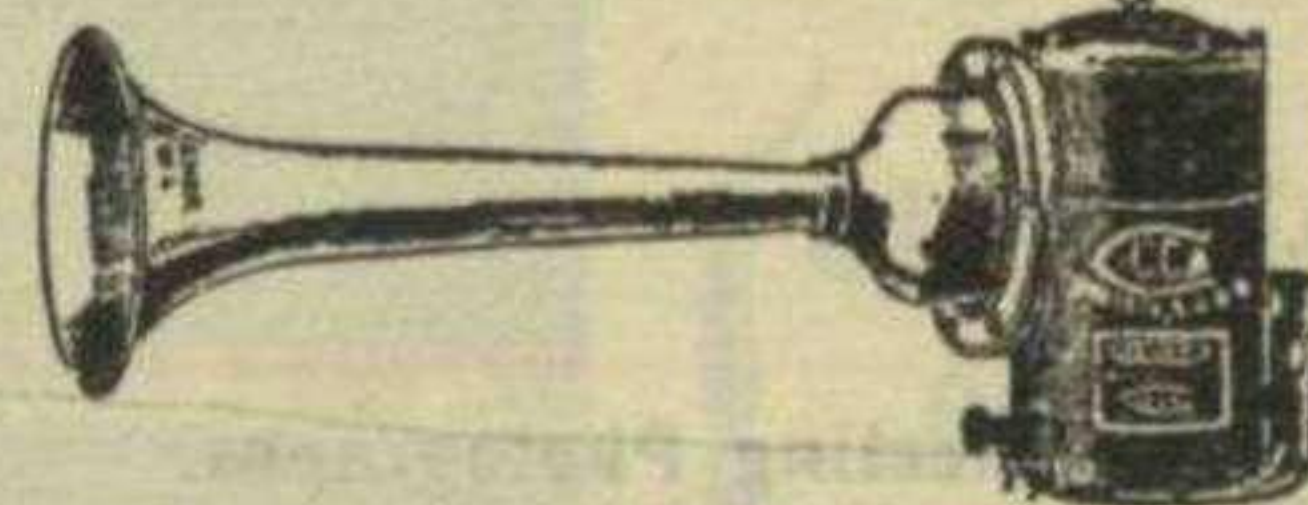
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MANY ACCIDENTS IN THE G.P. OF CZECHOSLOVAKIA.

RACE WON BY LOUIS CHIRON (ALFA ROMEO). H. C. HAMILTON CRASHES AND IS SERIOUSLY INJURED.

THE drivers had a difficult task in the G.P. of Czechoslovakia, held on September 17th at Brno. To begin with the circuit of Masaryk, as it is called, is one of the most difficult in existence, having no fewer than 110 corners in the length of its 18 odd miles lap, and repeatedly climbing and descending steepish gradients. On top of this, torrential rain was falling when the start was given, turning the road into a slippery rink over which the cars tended to slide with complete abandon. In view of these circumstances it was hardly surprising that there should be a good many accidents.

The cars in both 1,500 c.c. and unlimited categories were sent away together, and altogether 32 vehicles of all sorts and sizes came to the line. They were as follows: Unlimited, Chiron,

Length of circuit: 29 km. 142.

Length of race: Unlimited, 17 laps, 495 km.
414. Under 1,500 c.c., 15 laps, 427 km.
130.

PREVIOUS WINNERS.

1930. Unlimited: Von Morgan (Bugatti),
63.142 m.p.h.

1,500 c.c., Hardegg (Bugatti), 60.373
m.p.h.

1931. Unlimited: Chiron (Bugatti), 73.687
m.p.h.

1,500 c.c., Schmidt (Bugatti), 62.302
m.p.h.

1932. Unlimited: Chiron (Bugatti), 68.062
m.p.h.

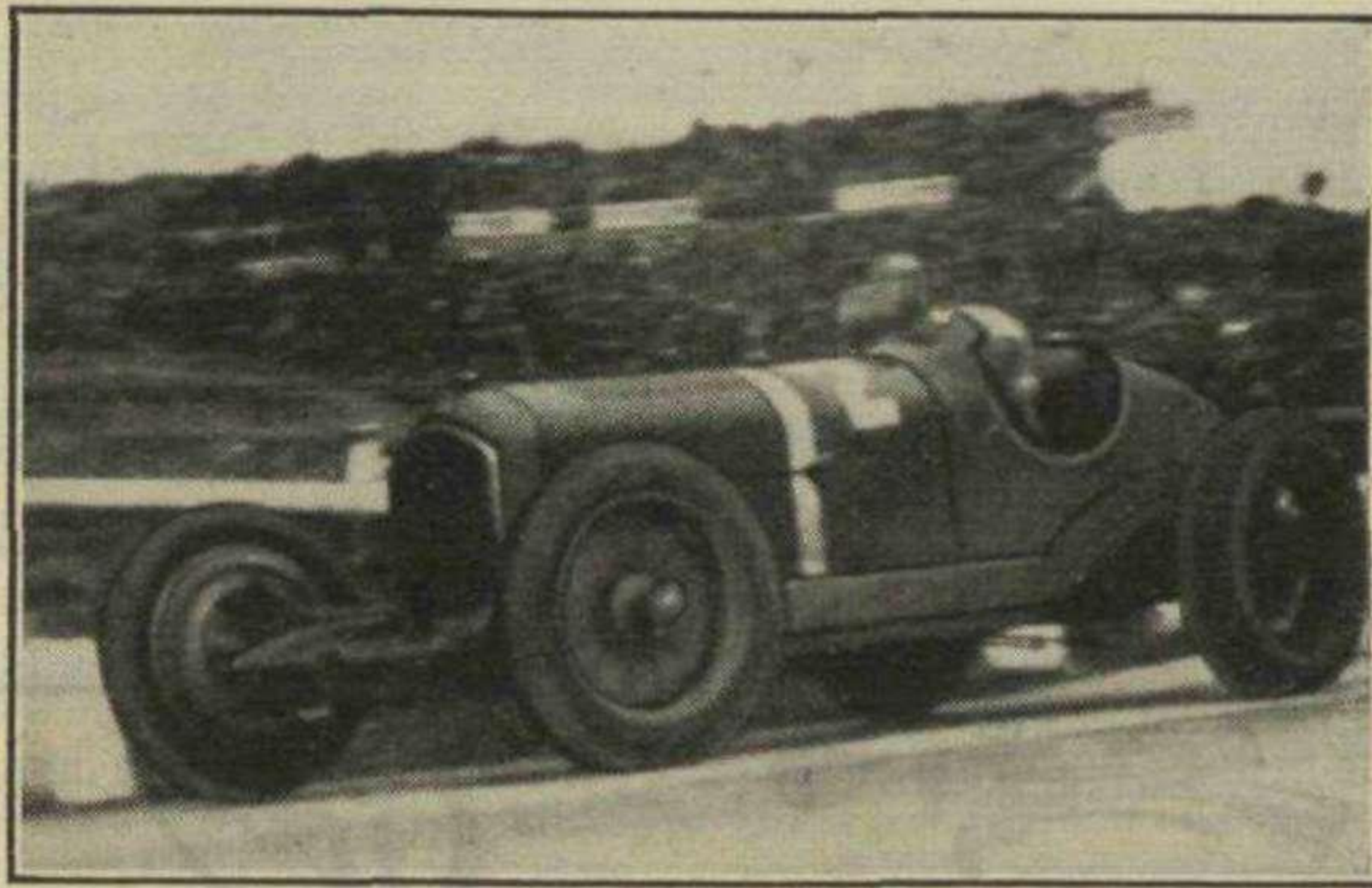
1,500 c.c., Burgaller (Bugatti), 60.375
m.p.h.

Chiron took the lead after the first lap, followed by Lehoux on his veteran Bugatti. Fagioli, on a second monoposto

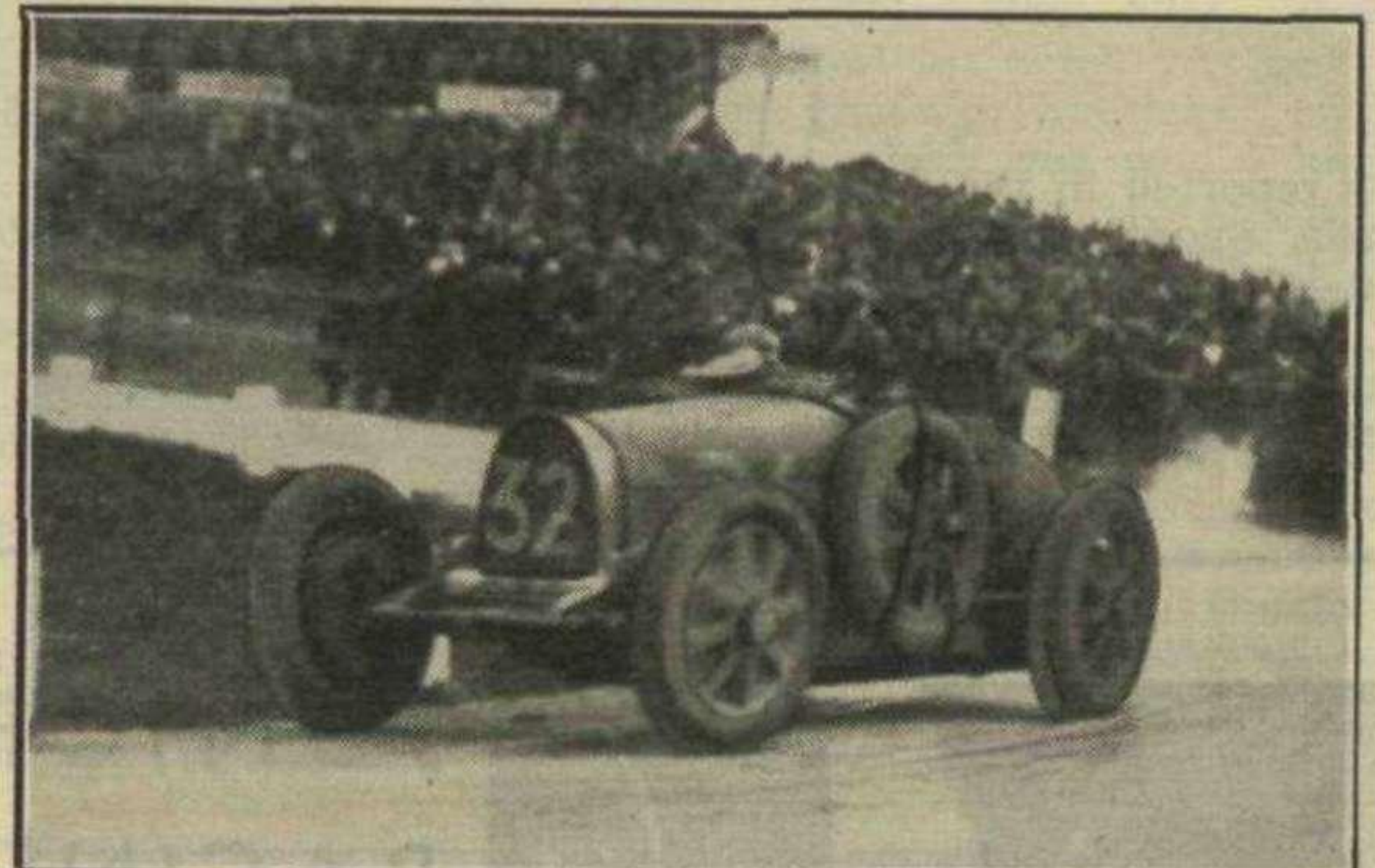
was another victim of the treacherous road surface, although his case was not so bad and he was allowed to leave hospital after treatment. Fagioli was now working his way up again, and took second place behind Chiron, the order which remained until the end.

After Hamilton's crash Burgaller took the lead in the 1,500 c.c. class, but was immediately challenged by Veyron, on another Bugatti. Then Veyron came to grief, so Burgaller repeated his victory of last year.

Altogether seven drivers were injured, but Hamilton was the most severe sufferer. The others were Moll, Mme. Fritsch, Lecaroli, Landi, Ripper and Veyron. At the time of going to press we learn that Hamilton is making good progress. Everyone will wish him the best of luck and a quick recovery.



The race was won quite easily by Louis Chiron (Alfa Romeo).



Hans Kubicki, a Czechoslovakian driver, finished seventh with his Bugatti.

Fagioli, Balestrero, Pietsch, Wimille, Moll and Brivio on Alfa Romeos, Dreyfus, Lehoux, Steinweg, Marko, Hartmann, Kubicek on Bugattis, Von Brauchitsch on a Mercedes-Benz, and Aimini on a Bugatti. In the 1,500 c.c. class, Veyron, Burgaller, Sojka, Mme. Fritsch, Ripper, Winfurter and Decaroli on Bugattis, Landi and Vagniez on Maseratis, Marret and Boucly on Millers, Hostalek and Trumpas on un-specified machines Ruesch on an Alfa Romeo, Hamilton on an M.G. Midget, and Knapp on a Walter.

Alfa was delayed with plug trouble, and Lehoux soon followed him to the pits with gearbox trouble, which forced him to retire. Hamilton absolutely astonished everyone by leading the 1,500 c.c. class with his 750 c.c. car, and still more so by taking third position in the general classification behind Chiron and Moll.

Unhappily this meteoric progress came to an end when Hamilton turned over at a hairpin, sustaining three broken ribs with the resultant internal injuries. Moll

UNLIMITED. RESULTS.

1. Chiron (Alfa Romeo 2,650 c.c.), 4h. 50m. 22s., 63.937 m.p.h.
2. Fagioli (Alfa Romeo 2,650 c.c.), 4h. 54m. 2s.
3. Wimille (Alfa Romeo 2,350 c.c.), 5h. 0m. 4s.
4. Dreyfus (Bugatti 2,300 c.c.), 5h. 2m. 12s.
5. Steinweg (Bugatti).
6. Hartmann (Bugatti).
7. Kubicki (Bugatti).
8. Balestrero (Alfa Romeo).

1,500 c.c.

1. Burgaller (Bugatti), 4h. 32m. 50s., 60.081 m.p.h.
2. Sojka (Bugatti).
3. Ruesch (Alfa Romeo).
4. Ripper (Bugatti).
5. Trumpas (—).

LETTERS FROM READERS.

Collecting Photographs.

SIR,—May I thank you, as a regular reader of MOTOR SPORT for your very excellent journal which I consider far superior to any I know. The excellent photographs and full reports satisfy the keenest follower of our great sport, and I may say I am at the news-agents before the first of each month!

I collect motor-racing photographs and in this your book is invaluable (a letter in the current issue providing me with a new collecting medium).

I am, yours, etc.

NORMAN SMITH.

245, Rochdale Road, Manchester.

SIR,—I was greatly interested in your article this month "Passengers must be barred."

Surely this is a question that should be decided by the mechanics themselves, as it is their lives at stake.

There have been, we know, a number of deaths, and injuries during the last month, which gives rise to alarm, and an opportunity for both the onlooker and the Press to "gossip" and criticize modern motor racing.

The Continental method of having flag-marshals certainly seems successful and its adoption is well repaid by the lack

of passenger deaths. Indeed, from the driver's point of view, he has no worry of another man's life in his care, which might or might not, steady him down.

Why flag-marshals are not stationed on English tracks, and at T.T.'s (more than there are), is a mystery. Nevertheless, a mechanic should be permitted to enter a cockpit at his own special wish.

I am,

Yours etc.,

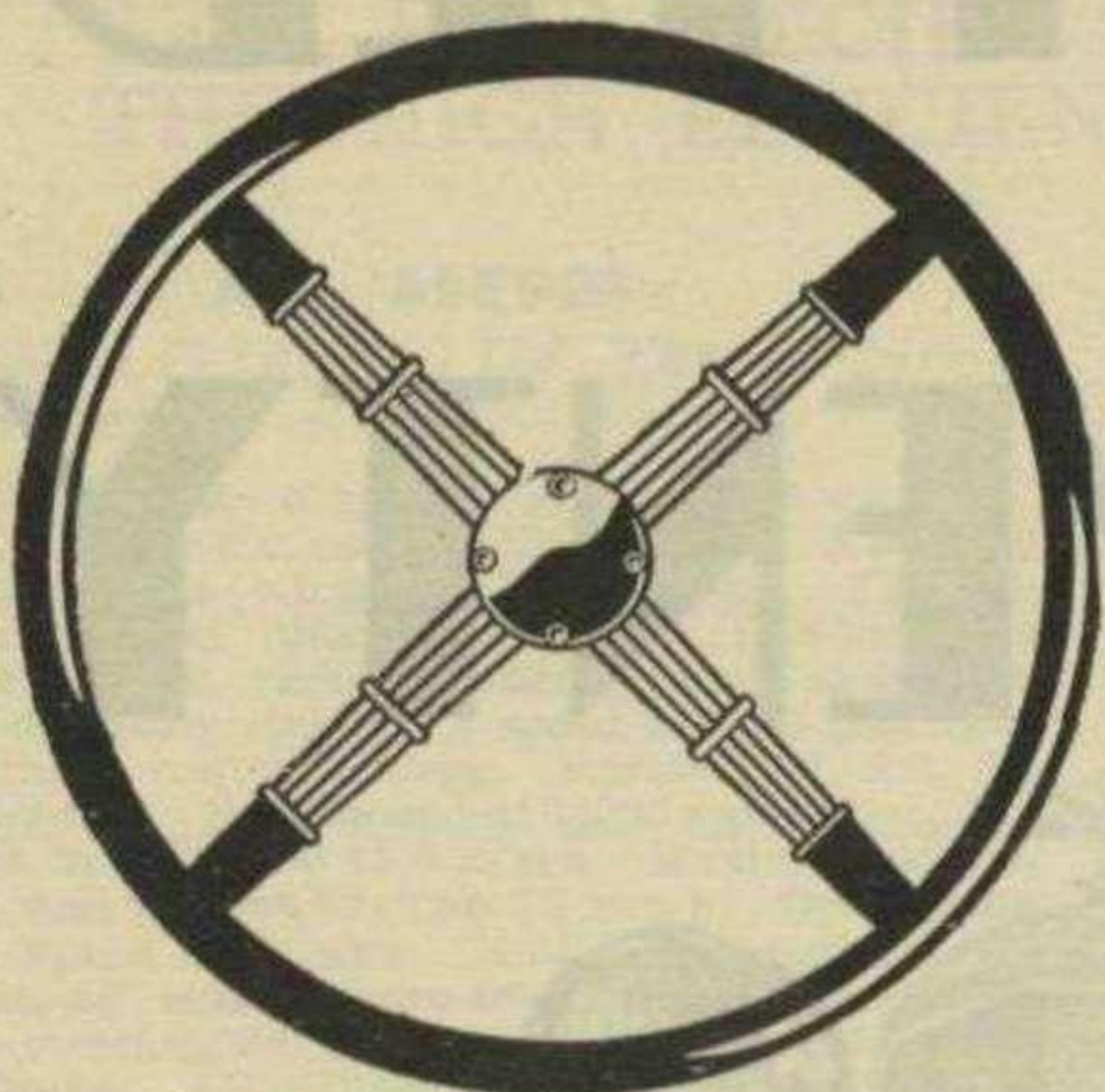
H. BRIAN ELY.

"Deerwood,"

Bickley,
Kent.

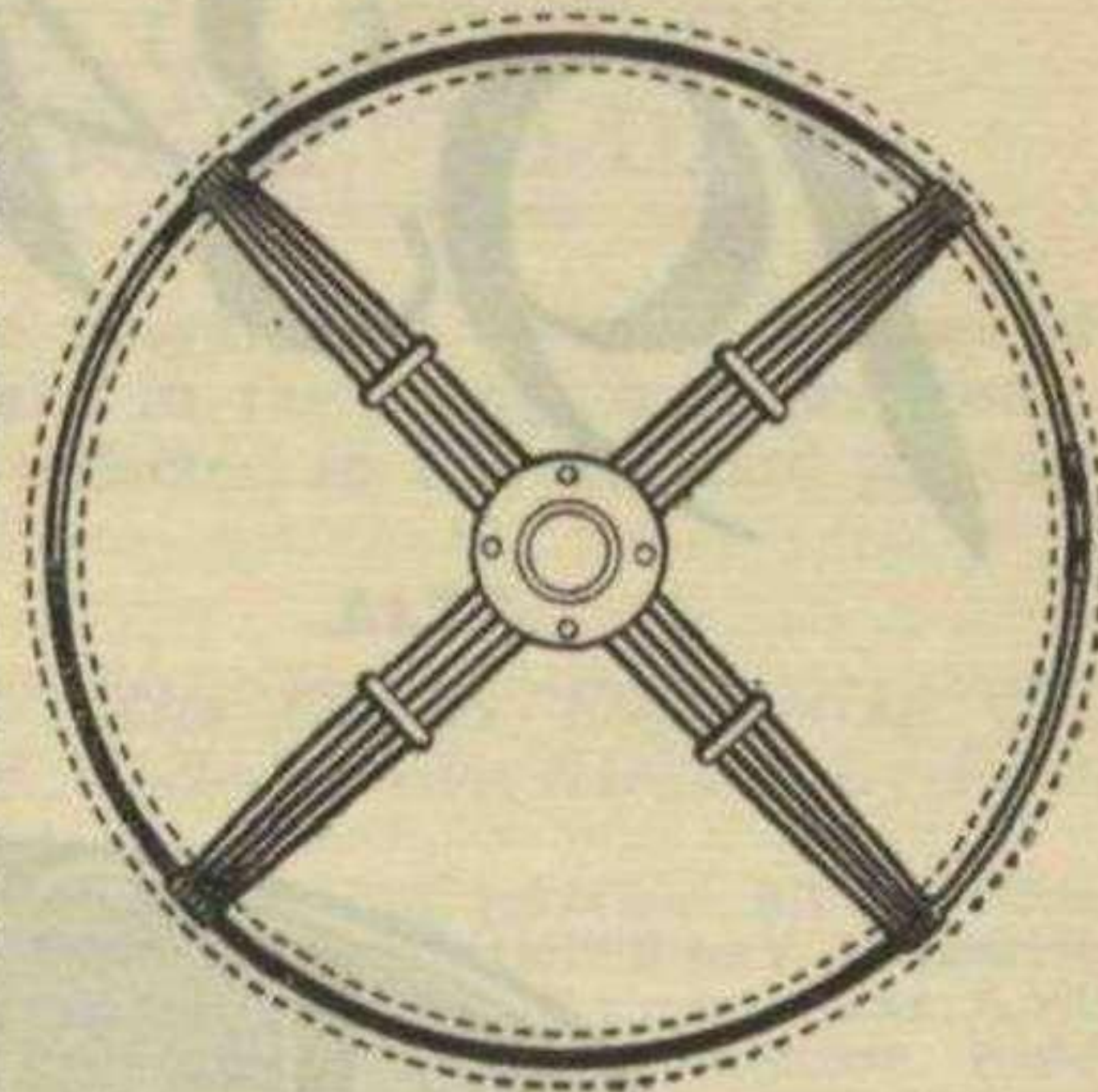
"BROOKLANDS" STEERING WHEELS

Fully Flexible



— The "Brooklands" wheel is entirely different in design, construction and performance from the accepted form of steering wheel. Both spokes and rim are flexible because they embody the unique Patented "Fully Flexible" Principle. This "Fully Flexible" Principle enables the wheel to flex in any direction—which is of prime importance for driving comfort and safety, in the event of an accident. The rim covering is a special moulded rubber composition, which flexes perfectly in conformity with the rim and spokes.

— Examine the "skeleton" wheel in the illustration and you will see that there are no tubes, steel strips or rivets used in the construction. Just live spring steel spokes—each spoke being a multiple of five wires—20 factors of safety in all. Remember that the "Brooklands" Wheel has only a thin spring wire rim covered with a flexible moulding—the unique Fully Flexible Principle. A wheel which is flexible both as regards spokes and rim. Here is a wheel which eliminates vibration, armache, dangerous rim kinking and spoke fracture—a wheel which is supreme in driving comfort, safety and control. No other wheel can impart such a pleasure to your driving, whether it be a racing car, sports car or "family" model. For 1934 the "Brooklands" Wheel has an entirely new and improved rim covering which is a big advance on the original type.



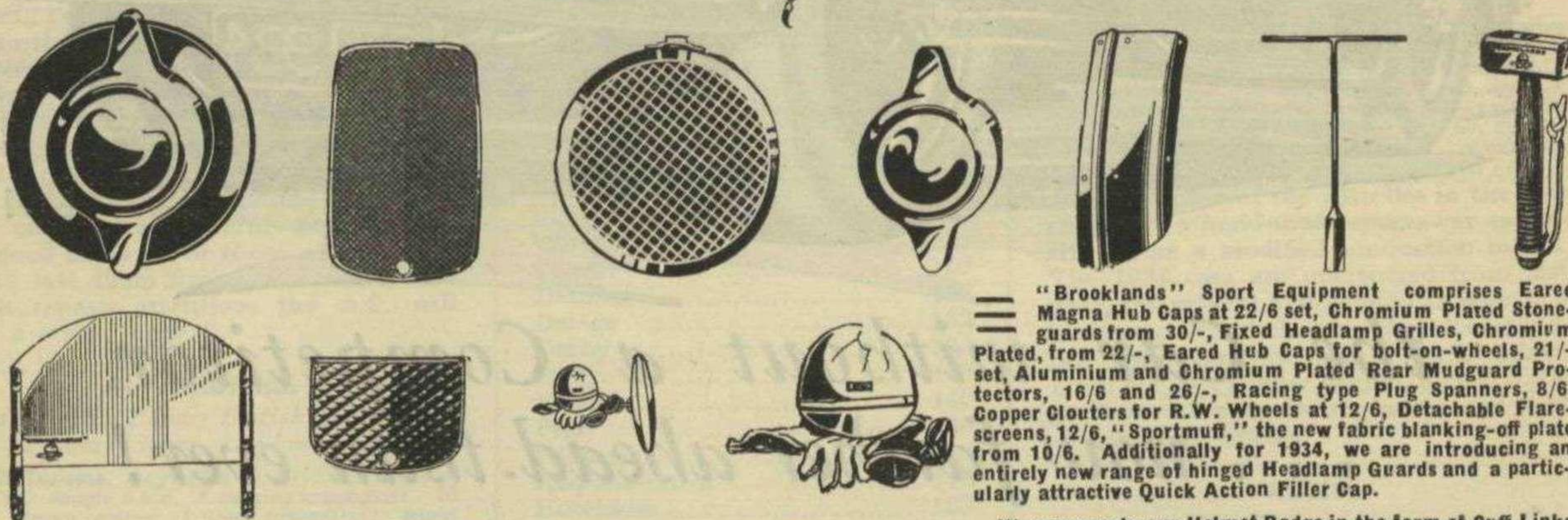
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Mark I. 16" from 36/- Mark III. 17" from 38/- Mark II. 18" from 40/-

Standard Equipment on —

Austin 12-6 Sports Tourer, Avon Standard, Crossley 10 Torquay and Sports, Frazer Nash, Hillman Aero Minx, Humber 12 Sports Saloon, Morris 10/4 and 10/6 Sports, Railton Terraplane, Singer 9 and 1 1/2 litre Sports, Triumph Southern Cross, Vale Special, Wolseley Hornet Special Chassis, Vauxhall Light Six, with "Pendine" Coachwork only.

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— "Brooklands" Sport Equipment comprises Eared Magna Hub Caps at 22/6 set, Chromium Plated Stoneguards from 30/-, Fixed Headlamp Grilles, Chromium Plated, from 22/-, Eared Hub Caps for bolt-on-wheels, 21/- set, Aluminium and Chromium Plated Rear Mudguard Protectors, 16/6 and 26/-, Racing type Plug Spanners, 8/6, Copper Clouters for R.W. Wheels at 12/6, Detachable Flarescreens, 12/6, "Sportmuff," the new fabric blanking-off plate from 10/6. Additionally for 1934, we are introducing an entirely new range of hinged Headlamp Guards and a particularly attractive Quick Action Filler Cap.

We can supply our Helmet Badge in the form of Cuff Links at 4/9 pair in Hall Marked Silver, and with pin or brooch fitting in black and white enamel at 1/6 each.

"If you drive hard, long, or fast—fit a 'Brooklands' Steering Wheel"

Write for Complete Illustrated "Brooklands" List.



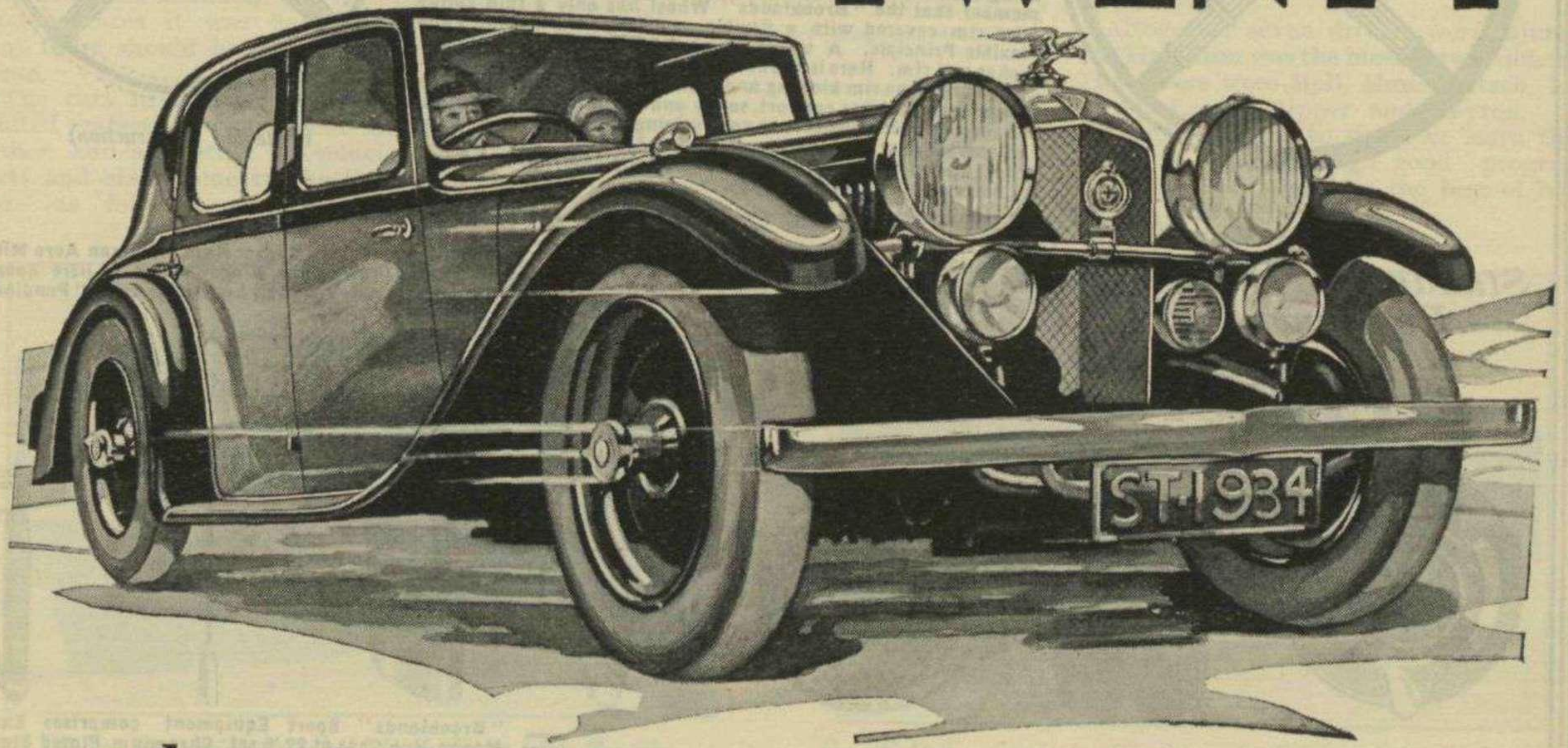
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The
1934



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... also D.W.S. permanent jacks, a new system of operation to the famous ALVIS self-servo brakes, three point rubber mounted engine and gearbox, fully floating rear axle, Luvax one-shot chassis lubrication system, Lucas P.100 headlamps, and non-dazzle pilot lights. No increase in prices. Four-door Sports Saloon £825. Four-Seater Drophead Coupe £825. Sports Four-Seater £695.

Write for catalogue and the name of the local ALVIS Agent who will arrange an appointment for you to drive this incomparable car. Make a point of seeing it at Stand No. 110, Main Hall, Olympia.

ALVIS CAR & ENGINEERING CO., LTD., COVENTRY

London Showrooms: 18 Berkeley Street, W.1.

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A GUIDE TO 1934 SPORTS CARS

IN THE FOLLOWING PAGES THE PROSPECTIVE SPORTS CAR OWNER WILL FIND SPECIFICATION AND PERFORMANCE DATA OF MOST OF THE HIGH EFFICIENCY AUTOMOBILES ON THE MARKET TO-DAY

A.C. (ACEDES).

British. A.C. (Acedes) Ltd., Thames-Ditton, Surrey.

Ace 15/56 h.p. 6 cyl., 65 x 100, 1,991 c.c., 15.7 h.p. £16 tax. o.h.c. comp. ratio 5.75 to 1. 5 bearing crankshaft. 56 b.h.p. at 3,500 r.p.m. Thermosiphon cooling (pump assisted). 1 Stromberg carburetter. 3 point rubber engine mounting. Single dry plate clutch. 4 speed normal gear-box, silent third, central change. Ratios 17.7, 9.3, 6.4 and 4.66 to 1. Road speed at 1,000 r.p.m., 1st, 4.6, 2nd 8.9, 3rd 13, Top 17.9 m.p.h. Maximum speed, 1st 15, 2nd 30, 3rd 50, Top 75 m.p.h. Open prop. shaft. Spiral bevel axle. Half-elliptic springs, 31" in front, 41" rear. Andre friction shock-absorbers. Bishop steering, 36" 6" turning circle. Bendix duo-servo brakes. 12 volt battery, 72 a.h. Electric fuel pump. 10 gall. rear tank. Consumption 22 m.p.g. Wire wheels. Tyres 29" x 5". Wheelbase 9' 7". Track 4' 2". Weight of complete car 22½ cwt. Ground clearance 7½". Prices: Saloon £450. Drop-head close-coupled coupé £440. Fixed head ditto, £435. Drop-head coupé £435.

Ace 16/66 h.p. Sports. Specification as above, with following alterations. Compression ratio 6.25 to 1. 66 b.p.h. at 3,500 r.p.m. 3 S.U. carburetters. Price: Open 4 seater sports £450.

No firm has had more experience of making cars of the "light-six" type than the A.C. Company, for they were the very first in the field with this type. The 1934 models are basically the same as those of last year, and the aim of the company is to produce a medium-sized car of the highest quality, giving a fast maximum speed combined with silent flexibility. Both in mechanical details and coachwork A.C. cars betray careful workmanship and good finish. For those who desire a car to last them for several years, and which repays attention, the A.C. will have a strong appeal.

ALFA-ROMEO.

Italian. Alfa Romeo British Sales, Ltd., 1, Baker Street, London, W.1.

17/75 Turismo. 6 cyl. 65 x 88, 1,750 c.c., 15.7 h.p. Tax £16. Single o.h.c. 5 bearing crankshaft. 75 b.h.p. Pump cooling. 1 Solex carburetter. Rigid engine mounting. Dry plate clutch. Synchromesh gearbox, central control. Maximum speeds (open car), 1st 20, 2nd 40, 3rd 54, top 75 m.p.h. ½ floating rear axle. ½ elliptic springs. S.I.A.T.A. hydraulic shock absorbers. Turning circle 33½". Mechanical brakes. 12v. Battery. Rear tank. Electric fuel pump. Consumption 24 m.p.g. R.W. wire wheels. Alternative tyre sizes. Wheelbase 10' 2". Track 4' 7". Ground clearance, chassis 7½". Weight, 17½ cwt. Prices on application.

17/85 Gran Turismo. 6 cyl., 68 x 88, 1,917 c.c., 17.2 h.p. Tax £18. Twin o.h.c. 5 bearing crankshaft. 85 b.h.p. Pump cooling. 1 Solex carburetter. Dry plate clutch. Synchromesh gearbox, central control. Maximum speeds, 1st 23, 2nd 45, 3rd 63, top 85 m.p.h. Transmission, rear axle, springs and brakes as on 17/75. Battery 12v. 58 a.h. Rear tank. Autopulse feed. Consumption 23 m.p.g. R.W. wheels, 18". Tyres 28 x 5.25. Wheelbase 9' 6". Track 4' 7". Ground clearance, chassis 7½". Weight 16½ cwt. Prices on application.

17/95 Gran Sport. Supercharged. 6 cyl., 65 x 88, 1,750 c.c., 15.7 h.p. Tax £16. Twin o.h.c. 5 bearing crankshaft. Pump cooling. 1 Memini carburetter. Dry plate clutch. 4 speed gearbox, central control. Maximum speeds, 1st 25, 2nd 58, 3rd 80, top 103 m.p.h. Springs, transmission and brakes as 17/75. Turning circle 33". Battery 12v. 58 a.h. 23 gall. rear tank. Electric autopulse fuel pump. Consumption 20 m.p.g. R.W. wheels. Tyres 28 x 5.25. Wheelbase 9'. Track 4' 7". Ground clearance 7½". Weight 16 cwt. Prices on application.

21/220 short, supercharged. 8 cyl., 65 x 88, 2,336 c.c., 20.8 h.p. Tax £21. Twin o.h.c. 10 bearing crankshaft. 220 b.h.p. Pump cooling. 1 Memini carburetter. Dry plate clutch. 4 speed gearbox,

central control. Maximum speeds, 1st 22, 2nd 55, 3rd 99, top 130 m.p.h. Transmission, rear axle, springs, and brakes as on 17/75. Worm and nut steering. Turning circle 36". Battery 12v. 58 a.h. 25 gall. rear tank. Electric fuel pump. R.W. wheels. Tyres 29 x 5.50. Wheelbase 9'. Track 4' 7½". Ground clearance 7½". Price on application.

21/220 long, supercharged. Engine as in short chassis. Maximum speeds, 1st 21, 2nd 52, 3rd 96, top 125 m.p.h. Turning circle 37". Wheelbase 10' 4". Other details as 21/220 short. Price on application.

No changes are announced by this famous Italian factory in their 1934 models. The full range represents a carefully varied choice of cars from a normal touring such as the 17/75 h.p. single-camshaft job to the 21/220 short chassis capable of 130 m.p.h. Alfa Romeos are the high water mark of Italian engineering.

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and the magnificent victories of cars of this make in the racing field are abundantly reflected in the standard productions.

ALTA.

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

Sports. 4 cyl., 60 x 95, 1,074 c.c., 8.7 h.p. Tax £9. Twin o.h.c. Comp. ratio 7.3 to 1. 3 bearing crankshaft. 47 b.h.p. at 5,200 r.p.m. (Max. 6,500 r.p.m.). Pump cooling. 2 S.U. carburetters. Rigid engine mounting. Single dry plate clutch. 4 speed gear box, central control (Wilson pre-selective £15 extra). Ratios, 1st 16, 2nd 8.22, 3rd 6, top 4.77 to 1. Road speed in top at 1,000 r.p.m., 18 m.p.h. Maximum speeds, 1st 30, 2nd 55, 3rd 75, top 87 m.p.h. Tubular prop. shaft, torque tube. Spiral bevel drive. ½ elliptic springs front, ¼ elliptics rear. Luvax shock absorbers. Bishop cam steering. Turning circle 33". Cable operated brakes, no servo. Battery 12v. 65 a.h. 12 gall. rear tank. Electric fuel pump. Consumption 35 m.p.g. R.W. wire wheels. Tyres 19 x 4.50. Wheelbase 8'. Track 4' 3". Ground clearance 7". Price, 2 seater £350, 4 seater £365.

Competition. Same as sports, with following alterations and additions: specially selected and tuned engine, 4 carburetters and special induction pipe, lightened chassis and special assembly. Price, 2 seater £385.

Supercharged. Same as sports, with following alterations and additions: Comp. ratio 6.4 to 1, 92 b.h.p. at 5,800 r.p.m. (Max. 7,000 r.p.m.), 1 S.U. carburetter. Gear ratios, 1st 12, 2nd 9.3, 3rd 6.5, top 4.5 to 1. Road speed in top at 1,000 r.p.m. 20 m.p.h. Maximum speeds, 1st 40, 2nd 60, 3rd 75, top 110 m.p.h. Turning circle 30". Consumption 18 m.p.g. Weight 13 cwt. Price, 2 seater £450.

The essence of the Alta lies in the fact that it is a hand-made sports car as distinct from a modified production model. The 1934 cars are unchanged from last year, and present a threefold variation of a basic engine and chassis, whose outstanding characteristics are a twin o.h.c., 1,100 c.c., 4 cylinder engine, a close-ratio gearbox, a low centre of gravity, and good steering and brakes.

ALVIS.

British. Alvis Car & Engineering Co., Ltd., Coventry.

Speed Twenty. 6 cyl., 73 x 100, 2,511 c.c., 19.82 h.p. Tax £20. Pushrod o.h.v. Pump cooling. 3 carburetters. Single plate clutch. Separate gearbox, central control, silent synchromesh on all 4 speeds. Tubular prop. shaft. Fully floating spiral bevel rear axle. Independent front springing, transverse. Alvis shock absorbers front, André Telecontrol rear. Independent steering. Self energising brakes. Battery 12v. Dunlop wire wheels. Tyres, Dunlop 19 x 5.50. Wheelbase 10' 3". Track 4' 8". Prices, chassis £600, sports 4 seater £695, Charlesworth sports saloon £825, 4 seater drophead coupé £825.

Crested Eagle. 6 cyl., 20 h.p. or 16.95 engine optional. Tax £20 or £17. Pushrod o.h.v. Pump cooling. Wilson pre-selective gearbox, 4 speeds and reverse. Tubular prop. shaft. Fully floating, spiral bevel rear axle. Independent front springing. Independent steering. Self energising brakes. Battery 12v. Wheelbase 10' 3". Long 11'. Track 4' 8". Prices, chassis £550, 4 light saloon 16.95 or 20 h.p. £750, 6 light saloon ditto, 7 seater limousine, 20 h.p. only £850, ditto without partition £830.

Firefly. 4 cyl., 1,496 c.c., 11.9 h.p. Tax £12. 1 down-draught carburetter. Single dry plate clutch. 4 speed gearbox, silent third, central remote control. Pre-selective gearbox extra. Tubular prop. shaft. Fully floating rear axle. Semi-elliptic springs. Self-energising brakes. Battery 12v. Wheelbase 10' 3". Track 4' 8". Prices, chassis £395, sports 4 seater £475, saloon £495, 4 seater drophead coupé £495. Pre-selective gearbox £15 extra.

The Alvis range for 1934 consists of three high-grade, high-performance cars

A GUIDE TO 1934 CARS—continued.

of varying size. The first of these is the famous "Speed Twenty," which is slightly modified for 1934. The independent springing and steering which has proved so successful on the "Crested Eagle" has now been adopted, and a totally new type of gearbox giving all-silent speeds and all synchromesh change. The "Speed Twenty" Alvis can therefore be ranked as one of the outstanding examples of advanced-design sports cars to-day.

The "Crested Eagle" is a luxury car with a high performance. Either a 16.95 or 20 h.p. can be obtained, and independent springing provides superlative comfort for the passengers.

Finally, the "Firefly" remains unchanged for 1934. This 4 cylinder 12 h.p.

and harmony which is the mark of craftsmen who are prompted by an ideal.

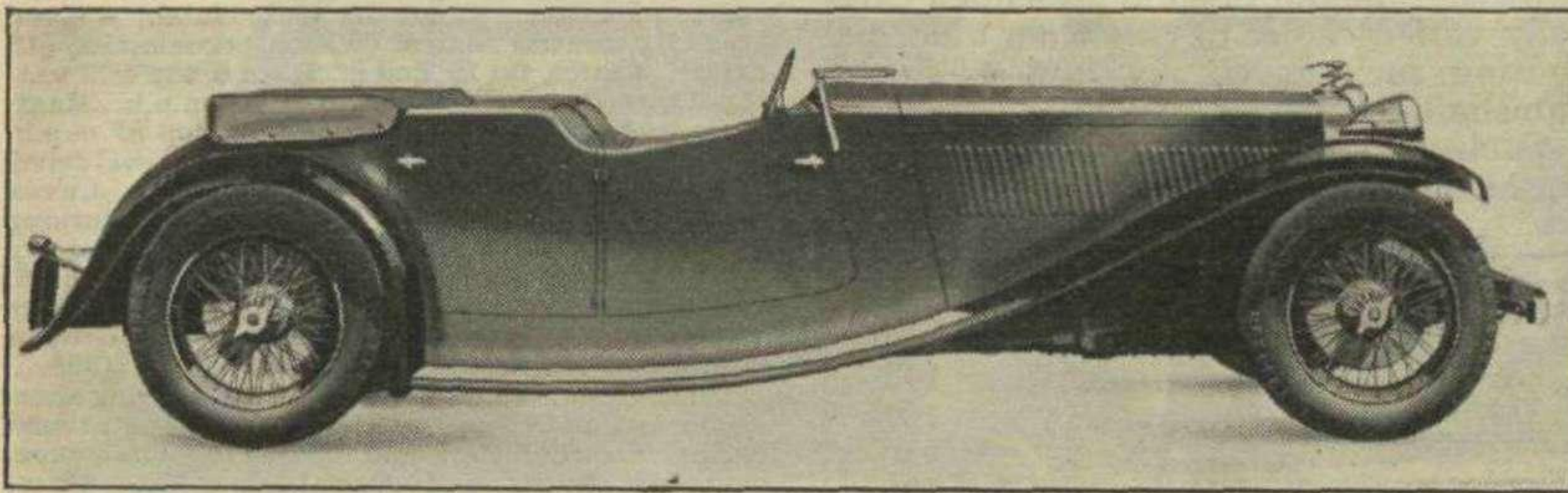
AUSTIN.

British. Austin Motor Co., Ltd., Longbridge, Birmingham.

Seven "65." 4 cyl., 750 c.c., 23 h.p. at 4,800 r.p.m. 4-speed gear box. Top gear ratio 5.6 to 1. Transverse springing. Price, 2 seater £152.

Ten four. 4 cyl., 10 h.p. Comp. ratio 6.5 to 1. 1 Zenith downdraught carburetter. 30 b.h.p. at 3,800 r.p.m. Synchromesh 4 speed gearbox. Semi-elliptic springs. Price, Sports tourer £215.

Twelve-Six. 6 cyl., 61.25 x 84.63, 1,496 c.c., 13.956 h.p. Tax £14. 38 b.h.p. S.v. 1 Zenith downdraught carburetter. 4 bearing crankshaft. 4 point engine mounting. Single plate clutch. 4 speed synchromesh gearbox, central change. Ratios, 1st 18.26, 2nd 11.7, 3rd 7.58, top 5.5 to 1. Spiral bevel drive, $\frac{3}{4}$ floating axle. Manual 4 wheel brakes. Worm and wheel steering. Semi-elliptic springs, Luvax shock absorbers in front, Hartford at rear.



The Speed Twenty Alvis now has independent front springing.

chassis is capable of carrying really roomy coachwork, and this combined with low running costs make the car deservedly popular.

ASTON MARTIN.

British. Aston Martin, Ltd., Feltham, Middlesex.

12/50 Standard. 4 cyl., 69 x 99, 1,493 c.c., 11.9 h.p. Tax £12. O.h.c. Comp. ratio 6 to 1. 3 bearing crankshaft. 55 b.h.p. at 4,500 r.p.m. Thermosiphon and pump cooling. 2. S.U. carburetters. 4 point rubber engine mounting. Single dry-plate clutch. 4 speed gearbox, silent 2nd and 3rd, central change. Ratios, 1st 17.88, 2nd 11.49, 3rd 7.05, top 5.11 to 1. Road speed at 1,000 r.p.m., 1st 4.83, 2nd 7.5, 3rd 12.23, top 16.9 m.p.h. Maximum speeds, 1st 22, 2nd 34, 3rd 55, top 76 m.p.h. Open prop. shaft, Hotchkiss drive. Spiral-bevel rear axle. Semi-elliptic springs. Hartford shock-absorbers. Cable-operated mechanical brakes. Battery 12v. 63 a.h. 11 gall. rear tank. Petrolift feed. Consumption 30 m.p.g. R.W. wire wheels. Tyres 4.50 x 21. Wheelbase 10'. Track 4' 4". Ground clearance 6". Weight, tourer 21 cwt., saloon 23 cwt. Prices, chassis £485, tourer £550, saloon £595.

12/70 Le Mans. Engine dimensions as 12/50 model, but with 7.5 to 1 comp. ratio, developing 70 h.p. at 4,750 r.p.m. Normal gearbox, central change. Ratios, 1st 14.026, 2nd 8.737, 3rd 5.912, top 4.663 to 1. Road speed at 1,000 r.p.m., 1st 5.87, 2nd 9.4, 3rd 13.9, top 17.61 m.p.h. Maximum speeds, 1st 28, 2nd 45, 3rd 66, top 84 m.p.h. Rest of specification as 12/50 model, but Hartford-Duplex shock absorbers, 40' turning circle, 27 m.p.g. consumption, 19 gall. rear tank, and 2 Autopulse fuel pumps. R.W. wire wheels. Tyres 18 x 5.25. Wheelbase 8' 6" ("Special" 10'). Track 4' 4". Ground clearance 6". Weight of 2/4 seater 19 cwt., 4 seater 20 cwt. Prices, chassis £525, 2/4 seater £595, Special 4 seater £625.

In England, at any rate, there will always be a market for a car built without any regard to economy either in materials or workmanship. Such a machine is the Aston Martin, a 12 h.p. car which is made with all the care and patient accuracy which one usually associates only with large luxury vehicles or with special racing cars being prepared for the fray.

What is the benefit of this precision and good quality? It can be summed up in one word "thoroughbred." The handling of an Aston Martin reveals in every control and function a refinement

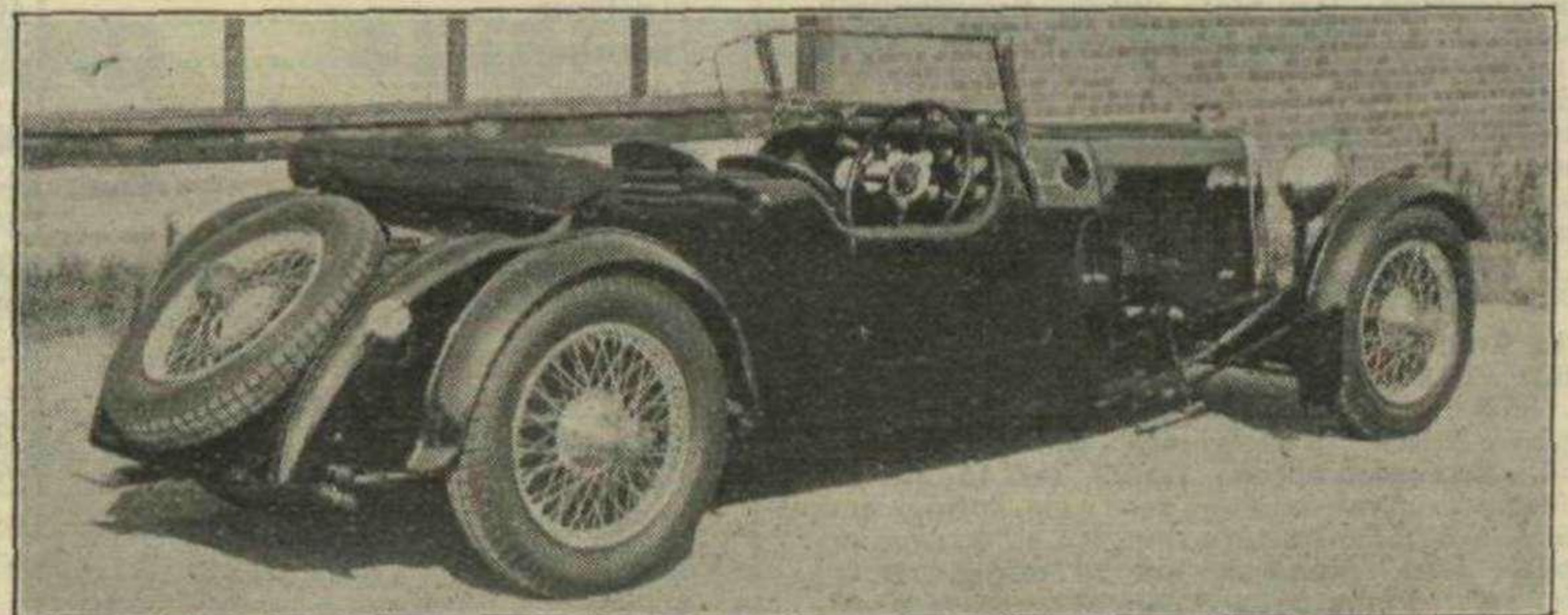
8 gall. rear tank. Magna wire wheels. Dunlop 4.75 x 19 tyres. Prices, sports tourer £275, Greyhound sports saloon £305.

Of the three sports models now marketed by the Austin Company we have already published our road experiences of the Twelve-Six. These can be summed up in saying that this car is a roomy, smooth-riding sports tourer capable of speeds of over 70 m.p.h. in complete comfort. We hope to give our impressions of the Ten-Four and the Seven in a forthcoming issue.

B.S.A.

British. B.S.A. Cars, Ltd., Birmingham.

10.h.p. 4 cyl., 63 x 95, 1,185 c.c., 9.8 h.p. Tax £10. Side valves. Comp. ratio 5.5 to 1. 2 bearing



The Le Mans Special 4-seater is beautifully finished down to the last detail.

crankshaft. 28 b.h.p. at 4,000 r.p.m. Thermosiphon cooling. 1 Solex carburetter. Semi-flexible engine mounting. Daimler fluid-flywheel. Wilson self-changing gearbox, steering column control. Ratios, 1st 19.5, 2nd 11.6, 3rd 7.8. Top 5.25 (alternative 5.5). Maximum speeds, 1st 18, 2nd 30, 3rd 44, top 58 m.p.h. Daimler transmission. Semi-floating rear axle. $\frac{1}{4}$ elliptic springs. Luvax shock absorbers. Marles-Weller steering. Turning circle 37'. Mechanical brakes, by rods. Battery 12v. 51 a.h. 6 $\frac{1}{2}$ gall. rear tank on £230 saloon, 8 gall. on others. A.C. fuel pump. Consumption 35 m.p.g. Wheels, 4.50 x 18 wire. Tyres 4.50 x 18 (4.50 x 19 export). Wheelbase 8' 1 $\frac{1}{2}$ ". Track 4'. Ground clearance 5 $\frac{1}{2}$ ". Weight 18 cwt. Prices, saloon £230, saloon de luxe £255, Peerless coupé £268. Varsity saloon £275, Tickford Foursome £290.

Although not claimed to be in the sports car category the 10 h.p. B.S.A. is interesting to discriminating motorists on account of the application of a Daimler fluid flywheel and self-changing gearbox to a small side valve engine. The B.S.A. unit can "rev." quite smoothly up to 4,000 r.p.m. and by full use of the gearbox really astonishing averages can be put up. The gear change encourages the driver to keep the car at full "revs.", and the willing little engine keeps its time indefinitely.

A most attractive range of bodies has been planned for 1934. In addition to the standard and de luxe saloons there are the Peerless Sports coupé, the Varsity sports saloon, and the Tickford Foursome.

BENTLEY.

British. Bentley Motors (1931) Ltd., 16 Conduit Street, London, W.1.

3 $\frac{1}{2}$ litre. 6 cyl. 82.5 x 114, 3,669 c.c., 25.3 h.p. Tax £26. Pushrod o.h.c. 7 bearing crankshaft. 2 S.U. carburetters. Pump cooling. Single dry-plate clutch. 4 speed gearbox, synchromesh third and top, silent second, right-hand change. Open prop. shaft. Spiral bevel final drive. Worm and nut steering. Semi-elliptic springs fore and aft. Hydraulic shock absorbers. Mechanical servo-motor brakes. Battery 12v. 18 gall. rear tank. Engine-driven fuel pump. Wire wheels. Tyres 18 x 5.50. Wheelbase 10' 6". Track 4' 8". Ground clearance 6". Price, chassis £1,100, open tourer £1,380, drop-head coupé £1,485, sports saloon £1,635.

Full details of this car will be found elsewhere in this issue.

BUGATTI.

French. Ettore Bugatti, 1-3, Brixton Road, London, S.W.9.

Type 46. Unsupercharged, 8 cyl., 81 x 130, 5,350 c.c., 32.5 h.p. Tax £33. O.h.c. 9 bearing crankshaft. Pump and fan cooling. Smith-Bariquand carburetter. Ferodo and steel multiplate clutch. Gearbox with rear axle, central control. Ratios, 1st 9.8, 2nd 5.45, top 3.9 to 1. Road speed at 1,000 r.p.m., 1st 9, 2nd 17, top 25 m.p.h. Open prop. shaft. $\frac{3}{4}$ floating rear axle. $\frac{1}{4}$ elliptic front springs, $\frac{1}{4}$ elliptic rear. Hartford shock absorbers front, Delco-Remy rear. Mechanical brakes, cable operated. Battery 2/6v. 112 a.h. 23 gall. rear tank. Electric fuel pump. Consumption 12/14 m.p.g. Wire wheels. Tyres 6 x 20. Wheelbase 11' 6". Track 4' 7". Chassis weight 23 cwt. Price, chassis £975.

Type 46.5. Supercharged model of Type 46. Similar specification. Consumption 12 m.p.g. Price, chassis £1,175.

Type 50. Supercharged 8 cyl., 86 x 107, 4,840 c.c., 36.6 h.p. Tax £37. Twin o.h.c. 9 bearing crankshaft. Pump and fan cooling. Two Schebler

carburetters. Ferodo and steel multiple plate clutch. Gear ratios, speed at 1,000 r.p.m., transmission, rear axle, springs, brakes, battery and tank capacity as Type 46. Consumption 10 m.p.g. Cast aluminium-alloy wheels. 6 x 20 tyres. Wheelbase 10' 2". Track 4' 7". Chassis weight 23 cwt. Chassis price £1,725.

Type 54. (Grand Prix model of Type 50). Supercharged. Engine dimensions as Type 50. Twin o.h.c. 1 Zenith carburetter. Pump cooling. Multiple disc clutch. 3 speed, right-hand change gearbox. Ratios, 1st 8.6, 2nd 4.8, 3rd 3.5 to 1. Transmission, rear axle, springs, and brakes as Type 46. Bugatti shock absorbers. 21 gall. rear tank. Pressure feed. Cast aluminium-alloy wheels. Tyres 5 x 19. Wheelbase 9'. Track 4' 1". Weight of complete car, 19 cwt. Price on application.

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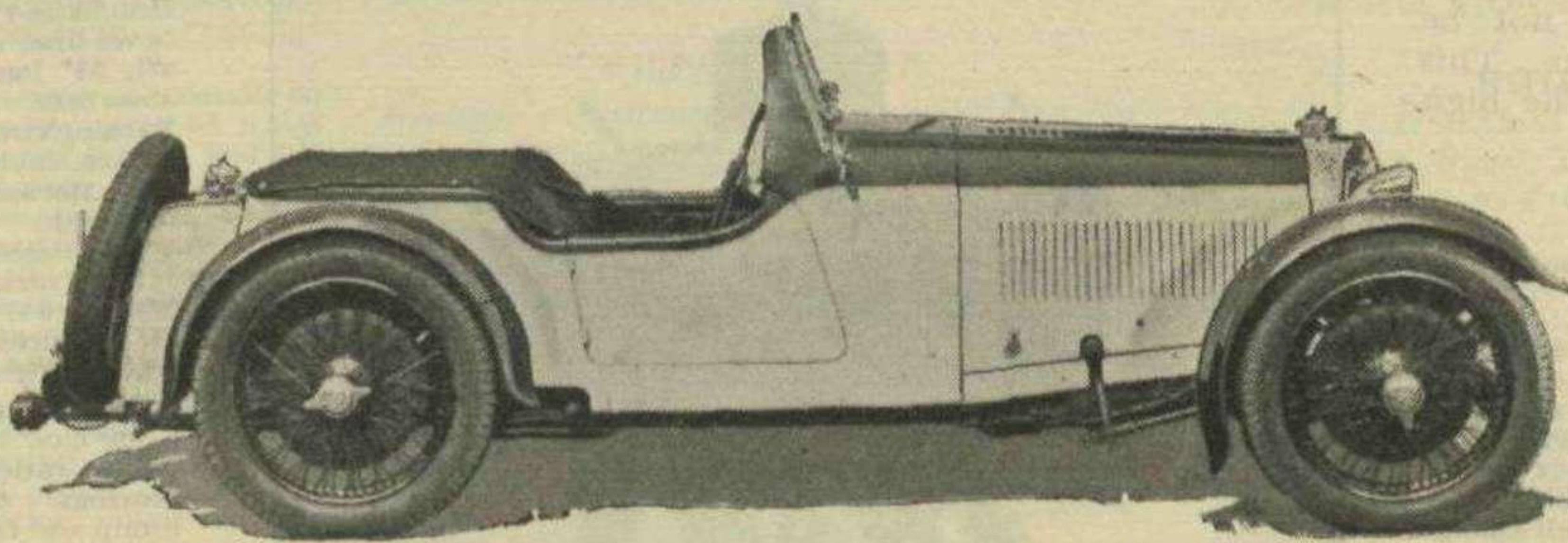
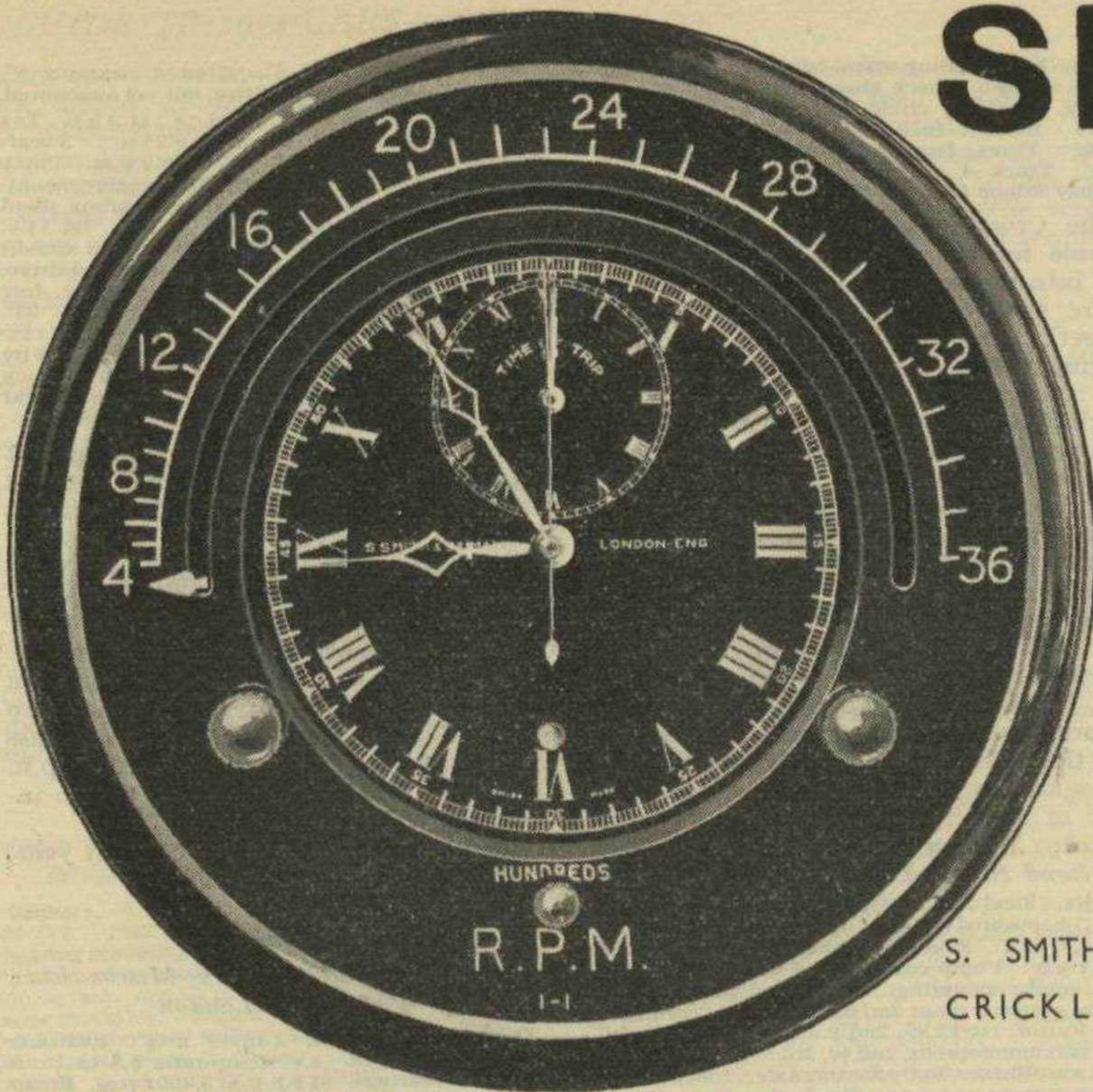
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A GUIDE TO 1934 CARS—continued.

Type 49. Unsupercharged, 8 cyl., 72 x 100, 3,255 c.c., 25.7 h.p. Tax £26. O.h.c. 9 bearing crankshaft. Pump and fan cooling. 1 Schebler carburettor. Multiple plate clutch. 4 speed gearbox, central control. Ratios 1st 11.4, 2nd 7.35, 3rd 5.27, top 4.2 to 1. Road speed at 1,000 r.p.m., 1st 7, 2nd 11, 3rd 15, top 20 m.p.h. Transmission, rear axle, springs and brakes as Type 46. Hartford shock absorbers. Battery 12v. 75 a.h. 15 gall. rear tank. Electric fuel pump. Consumption 18 m.p.g. Cast aluminium-alloy wheels. Tyres 5.25 x 18. Wheelbase 10' 7". Track 4' 2". Chassis weight 19 cwt. Price, chassis £705.

Type 55. Supercharged 8 cyl., 60 x 100, 2,270 c.c., 17.8 h.p. Tax £18. Twin o.h.c. 5 bearing crankshaft. Pump cooling. 1 Zenith carburettor. Ferodo and steel multiple plate clutch. 4 speed gearbox, central control. Ratios, 1st 9.5, 2nd 7, 3rd 5, top 4.15 to 1. Road speed at 1,000 r.p.m., 1st 7½, 2nd 11½, 3rd 16, top 21 m.p.h. Transmission, rear axle, springs, and brakes as Type 46. Hartford Telecontrol shock absorbers. Battery 12v. 75 a.h. 22 gall. rear tank. Fuel pump. Consumption 22 m.p.g. Cast aluminium alloy wheels. Tyres 5 x 19. Wheelbase 9'. Track 4' 1". Weight of complete car, 18 cwt. chassis price £1,350.

Type 51. (Grand Prix model of Type 55). Supercharged. Engine and clutch details as Type 55. 4 speed gearbox, right-hand control. Ratios, 1st 9.5, 2nd 7, 3rd 5, top 3.85 to 1. Road speed at 1,000 r.p.m., 1st 7½, 2nd 11½, 3rd 16, top 21 m.p.h. Transmission, rear axle, springs, and brakes as Type 46. Bugatti shock absorbers. 21 gall. rear tank. Pressure feed. Consumption 21 m.p.g. Cast aluminium-alloy wheels. Tyres 5 x 19. Wheelbase 7' 10½". Track 3' 9". Weight of complete car 17 cwt. Price on application.

New model. To be announced at Olympia.

No alterations are to be made in the existing range of Bugatti models, or "types," for 1934. The type 46 cars are suitable for carrying luxurious enclosed coachwork, the 54 and 50 are the well known "4.9's" in racing and modified form, as are the 55 and 50 cars on the "2.3." chassis. Finally comes the touring 49.

At the Motor Show, so we are informed by Messrs. Bugatti, will be introduced an entirely new model, details of which will not be available until that time. This car should be one of the high spots of Olympia.

CROSSLEY.

British. Crossley Motors Ltd., Goston, Manchester.

Two-litre Sports. 6 cyl. 65 x 100, 1,991 c.c. 15.7 h.p. Tax £16. Pushrod o.h.v. Comp. ratio 6.5 to 1. 4 bearing crankshaft. 58 b.h.p. at 4,000 r.p.m. Pump and fan cooling. 1 Solex carburettor. Engine mounted on rubber bearings. Single dry-plate clutch. Self-changing pre-selective gear box, steering wheel control. Ratios, 17.55, 10.03, 6.57 and top 4.56 to 1. Semi-floating rear axle. ½ elliptic springs. Hydraulic shock absorbers. Worm and lever steering. Turning circle 43'. Self energising brakes. Battery 12v. 66 amp. Vacuum fuel feed. 18 gall. rear tank. Wire wheels. Tyres 5.25" x 20". Wheelbase 10' 2½". Track 4' 8". Ground clearance 7". Price Sports Saloon £695.

"Golden." 6 cyl. 75. x 120, 3,198 c.c. 20.9 h.p. Tax £21. Pushrods, o.h.v. Pump cooling. Single plate clutch. 4 speed gearbox, silent third, central change. Semi floating spiral-bevel rear axle. ½ elliptic springs. Hydraulic shock absorbers. Worm steering. Turning circle, right 38' 8", left 41'. Self energising brakes. Vacuum fuel feed. 12 gall. rear tank. Wire wheels. Tyres 30" x 5.25". Wheelbase 10' 3". Track 4' 8". Ground clearance 9½". Price Saloon £575.

"Ten." 4 cyl. 63 x 90. 1,122 c.c., 9.8 h.p. Tax £10. o.h. inlet and s. exhaust valves. 3 bearing crankshaft. Thermo-syphon cooling. Single plate clutch. Normal 4 speed gear-box with silent third standard. Self-changing Wilson gear box extra. Ratios, 20.15, 12.52, 7.25 and top 5.33 to 1. Central

change. Semi-floating, spiral-bevel rear-axle. Semi-elliptic springs. Shock absorbers. Worm and nut steering. Turning circle 40' 9". Self energising brakes. Electric fuel pump. Rear tank. Wire wheels. Tyres, Dunlop 18 x 4.75. Wheelbase 9' 0½". Track 4'. Price: Buxton Saloon £278; Torquay Saloon £308; Wilson box £20 extra.

The Crossley programme for 1934 is notable for the re-entry of this famous firm into the sporting market with a new 2-litre sports model. This new car is altogether a most attractive machine, judging from its specification. The engine will run smoothly up to 4,000 r.p.m., at which speed it is giving off 58 b.h.p., so that the car should possess a good performance on the road. A Wilson pre-selective gearbox is standard, and this new sports Crossley bears every evidence of great care having been expended in its production.

The rest of the Crossley range remains unaltered. The Ten is now firmly established as a favourite among those who wish for a high class small car of brisk performance. In the luxury market at £500 the "Golden" models are good value.

DERBY.

French. Morgan Hastings, Ltd., 95, New Bond Street, London, W.1.

2 litre. 8 cyl., 65 x 75, 2,000 c.c., 20.9 h.p. Tax £21. O.h. pushrod exhaust, side inlet valves. Comp. ratio 5.5 to 1. 3 bearing crankshaft. 60 b.h.p. at 3,500 r.p.m. Pump cooling. 2 Solex carburettors. Rigid engine mounting. Single dry plate clutch. Normal gearbox, silent 2nd and 3rd, dashboard control. Ratios, 1st 13.89, 2nd 9.33, 3rd 6.94, top 4.6 to 1. Maximum speeds, 2nd 40, 3rd 55, top 75 m.p.h. Front wheel drive. Fully floating axle. Independent springing, front and rear. Shock absorbers. Turning circle 25' 4". Bendix-Perrot brakes, cable operated. Battery 12v. 72 a.h. 14 gall. rear tank. Vacuum feed. Wire wheels. Tyres 5.50 x 18. Wheel

base 9' 9". Track 4' 3". Ground clearance 8". Weight of saloon 21 cwt. Price, not yet announced.

12/50. 4 cyl., 69 x 100, 1,496 c.c., 11.9 h.p. Tax £12. Pushrod o.h.v. Comp. ratio 6.25 to 1. 3 bearing crankshaft. 50 b.h.p. at 4,500 r.p.m. Pump cooling. 2 S.U. carburettors. Fixed engine mounting. Single dry plate clutch. Normal gearbox, silent 2nd and 3rd dashboard control. Ratios, 1st 14.6, 2nd 9.8, 3rd 7.3, top 4.8 to 1. Maximum speeds, 2nd 40, 3rd 55, top 75 m.p.h. Front wheel drive. Fully floating axle. Independent springing, fore and aft. Shock absorbers. Turning circle 34'. Manual brakes, by enclosed cables. Battery 12v. 72 a.h. 12 gall. rear tank. Electric pump. Wire wheels. Tyres 4.75 x 18. Wheelbase 9' 10". Track 4'. Ground clearance 6". Weight of complete car 17 cwt. Price, £295.

The Derby 2 litre model to be shown at Olympia will have a particular interest for sporting enthusiasts, for it emanates from the Courbevoie factory whose destinies are controlled by Mr. W. D. Hawkes. This famous designer has had at his disposal in making the new 8 cylinder f.w.d. car, the experience he has gained with the 8 cylinder f.w.d. Derby Special, which in the hands of Mrs. G. M. Stewart holds so many World's and International class records at speeds of about 140 m.p.h. Decidedly is the new Derby a car to investigate closely.

The 12/50 Derby, introduced last year, remains unchanged for 1934.

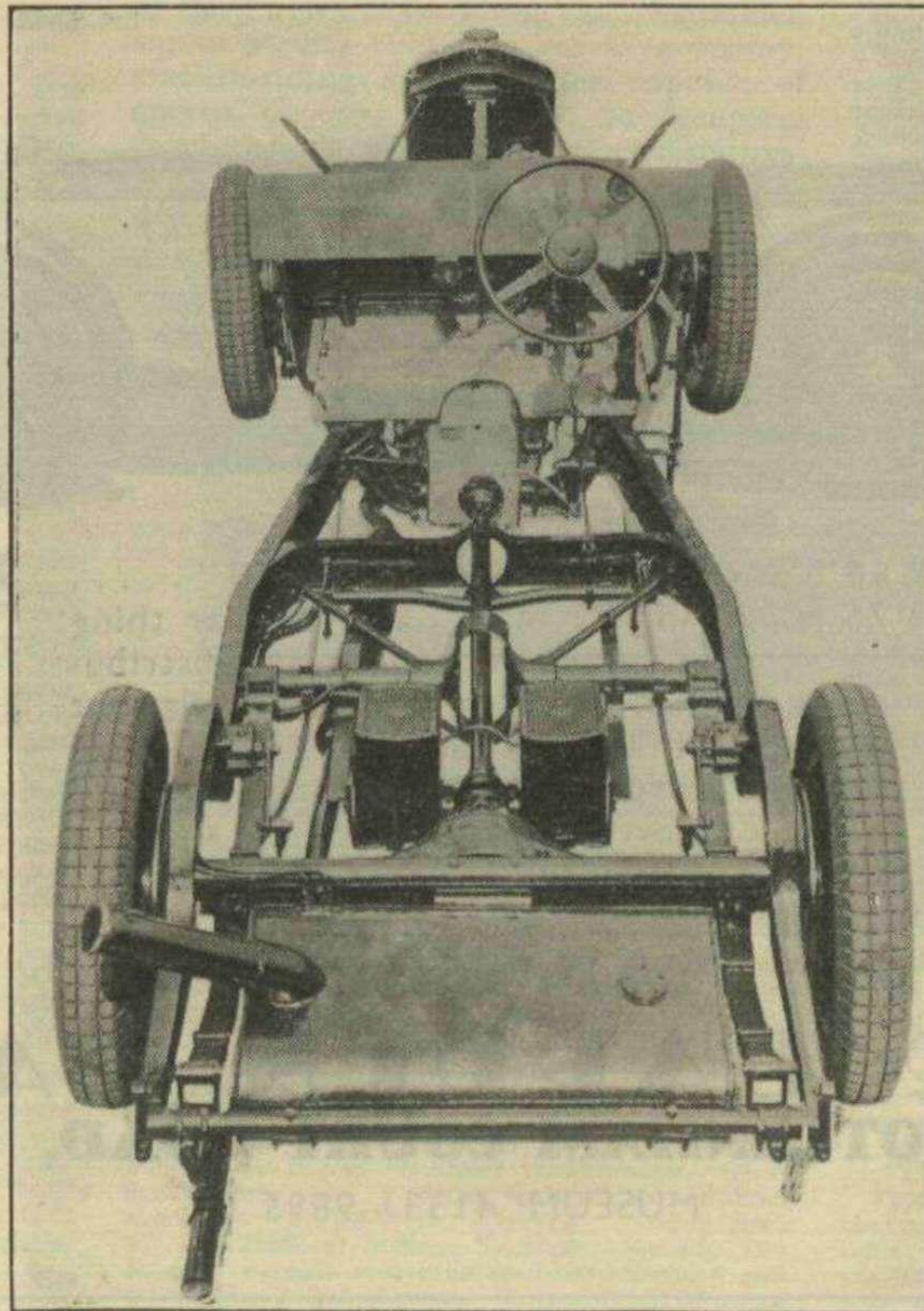
ESSEX.

Canadian. Hudson-Essex Motors Ltd., Great West Road, London.

Terraplane 8. 8 cyl. 2 15/16" x 4½". 4,010 c.c. 27.6 h.p. Tax £28. s.v. Comp-ratio 5.8 to 1. 5 crankshaft bearings. 94 b.h.p. at 3,400 r.p.m. Pump and fan cooling. 1 Carter down-draught carburettor. "Pneu" rubber engine mounting. Single plate clutch, in oil. Synchronesh gearbox, central change. Ratios, 9.9 6.6, top 4.1 to 1. Road speed at 1,000 r.p.m., 1st 8, 2nd 12, top 20 m.p.h. Maximum speeds, 1st 42, 2nd 60, top 86 m.p.h. Hotchkiss-type transmission. Spiral bevel final drive. ½ elliptics fore and aft, 31" long. Monroe hydraulic shock absorbers. Worm and sector steering. Turning circle 41'. Bendix low-velocity brakes, cable operated. Battery 6v. 95 a.h. Mechanical petrol pump. 13½ gall. rear tank. Consumption 18/19 m.p.g. Wire wheels. Tyres 16 x 6. Wheelbase 113". Track 4' 8". Weight of complete car 22 cwt. 14 lbs. Ground clearance 8½". Prices, Chassis £275. Open 4-seater £365. Sports saloon £420.

Terraplane 6. 6 cyl. 2 21/32" x 4½". 2,560 c.c., 16.9 h.p. Tax £17. S.v. Comp. ratio 5.8 to 1. 3 crankshaft bearings. 61 b.h.p. at 3,600 r.p.m. Pump and fan cooling. 1 Carter down-draught carburettor. "Pneu" rubber engine mounting. Single plate clutch, in oil. Synchronesh gear box, central control. Ratios, 11, 7.5 and 4.55 to 1. Road speed at 1,000 r.p.m., 1st 7.2, 2nd 10.7, top 18 m.p.h. Maximum speeds, 1st 34, 2nd 50 and top 75 m.p.h. Hotchkiss type transmission. Spiral bevel final drive. ½ elliptic springs fore and aft, length 31". Monroe hydraulic shock absorbers. Worm and sector steering. Turning circle 37'. Bendix low velocity brakes, cable operated. Battery 6v. 95 a.h. Mechanical fuel pump. Consumption 23 m.p.g. 9½ gall. rear tank. Wire wheels. Tyres 16 x 6. Wheelbase 106". Track 4' 8". Weight of complete car 20½ cwt. Ground clearance 8½". Prices: Chassis £230. Open 4-seater £295. Sports saloon £320.

One of the most surprising cars of the new season is undoubtedly the Essex Terraplane Eight. Any car that can accelerate from 10 to 80 m.p.h. in 36 seconds is remarkable, but when that car carries a really comfortable body, makes no more noise than the most expensive



A newcomer to the sports field—the 2-litre Crossley.

A GUIDE TO 1934 CARS—continued

luxury car, and withal costs a mere £365, then indeed we have a prodigy. The Terraplane 8 does all this quite effortlessly, and what is more has springing and road holding well up to the high speeds its engine offers. True the engine is on the big side—4 litres—but is not excessively heavy on petrol. Its 5.8 to 1 compression ratio allows No. 3 petrol to be used without the usual disadvantages of this procedure. A full report of our experiences on the road with the Terraplane 8 appeared in the September issue of MOTOR SPORT.

The Terraplane Six is a smaller edition of the Eight. Like that machine, its acceleration is outstandingly good, and at the same time dead silent. The coachwork is first-class, being comfortable, roomy, and smart. With a tax of only £17, a petrol consumption of 23 m.p.g. and an initial cost of only £295, it is small wonder that the Terraplane Six is so popular. Such remarkable value for money deserves its inevitable reward.

FRAZER NASH.

British. A.F.N., Ltd., London Road, Isleworth.

Colmore. 4 cyl., 69 x 100, 1,496 c.c., 11.9 h.p. Tax £12. Pushrod o.h.v. Comp. ratio 6.25 to 1. 3 bearing crankshaft. 55 b.h.p. at 4,000 r.p.m. (can be increased by modifications). Cooling by impeller (and/or fan). 2 S.U. or Amal carburettors. 3 point engine mounting. Single dry plate clutch. 4 forward speeds and reverse. Silent chain drive on all gears. Ratios of all gears to choice. Optional gear lever position. Solid rear axle. $\frac{1}{4}$ elliptic springs front and rear. Double Hartford shock absorbers (Tele-control at rear if desired). Turning circle 36'. Manual brakes. Battery 12v. 72 a.h. 8 gall. rear tank. S.U. electric fuel pump. Consumption 30/35 m.p.g. R.W. wire wheels. Tyres 27 x 4.40. Wheelbase 8' 9". Track, front 4', rear 3' 6". Ground clearance optional, 10" max. Weight of complete car, from 15½ cwt., (according to equipment). Price, 3/4 seater de luxe, from £495.

T.T. Replica. Engine dimensions and details as Colmore, but modified to develop up to 65 b.h.p. Gear ratios optional, but standard, 1st 10, 2nd 7.6, 3rd 4.8, top 3.8 to 1. Transmission, springs, brakes and battery as Colmore. Turning circle 34'. 12 gall. rear tank. Pressure or S.U. pump feed. R.W. centre lock-nut wheels. Tyres 27 x 4.40. Wheelbase 8' 6". Track, front 4', rear 3' 6". Ground clearance optional (max. 10"). Weight of complete car 15 cwt. (according to equipment). Price complete car from £445.

Six. Two engines available. 57 x 97.9, 1,498 c.c., 12 h.p. Tax £12. Or 60 x 97.9, 1,657 c.c., 14 h.p. Tax £14. Twin o.h.v. 5 bearing crankshaft. 75 b.h.p. Pump cooling. 3 Zenith or S.U. carburettors. 3 point Silent bloc engine mounting. Single dry plate clutch. Speeds, transmission, rear axle, brakes, springs and battery as Colmore. 13 gall. rear tank. Pressure or pump feed. Consumption 27 m.p.g. R.W. centre lock-nut wheels. Tyres 27 x 4.40. Wheelbase 9'. Track, front 4', rear 3' 6". Ground clearance optional (max. 10"). Weight of complete car from 16 cwt. (according to equipment). Price, T.T. pattern or Colmore body available, from £595.

No car is a more securely established favourite among sporting motorists than the Frazer Nash. This popularity is due to these cars' consistently excellent performances in trials, hill climbs and races throughout every season—in the hands of private owners.

Briefly, the charm of the Frazer Nash lies in its superlative acceleration (due to a good power-to-weight ratio), high cruising speed at low engine revs. (also due to the low weight of the car), silent drive on all gears by means of the unique

chain-drive transmission), high geared steering and perfect road holding (due to correct weight distribution).

To discriminating motorists the fact that gear ratios can be chosen to an exact degree has a strong appeal. The whole car is made to suit the personal requirements of each customer.

GRAHAM.

American. Cleverlys, Ltd., 173, Cleveland Street, London, W.1.

Standard Eight. 8 cyl. 3½" x 4", 4,012 c.c. 31.25 h.p. Tax £32. Side valves. Comp. ratio 6.5 to 1. Higher ratio to special order. 5 bearing crankshaft. 95 b.h.p. at 3,400 r.p.m. Pump cooling. 1 Graham-Paige carburetter. Rubber engine mounting. Single dry-plate clutch. Synchromesh gearbox, central control. Ratios, 1st 12.22, 2nd 7.02, top 4.27 to 1. Special 3.50 to 1 ratio can be supplied. Maximum speeds (4.27 ratio), 1st 25, 2nd 55, top 82 m.p.h. Hotchkiss transmission. $\frac{1}{2}$ floating rear axle. $\frac{1}{4}$ elliptic springs, front 36", rear 54". Hydraulic shock-absorbers. Turning circle 41'. Hydraulic brakes. Battery 6v. 100 a.h. 18 gall. rear tank. Consumption 15-17 m.p.g. Wheels 6 x 17. Tyres 6 x 17. Wheelbase 9' 11". Track 5' 1". Ground clearance 8½". Weight of complete car 32 cwt. Price, saloon £520.

We have already recorded our impressions of the Graham Blue Streak in the columns of MOTOR SPORT, and readers will remember that we found it to be a comfortable, silent saloon capable of a genuine speed of over 80 m.p.h. An important feature of the car is its good road holding, owing to a wide track of 5ft. 1in. and a low centre of gravity. These in turn are due to the special "banjo" frame, which allows the axle to move up and down through a groove in the deep section chassis frame.

The Graham is an outstanding example of the high standard attained in the manufacture of large cars in America to-day.

HISPANO-SUIZA.

French. Automobiles Hispano-Suiza (Gt. Britain) Ltd., Rickett Street, London, S.W.6.

30 h.p. 6 cyl. 100 x 120, 4,560 c.c. 31 h.p. Tax £31. o.h.v. 7 bearing crankshaft. Pump cooling. 1 Solex-Hispano carburetter. M.D. Plate clutch. 3 speed synchromesh gearbox, top gear ratio 4.3 to 1. Central change. Torque tube. Fully floating rear axle. Semi-elliptic springs all round. Shock absorbers. Servo brakes. Battery 12v. 60 a.h. Electric fuel pump. 20 gall. rear tank. Wire wheels. Tyres 3.62 x 20. Wheel base 11' 8½". Track 4' 6". Chassis weight 22½ cwt. Ground clearance 8". Price, chassis £1,050.

37.2 h.p. 6 cyl. 100 x 140, 6,597 c.c. 38 h.p. Tax £38. Other engine details as 30 h.p. S.D. plate clutch. 3 speed synchromesh gearbox, top gear ratio 3.3. to 1. Right hand change. Transmission,

brakes and springs as 30 h.p. Battery 12v. 75 a.h. Electric fuel pump. 24 gall. rear tank. Wire wheels. Tyres 3.62 x 21. Wheelbase 12' 1 9/32". Track 4' 9 3/32". Chassis weight 29½ cwt. Ground clearance 9". Price, chassis £1,750.

45 h.p. 6 cyl. 110 x 140. 7,983 c.c. 45 h.p. Tax £45. Other engine details as 37.2 h.p. M.D. plate clutch. Gearbox, transmission, brakes, springs, tank capacity, wheels and tyres as 37.2 h.p. Wheelbase, long 12' 1 9/32". Short 11' 1 29/32". Track 4' 9 3/32". Chassis weight, long 30½ cwt. Short 29½ cwt. Ground clearance 9". Price, chassis, long or short £2,050.

54 h.p. 12 cyl. 100 x 100. 9,420 c.c. 75 h.p. Tax £75. Other engine and clutch details as 45 h.p. 3 speed synchromesh gearbox, top gear ratio 3.4 to 1. Right-hand change. Transmission, springs and brakes as 45 h.p. Turning circle 34' 5". Battery 12v. 75 a.h. Electric fuel pump. 22 gall. rear tank. Wire wheels. Tyres, 4.00 WB x 20. Wheelbase 12' 5 19/32". Track 4' 11 3/64". Chassis weight 31½ cwt. Ground clearance 7". Price, chassis £2,500.

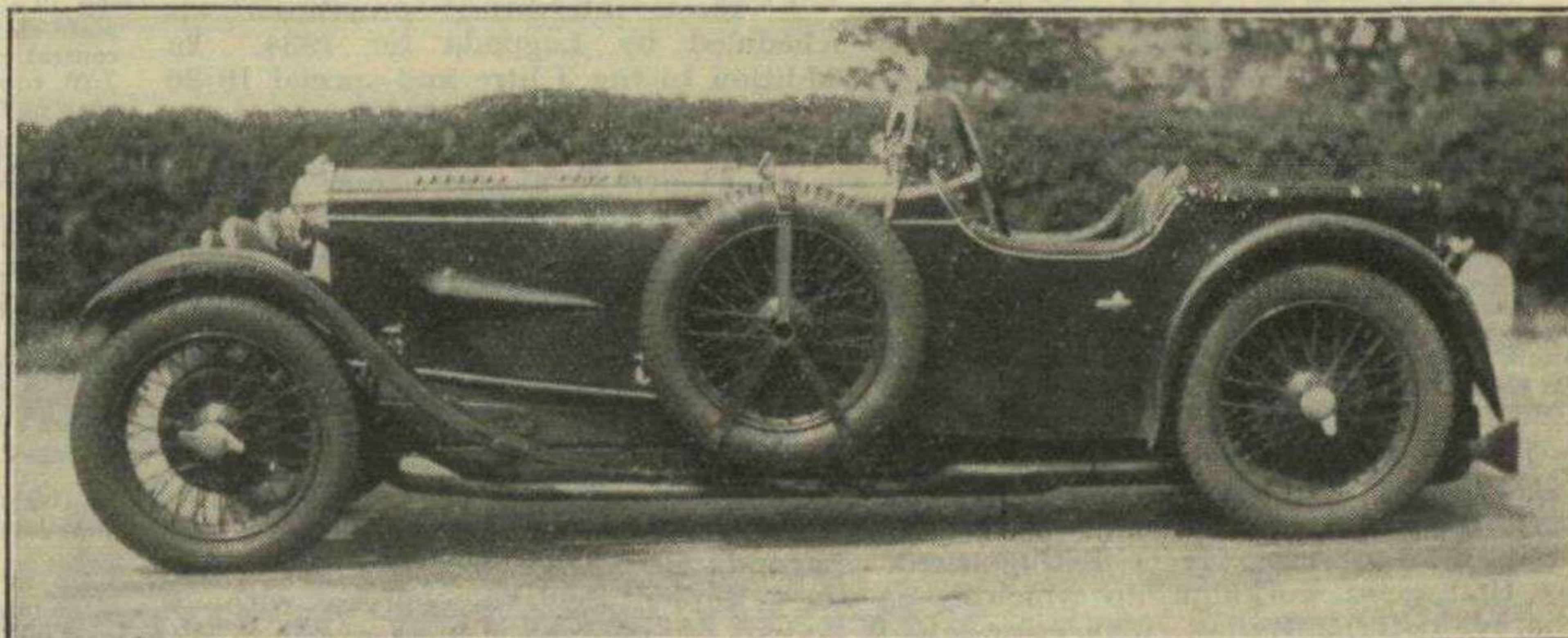
To keen motorists the name Hispano-Suiza suggests a big car, with striking coachwork, which is equally at home in winging its way across Europe as in gliding smoothly and quietly down a Riviera boulevard. The 1934 models carry on this tradition. The smallest chassis of the range is a mere 4½ litre car, while the largest is of a modest 9½ litres! None of the cars has anything freakish in its construction, at any rate so far as the 30, 37.2 and 45 h.p. models are concerned. They are just beautifully constructed six-cylinder cars of orthodox design, which compel the admiration of discerning motorists by reason of their accurate finish and workmanship. It is only in the 54 h.p. car that any radical departure from orthodox design is found, and even then it is only because this car has a 12 cylinder engine. With its chassis price of £2,500 this Hispano Suiza can only be within the means of a favoured few, but motoring as a sport and hobby would not be complete without such massive luxury cars.

HOTCHKISS.

France. Hotchkiss et Cie, 70, Vauxhall Bridge Road, London, S.W.1.

20 h.p. 6 cyl. 75 x 100, 2,650 c.c., 20.8 h.p. Tax £21. Pushrod o.h.v. 7 bearing crankshaft. Pump cooling. 1 Solex carburetter. 4 point ribbon engine suspension. Single dry plate clutch. 4 speed gear box, central change. Hotchkiss drive. $\frac{1}{4}$ floating, spiral bevel rear axle. Semi-elliptic springs front and rear. Hydraulic shock-absorbers. Worm and nut steering. Turning circle 38'. Hotchkiss-Bendix servo brakes. Battery 12v. 85 a.h. A.C. fuel pump. 16 gall. rear tank. Rudge wire wheels. Tyres 6 x 18. Wheelbase 10' 1½". Track 4' 8". Ground clearance 9". Price, chassis £450. Complete car £650.

3½ litre Speed Model. 6 cyl., 86 x 100, 3,485 c.c., 27.5 h.p. Tax £28. Pushrod o.h.v. 7 bearing crankshaft. Maximum r.p.m., 4,200. 1 Solex self-start-



Speed is conveyed by every line of this Frazer Nash "Six."

A GUIDE TO 1934 CARS—continued.

ing carburetter. Rest of specification follows 20 h.p. except 18 gall. rear tank, 6 x 19 tyres, wheelbase 10' 4", track 4' 8", weight of complete car 30 cwt. Price, chassis £550, complete car £750.

2 litre 4 cyl. Details of this new model are not yet available in this country.

Hotchkiss cars have always found a place among English motorists by reason of their solid construction and resultant long wearing qualities. For high average speeds over Continental roads these cars have proved their worth, and experience in this direction has given the modern Hotchkiss a distinctive "feel" when compared with other cars.

The 6 cylinder models are perfectly straightforward in design, yet leave the newcomer to the steering wheel an enthusiastic Hotchkiss "fan" after a short run. For those requiring a really high maximum speed the special six will merit investigation. The interesting new 2 litre 4 cylinder car which did so well in the Alpine Trial is not yet on sale in this country.

ISOTTA-FRASCINI.

Italian. Isotta Motors Ltd., 1a High Road, Kilburn, N.W.6.

Type 88. 8 cyls. in line. 95 x 130. 7,372 c.c. 44.3 h.p. Tax £45. Pushrod o.h.v. 9 bearing crankshaft. Pump and fan cooling. 2 Zenith carburetters. Engine mounted on bearer arms and friction dampers. Multiple disc clutch. Gearbox, optional ball change, 3 speeds box or 4 speed self-changing box. Full floating spiral bevel rear axle. $\frac{1}{2}$ elliptic springs fore and aft. Hydraulic shock-absorbers. Vacuum servo brakes. Battery 12v. 140 a.h. Vacuum fuel feed. 24 gall. rear tank. Wire wheels. Tyres 700 x 21. Wheelbase 12' 1". Track 4' 8". Ground clearance 8 $\frac{1}{2}$ ". Price, chassis £1,850.

The 45 h.p. straight-eight Isotta-Fraschini has appeared regularly each year, almost unchanged, for many years now. Minor alterations are incorporated from time to time, of course, in order to bring the car into line with the latest practice, but basically the "I.F." remains the same. This year the car has a self-changing gear box as optional.

The same care that is a part of aero-engine construction, where failure so often means death, is found in the Isotta-Fraschini motor-car. The factory produces both cars and aero engines, and it is safe to say that both branches benefit by this close association. The "I.F." is a luxury car of massive proportions which can propel heavy coachwork with ease at really high speeds. Its chassis is in keeping with this high performance, and the car is therefore a joy to handle. Long may it flourish!

ITALA.

Italian. Isotta Motors Ltd., 1a High Road, Kilburn, N.W.6.

Type 61. 6 cyl. 65 x 100, 1,990 c.c. 15.7 h.p. Tax £16. Pushrod o.h.v. 8 bearing crankshaft. Pump cooling. 1 Zenith carburetter. Engine mounted on rubber. Single-plate clutch running in oil. 4 speed gearbox, unit construction, central change. Fully-floating spiral-bevel rear axle. $\frac{1}{2}$ elliptic springs. Excelsior single-arm shock absorbers. Mechanical servo brakes. Battery 12v. 52 amps. 13 gall. rear tank. Wire wheels. Tyres 20 x 3 $\frac{1}{2}$. Wheelbase 10' 6". Track 4' 7". Price, chassis £475.

The 2 litre Itala is a 2 litre 6 cylinder car which, without boasting an exceptional performance, nevertheless is an exceedingly pleasant car. It is distinguished by that good workmanship which is a characteristic of Italian engineering, and its neat chassis is an object lesson in forethought and ingenuity. Like all

Italian cars, the Itala is particularly suitable for continental touring, and its massive radiator should prove invaluable for Alpine work.

LAGONDA.

British. Lagonda Ltd., Staines, Middlesex.

4 $\frac{1}{2}$ litre. 6 cyl., 88.5 x 120, 4,429 c.c., 29.13 h.p. Tax £30. Pushrod o.h.v. Comp. ratio 6.5 to 1. 4 bearing crankshaft. 115 b.h.p. at 3,800 r.p.m. Pump and fan cooling. 2 S.U. carburetters. Flexible engine mounting. Single plate clutch. Normal gearbox, silent third, right-hand change. Ratios, 1st 11.4, 2nd 7.3, 3rd 4.7, top 3.6 to 1. Road speed in top at 1,000 r.p.m., 25 m.p.h. Maximum speeds, 1st 35, 2nd 60, 3rd 80, top 97 m.p.h. Open propeller shaft. Spiral bevel final drive. Semi-elliptic springs, 35" front, 48" rear. Hartford hydro-telecontrol shock absorbers. Bishop cam-roller steering. Turning circle 42'. Servo brakes. Battery 12v. 75 a.h. Fuel pump. 20 gall. rear tank. Consumption 16 m.p.g. Rudge wire wheels. Tyres 19 x 6. Wheelbase 10' 9". Track 4' 9 $\frac{1}{2}$ ". Ground clearance 8". Price, chassis £675, open tourer £795, saloon £895.

3 litre. 6 cyl., 75 x 120, 3,181 c.c., 20.94 h.p. Tax £21. Pushrod o.h.v. Comp. ratio 6.4 to 1. 7 bearing crankshaft. 75 b.h.p. at 3,800 r.p.m. Pump and fan cooling. 2 S.U. carburetters. Flexible engine mounting. Single plate clutch. Ordinary gearbox, silent third, right-hand change. Ratios, 1st 12.88, 2nd 8.05, 3rd 5.15, top 4.1 to 1. Road speed in top at 1,000 r.p.m., 22 m.p.h. Maximum speeds, 1st 30, 2nd 50, 3rd 70, top 83 m.p.h. Open propeller shaft. Spiral bevel final drive. Semi-elliptic springs, 35" front, 48" rear. Hartford shock absorbers. Bishop cam and roller steering. Turning circle 42'. Mechanical brakes, rod operated. Battery, 12v. 75 a.h. Fuel pump. 20 gall. rear tank. Consumption 20 m.p.g. Rudge wire wheels. Tyres 19 x 6. Wheelbase 10' 9". Track 4' 9 $\frac{1}{2}$ ". Ground clearance 8". Price, chassis £550, tourer £695, saloon £750.

16/80 Special. 6 cyl. 65 x 100, 1,991 c.c., 15.7 h.p. Tax £16. Pushrod o.h.v. Comp. ratio 6.5 to 1. 4 bearing crankshaft. 68 b.h.p. at 4,500 r.p.m. Pump and fan cooling. 2 S.U. carburetters. Flexible engine mounting. Single plate clutch. E.N.V. self-changing gearbox, right hand change. Ratios, 1st 14.6, 2nd 9.1, 3rd 5.8, top 4.6 to 1. Road speed in top at 1,000 r.p.m., 18 m.p.h. Maximum speeds, 1st 20, 2nd 45, 3rd 65, top 80 m.p.h. Open propeller shaft. Spiral bevel final drive. Semi-elliptic springs, front 35", rear 48". Hartford shock absorbers. Cam and roller steering. Turning circle 40'. Mechanical brakes. Battery 12v. 75 a.h. 14 gall. rear tank. Fuel pump. Consumption 23 m.p.g. Rudge wire wheels. Tyres 18 x 5.5. Wheelbase 10'. Track 4' 8". Ground clearance 7". Prices, chassis £475, open tourer £595, saloon £695, 6 light saloon £650.

Rapier. 4 cyl., 62.5 x 90, 1,104 c.c., 9.6 h.p. Tax £10. Twin o.h.c. Comp. ratio 6.9 to 1. 3 bearing crankshaft 60 b.h.p. at 5,000 r.p.m. Pump and adjustable thermostat cooling. 2 S.U. carburetters. Flexible engine mounting. E.N.V. self changing gearbox, right hand change. Ratios, 1st 18.02, 2nd 10.6, 3rd 7.1, top 5.25 to 1. Road speed in top at 1,000 r.p.m. 15.3 m.p.h. Open propeller shaft. Spiral bevel final drive. Semi-elliptic springs, front 29", rear 35 $\frac{1}{2}$ ". Hartford shock absorbers. Bishop cam-roller steering. Turning circle 35' 8". Girling mechanical brakes. Battery 12v. 63 a.h. 8 gall. rear tank. Fuel pump. Rudge wire wheels. Tyres 19 x 4.50. Wheelbase 7' 6 $\frac{1}{2}$ ". Track 4'. Ground clearance 6". Prices to be announced later.

A most interesting programme is scheduled by Lagonda for 1934. In addition to the 3 litre and special 16/80 models, both well-liked and firm favourites, there are two new cars. The first is the 4 $\frac{1}{2}$ litre, a most welcome addition to the ranks of really fast cars, and for which a speed of 97 m.p.h. is claimed. The engine is a normal push-rod o.h.v. six, with two S.U. carburetters, and develops no less than 115 b.h.p. A remarkable feature of this model is the low price of £795 for the open tourer—a figure deemed impossible a few years ago for a 100 m.p.h. car.

After many rumours the new small Lagonda has finally come to light. That the "Rapier" will be good goes without saying, for did not a most excellent 12 h.p. car emanate from the Staines factory some years ago? From its specification

the Rapier appears to have the nature of a really high efficiency motor-car, 60 b.h.p. from 1,104 c.c. is good going, and altogether this new Lagonda is one of the major events of the season.

LEA-FRANCIS.

British. Lea Francis, Ltd., Lower Ford Street, Coventry.

1 $\frac{1}{2}$ litre. 4 cyl., 69 x 100, 1,496 c.c., 11.9 h.p. Tax £12. Pushrod o.h.v. Comp. ratio 4.7 to 1. 3 bearing crankshaft. 65.5 b.h.p. at 3,750 r.p.m. Pump cooling. 1 Cozette carburetter. 4 point engine mounting. Single dry plate clutch. Normal gearbox, right hand change. Ratios, 1st 14.23, 2nd 8.47, 3rd 5.56, top 4.27. Road speed at 1,000 r.p.m. 1st 6, 2nd 10, 3rd 15, top 19 m.p.h. Maximum speeds, 1st 23, 2nd 40, 3rd 42, top 82 m.p.h. Open prop. shaft. Spiral bevel drive. $\frac{1}{2}$ elliptic springs, 29" front, 48" rear. Hartford shock absorbers. Worm and wheel steering. Turning circle 42' 6". Manual brakes. Battery 12v. 51 a.h. 10 gall. rear tank. Autopulse feed. Consumption 16/18 m.p.g. Wire wheels. Tyres 4.5 x 19. Wheelbase 9' 3". Track 4' 2". Ground clearance 7". Weight, 4 seater 21 $\frac{1}{2}$ cwt., saloon 22 $\frac{1}{2}$ cwt. Prices, 4 seater £550, saloon £650.

T.T. 1 $\frac{1}{2}$ litre. Basic details as Standard 1 $\frac{1}{2}$ litre, but modified tuning and supercharger. Gear ratios, 1st 13.03, 2nd 7.75, 3rd 5.09, top 3.91 to 1. Road speed at 1,000 r.p.m., 1st 8, 2nd 11, 3rd 17, top 22 m.p.h. Maximum speeds, 1st 25, 2nd 42, 3rd 64, top 98 m.p.h. 25 gall. tank amidships. Weight, 19 $\frac{1}{2}$ cwt. Price, 2 seater £550.

16/70 h.p. 6 cyl., 65 x 100, 1,991 c.c. 15.7 h.p. Tax £16. O.h.c. Comp. ratio 5.7 to 1. 4 bearing crankshaft. 53 b.h.p. at 4,000 r.p.m. Pump cooling. 1 downdraught Stromberg carburetter. 4 point engine mounting on rubber. Single dry plate clutch. "Duo" gearbox, right hand change. Ratios, 1st 15.05, 2nd 9.4, 3rd 6.45, top 4.7 to 1. Road speed at 1,000 r.p.m., 1st 5, 2nd 9, 3rd 13, top 18 m.p.h. Maximum speeds, 1st 21, 2nd 37, 3rd 55, top 75 m.p.h. Open prop. shaft. Spiral bevel drive. $\frac{1}{2}$ elliptic springs, 29" front, 48" rear. Hartford shock absorbers. Worm and wheel steering, 43' 6". Manual brakes. Battery 12v. 51 a.h. 10 gall. rear tank. Fuel pump. Consumption 22-24 m.p.g. Wire wheels. Tyres 5 x 19. Wheelbase 9' 6". Track 4' 2". Ground clearance 7 $\frac{1}{2}$ ". Prices, De luxe coachbuilt saloon £495, Sports 4 seater £445, Foursome coupé £495.

2 litre. Specification as 16/70 h.p. but wheelbase 9' 3". Turning circle 42' 6". Prices, semi-panelled saloon £425, coachbuilt saloon £445.

A choice of 4 or 6 cylinder cars of 1 $\frac{1}{2}$ and 2 litre capacity are provided by the Lea Francis concern for the 1934 season. Prices at first may seem to be high, but when one considers the fact that the cars are individually made from carefully selected materials, their value to the motorist who takes a pride in his car will be appreciated.

M.G.

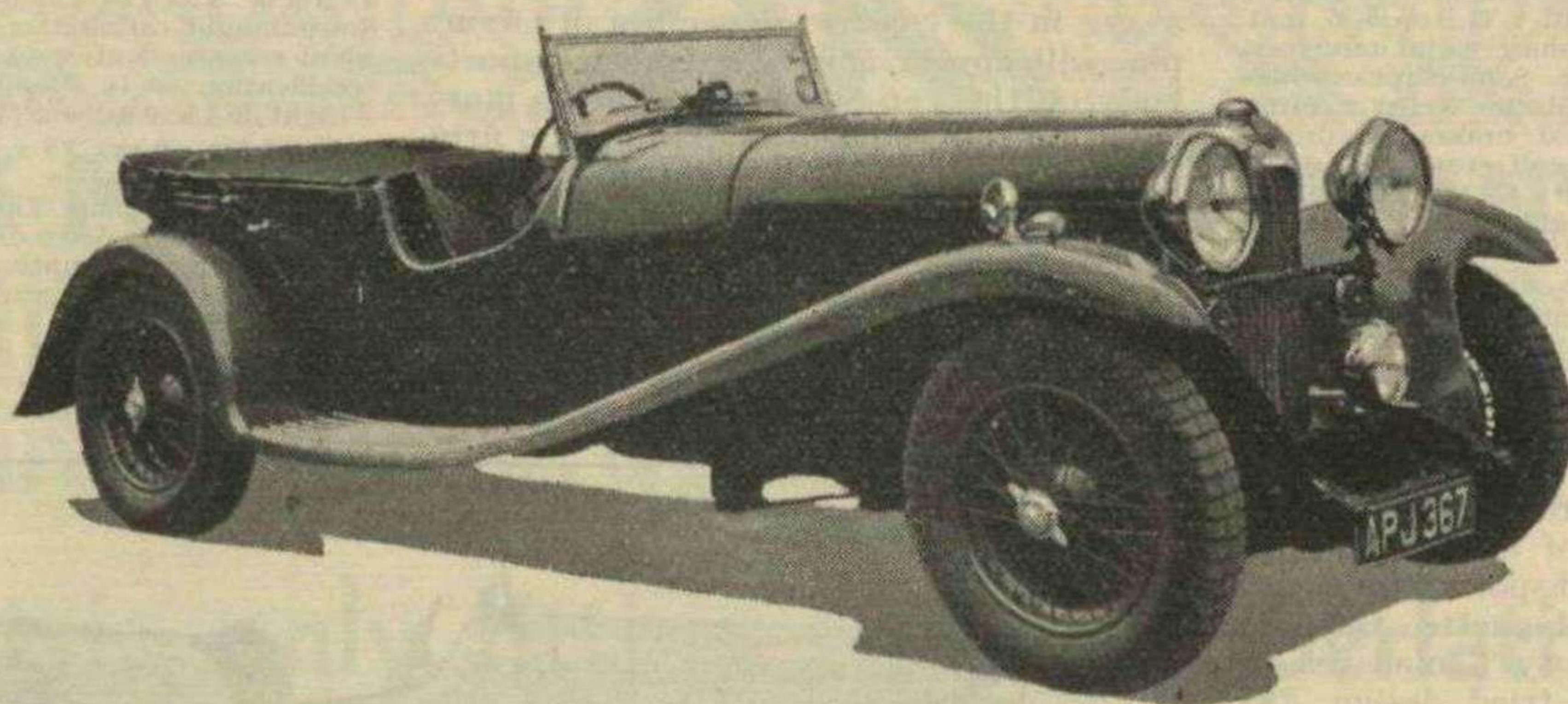
British. M.G. Car Co., Ltd., Pavlova Works, Abingdon on Thames.

Magnette. 6 cyl., 57 x 84, 1,286 c.c., 12.08 h.p. Tax £12. O.h.c. 4-bearing crankshaft. Pump cooling. 2 S.U. semi-down-draught carburetters. Single plate clutch. 4 speed Wilson pre-selector gearbox, central change. Ratios 1st 19.65, 2nd 11.56, 3rd 7.76, top 5.78 to 1. Hardy-Spicer propeller shaft with metal universals. $\frac{3}{4}$ floating, spiral bevel final drive. Semi-elliptic springs, underslung front and rear. Hartford shock absorbers. Marles Weller steering. Turning circle 36'. Brakes cable-operated, 13 in. elektron drums. Battery 12v. S.U. fuel pump. 12 gall. rear tank on 2 seater, 11 on saloon and four-seater. R.W. wire wheels, racing type, 19 x 3 $\frac{1}{2}$. Tyres, long chassis 4.75 x 19, short chassis 4.40 x 9. Ground clearance 6". Wheelbase, long 9', short 7' 10". Track 3' 6". Chassis weight 2-seater 15 $\frac{1}{2}$ cwt., 4-seater and saloon 14 cwt. Prices, chassis £340, 2 seater £390, 4 seater £399, Pillarless saloon £445.

Magna. 6 cyl., 57 x 71, 1,087 c.c., 12 h.p. Tax £12. O.h.c. 4 bearing crankshaft. Pump cooling. Two S.U. semi-downdraught carburetters. Two-plate clutch. 4 speed gearbox, central change, remote control. Ratios, 1st 19.21, 2nd 11.49, 3rd 7.31, top 5.373 to 1. Open propeller shaft, Hardy Spicer all-metal universals. $\frac{3}{4}$ floating, spiral bevel drive. Semi-elliptic springs. Hartford shock absorbers. Marles Weller steering. Turning circle 36'. Cable-operated brakes, 12" drums. 12v. battery. Electric fuel pump. Rear tank, coupé 13 gall., saloonette

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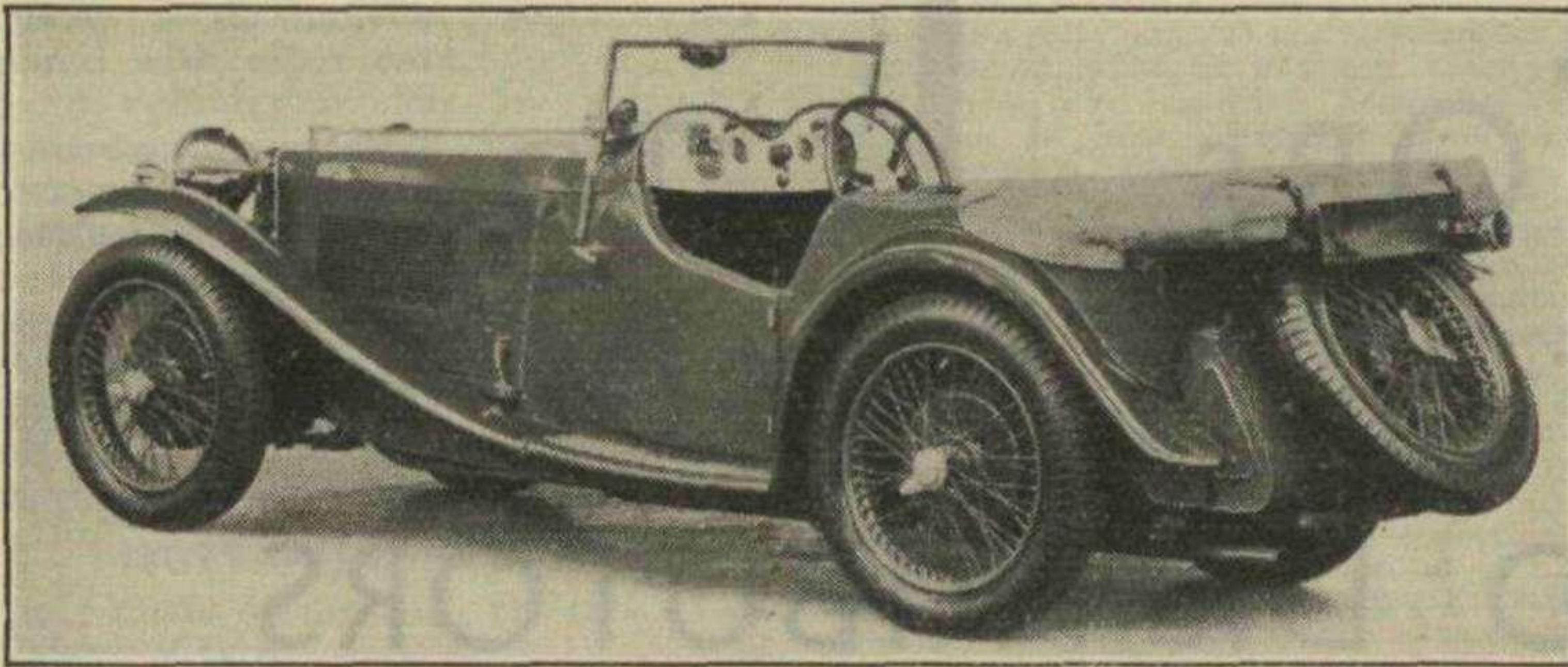
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A GUIDE TO 1934 CARS—continued.

9 gall. four seater 10 gall., 2 seater 12 gall. R.W. wire wheels, racing type. Dunlop "Fort" tyres, 4.50 x 19. Wheelbase 7' 10". Track 3' 6". Ground clearance 6". Chassis weight, 2 seater 12½ cwts., other models 12½ cwts. Prices, chassis £235, 2 seater £285, 4 seater £299, Salonette £345, Continental coupé £350.

Magnette K.3. Supercharged 6 cyl., 57 x 71, 1086 c.c. 1 S.U. Carburetter. Wilson pre-selective gearbox, gate change. Ratios 1st 3.4, 2nd 2, 3rd 1.36, top direct. Choice of back axle ratio. 23 gall. rear tank. Two electric fuel pumps. Price: 2-seater T.T. type coachwork £2795. Detachable streamline tail £35 extra.



The handsome 4-seater version of the 'L' Magna.

Midget. 4 cyl., 57 x 83, 847 c.c., 8.05 h.p. Tax £8. O.h.c. Thermo-syphon cooling. 2 S.U. semi-down draught carburetters. Single-plate dry clutch. 4 speed gearbox, twin-top, central remote-control. Ratios 1st 19.2, 2nd 11.5, 3rd 7.32, top 5.37 to 1. Hardy Spicer open propeller shaft, metal universals. ½ floating spiral-bevel rear axle. Semi-elliptic springs. Hartford shock absorbers. Marles-Weller steering. Battery 12v. Cable-operated brakes, 8" drums. S.U. electric fuel pump. 12 gall. rear tank. R.W. wire wheels. Tyres Dunlop 19 x 4. Wheelbase 7' 2". Track 3' 6". Chassis weight 9½ cwt. Prices, chassis £160, J.2 2 seater £199. 10s.

Midget J.4. Supercharged 4 cyl. 57 x 75, 746 c.c. 1 S.U. carburetter, normal gearbox, twin top, central change. Ratios 1st 2.69, 2nd 1.86, 3rd 1.37, top direct. Back axle ratio to choice. Price: 2-seater, T.T. coachwork £495. Detachable Streamline tail, £35 extra.

The M.G. Company holds a unique position in the sporting world for the production of a wide range of highly efficient, reasonably-priced, small sports cars.

Starting with the Magnette, this car is the last word in luxury "small-sixes." The chassis is one of tried design, the engine is powerful and flexible, the Wilson self-changing gearbox gives good acceleration, the 13 inch brake drums allow fast driving with safety, and the whole car is big enough to carry comfortable four-seater coachwork. The new Magna 'L' type bids fair to be one of the most popular small sports cars on the road. The Continental Coupé, in particular, is a most attractive vehicle. Finally the ubiquitous "J.2." is continued without alteration except for a new type of mudguards which are most handsome in their long sweeping lines.

MORRIS.

British. Morris Motors, Ltd., Cowley, Oxford.

Ten-Four Sports. 4 cyl., 63.5 x 102, 1,292 c.c., 10 h.p. Tax £10. S.v. 3 bearing crankshaft. Thermo-syphon cooling. Equipoise rubber engine mounting. Single plate (cork inserts) clutch in oil. 4 speed synchromesh gearbox, central change. Ratios, 1st 20.88, 2nd 12.32, 3rd 7.986, top 5.22 to 1. Open tubular prop. shaft. ½ floating rear axle. ¼ elliptic springs, 29½" front, 41½" rear. Armstrong hydraulic shock absorbers. Bishop cam steering. Turning circle 38' 4". Battery 12v. 50 a.h. 6½ gall. rear tank. S.U. Petrolift pump. Consumption 35 m.p.g. Magna wire wheels. Tyres 4.5 x 19. Wheelbase 8'. Track 4'. Price, special tourer £215.

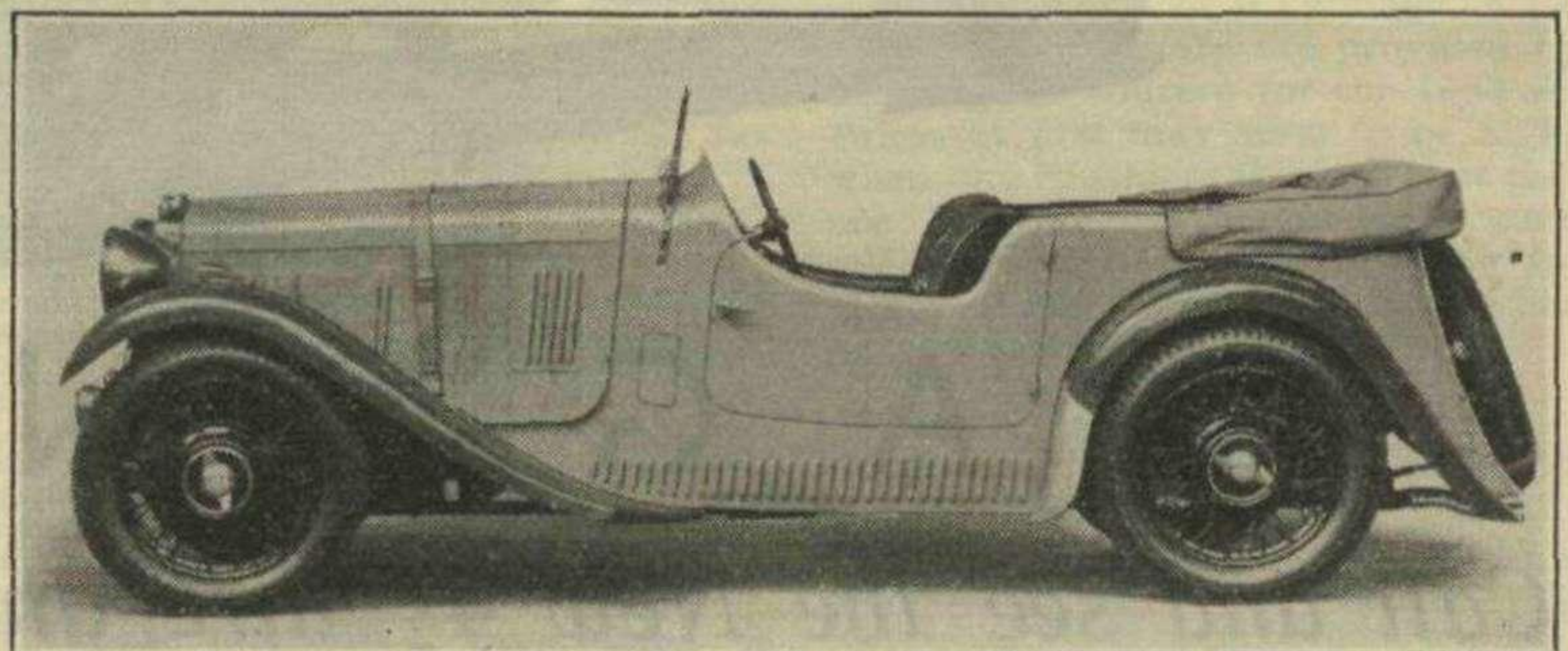
Ten-Six Sports. 6 cyl., 57 x 90, 1,378 c.c., 12 h.p. Tax £12. S.v. 4 bearing crankshaft. Thermo-

syphon cooling. Equipoise rubber engine mounting. Single plate clutch, in oil. Synchromesh silent third gearbox, central control. Ratios, 1st 22.2, 2nd 13.09, 3rd 8.49, top 5.55 to 1. Transmission, steering, battery, rear tank and brakes as Ten-Four. Turning circle 39' 9". Consumption 30 m.p.g. Magna wire wheels. Tyres 4.50 x 19. Wheelbase 8' 6". Track 4'. Special tourer £230.

Sports models are introduced by Morris Motors this year on the Ten-Four and Ten-Six chassis. In both cases the specifications have been modified to give en-

hanced performance, and really comfortable coachwork is provided for a low figure.

On the stand of Messrs. John Charles & Co. in the coachwork section of Olympia, will appear a most attractive sports body on the Ten-Six which is being marketed by the well-known Wimbledon firm of Jarvis & Company, to the latter's design. Jarvis are well known to all sports car enthusiasts as one of the oldest firms specialising in sports cars, and this wide experience has been brought into play in designing the new Jarvis Morris Ten-Six.



New this season, the Morris Ten-Four Sports.

RAILTON-TERRAPLANE.

Canadian-British. Railton Terraplanes, Fairmile Engineering Co., Fairmile, Cobham, Surrey.

Railton Terraplane Six. Engine and chassis as Essex Terraplane Six, with following alterations and additions: different radiator, lowered 5 ins.; lower centre of gravity; André telecontrol shock absorbers; spare coil and cut-in switch and extra equipment. Prices, open car £399, saloon £435, Drophead coupé £525.

Railton Terraplane Eight. Engine and chassis as Essex Terraplane Eight, with same alterations and additions as above. Prices, open car £499, saloon £499, drop head coupé £585.

The Railton Terraplane occupies a unique position among sports cars, for it is the only example of the big engine car with a good power-to-weight ratio. In the case of the Eight, for example, the

4 litre engine develops 94 b.h.p. at 3,600 r.p.m., and yet the complete open car only weighs 1 ton. The resultant performance has to be experienced to be properly appreciated.

Its peculiar qualities do not stop here, however, for the Railton Terraplane is the only English adaptation of a Transatlantic machine on the market. It combines to a nice degree the smooth power and speed of an American car with the better cornering qualities of European sports cars.

At their prices of £399 and £499 the Railton Terraplane Six and Eight are remarkable value.

RENAULT.

French. Renault Ltd., Seagrave Road, London, S.W.6.

Speed Four. 4 cyl. 70 x 95, 1,463 c.c. 12.1 h.p. Tax £13. S.S. valves. 2 bearing crankshaft. 30 b.h.p. at 3,350 r.p.m. Thermo-syphon and fan cooling. 1 Solex down-draught carburetter. Flexible rubber engine mounting. Dry single-plate clutch. 3 speed synchromesh gearbox, silent second, central change. Ratios 17.9, 9.2, 5.2 to 1. Enclosed prop. shaft. Banjo-type rear axle. ¼ elliptic front and transverse rear springs. Hydraulic shock absorbers. Turning circle 36'. Normal brakes. Battery 6v. 75 a.h. Petrol pump. 8 gall. rear tank. Wire wheels. Tyres 4.75 x 18. Wheelbase 8' 9". Track 4' 3". Weight of complete car, 24 cwt. Ground clearance 8½". Price, Saloon £198.

De Luxe Speed Four. 4 cyl. 75 x 120, 2,120 c.c. 13.9 h.p. Tax £14. 35 b.h.p. at 2,900 c.c. Zenith downdraught carburetter. Synchromesh gear box, silent second. Ratios 12.2, 7.2, 3.9 to 1. Rest of specification as in Standard Speed Four. Price, 6 Light de Luxe saloon, £220.

Speed Six. 6 cyl. 75 x 120, 3,180 c.c. 20.9 h.p. Tax £21. S.S. valves. 4 bearing crankshaft. 65 b.h.p. at 3,000 r.p.m. Thermo-syphon and fan cooling. 1 Stromberg down-draught carburetter. Flexible rubber engine mounting. Single dry-plate clutch. 3 speed synchromesh gearbox, silent second, central control. Ratios, 11.6, 6.9, 3.9 to 1. Transmission, rear axle, springs, and brakes as on Speed Four. Turning circle 42". Battery 6v. 129 a.h. Fuel pump. 18 gall. rear tank. Wire wheels. Tyres 5.50 x 18.

Wheelbase 9' 8". Track 4' 9". Weight of complete car 29 cwts. Ground clearance 8½". Prices: Saloon £295, Coupé £345.

Big Six. Same as Speed Six, with following alterations. Gear ratios, 1st 13.4, 2nd 7.9, top 4.3 to 1. For seven-seater coachwork, 4.1 to 1 top is fitted. Power-assisted brakes. Tyres, 5 seater bodies 5.50 x 18, 7 seater bodies 6.0 x 18. Wheelbase, 5 seater bodies 10' 3", 7 seater bodies 11'. Weight of complete car, 5 seater, 33 cwts., 7 seater 35 cwts. Prices, Saloon, £395, 7-seat Limousine, £435.

Straight Eight. 8 cyl. 80 x 120, 4,825 c.c. 31.8 h.p. Tax £28. S.S. valves. 5 bearing crankshaft. 100 b.h.p. at 3,100 r.p.m. on coupé, 100 b.h.p. at 3,300 r.p.m. on saloon. Thermo-syphon and fan cooling. 1 Stromberg down-draught carburetter. Flexible rubber engine mounting. Single dry-plate clutch. Synchromesh gearbox with silent 2nd or 3rd, central control. 3 speeds on coupé, ratios, 1st 10.6, 2nd 5.8, top 3.7 to 1. 4 speeds on saloon, ratios, 1st 15.4, 2nd 8.7, 3rd 6.4, top 4.1 to 1. Transmission, rear axle, springs, and brakes as on Big Six. Battery 6v. 125 a.h. 22 gall. rear tank. Fuel pump. Wire wheels. Tyres 6.0 x 18. Wheelbase, coupé 10' 5";

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N.P.5 (Aero)

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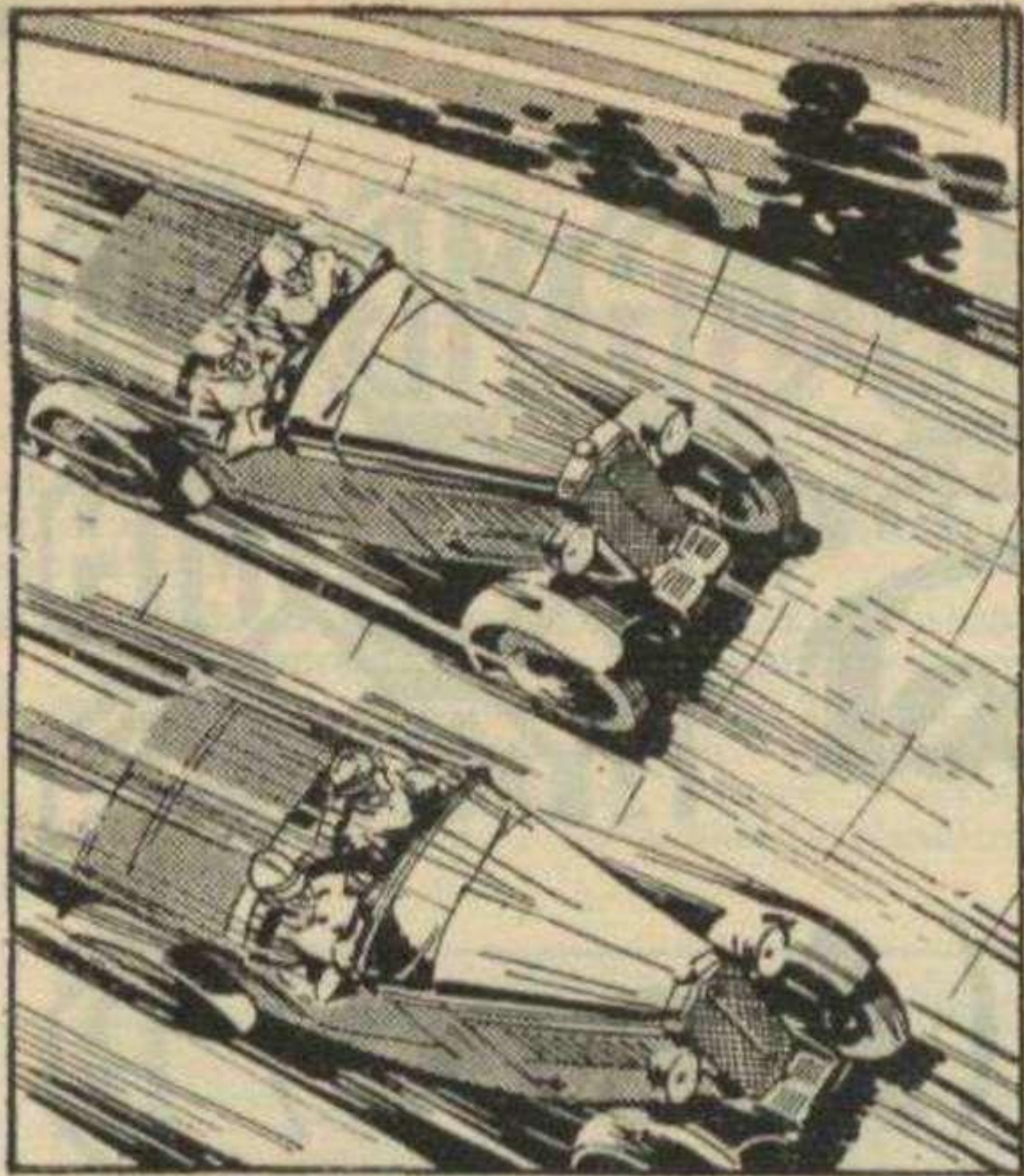
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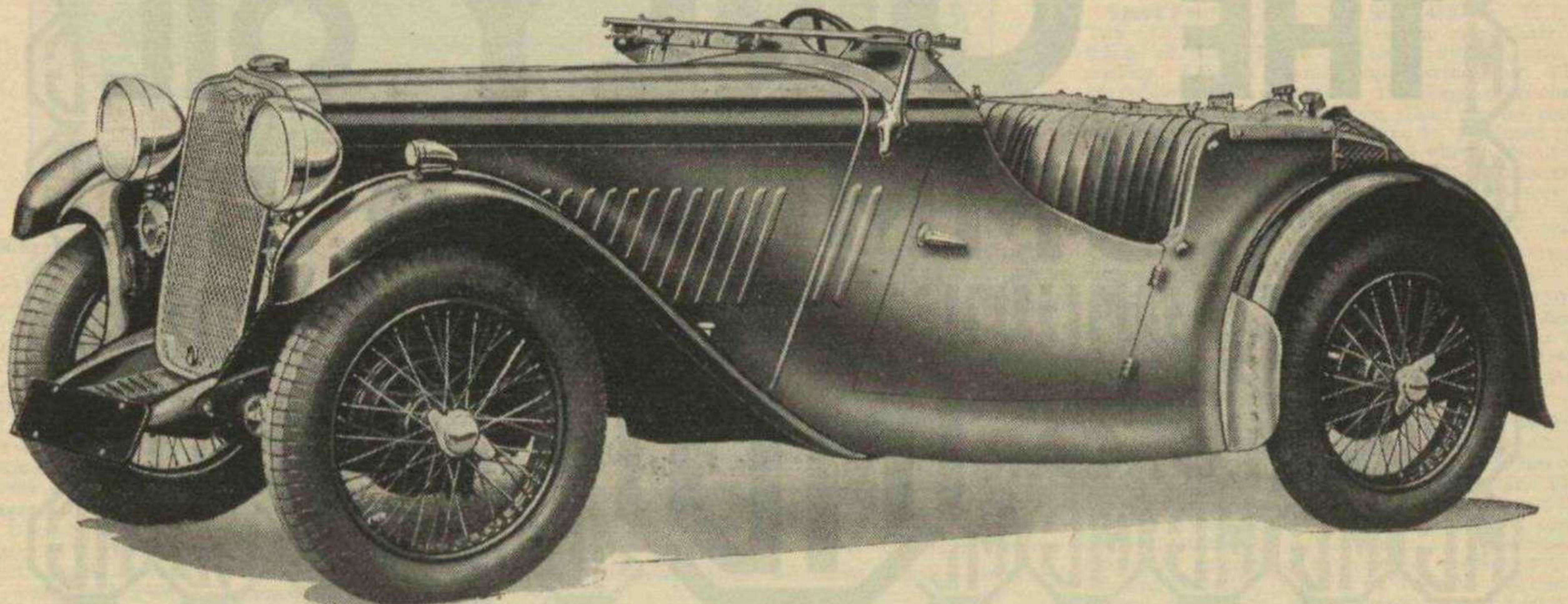
It is only fitting that a superlative car should use a superlative oil. Duckham's N.P.5 (Aero) surpasses Air Ministry Specification D.T.D. 109 and is made by the All-British firm of

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A new SPORTS SINGER

SPECIALLY DESIGNED
AND EQUIPPED FOR COMPETITION WORK



THE SINGER LE MANS 2-SEATER £215

THE Singer Sports Nine justified its title in this year's Le Mans Races by being the only unsupercharged British car (under 1,000 c.c.) ever to qualify for the Rudge Whitworth Cup. Already it is a *proved* performer, and, while it incorporates the basic designs of its successful four-seater counterpart, it has additional features which will at once commend it to the sportsman who requires an ultra-successful sports car in the 1934 season.

SINGER & CO. LTD., COVENTRY.

4-cylinder, overhead valve super-tuned engine with counter-balanced crankshaft and high lift camshaft. Tax £9. Twin down-draught carburettors, hot spot manifold. 4-speed close ratio gearbox with remote control. Lockheed hydraulic brakes, 10 in. drums. Six racing "knock-on" wheels. Heavy duty plate clutch for rapid take-off. Brooklands spring steering wheel. Double dropped downswept pressed steel frame, low centre of gravity. 12-gallon petrol tank, quick action filler cap with 1½-gallons in reserve.

2-door coachbuilt 2-seater body, with adjustable seat squabs. Flat folding windscreen. Upswept scuttle cowls. Tandem screen wiper. Furniture hide upholstery, separately adjustable sponge-rubber cushions. Hood and side curtains completely out of sight when not in use. Large luggage compartments with Tonneau cover. Equipment includes door pockets, glove box, scuttle ventilators, driving mirror and chromium plated "grab" rail on passenger's scuttle cowl.

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A GUIDE TO 1934 CARS—continued.

5 seater 11' 1", 7 seater saloon 11' 9". Track 4' 9". Ground clearance 8½". Weight of complete car, coupé 35 cwts., 5 seater saloon 36 cwts., 7 seater saloon 37 cwts. Prices, coupé £525, 5 seater saloon £525, 7 seater saloon £575.

All pockets are catered for in the 1934 range of Renault, Ltd. The Speed Four saloon at £199 will meet the demands of those of limited means who require a car that can cope with hard driving. Then the Speed Six is a medium powered car of smooth silence, with comfortable coachwork, while the Straight Eight is really a fast car capable of well over 80 m.p.h. In fact a standard coupé was actually timed to cover 96 miles in one hour at Monthéry by the official French Club.

Synchromesh gear boxes are standard on all Renaults for 1934.

RILEY.

British. Riley (Coventry), Ltd., Coventry

9 h.p. 4 cyl., 60.3 x 95.2, 1,089 c.c., 8.9 h.p. Tax £9. Pushrod o.h.v., 4 speed gearbox. Wheelbase 8' 11". Track 4'. Prices, Monaco saloon, Lincock coupé, Lynx tourer and Drophead coupé £298 each, or £325 with pre-selectagears; special series chassis (two carburettor engine) 17 extra. Other special series models, Kestrel saloon and Falcon saloon £325 each; Imp 2/4 seater £298, pre-selectagear models £352 and £325 respectively.

12 h.p. 6 cyl., 57 x 95.2, 1,458 c.c., 12 h.p. Tax £12. Pushrod o.h.v., 4 speed gearbox. Wheelbase 9' 6". Track 4'. Prices, Mentone saloon, Lincock coupé, Lynx tourer and Drophead coupé £348 each, Kestrel saloon £358, pre-selectagear prices £375 and £385 respectively, special series chassis (three-carburettor engine) £60 extra.

The above models are obtainable with 6/14 h.p. engines at an extra charge of £27.

14 h.p. 6 cyl., 60.3 x 95.2, 1,633 c.c., 13.9 h.p. Tax £14. Pushrod o.h.v., 4 speed gearbox. Wheelbase 9' 6". Track 4'. Prices, Alpine saloon £375, pre-selectagear model £402, Special series chassis (three-carburettor engine) £60 extra. Long wheelbase model, wheelbase 10' 6", track 4' 8". Prices, Stelvio saloon £398, pre-selectagear model £425, Special series chassis £60 extra. Winchester saloon £448, limousine £460, pre-selectagear models £475 and £487 respectively. Edinburgh saloon £498, limousine £510. The Edinburgh models have "Flex-oil" transmission made under Salerni Patents.

No basis alterations are announced in the Riley range for 1934, the three models of 9, 12 and 14 h.p. being retained. All three, however, have improved power-to-weight ratios, one shot lubrication, improved coachwork, while certain models have pre-selectagears as optional. This latter device, working in conjunction with an automatic clutch, provides that the drive is not taken up by the clutch until a certain engine speed (approx. 500 r.p.m.) is attained.

ROLLS-ROYCE.

British. Rolls-Royce Ltd., Derby.

40/50 h.p. Long and short chassis. 6 cyl., 108 x 140, 7,668 c.c., 43.35 h.p. Tax £44. Pushrod o.h.v.

Comp. ratio 5.25 to 1. 7 bearing crankshaft. Maximum r.p.m., 3,500 r.p.m. Cooling by pump and fan. 1 Rolls-Royce carburettor. Four-point diamond-form engine mounting. Single plate clutch. 4-speed synchromesh gearbox, right-hand change. Ratios, 1st 3.486, 2nd 1.985, 3rd 1.335. Top, direct, Reverse 3.471. Axle ratio 11/41 (12/41 can also be supplied). Road speed at 1,000 r.p.m. 1st 7.88, 2nd 13.06, 3rd 19.43, top 25.93 m.p.h. Maximum speeds, 1st 26, 2nd 46, 3rd 68, top 91 m.p.h. Open propeller shaft. Hypoid spiral bevel drive. Semi-elliptic springs, front 45", rear 66". Rolls-Royce hydraulic shock absorbers. Worm and nut steering. Turning circle, long chassis 57", short chassis 55". Normal expanding brakes, foot brake servo assisted. Battery 12v. 75 a.h. Autovac fuel feed. 28 gall. rear tank. Dunlop wire wheels. Tyres 7 x 19. Wheelbase, long 12' 6", short 12'. Track 4' 10½". Ground clearance 8½". Weight, long 33 cwts., short 32.6 cwts.

20/25 h.p. 6 cyl., 82 x 114, 3,669 c.c., 25.35 h.p. Tax £26. Comp. ratio 5.7 to 1. Other engine and clutch details as 40/50 h.p. 4 speed synchromesh gearbox, right-hand change. Ratios, 1st 3.306, 2nd 2.067, 3rd 1.374, top direct, reverse 3.360. 11/50 axle ratio. Road speed at 1,000 r.p.m., 1st 6.36, 2nd 10.13, 3rd 15.24, top 20.93 m.p.h. Maximum speeds, 1st 22, 2nd 35, 3rd 53, top 73 m.p.h. Open propeller shaft. Spiral bevel drive. Semi-elliptic springs, 38" front, 56" rear. Rolls Royce hydraulic brakes. Worm and nut steering. Turning circle 47". Brakes as 40/50 h.p. Battery 12v. 50 a.h. Autovac fuel feed. 18 gall. rear tank. Dunlop wire wheels. Tyres 6 x 19. Wheelbase 11'. Track 4' 8½". Ground clearance 8½". Weight, 24.3 cwts.

No changes are announced by the famous Derby factory for 1934, the range of Rolls-Royce cars being confined to two models. Both represent, as always, the very latest word in automobile design and construction. The 40/50 h.p. car combines to an extraordinary degree silence, flexibility and a tremendous maximum speed. The 20/25 h.p. is a true relative of its larger brother and gives a similar performance, though modified in regard to speed.

Road-tests of both these types have appeared in MOTOR SPORT, wherein we duly recorded our impressions on the road with what is undoubtedly "the World's Best Car."

ROVER.

British. The Rover Company, Ltd., New Meteor Works, Coventry.

Speed Fourteen. 6 cyl., 61 x 90, 1,577 c.c., 13.84 h.p. Tax £14. Pushrod o.h.v. Comp. ratio 6 to 1. 4 bearing crankshaft. 54 b.h.p. at 4,800 r.p.m. Pump and fan. 3 inclined S.U. carburettors. Floating rubber engine mounting. Single dry-plate clutch-4 speed gearbox, silent 2nd and 3rd, with free wheel, central remote control. Ratios 1st 21, 2nd 11.8, 3rd 7.93, top 5.22 to 1. Road speed at 1,000 r.p.m. 1st 3.81, 2nd 6.84, 3rd 10.1, top 15.24 m.p.h. Maximum speeds, 1st 23, 2nd 37, 3rd 55, top 80 m.p.h. Open propeller shaft. Spiral bevel drive. Semi-elliptic springs, 33" front, 45½" rear. Hydraulic shock absorbers. Marles-Weller steering. Turning circle 40'. Lockheed hydraulic brakes. Battery 12v. 51 a.h. Electric fuel pump. 9½ gall. rear tank. Consumption 22 m.p.g. Rudge wire wheels. Tyres

4.75 x 18. Wheelbase 112". Track 4' 3". Ground clearance 6½". Price, open 4 seater or coupé, £395.

Speed Twenty. 6 cyl. 72 x 105, 2,565 c.c., 19.3 h.p. Tax £20. Pushrod o.h.v. Comp. ratio 7 to 1. 4 bearing crankshaft. 72 b.h.p. Cooling, pump and thermo-controlled shutters. 3 S.U. carburettors. Rubber engine mounting. Single plate clutch. 4 speed gear box, double helical silent third, central control. Ratios, 1st 15, 2nd 8.6, 3rd 5.7, top 3.7 to 1. Road speed at 1,000 r.p.m. 1st 5.7, 2nd 10.2, 3rd 15, top 23.1 m.p.h. Maximum speeds, 2nd 45, 3rd 68, top 85 m.p.h. Torque tube. Semi-floating helical-bevel rear axle. Semi-elliptic springs, 32" front, 44" rear. Hartford duplex shock absorbers. Marles-Weller steering. Turning circle 40'. De Wandre vacuum servo brakes. Battery 12v. 63 a.h. A.C. fuel pump. 12 gall. rear tank. Consumption 20 m.p.g. R.W. wheels 18 x 5.25. Tyres 28 x 5.25. Wheelbase 9' 3". Track 4' 3". Ground clearance 7". Weight 25½ cwt. Prices, chassis £395, Hastings coupé £495.

Two sports models, the Speed Fourteen and the Speed Twenty, are the Rover Company's contribution to the sporting market for 1934. The Twenty has done well at Brooklands during the past two years, and in the hands of the private owner has proved itself to be a most pleasant high-speed touring car, equally at home in traffic or on 80 m.p.h. arterial roads.

The Speed Fourteen is the 1934 name of the Speed Pilot, but is otherwise unchanged. It is a well-found car of only 1,577 c.c. but carries four people in a comfortable closed body at speeds up to 75 m.p.h. An outstanding feature is its suspension, while its lively engine gives it good acceleration right up to the maximum.

SALMSON.

French. British Salmson Aero-engines Ltd., Raynes Park, London, S.W.20.

Standard 4 cyl. 69 x 98, 1,470 c.c. 11.9 h.p. Tax £12. o.h.c. duplex drive. Comp. ratio 5½ to 1. 3 bearing crankshaft. 55 b.h.p. at 4,500 r.p.m. Thermo-syphon cooling. 1 Solex carburettor. 4 point rubber engine mounting. Single dry plate clutch. 4 speed gear-box, Synchromesh, central change. Ratios: 14.8, 9.5, 6.75 and 4.75 to 1. Road speed at 1,000 r.p.m. 1st 5, 2nd 8.5, 3rd 12, Top 16.25 m.p.h. Maximum speeds: 1st 26, 2nd 42, 3rd 56 and top 80 m.p.h. Torque tube. Gleason bevel axle. Suspension, front ½ elliptic, rear ¼ elliptic, André telecontrol shock absorbers. Turning circle 35'. Bendix-duo brakes. Battery 12 volts, 70 amps. S.U. fuel pump. 12 gall. rear tank. Consumption 32 m.p.g. R. W. wire wheels. Tyres 4½" x 18". Wheelbase 9' 2¼". Track 4' 2¾". Weight of complete car 22 cwt. Ground clearance 7". Prices: Chassis £295, Saloon £395.

Sports 4-cyl. Specification as above, with addition of two Solex carburettors. Price, open four-seater £445.

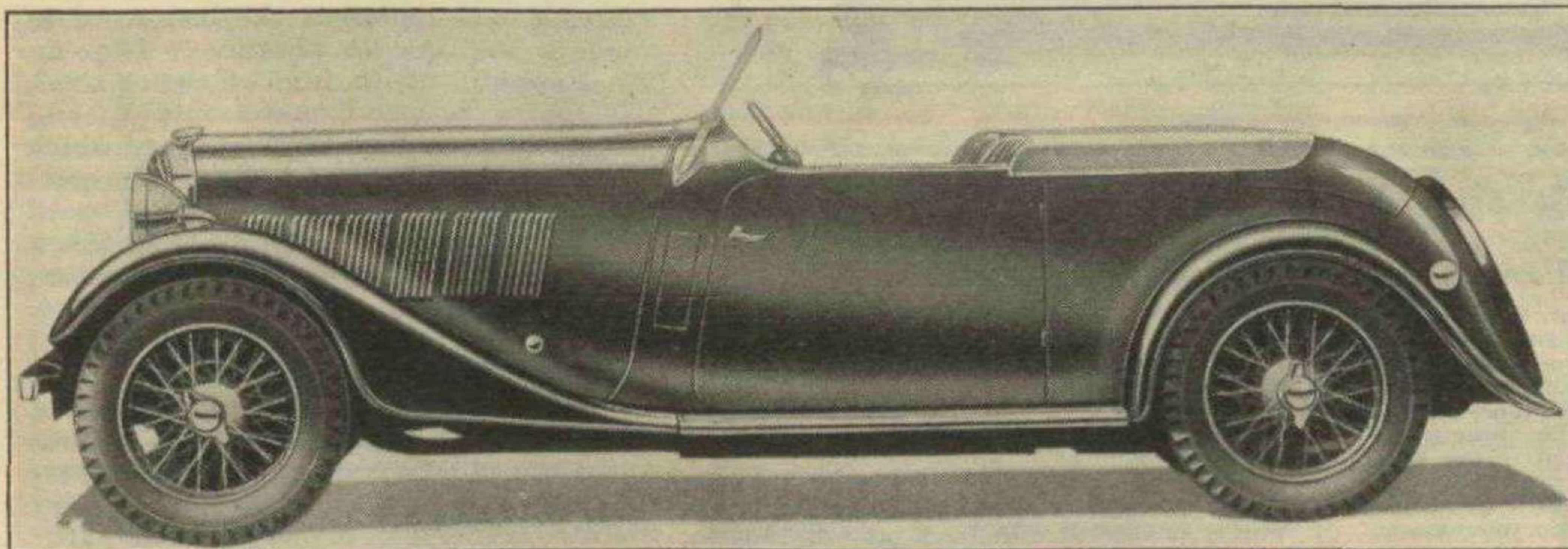
Salmson cars were well known to English enthusiasts a few years ago by reason of their good performances in the competition field. Although no longer taking an active part in racing, the Salmson

experience in this direction is reflected in their present model. In springing, steering and high power-output from a small engine, the Salmson bears traces of its racing descent. Being made to withstand hard driving on the long, straight roads of France, the car should have abnormal wearing qualities.

SINGER.

British. Singer & Co., Ltd., Coventry.

Nine. 4 cyl., 60 x 86, 972 c.c., 8.9 h.p. Tax £9. O.h.c. Comp. ratio 6.4 to 1. 2 bear-



Trim and compact lines characterise the Rover Speed Fourteen.

A GUIDE TO 1934 CARS—continued.

ing crankshaft. 31 b.h.p. at 4,800 r.p.m. Thermo-siphon and fan cooling. 2 Solex down draught self-start carburetters. Vibro-damper engine mounting. Single dry-plate, heavy duty clutch. Normal 4 speed gearbox, silent second and third, central change. (Pre-selected clutchless gear change, 10 guineas extra). Ratios, 1st 22.72, 2nd 12.81, 3rd 8.85, top 5.57 to 1. Road speed at 1,000 r.p.m., 1st 3.36, 2nd 5.97, 3rd 8.65, top 13.75 m.p.h. Maximum speeds, 2nd 32, 3rd 50, top 66 m.p.h. Hardy Spicer prop. shaft. Semi-floating rear axle. Semi-elliptic springs, 27" front, 42" rear. Hartford shock absorbers. Worm and nut steering. Turning circle 35'. Lockheed hydraulic brakes. Battery 12v. 51 a.h. 7 gall. rear tank. S.U. electric pump. Consumption 30/35 m.p.g. Wheels, wire knock-on type. Tyres 4.5 x 18. Wheelbase 7' 8". Track 3' 9". Ground clearance 8". Prices, Sports 4 seater £185, Sports Coupé £199.

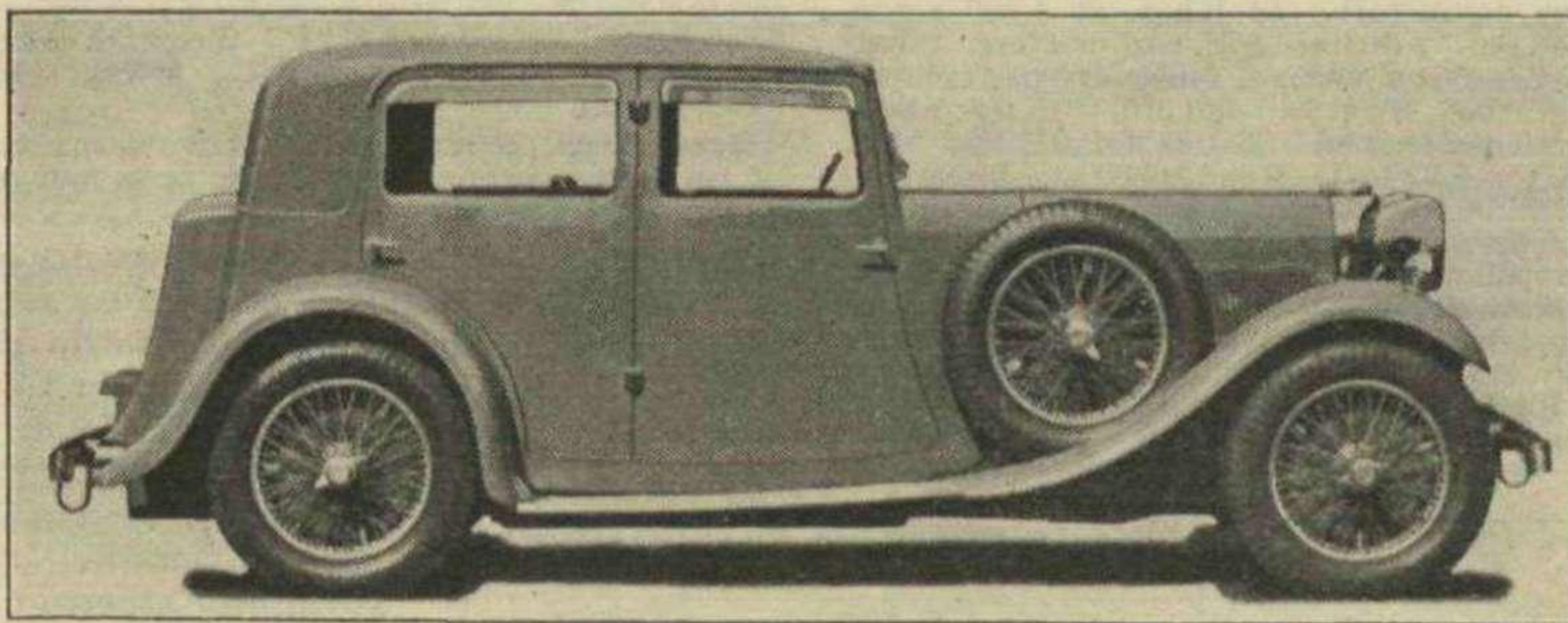
Nine Le Mans. Basically same as Nine, but counter-balanced and machined crankshaft, ribbed large-capacity sump and special camshaft. 12 gall. rear tank. Price, 2-seater £215

1½ litre. 6 cyl., 59 x 91, 1,493 c.c., 12.95 h.p. Tax £13. O.h.c. Comp. ratio 6.5 to 1. 4 bearing crankshaft. 46 b.h.p. at 4,500 r.p.m. Thermo-siphon and fan cooling. 2 Solex self-start carburetters. Vibro-damper engine mounting. Single dry-plate clutch, heavy duty. Normal 4 speed gearbox, silent 2nd and 3rd, central change. (Pre-selected clutchless gear change 10 guineas extra.) Ratios, 1st 21.05, 2nd 11.57, 3rd 7.18, top 5.66 to 1. Road speed at 1,000 r.p.m., 1st, 3.87, 2nd 7.04, 3rd 11.35, top 14.4 m.p.h. Maximum speeds, 2nd 40, 3rd 65, top 73 m.p.h. Hardy Spicer prop. shaft. Semi-floating, spiral bevel axle. Semi-elliptic springs, 32½" front, 46½" rear. Hartford shock absorbers. Worm and nut steering. Turning circle 39'. Lockheed hydraulic brakes. Battery 12v. 51 a.h. 10 gall. rear tank. S.U. electric fuel pump. Consumption 20/25 m.p.g. Knock-on wire wheels. Tyres 18 x 5.25. Wheelbase 9½". Track 4' 4". Ground clearance 8". Prices, sports 4 seater £295. sports coupé £325.

The Singer Nine is too well known to need any further description of its merits. Suffice it to say that this sturdy little sports car, costing only £185, has had a most successful season in trials and competitions this year.

The new Le Mans model is a special car capable of prolonged high speed, and is based on the Company's experience in the French 24 hours race.

The 1½ litre has not long been on the market, but bids fair to do as well as its little brother. This car is a roomy, handsome open model, which can transport 4 people at over 70 m.p.h. in comfort.



A high-speed saloon, the Talbot '105.'

STUTZ.

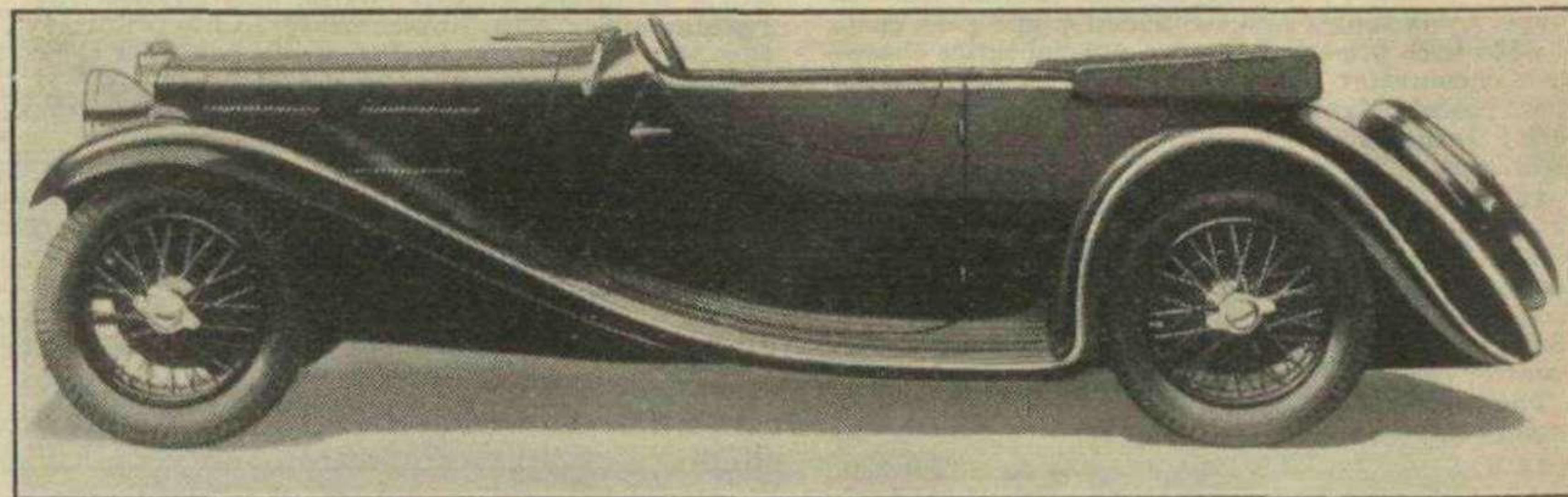
American. Warwick Wright, Ltd., 150 New Bond Street, London.

S.V. 16. 8 cyl. 85.7 x 114.3, 5,277 c.c. 36.4 h.p. Tax £37. O.h.c. Comp. ratio 5 to 1. 9 bearing crankshaft. 115 b.h.p. at 3,400 r.p.m. Pump and fan cooling. 1 Zenith carburetter. D.D.P. automatic clutch. Worm and roller synchromesh gearbox. Ratios, 4.5, 4.0, 4.25, 4.75. Maximum speeds, 2nd 56 m.p.h., top 80 m.p.h. Alternative top. Timken worm-drive rear axle. Half-elliptic springs fore and aft. Two-way hydraulic shock absorbers, thermo-statically controlled. Turning circle 48'. Power-operated brakes. Battery 6v. 170 a.h. Pump and vacuum fuel feed. 16 gall. rear tank. Wire wheels. Tyres 7 x 18. Wheelbase 11' 2½". Track, front 4' 8½", rear 4' 10½". Weight of complete car 43 cwt. Ground clearance 8½". Price, chassis £895.

D.V. 32. 8 cyl. 85.7 x 114.3, 5,522 c.c. 36.4 h.p. Tax £37. Twin o.h.c. Comp. ratio 5 to 1. 9 crankshaft bearings. 156 b.h.p. at 3,900 r.p.m. Pump and fan cooling. 1 Schwebler carburetter. D.D.P. automatic clutch. Worm and roller synchromesh gear-box, alternative top. Ratios, 4.25, 4.0, 4.5, 4.75. Maximum speeds, 2nd 70, top 95 m.p.h. Rest of specification as S.V. 16. Price: On application.

Of all American cars the Stutz is probably less true to type than any other, its design seeming to have definite European qualities. This may be the reason for its undoubted popularity in this country for many years now.

The S.V. 16 is an orthodox straight-eight car of good finish and performance, selling at a price which puts it into the luxury field. Sporting motorists will probably be more interested in the D.V.32, which has a twin camshaft engine developing 156 b.h.p. With this car really high speeds are obtainable, and taken as a whole it is a fine example of a large



The 'Gloria' Triumph, a roomy 4-seater with good lines.

car which has been developed to its utmost power.

TALBOT.

British Clement Talbot Ltd., Bury Road, London, W.

"65." 6 cyl. 61 x 95, 1,666 c.c. 13.8 h.p. Tax £14. Pushrod o.h.v. Comp. ratio 6.5 to 1. 4 bearing crankshaft. 45 b.h.p. at 4,500 r.p.m. Thermo-siphon cooling. 1 Zenith carburetter. 4 point engine mounting, rubber at front. Wilson self-changing gearbox. Steering column control. Ratios 23.5, 13.336, 8.695, top 5.875 to 1. Road speed at 1,000

Ratios, 19.269, 10.757, 7.154 and 5.222 to 1. Road speed at 1,000 r.p.m., 1st 4.5, 2nd 8, 3rd 12, top 16 m.p.h. Maximum speeds, 1st 20, 2nd 36, 3rd 52.5, top 74 m.p.h. Transmission, springs and brakes as on "65." Luvax (non-controlled) shock-absorbers. Worm and nut steering. Turning circle, long chassis 39' 10", short chassis 37'. Mechanical servo brakes by rods and cables. Rotax twin-batteries, 12v. 105 a.h. Fuel pump. 16 gall. rear tank. Consumption 20/22 m.p.g. R.W. wire wheels, long chassis 3.25 WB x 19, short chassis 3.62 WB x 18. Tyres, Dunlop, long chassis 6 x 18, short chassis 5.50 x 19. Wheelbase, long 10' 0½", short 9' 6". Track 4' 8". Weight of complete car, long 31 cwts. short 29½ cwts. Prices: Long c.b. saloon £545, short c.b. saloon £495.

"95." 6 cyl. 75 x 112, 2,970 c.c. 20.9 h.p. Tax £21. Pushrod o.h.v. Comp. ratio 5.5 to 1. 7 bearing crankshaft. 95 b.h.p. at 4,500 r.p.m. Pump and fan cooling. 1 Zenith carburetter. 4 point engine mounting, rubber at front. Wilson self-changing gearbox, steering column control. Ratios, 15.64, 8.964, 6.256 and top 4.6 to 1. Road speed at 1,000 r.p.m., 1st 5.5, 2nd 10, 3rd 14, top 19 m.p.h. Maximum speeds, 1st 25, 2nd 45, 3rd 62, top 85 m.p.h. Transmission, springs and brakes as on "65." Luvax (controlled) shock absorbers. Steering, worm, and nut. Turning circle 39' 10".

Mechanical servo brakes by rods and cables. Rotax twin-batteries, 24v. 75a. starting, 12 v. 150 a.h. lighting. Fuel pump. 19½ gall. rear tank. Consumption 16/18 m.p.g. R.W. wire wheels, 3.62 WB x 18. Tyres, Dunlop 6 x 18. Wheelbase 10' 0½". Track 4' 8". Ground clearance 7½". Weight of complete car, 34 cwts. Price: coachbuilt saloon £645.

"105." Engine same as "95" but 6.6. comp. ratio, 100 b.h.p. at 4,500 r.p.m. Wilson self-changing gearbox, steering column control. Ratios, 14.834, 8.246, 5.933, top 4.363 to 1. Road speed at 1,000 r.p.m. 1st 6, 2nd 10.5, 3rd 15, top 20 m.p.h. Maximum speeds, 1st 26, 2nd 47, 3rd 65.5, top 88.5 m.p.h. Transmission, springs and brakes as on "65." Luvax (controlled) and Hartford shock absorbers. Worm and nut steering. Turning circle 37'. Mechanical servo brakes, by rods and cables. Rotax twin-batteries, as on "95." Fuel pump. 19½ gall. rear tank. Consumption 16 m.p.g. R.W. wire wheels, 3.25 WB x 19. Tyres, Dunlop 5.50 x 19. Wheel base 9' 6". Track 4' 8". Weight of complete car 33 cwts. Ground clearance 7½". Price: Coach-built saloon £795.

No change will be made for 1934 in the Talbot range of models. Indeed none is needed, for an examination of the specifications given above will show that the existing cars represent the last word in modern automobile practice. The engines are all smooth, high-efficiency sixes, developing a good power-output, and giving the car a high cruising speed which it can maintain indefinitely. The pre-selective gearbox which is standard on all models enables full advantage to be taken of the accelerative powers of the engines, while the steering, springing and brakes, being tested extensively and developed in the racing field, are beyond reproach.

Talbots have always been distinguished by their good workmanship and materials, and these points, combined with a chassis design which eliminates all unnecessary maintenance work, makes the cars particularly suitable for owner-drivers who take a pride in their machines.

r.p.m., 1st 3.75, 2nd 6.5, 3rd 10, top 14.5 m.p.h. Maximum speeds, 1st 15.5, 2nd 29, 3rd 44.5, top 66 m.p.h. Torque tube. Semi-floating spiral bevel axle. Suspension, front ½ elliptic, rear ½ cantilever. Hartford shock absorbers. Worm and nut steering. Turning circle 37'. Mechanical servo brakes, by rods and cables. Battery, Rotax 12v. 90 a.h. Petrol pump. 16 gall. rear tank. Consumption 22/24 m.p.g. R.W. wire wheels, 3.00 W.B. x 19. Tyres, Dunlop 5.50 x 19. Wheelbase 9' 6". Track 4' 8". Weight of complete car 27½ cwts. Ground clearance 7½". Prices: Standard c.b. saloon £395, special c.b. saloon £425, 4-light c.b. saloon £425.

"75." 6 cyl. 69.5 x 100, 2,276 c.c. 17.9 h.p. Tax £18. Pushrod o.h.v. Comp. ratio 6.5 to 1. 7 bearing crankshaft. 70 b.h.p. at 4,500 r.p.m. Pump and fan cooling. 1 Zenith carburetter. 4 point engine mounting, rubber at front. Wilson self-changing gear box, steering column control.

A GUIDE TO 1934 CARS—continued.

TRIUMPH

British. The Triumph Co., Ltd., Coventry.

Southern Cross. 4 cyl., 62 x 90, 1,087 c.c., 9.53 h.p. Tax £10. Inlet over exhaust valves. 3 bearing crankshaft. Thermo-syphon cooling and fan. 1 down-draught carburetter. 4 speed gear box, silent third-remote control, free wheel. Underslung worm drive. Semi elliptic springs, with shock absorbers. Hydraulic brakes. Battery 12v. Rear tank. Wire wheels. Dunlop tyres 4.50 x 19. Wheelbase 8'. Track 3' 9". Ground clearance 7". Price, 4 seater £215. sports saloon £225.

Gloria. Engine details as "Southern Cross." Lowered chassis. Dunlop tyres 4.75 x 18. Wheelbase 9'. Track 4'. Ground clearance 6½". Prices, saloon £285, special saloon £300.

Gloria Special Speed Tourer. As Gloria model above, but specially tuned with twin carburetters, high compression head and polished ports. Price, open tourer, £285.

Gloria Dolomite Special Speed Model. Similar to above, but engine specially selected and tuned. High comp. head, high lift cams, larger valves, and polished ports. Price, 2 seater £500.

Gloria Six Speed Tourer. 6 cyl., 59 x 90, 1,476 c.c. 12.95 h.p. Tax £13. O.h inlet, s. exhaust. 4 bearing crankshaft. 52 b.h.p. at 4,600 r.p.m. Fan and pump cooling. 3 down-draught carburetters. Clutch, gearbox and ratios as speed tourer. Open prop. shaft. Hel. bevel drive. Hydraulic brakes and shock absorbers. Wire wheels. Tyres 4.75 x 18. Wheelbase 9' 8". Track 4'. Weight of complete car 21 cwt. Price £325. Saloon £325. Special saloon £340.

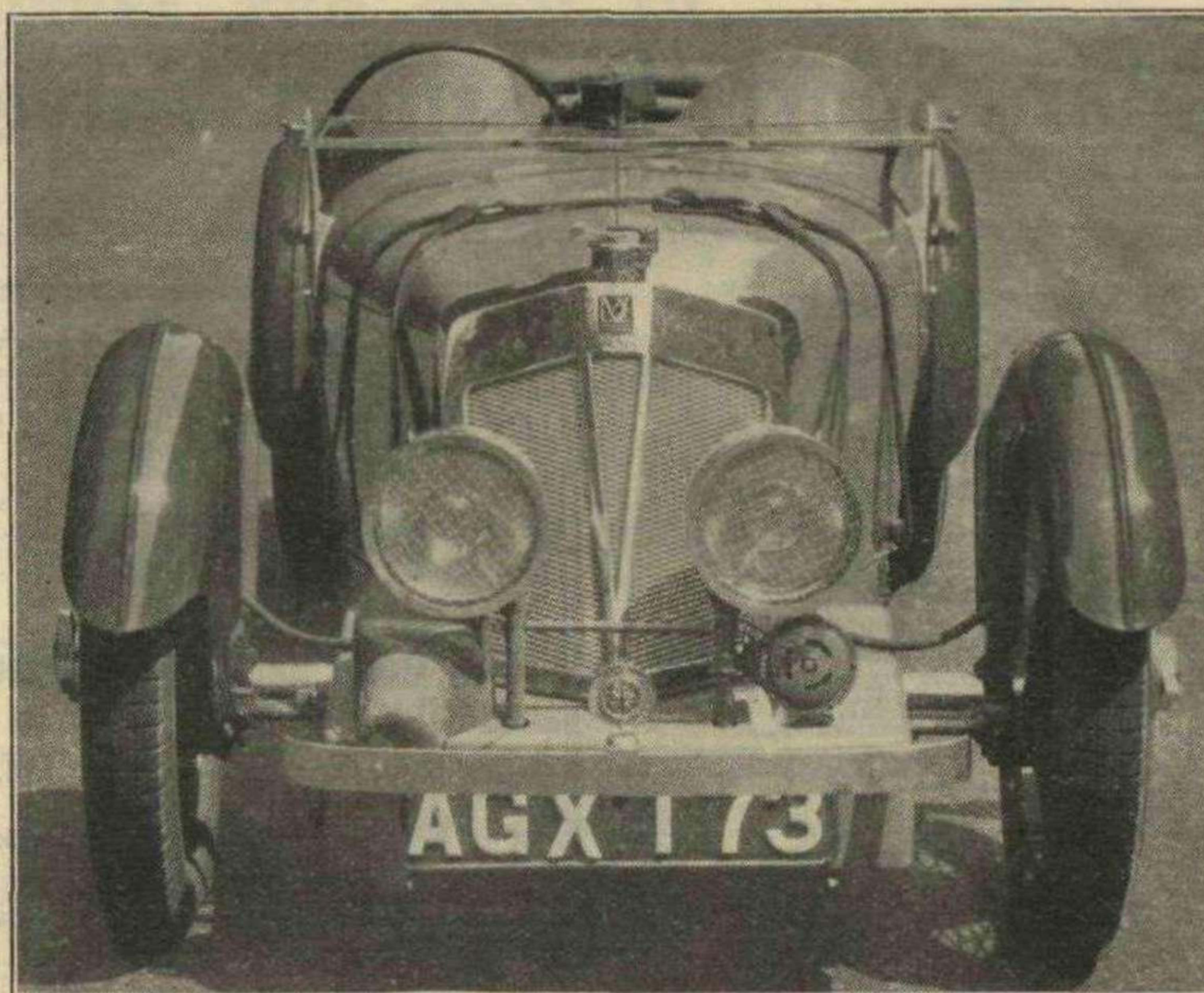
The new "Gloria" range of models introduced by the Triumph Company are bound to have a great success this year. Without in any way sacrificing performance, the coachwork has ample accommodation for four adults, and has really handsome lines. Allied to the well known Triumph wearing qualities and reliability these "Gloria" models will attract much interest at Olympia.

Of particular interest is the Dolomite Special 2 seater, which should perform well in competitions.

VALE SPECIAL.

British. The Vale Motor Co., Ltd., Portsdown Road, London, N.W.

4 cyl. 56.6 x 83, 832 c.c., 7.9 h.p. Tax £8. Side valves. Comp. ratio 6 to 1. 3 bearing crankshaft. 22 b.h.p. Thermo-syphon cooling. 1 down draught S.U. carburetter. 4 point Silentbloc engine mounting. Single dry-plate clutch. Normal 4 speed gearbox, silent third, central change. Choice of 3 top



The workmanlike front-view of the Vale Special.

gear ratios, 5.25, 5.75 or 6.25 to 1. Road speed at 1,000 r.p.m. (5.25 to 1), 1st 5, 2nd 7, 3rd 10, top 15 m.p.h. Maximum speeds, 1st 20, 2nd 38, 3rd 54, top 72 m.p.h. Hardy Spicer open prop. shaft. Underslung worm-drive, Vale patent ½ elliptic springs. Multiplex Hartford shock absorbers. Worm and nut steering. Turning circle 33'. Lockheed hydraulic brakes, transmission handbrake. Battery 6v. 57 a.h. 11 gall. rear tank. S.U. electric pump. Consumption 40 m.p.g. Magna wire wheels. Tyres 4.50 x 19. Wheelbase 7'. Track, front 3' 10", rear 3' 7½". Ground clearance 6". Weight of complete car 12 cwt. Price, 2 seater £195, de luxe £210.

Vixen. 4 cyl., 1,100 c.c. Full details not yet available.

In rather less than a year the Vale Special has built up for itself an enviable position among those who are sufficiently discerning to want a hand-made car, and yet cannot pay the price usually associated with this quality. In addition to great

care in its manufacture the Vale Special also has a most original chassis layout, which gives it a degree of road-holding altogether unusual with such a small wheelbase. The chassis frame is really low, the springs are pinned at their forward ends, sliding in rollers at the rear, and the steering box is placed alongside the front dumb-iron, so that the car is "pulled" round corners, so to speak. This remarkable steadiness of the Vale has to be experienced to be fully appreciated. A road test of this car was published in our September issue.

The new Vixen promises to be a most interesting car, capable of 85 m.p.h. Full details and a road test report will appear in a forthcoming issue.

ROUND THE ACCESSORY GALLERY AT THE SHOW

ALL motorists will agree that no more entertaining an hour can be spent than in meandering round the accessory gallery at Olympia. Equipment is a subject of never-ending interest to all those who regard their motoring as more than a mere form of transport, and in the accessory, service and garage equipment sections of Olympia are displayed all the latest gadgets and general car equipment for the visitor's inspection.

Tyres are an important factor in the running costs of sports motorists, and the Dunlop stand (50a) will provide an informative subject for a call, especially in view of this firm's enormous experience of racing work. In addition to the usual range of Dunlop Fort, Dunlop Standard and Dunlop Clipper tyres there will be on view for the first time the new Dunlop extra low-pressure tyre, fitting a new small diameter rim. This tyre is of large section and operates at lower inflation pressure than the normal low pressure tyre. It is designed primarily to give increased comfort. Dunlops also have a stand (22b) in the service and garage equipment section, where among other accessories on view will be a new double-lift jack for use with the new extra-low pressure tyres.

Lubrication Hints.

Oil. No more vital function in a sports car can be found than lubrication, and much interesting reading matter on the subject will be distributed from the stand (496) of C. C. Wakefield & Co., Ltd., the manufacturers of Castrol oil, famous in racing history. First of all, lubrication charts of over 100 different car-models will be distributed, clearly printed on strong vellum paper, these charts will last the lifetime of a car. Then there is a new edition of "Motor Car Lubrication Simply Explained," while sports enthusiasts will find of great value the regular yearly book "Achievements of 1933." This is a sporting history, beautifully illustrated in photogravure and includes full descriptions of Sir Malcolm Campbell's world's land speed record and the Everest flight. Both these books will be available throughout the Show.

Another stand on which lubricating oils form the chief exhibit will be the stand of Edward Joy & Sons, Ltd., the makers of Filtrate Oil. Students of car design will take the opportunity of inspecting the model of an Armstrong-Siddeley self-changing gearbox lubricated with S.C. Filtrate oil. A new garage service equip-

ment for Petroyle upper-cylinder lubricant will also be on view, in addition to the usual Filtrate oils.

Finally, Duckham's stand will be full of interest for the technically minded, showing a complete exhibit of Duckham's famous lubricating oils. It will be remembered that "Morrisol" is recommended by Morris and Wolseley exclusively.

To the family motorist petrol is just petrol, and as long as his engine functions more or less satisfactorily it is good enough for him. Needless to say this opinion is not held by sports car owners, and a visit to some of the petrol stands in the Gallery will give them much food for thought on the various factors which go to build up the perfect all-round fuel. Shell-B.P. will be showing there, as will Pratts and Redline-Glico. Shell-B.P. are exhibiting a Wilson gearbox and Daimler fluid-flywheel.

Talking of petrol brings us to carburetters. The most popular instrument for sports cars is the S.U., and full details and data of the functioning of this famous carburetter will be available on their stand. A visit there will help you to get the best out of your car.

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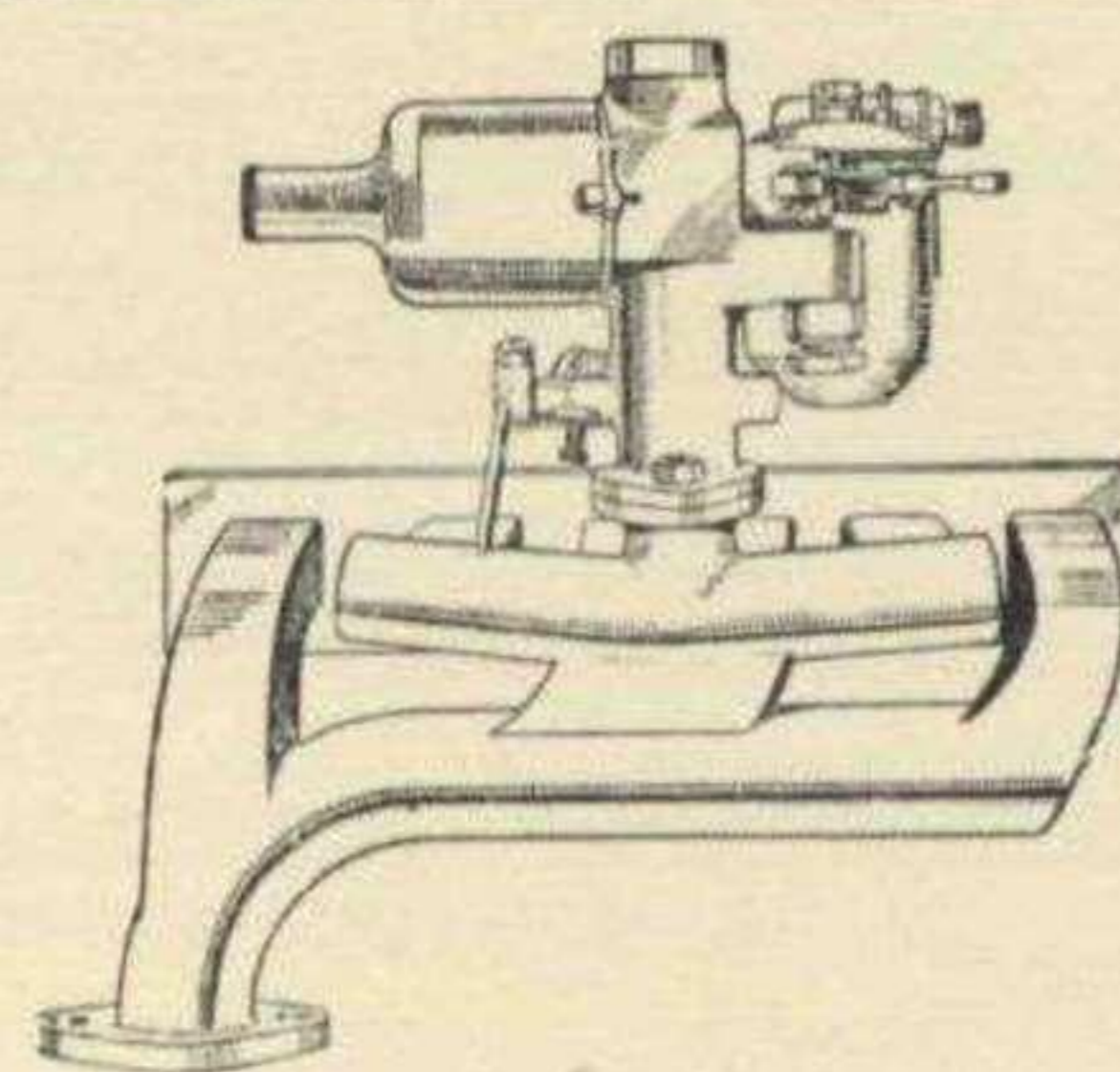
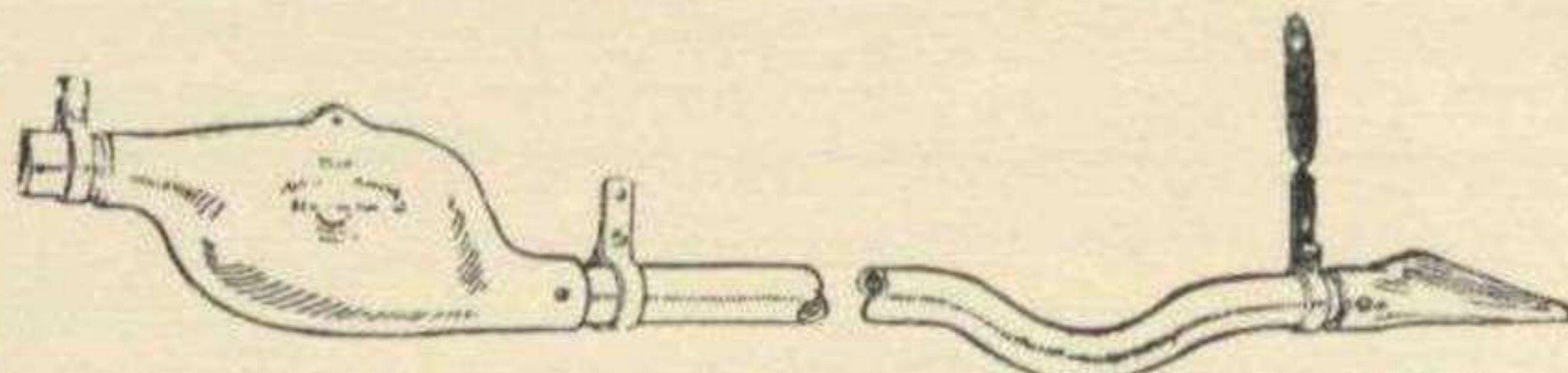
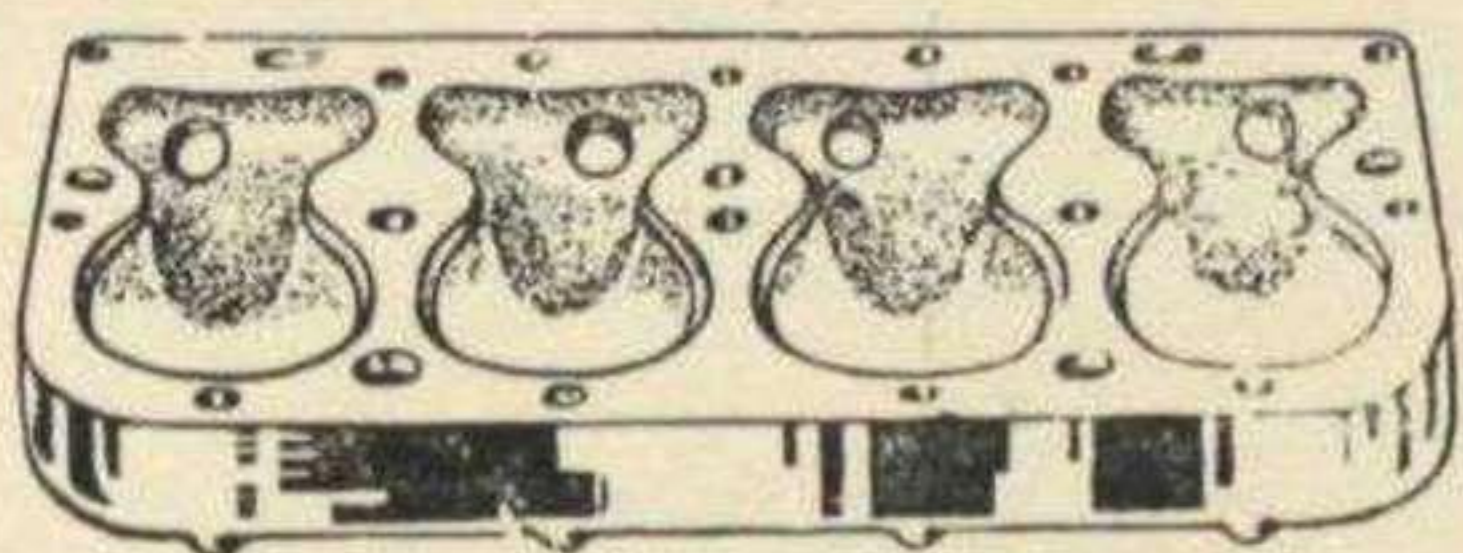
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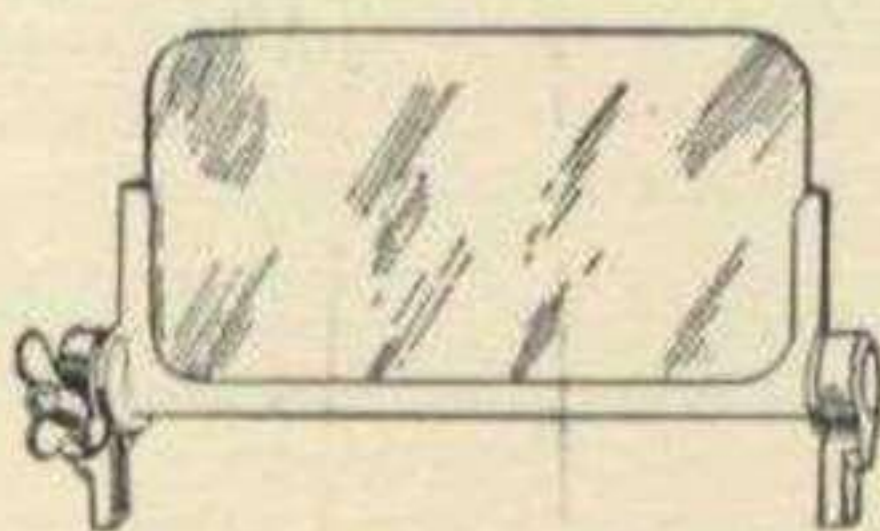
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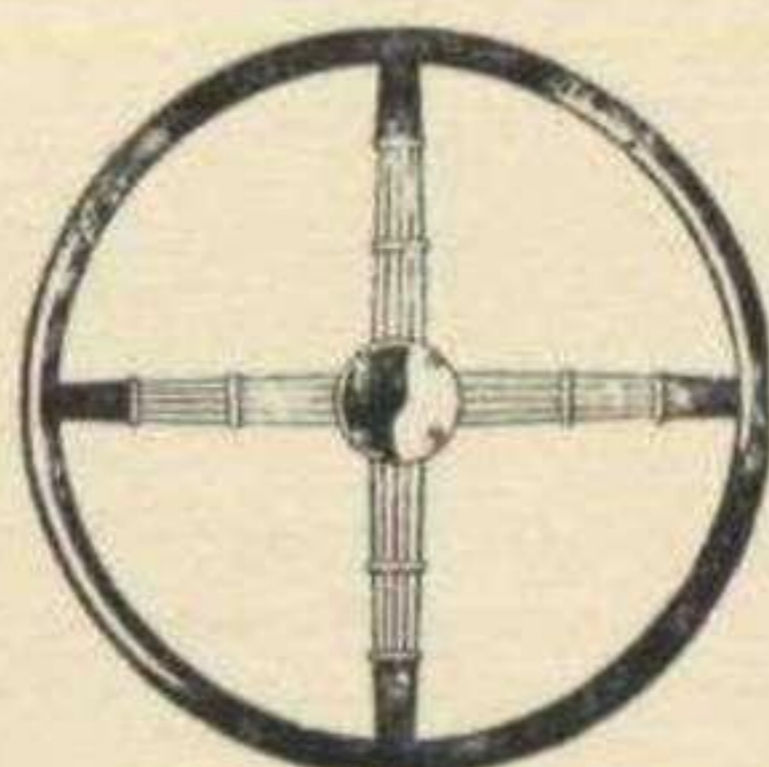
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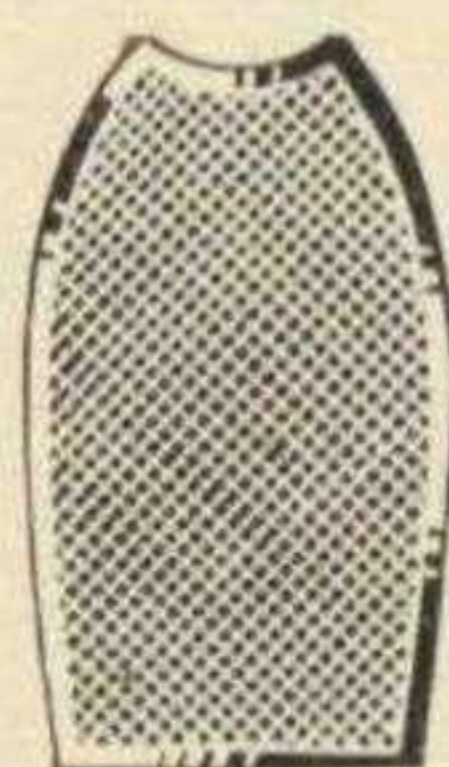
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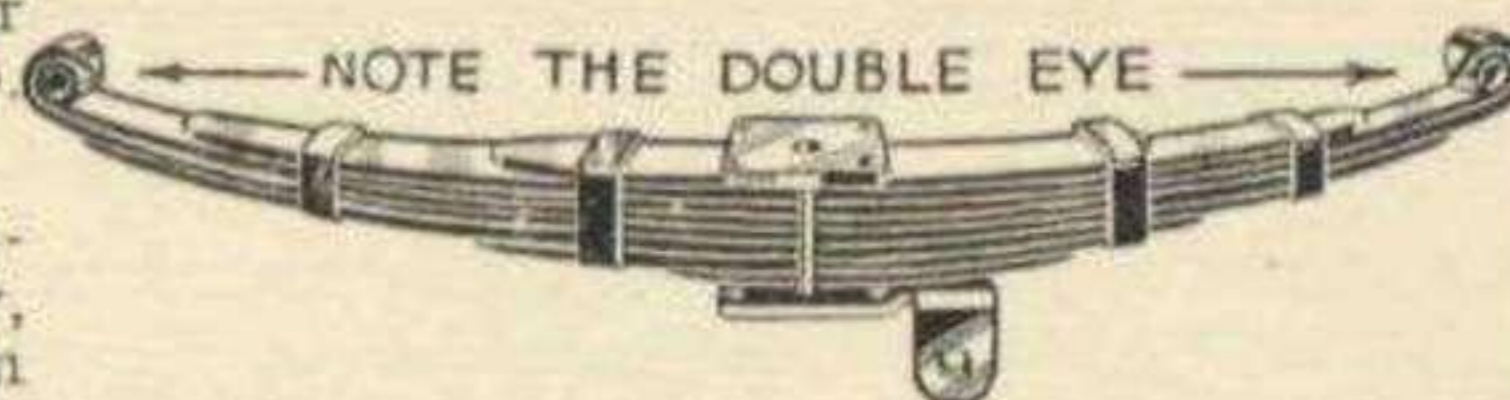
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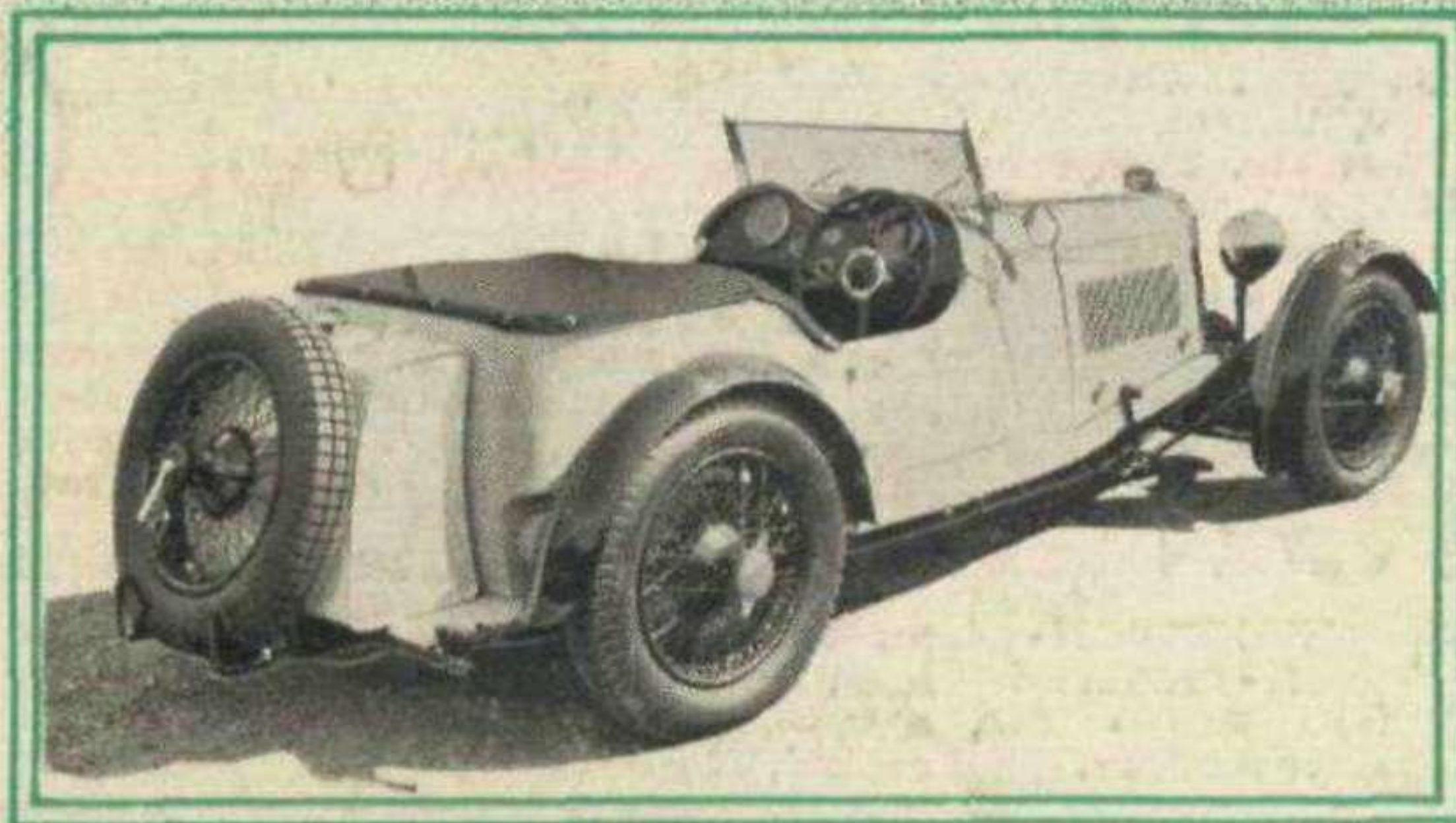
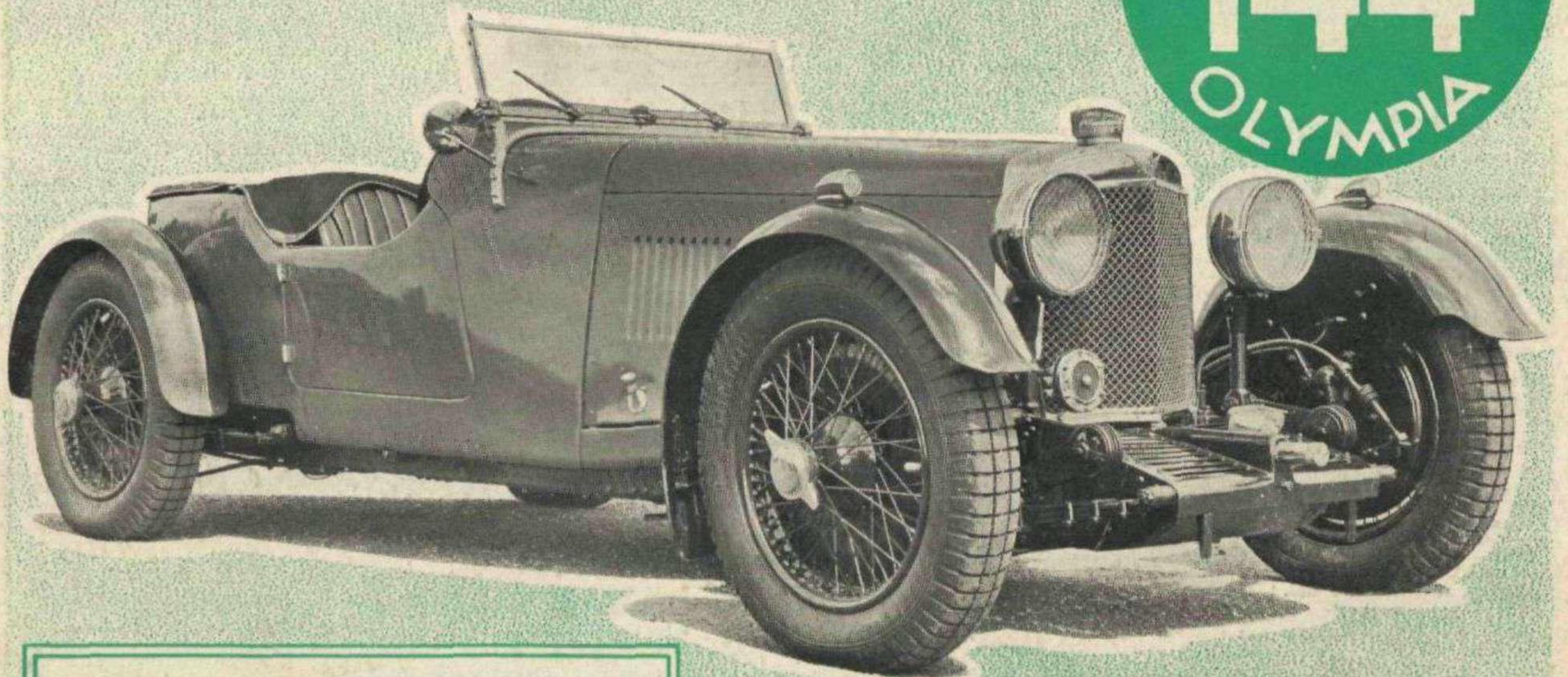
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