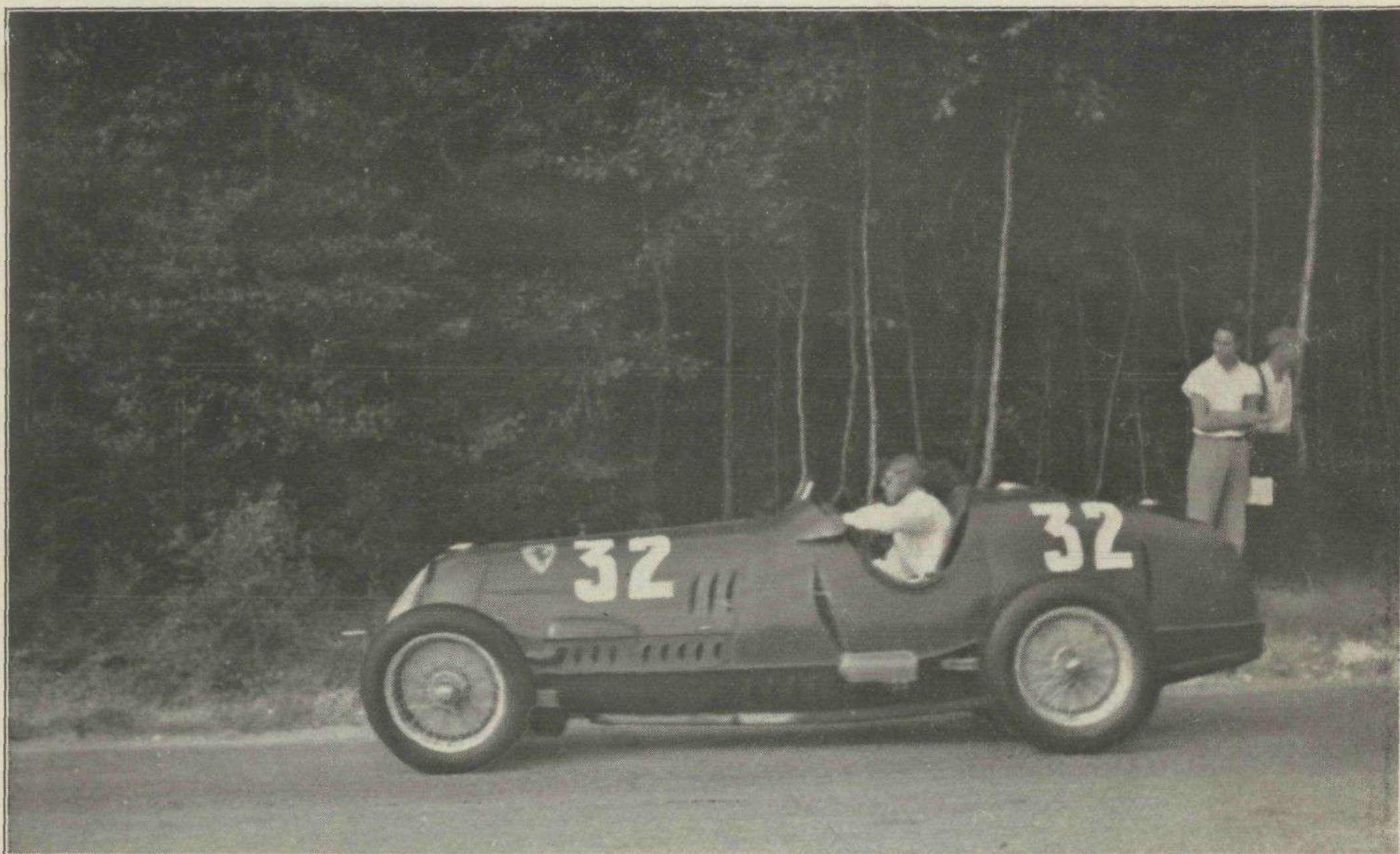


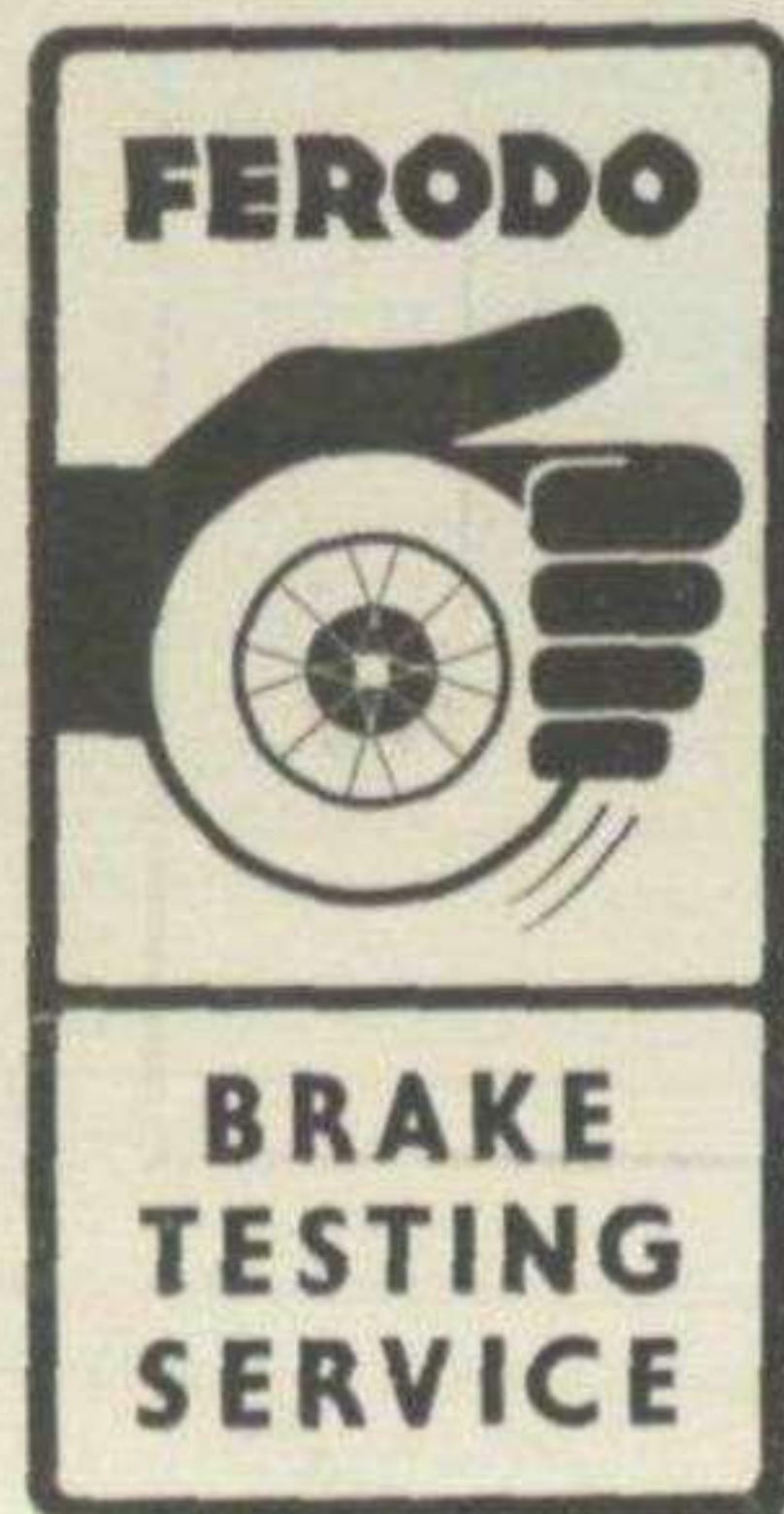
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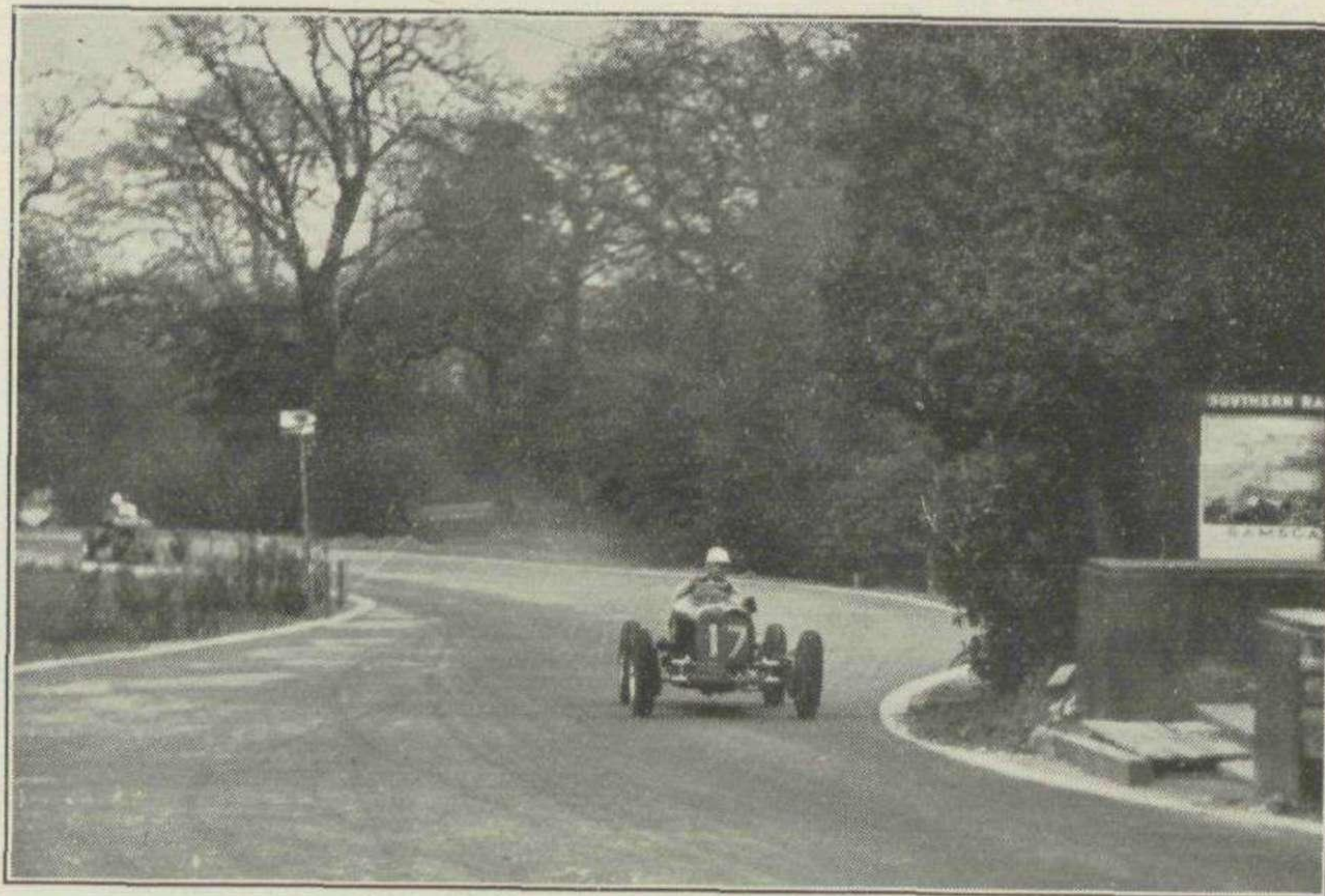
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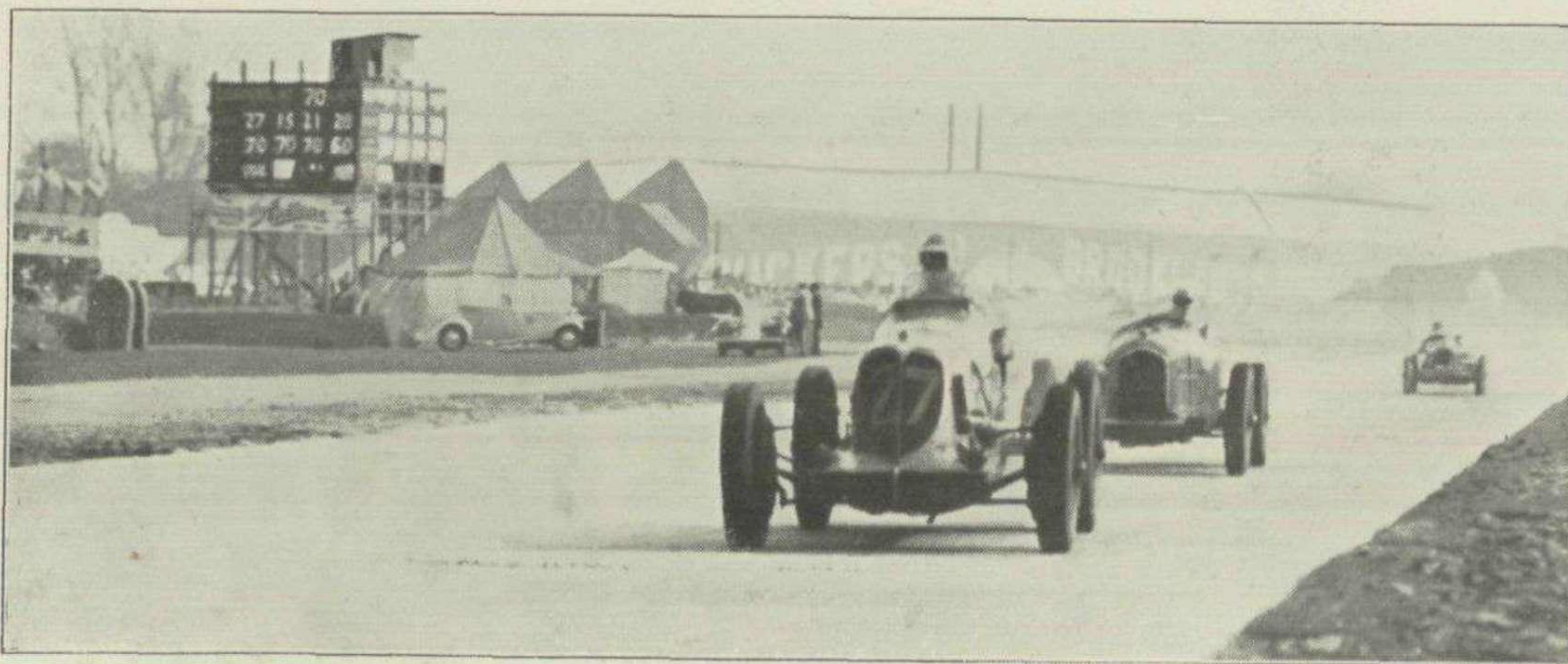


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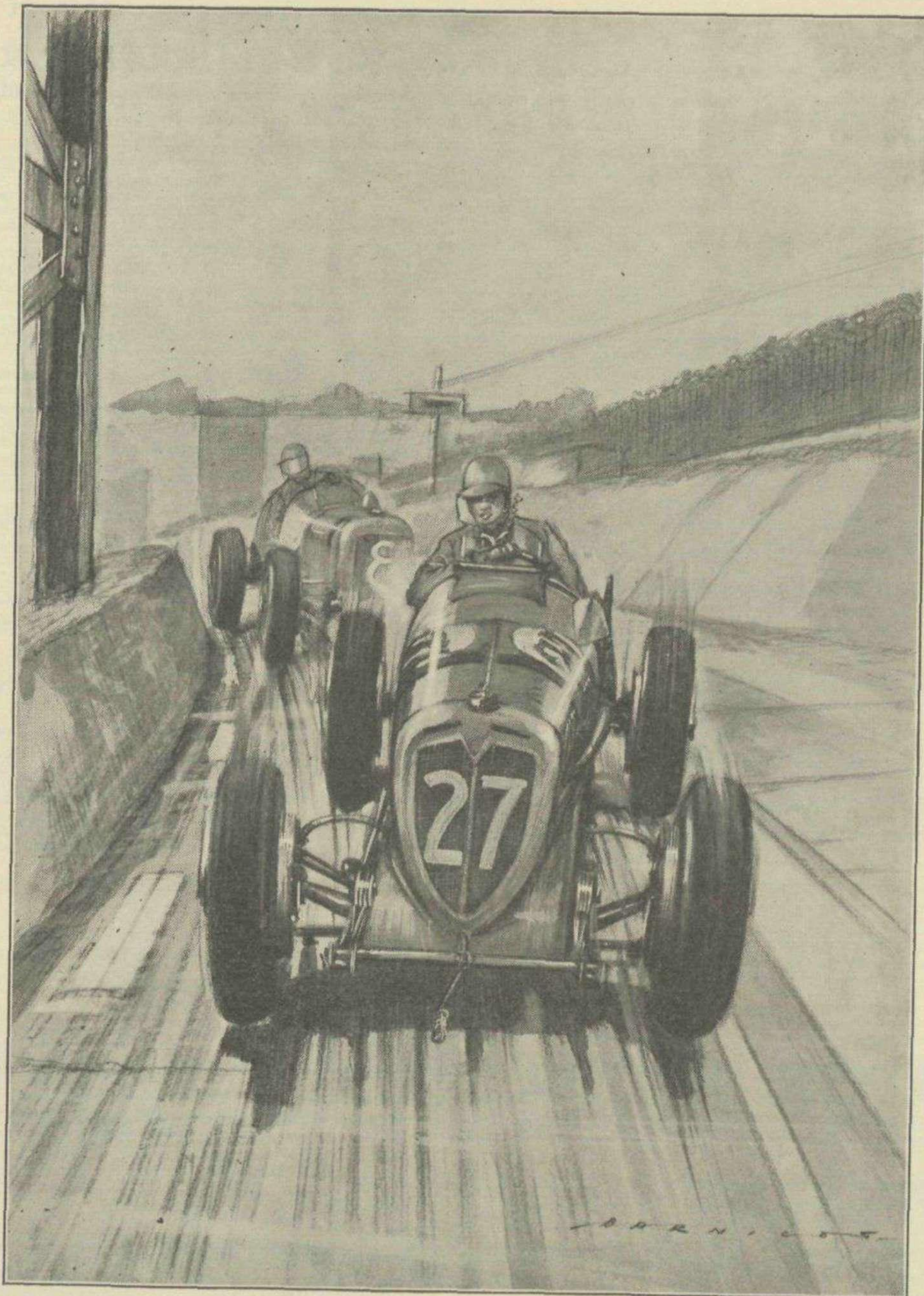
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PRINCE BIRABONGSE OF SIAM

Winner of the Isle of Man T.T. and Campbell Trophy this year. "Bira," as he is usually called, has competed in various events with E.R.A., Aston-Martin, Riley 9, Riley Imp, 750 S.V. Austin, M.G. Magnette, Bentley Saloon and is to race the 1½-litre Delage.

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MATTERS OF MOMENT

In many ways the Competitions Department of the Royal Automobile Club does very excellent work. It organises our most important racing-car race in the Isle of Man, our most important sports-car race in the form of the T.T., and our most important rally. It sends stewards to advise smaller clubs as to the safety of courses over which they propose to hold sprint events and it attends to competitors' protests with impartial fairness.

Consequently, it is all the more regrettable that it fails sadly in other spheres. We have already dealt editorially with the fixing of the fixtures and have touched on the doubtful judging of certain contests the published results of which can have a far-reaching effect on the industry.

Now comes the matter of the upset over the brake-test at Taymouth, in the Scottish Rally. The idea was, in fact, excellent, because if cars are merely allowed to coast downhill before braking they will attain varying speeds in keeping with their varying weights and their rolling friction, while a *brake* test timed from start to stop enables vivid acceleration to mask inferior braking qualities.

So the R.S.A.C.'s method of requiring cars to average at least 30 m.p.h. over a timed section before braking was truly excellent. They unfortunately made the grave error of having a timed section of only 45 feet, which is covered at 1.002 seconds at 30 m.p.h. They claim that their timing apparatus, comprising twin tapes led over razor-edges, is accurate to a hundredth of a second and by its recordings have eliminated all but sixty-one drivers as not having averaged the required speed.

All, or most, of these eliminated competitors insist that according to carefully checked speedometers they did not drive below 30 m.p.h. over the timed area. The matter is

rendered more serious because this one test materially affected the final results. Surely the R.A.C. should have spotted this possibility of dispute on examining the regulations? Or had an intelligent R.A.C. official been present he would possibly have seen how things were shaping during the first few runs. All that was required was a much longer timed section, with some leniency for timing error, when cars with really good brakes would secure the additional, and deserved, advantage of not needing to run so close as others to the minimum speed limit. The R.A.C. took £83 in Competition Licence fees from competitors in this Rally, so it cannot plead complete disinterest in how competitors regard the organisation of the event.

* * *

EXCITEMENT OVER STEAMERS

Just as dogs have to be muzzled at periods, so steam-car enthusiasts let off steam every so often in fairly regularly defined cycles.

On May 21st "The Autocar" published an interesting article on "The Modern Steam Car" by M. Harman Lewis, B.Sc., Editor of "Engineering and Boiler House Review."

It is all very interesting, but "The Aeroplane" recently observed that burning oil in a cylinder where it is all ready to do its work seems so much more sensible than burning it underneath a kettle and then piping the steam off to push pistons up and down when the oil can do the same job directly. That is how we feel about steam cars. But if a steamer enthusiast cares to give us a run on a modern steam car we will accept with delight. What we especially wish to know is how acceleration and speed figures would compare with those of, say, the 4½-litre Bentley or Phantom III Rolls-Royce, cars which are steam-like, and possessed of high performance.

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E.R.A. AND THE SUNSHINE AT SHELSLEY

RAYMOND MAYS'S NEW RECORD. A SPLENDIDLY ORGANISED MEETING.

Perhaps Leslie Wilson's luck has changed, for with the commencement of the new timing methods at Shelsley-Walsh Hill Climb came really good weather conditions, a thing very necessary but, alas, all too rare at our premier speed-hill climb.

This year eliminating runs were held in the morning, the afternoon section being devoted to the fastest two cars in each recognised category, together with the potential record-breakers, each given two runs. In this instance entries were on the sparse side, but with Shelsley's usual enormous entry, which will doubtless return for the September climb, the new arrangement should work very well indeed.

The sky was cloudy and threatening as we drove up in the morning, but ere we had parked the A.C. Ace it had become sunny and distinctly warm, albeit there was a stiff breeze which worried the cars along the final straight until later in the afternoon. The attendance appeared smaller than usual, but as ever the organisation was excellent, with the double commentaries, the prompt dispatch of cars and the instant display and announcement of competitors' times. If you have never been to Shelsley you should make every possible effort to be present at the next meeting.

The morning runs were not concluded until about 12.30 p.m., and when we arrived the Paddock—now a real Paddock with a hard surface floor, covered bays, parking space for vans and drivers' cars and a times board, etc.—a stout effort—was a hive of industry. Mrs. Petre, in blue overalls, blue-rimmed glasses and blue hair-ribbon, was dashing up and down in the little Austin, John Bolster drew a big assembly as he ran-up the twin J.A.P.s of "Tudor Mary," and H. D. Killick's freak Ford was posed beside Sir Lionel Phillip's huge Leyland-Thomas to give daily-press camera men an unrivalled "Dignity and Impudence" picture. The Ford-Special was a sort of "doodle-bug" with wide-track axles, a midget frame and body and 12 inch wheels, handled by a very worried-looking individual and having, curiously enough, quite a "30/98" tick-over. We thought that Killick had a rear-engined V-twin special job and would infinitely have preferred to have seen this to the Ford construction. Shelsley is not a circus.

R. Macleod-Carey was working on his Grand Prix Bugatti with four Amal motor-cycle carburetters, and W. G. Wilson was weighing with a big spring-balance a fine collection of oddments removed from his Ford V8 saloon, which included doors, bonnet, the more obvious bits and pieces and even the exhaust manifolds.

Berg's Alfa-Romeo, which arrived in a very smart van, was being revved-up with a loud and stirring supercharger whine. There were some non-runners, notably Freddie Dixon's Dixon-Special, and the Halford-Cross Rotary, while Watkins-Pitchford's Ballot, which we hope will form the subject of a future "Veteran Types" article, had had oil-

pump maladies. J. B. Dyke-Acland, with one of the ex-Musketeer M.G. Magnettes, had suffered on the morning runs from the wrong dope, after a hectic week involving eight runs to and from the hill.

First up in the afternoon were the three potential record-breakers—Raymond Mays with the 1½-litre E.R.A., which rumour reputed to have been fitted with a suitable back axle within one and a half hours of the finish of the I.O.M. race, Denis Scribbans's 1½-litre E.R.A. and Charles Goodacre's little Austin. Mays was terrific, appearing slow on account of neat handling, though he was working very, very hard, and as you all know, he set a new Shelsley record at 39.69 secs. Scribbans came up next, front wheels lifting at the corners, but mis-firing slowed him. He was followed by Good-

ing, Mrs. Bolster making vague gestures with her left arm indicative of her disappointment.

Miss Stanley Turner then gave us a dashing show with a Q-type M.G. Midget which bounced and slid at the S-bend.

Rupert Instone worked hard to pilot the supercharged, J.A.P.-engined G.N. Martyr to the summit, doing an inward skid at the "S" and wearing an expression which may have been a smile or may have been an air of tenseness. Incidentally, S. H. Newsome had given a special prize for the fastest special job, a splendid idea for which he deserves full marks.

E. J. Moor, that great specials enthusiast, had, we were bucked to notice, qualified in the morning with his rather dirty but very fascinating G.N. "Wasp." He came up now in 49.87 secs., showing real braking power for the "S."



H. L. Hadley (Austin, S.) at the second bend of the "Esses." He clocked the second fastest time of the day.

acre, in cap and rolled-up shirt-sleeves, who climbed to the tune of 42.92 secs., correcting a vicious slide at the last bend. The crowd clapped their appreciation.

Denis Evans then brought up the famous Bellevue Monthlery M.G., but was slow through lifting his foot after clouting the bank above the "S" in a bad power-slide.

Hadley in the Austin experienced a very stirring slide on the last bend with wheels furiously spinning and the revs. mounting, but nevertheless he clocked 40.83 secs. The Shelsley crowd showed good taste by clapping on the announcement that Walter Baumer, the German, was on the line. In a beautifully clean run his Austin clocked 43.30 secs.

Mrs. Petre came up next on another Austin, but did not look especially rapid and Mrs. John Bolster's (she is still Miss Skinner to Announcer Findon) special blown Morris Minor mis-fired very badly before reaching the "S" and was steam-

The Carlmark-J.A.P., now rear-engined, did 46.8 secs., the tail snaking viciously, front wheels dancing, and N. G. Wilson cornered his M.G. carefully at the "S," leaning out on the final corner. S. H. Newsome's smart Frazer-Nash, numbers flapping, was slowed by reason of a missed change, and then Fane went up very fast indeed (41.94 secs.), taking the last bend extremely well and so rapidly that the rear wheels juddered under the acceleration. Mrs. K. Petre handled her blown Riley nicely, but had mis-firing to contend with, and Villoresi's Maserati raised dust from the banks, the driver's tongue showing his inner feelings! Dick Nash toured up, the Union-Special's engine cutting-out, but Barrie Goodwin's Frazer-Nash made a very fine run, heavily braked for the "S." E. Lloyd-Jones's Lea-Francis was brought through the bends with a sweeping action, and S. C. H. Davis employed a very fierce expression, driving a 2-litre Alta.

SHELSLEY WALSH—continued

John Bolster's wonderful Bolster-J.A.P., still in last season's trim, failed to start but later came up most sensationally, sliding at the "S" and getting into apparently almost uncontrollable both-ways slides at the final corner, while just to liven things up John thrust out his right arm between the corners—not comically; no doubt he had a good reason. Time: 54.8 secs., spoilt by mis-firing. Robin Hanson was fast with the Maserati but spun his wheels for twenty yards in starting, to clock 46.86 secs.

A. F. P. Fane then brought up the white "one hundred in one hour" Frazer-Nash-B.M.W. sports job, which got away extremely well, was rock-steady all the way up, sliding cleanly at the bends, and very quiet with a typically B.M.W. exhaust note when accelerating. His morning runs had been clocked at 47.2 and 47.23 secs. and this ascent occupied 46.77 secs., a most noteworthy performance, well clapped.

H. G. Symonds on the 1½-litre V-twin B.H.D.-Special treated us to a big slide with lifting inner front wheels, à la Davenport, and going into the final bend he had to grab the handbrake. Time 47.6 secs. F. G. Rossiter's A.C. Special, which weighs under 14 cwt. and has a 1925 engine, was braked early for the "S" but handled in a most masterful, clean manner.

L. Giron's ex-Bainton 2.3-litre G.P. Bugatti was driven in a most spirited manner to return a fast time, and J. Lemon Burton, with a blown 2.3 Bugatti with typical Bug. wheels, was even faster, taking the "S" in a wide sweep. Berg's Alfa-Romeo, running with wings and screen in place, was dripping water during a clean ascent. It had been taken up in practice in the morning, after arriving late.

S. H. Newsome's S.S. was impressive, sliding at the "S" and more vigorously at the last bend, and Michael May's amazing old Alvis was fast and steady with a few diversions as the motor tried to play. Forrest Lycett's smart 4½-litre Bentley started on the very near side of the road and went up absolutely effortlessly and quietly in 49.12 secs., after morning ascents at 50.85 and 49.73 secs.

Then up came Wilson's very stripped Ford V8 saloon, driver in a wooden bucket-seat, looking rather like a "Hell Driver" and the whole outfit comic, the engine noise not at all as Dagenham would have it. But this was an enthusiastic effort and though the tyres screamed the car kept a surprisingly even keel and did 49.03 secs.

Finally, the remarkable old Leyland-Thomas completed a slow, dignified climb.

So to the second half of the programme, for which the foregoing notes could largely be repeated.

Mays came up first, wheels spinning some forty yards past the line, and Raymond working hard, to return 39.09 secs., against his last year's record time of 39.6 secs. That did a whole lot to revive flagging enthusiasm on a warm afternoon. Goodacre's Austin touched the bank low down but recovered, and Denis Evans completed a careful ascent with the M.G. in 47.89 secs.

Then Hadley (Austin) came into sight going really quickly, held a great slide

well and was very good up the finishing straight, to return the excellent time of 40.83 secs. Mrs. Petre's Austin went a trifle wild on the last bend to clock 46.79 secs., and Walter Baumer, apparently employing all his revs. on the run to the finish, took 42.31 secs.

R. F. Turner, recovered from his Donington upset, had gone up very fast on his previous run with his elderly Austin, so wide on the "S" that he almost touched the bank, but looking essentially safe, and now he used his stoppers to get round the "S" and was notably steady.

Miss Stanley Turner lost time on the "S," her M.G. asking 47.05 secs., and poor Instone's G.N. went sick, blowing vigorously back through its carburetters, though it reached the summit. John Bolster changed a magneto and then made one of the greatest runs up Shelsley he has ever done, Mrs. Bolster subsequently proving herself every bit as skilful as

the "crash"—which was only a brake-drum cover-plate. Then Mrs. Bolster, with magneto loaned by Austins, made a splendidly judged ascent, watched from the "S" by a tense and excited husband, and another Shelsley meeting was over, with E.R.A., Austin and Frazer-Nash the lime-lighted "marques." So down the road and into the Paddock streamed the crowd, not heeding the loud-speaker announcements, and we dug out the A.C. for a pleasant and not sluggish run back to London. The following tabulated results amplify the foregoing, which is in the nature of a stop-press report. :—

**RESULTS
CUP WINNERS**

Shelsley Challenge Cup and £100 (fastest car of the day): Raymond Mays (1½-litre E.R.A.), 39.09s. New record.

M.A.C. Trophy and £25 (fastest foreign driver): Walter Baumer (Austin Seven), Germany, 42.31s.

M.A.C. Sports Challenge Trophy and £25 (fastest sports-car—A.C.F. regulations): Not awarded owing to insufficient entries. Souvenir presented to A. F. P. Fane (2-litre Frazer-Nash-B.M.W.), 46.77s.



Raymond Mays, many times holder of the Shelsley Walsh Hill Climb Record. He clocked 39.09 secs. under the new conditions now existing for the famous hill

of old with the Morris Minor.

Fane gave two more splendid exhibitions of how Shelsley should be climbed, with the appropriately-named Frazer-Nash and the truly impressive Frazer-Nash-B.M.W., and Davis climbed really fast, looking much happier with the Alta, which the announcer said needed considerable handling lower down. Giron brought his Bugatti up in another dashing climb which marks him as a driver to watch in future, and J. Lemon Burton was really fast with his Bugatti on a very well-driven ascent. F. G. Rossiter on the A.C. Special made what in our opinion was one of the cleanest runs amongst the less rapid cars, while Wilson's Ford was faster and if anything more comic than before but again very stable.

Lycett was very masterful with the 4½-litre Bentley and almost the only incident of the day was provided by the Leyland-Thomas, which shed part of a brake-drum cover-plate with a great clatter, causing its driver to pull up hastily and reverse clear of the road. On his previous run he had carried a passenger and there was some doubt as to whether that unfortunate mortal had been flung out of the car as part of

Shelsley Ladies Challenge Trophy and £25 (fastest climb by a woman driver): Mrs. John Bolster (Morris Minor, S.), 45.96s.

M.A.C. Challenge Trophy and £25 (fastest driver not having won a best time award at Shelsley since September, 1932): H. L. Hadley (Austin Seven), 40.83s.

M.A.C. Challenge Cup and £5 (fastest climb by a "Shelsley Special" car): John Bolster (2-litre Bolster Special), 42.24s.

Fray Challenge Cup (best aggregate team performance): C. Goodacre, Walter Baumer and H. L. Hadley (Austins), 125.76s. total.

ELIMINATING RUNS

750 c.c. Supercharged: 1, R. F. Turner (Austin), 42.28s.; 2, Miss D. Stanley Turner (M.G.), 48.08s. **Unsupercharged**: No starters.

1,100 c.c. Supercharged: 1, C. R. Instone (G.N. Martyr), 48.50s.; 2, N. G. Wilson (M.G.), 50.28s. **Unsupercharged**: E. J. Moor (Wasp), 48.44s.; 2, H. D. Carlmark (Carlmark Special), 49.20s.

1,500 c.c. Supercharged: 1, E. Lloyd Jones (Lea-Francis), 48.25s. **Unsupercharged**: 1, B. L. Goodwin (Frazer-Nash), 45.76s.; 2, G. H. Symonds (B.H.D. Special), 48.37s.

2-litres Supercharged: No starters. **Unsupercharged**: 1, A. F. P. Fane (Frazer-Nash-B.M.W.), 47.20s.; 2, F. G. Rossiter (A.C. Special), 47.89s.

3-litres Supercharged: 1, J. Lemon Burton (Bugatti), 45.24s. **Unsupercharged**: 1, S. H. Newsome (SS "100"), 45.94s.; 2, M. W. B. May (Alvis), 48.91s.

5-litres Supercharged: No starters. **Unsupercharged**: 1, W. G. Wilson (Ford), 48.83s.; 2, Forrest Lycett (Bentley), 49.73s.

Over 5-litres Supercharged: No starters. **Unsupercharged**: 1, Sir Lionel Phillips (7.2 Leyland Thomas), 56s.

Continued on page 277

VINTAGE SPORTS-CAR CLUB

LITTLESTONE SPEED TRIALS ON MAY 22nd

On May 22nd the Vintage people held speed trials for the second time on that remarkable stretch of private road at Littlestone. A half-mile is the distance timed, but, in fact, considerably more would be perfectly safe, and everyone seems agreed that the ribbed concrete surface is the most perfect thing ever for standing starts. This added to a slight following wind, helped G. B. C. Sumner on the big Delage to make fastest time and break the course record at 22.6 seconds. His get-away was done without a suspicion of spin and he crossed the line at about 127 m.p.h. A. G. Bainton was only a fifth behind, on his "2.3," and A. Baron was third, on the blown 1½-litre Bugatti, at 23.9 secs.

There was a very large entry, but fortunately, as it happened, a considerable proportion did not turn up, and even so the meeting went on till nearly 7 p.m.

Among notable performers, M. W. B. May succeeded in winning the 3-litre super-sports class although operating on only five cylinders and an axle ratio so low that he reached peak revs. in top about half-way up the course.

In the unlimited super-sports Forrest Lycett's and L. C. McKenzie's 4½-litre Bentleys did well to get inside 29 secs., but in the racing unlimited C. W. F. Windsor-Richards, on the old 30/98, just managed to beat Lycett at 27.4 secs.

John Bolster brought "Mary" through in 25.7 secs., to find that only the stern engine had been working, but even so this sufficed to win the Vintage award in the 3-litre racing class. Clutton drove the 1921 3-litre Ballot in this class, and though it accelerated very brightly the gear

is so high that it can only with difficulty depart from rest and clocked 27.7 secs.

In the 1,500 c.c. racing class, won by Baron, P. L. O'Reilly's "Red Biddy Special" attracted much favourable comment. It has an Anzani G.N. basis, added to a good deal of rust, but motored up the course in a perfectly straight line to the tune of 27.7 secs. Mr. and Mrs. Darbishire's Bugatti went very well for an unblown single cam 2-litre, clocking a best time of 26.5 to take first time in the ladies' class from Mrs. Bolster, driving Windsor-Richards's 30/98.

The pre-war class attracted six entries, though Dick Nash was a regretted non-starter on "Vieux Charles." Mavrogordato on the 1914, 4½-litre Opel clocked a best time of 29.4 secs. although the car has been much de-tuned since Segrave had it, and Windsor-Richards, driving Clutton's and Robertson-Rodger's 12-litre Itala, did 30.9, which was better than most of the "modern" 4½-litre Bentleys and 30/98s! However, the winner on formula was Forrest Lycett's newly acquired 1914 "Alfonzo" Hispano-Suiza whose time of 44.5 secs. is really good, considering its rated h.p. of sixteen and weight of thirty cwt! Mr. Lycett had never driven the car before, and on returning to the Paddock it startled him quite a bit by inconveniently shedding a back wheel.

Altogether an excellent meeting with a high ratio of laughs per minute.

The Club membership has now topped 200, among the latest arrivals being Sir Lionel F. Phillips, Bart., who owns one of the 7,200 c.c. Leyland-Thomases. Another exciting veteran is the 1912 10-litre O.H.C. four-cylinder Fiat which

Rampon and Cobb used to race at Brooklands and has now been bought by A. S. Heal.

The next meeting is at Donington on July 10th, in collaboration with the Bugatti Owners' Club.

The finally amended Littlestone results are as follows:—

RESULTS

Sports-Cars up to 1,500 c.c.: E. Wrigley (Lea-Francis), 1st Vintage; Miss Redfern (H.R.G.) 1st, Open.

Sports-Cars Unlimited: Mrs. Langton Garstin (Speed 6 Bentley), 1st Open and Vintage; J. Swainson (4½-litre Bentley), 2nd Open and Vintage.

Super Sports-Cars up to 3,000 c.c.: M. W. B. May (2-litre Alvis), 1st Vintage; J. O. C. Samuel (Frazer-Nash, S.), 1st Open.

Super Sports-Car Unlimited: Forrest Lycett (4½-litre Bentley), 1st Open and Vintage; L. C. McKenzie (4½-litre Bentley), 2nd Open and Vintage.

Racing-Cars up to 1,500 c.c.: A. Baron (Bugatti, S.), 1st Vintage and Open; H. S. Wilton (746 c.c. M.G.), 2nd Open.

Racing-Cars 1,500 c.c. to 3,000 c.c.: J. Bolster ("Bolster Mary") 1st Vintage; A. Bainton (2.3 litre Bugatti, S.), 1st Open; A. T. Darbishire (2-litre Bugatti) 2nd Vintage.

Racing-Cars Unlimited: G. B. C. Sumner (10½-litre Delage), 1st Open and Vintage; C. W. E. Windsor-Richards (Vauxhall 30/98), 2nd Open and Vintage.

Lady Drivers: Mrs. S. Darbishire (2-litre Bugatti) 1st Open and Vintage; Mrs. B. Bolster (Vauxhall 30/98), 2nd Open and Vintage.

All-Comers: G. B. C. Sumner (10½-litre Delage) and A. G. Bainton (2.3-Bugatti, S.) 1st Vintage and Open; A. Baron (1½-litre Bugatti, S.), 2nd Open and Vintage; J. Bolster ("Bolster Mary") 3rd Open and Vintage.

Pre-War Cars (formula): Forrest Lycett (1914 16 h.p. Hispano-Suiza), 1.

Fastest Time of Day: 1, G. B. C. Sumner (10½-litre Delage), 22.6s.; 2, A. G. Bainton (2.3-litre Bugatti S.), 22.8s.; 3, A. Baron (1½-litre Bugatti, S.), 23.9s.

The Secretary of the Club is T. W. Carson, The Phoenix Hotel, Hartley Wintney, Hants.

THE BRISTOL SPEED TRIALS

FASTEST TIME OF THE DAY BY AUSTIN

Sprint events are almost as popular now as in the "good old days" for, if they are not held quite so frequently, nearly every meeting results in entries of real quality.

The Bristol M.C. and L.C.C. planned very effectively for their speed trials over a 750-yard concrete-surfaced course at the Bristol Airport on May 22nd. The course incorporates three bends, the worst of which could be tackled at about 80 m.p.h., which called for really masterly handling of fast cars. Unfortunately a kerb bordered the road and proved to be contributory to an accident in which R. A. Waddy was seriously injured. He was driving the little, rather freakish four-wheel-drive, twin-engined Fuzzi 9, of which so much was expected this year, and got into a bad slide, coming out of the left-hand bend. The car jumped the kerb on the inside of the bend, hit a gully and flung Waddy out, proceeding against the railings that protected the spectators. Waddy was taken to hospital with a fractured shoulder, multiple bruises and possibly other injuries besides. We offer him sincere condolences in what must be a very hard-to-bear

disappointment, for Fuzzi would have been a factor to reckon with this season. Enthusiasm ran high and "fan" Bryer, finding his Salome unready, ran a sports O.M.

In the sports classes R. D. Poore's 746 c.c. M.G. was fastest in 26.4 secs. and a very fine time that was, beating even the 5-litre class cars. The racing classes also went to the small-engined cars, H. L. Hadley with the o.h.v. Austin making fastest time of the day in 24.6 secs., equal to 62.4 m.p.h. Second fastest time was shared between G. Hartwell's 1,287 c.c. M.G. and J. G. Fry's Freikaiserwagen, the latter a new special with 1,097 c.c. V-twin air-cooled propulsion behind the driver, G.N. rear-works and the front bits from a Morgan. Extensive testing at Brooklands beforehand apparently stifled the temperament of this special, which will be keenly followed in future in consequence. These two cars both made runs in 25 secs. Third fastest was Denis Evans with the Bellevue M.G., in 25.9 secs. Specials came out in force, including R. A. Barnwell's Jabberwock II, which has a wood frame, Austin Seven axles a Ford Eight engine, and fully

faired bodywork. Being old-fashioned we quite deplore the lurid names now given to home-constructed special cars. Lemon-Burton and Lt. Horne Kidstone, R.N. drove fast Bugattis. Some indignation has arisen because the published results show small cars to have been awarded the larger classes, in which they did not qualify to compete under the announced capacity divisions. This would seem another little matter to which the R.A.C. Competitions Department might attend. Hadley's 62.4 m.p.h. with the Austin stands as the course-record.

RESULTS

Sports

1,100 c.c.: 1, R. D. Poore (M.G.), 26.4s.; 2, C. A. N. May (M.G.), 27.6s.

2,000 c.c.: 1, R. D. Poore (M.G.), 26.4s.; 2, R. A. Macdermid (M.G.), 27s.

5,000 c.c.: 1, R. D. Poore (M.G.), 26.4s.; 2, D. M. Campbell (Alfa-Romeo), 26.7s.

Racing Cars

850 c.c.: 1, H. L. Hadley (Austin), 24.6s., equals 62.4 m.p.h., fastest of day; 2, D. G. Evans (M.G.), 25.9s.

1,100 c.c.: 1, H. L. Hadley (Austin), 24.6s.; 2, J. G. Fry (Freikaiserwagen), 25s.

1,500 c.c. and to 5,000 c.c.: 1, H. L. Hadley (Austin), 24.6s.; tie for second, J. G. Fry (Freikaiserwagen) and G. Hartwell (M.G.), both 25s.



• **SALES**

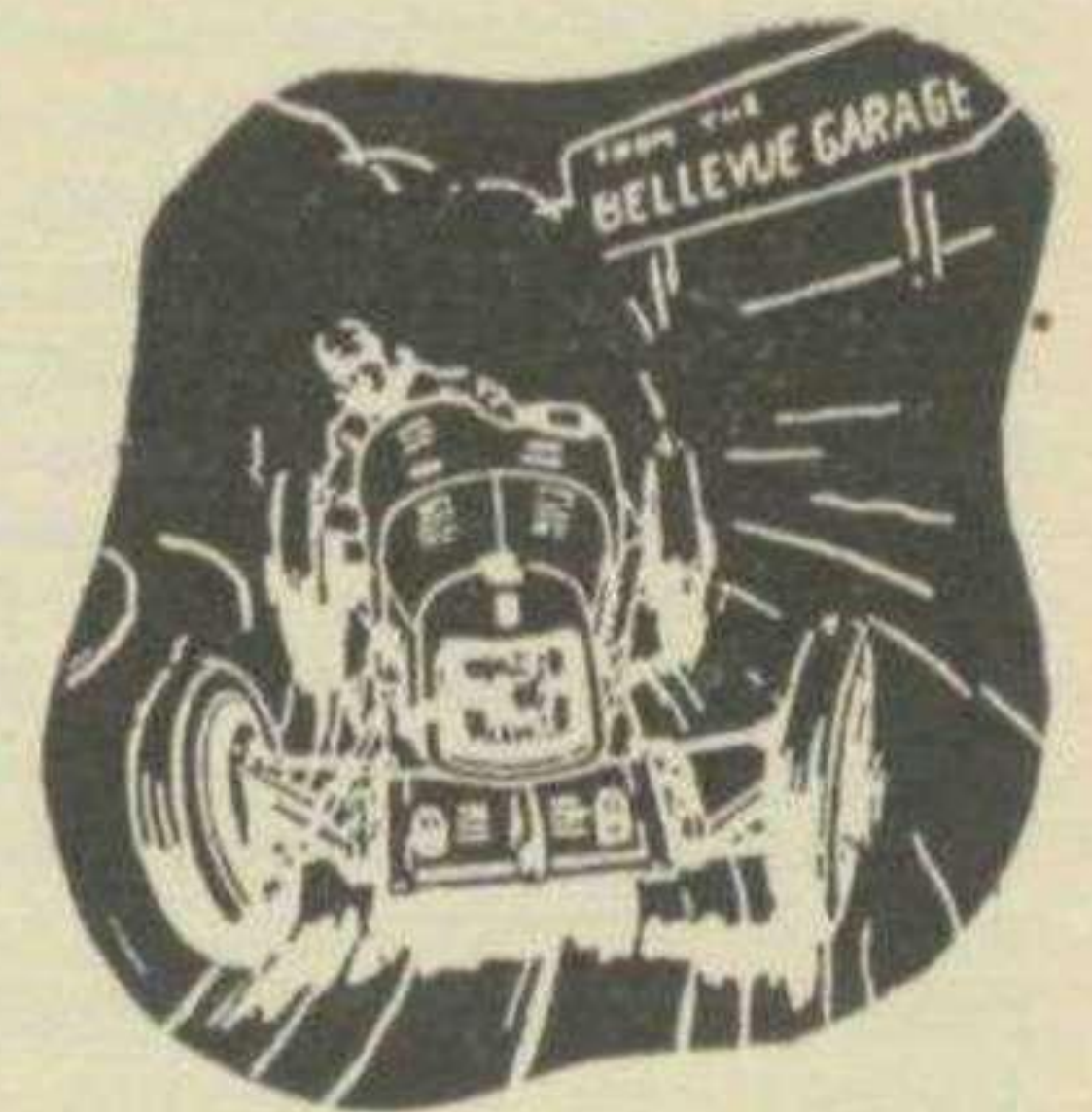
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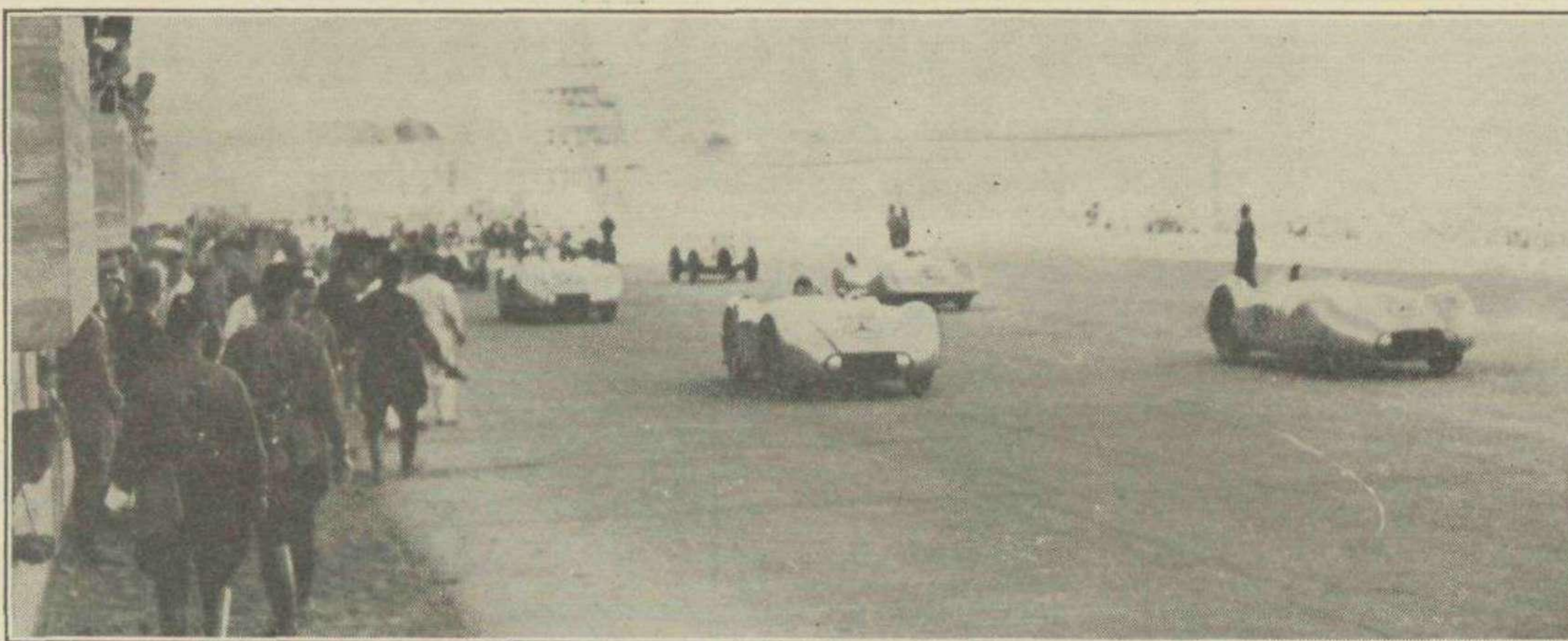
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The start of the Final won by H. Lang, Mercedes-Benz.

MERCÉDÈS ÜBER ALLES!

ASTOUNDING SPEEDS IN THE AVUSRENNEN: C. F. C. MARTIN (F.R.A.) WINS 1,500 c.c. RACE FOR ENGLAND

God Save the King! 380,000 Germans stood rigid with right arms uplifted in salute at the Avus Track, Berlin, while the British National Anthem blared impressively from the loudspeakers. Charles Martin, the only English driver in the 1,500 c.c. race, had scored a splendid victory with his E.R.A., at an average speed of no less than 119.6 m.p.h. for more than eighty-four miles. He had defeated drivers from five other countries, and the opposition had included a strong fleet of the fast Italian Maseratis.

The 1,500 c.c. race was only the curtain-raiser for the big event of the day, for the Grand Prix cars. This race was run under "free formula," without any restrictions as to engine size or weight limit, and both Mercedes-Benz and Auto-Union had strained every nerve to produce the fastest cars that any race in the world had ever seen. The event was run in two heats and a final, the heats over seven laps, as in the case of the 1,500 c.c. cars, and the final over eight laps, or approximately ninety-six miles.

Over this distance, Hermann Lang, the rising star of the Mercedes-Benz team, and victor in the Grand Prix of Tripoli, held a few weeks previously, averaged the prodigious speed of 162.5 m.p.h., while Rosemeyer had in one of the heats put in a lap at 171.6 m.p.h. with his Auto-Union!

It was unfortunate that the Italian team of Alfa-Romeos did not start. In such a race of pure speed, the Italians had felt discretion to be the better part of valour, and, not wishing to be butchered to make a German holiday, had not come to the Avus.

The sun blazed down upon the vast crowds assembled round the track. High above them towered the new banking of the north turn, rising sixty feet high, with a brick surface sloped at an angle of nearly 1 in 1. The Avus consists of two parallel and almost straight roads, each about six miles in length, and joined at either end by a loop. The north loop has just been entirely reconstructed, for formerly it was only banked very slightly.

Now speeds of about 115 m.p.h. are possible on the towering banking, as the cars swoop by above the heads of the crowds. The south loop is still banked at only a slight angle.

A huge new grandstand, packed to its capacity (4,500 people), was ranged alongside the exit from the north turn. Two tunnels communicated with the arena, below the banking on the inside of the track, and here thousands upon thousands stood in serried ranks, those at the railings wedged close, those behind perched on footstools, chairs, or improvised ladders, while many sought a better view by means of periscopes.

Further down the track, where the parallel roads ranged in either direction, there were more stands, all crowded to the limit. Here the old pits were still in use, unfortunately out of sight of the main grandstand. As the new work had only just been completed—indeed the massive new restaurant whose towers loomed

behind the banking of the north turn had only been made serviceable by frantic last-minute work—there was no scoreboard either opposite the big stand. However, there were loudspeakers at frequent intervals, and it is never difficult to follow the progress of a scratch race on the Continent.

The first race on the programme was for motor-cycles, and meanwhile the 1,500 c.c. cars were got ready. When they were wheeled to the starting grid, a green car was seen in the front rank. It was Martin's E.R.A., which he had bought only just before the race, and with which he had lapped at 123.1 m.p.h. in practice. Charles Brackenbury was in attendance, and during practice had had to remove the head of the car to replace a bent valve.

Next to Martin's E.R.A. was Plate's Maserati, and, behind, a brave array of brightly coloured cars, eleven in all. As the starting maroon exploded, Martin leapt ahead, and disappeared down the



C. F. C. Martin, winner of the 1500 c.c. class, and his E.R.A.

MERCEDES UBER ALLES—continued

right hand road with his engine screaming furiously. Six minutes later, the characteristic note of the English car was heard rapidly approaching. Then Martin appeared, high on the banking, having covered a standing lap (12.1 miles) at 120.8 m.p.h.! He was round the north curve and away before his next rival, Cortese with his Maserati, came into view. Close behind Cortese came the Norwegian driver, Bjornstadt, driving the other E.R.A. in the race, and, at a short interval, three more Maseratis.

Next lap the two E.R.A.s led the field. Martin was able to decrease his speed slightly, but Bjornstadt made desperate efforts to catch up. Then on the third lap the Norwegian was missing! He had burst a tyre in his efforts near the south turn, and stopped there to change wheels. An interesting feature of the races was that a second set of pits, chiefly for tyre changes, was situated at the far side of the course, in addition to the main pits near the north side.

So Cortese with his Maserati took up the battle, and actually gained on Martin considerably. Martin was driving cleverly to save his tyres, for the heat was intense, and at the terrific speed any unnecessary stress had to be avoided. After five laps the Italian was only one second behind, but now Martin began to draw away again, and at the sixth lap had a lead of four seconds, though Cortese had put in a lap at 121.4 m.p.h.

It was the Italian who cracked, for the red car did not come round again, and Martin with a final lap at 122.7 m.p.h., fastest of the race, ran out an easy winner.

Bjornstadt burst another tyre on his E.R.A. during the sixth lap, and did not complete the distance.

1,500 c.c. Result

1. C. E. C. Martin (E.R.A.), 119.6 m.p.h.
2. Castelbarco (Maserati), 3m. 52s. behind.
3. Plate (Maserati), 4m. 17s. behind.
4. Uboldi (Maserati), 4m. 34s. behind.
5. Hug (Bugatti), 5m. 2s. behind.

Thus the vast crowd had had a taste of speed, but the 1,500 c.c. event was only the preliminary for the real thrills of the day. In spite of the absence of the Alfa-Romeos, a battle royal was promised between the two great German firms, Mercedes-Benz and Auto-Union. Mercedes had not won a big race on German soil since Caracciola's victory in the Eifelrennen of 1935. Last year they were dogged by ill-luck and now, after a fine start in the Tripolis race, were determined to wrest the victory before their own people. They had no fewer than three specially built streamlined cars, as well as two others with the orthodox Grand Prix body. Von Brauchitsch had a twelve-cylinder streamlined car, of a type similar to that with which Caracciola set up records at nearly 230 m.p.h. Zehender was also to have driven a "twelve," but this was not ready in time.

Auto-Union had four cars entered, two of ultra-streamlined pattern, with all the wheels enclosed by the fairing of the nose, as in the case of the Mercedes *Stromlinienwagen* also. These were to be handled by Rosemeyer and Fagioli, but Rosemeyer's was the only car in the race on which the wheels were totally enclosed by side-shields. On the Mercedes streamlined cars the side-shields had been

left off, in order to assist in the cooling of the tyres.

Six cars started in the first heat, quite enough in view of the colossal speeds which were to be attained. Caracciola's streamlined Mercedes hesitated at the start, and it was Von Delius who took the lead for Auto-Union, followed by Seaman with his Mercedes. The first four cars in each heat were to run in the final, and none of the drivers were disposed to extend their cars at first. They were loitering round at about 148 m.p.h.

After two laps, Rosemeyer moved into the lead, with Delius still second. Caracciola bided his time in fourth place, just behind Seaman. On the fourth lap he came through to second place, 3 secs. behind Rosemeyer, but on the fifth lap a great shout, rising in volume as the cars got nearer, showed that the Mercedes champion was in front.



Charlie Martin on the steepest part of the course. The gradient is at an angle of nearly 1 in 1.

The speed was rising steadily. On the sixth lap Rosemeyer flung his car into the north curve, leading Caracciola by a length, but as the strange-looking monsters hurtled round the banking, Caracciola was drawing up! Just past the stands Mercedes took the lead once more. Both drivers were now properly roused, and Rosemeyer made a desperate effort in the last lap which he accomplished at 171.6 m.p.h., the fastest of the day. Not even this pace was enough, however, and Caracciola finished $\frac{3}{4}$ secs. in front, at an average speed of 155.5 m.p.h. Delius was third and Seaman fourth six seconds covering all four drivers.

The second heat did not provide such a close struggle, but there were several sensations. Fagioli led off for Auto-Union at about 157 m.p.h. This was too slow for Lang, who, as he said afterwards, did not think it fair not to give the crowd their money's worth! Even when Von Brauchitsch pushed the speed up to 160 m.p.h. with the twelve-cylinder Mercedes, Lang was not satisfied, and with a lap at 167 m.p.h. he took the lead.

Almost at once disaster overtook him, and he had to change a tyre at the south turn depot, while on this same fifth lap, Fagioli who had responded to the increase in speed and was only $\frac{2}{3}$ sec. behind Lang, had some serious trouble with the Auto-Union and stopped altogether near the south turn. This left Von Brauchitsch in the lead, with Hasse's Auto-Union second, half a minute in arrears, and Lang third, lapping at 169 m.p.h. in an endeavour to catch up. Fourth, a long way behind, was Hartmann's privately owned Maserati, whose sporting effort was cheered as he pursued his lone way.

Since Fagioli could not get going again, this order prevailed to the finish, Von Brauchitsch winning at an average speed of 160.3 m.p.h. Fagioli's trouble had been given out as "tyres" but a representative of the tyre manufacturers inspected the car and protested, as the tyres were in order! Later it was given out that the gear-lever had jammed.

The tyre manufacturers then tested the temperatures of the various tyres, and it is interesting that those enclosed on the streamlined cars were actually cooler than those on the open Grand Prix models. However, the streamlined cars' tyres were worn far more than those of the other cars, which presents a pretty technical problem.

A long delay now occurred while Fagioli's car was removed from the course, and meanwhile Rosemeyer discovered that an oil pipe had broken in a peculiarly inaccessible position on his Auto-Union. It was thought that he would not be able to run in the final, but eventually repairs were effected, and after a test lap he pronounced himself satisfied.

Long shadows were drawing in over the track as the cars were arrayed once more for the final. This time Caracciola had a good start, and for the first two laps Rosemeyer followed him closely. During the third lap Rosemeyer noticed a loss of oil pressure, and rather than risk his engine stopped for a moment's inspection of the mended pipe at the south turn depot. The mend proved still intact, but Rosemeyer had lost vital seconds. Caracciola's average after three laps was 165 m.p.h., and Lang was now second and Seaman third—a promising position for Mercedes, though Von Brauchitsch had retired with clutch trouble.

On the fourth lap, however, Caracciola had to retire owing to oil finding its way into the clutch and causing slip, while next lap Seaman had to stop for tyres at the main depot. With miraculous speed two wheels were changed in 40 secs. and Seaman set off just behind Rosemeyer, to whom he stuck like a leech.

Lang now led the race, and this time his tyres lasted. The superior speed of the streamlined Mercedes enabled him to keep ahead of Delius and Hasse, with the "open" Auto-Unions, while Rosemeyer could not get within striking distance. Mercedes had a great day, winning both heats and the final, each time with a different car and driver.

RESULT

1. H. Lang (Mercedes-Benz), 162.5 m.p.h.
2. Von Delius (Auto-Union), 2s. behind.
3. R. Hasse (Auto-Union), 36s. behind.
4. B. Rosemeyer (Auto-Union), 1m. 7s. behind.
5. R. Seaman (Mercedes-Benz), 1m. 20s. behind.

E.R.A. CARS DOMINATE BRITAIN'S MOST IMPORTANT RACE

"BIRA" WINS IN THE I.O.M. AT 70.69 m.p.h.—E.R.A.s 1st, 2nd, 3rd, 4th and 5th

In practice for the R.A.C. I.O.M. 1½-litre race the fastest laps went to the credit of "Bira" and Raymond Mays, both of whom lapped in 2 min. 59 secs., equal to 78.45 m.p.h. "Bira" started a warm favourite. Inevitably, there were non-starters. "Bira's" Delage was not used, as he chose to handle the E.R.A., although in earlier practice he had lapped at 75.10 m.p.h. in the Delage against 74.70 m.p.h. in the E.R.A. Dixon's Dixon-Special did three practice laps and succumbed to supercharger trouble and although Dixon worked all night on the car that trouble could not be overcome. Incidentally, Dixon was in the Island on sufferance, as it were, for his motoring charge had been postponed, it is said, because his solicitor had pleaded that he had designed a car that might have a profound effect on design of the future and that Dixon was due to compete in an International event for which a strong German contingent was coming over. Although the German contingent existed only in the imagination of Dixon's solicitor, the case was duly postponed, but subsequently a fine of £50 and disqualification from driving for two years was imposed for dangerous driving on the road.

Poor Earl Howe had not recovered from his Brooklands crash sufficiently to drive his E.R.A., Powys-Lybbe's Talbot and Charles Martin's Martin-J.A.P. were not ready, and Peter Aitken did not appear for practice with the Maserati. Then P. F. Jucker met with a fatal accident during his fourth practice lap on the Tuesday, driving the new, fully independently sprung Alta which was said to have attained 144 m.p.h. at Brooklands before being shipped to the Island. Reports of the accident vary, but it would seem that Jucker approached Port Jack corner too fast, hit a kerb, went into a series of skids and in taking to the escape road at Onchan corner left the course and hit a lamp standard. The cockpit was crushed and Jucker removed with difficulty, though without delay, and taken to hospital with injuries from which he never recovered. M. Hudlass, the R.A.C. engineer, said that he examined the car afterwards and found a tendency for the accelerator to stick in the full-throttle position but that he did not think this had any bearing on the crash. We wish to express our deepest sympathy to Jucker's relatives and friends. Incidentally, a London Daily journalist published a sensational sort of story, describing the Alta as having been built regardless of cost specially for the I.O.M. race. Actually, it had run in the Campbell Trophy Race at Brooklands and was not the most expensive car in the field.

The enthusiasm of the I.O.M. towards motor and air-racing is certainly most encouraging. A leading Editorial in the race report issue of the "Isle of Man Weekly Times" emphasises the splendid spirit of sportsmanship and enthusiasm that abounds there. It was, in consequence, all the more unfortunate that only three out of ten drivers took the trouble to appear at the prize-giving, at

which His Worship the Mayor of Douglas, His Excellency the Lieut. Governor of the I.O.M., Lady Butler and the Mayoress of Douglas attended. Those who did go up to receive their cheques were Raymond Mays, "Bira" and Pat Fairfield. "The Isle of Man Daily Times" published a strong article on this unfortunate fiasco. In his speech His Excellency showed unrestrained enthusiasm for motor-racing in the Island and a letter subsequently appeared in the "I.O.M. Times" from the Chief Constable of Douglas indicating that he was thoroughly satisfied with the arrangements.

To return to the race. Most regrettably Thursday dawned wet and cold, which made the course extremely difficult and reduced the number of onlookers very materially. Ebby was in command at the start, where the cars were drawn up in rows, "Bira" (E.R.A.) and Mays (E.R.A.) in the front rank, Fairfield (E.R.A.) behind, Whitehead (E.R.A.) and Villorosi (Maserati) in the third rank, A. C. Dobson (E.R.A.) behind, Tongue (E.R.A.) and Graffenried (Maserati) in rank five, Connell (E.R.A.) behind, Austin Dobson (Maserati) and Parnell (M.G.) in rank seven, Hanson (Maserati) behind, Du Puy (Maserati) and Maclure (Riley) in rank nine and Hughes (M.G.) behind. These starting positions were determined on practice lap times. The lack of protection in the grandstand was largely to blame for the poor attendance as the flag fell, while the Press worked under very unpleasant conditions. Sir Montagu Butler arrived as the King's representative, but the National Anthem was not played. As the flag went down, the fifteen starters got off in a crash of sound and showers of high-flung spray, Mays taking the lead from "Bira" and Villorosi. On the twisty piece at Broadway Pat Fairfield got into third place and along the front the E.R.A.s drew steadily away from the Maseratis. Past the pits it was "Bira" who led, with Mays three lengths behind and Fairfield third. Whitehead brought Walker's E.R.A. in and Du Puy, the American driver, retired thus early with lubrication difficulties worrying his Maserati. W. Hughes also came in with his M.G. and came in a good many times later on, finally going out on his twenty-sixth lap with a blown gasket, after making the slowest of the "best laps" at just over 61 m.p.h. "Bira's" E.R.A. did its second lap at 69.87 m.p.h. and began to draw away from Mays's E.R.A. by 6 to 7 secs. per lap. On lap four Fairfield took second position and Mays fell to fourth place behind Tongue's E.R.A. Lap five saw Walker making up on the pit-pause by lapping at 70.57 m.p.h., whereupon "Bira" hit up 70.93 m.p.h. Parnell came to the pits with his M.G. and was frequently in thereafter. Now the race became distinctly exciting, with the rain still descending in torrents. By ten laps Walker (E.R.A.) was up to sixth place, and Villorosi (Maserati) had come steadily through, cornering like a master, to second place, 40 secs. behind "Bira's" leading E.R.A., and only

lengths ahead of Fairfield's E.R.A. The leaders were averaging over 70 m.p.h. in spite of conditions, and Tongue did his ninth lap at 72.02 m.p.h.

Mays and Fairfield had feared weakening brakes for the trouble that had dogged the works E.R.A.s from the commencement of the season had not been overcome, although the drums had been changed after practice. Nevertheless, on lap twelve Fairfield got past the Maserati and three laps later Villorosi's very fine drive most unfortunately ended through so trivial a bother as a choked fuel pipeline. The Maser. came to a standstill at Port Jack and its driver tramped through the rain to the pits.

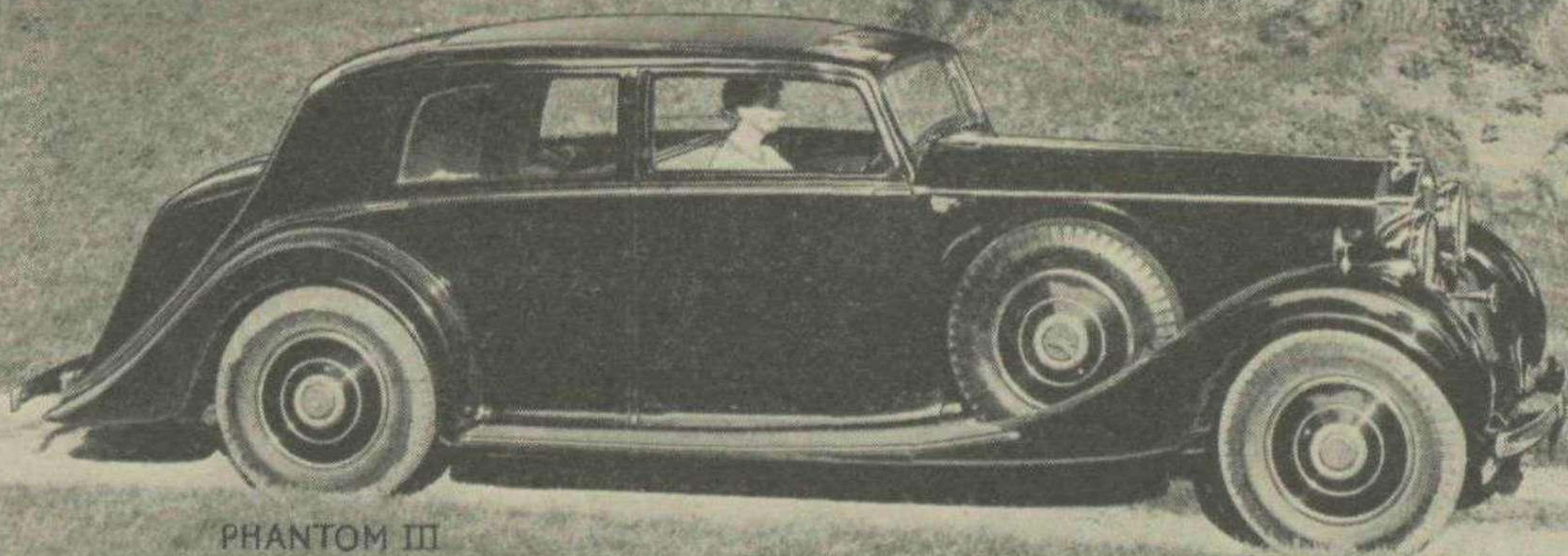
At twenty laps "Bira" led by 47 secs. at 70.39 m.p.h. with Fairfield second, Tongue third and Raymond Mays fourth, a fine sight for supporters of the marque E.R.A.—and who these days is not?

Mays now set the lap record to 73.15 m.p.h. (3 mins. 12 secs.), and five laps later "Bira" had a lead of 45 secs. at 70.81 m.p.h. Lap twenty-eight saw Mays establish the final race lap record for the course at the very fine speed of 73.92 m.p.h. (3 mins. 10 secs.), a very fine effort under dreadful conditions. Two laps earlier Graffenried (Maserati) had tanked up in 1 min., chewing gum as he left, and Ian Connell (E.R.A.) had taken on fuel in 55 secs. At thirty laps Reggie Tongue put his fuel in in 23 secs. and Walker did likewise in 45 secs., handing over to Whitehead. So often we overlook these great moments at the pits... "Bira" now had a lead of 55 secs., having averaged 70.92 m.p.h. On the next round he came in, to take on 20 gallons of fuel and a gun of lubricant in 45 secs., but, even so, Mays and Fairfield went past at speed to take the leading positions.

Fairfield was now seriously troubled with his brakes and "Bira" caught him easily in three laps and dealt likewise with Mays in the next three laps, though he now led by only 3 secs. or so. On his thirty-seventh lap Mays came in to refuel and was away in 25 secs., enough time, nevertheless, for Fairfield to snatch his place. Nevertheless Mays repassed almost at once, while "Bira" had built up his former unassailable lead, to the extent of 40 secs. at thirty-eight laps and 45 secs. at forty laps, at an average speed of 70.68 m.p.h. Tongue and Whitehead ran behind the place men and Percy Maclure was going beautifully in the unblown Riley, but poor Connell had serious plug bother and had lost all real speed. A. C. Dobson's Maserati was functioning well, but Fairfield had his work cut out to maintain third place owing to almost entire loss of retardation. Mays, on the other hand, actually picked up slightly on "Bira's" very comfortable lead. So, in pouring rain, they finished, "Bira" in 2 hrs. 45 mins. 34 secs., the victor, Mays second, 42 secs. later, in 2 hrs. 46 mins. 16 secs., Fairfield third, 37 secs. after Mays, in 2 hrs. 46 mins. 53 secs. Their average speeds were, respectively, 70.69 m.p.h., 70.39 m.p.h. and 70.04 m.p.h. for the 200 miles, a remarkably consistent effort.

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ISLE OF MAN T.T.—continued

Tongue was fourth at 69.63 m.p.h. and Walker and Whitehead fifth at 68.64 m.p.h.—E.R.A.s in the first five places. The remainder of those running were flagged off. In spite of the adverse conditions and high speeds there were only the three retirements already mentioned, whereas last year retirements were high. The best lap-speeds by the leaders were as follows:— "Bira": 73.53 m.p.h. Mays: 73.92 m.p.h. (race lap record). Fairfield: 72.77 m.p.h. Tongue 72.02 m.p.h. Whitehead: 73.13 m.p.h. The best Maserati lap was that of Villorosi at 72.77 m.p.h.

"Bira's" E.R.A. was the first E.R.A. supplied to a customer by E.R.A. Ltd.—his faithful "Romulus," now fitted with De Ram shock-absorbers all round. The next E.R.A.s were the familiar works cars, Zoller supercharged to about 25 lb. per sq. in. The other E.R.A.s were 1936 cars with Hartford shock-absorbers.

The E.R.A.s ran on Shell fuel mixed in S.U. carburettors and supplied via Zoller or Murray-Jamieson superchargers to be fired by Scintilla magnetos, energising Bosch plugs, or K.L.G. plugs in the case of Walker's car. They relied on Shell oil for purposes of lubrication, and were braked by Ferodo-shod shoes via Girling actuation, with Lockheed hydraulic operation on the works cars. Naturally all ran on Dunlop tyres.

It was a most interesting race, very closely contested and had Mays's brakes

been working properly things would have been extremely uncertain until the chequered flag had flown. As it was, "Bira" drove with remarkably fine judgment throughout, admirably controlled by Prince Chula from the pit. After the race he was called to the "mike" and, wet and deaf from driving, gave a brief speech, ending by saying he must be off for a bath. He confessed to being very tired, but otherwise all right and paid a tribute to Raymond Mays's driving. One wonders what would have been the outcome had he run the Delage, with which Seaman last year covered 200 miles at nearly 70 m.p.h. non-stop, or others besides Fairfield had carried sufficient fuel to go through like this, this year. The reason why the Delage did not run was because "Bira" felt happier in his E.R.A., especially over the rough parts of the course, although to onlookers the Delage seemed very stable.

Incidentally, so heavy was the rain that one paper suggested that the Anti-fyre tenders were quite unnecessary!

There was one incident of a regrettable nature, when the R.A.C. stewards called Humphrey Cook before them and fined him £2 for allowing three mechanics to refuel Mays's E.R.A., when only two were stipulated in the regulations, although it is believed that Cook acted on information given by an official. Officials who are

not acquainted with the regulations should never give a ruling.

A member of the staff of MOTOR SPORT tuned in for the commentary arranged by the B.B.C., to hear that the race had finished earlier than the B.B.C. anticipated and that the studio orchestra would oblige instead. No result was announced until almost the end of the first news, much later in the day, which made our listener very "lit-up."

The new course seems excellent, but is distinctly uneven in places, notably at Onchan. The Team Prize was taken by "Bira," Mays and Fairfield for E.R.A.

RESULTS

1. "B. Bira" (E.R.A.), 2h. 45m. 34s., 70.69 m.p.h.
2. Raymond Mays (E.R.A.), 2h. 46m. 16s., 70.39 m.p.h.
3. P. G. Fairfield (E.R.A.), 2h. 46m. 53s., 70.04 m.p.h.
4. R. E. Tongue (E.R.A.), 2h. 48m. 5s., 69.63 m.p.h.
5. P. N. Whitehead—P. D. Walker (E.R.A.), 2h. 50m. 30s., 68.64 m.p.h.

Running at Finish

6. De Graffenried (Maserati), 49 laps, 66.73 m.p.h.
7. A. C. Dobson (E.R.A.), 48 laps, 65.50 m.p.h.
8. Austin Dobson (Maserati), 48 laps, 64.87 m.p.h.
9. R. Hanson (Maserati), 48 laps, 64.66 m.p.h.
10. P. Maclure (Riley), 48 laps, 64.41 m.p.h.
11. I. F. Connell (E.R.A.), 45 laps, 61.08 m.p.h.
12. R. Parnell (M.G.) 35 laps, 47.61 m.p.h.

Retired

- L. Villorosi (Maserati) 15 laps. Choked fuel feed.
 Du Puy (Maserati), 1 lap. No oil pressure. W. Hughes (M.G. Magnette), 26 laps. Blown gasket

THE 50-MILE RACE AT SOUTHPORT

Those who were up at Southport last year for the 100-Mile Race must have noticed the excellent showing of J. W. Burnand's home-brewed J.W.B., with Riley engine.

Now, in a race resembling a procession, Burnand has proved his car to be amongst the better amateur-built jobs by winning the 50-Mile Handicap on Southport sands at 58.31 m.p.h. The course was the usual oval of two miles laid out on the Ainsdale Beach. Burnand was remarkably consistent in his lap times. He was on the limit mark with H. Hargreaves, another Southport competitor, whose Salmson followed the J.W.B. home at 58.29 m.p.h. For ten miles Hodgson's well known Riley Nine led, with Warburton's Riley Nine second and Tinker's Frazer-Nash third.

At twenty miles it was Warburton who led, and soon afterwards Hodgson fell out of the race. Tinker then retired and A. Brooke's 30'98 Vauxhall, well managed at the corners, came up to second place behind Warburton. However, these "leading" cars had their credit laps to make up, and Burnand, Hargreaves and G. Highley (747 c.c. M.G.) finished before them.

These Southport events are altogether excellent and keep enthusiasm going well in the Midlands. And there is plenty of real enthusiasm thereabouts, as "Baladeur" showed in the April issue. The races are not too easy for mere onlookers to follow but they provide good sport for competitors and demand a lot of the cars, especially as sand-racing has its own characteristics to impose.

If you have not included this venue in your spectating, the 100-Mile Race later in the year will no doubt justify a long-mileage journey. The J.W.B. has Riley engine, Austin Seven axles, and a single-seater diminutive body of beaten tin. It is said that a cork serves as a filler cap for the radiator, which is isolated from the engine compartment in the best modern manner.

RESULTS

1. J. W. Burnand (1,123 c.c. J.W.B.), 25 laps; 58.31 m.p.h.
2. H. Hargreaves (1,087 c.c. Salmson), 25 laps; 58.29 m.p.h.
3. G. Highley (747 c.c. M.G.), 26 laps; 59.67 m.p.h.
4. G. Warburton (1,087 c.c. Riley), 28½ laps; 65.16 m.p.h.
5. A. Brooke (4,234 c.c. Vauxhall), 63.51 m.p.h.

VETERAN TYPES

The veteran class at the Vintage S.C.C. Speed Trials at Littlestone on May 22nd was supported by C. Clutton's 12-litre 1908 Itala, now for sale at £60, N. Mavrogodato's 1914 4½-litre G.P. Opel, E. K. H. Karslake's 1908 1½-litre Sizaire-Naudin and Forrest Lycett's 1914 3½-litre T-head Alphonso-Hispano, purchased from the Phoenix Green Garage. All the foregoing have been described in MOTOR SPORT under the "Veteran Types" series, excepting the Hispano; another Alphonso has been written-up, though not Lycett's actual car. It was the Hispano which won the class on the formula basis, though entering the "paddock" after its run it very excitingly lost the near-side rear wheel.

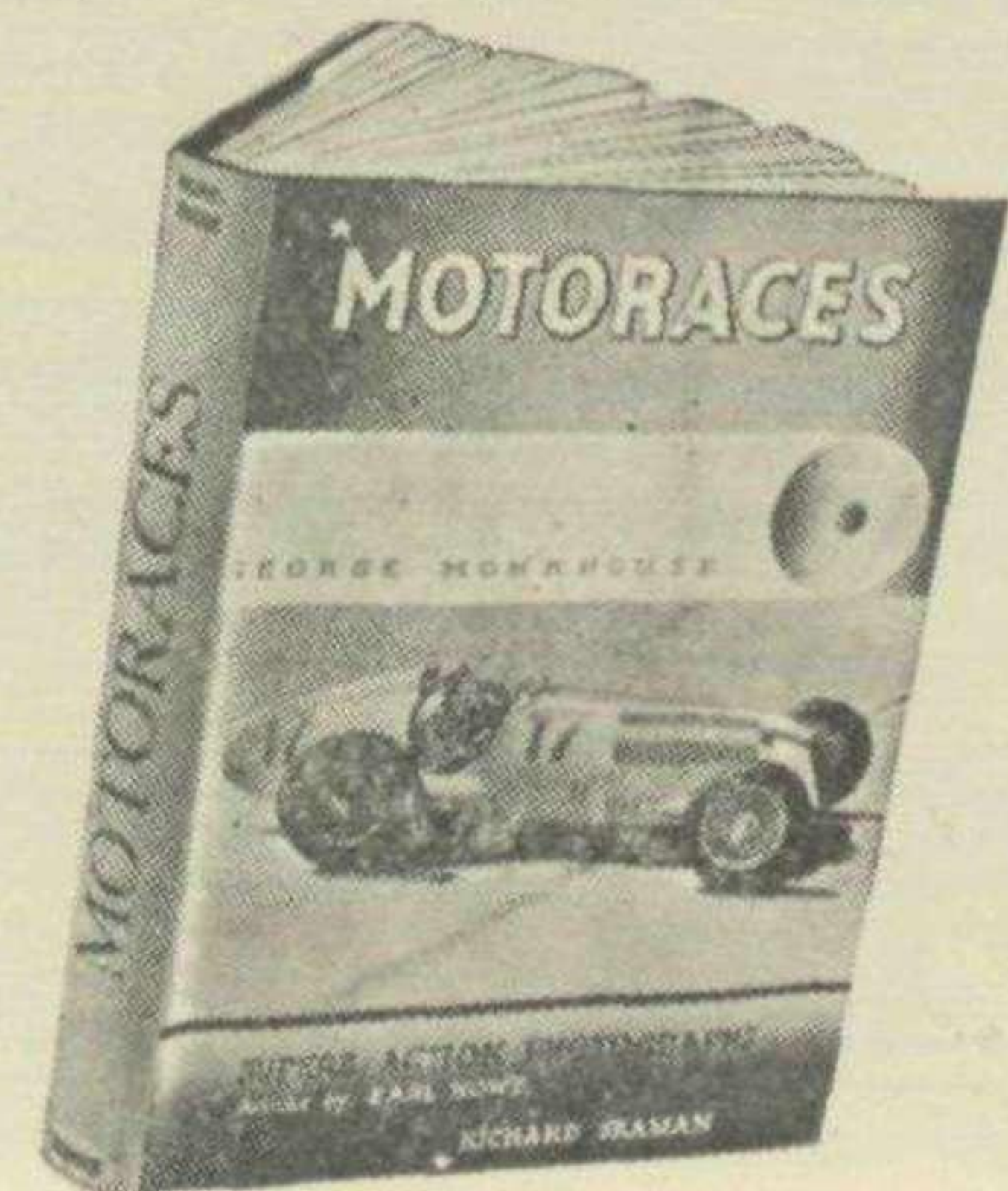
A. Birks's 1914 3-litre S.A.V.A. and R. G. J. Nash's 1912 15-litre Lorraine-Dietrich were non-runners. Clive Windsor-Richards drove the Itala, which displayed

surprising get-away. The Vintage S.C.C. hope to receive many more pre-1915 entries for their next speed event. Marcus Chambers is preparing a 1914 Baby Peugeot, said to be a racing edition that once lapped Brooklands at 60 m.p.h.

A NEW MOTORING BOOK

"Continental racing possesses two tremendous advantages over the home product," says Richard Seaman in his foreword to "Motoraces," "in that races can take place over genuine natural road courses and in that two nations at least appreciate the worth to national prestige of victories by their cars."

"Motoraces" by George Monkhouse is the first book really seriously, comprehensively and authoritatively to deal with our own sport and it has already been lavishly praised by experts and press alike. It is a volume which should be in the library of everyone.



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NATIONAL BENZOLE MIXTURE, blended from British Benzole and high grade petrol, gives greater power and therefore greater mileage . . .

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BENZOLE MIXTURE

BENZOLE MAKES GOOD PETROL BETTER!

THE 1½ - LITRE H.R.G.

AN AMAZING CAR WITH POWERFUL ACCELERATION, AND AN IDEAL TRIALS CAR

There are certain cars which appeal to the enthusiast from the very first, when he reads their specification, and before ever he tries the car on the road or inspects it in the showroom.

In such a category we place the 1½-litre H.R.G. and consequently we have followed its still youthful career with more than usual interest, noting especially its excellent showing in trials and other forms of competitive motoring. But naturally our chief desire has been to try the car for ourselves, and although such a course has been difficult for Mr. Godfrey, in view of the astonishing number of motoring scribes with like desires, not to mention the firm's interest in the competition activities of its clients, nevertheless he was able to spare MOTOR SPORT a car for two days early in May, during which we covered exactly 400 most enjoyable and very rapid miles.

Although the H.R.G. is definitely the "real thing," scoring synchro-mesh, automatic ignition control and direction indicators, etc., it is essentially modern in conception and consequently we felt at home behind the wheel literally in the first hundred yards or so. The driving position is excellent, with both wings visible, the wheel is in one's lap and the gear-lever nestles against one's left leg, absolutely to hand. The central hand-brake lever is easily reached, when once located by a stranger to the car. The doors allow easy entry and exit and shut firmly. The steering wheel was set a trifle low, we thought, so that one's right arm was hampered by the bodyside, while the seat cushions might with advantage be raised and the single-piece rear squab provided with rather more padding. As it was we set the squab adjustment in the furthest forward of its three possible positions and packed ourselves with coats, and felt thoroughly comfortable in 300 almost non-stop miles, the foregoing criticism only applying to a tendency to slide about on the seat when cornering fast. We understand that the latest cars have improved seating and that we could have raised the position of the steering wheel, as the column is fully adjustable. The pedals are nicely placed, the right hand accelerator is of excellent shape, and there is admirable space in which to rest the clutch foot. The horn button is in the wheel centre, with the ignition, lighting and dynamo charge controls. All instruments can be easily read and the wheel is of good quality spring type with a pleasantly thin rim.

Out on the road the H.R.G. rides very comfortably through built-up areas, with a pleasant but not harsh "racing" action, which smooths out entirely as speed rises. In traffic one realises from the commencement that the acceleration is outstanding, and extremely useful. Arrived on the main Salisbury Road we were soon cruising at 70 m.p.h., going up to 80 m.p.h. on all the better stretches, and making full use of third gear to pass temporary obstructions. Top gear acceleration is excellent, but in second and third the pick-up is truly astonishing. Normally one starts in first gear, though second is

BRIEF SPECIFICATION

Engine: Four cylinders, bore 69 mm., stroke 100 m.m., capacity 1,497 c.c. R.A.C. rating 11.9 h.p. 58 b.h.p. Tax £9. Push-rod o.h.v. Twin S.U. carburetters. Magneto ignition. 7 to 1 compression ratio.

Gearbox: Four speeds and reverse. "Crash" change with silent third. Ratios: 4.0, 5.56, 9.2, 14.88 to 1. Reverse 19.56 to 1. Central remote lever.

Suspension: Quarter elliptic at front. Half elliptic at rear. Frictional shock-absorbers of H.R.G. design.

Brakes: Cable operation. Adjustable from driving compartment.

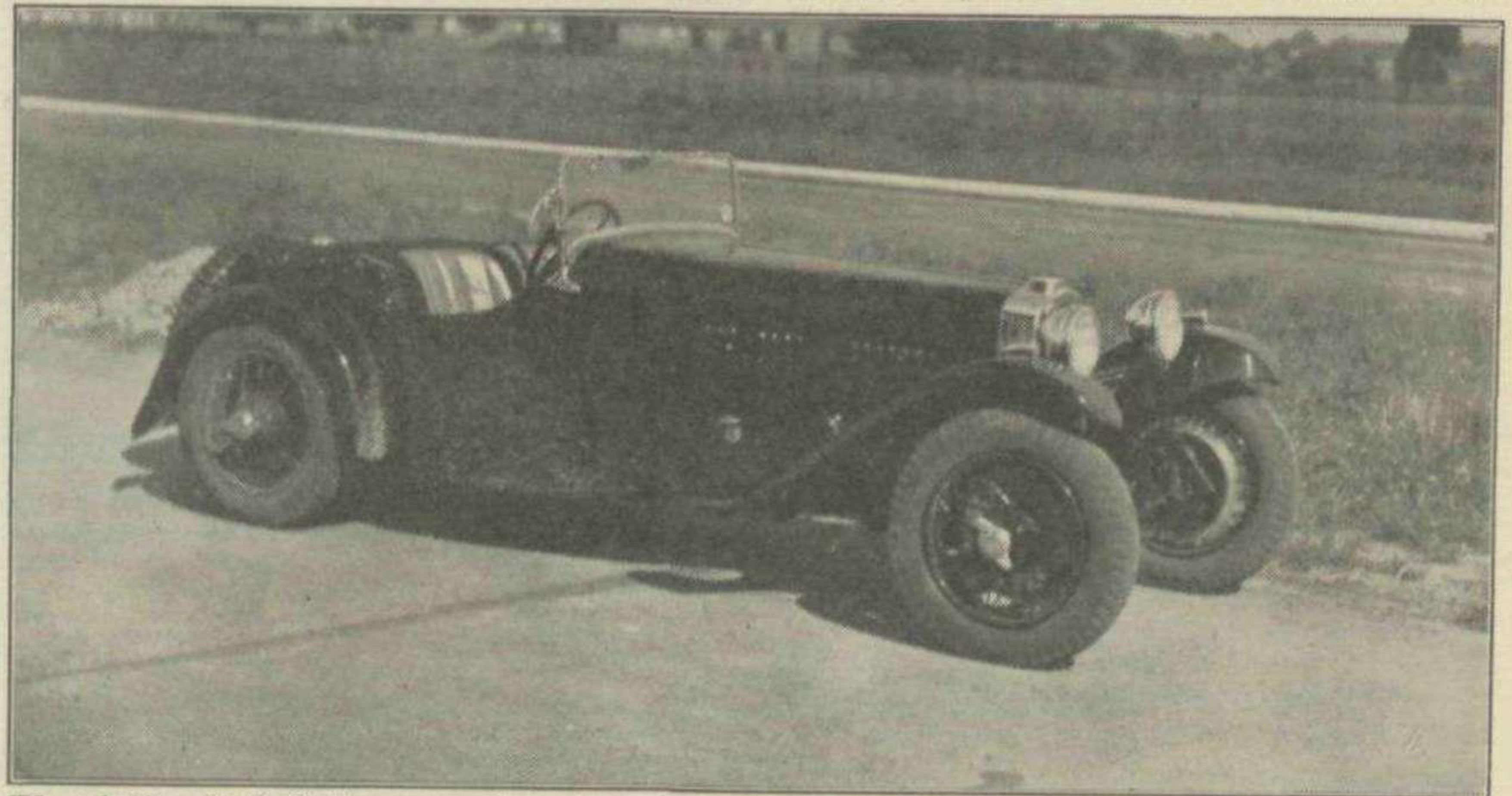
Dimensions: Wheelbase: 8 ft. 7 in.
Track: front 4 ft. rear 3 ft. 9 in.

Weight: 14 cwt., fully equipped.

Price: Open two-three seater: £395.

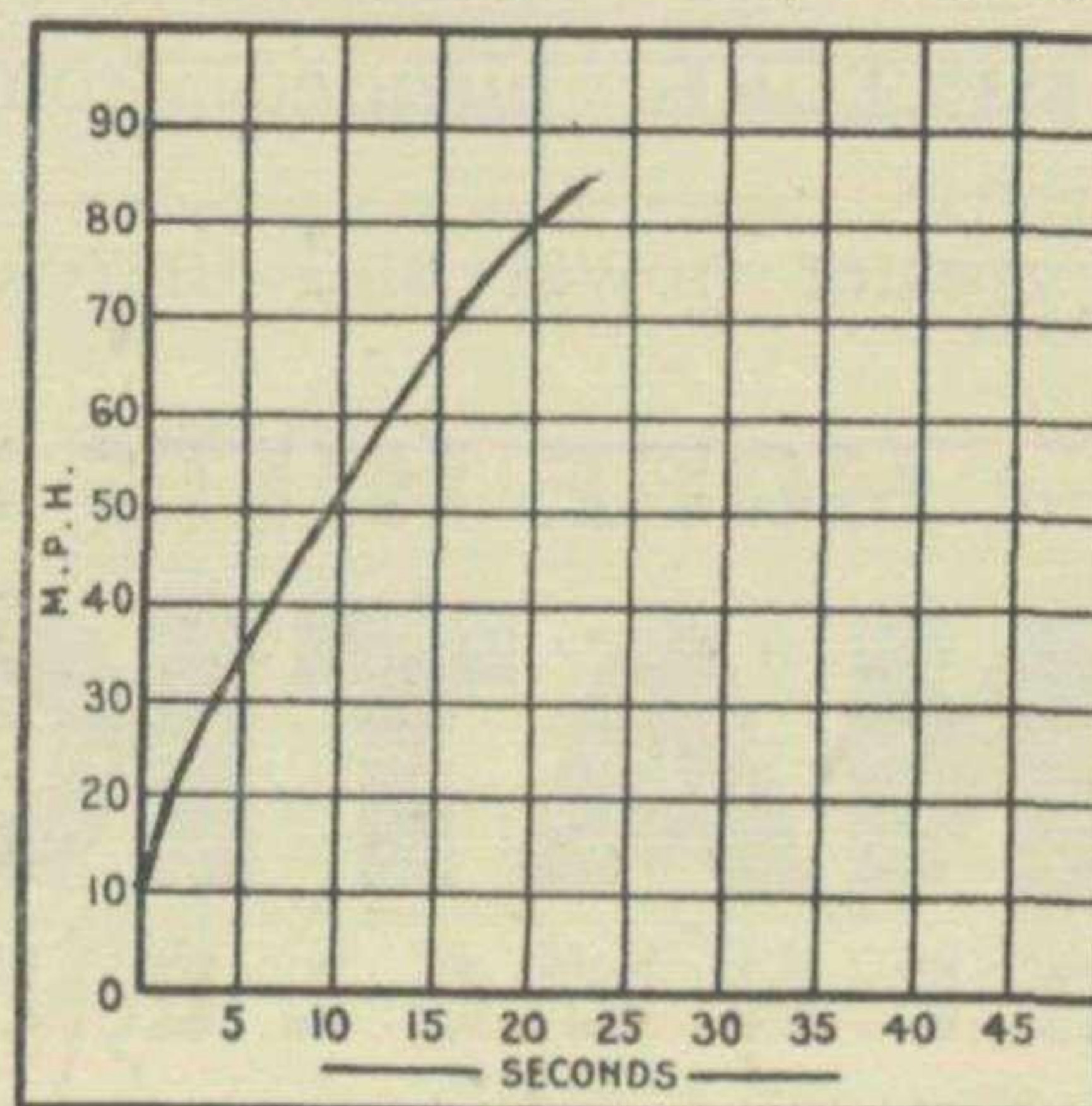
permissible in gentle town motoring. On second a normal change to third is made at 2,000 to 2,500 r.p.m., when top is engaged after the revs. have mounted very vividly to 3,000 to 3,500 r.p.m. At

and no signs of distress arising. First to second is a quick change, given a double-declutch movement, and if one is really brutal a straight-through change is possible. The lever then comes back into third which is a dog-clutch engagement, and forward into top, both rapid, normal changes, just falling short of racing "rapidity." The downward changes are rapid and thoroughly satisfying, using double-declutch action, aided by the willing Meadows engine. The short, remote lever is rigid and handles beautifully in a narrow, visible gate. There was a slight tendency to catch on the side of the gate going into third. Reverse is left, forward, the lever lifting for engagement. This is a gear-change that is straightforward yet which repays skilful handling and as such is a joy to anyone who can drive. The gears are outstandingly quiet, and third is as silent as top. The clutch action is extremely light, the pedal movement is short and



The 1½-litre H.R.G. has a sturdy and business-like appearance, not belied by its performance in competition

60 m.p.h. the H.R.G. cruises at a mere 3,000 r.p.m. on its 4 to 1 top ratio, but seems equally happy at 70 or even 80 m.p.h., the latter speed being held for mile after mile on the deserted Wiltshire roads, everything humming beautifully



The Acceleration Chart of the 1½-litre H.R.G.

the engagement smooth, yet absolutely positive, even for racing get-away or test-hill restarts.

The steering is excellent and again fully in keeping with the thoroughbred characteristics of the H.R.G. as a whole. It is neither very light nor very heavy, it is very high geared and it enables the car to be placed anywhere at any speed with little more than wrist movement, while there is adequate and rapid castor action. The wheel asks 1½ turns, lock to lock, and the lock is good without being exceptional. There was a suspicion of binding brakes on full right lock. No road-wheel movement reaches the steering wheel. Leaving "A30" after some thoroughly soul satisfying road-burning that refused to put the oil temperature above 65°, the highest figure recorded during the test, we made for some rough going, and were able to form a further idea of the road-holding qualities. As on the main King's Highway, so on the by-ways, the H.R.G. steered accurately and always "sat down" in a noteworthy and reassuring manner. Fast bends must be taken far faster than on the majority of modern sports-cars to make

THE 1½-LITRE H.R.G.—continued

the Dunlops howl, and it is exceptionally difficult to promote a real slide even on loose or damp surfaces. As soon as one is used to the rapid steering action the H.R.G. handles over any surfaces and round any sort of bend like a racing-car and there is an entire absence of roll on corners or pitching and swaying on the straightaway. Much of this stability must arise from the rigid build of the entire car, apart from correct weight distribution, which is reflected in the manner in which radiator, lamps and wings behave over bad going, similar rigidity being evident in the steering column, though the dash panel was loose and the scuttle prone to slight lateral movement. The H.R.G. feels absolutely in one with its driver, yet it is still one of those all too rare motor-cars which can be wooed by a skilful driver into doing for him what it would not do for an all-in-top-gear class of pilot. Actually it will run happily at 15 m.p.h. on top gear, but it is wiser to drop into third below 25 m.p.h. and with a 7 to 1 compression-ratio the ignition control asked for continued attention and even so it was difficult to entirely kill "pinking" if the throttle were harshly depressed. We used Discol fuel and later Esso Ethyl, the former appearing slightly better suited to the engine. The ignition control works nicely in a serrated quadrant and can be flicked round with the left thumb or forefinger.

The exhaust note is distinctly sporting from about 3,000 r.p.m. upwards, but the note is of the right tone, as those who heard the car flat out on Brooklands readily agreed, and, using restraint on the indirects, the police are left with no option but to observe the H.R.G. as a car whose sporting lines belie its silent functioning.

In the course of a brisk afternoon's motoring we tackled a few noted trials hills of the not-slimy variety and with three persons in the car, one enthusiast having insisted on travelling in the emergency quarters in the tonneau, we came to the conclusion that the H.R.G. is too fast to extend to anything like its maximum abilities unless marshals stand at corners to wave "all clear." As it was, respecting our own and other people's safety, we stormed New Close Hollow absurdly easily in second gear, cutting out for every corner, and not exceeding 3,500 r.p.m. Capstich was another romp-up in second, mostly at "three-three," and Ibberton was again a second gear ascent, starting on the gradient, though on losing revs. at the last bend we momentarily used bottom, whereupon the rear wheels shot out a barrage of gravel and pebbles and the car accelerated rapidly. Zig Zag, being a main road gradient, we could only run up carefully, hugging the near side and using H.R.G. road-holding to enliven the cornering without sliding to opposite parts of the highway. Middledown we took in third, using second for the corners, which could be taken so rapidly that we hit the outside bank during one ascent. The H.R.G. will obviously walk happily round a course composed of such hills, even in an overloaded state. Some boiling was evident, but it soon passed and may have been an outcome of a slight general tendency to run hot.

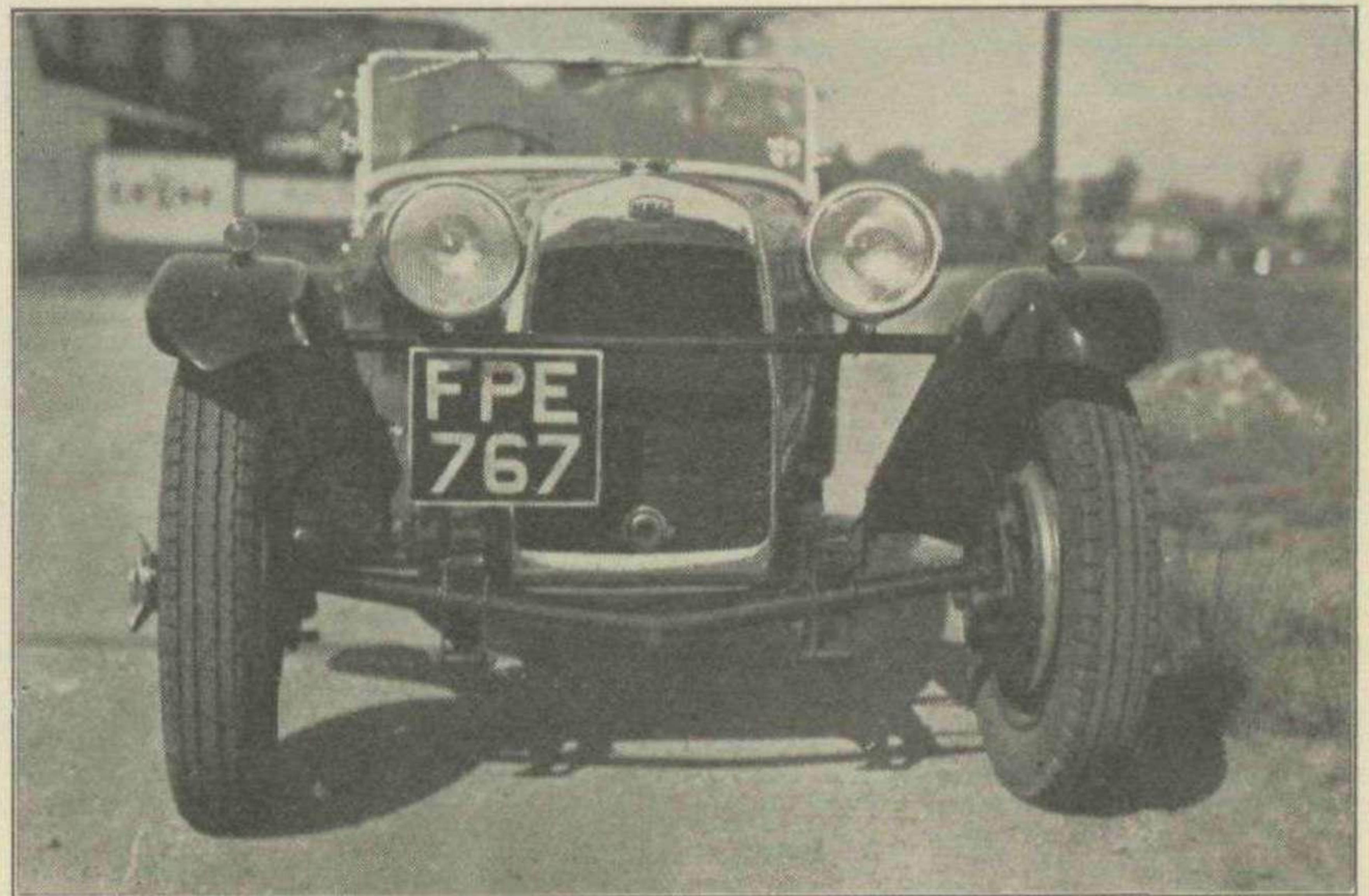
The water thermometer was not working, but we noticed a tendency to steam in prolonged traffic running and inspection beneath the bonnet showed that quite a lot of the ignition control range was inoperative.

Back to "A30" we ran home thoroughly satisfied with our hill storming, revelling now in cruising really rapidly at well below 4,000 r.p.m. and in the astonishing acceleration that enables one to play very prettily with the clumps of traffic that signify the nearness of London town.

As subsequent tests against the watch show, the H.R.G. has exceptional acceleration abilities, and it has them in the right place, as is very evident after driving the car in a fast traffic stream. This is outstandingly useful as well as exhilarating acceleration, and not mere speed-

pressure for emergency stops, though it is satisfactorily taut, the brakes come on absolutely "square" and they work with only a very slight, and quite fascinating hiss from the tyres. At the end of the test they showed no sign of needing any adjustment, which can actually be done when necessary while the car is running. The hand-lever has a release for the ratchet, giving a permanent racing-action if required, and this we kept in use, as otherwise the lever tends to lock on when the pedal is depressed. The action, on both systems, is taut, but rather devoid of "feel" and some effort was required to hold the car on a stiff gradient; again probably a matter of readjustment. The lever is used only for parking and restarting on hills.

It is not possible to comment on the lighting or dimming arrangements, as



Large brakes and general appearance of the front view gives a sense of tautness which is essential on a trials car.

trial or "show-room" stuff, the low weight enabling astonishing figures to be achieved with high gears and a comparatively moderate power output, with all that that means on the score of economy and tune-retention.

As a matter of interest we observed an hour of the homeward drive and, including Salisbury's extensive built-up area and slow running for the last twenty minutes on account of the bad light and a fly-infested screen, we covered forty-seven miles in the sixty minutes, which figure was probably substantially bettered on the run down, in daylight, when the driver was really trying.

Running out of fuel, we found the reverse tap conveniently situated on opening the bonnet. In 400 miles, including Brooklands tests, the consumption was roughly 30 m.p.g.

The brakes give an admirable sense of security from speeds in the sixties and seventies, but on the car tested they were not fully effective from about 30 m.p.h. downwards probably on account of the oil in the drums or polished linings. The pedal calls for unusually heavy

the near-side headlamp was out of action, but we contrived to manage quite well with the off-side lamp, directed so that it could be kept alight without inconvenience to approaching traffic. The dash lighting is by means of effective, blue-hued indirect lamps, in two sections, controlled by separate switches.

Going to Brooklands next day, we first tried a flying lap with only the driver in the car and the screen flat. The first attempt was clocked at 78 m.p.h., using grass-clipping methods round the Byfleet, the "soft" Champions disliking the pace and tending to pre-ignite. Another try resulted in a timed lap at 82 m.p.h., with legitimate use of the Byfleet Banking. The flying quarter and half-mile was attempted two up, and covered at exactly 88 m.p.h. On the gears, going up to the rev. limit of 5,000 r.p.m. in each case, we did 26 m.p.h. in first, 44 in second, and 71 in third. The speedometer was accurate at the lower speeds, and about 3 m.p.h. fast when flat out. The truly sensational acceleration chart is reproduced herewith, the runs being timed only once and normal driving methods being employed.

THE 1½-LITRE H.R.G.—continued

With two up, as on the other runs, we recorded 9½ secs. from 0 to 50 m.p.h. and 13½ seconds from 0 to 60 m.p.h.—sensational figures, indeed!

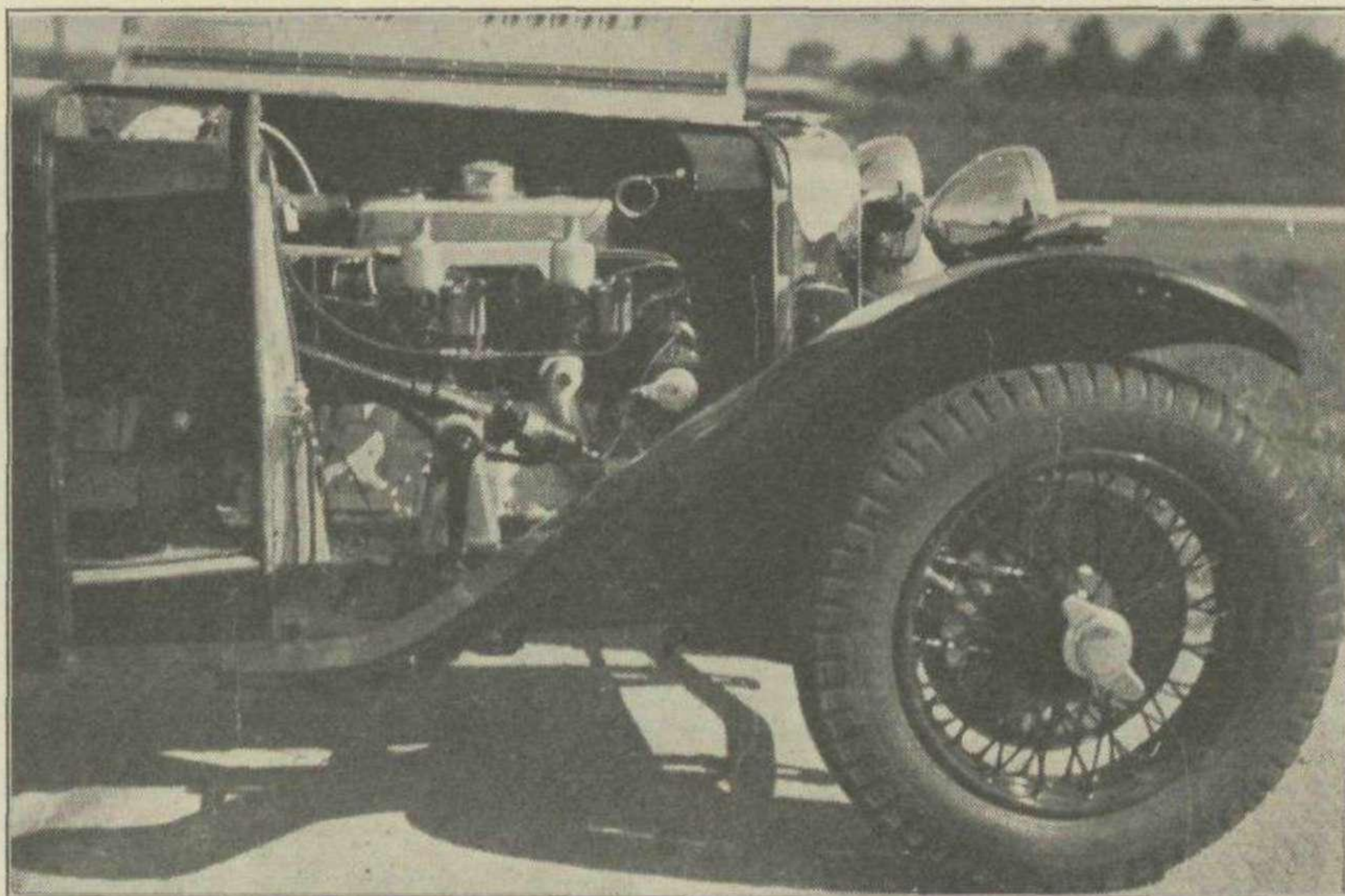
The engine has no trace of flat-spots and vibration is only evident at around the rev. limit. It started at the second touch on the button after eight and a half hours in an unheated shed and, even more surprising, thereafter idled at 500 r.p.m. without stalling, being quite ready to pull away as soon as the driver had put on helmet and gloves and had had the tank filled. The range on a filling, incidentally, is approximately 450 miles. The transmission is taut, and on Brooklands the H.R.G. felt more stable than any other small car the writer has driven at these speeds.

Turning to items of detail, both doors have deep pockets, though there is no cubby hole on the dash. The screen folds flat, when the bonnet can still be opened, and there are double wipers. The bonnet extends back to cover the pedals, etc., and it has quite effective quick-action clips. The luggage space is excellent, but we would suggest bucket seats, separately adjustable, and a space so that the rear passenger could sit centrally and put his or her legs between the seats. But perhaps the H.R.G. designers are married men, with no use for three-seaters! The twin rear tyres are held by a strap-fixing, behind the slab-type rear tank. The wings are of ample proportions, and the lines of the H.R.G., with its tubular front axle, back-set "real" radiator and long bonnet, are admirable, from every angle. The instrument board carries the following, reading from left to right: oil thermometer, ammeter, Jaeger rev-counter, dash lamp switch below, starter button and push-pull ignition switch, Jaeger speedometer, oil-pressure gauge, water thermometer, hand throttle knob and slow-running control below. There is a hood that stows away out of sight, but we were lucky and had no occasion to unfurl it. The seat cushions are pneumatic. The radiator has a large filler cap of screw pattern and the rear tank filler is on the small side, of similar snap action to that of an M.G. There is a clock-type fuel gauge on the top of the tank. The oil-pressure varies with engine-speed, but reads 40-45 lb. per sq. in. at high speed in top gear. The normal oil temperature is 50° and no oil was added in 400 miles. There is two stage dynamo charge. We like the ignition switch but missed the means of locking it.

In conclusion, if this report emphasises that the H.R.G. is a genuine thoroughbred with outstanding performance and very interesting characteristics, we shall be more than satisfied. Suffice it, therefore, to say that Mr. Godfrey has done his job well and given us a most refresh-

ing motor-car in this age of flashy, low-g geared and generally "pansy," small sports-cars. We shall follow the H.R.G.'s career with renewed interest after an exhilarating couple of days in one, and we may add that this is one of the very few marques which we should like to own, a feeling only experienced occasionally in the course of trying all manners of cars for MOTOR SPORT.

Turning to the specification, the engine is a four-cylinder, 69×100 m.m. (1,497 c.c.) Meadows push-rod o.h.v. unit with special modifications to Mr. Godfrey's requirements. These modifications include special crankshaft, fully balanced, altered con-rods and "Y" alloy pistons. Each engine is hand-assembled at the



The works of the H.R.G.

H.R.G. works. The crankshaft runs in three bearings. The cylinder head is detachable, and the sump and crankcase are of alloy. Ignition is by a Scintilla polar-inductor hand-controlled magneto set transversely at the front with the contact-breaker extremely accessible on the off side. Two S.U. carburetters are used, feeding an external, square-section manifold and supplied by an S.U. electric pump. The rear tank holds 15 gallons, with reserve. Cooling is by thermo-siphon, with large water pipes, and the radiator is mounted on the engine. There is room for a pump if required. No fan is used. The big oil-filler is in the lid of the valve-cover.

The four-speed Moss gearbox is in unit with the engine. There is remote control and silent third. The clutch is of single dry-plate type with linings attached to the outer members to facilitate rapid gear-changing.

The drive passes to a three-quarter floating, spiral-bevel rear axle via a Hardy-Spicer open propeller-shaft. The frame has a tubular cross-member in the centre and deep channel-section side-members. It passes beneath the rear axle. Rear suspension is by out-rigged half-elliptic springs and front suspension by quarter-elliptics with the shock-absorber arms acting as torque and locating members. The springs are very wide and flat-set and normal shackles have been dispensed with. The front axle is a tubular beam. The brakes are operated by encased, Bowden-type cables and have exceptionally light magnesium-alloy ribbed drums and centrifugal cast-iron liners. The shoes have separate

fulcrums and both hand-lever and foot pedal have cockpit master adjustments. Steering is by a Marles-Weller box and fore and aft drag-link. The wheel is a 17" Dover. Electrical equipment is 12 volt. Equipment includes Jaeger speedometer and rev. counter, Burgess silencer, Dunlop wheels and tyres, and Moseley float-on-air upholstery. The price is £395 and there is a choice of blue, green, red or black finish at this price, black wheels in all instances, or special colours at £2 10s. extra. Other extras obtainable at the works include: second spare wheel with mounting, £7 10s., or £10 10s. with 4.50"×17" Dunlop Sports covers; bonnet strap £1 7s. 6d.; André Telecontrol of rear shock-absorbers, £7 15s. The makers' address is: H.R.G. Engineering Co. Ltd., Oakcroft Road, Kingston By-Pass, Tolworth, Surrey. 'Phone: Elmbridge 4489.

THE 14/60 TRIUMPH DOLOMITE SALOON—continued from page 268

and the rear fuel tank has a capacity of 13 gallons, feed being by an S.U. electric pump. Cooling is by pump and fan, thermostatically controlled, the radiator holding 2½ gallons and having a filler-cap beneath the bonnet.

The wheels are of wire centre lock type, shod with Dunlop 5.50"×17" covers.

Lucas electrical equipment, Champion plugs, S.U. carburetters and an A.C. air-cleaner are standardised. Upholstery is of leather, over Dunlopillo. The jacking system is of Stevenson four-point. There is a wide choice of colour schemes at the standard price of £338. In conclusion this four-cylinder Triumph Dolomite is

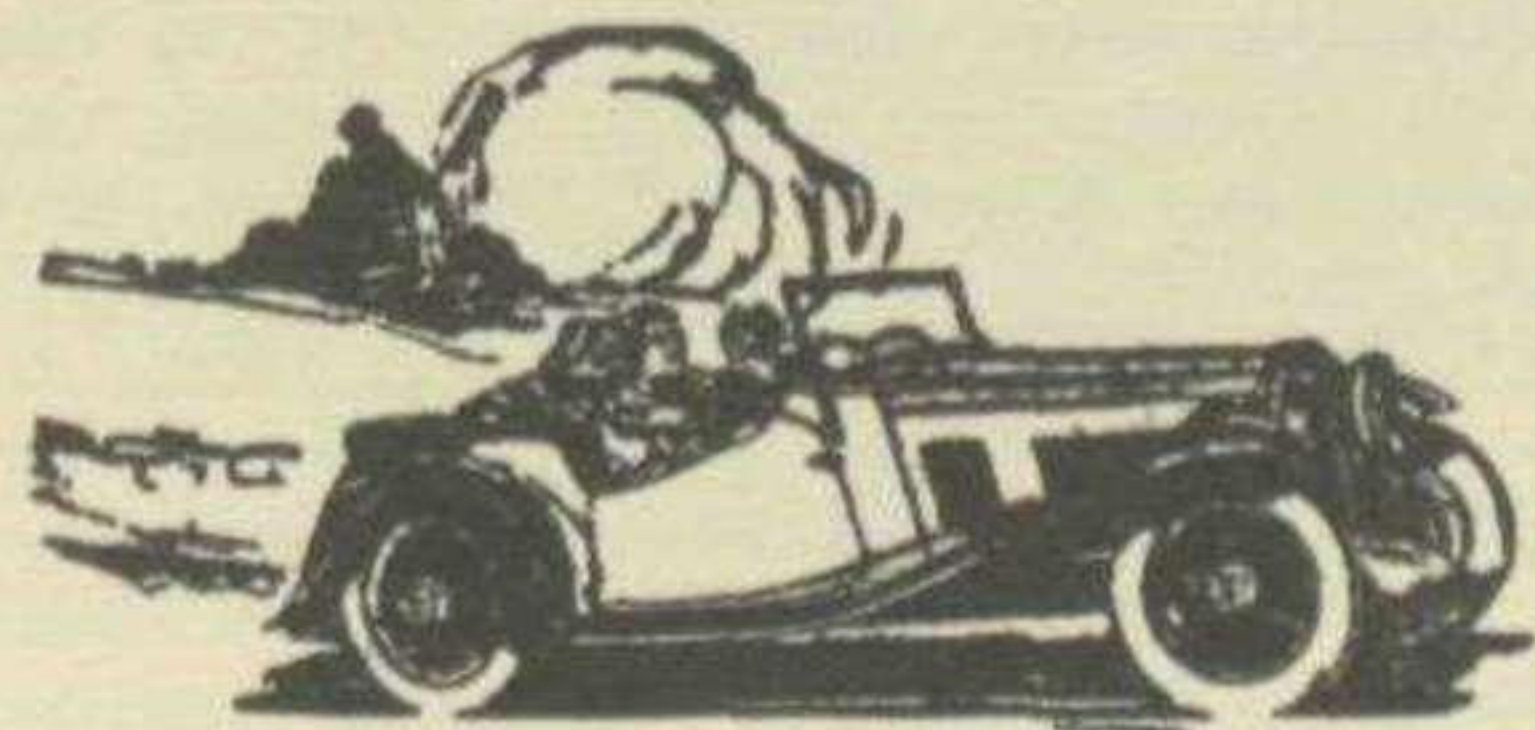
an excellent all-round car of outstanding appeal to the sportsman who wishes to purchase dependable, comfortable transport as well as entertainment, and who has an eye for modern, though dignified lines in keeping with efficient performance. The refinement and quality offered belie the moderate price.

Club News

KENT AND SUSSEX L.C.C.

The first of the 1937 series of the always excellent Lewes speed trials was held on May 8th. Spectators arrived in plenty, many specials were being exercised and there were some fast runs, indeed the only thing missing was a spot of sunlight to warm and brighten this delightful spot on the downs above the sea. J. Lemon Burton made the fastest run of the afternoon with a very fine drive in his 2.3-litre Bugatti, clocking 19.12 secs. Appleton managed 21 secs. with his Appleton-Special, Maclachlan did a very impressive run in 21.47 secs. with the tiny black Austin, and Denis Evans, after some misfiring, got his old Bellevue-modified Monthéry M.G. Midget going really well to clock 20.76 secs. Dick Nash found the Union-Special decidedly off colour, but Forrest Lycett displayed the usual silent, bullet-like acceleration with the McKenzie-maintained 8-litre Bentley. Special classes were run by the Frazer-Nash C.C. and the Bentley Drivers' C.C., the former won by J. O. C. Samuel in 26.24 secs., the latter, splendidly supported, by Lycett's 8-litre in 21.3 secs., with L. C. McKenzie's 4½-litre runner-up. Amongst the specials was the Wellesley, comprising B.S.A. V twin f.w.d. units united by chassis members into a four-cylinder four-wheel-drive job, and entered by Waddy, who also entered a Talbot to be driven by Rodney Seys. The H.R.G.s dominated the 1½-litre sports-car category, that driven by G. H. Robins being the car on which a road-test report appears in this issue, while Alan Hess drove the original, very hard-used H.R.G. The Sumner J.A.P. had trouble half-way up the course, and S. A. Cohen's neat Cognac-Special, with Hampton radiator, appeared to indulge in clutch-slip. The B.H.D. Special did not appear, but E. R. Stafford did some very quiet runs with his 1½-litre Moses, bumping about furiously.

N. H. Sissons's 6½-litre Bentley was truly imposing and Hampton ran his little Mercedes-Benz. The automatic starting apparatus died early on and the style of the genial Curtis was rather cramped by inadequate broadcasting arrangements, but competitors' times were displayed with promptitude on a board at the start. Lewes is a pleasant spot and good sport and demands much of a successful car. It is also a pleasant spot at which to introduce the girl-friend to the sport. The next meeting will be on June 12th.



RESULTS

Frazer-Nash Car Class : 1, J. O. C. Samuel, 26.24s.; 2, H. H. Sampson, 28.87s.
Standard Sports Cars, 1,100 c.c. : 1, F. Y. Andrews (Fiat), 33.26s.
Super-Sports, 1,100 c.c. : 1, H. Witley Burt (939 c.c. M.G.), 27.66s.; 2, C. E. A. Terry (939 c.c. M.G.), 28.30s.
Standard Sports 1,500 c.c. : 1, G. H. Robins (H.R.G.), 26.88s.; 2, A. E. S. Curtis (H.R.G.), 27.67s.
Standard Sports 2-litres : 1, C. G. Fitt (Frazer-Nash-B.M.W.), 28.03s.; 2, H. H. Sampson (Frazer-Nash), 28.10s.
Super-Sports, 1,500 c.c. : 1, P. T. Gifford-Nash (746 c.c. M.G.), 25.43s.; 2, C. W. P. Hampton (Mercedes), 27.61s.
Super-Sports Unlimited : 1, F. Lycett (8-litre Bentley), 21.30s.; 2, G. Stedall (—), 24.98s.
Bentley Drivers' Club : 1, F. Lycett (8-litre), 22.39s.; 2, L. C. McKenzie (4½-litre), 22.59s.
1,100 c.c. Racing : 1, D. G. Evans (746 c.c. M.G.), 22.65s.; 2, P. T. Gifford-Nash (746 c.c. M.G.), 24.37s.
1,500 c.c. Racing : 1, R. J. W. Appleton (Appleton-Special), 21s.; 2, A. N. L. Maclachlan (Austin), 21.03s.
2-litre Racing : 1, A. N. L. Maclachlan (Austin), 21.47s.; 2, R. J. W. Appleton (Appleton-Special), 21.65s.
Unlimited Racing Cars : 1, J. Lemon Burton (2.3 Bugatti), 19.33s.; 2, D. G. Evans (746 c.c. M.G.), 20.76s.
Handicap Class : 1, H. Stuart Wilton (Q-type M.G.), 17.19s. net; 2, G. B. C. Sumner (10.6-litre Delage), 17.71s. net.
Salomans Challenge Cup (fastest racing-car) : D. G. Evans (M.G.).
Caffyn Cup (fastest sports-car) : Forrest Lycett (8-litre Bentley).
Silver Cup (fastest invited member) : J. Lemon Burton (2.3 Bugatti) and fastest run of the day in 19.12s. (in handicap event).

YORKSHIRE C.C.

Seventy-six cars ran in the recent Weatherby Speed Trials. Fastest time of the day went to H. J. Williams (M.G. Magnette, S.). The sports-car record for the course was set at a new figure by J. Kingston-Whittaker's blown Railton, but S. Cummings's course record with the Vauxhall-Villiers still stands.

RESULTS

Sports Cars, 1,000 c.c. unblown : 1, H. B. Prestwich (M.G. Midget), 41.56s.; 2, S. Rowlands (Singer), 44.42s.
1,000 c.c. blown and 1,500 c.c. unblown : 1, J. H. Spencer (M.G. Midget, S.), 38.05s.; 2, C. L. Clark (1,500 c.c. Bugatti).
1,500 c.c. blown and 3,000 c.c. unblown : 1, T. W. Meikle (Frazer-Nash, S.), 34.28s.; 2, A. C. Molyneux (Lea-Francis, S.), 37.35s.
3,000 c.c. blown and 5,000 c.c. unblown : 1, J. Kingston-Whittaker (4,168 c.c. Railton), 34.21s.; 2, T. C. Wise (3,622 c.c. Ford), 37.53s.
Racing Cars, 850 c.c. blown and 1,500 c.c. unblown : 1, R. S. Stavenson (1,496 c.c. Stavenson Special), 36.21s.; 2, D. Ackernley (1,500 c.c. Bugatti), 37.71s.
1,500 c.c. blown and 3,000 c.c. unblown : 1, H. J. Williams (M.G. Magnette), 30.64s.; 2, H. B. Prestwich (M.G. Magnette, S.), 30.83s.

SCOTTISH SPORTING C.C.

At the Bo'ness Hill Climb fastest time of the day was established by T. W. Meikle's Frazer-Nash in 38.5 secs.

RESULTS

Up to 750 c.c. Unblown : J. H. Blyth (Austin), 51.1s.
751-1,100 c.c. Blown : T. S. Weston (M.G.), 39.8s.; unblown : T. L. McDonald (Singer), 42.3s.
1,101-1,500 c.c. Blown : T. W. Meikle (Frazer-Nash), 38.5s.; unblown : J. M. Archer (Riley), 39.8s.
1,501-2,000 c.c. Unblown : J. Flint (Frazer-Nash-B.M.W.), 39.9s.

2,001-3,000 c.c. Blown : H. W. Beveridge (Alvis), 43.2s.; unblown : D. McQueen (Chrysler), 43.7s.
3,001-5,000 c.c. Blown : G. Brough (Brough-Superior), 40.8s.; unblown, N. Garrad (Talbot), 41.7s.

BUGATTI OWNERS' CLUB

The Monte-Honiton-Carlo Rally was won by Col. G. M. Giles (4.9-litre Type 50 supercharged Bugatti drop-head coupé) who went via John o'Groats.

Second was Hampton's 2.3-litre Type 55 Bugatti, via Aberdeen, and Gormly's A.C. was third and Donald Monro's 4½-litre Invicta fourth. R. Watkins-Pitchford (Frazer-Nash) attempted an epic run via John o'Groats and wrote off his car against a bridge twelve miles from his goal, fortunately escaping serious harm. The Hill Climb was won by Hampton's Bugatti with Gormly (A.C.) second and Monro's Invicta third. Other competitors included Crowther (Lancia), Bromfield (Invicta), Broadbent (Invicta), Rotherham (Invicta), Ellison (Lea-Francis), Foxlee (12-50 Alvis), and Miss K. Taylor (M.G.). The next fixture is the Summer Dinner-Dance at Bourne End on June 26th. The May issue of "Bugantics" contains an article on "Bugattis I have Owned" by Hampton, "Bugattis in Egypt" by Lieut. W. I. Miller, "On More Molsheim Magic" by W. Boddy and a description of the 1901 De Dietrich-Bugatti. A few copies are usually available to non-members at 7d. each.

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

BERKHAMSTED M.C. AND C.C.

After a week of fine weather it was most unfortunate that May 9th should have turned into such an unpleasant day for the Speed Hill-climb held at Dancers End. The rain kept many away, for only a small crowd was present and there were several non-starters. However, some excellent driving was to be seen on a wet course which proved extremely tricky, especially to those handling the faster machines.

Mrs. J. Bolster in her well known little white Morris Special, put up an amazing performance, climbing on one occasion, in 26.5 seconds—the best time of the day. Her various climbs were always well worth watching—from the start with the small Morris's rear wheels spinning furiously and making a fine getaway to the "hairpin" bend—here



CLUB NEWS—continued

beautifully driven—and then away up to the finishing line with incredible acceleration. Others noted for their excellent climbs—well driven, fast, and a joy to watch on the bend—were Alan C. Hess and A. E. S. Curtis in H.R.G.s (most impressive performances), A. P. Almack in a Riley, Rogers in a Montlhéry type M.G., and C. W. Taylor in his blue Aston-Martin which, incidentally, was once the property of Sir Malcolm Campbell. B. A. Leith (Fiat) and R. M. L. Lemon (M.G.) likewise performed well; also R. J. Harter (M.G.) and K. Jarvis (Austin).

On one run Claridge in his green Frazer-Nash went into the corner very fast, skidded completely round and then, without stopping, returned to the starting line again—all very neatly done. Of the various home-made "Specials"—always the cause of so much interest and amusement—it was not (for the majority of them) their day out, for one got up to a surprising velocity in the competitors' paddock, went still faster and faster, could not possibly stop, dodged in and out among people and cars and the trees, and finally ended up by running into a tree, head on, with a most healthy zonk! The car was bent but the driver was not. Another "Special," a low spidery G.N. affair with a great angry-looking o.h.c. twin cylinder engine, would first fire on one cylinder and then on the other but seldom, if ever, could it be persuaded to crack on two in the correct manner. On another car the driver found to his horror that directional control was becoming rather a problem and the next instant car and all suddenly collapsed with a sickening thud on to the road, minus one of its front wheels. A broken kingpin was the cause of this—thus presenting a nice little conundrum of how to get the car home again.

Anyway, because of the weather, it was a true "enthusiasts only" meeting and altogether a most enjoyable affair—forgetting the rain. The following are the provisional results.

RESULTS

Class A (Up to 850 c.c. Sports-Cars): 1, A. G. Sanderson (847 c.c. M.G.) 35.8s.; 2, L. Williams (747 c.c. Austin) 36.4s.

Class B (Up to 850 c.c. Racing-Cars): 1, Mrs. J. Bolster (849 c.c. Morris Special) 26.5s.; 2, B. Rogers (747 c.c. M.G.) 30s.

Class C (Up to 1,100 c.c. Sports-Cars): 1, A. P. Almack (1,087 c.c. Riley) 31.4s.; 2, B. A. Leigh (995 c.c. Fiat) 31.5s.

Class D (Up to 1,100 c.c. Racing-Cars): 1, B. Rogers (747 c.c. M.G.) 29.2s.; 2, E. J. Haesendonck (939 c.c. M.G.) 30.3s.

Class E (Up to 1,500 c.c. Sports-Cars): 1, C. D. Claridge (1,496 c.c. Frazer-Nash) 29.6s.; 2, A. E. S. Curtis (1,497 c.c. H.R.G.) 29.8s.

Class F (Up to 1,500 c.c. Racing-Cars): 1, B. Rogers (747 c.c. M.G.) 28.5s.; 2, A. C. Hess (1,497 c.c. H.R.G.) and A. E. S. Curtis (1,497 c.c. H.R.G.) 29.0s.

Class G (All comers up to 1,500 c.c.): 1, Mrs. J. Bolster (849 c.c. Morris Special) 27.6s.

Fastest Time of the Day: Mrs. J. Bolster (849 c.c. Morris Special) 26.5s.

The next speed hill-climb to be held at Dancers End will take place on Sunday, September 5th. Speed Trials, however, will be held on Sunday, June 27th, and again on Sunday, September 26th.

Hon. Secretary: Mr. N. C. Lone, 57, Marlowes, Hemel Hempstead, Herts.

ASTON-MARTIN OWNERS' CLUB

PROGRAMME FOR 1937

June 19th-20th. Party to be organised to fly to Le Mans for the 24-Hour Race.

July (date later). Bathing Party, probably in Kent, tea provided by Mr. Prid-eaux-Brune at his house at Limpsfield, Surrey.

August (date later). Speed Trial, either in private grounds or by arrangement with an existing track.

September 4th. Trip to be organised for the T.T. Race, wherever it may be held.

September 18th. Week-end Party to the West of England.

October (date later). Members' Film Show. All possessing cinematograph cameras should make good use of them earlier.

November (date later). Club Dinner. Hon. Secretary, The Aston-Martin Owners' Club, 185, High Holborn, London, W.C.1.

MIDDLESEX COUNTY AUTOMOBILE CLUB

In bad weather thirty-one cars started from Mote Mount Golf Club for the British Car Competition of the Middlesex County Automobile Club. Twenty-five finished after a run of some forty miles.

RESULTS

The Powysbrooke Trophy: Riddell Cup and Green Trophy were won respectively by Miss Mattock, 8m. 31s., error; Ireton Robinson, 7m. 30s.; Butterfield, 3m. 10s., error

Seventy-five drivers and friends took tea at the Red Lion, Radlett.

Hon. Secretary: Capt. W. J. Lendrum, 10, Leaside Avenue, Muswell Hill, London, N.10.

CINDER-SHIFTING AT COVENTRY

Although it must be evident that MOTOR SPORT has little sympathy for dirt-track racing in the forms in which, up to now, it has been seen in this country, we do feel that any of our readers who may be marooned in Coventry on a Sunday could do a lot worse than pay a visit to the Brandon Speedway, where meetings for cars are staged at 3 p.m. throughout the season. The races are held under the ruling of the National Car Speedway Association, by Car Speedways Ltd., of whom the directors are H. Skirrow, E. Skirrow and G. J. Baxter.

Ralph Secretan, whose quiet enthusiasm for this branch of the sport we greatly respect, is announcer at the Speedway and he it was who sent us details of the meeting of May 2nd. The cars comprised eight Skirrow-Specials, the specification of which appeared in the January issue of MOTOR SPORT, a Salmson, two Sulman-Specials, a J.A.P. Special and an Anzani. Eighteen races were contested, in one of which no one finished on account of two cars overturning.

Ralph Secretan contributes some very breezy items in the programme about competing drivers. Those who enjoy "this wild and exhilarating sight of a handful of brightly flashing 'Doodle-Bugs,' scuttling, tightly bunched, into the bends, sliding and broadsiding, striving after the foremost position on their way to annex the day's honours" (*vide* the programme) are certainly well catered for at Coventry.

GENERAL NOTES

If the winter provides a fund of reminiscences for a quite ordinary enthusiast, what of these warm sunny days and drawn-out evenings? Naturally, the Campbell Trophy Race over the new Brooklands road-course had to be seen and that involved inserting four persons in a baby Fiat, not quite with a shoe-horn, but a painful enough process to make the owner observe that he now had less than 150 c.c. per occupant. Even so, that wonderful little car still did its speedometer 60 m.p.h. and nothing ill befell the rear axle. The following day was spent exploiting the H.R.G.—and spent very pleasantly indeed, for, leaving Tolworth at 11 a.m., we did 300 or so miles, going well down into the West Country in search of good gradients, and yet we were back at the works within twelve hours. That motor-car leaves very satisfactory memories, even though enthusiastic spectators on the banks of Middledown Hill so flattered the driver that he resembled a racing bloke, that he hit the bank on the outside of the last bend well and truly, while the occupant of the rear "seat" that night revived the legend of former school-days about eating all meals off the mantel-shelf! Moreover, the Monday was spent at Brooklands, when the writer indulged in some astounding grass-clipping, putting his faith implicitly in Mr. Godfrey's hands, to lap at 78, whereupon a better-known "speed-king" sailed round high up both bankings to the tune of the H.R.G.'s very fascinating exhaust-note, to cheerfully return a lap-speed of 82!

The first really summery evening was devoted to a jaunt to Amersham to inspect a 1903 Darracq and an 1896 Lutzmann, veterans whose price was regrettably in the sky, for they have had successes in competitions. If anyone is interested we can supply particulars of their whereabouts.

The following Saturday was Lewes Saturday, whither we went in a friend's M.G. Mulette, the last of these famous cars, we believe, to be sold to a private owner. Being nearer to fully run-in some pleasant speed bursts could be indulged in, but Lewes, alas, lacked the sun.

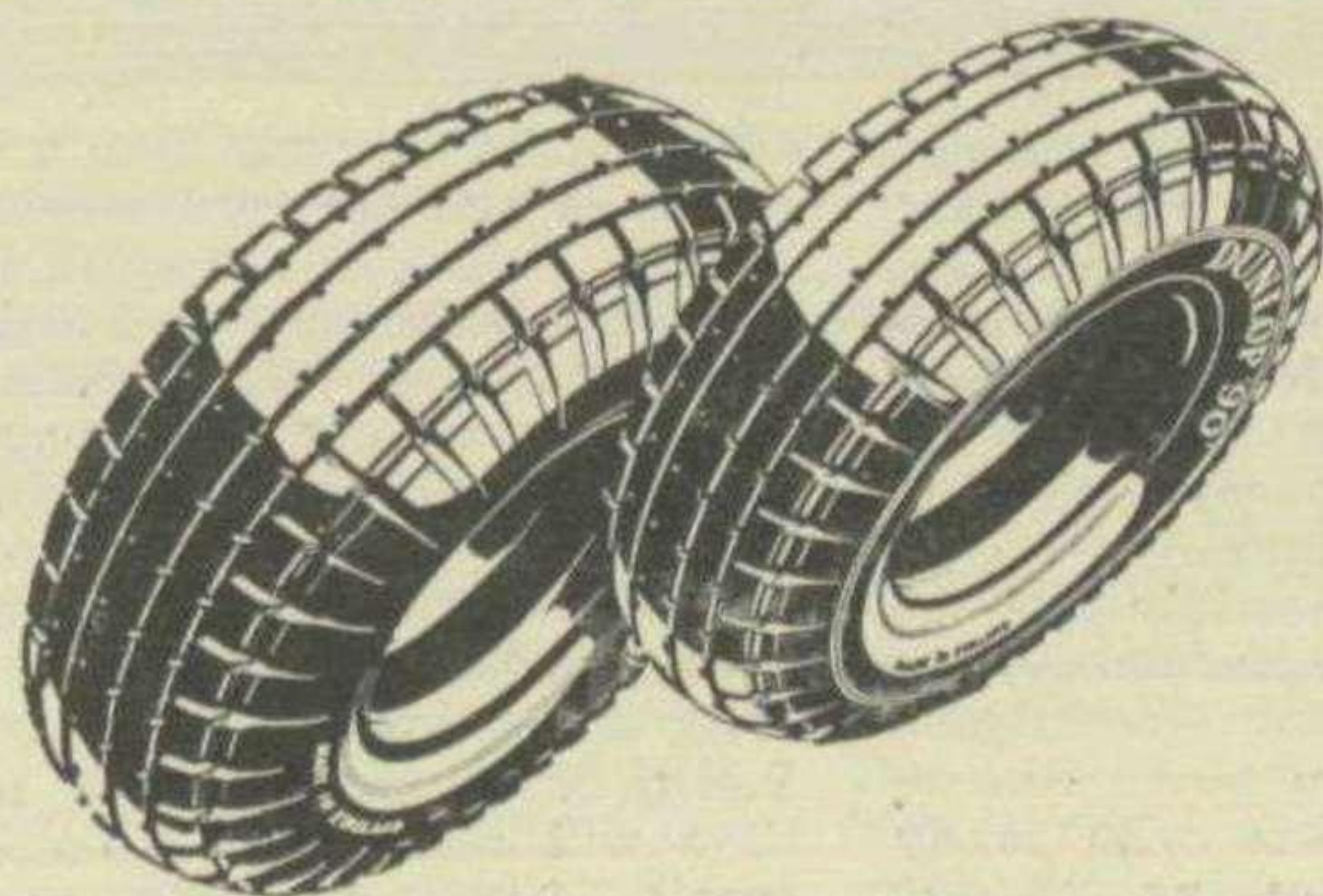
On the Monday, an incident occurred, amusing enough in its way, for we accompanied J. Eason-Gibson when he delivered a brand-new Type 500 Fiat to one of his clients, the scheme being to assist him to bring home the part-exchange part of the deal—a 1924 Brescia Bugatti. Bugattis usually add to one's fund of reminiscences and increase one's experience, but in this instance the owner found that he was too fond of the car to part with it, keeping it along with the newcomer, not to mention an immaculate Aston-Martin and a Mercedes-Benz.

Then, feeling that it was time to go really far afield again, we went on the "Edinburgh," and having missed the Exeter and Land's End this year, and being especially enthusiastic about M.C.C. Holidays, it was a very good thing to do. As in 1936, we sat somewhere in an L.M.B.-Ford V8, this time driven by L. M. Ballamy himself. The trial itself was just an easy tour, even the cornering

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CLUB NEWS—continued

thrills on the hills being damped by the presence of L.M.B. independent suspension. But all the old atmosphere that we find so fascinating was there in plenty. We were followed through by D. F. Scutts, of the A.C. concern, who held conversation with us at the numerous "tarries-by-the-wayside," and who got through clean in a 9 h.p. L.M.B.-Ford—an Eight saloon overbored and with L.M.B. suspension, which somewhat diminished our crew's pride in our own clean run with the 30 h.p. At the start at Barnet the usual crowds, keen if tired, to bid us God-speed, A. C. Hess and "Austin" Chaplin amongst them. A stop on the road—when some lorry-drivers, fine chaps, were interested to hear what constitutes an M.C.C. Holiday. Coffee at that cheery and well-managed café at Stratford and breakfast at "Marquis of Granby" at Harrogate—why 6d. extra for that much-needed grapefruit this year?

The run "across Yorkshire," this time in sunlight, the Scottish section in clear-as-crystal summer evening sun, then Edinburgh with Coronation decorations, floodlit castles above Prince's Street, crowds, and fireworks in the main streets. And so to bed!

On the Sunday, revived by the soft-water baths provided by Edinburgh, over which one member of the crew—Capt. Luff-Smith, who participated in this run in the dark ages with Wolseleys—in particular enthused, we went to see the Forth Bridge and returned as far as Penrith that night, where the "Crown" made us commendably comfortable. We had planned an early start next day and a rapid return to London, but the sea called, and the anchor was cast at Morcambe, where Lancashire was spending an orderly and tidy bank-holiday. The very excellent swimming pool and the Fun Fair deferred a re-commencement until nearly 4 p.m. and we still had some 250 miles to go. There was something very satisfying about settling down to this long journey at this time of day, tired after two days and a night's motoring. Any cruising speed up to the

maximum of around 90 m.p.h. suits the L.M.B., and the cornering speed is a revelation and distinctly frightening unless you know Mr. Ballamy and his suspension. On the long straights the overdrive top of the Columbia two-speed axle made things very peaceful within, and also enabled second gear to be used for very effective acceleration, using the high-ratio drive. So, in spite of holiday traffic near the big towns, and a hold-up for a stupendous religious procession replete with some delightful kiddies and equally delightful young ladies in mortarboards, and a prolonged ham-tea at the "Bradford Arms" at Ivetsey Bank (where Capt. Luff-Smith helped the proprietor to draw up a tariff way back in 1910) we were all in London town again more or less on the day on which we had started. The run showed up the dependability of the modern low-priced car, and rather confirmed Ballamy's contention that supercharging is unnecessary for the Ford V8 engine. Last year we had a spot of extra punch on the hills and came home on the Sunday with seven big-ends. This time we got up all the hills and averaged an overall fuel consumption of 19 m.p.g., used hardly any oil and stopped only for brake adjustment, which is singularly easy, and to adjust the dynamo. The Ford's luggage-boot is rather astonishing, by the way, for it held two comp-shod wheels, tools, a two gallon fuel can of Discol, all our suitcases and the usual horde of heavy coats.

The next Friday we went to Brooklands where, before going on the Track with a Triumph Dolomite, we had the remarkably good fortune to commit lappery beside Forrest Lycett in his black 8-litre Bentley. The first rounds, without goggles, rapidly developed into glimpses of a speedometer that at times indicated as much as 125 m.p.h., when it could be seen with difficulty through tear-filled eyes. After the very necessary goggles had been borrowed from Robin Jackson's we enjoyed the experience much more, the big car giving a truly intriguing impression of silent speed, riding high round the Byfleet, very steadily indeed,

showing the usual marked reluctance to come off for the Fork and leaping, fearfully if cleanly, from the famous bump past the Member's Bridge. Timed against a very strong wind over the Railway Straight half-mile the speed was 116 m.p.h. The rigidity of the "frontworks" and facia was almost unbelievable. This car ran with wings and lamps in place and was in the trim in which Mr. Lycett potters it about London town. Returning, distinctly elated, to the Paddock we agreed heartily with the slogan neatly inscribed on the 8-litre's instrument panel—"Bentley—Still the Finest Sports-Car." And for a few minutes we had ridden with the gods . . .

Next day it was Littlestone in the Triumph for the Vintage S.C.C. speed trials, notable only because the writer, running short of fuel, eventually found a garage, only to discover that he had completely lost the stranded car. We came home in great comfort, very very rapidly, and next day other members of the staff relieved us of the car, for apparently the Dolomite is one of those irresistible motor-cars.

Nevertheless, we contrived still to motor, now in a Morris Eight, quite uneventfully if you disregard almost losing a rear wheel, the complete absence of shock-absorbers and a throttle-control tied up with cord. The run was devoid of motoring "colour," being associated with Public Address adventures, which can be nearly as enthralling as sports-motoring; but that is quite another story. Life is good!—which we had pondered during those minutes when we sat beside Mr. Lycett.

The Editor invites Club Secretaries to send details of their fixtures, sporting and social, for publication in these columns.

THE FUTURE OF THE 500-MILE RACE

In our April issue we commented upon the fate and future of the 500-Mile Race at Brooklands, which for various reasons has suffered from declining entries of recent years. It now appears that the race may be reduced from 500 miles to 500 kilometres this year, which, on the face of it, seems a curious move for the British Racing Drivers' Club to take. But the matter goes deeper than that. It is difficult to understand why this new distance of approximately 311 miles should improve the existing situation. Obviously it will be inclined to raise the general speed of the race, we imagine quite materially, and that can only result in further loss of entries both from owners of slower cars than formerly hoped to put up a good showing on the score of reliability and also from drivers of road-racing type cars the reliability of which is liable to suffer from running at any increase of lap speed. The race will still be primarily a track-car event

and cars of this type are limited in number. Indeed, shortening the distance makes it even more a race for this class of machine. Nor can we see any pros to balance up the cons. Entry-fees will presumably remain much the same, and the only people who will materially benefit by the saving of fuel, oil plugs and to a lesser extent tyres, will be the makers of these commodities, because practically every entrant in the "500" is well established enough to command free supplies. Bad mechanical trouble is likely to be more rife than before. Passing difficulties might very well be accentuated if the faster cars were all to stay in for the whole distance.

The spectators might possibly find the race somewhat more satisfactory, as presumably it would start about 2.30 p.m. and finish around 6 p.m., but we have found that for those who really understand what is happening the 500 miles invariably contain much of interest

and that for them the race retains its hold until the very end.

Consequently we sincerely hope that the B.R.D.C. will this year stay its hand and let us have another 500-mile outer-circuit race on September 18th.

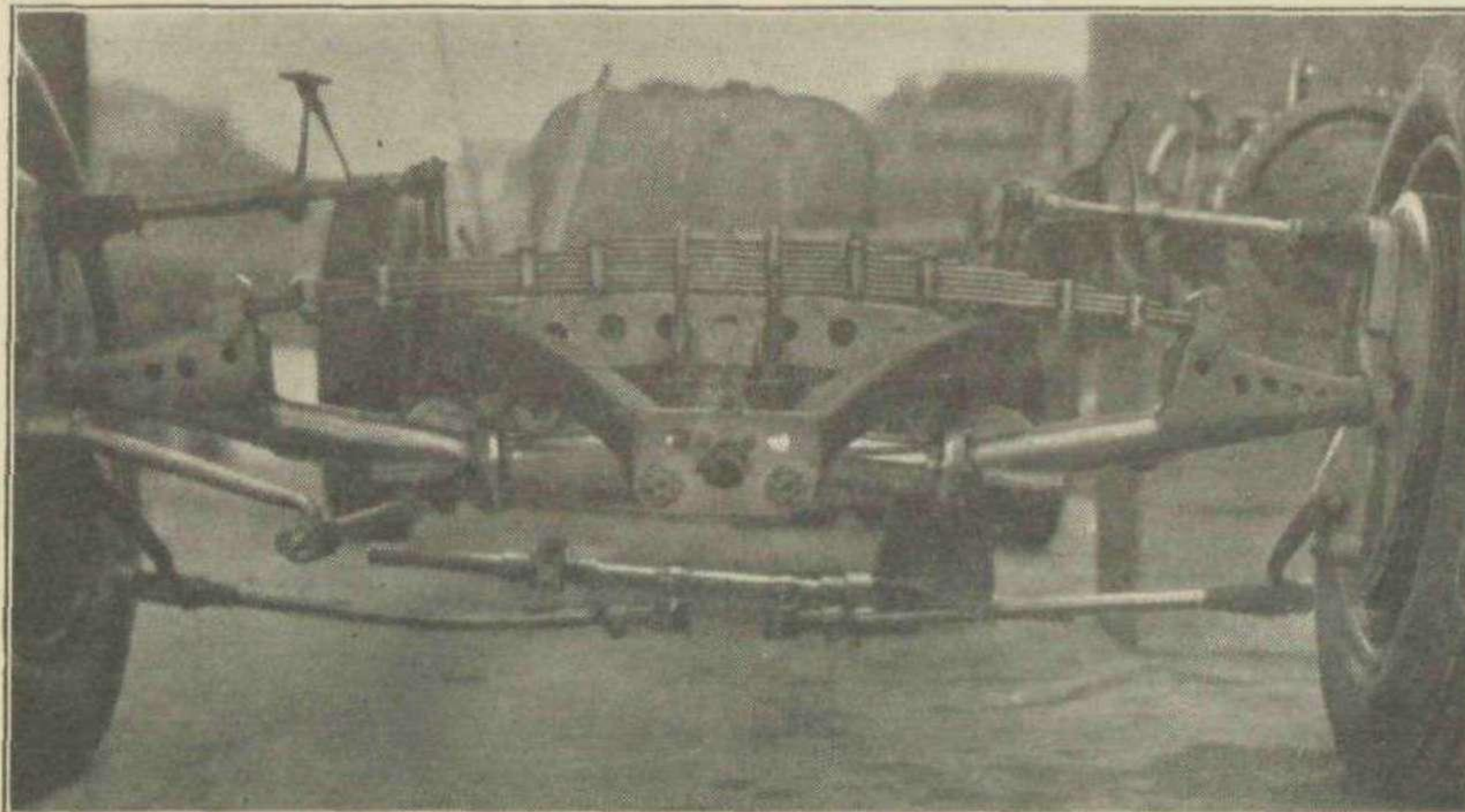
Last month we remarked on some possible runners. Richard Marker's 6½-litre Bentley was not mentioned because, as with the twelve-cylinder Delage, we felt it had rather aged, but since its monkey-glad treatment at R. R. Jackson's, which includes a new chassis frame, it should be a very likely car, while the *Bimotore* Alfa-Romeo might also run, though we believe that to do so it would need to carry some 11 cwt. of ballast located in the right places.

At all events, let us hope that if the B.R.D.C. does decide to forget kilos, they will receive good entries for this year's "500"—the ninth race of a very important and classic series.

THE CONAN-DOYLES' 12-CYLINDER 1½-LITRE DELAGE

A MODIFIED 1925 GRAND PRIX CAR FOR 1937 EVENTS. L.M.B. FRONT INDEPENDENT SUSPENSION.

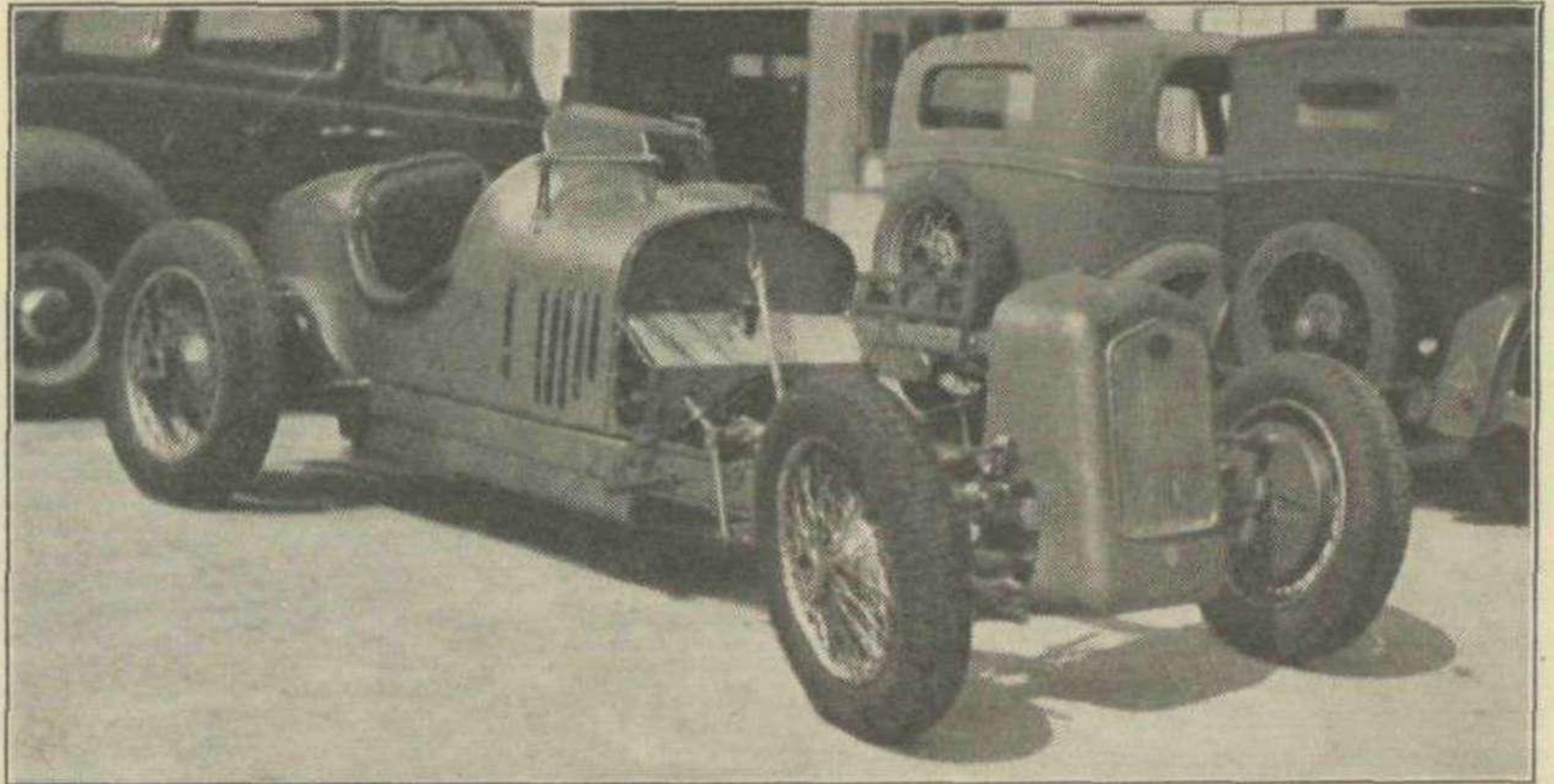
Richard Seaman's remarkable successes with the ten-year-old 1½-litre Delage last season seem to have focused attention on the revival of vintage racing-cars for the more serious races. At all events, "Bira" has had independent front suspension and other modifications applied to another of the 1925 straight-eight 1½-litre Delage cars, and Powys-Lybbe has rebuilt one of the 1½-litre Talbots of the same period. There is no doubt that M. Lory, designer to M. Delage, produced the most outstanding of all racing-cars constructed under the limited capacity racing rules, and consequently great interest attaches to the twelve-cylinder 1925 Delage which Adrian and Denis Conan Doyle are modifying for this season's events. Delage introduced the V12 on his return to racing in 1923, when 100 b.h.p. was developed at about 5,000 r.p.m. after hasty preparation. René Thomas drove it in the French Grand Prix, but retired with a punctured fuel tank. Delage then conducted comparative tests with this engine, a four-cylinder unit, and a blown eight-cylinder two-stroke and as a result raced a team of three unblown V12 2-litre cars in 1924. The b.h.p. was now about 130, and four-speed gearboxes were used. In the French Grand Prix at Lyons Divo was second behind the blown Alfa-Romeo, Benoist third and Thomas sixth. Five speeds were used in the San Sebastian G.P. in which More was third and Divo fourth, Benoist, who had led, and Thomas, both retiring.



The front axle showing the L.M.B. suspension.

For the 1925 season, five new 2-litre cars were built, now supercharged and developing about 200 b.h.p., while blowers were added to the four cars used the previous year. Divo drove one of the 1925 cars at Spa, retiring with misfiring, but in the French Grand Prix Benoist and Wagner finished first and second, and in the Spanish Grand Prix Divo, Benoist and Thomas were first, second, and third, Torchy striking a tree with the fourth car and sustaining fatal injuries. At the Targa Florio in 1926

Count Masetti overturned and was killed, and the other Delages were withdrawn in consequence. The 1926 G.P. ruling, of course, specified 1½-litre cars, for which Delage built the famous straight-eight jobs that won him the championship of



The 1½-litre Delage during the early stages of its reconstruction.

Europe in 1927. Afterwards W. B. Scott acquired both a 1½-litre eight-cylinder and Divo's 2-litre V12 and brought them to Brooklands. The 2-litre car was never seriously exploited in this country, but we understand that when tried against the 1½-litre on one of its infrequent

engine was bench tested at Heston. In spite of its age the Delage is of remarkably advanced design. The twelve cylinders are set in a V of two blocks of six. The blocks are of steel with integral heads, the crankcase, sump and unit

gearbox being of aluminium alloy. The crankshaft runs in nine bearings, of split roller type with alloy housings. The connecting rods are of H-section with roller bearing big-ends and the extremely tiny pistons are of aluminium alloy with domed crowns.

The cylinder capacity has been brought down to put the car in the 1½-litre class, the bore being 44.5 m.m. and the stroke 80 m.m., giving a swept volume of 1,494 c.c. Each cylinder has two tulip valves set at 90° in hemispherical heads. Operation is by twin o.h. camshafts above each block, the camshafts being driven by no fewer than twenty-seven timing pinions in the form of a train from the forward end of the crankshaft. These pinions are quite small and display extremely fine craftsmanship. Each camshaft runs in seven split roller bearings with alloy housings, and the cams operate via short side-pivoted rockers. There are three springs per valve, and each of the four narrow cam-cases is held down by twenty-two studs. There is a single sparking-plug in the centre of each head, fed by two Bosch six-cylinder magnetos set side by side at the front of the engine and driven by the timing gears. Below the magnetos are located the twin Roots-type superchargers which sit side by side, have ribbed casings and are also driven from the timing train. They draw from Zenith carburetters and feed directly into long unribbed steel induction pipes that run along beneath the outside of each cylinder-block, feeding into the six ports therein. Blow-off valves are fitted at the forward ends. Having originally to feed only a litre of engine each these superchargers are quite small. They blow at 12 to 15 lb. per sq. in. To compensate for the reduction in engine capacity the compression ratio has been increased to 7 to 1. The exhaust system

jaunts on the concrete it proved to be the faster car by some eight m.p.h.

The Conan Doyles acquired the V12 job, together with masses of spares, some few years ago and last winter took the chassis to the Croydon works of Messrs. L.M.B. Motor Products, Ltd., for the incorporation of independent front suspension to the design of L. M. Ballamy. The car has subsequently been reassembled at the L.M.B. works under the care of Jim Welsh, the Conan Doyles' engineer. Before installation in the chassis the

THE CONAN-DOYLES' 12-CYLINDER 1½-LITRE DELAGE—continued

is quite imposing, the twelve off-take pipes rising vertically from the insides of the blocks, almost in a line, and dropping over to emerge horizontally on the near side. The bonnet is specially cut away to receive them and there is a guide-piece to obviate burning of the rear bonnet-strap where it passes over them. Owing to the low set and compact engine this remarkable exhaust system does not entail an abnormally high bonnet; indeed externally the car appears as low as the straight-eight jobs. Lubrication is of the full dry-sump type, with a three-unit gear-pattern oil pump set towards the forward end of the engine on the off side, driven from the timing train.

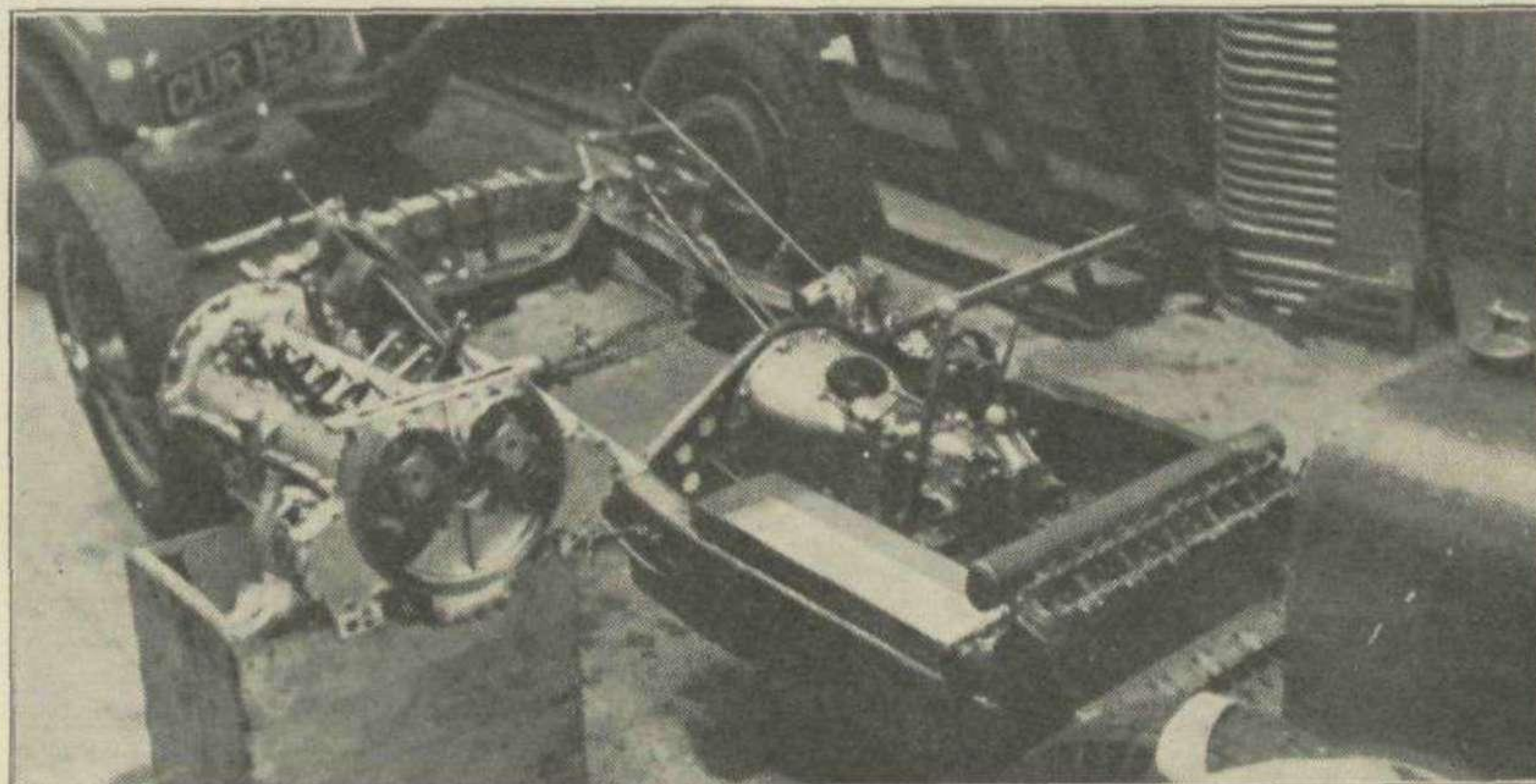
One pump feeds the main-bearings, one supplies the valve-gear and auxiliaries and the third scavenges the sump. The large, square-shape oil tank is located beside the driver in the cockpit. It holds about eight gallons of lubricant and has a quick-action filler cap. From the main-bearings lubricant is flung into channels cut in the crankshaft, from whence it reaches the roller big-ends under the influence of centrifugal force. The system operates at quite a modest pressure, now arranged to vary in union with engine-speed. There are two water pumps, one for each block, driven from the timing gears. The water outlets, one per block, rise from towards the forward end of the heads to the neat honey-comb radiator, that on the near side being set further forward than its fellow to clear the exhaust system. The water-jackets are separate copper casings round the cylinders.

The rear fuel tank holds approximately thirty gallons and is accommodated in the streamlined tail, the filler cap being reached through a flap. Initial pressure is obtained by hand-pump and maintained by an automatic pump driven from the near-side camshaft. The rev. counter drive is taken from the rear of the off-side camshaft. The forward engine mounting is in the form of a single bearer of circular section accommodated in a central sleeve member, thus allowing the engine a pivoting motion to combat frame whip. The rear mountings are conventional, side-placed trunnion members. The safe rev. limit is approximately 7,000 r.p.m.

The gearbox gives five forward speeds, the overdrive top not normally being engaged during a road race, so that fourth gear is the virtual top. The ratios will be varied to suit different circuits and as an outcome of experimentation, but at present the fourth ratio is 5.08 to 1. Control is by means of a short, central lever working in a bull-gate. The clutch is of multi-plate type and final drive is via an open propeller-shaft to a spiral-bevel rear axle. The frame has channel section side and cross-members. The rear suspension is by half-elliptic underslung springs.

At the front the new L.M.B. independent layout is of great interest and

displays considerable ingenuity. Each stub-axle assembly is carried on drilled, girder members which are attached to separate tubular half-axes. These half-axes curve forward at their innermost ends, where they pivot on long silent bloc bushes set side by side, and held to the front cross-member by bolts running parallel with the frame side-members. Thus each half-axle can rise and fall independently of its fellow, and at the same time brake-torque is taken by the silent bloc pivots. The steering tie-rod is pivoted in sympathy. A single transverse spring with five main leaves tied by clips is bolted to a cross-member before the radiator and engages with the girder axle-ends. Friction shock-absorbers



A photograph of the chassis of this magnificent piece of work. The supercharger can be noticed on the left of the picture.

are set transversely behind each half-axle.

The braking system originally incorporated a mechanical servo-motor driven from the gearbox, but Ballamy has redesigned the layout and eliminated the servo. The pedal operates all four brakes and the central, typically Delage hand-lever the rear shoes only. Actuation is by cable, with link and chain compensators. The front brakes have Perrot pattern cam-rods supported by small brackets bolted to the chassis immediately behind the front spring, with wing-nut master adjustments where the cables engage the levers. The drums are ribbed and have cooling apertures around their faces, gauze protected. The rear shoe cams are behind the axle. Four friction shock-absorbers damp the rear axle, set in pairs each side, one ahead and one behind the axle. They are attached by beautifully machined tubular brackets and the finish of the whole axle assembly in particular inclines one in the belief that rumours that the car cost some £10,000 to build are by no means incorrect.

The radiator is protected and streamlined with a neat cowl, carrying the blue badges of Delage and L.M.B. The driver sits to the off side of the cockpit, which is partially faired with a metal cover. The steering is of worm and nut type with the

steering-box bolted to the side-member of the frame. With fuel and tyres the Delage turns the scales at 1,948 lb. It is strikingly finished in dull gilt, with wheels to match. It is run on Shell racing fuel, Shell oil, and Bosch plugs, while, of course, Dunlop tyres are used and naturally the brakes are lined with Ferodo. A Ford truck is used for transport and Adrian Conan Doyle retains his big Mercedes-Benz as a personal touring car.

The Delage was not ready in time for the Coronation Trophy Race at the Crystal Palace, and was due to make its initial appearance at Avus on May 30th, but unfortunately owing to illness could

not go to Germany, and it is intended to give the Delage its first outing at Picardie.

We understand that rumours to the effect that the engine internals of the V12 are unreliable are quite unfounded and that they probably arose as a result of troubles which occurred in the past solely on account of casual preparation. The Picardie race will be regarded merely as an experimental venture, and, right up to the time of sailing, tests will be conducted at Brooklands to ascertain the correct jet and choke combinations, correct gear-ratios, and to overcome initial bothers, including some trouble with the superchargers. These tests have been generally satisfactory and we look forward to seeing this remarkably interesting car in effective action very soon. Certainly it makes one wonder how far racing-car design and technique have progressed since the abandonment of the limited capacity ruling. Some idea of the potency of the Delage can be gathered from Divo's records established at Arpajon on September 11th, 1925, when the engine measured 51.15 x 80.6 m.m. (1,989 c.c.). The flying kilo. was taken at 134.07 m.p.h., the flying mile at nearly 134 m.p.h., the standing kilo at 79.39 m.p.h. and the standing mile at 93.68 m.p.h.

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Letters from Readers

ON GETTING INTO THE GAME

Sir,

I read with interest the article "On Getting Into the Game" in the May issue of MOTOR SPORT.

One point, however, I think your contributor omitted. The best school of ordinary motoring is undeniably the motor-cycle, and hence the best school of motor racing is motor-cycle racing.

For a very small outlay the would-be racing driver can convert at home a touring motor-cycle into a serviceable racing machine. He can compete nearly every week-end in the small grass-track meetings that are held all over the country. These provide good, clean, interesting racing very cheaply; and without the circus-like atmosphere of the dirt-track.

The experience they give in racing tactics, tuning and the curbing of excessive exuberance is invaluable, and blow-ups are more instructive than expensive.

Of course, a good deal of fast work on a car is also essential, but a season of this type in preparation for the real thing would, I think, be considerably more beneficial and interesting than consistent lappery on one's own and other people's sports-cars.

Something after the grass-track style for cars would, I think, be a welcome innovation. There must be many enthusiasts with modified Austin Sevens etc. who would jump at a chance to race in small events like this, and who could never afford serious racing or sprints.

I am, Yours etc.,

SPECTATOR.

Bromley,
Kent.

* * *

A CORRECTION

Sir,

Your list of lap records for British road or semi-road circuits on page 237 of the May number is now out of date in one instance. The Brooklands Mountain circuit record has been held by Raymond Mays in the 1½-litre E.R.A., since June 6th, 1936, at a speed of 84.31 m.p.h., and is not still held by R. O. Shuttleworth's Alfa-Romeo at 82.06 m.p.h.

Wishing MOTOR SPORT the best of luck,

I am, Yours etc.,

J. T. DICKSON.

Bedford.

* * *

HIGH SPEEDS

Sir,

In your February issue I was interested and amused to read a letter from a Mr. A. W. Thompson of Melbourne wherein he commented upon the performance of the blown 4½ Bentley and made claims for his Master Chevrolet. Firstly let

me say as one who knows both the Great North Road and the Melbourne to Ararat journey that there is not the slightest comparison. The latter journey is throughout devoid of any real towns or villages except one, there are no concealed corners, high hedges, etc., etc. such as are encountered in English roads and comparatively speaking no traffic and no speed limitations akin to Belisha controls. Many long stretches of the journey consist of wide bitumen straights in which practically any speed is possible. The main town mentioned on the route is really only similar to a small English rural county town. Your correspondent did not say whether his journey was from the Melbourne G.P.O. to the Ararat G.P.O. or from his outer Melbourne suburb of Essendon. The former distance as per R.A.C.V. and the Roads Board is 126.2 miles whilst the latter would be four or five miles less. I do not say that the journey could not be done in the time stated but I and many of my friends here think it open to doubt. In any case I would be very interested in following Mr. Thompson from Melbourne G.P.O. to Ararat G.P.O. in two hours ten minutes and also it seems a pity that he does not purchase a suitable car for racing at Cowes or perhaps enter his Chevrolet where such averages would certainly meet with success.

I hope that I never meet Mr. Thompson on the road if he is so unobservant in this wilderness that he has not seen an Aston-Martin, Frazer-Nash or an Alfa-Romeo later than a 1929 model—they are all here. There are Lagondas both 2-litre and 4½ and many Bentleys of all varieties including the new 3½-litre models. The racing colony also includes blown 2.3 Targa Bugattis besides blown 1½-litres, a Monza Eight and other unblown G.P.s all certainly a few years old but fit. There are three K.3s, one ex-"Bira" now Melbourne owned and the race entries invariably include another K.3 from Sydney and a blown G.P. 1½-litre Bugatti, and an M.G.Q. model. The Riley he mentions was a works Ulster car specially imported by the Riley Agents. I do not know the old Alfa he speaks of except two very ancient touring saloons. There is a blown 1,750 c.c. in Sydney, vintage '29 approximately, and a blown 1933 1,750 c.c. in Melbourne. When one realises that an ordinarily good cheap racing-car in England costs nearly treble its English price when landed in Australia and that there are fewer than six races a year, all on handicap with poor prize money, the dearth of good racing-cars can be easily understood. I consider that the enthusiasm of the small few who race here is to be greatly commended because they are involved in a very heavy financial outlay with little, if any, return and manufacturers' support, either car or accessory, is noticeable more by its absence. The Cowes circuit is very poor

and fortunately the weather is usually kind otherwise the timekeepers' lot as well as the pit equipes in uncovered roughly made pits would be appalling.

I am, Yours etc.,

MEMBER—A.R.D.C.

Melbourne,
Australia.

[If Mr. Thompson would like the address of this reader of "Motor Sport" we will forward any letter.—Ed.]

* * *

SORRY!

We notice in your article for the Coronation Trophy Race, in the May issue of MOTOR SPORT on page 200, the following words are included.

"... and shortly afterwards Mays retired with serious engine trouble and weakening brakes."

This statement is strictly untrue in as much as he did not retire through engine trouble. We would point out that the official reason for the retirement was faulty brakes.

We feel surprised that you should see fit to give effect to an original statement the truth of which you obviously have taken no effort to substantiate, and in these circumstances we must ask you to insert a paragraph in your next issue repudiating this statement.

We should also like to point out that on page 227 under the heading of "Rumbings," comparison is drawn between Seaman's win on the Delage on the 200 miles last year, and Walker's third place in the British Empire Trophy this year. Certainly Seaman's average m.p.h. was higher, but it is not fair to compare, as the 200-Mile Race was run on a perfectly fine day, and the Empire Trophy was run under shocking weather conditions.

I am, Yours etc.,

English Racing Automobiles Ltd.

H. W. COOK,

Director.

E.R.A. Ltd.,

Bourne, Lincs.

[We apologise for the mistake, but we received the information from such a reliable source that its authenticity was never in doubt. We are glad to know that Mr. H. W. Cook takes such a keen interest in our paper.—Ed.]

* * *

Sir,

In recent discussions with some of my friends on the matter of balancing of crankshafts a point has arisen which perhaps you might clarify.

As we are aware, a car's crankshaft, especially a racing engine's, is balanced both statically and dynamically. As I understand it, the shaft is mounted on knife edges (roughly speaking), the heavy side found, weight added diametrically opposite, or removed from the heavy side,

LETTERS FROM READERS—continued

and when, after repeated spinning, it comes to rest in any position the shaft is in static balance. Correct?

All well and good. Now the shaft is mounted in a rig and rotated at various revolutions and vibrations, if any, are noted. Why should there be any? According to the laws of physics a weight of one ounce three inches from the centre of a wheel should exactly balance a diametrically opposite weight of two ounces one and a half inches from the centre.

Is it that the centrifugal force affects the lesser weight more so than the greater? It doesn't seem right.

Well, suppose vibrations do exist and weight is removed or added to cancel them out. Now the shaft will not be in static balance.

I have consulted many volumes on design and there is a marked scarcity of information on the balance of anything, either theoretical or practical. I will be much obliged for any information you can supply.

I have been reading your publication for several years and there is none better. Over in this part of the country such a thing as a motor-cycle road race, much less a car event, is regarded as practically criminal by many of the legal authorities and most of the public. In fact many of the former are all for the abolition of motor-cycles from the road. So you see, to a few enthusiasts like myself, your journal is awaited with much anticipation each month.

How about a road test of a 57S Bugatti?

I am, Yours etc.,

H. M. NERRIERE.

8455 Osler Street,
Vancouver, B.C.

**THE WORLD'S FASTEST
TOURING CAR**

Sir,

As an enthusiast I have often wished to ask a question, and the letter written by Mr. Giles in the May issue of MOTOR SPORT gives me a chance. Why is the 540K Mercedes-Benz given the title "The world's fastest touring car"?

Apart from the cars mentioned by Mr. Giles, the 1937 Lagonda Rapide Tourer is credited with an all out speed of 108 m.p.h. by a road test in the "Motor," this with a car of inferior engine capacity to the "Merc." and unblown. Both the 2.9 Alfa-Romeo and the 3.5 Competition Delahaye have claimed maxima of 115

m.p.h., whilst the wonderful old 8-litre Bentley described in MOTOR SPORT for February seems to be capable of 110 m.p.h. (admittedly rather "special") and that built in 1932!

Still there is nothing quite like a "Merc."

In conclusion, thank you for a really first-class paper, very interesting road tests, and especially for the General Notes in "Club News."

I am, Yours etc.,

J. R. P. WALLIN.

6, Meadvale Road,
Ealing, W.5.

* * *

Sir,

I should like to point out two errors which appeared in the table of lap records on page 237 of the May issue of MOTOR SPORT.

Firstly, the lap record for the Brooklands Mountain Circuit is no longer held by R. O. Shuttleworth driving an Alfa-Romeo, but by R. Mays driving an E.R.A. at 84.13 m.p.h.

Secondly, you state that the lap record for the Tallaght Circuit is held jointly by I. F. Connell (Alfa-Romeo) and D. Campbell (Aston-Martin) at 68.05 m.p.h. The year before last Austin Dobson lapped this circuit driving an Alfa-Romeo at 70.52 m.p.h. and last year, driving a Frazer-Nash, I lapped it at 71.95 m.p.h.

I am, Yours etc.,

IVO PETERS.

Corston Lodge, Near Bristol.

* * *

AN INTERESTING HYBRID

Sir,

I enclose some snapshots of my "hybrid" which may be of interest to you.

To my great surprise, it goes very well. The weight has turned out rather more than I anticipated but has given me a volume to weight ratio of almost exactly 1 c.c. per lb. Nothing has been done to the engine yet in the way of tuning, but I hope soon to be able to fit a low pressure supercharger. At present the engine peaks at 3,300 r.p.m., at a road speed of 75 m.p.h., and I have had 83 out of it (by corrected speedometer reading) in favourable circumstances. The engine used to attain 4,250 r.p.m. (as reported in the "Motor" in June, 1930), which would be equal to 97 m.p.h. odd. I don't expect to get anything like this figure, as the total cost so far has been under £25! By a very lucky chance, the load on each axle has come out almost

exactly equal. The car was weighed with the tank half empty, and the addition of three gallons of petrol was sufficient to bring the axle loads exactly alike, so that with a full tank and crew on board, the greater load is on the rear axle, and is ideal for trials.

I am, Yours etc.,

ROBERT PEATY.

Winchester,
Hants.

* * *

A NEW COMPANY

Sir,

We are writing to inform you that we have considered it advisable, in the interests of our numerous customers, to separate entirely the racing department from the ordinary Repair and Service Station.

In order to effect this, we have formed a subsidiary Company known as Bellevue Garage (Racing) Ltd., which will carry on, as from May 1st this year, the racing and special tuning side of the business exclusively at the tuning shops near-by, known as Nos. 4 and 6 Althorp Road. The registered offices of the new company are the same as this company, viz., 18 and 19 Bellevue Road, S.W.17 and in addition to two directors who are now directors of this Company, Mr. W. E. Wilkinson has been appointed director and also general manager.

The racing workshop has been enlarged and is equipped with modern machinery including a test bench so that every kind of work can be dealt with to the best advantage. The whole of the work will be under the superintendence of Mr. Wilkinson who is well known both as a racing driver and as an expert engineer. His long experience in the preparation and tuning of racing-cars has rendered him an expert of outstanding ability in this connection.

We venture to hope that the new arrangement which we have made will be to the advantage of our customers both racing and otherwise.

We would like to take this opportunity of thanking our customers for past favours and trust that we may have the pleasure of looking forward to their continued support.

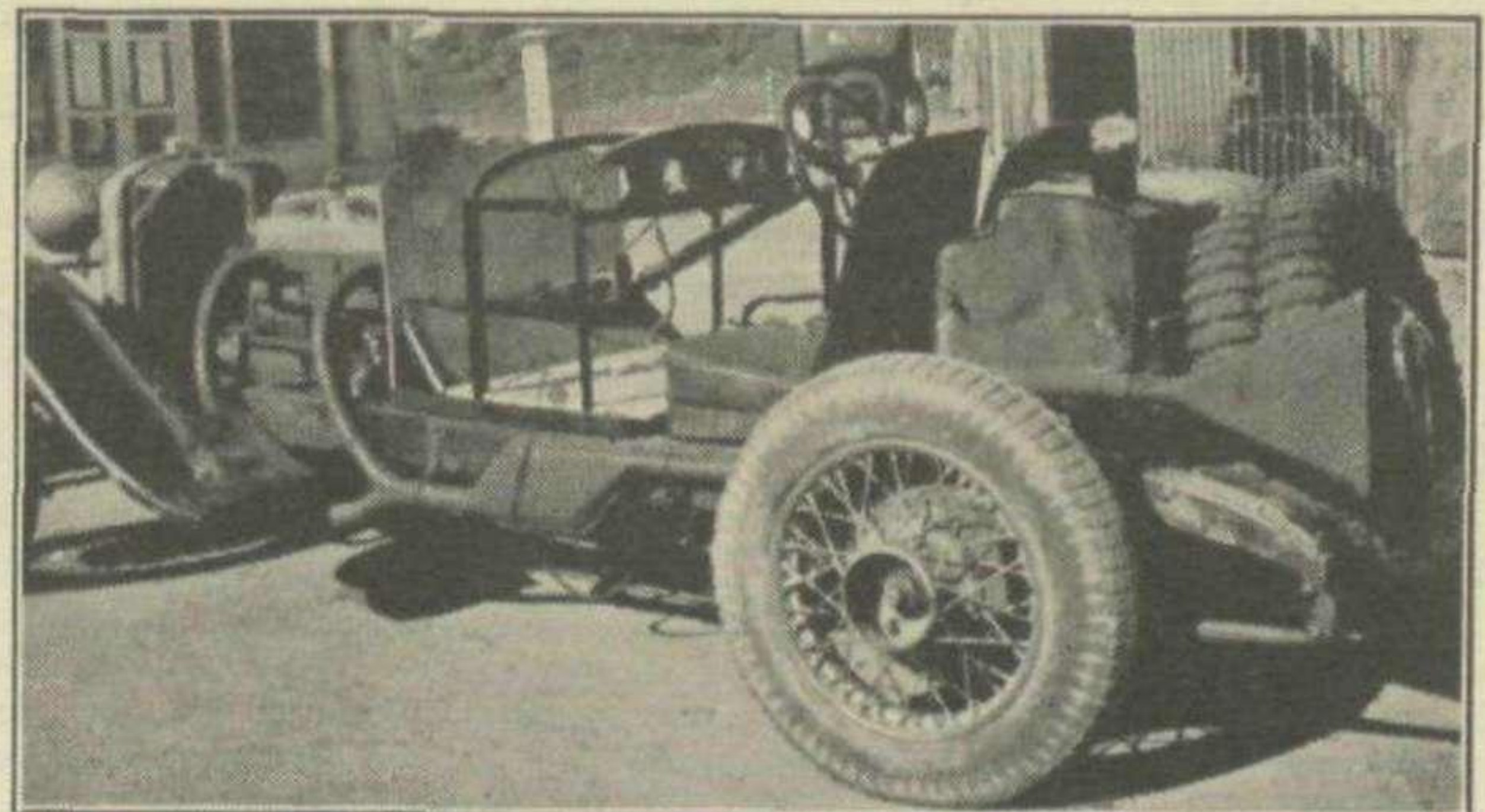
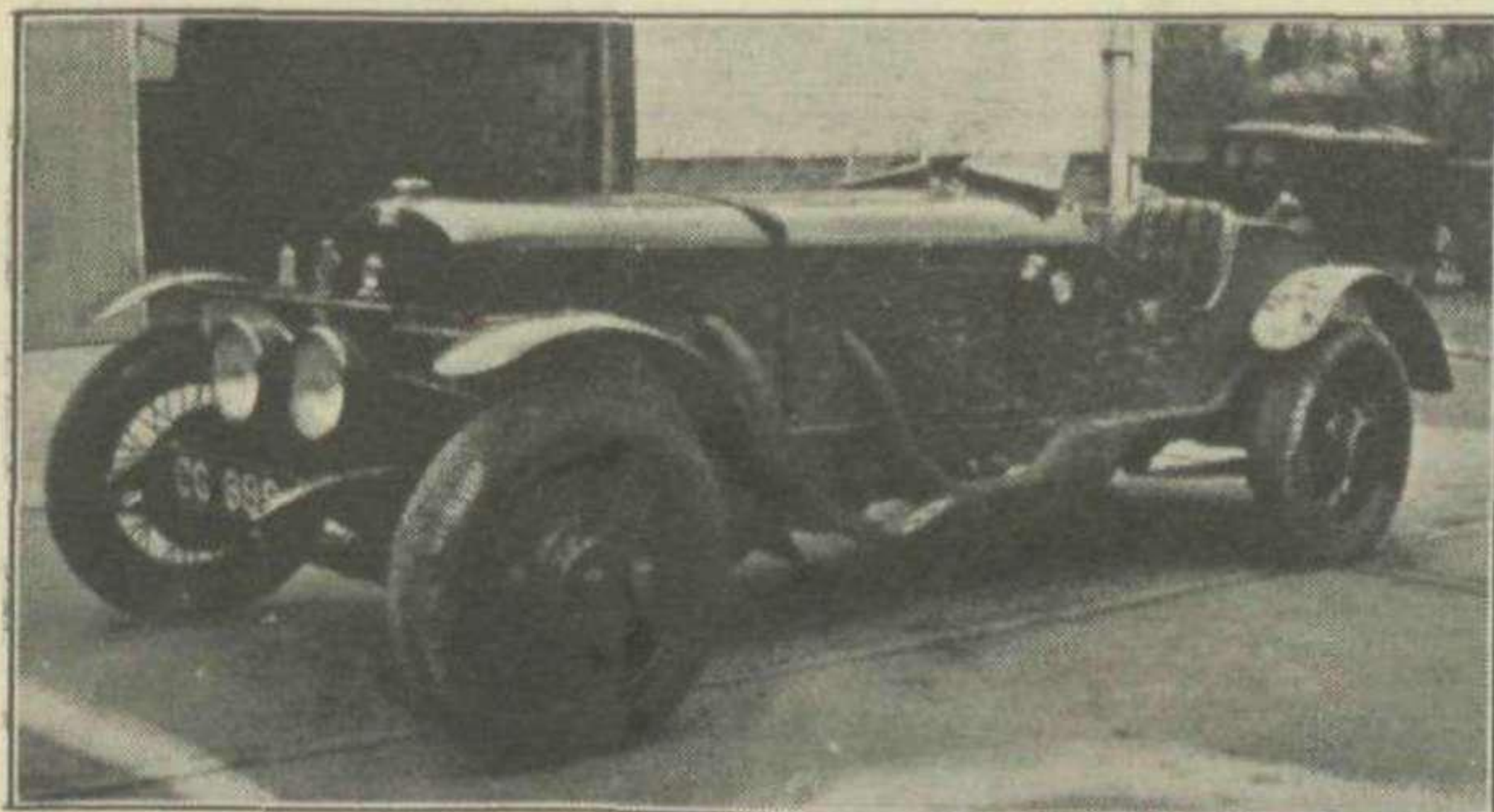
We are, Yours etc.,

p.p. Bellevue Garage & Service
Stations Ltd.,

DENIS G. EVANS,

Director and Manager.

18 & 19, Bellevue Road,
Wandsworth Common, S.W.17.



Two photographs of the "hybrid" mentioned by Mr. R. Peaty in his letter above.

LETTERS FROM READERS—continued

SLEEVE VALVES

Sir,

While appreciating the amplitude of Mr. I. G. Macleod's reply, I feel that he has ranged over a somewhat wider field than was contained in the scope of my letter—viz., the sleeve valve. I will, therefore, arrange my comments in two groups, (1) Points pertaining directly to the sleeve valve and (2) others arising from his more general remarks.

Mr. Macleod alleges that the only respect in which the sleeve valve is superior is in the elimination of the hot spot caused by the exhaust valve. But this, surely, is the primary object of all the many valves devised to take the place of the poppet. The other advantages I mentioned, which may possibly not apply directly to the racing-car, are of real value since they would be of first importance when the ultimate production stage was reached.

Recent developments have been in the direction of higher speeds and smaller pistons. Our unit, some few years ago, with 67 m.m. bore, straight fuel and unsupercharged, ran for twenty-five hours continuously between 3,500 and 5,000 r.p.m. (B.M.E.P. 165 to 140 lb. per square inch). No trouble was experienced with detonation, sparking plugs or vibration. Moreover it was stated at the time that, with a unit of this size, considerably higher speeds could be obtained without recourse to balancing gear. Since then, Ricardo has demonstrated the possibility of running an engine over long periods, with B.M.E.P. between 400 and 500 lb. per square inch (depending on fuel).

Once again I should like to emphasise the practical side of the situation. If an engine can pass the Air Ministry's type

test, undoubtedly the hardest test of its kind in the world, then the practicability of that engine is indisputably proved.

I may assure Mr. Macleod that I, too, am most interested in the Rotary valve. The controlled valve loading as applied to the Cross engine, certainly appears to have overcome one of the greatest of the previous difficulties experienced with this type. I was very sorry that the Halford-Cross-Rotary was unable to perform on Whit-Monday.

Regarding Mr. Macleod's suggestions for the future racing-car engine, I feel compelled to make these comments. Simplicity has always been the key note of success, but surely Mr. Macleod's pet is rather an unnecessarily complicated piece of mechanism. Firstly, as no engine could be of the C.I. type (i.e. no spark!) and run on petrol, I am left with fuel oil as the alternative. Or can it be that "direct" petrol injection with sparking plug is suggested? I should have thought that a two stroke with petrol injection into blower or manifold would have been more in line with his other suggestions. Incidentally engines were running daily in America, three years ago, with injection into the manifold—to avoid the never absent fear of a frozen carburetter in some of the northern states. I can only imagine that the similarity to the Jumo refers to the free air scavenging effect which of course is common to nearly all two-cycle H.S.C.I. engines. Figures for the F.N. and Bristol engines were for maximum output. Maximum r.p.m. on all aircraft should not be held for more than five minutes under normal service conditions. As to the Shelsley—I do not feel that it is quite fitting for us to eulogise the products of Messrs. A. F. N.

Ltd. lest it seem presumptuous; but I am indeed sorry that Mr. Macleod has, quite evidently, not made the acquaintance of one of the finest of our too few remaining sports-cars.

Thanking you for the courtesy of your valued columns.

I am, Yours etc.,

R. P. G. JONES.

Birmingham.

* * *
COMPARISON

Sir,

I am glad you tested the little Fiat as the tests are usually of the "big stuff" that are out of reach of most of us. Couldn't we have a road test of the Austin Nippy as this car has not been tested by you since January 1934 when, if I remember rightly, the ignition was over-retarded, making the car slower than it otherwise would have been.

I am, Yours etc.,

RONALD PRINCE.

Whitchurch, Glam.

* * *
Re AUSTIN TEN

Sir,

I very much enjoy my monthly perusal of MOTOR SPORT but why should a page and a half (May issue) be devoted to a road test of that admirable but hardly sporting automobile, the Austin Ten saloon, while less than half a paragraph (Rumblings, April issue) is given to a description of the Atalanta—surely one of the outstanding genuine sports car designs of recent years?

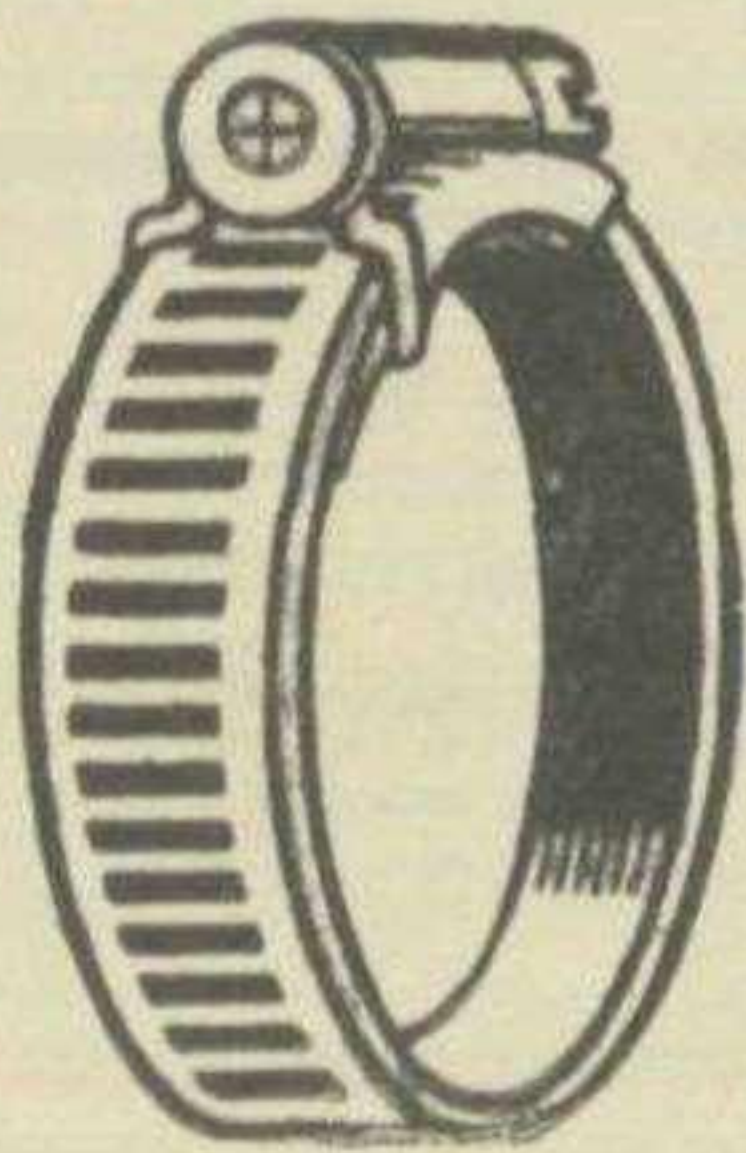
I am, Yours etc.,

P. W. EVANS.

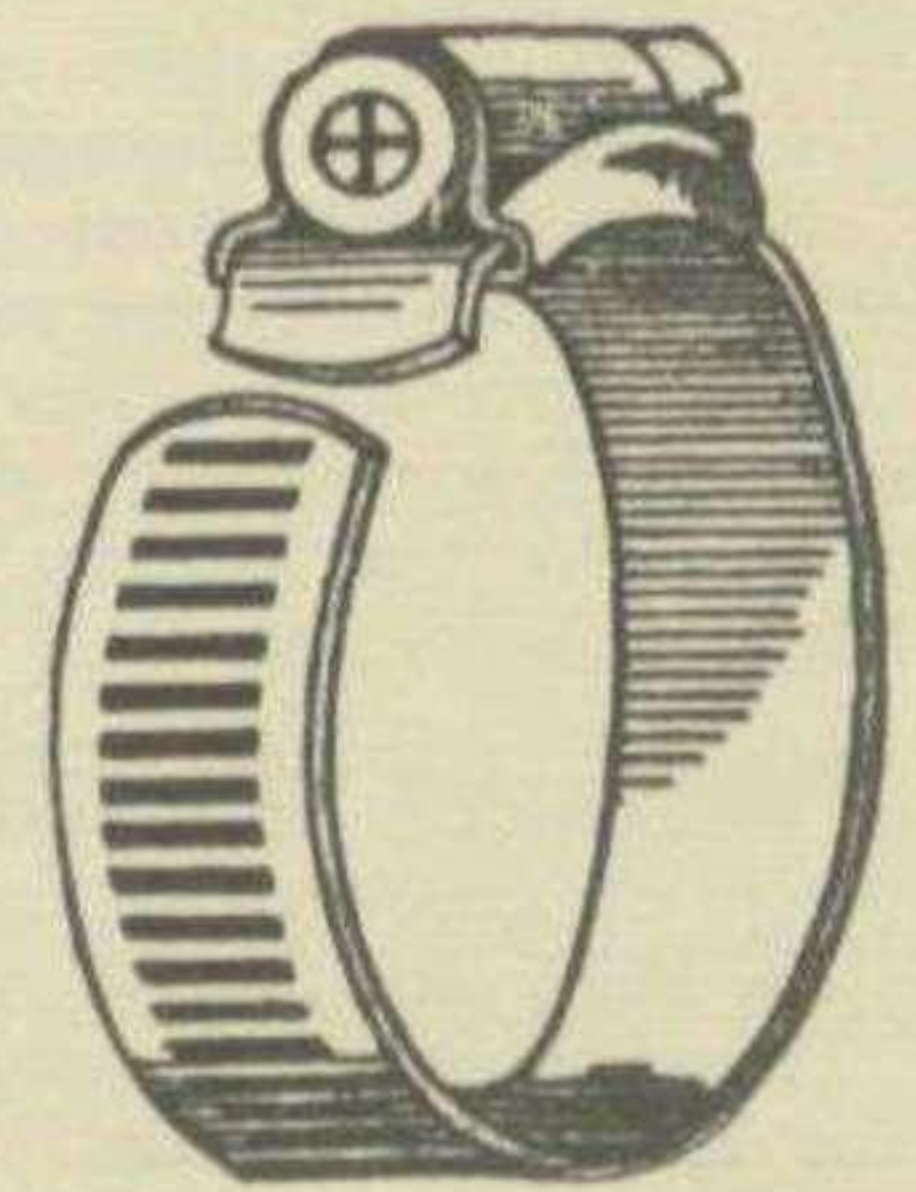
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ANGLO-NORWEGIAN VICTORY IN ITALY

FIRST BLOOD TO E.R.A. IN 1,500 c.c. RACING SEASON

The 1,500 c.c. race held in Turin on April 18th was particularly interesting in that it was the first clash of this season between those stern rivals, E.R.A. and Maserati. That the British make won is a very pleasant opening to the year's racing.

On paper the odds were all in favour of the Italians, for there were no less than thirteen Maseratis against but three E.R.A.s, and moreover the Maseratis were led by the formidable René Dreyfus. The E.R.A. drivers were Prince Birabongse, Reggie Tongue, and Eugene Bjornstadt, the well known Norwegian driver who has recently acquired his British car.

The race was held in the Valentino Park, in Italy's "Birmingham," and naturally attracted a vast crowd, for it was to be followed by a race for Grand Prix *bolides*. It was a gloriously hot day, and the conditions were ideal when the Crown Prince of Italy lowered the starting flag and permitted the serried ranks of racing-cars to leap into animation.

The start was a pretty little object lesson in a well known Continental stratagem. The front row consisted of Birabongse on the E.R.A. and Dreyfus and Bianco on Maseratis. When the flag fell, the two last-named shot ahead, with Bianco in front. When Birabongse got into his stride, after a lap or so, he tried unavailingly to pass Dreyfus, waving his hands to the so-called flag marshals. Meanwhile, of course, Bianco was forging ahead with a clear track in front of him.

On the fourth lap, however, Dreyfus let the Siamese go by, and the latter therefore set about reducing Bianco's lead. It took him five laps to catch the

Maserati, and then the same old hectic business of trying to pass began all over again. The flag marshal steadily looked in the opposite direction whenever the cars approached, and the whole affair was a thoroughly bad piece of flagrant baulking. As for Birabongse, he saw for the first time the real meaning of the saying "When in Rome do as Rome does"—only this happened to be Turin. If it had not been for the fact that Trossi and Farina, who were watching the race, both protested vigorously against the unfair tactics adopted by Bianco, one would be inclined to regard the Italians as the most unsporting people on earth. As it was, the officials took no notice of the protests, and left Birabongse to fight his own battles.

For fifteen laps the chase went on, and then at last Birabongse got by. That he had been held back was obvious, because he immediately drew ahead and was soon leading by 17 secs. Alas, his triumph was not to last long, for the gearbox of the blue E.R.A. gave out after the strain of prolonged ill-usage during the scrap with Bianco.

All this while a series of excellent duels had been going on in the rear, unnoticed by the crowd. Dreyfus was pressed hard by Bjornstadt and Tongue on the remaining E.R.A. When Birabongse retired it looked as though the Maseratis would win after all, but by a magnificent spurt the Norwegian succeeded in passing both the Italian cars. Tongue was closing in, too, but he had been playing too much of a waiting game and could not hope to catch both his rivals. Excitement rose in the last few laps when Dreyfus passed Bianco, driving like fury in chase of the fleet Bjornstadt, but

it was not to be, and the Anglo-Norwegian combination gained a clear-cut victory. Tongue passed Bianco before the finish, and thus gained a well deserved place.

RESULT

1. Bjornstadt (E.R.A.). Speed 55.78 m.p.h.
2. Dreyfus (Maserati).
3. Tongue (E.R.A.).
4. Bianco, relieved by Rovere (Maserati).

The Turin race for big cars will chiefly be remembered for the fact that Tazio Nuvolari crashed badly in practice, skidding into a statue in the Valentino Park. At first it was thought that the Italian champion was seriously injured, but the latest reports indicate that he is well on the road to recovery.

Nuvolari's place was taken by Pintacuda, and the entry read almost like a list of Ferrari drivers. In actual fact, Pintacuda, Trossi, Brivio and Farina represented the Scuderia Ferrari, and were opposed by some more or less obsolete Alfas and Maseratis. For this reason the race lacked interest, both for the spectators and the drivers, who seemed almost bored by the proceedings.

It was hoped that Wimille would offer some resistance with his 3.3-litre Bugatti, but a broken oil pipe put him out of the race. All the Ferrari Alfas except Brivio's were troubled with boiling, and made stops for water. The result was that Brivio ran out an easy winner.

RESULT

1. Brivio (Alfa-Romeo). Speed 58.33 m.p.h.
2. Farina (Alfa-Romeo).
3. Trossi (Alfa-Romeo).
4. Pintacuda (Alfa-Romeo).
5. Magistri (Alfa-Romeo).
6. Ventidue (Alfa-Romeo).
7. Mandirola (Maserati).
8. Festitich (Maserati).

REVENGE FOR MASERATI AT NAPLES

FARINA WINS UNINTERESTING BIG CAR RACE

The 1,500 c.c. battle continues. At Turin it looked as though the E.R.A.s were slightly faster than the Maseratis, and Bjornstadt's victory seemed to confirm this impression. Nor even in the hands of such a masterly driver as René Dreyfus could the Italian cars compete with Britain's racers.

As if to upset all form, however, Count Trossi thoroughly trounced the E.R.A.s in a race at Naples the following week-end. So that nothing is proved except that Trossi seems to have a peculiar flair for 1,500 c.c. racing.

It happened like this. The course was of the figure-eight pattern, but the middle bits did not actually touch. It was two and a half miles in length, and had to be covered thirty times, giving a total race distance of seventy-five miles.

Like all small circuits, the course took a deal of learning, but as the drivers were only allowed one day's training, their knowledge of it was correspondingly meagre. Starting positions were based on practice speeds, and resulted in poor positions for the three E.R.A.s, which were lined up together with two rows of Maseratis in front of them. The E.R.A.

drivers were Birabongse, Tongue and Bjornstadt.

When the Prince of Piedmont lowered the starting flag it was Cortese's Maserati which leapt to the front, with Trossi (Maserati), Birabongse (E.R.A.) and Bianco (Maserati) hot on his heels. Bianco was soon outdistanced, but Cortese clung to his precarious lead for five laps. Then Birabongse scraped past both the Maseratis, and Cortese dropped back with a faulty plug.

Then Trossi decided to show what he could really do, and with surprising ease he passed the Siamese and proceeded to draw steadily ahead. He was gaining clear seconds on every lap, try as the E.R.A. driver might to keep pace, but the latter was at least holding second place securely from Bianco. All British hopes faded as Reggie Tongue's E.R.A. began to mis-fire owing to defective plugs, but some consolation was to be had in the sight of Bjornstadt thrusting his E.R.A. ahead of Bianco to form a sound support for Birabongse's effort.

After twenty laps Trossi had built up a half-minute lead over Birabongse, who

nevertheless perserved manfully. Bjornstadt was a secure third, but Bianco was dropping right back and was passed by Prospero (Maserati).

So it went on until the finish, with Trossi a splendid winner on his merits.

Result of 1,500 c.c. Race (77 miles)

1. Trossi (Maserati), 1h. 14m. 41.4s. 51.40 m.p.h.
2. Birabongse (E.R.A.), 1h. 15m. 40.6s.
3. Bjornstadt (E.R.A.), 1h. 16m. 10.6s.
4. Prospero (Maserati).
5. Bianco (Maserati).
6. De Graffenreid (Maserati).

The race for big cars was completely uninteresting, being a procession of Alfa-Romeos led with consummate ease by the Ferrari driver, Giuseppe Farina. Some idea of the race can be gained by the fact that Farina's fastest lap was 68.52 m.p.h., as compared with Trossi's 62.5 m.p.h.

Result of Over 1,500 c.c. Race (128 miles)

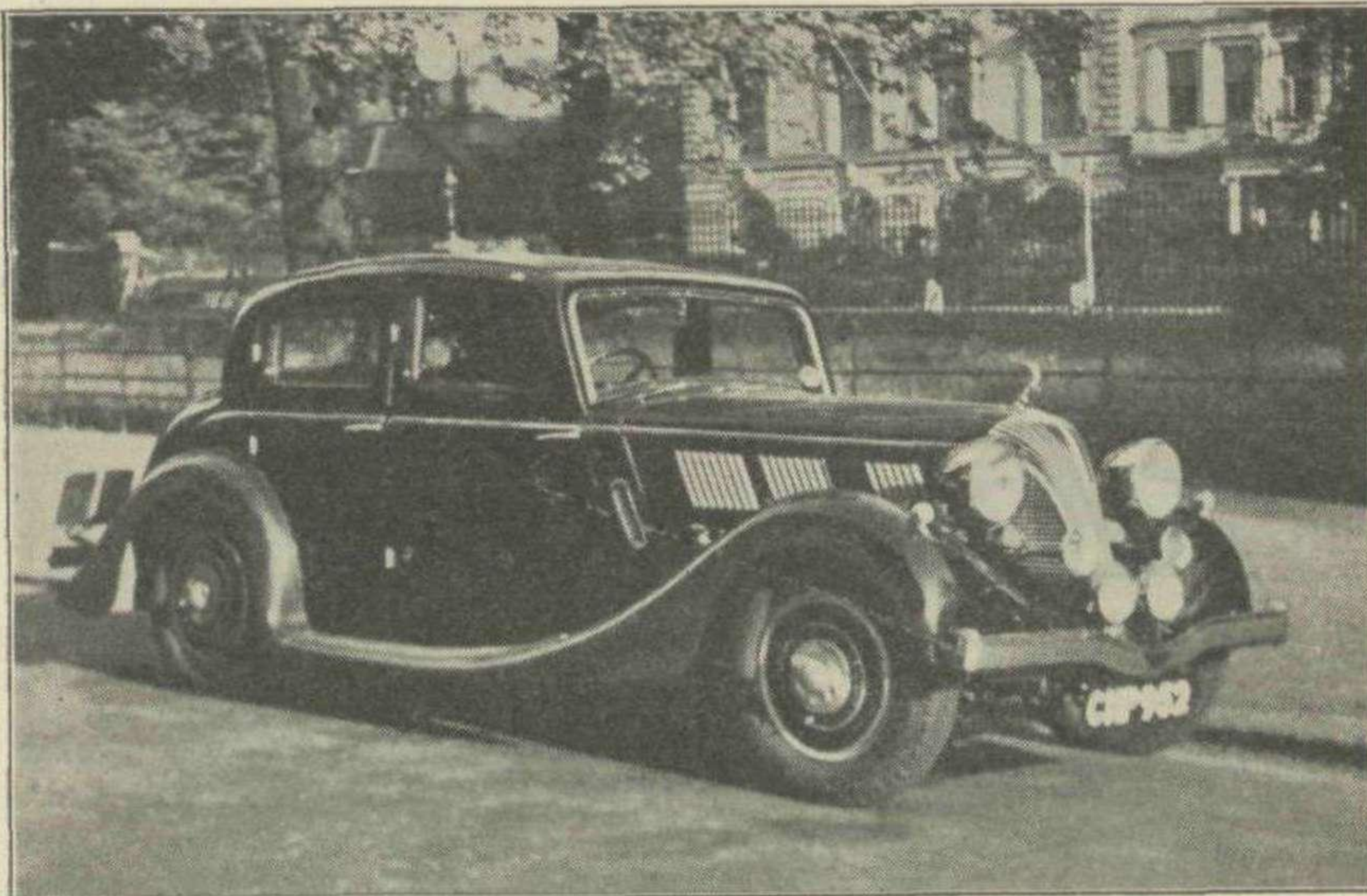
1. Farina (Alfa-Romeo), 2h. 4m. 28.8s. 51.41 m.p.h.
2. Biondetti (Alfa-Romeo), 2h. 6m. 11s.
3. Villorosi (Alfa-Romeo), 2h. 6m. 50.2s.
4. Arzana (Alfa-Romeo).
5. Siena (Alfa-Romeo).
6. Saruba (Alfa-Romeo).

THE 14/60 TRIUMPH DOLOMITE SALOON

Of recent years there has come into being a new class of car of remarkable interest to the sportsman, namely, a medium-sized chassis carrying normal, spacious coachwork, yet possessed of performance and having character that appeals particularly to those who have to motor far and fast in closed-car comfort. To this category belongs the four-cylinder, 14/60 h.p. Triumph Dolomite. Externally it appears to be a very expensive, dignified car of generous dimensions. Internally it offers everything that any utility motorist could wish for in the way of luxury and convenience. Yet, as you take your place behind the wheel, it becomes clearly evident that here is a car of sporting tendencies, with its business-like seating position, remote gear-lever and generally modern air of efficiency. Setting the driving seat forward, but finding no necessity to alter the adjust-

BRIEF SPECIFICATION
Engine : Four-cylinder 75 x 100 m.m. (1,767 c.c.). 13.95 h.p. Tax £10 10s. Three-bearing crankshaft. Push-rod o.h. valves. Coil ignition with hand over-ride control. Pump and fan cooling. 6.6 to 1 compression ratio. 62 b.h.p. at 4,500 r.p.m.
Gearbox : Four speed and reverse. Synchromesh on second, third and top. Central remote control. Ratios: 4.75, 6.54, 10.27 and 15.77 to 1. Reverse 19.47 to 1.
Suspension : Half-elliptic front and rear. Luvax hydraulic shock-absorbers. Harmonic stabilising front bumper.
Brakes : Lockheed hydraulic on all wheels. Twelve inch drums. Cable hand-brake on rear wheels.
Fuel Range : Thirteen gallons—approximately 230 miles.
Dimensions : Wheelbase 9 ft. 2 in. Track 4 ft. 4½ in. Ground clearance 6½ in. Weight 26-27 cwt.
Price : Dolomite four-door saloon: £338.
Makers : Messrs. Triumph Company, Ltd., Coventry, England.

softness of springing but, taken all round, the Dolomite has very praiseworthy suspension. It goes round fast bends extremely well and if sharper turns call for some wheel work and make the tyres protest, nevertheless the Triumph can be cornered usefully, given skill, and tail slides never develop to unpleasant proportions. Indeed, the tail follows the front far better than on the majority of cars of this class with which we have wickedly taken deliberate liberties around open bends. The steering is fairly low-g geared, asking 2½ turns of the big wheel, lock to lock, and it is heavy at low speeds. But at cruising gaits it becomes quite light, and has a very rapid castor-action. Some return motion is evident over bad going, never unpleasant, and the direction ability is good without quite reaching true sports-car standards. The lock is moderate. Coming to general performance, second gear provides lively acceleration, a normal change to third being made at 30 m.p.h., when the pick-up continues very satisfactorily to about 40 m.p.h., whereupon top would normally be engaged. The engine develops 62 b.h.p. at 4,500 r.p.m., is tuned for Ethyl fuel and demands some attention from the hand ignition control, while it roars pleasantly in a subdued way when accelerating. Yet it is astonishingly smooth, runs down to some 4 m.p.h. in top gear and accelerates away in that gear from that pace to maximum without trace of flat-spots or vibration. At beyond peak revs. the only indication of distress is a low mechanical clatter, probably valve-bounce, and one has to get right up to the makers' maximum to provoke it. This is a very good four-cylinder indeed. The oil-pressure varies noticeably with revs.; being normally at 40 lb. per sq. in. at cruising speeds, and water temperature was 75°, rising to 90° after fast spells on Brooklands and the Folkestone Road. Cruising speed can be 70 m.p.h. or more on the speedometer, when the car rides beautifully, feels "all-of-a-piece" and regains speed very satisfactorily after a check. The seating position is excellent, with just occasional wish for narrower screen pillars, and some care needed at first to miss the accelerator when braking, though actually the pedal positions are beyond criticism as soon as one knows the car. The "frontworks" give a sense of true solidity, barring a little oscillation of lamps and mascot on bad surfaces, and the broad bonnet suggests at least a 4-litre engine. The near-side wing is just invisible.

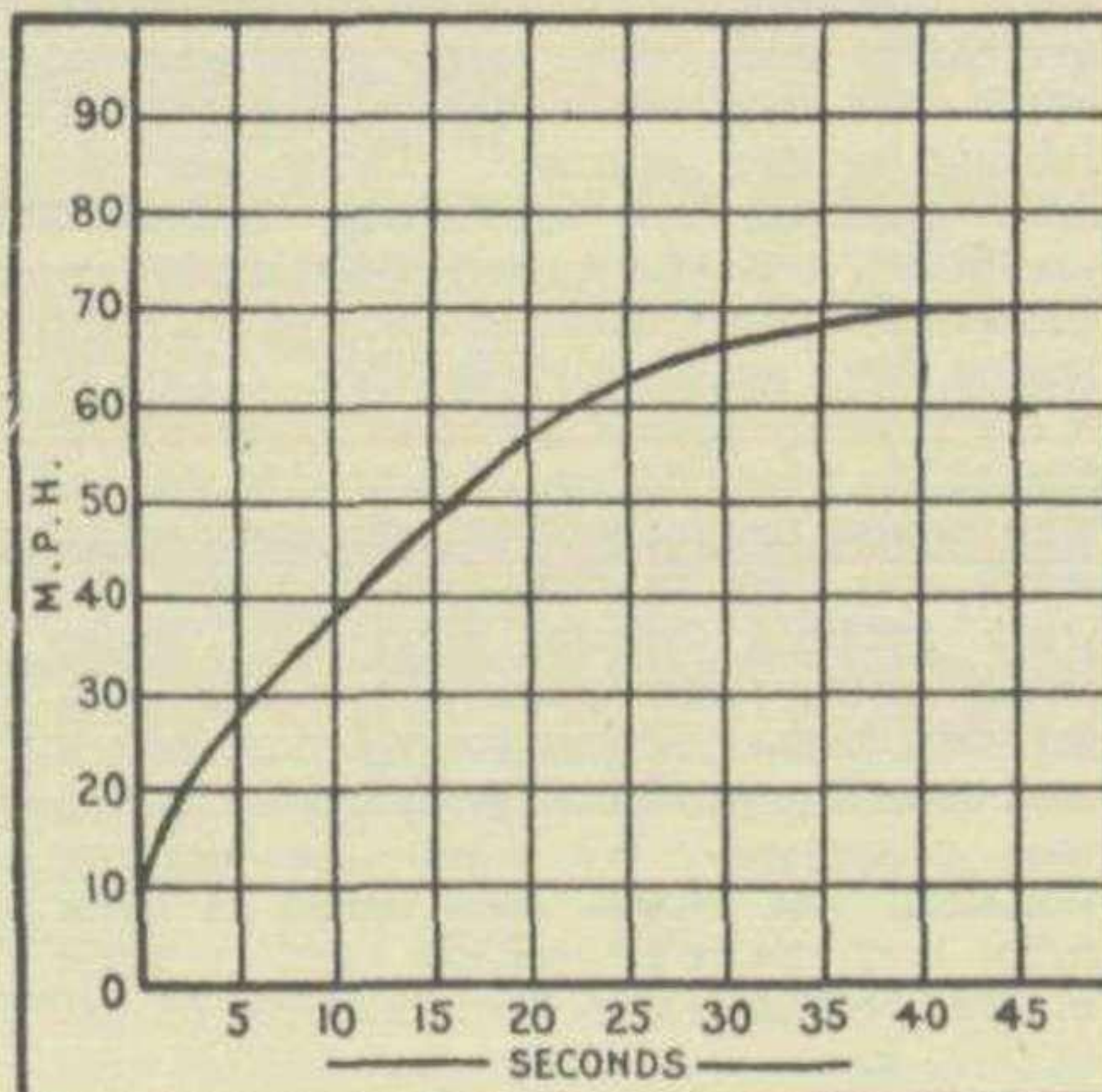


Smooth contours distinguish the Triumph Dolomite Saloon. The car illustrated was finished in red with leather upholstery.

able steering column, we set off on a 450-mile trial of the Dolomite saloon that was to confirm the latter observation without in any way diminishing the original impressions. This Triumph bears no relation to the straight-eight, twin o.h. camshaft Dolomite model that Donald Healey introduced a few years ago and which recorded over 100 m.p.h. in a speed trial some time ago, running unblown. But the Triumph Company claims that they learnt valuable lessons in building the original Dolomite, which have been applied to good purpose in designing the more docile version under review.

Outstanding amongst primary impressions of the car are the extreme smoothness of the rubber-mounted four-cylinder engine and the supple riding in town-driving. An excellent balance has been struck in respect of springing, steering and performance. The suspension is of a high standard as regards comfort, yet it is not unduly flexible and pitching and rolling are at a minimum. Going fast over bad surfaces there is

some floating action, and there is a tendency towards "dead" riding not uncommon in modern cars with medium



The Acceleration Chart of the Triumph Dolomite Saloon.

The remote gear-lever is well positioned and the left-hand drops straight to the tucked-away, horizontal brake-lever. The latter has a nice action but some effort is required to hold the car on a gradient.

The gear-change is synchro-mesh on second, third and top with conventional positions and ball-gate. Rapid changes up or down are possible, using only the synchro-mesh if the driver tolerates some shock-action and scrunch, but on the other hand this synchro-mesh in no way interferes with double-declutching. The lever was stiff to move into and out of first and second, probably because the

THE 14/60 TRIUMPH DOLOMITE SALOON—continued

car tested had only covered 2,000 miles. This is a ratchet-type lever for a reverse-stop, but so placed that we once inadvertently released it when selecting another ratio. The lever has a fume-excluding gaiter. Once mastered the gearbox presents no tricks to a driver desirous of mastering it without recourse to the synchro-mesh for rapid changes. First gear emits a low whine, the other ratios are almost silent, both on drive and overrun, and it is a very taut transmission. The clutch action is light and "spongy" yet not in the sense that suggests slip. Indeed the drive is taken up firmly yet very smoothly.

The Lockheed hydraulic brakes, used for so many years by this marque, are truly excellent. They are really progressive in action, light to apply, completely even, amply powerful and make no noise when doing their job.

So far we have given the impression of an elegant, luxurious car capable of getting easily through congested traffic and handling as a sportsman wishes his car to handle. On every open straight we easily went up to 80 m.p.h. on the clock, and for some miles held 90 m.p.h. And a friend put a number of miles into the hour in not very favourable conditions that we can scarcely believe, though neither time nor mileage was casually read. Certainly it far surpassed our previous "best-hour" in sports-type cars. Consequently we looked forward to the Brooklands tests. Unfortunately on the day of our Weybridge excursion a very strong wind was blowing, and speed was greatly curtailed in consequence. Even so, we covered the quarter-mile into the wind at 66 m.p.h. and on the opposite side of the track reached 75-80 m.p.h. on the clock. At 30 m.p.h. the speedometer was approximately 3 m.p.h. fast and approximately 8 m.p.h. fast at a reading of 60 m.p.h. The absolute maxima on the gears were: first 28, second 44 and third 65 m.p.h.

Trying for acceleration, we found it best to start in second, which is normal procedure on the road, though in actual fact bottom gear is not unduly low, so that about 20 m.p.h. can be comfortably reached before second is desirable.

Running against the wind, two up, and with a driver who makes no claim at being specially adept at getting a motor from the mark, 0 to 50 m.p.h. occupied 18½ secs. and 0 to 60 m.p.h. 29.0 secs. The general pick-up of the Dolomite is shown in the accompanying graph.

The fuel consumption was disappointing. Admittedly we did not test with the aid of flow-meters, etc., but a fairly accurate check with any bias in favour of the car gives a consumption of approximately seventeen miles per gallon, whereas the makers claim twenty-six miles per gallon. We can only conclude that our heavy throttle-foot and the newness of the car were responsible. The fuel gauge seemed fairly accurate, but even so we ran out of fuel through our inability to believe the consumption.

Coming to matters of detail, the instrument panel is very attractive, with white controls on an imitation wood panel, rather flexibly mounted. From left to right the mountings comprise:—

pull-out ash-tray; fuel gauge and water thermometer in a single dial; roof and dashlight pull-out switches below; clock; light switch below; Jaeger speedometer; starter button and ignition-lock below; ammeter and oil-gauge in single dial; and spot-lamp pull-out switches. There is also a dynamo warning lamp on the dash. Below, the choke runs beside the adjustable steering column and the screen wiper control is to the right of the column. The dash is lit effectively by twin, blue-hued lamps, and all instruments are visible, by night or day. In the centre of the large spring-spoke wheel is the direction indicator control (the signal arms cancelling automatically), the ignition lever, dipper lever, and the dual horn button, with which intriguing tunes can be played. The ignition key also locks the doors. The lamps are entirely adequate and the close-grouped spot-lights give a splendid field of illumination and should be most effective in

of generous proportions. The engine starts easily with scarcely any choke and pulls after a little while, with a few splutters from the carburettors to remind one not to rev. unduly until things are really warm. The bonnet fasteners are fairly easy to open and they close most effectively.

The appearance of the Triumph Dolomite is most striking and the radiator "grille," of really rigid build, looks very effective in conjunction with the close-set spot lamps and horns. With discs on the wheels and smooth contours, it should be a very easy car to keep smart. The handbuilt coachwork was commendably rattle-free.

Turning to mechanical matters, the four-cylinder engine has push-rod o.h. valves, coil ignition and twin carburettors. The crankshaft runs in three bearings, the camshaft is driven by roller-chain and there is four-point resilient mounting. The bore and stroke is 75×100 m.m.



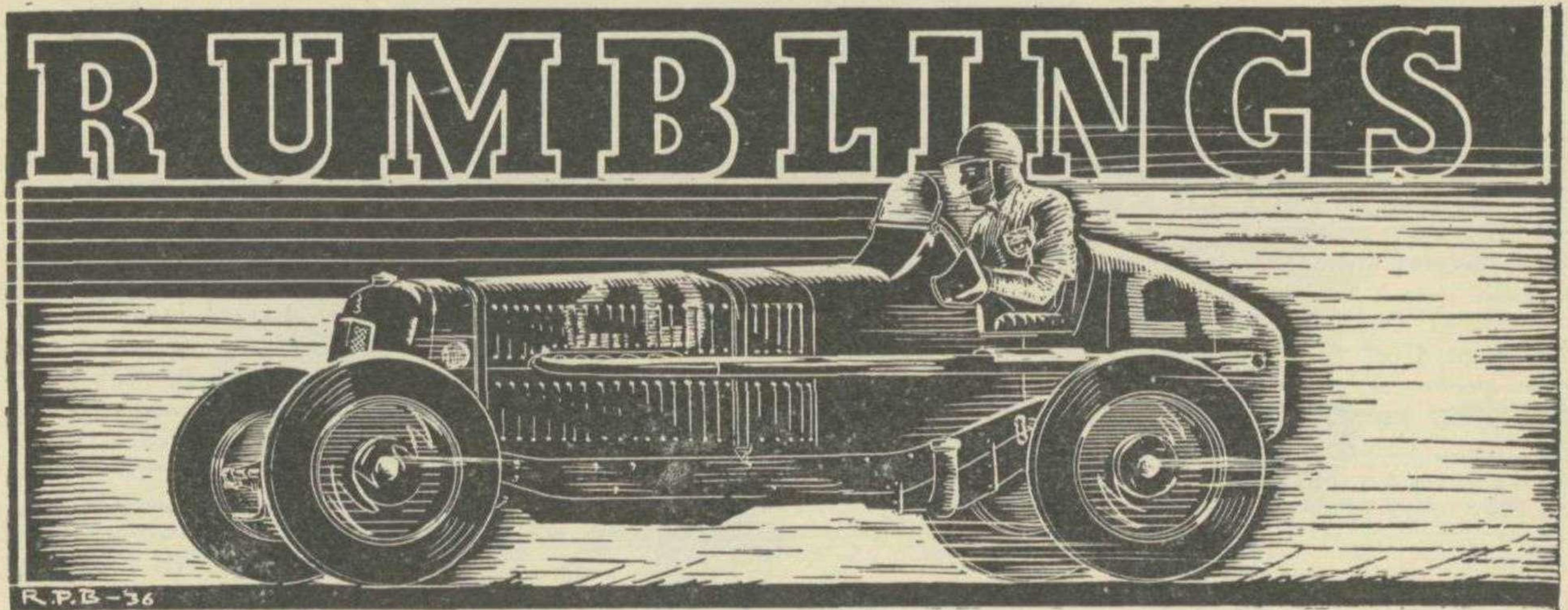
The front view showing its imposing array of lamps and the sturdy look of the Triumph Dolomite.

fog. The roof slides easily and the front armchair seats are very comfortable, while the rear seat has a substantial folding centre armrest. There are no door pockets but two large roof-nets are fitted, and there are set-back shelves behind the dash. There are two interior lamps, both extremely effective. There is a big luggage locker and the spare wheel on its lid is enclosed in a metal cover. The wings keep the Dolomite noticeably spick and span in dirty weather and the wide running boards materially assist one's entry and exit. The rear-view interior mirror is fairly well positioned, and there are anti-dazzle shields for driver and passenger. We liked the driving position, but would have liked it even more had the seat cushion been a trifle higher or the wheel been smaller or set a little lower. Possibly experiment with the adjustments would have set matters right. It is not too easy to lean out when reversing, though the rear window is

(1,767 c.c.) and thus this big "four" commands a tax of £10 10s. The compression ratio is 6.6. to 1.

The four-speed and reverse unit gearbox has a top ratio of 4.75 to 1 and the clutch is of single dry-plate type, air-cooled. The final drive is by open shaft to a helical bevel rear axle. Suspension is by half-elliptic springs damped by Luvax hydraulic shock-absorbers and the harmonic stabilising front bumper. The frame is underslung, cruciform braced and lubricated by a system of grouped nipples. The brakes are Lockheed hydraulic with twelve inch drums and there is cable operation of the rear shoes by hand-lever. Steering is of screw and nut type with a telescopic steering column, and the turning circle is 36 ft. The belt-driven dynamo is of ventilated, constant voltage type supplying two batteries, of 12 volts, and a capacity of 63 a.h. The sump holds 13 pints of oil

Continued on page 256



A Hybrid for South Africa

Those who specialise in the construction of special cars for racing sometimes have curious jobs to do. Arthur Baron is just now building a car for a client who wants to take it out to South Africa and do some racing in that country, where racing is rapidly becoming of great importance, and that requires a fast car that will not need everything duplicated for spares and a vast workshop for its efficient maintenance. Consequently Baron is using the engine from an elderly 30 h.p. Ford V8 coupé. It will no doubt be modified to overcome the exhaust overheating that worries this unit when given full gun for considerable periods. The chassis is the O.M. once raced at Brooklands by Widengren, from which Baron has removed the straight-eight, twin o.h. camshaft blown engine. It is a curious frame, having straight side-members, short stiff front dumb-irons and considerably tapered and kicked-up rear dumb-irons. There is only one main cross-member and that of very meagre construction, while the side-members were filled with lead bars by the engine mountings, so heavy that we could scarcely carry one of them.

Also present was Baron's G.P. Bugatti with the blown Brescia Bugatti engine now for sale at £150—the only successful supercharged Brescia we have ever heard of. Baron has also acquired the 3.3-litre Grand Prix Bugatti formerly owned by Charlie Martin. When we saw it the body had been rubbed down, awaiting re-painting, and the machinery will likewise receive attention when Baron has a few moments to spare. The Vauxhall-Villiers, Eldridge-Special and Austro-Daimler racing-cars which used to hibernate at Dorking have all been sold, and the only "exhibit" of vintage nature was the Fronty Ford chassis, once owned by the Conan Doyles, who wrote us a story about it at the time, and later by Dick Nash. It has a track almost as wide as the wheelbase is long and, moreover, wider at one side than the other from the frame side-members, an o.h.v. Frontenac head, the usual T-model Ford two-speed epicyclic gearbox, and an unbelievably small auxiliary gearbox in the rear-axle assembly. It is said to have run well at Indianapolis in the dim and distant past, but generally it is crude in the extreme.

On the subject of special Fords, W. C. N. Norton now has Silvertop alloy heads and a Scintilla Vertex magneto on his 1933 V8 coupé, which he uses for trials, in addition to Philco radio and a startling new coat of yellow paint.

Worth-while Films

We recently spent a thoroughly enjoyable evening at Adlards Motors, seeing the latest Ford films, which you should certainly see if your local Ford dealer is showing them. They are truly entertaining and of such a nature that lady-friends will not reprimand you for dragging them to see "dull motor stuff." The driving tactics of a learner and the landing of a V8 as it takes off from a ramp tackled at speed, are distinct high spots.

Vintage

Driving a 1926 Morris-Oxford along the Kingston By-Pass last month we overhauled a Palladium tourer in a nice state of preservation, being driven by a lady. The Palladium was, we believe, the first advertised sports-car to do 60 m.p.h. This example did 29 m.p.h. in built-up areas and 33 m.p.h. elsewhere. For some while we followed it, but lost it near Dorking. As it is probably the only surviving example of the marque, we hope that sooner or later it will come into the fold of the Vintage S.C.C.

Invicta Revival

Still we have been unable to seek permission to cast the Editorial eye over the new Invicta, which is now in process of testing on our highways and by-ways. According to the May issue of "The Gauntlet," organ of the Invicta Car Club, the old company has now changed hands, and a new company, known as Invicta Cars Ltd., has taken charge.

Two-and-a-half, three and four-litre models of new design and thoroughbred conception are said to be on the stocks. The existing service station will continue, apparently, under the same personnel. It has hitherto been kept open for the convenience of Invicta owners rather than as a financial undertaking, by the sporting action of the Rt. Hon. Lord Fitzwilliam.

RUMBLINGS—continued

New Books

W. G. McMinnies has now revised his remarkably interesting book "Signpost," and as sporting motorists in particular take a great interest in the hotels and inns at which they eat and sleep, the new edition should be especially welcome. Something like 75,000 miles were covered to compile this book, the price of which is 3/6.

Another book of particular appeal to motorists is "Mine Host America" by the Earl of Cottenham, who previously wrote two motor-racing novels and two other motoring works. Motoring, flying, night life, food, entertainment, divorce and philosophy as seen during a rapid visit to America are presented in an easy, very striking style.

Brooklands for Amateurs

On July 3rd the J.C.C. stages its annual Members' Day at Brooklands, comprising the two One Hour High Speed Trials with artificial barriers and a series of short, outer-circuit races. To gain an award in the High Speed Trials cars have to really "pull out the goods" and driving errors cannot easily be masked. These events savour of real racing for competitors and are vastly instructive to intelligent onlookers. Unless you are going to the Bristol Hill-Climb on July 3rd you must be at Brooklands.

The New Law

The new Constructions and Use Regulations, whereby police may test the efficiency of brakes, silencers and steering gears, are now in force and naturally especially interest users of the older sports-cars, though those who drive new sports-cars have the satisfaction of knowing that their vehicles are the most likely cars of all to get through any such examination, and, moreover, to remain in sound mechanical condition over long periods of hard usage.

Owners of older cars need not, we believe, worry unduly. No definite standards of efficiency have been laid down, and, except in the case of very old cars, it seems reasonable to suggest that the police will demand a safety-factor greater than that possessed originally by the vehicle under test. In this age of accidents we all should hasten to ensure that such a condition applies to our sports-cars. New silencers are not expensive, re-bushing generally and re-shackling the springs will do much for slack steering-gear, which really wears very slowly, efficient silencers are not prohibitively expensive, and Ferodo is certainly cheap enough. That trials competitors must not be convicted under this particular law is another clause that conscientious secretaries can now include in their competition regulations. Front brakes are not compulsory, and no doubt special leniency will be displayed towards veteran cars competing in approved Veteran Car Club events. Even £5 car-buyers need not feel too down-hearted, for last winter we found a 1913 Swift cycle-car for that sum, possessed of sound tyres and a safety-glass screen, though the brakes would have needed attention. The new law will only be

unpopular if the police hold parties too frequently for the examination of cars previously tested and passed. If our recent drive of some 100 miles with no licence-disc on a friend's car, without anxiety, is any criterion, this is not likely to arise!

Le Mans

It is a big pity that Forrest Lycett is unable to devote sufficient time to all the things you have to do to run at Le Mans to get the 8-litre Bentley over, as he had hoped. John Cobb has been invited and Delahaye would seem a likely victor. M.G., Singer, Austin, the H.R.G. and Bilney's Ford are all about ready at the time of writing and the German Adler team is getting very serious about this important race. Nuvolari is expected to compete. The date is June 19th-20th.

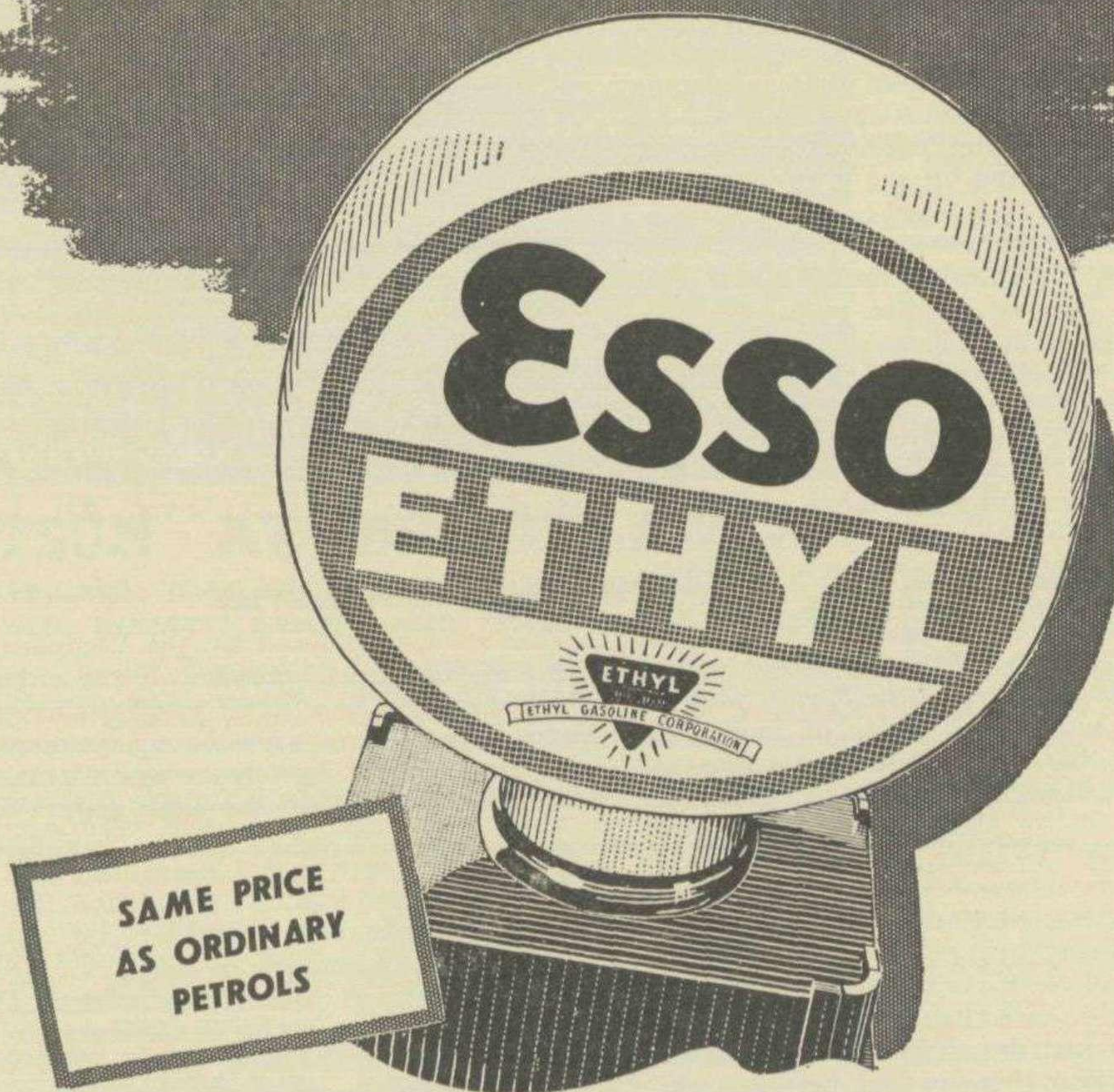
1½-Litre Honours

Although the season is now quite well advanced, we have yet to see the 1½-litre cars in the full cry of battle. So far E.R.A. has shown superiority, the new Maseratis experiencing divers bothers and appearing to be over-g geared for English circuits. Obviously Powys-Lybbe will need time to get his Talbot going really well and possibly the same will apply to Freddie Dixon's supercharged Dixon-Specials. Charlie Martin is unlikely to find everything working to his liking right from the start in the new J.A.P.-Special, which has four single-cylinder, 375 c.c. air-cooled J.A.P. motor-cycle engines in a 2-litre Delage frame, fed by the Delage blower. There is much to be said for this experiment from the point of view of developing a really high power output from 1½-litres of machinery, but one wonders if Martin hasn't his tongue in his cheek where long-distance racing is concerned. At all events, he has acquired the E.R.A. once owned by Norman Black, and celebrated his first race by winning the 1,500 c.c. class at Avus. We must wait a little longer, it would seem, for the 1½-litre struggle to really commence.

Valuable Qualities

Although in a recent Editorial we said that practically any modern car would journey from London to John o'Groats without adventure, such long journeys, with the imposition of a stiff time limit, bring out very vividly the good and bad features of a car. Most modern sports-cars, driven skilfully, would doubtless do this run in a day—a day, of course, embraces twenty-four hours—but the opinions of the occupants at the end of the drive, about the car's good and not-so-good points, would be very well worth having. Good seating, light accurate steering, really good brakes that do not lose their initial power too early, really efficient lighting and a high degree of silence from engine, gearbox and transmission would make a world of difference to one's well-being on a 600-mile non-stop jaunt. And how many cars would turn round and come home again with the addition of fuel only? If you wish to form an opinion of a car go to a friend who really knows what he is talking about

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**No process known to Science
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than Esso Ethyl**

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★ For better lubrication use Essolube ★

RUMBLINGS—continued

(he is talking about cars . . .) describe to him vividly a drive from Land's End up to John o'Groats in a limited period of time and then pop the question: "If you had to do it what car would you prefer to drive?" Lots of our friends have replied with very little hesitation: "A 4½-litre Bentley or the new 2-litre Frazer-Nash-B.M.W."

The Social Side

We have long been of the opinion that something should be done for the young enthusiast who is as keen as mustard but who does not run to a fast car or motorcycle. It was once suggested that a club should be formed for enthusiasts up to twenty-one years of age, solely for the purpose of lectures on various aspects of the sport, debates, and mass attendance at races and other events. The weak point, of course, was lack of funds, for even a humble meeting-place costs money and with a widely scattered membership a single club-room is of little use. Yet the fact remains that non-car-owning enthusiasts anxious to take concrete steps to associate themselves with motor-racing are in an unfortunate position, in as much as at practically all the clubs they may join they will be amongst folk who own and race cars and to whom a non-owner ranks, rather inevitably, as an outsider. Recent conversation on these lines with a keen member of the E.R.A. Club has increased our interest in that organisation. At times we have criticised the E.R.A. Club on the grounds that it has handed sums of money to E.R.A. Ltd.—presumably a profit-seeking company. Actually, the idea has merely been to materially demonstrate enthusiasm for the only British marque to place this country on the International racing map, since the old Bentley days have become but a memory. It is strongly emphasised that the handing over of money to E.R.A. is in the nature of a symbolic gesture of mass-enthusiasm and certainly the actual sums contributed would do little more than provide one of the works cars with a new instrument-panel. To our way of thinking the important thing is that here is a club which runs no competitive events, so that car-ownership resolves itself into merely using one's car to attend

those events visited jointly by the club. We are told that members without transport facilities are, whenever possible, offered seats in other members' cars. Frequent lectures and social gatherings figure largely in the club's programme, they issue a magazine, and we are assured that anyone, no matter what his social or motoring standing, is welcome, provided his enthusiasm for International racing is 100 per cent. We were particularly impressed with a description of the manner in which members are reminded that though they may meet people like Raymond Mays, Humphrey Cook, Peter Bethron, Pat Fairfield, Lord Howe and Mrs. Petre as friends at club functions, such as on the visit to the E.R.A. works at Bourne, they are not expected to maintain such familiarity at race meetings, and to pester the famous ones for their autographs. Indeed, the whole tone of the club is excellent, and their purely informal dinner-parties draw well known E.R.A. personalities without much persuasion. S. C. H. Davis and Mrs. K. Petre are especially interested in the club. You may like to know that the annual subscription is £2 2s., and that the secretary is: S. H. Green, 591, London Road, Thornton Heath, Surrey.

Eliminating Horse-Play

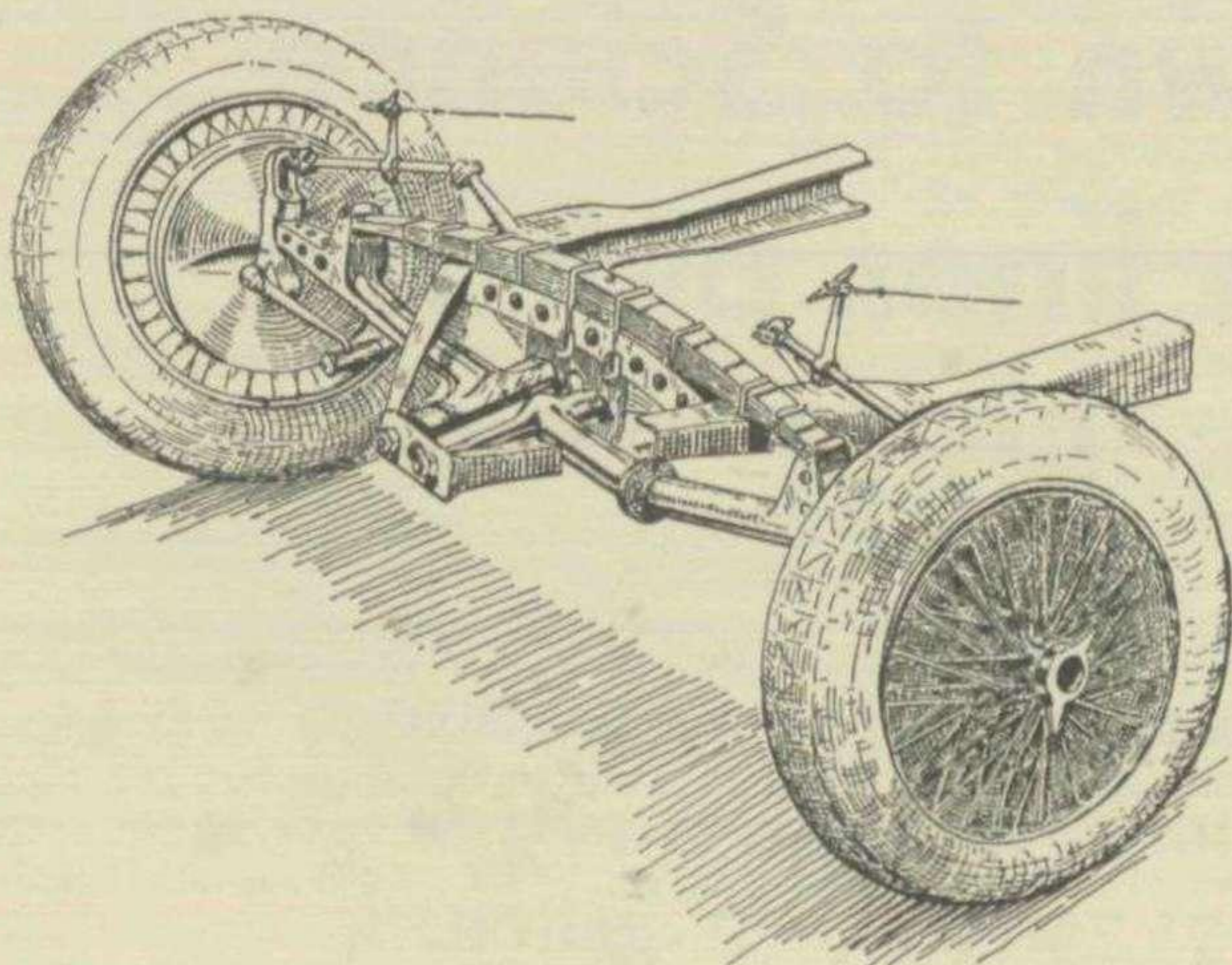
One service rendered by the Competitions Department of the R.A.C. consists of the circularisation to club secretaries of a letter emphasising the increasing number of cases of unbecoming conduct at motoring gatherings which, by offence against the law or good taste, is undermining the high reputation the sport has so long enjoyed. There is a vast difference between high spirits and horse-play and we heartily concur with the R.A.C.'s suggestion that in extreme cases of misbehaviour offenders be reported to the Competitions Committee of the R.A.C. for such action to be taken as is deemed necessary. Doubtless the Committee has in mind a punishment to fit the crime. Unfortunately suspension, temporary or otherwise, of Competition Licences will not suffice in the case of trials competitors, who do not require such licences to drive in closed or invitation club events.

A Fine Little Car

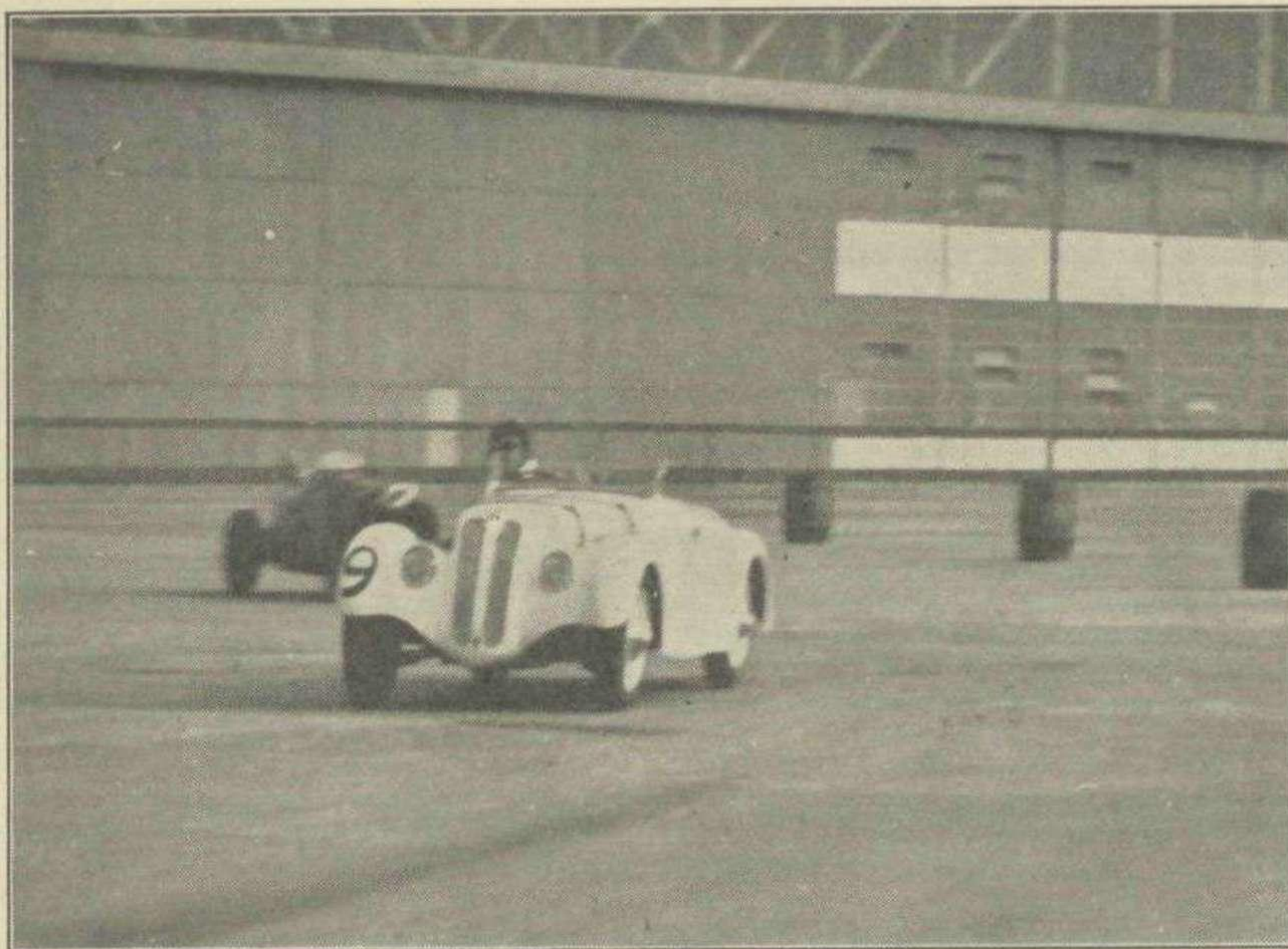
The 1½-litre Delage, a story of which appears in this issue, is jointly owned by A. Conan Doyle and Lieut.-Commander Murray G. Edwards. As soon as Lieut.-Commander Edwards has recovered from his recent accident, he will be partnering Conan Doyle in the various races that they have decided for the Delage, chiefly on the Continent. Incidentally Lieut.-Commander Edwards is now the owner of the S.S.K. Mercédès-Benz originally owned by Denis Conan Doyle.

New Diesel Records

G. E. T. Eyston has set up new Diesel records at Montlhéry with the latest A.E.C. Diesel car. The 50 kilos went at 106.27 m.p.h., the Hour at 105.59 m.p.h., the 1,000 kilos at 98.51 m.p.h., the 1,000 miles at 99.10 m.p.h., the 12-Hour at 99.03 m.p.h. and the 24-Hour at 97.05 m.p.h. A. Denly was co-driver. Eyston used Castrol oil and Dunlop tyres.



The layout of the front wheel L.M.B. suspension as fitted to the 1½-litre Delage mentioned elsewhere in this issue.



WHITSUN AT BROOKLANDS

BAKER-CARR WINS GOLD STAR FOR BENTLEY

ALVIS, FIAT, M.G., BUGATTI, AUSTIN AND FRAZER-NASH VICTORIES

At the entrance to the Weybridge Track on Whit-Monday, where the habitués and the public flocked to see another ordinary "shorts and longs" B.A.R.C. Meeting, was displayed a notice indicating that the *Bimotore* Alfa-Romeo would not run—probably the first time such a notice has been displayed in the history of the course, and a most commendable idea. The reason was that the axle still remains dismantled as a result of the trouble experienced during the Campbell Trophy Race, although many persons instantly imagined that neither Austin Dobson nor anyone else could hold the car on the outside of Brooklands.

The presence of invited Indian troops made the Paddock more congested than usual. "Bira" and Cobb drew the focus of attention in the *Bimotore's* absence, and R. R. K. Marker brought out the new 6½-litre Bentley-Jackson. The new single-seater H.R.G., to have been driven by Miss Joan Richmond and E. A. Halford, was not present. We have known of this car for some considerable time but have sealed our lips at the request of its owner, who very wisely does not seek publicity until the car has justified itself. As a contemporary has now spilled the beans, we can say that the engine will be a Cross Rotary valve unit, which is very interesting indeed, because, with the exception of the two-stroke Jameson-Special, these unconventional engines seldom get into a race, which is surely just what the doctor would order to develop their efficiency, build up their selling appeal and get out any bugs they may possess. Perhaps we may whisper that this car has a two-piece, tubular front axle, the H.R.G. front suspension assembly and a nicely-faired body. It will probably have been seen at Shelsley-Walsh by the time this issue is published.

The opening race was a short handicap around the outside, won by Michael May's veteran 2-litre Alvis at not far short of 95 m.p.h., H. J. Aldington coming through from the 20 sec. mark to take second place with the sports, fully equipped 2-litre Frazer-Nash-B.M.W., leaving third place to C. Tennant's 4½-litre Bentley, which is actually the Baker-Carr mount.

The next short handicap went to V. H. Tuson's Balilla Fiat at under 84½ m.p.h., W. E. Humphreys at last getting his special Q-type M.G. Midget into the picture by coming home second, with R. S. Wilkins next on the 2-litre Aston-Martin.

So to a long handicap, when another modified M.G., driven by G. P. H. Harvey-Noble, won happily at very nearly 109 m.p.h., rapid motoring for a 750 c.c. car, which staved off Couper's scratch Talbot. Humphreys was third with the M.G., which must be carefully watched by the punters now that it is gaining form.

Next we had the big event of the day, in the form of the 20-mile, outer-circuit Coronation Gold Trophy Race. Baker-Carr led away from the thirteen runners as limit-man with his well known, unadorned veteran Bentley, which has a 4½-litre engine in the 3-litre frame, and led throughout, to win by a bare second at 112.05 m.p.h. It was Couper's Talbot, with "110" engine, that ran the Bentley close, making up 33 seconds on the winner, to do which Couper was lapping at around the two-mile-a-minute mark, held for a while by C. T. Clayton's little Clayton-Amilcar. John Cobb on the Napier-Railton had a very tough job from the scratch mark. He actually turned two laps at 141 m.p.h. and made up 1 min. 56½ secs. on the winner. The baulking bogey came into evidence again, Cobb

doing lap four at 141.89 m.p.h., lap five at the same speed, lap six at 133.52 m.p.h., and lap six at a mere 129.36 m.p.h. His standing lap was done at 120.59 m.p.h., equal to his own record with the same car. The dropping speed is explained by the obstruction afforded to his big car by the Talbot and Clayton's Amilcar and the Monza Alfa-Romeo driven by Hamilton and the Duesenberg handled by R. L. Duller, the latter pair also locked in a heated duel. The Alfa was passed by the Duesenberg, but eventually re-passed. It is remarkably fast, lapping at about 130 m.p.h., but not at 140 as we inadvertently stated last month.

The first of the Mountain handicaps allowed S. Mond to feel all the thrill a newcomer experiences in winning his first B.A.R.C. race. He drove an unblown 1½-litre Bugatti and averaged 64.21 m.p.h. R. J. W. Appleton was second with the Appleton-Special and Harvey-Noble's M.G. was third. The first five finishers in these heats qualified to compete in the Final Coronation Mountain Handicap over 12 miles, and in this heat Geoffrey Dunfee, now handling a blown 2.3 Bugatti, was fourth, and J. O. C. Samuel's 1.6-litre blown Frazer-Nash was fifth. Excitement was contributed by E. G. Brettell who went into the Members' bend rather faster than the Monaco-prepared Austin fancied good for it, whereupon it "upped and overed," Brettell escaping with a slight fracture of the arm. This bend has now caught out quite a few drivers, yet we must not lose heart, for only a dozen or so years ago it was considered quite impractical to allow racing-cars to attempt to negotiate the turn to the left at this point, even allowing them the entire length of the finishing straight for purposes of deceleration. And not so many of them crossed the line very much more rapidly than the faster modern cars shoot under the Paddock bridge in Mountain races.

The next heat was good stuff, with "Bira" (E.R.A.), E. W. H. Dobson (Maserati) and P. F. Jucker (Alta) battling together spiritedly, with J. B. Wilson's blown 747 c.c. M.G. a winner a mere ⅔ secs. away from "Bira." Dobson was third, K. Petre's famous blown Riley was fourth, and C. H. Masters's Balilla Fiat was just in the picture.

In the third heat J. P. Almack led throughout in the low built, aluminium Austin Seven to win at 60.17 m.p.h. Certain contemporaries describe this as a specially curious Austin but actually it is not unduly freakish and no more curious in appearance than other racing Austin Sevens of former years. Its outstanding publicity-factor is the cast-alloy wheels, as described in *MOTOR SPORT* when they were first introduced. H. J. Aldington's touring car was second, Billy Cotton's Bellevue-cared-for M.G. took third place, and Mrs. Roy Eccles (Rapier-Special) and J. H. Bartlett's rather special 1½-litre Alta qualified to function in the final.

This exciting final went to J. O. C. Samuel's blown six-cylinder Frazer-Nash at 64.02 m.p.h. "Bira's" De Ram damped E.R.A. came through from scratch to a well deserved second place, beautifully driven, and went out of a fighting group,

BROOKLANDS AT WHITSUN—continued

it was Bartlett who took third place.

So concluded a good bank-holiday meeting and, with the International Trophy Race scheduled for August Bank Holiday, we have to wait until October for some more "shorts" and "longs" and "Mountains." The race for the Siam Trophy had to be postponed from this meeting. An interesting car was Bradley's Thomas-Special eight-cylinder, now running unblown and going better than it has gone for years, after a bad start. Incidentally, where are the 1924 four-cylinder Thomas-Specials, built of M.A.B. components and having bodies modelled on those used for the Leyland-Thomas cars? Two invalids gained many congratulations on their appearance in the Paddock—Major A. T. G. Gardner, who recently turned his Mercedes-Benz over in London, and Tommy Wisdom, whose M.G. crashed in the Mille Miglia. Everitt was driving Major Gardner's M.G. The MOTOR SPORT office beneath the Paddock grandstand is always open throughout the big-days at Brooklands.

RESULTS

First Whitsun Short Handicap
(About 6½ miles)

1, M. W. B. May (1,991 c.c. Alvis), 32s. start; 2, H. J. Aldington (1,971 c.c. Frazer-Nash-B.M.W.), 20s.; 3, C. Tennant (4,487 c.c. Bentley), 9s.
Won at 94.72 m.p.h. by 1s. with ½s. between second and third.
Betting: 5-1, 3-1 and 6-4 respectively; six ran.

Second Whitsun Short Handicap
(About 6½ miles)

1, V. H. Tuson (995 c.c. Fiat), 1m. 6s. start; 2, W. E. Humphreys (747 c.c. M.G., S.), 3s. (virtual scratch); 3, R. S. Wilkins (1,949 c.c. Aston-Martin), 23s.
Won at 84.46 m.p.h. by 1½s.; ¾s. between second and third.
Betting: 6-4, 3-1 and 6-1 respectively; seven ran.

The Whitsun Long Handicap
(About 9 miles)

1, G. P. H. Noble (747 c.c. M.G., S.), 28s. start; 2, W. M. Couper (3,377 c.c. Talbot), scratch; 3, W. E. Humphreys (747 c.c. M.G., S.), 10s.
Won at 108.99 m.p.h. by 15½s.; ¾s. between second and third.
Betting: 6-4, 6-1 and 8-1 respectively; ten ran

The Coronation Race for "The Star" Gold Trophy
(Handicap)
(About 20 miles)

1, C. T. Baker-Carr (4,487 c.c. Bentley), 2m 4s. start; 2, W. M. Couper (3,377 c.c. Talbot), 1m. 30s. 3, John Cobb (23,970 c.c. Napier-Rallton), scratch.
Won at 112.05 m.p.h. by 1s., with 7½s. between second and third.
Betting: 12-1, 6-1 and 2-1 respectively; thirteen ran.

Coronation Mountain Handicap (Heat 1)
(About 6 miles)

1, S. Mond (1,496 c.c. Bugatti), 58s. start; 2, R. J. W. Appleton (1,089 c.c. Appleton-Riley, S.), 13s.; 3, G. P. H. Noble (1,490 c.c. Alta, S.), 8s.
Won at 64.21 m.p.h. by 18½s. with ½s. between second and third.
Betting: 2-1, 6-1 and 10-1 respectively; eleven ran.

Coronation Mountain Handicap (Heat 2)
(About 6 miles)

1, J. B. Wilson (747 c.c. M.G., S.), 34s. start; 2, "B. Bira" (1,486 c.c. E.R.A., S.), scratch; 3, E. W. H. Dobson (2,992 c.c. Maserati), 5s.
Won at 65.81 m.p.h. by ½s. with 7½s. between second and third.
Betting: 10-1, evens and 8-1 respectively; nine ran.

Coronation Mountain Handicap (Heat 3)
(About 6 miles)

1, J. P. Almack (747 c.c. Austin, S.), 1m. 15s. start; 2, H. J. Aldington (1,971 c.c. Frazer-Nash-B.M.W.), 34s.; 3, Billy Cotton (1,087 c.c. M.G., S.), 10s.
Won at 60.17 m.p.h. by 7½s. with 10s. between second and third.
Betting: 4-1, 7-1 and 10-1 respectively; nine ran.

Coronation Mountain Handicap (Final)
(About 12 miles)

1, J. O. C. Samuel (1,657 c.c. Frazer-Nash, S.), 1m. 54s. start; 2, "B. Bira" (1,486 c.c. E.R.A., S.), scratch; 3, E. W. H. Dobson (2,992 c.c. Maserati, S.), 18s.
Won at 64.02 m.p.h. by 2½s. with 10½s. between second and third.
Betting: 10-1, 6-4, and 6-1 respectively; fifteen ran.

CORONATION DAY AT DONINGTON. A Grand Slam for Austin

Those who were so unpatriotic as to journey to Donington Park on Coronation Day were rewarded with some very good racing, in spite of the drizzle that grew worse as the day wore on.

Quite a lot of important things happened. In the first place, Capt. Bemrose, President of the Derby and District M.C., opened the new club-rooms behind the Press Box, one room being for the Club Committee, the other for members.

Then P. Maclure, aged twelve, turned a lap in 5 min. 1½ secs., at 30½ m.p.h., which was very excellent, as his car was a miniature two-stroke Riley of meagre horse-power.

In the first race Goodacre, driving one of the green, works o.h.v. Austins, just got home a winner. He had started from scratch and had to make up 1 min. 55 secs. on Prestwich's unblown 847 c.c. M.G., which he did, with ¼ secs. tacked on to render him the victor. Esplen's R-type M.G. Midget was third. The Austin averaged 64.95 m.p.h.

In the next race, for 1½-litre cars, Goodacre went to the lead at once in a field of nineteen, and proved the Austin's teething worries a thing of the past by winning at 64.75 m.p.h. Maclure's fast and essentially reliable unblown Riley was second at 63.95 m.p.h., and Walker cheered E.R.A. supporters by just gaining third place after a delay in starting while misbehaving plugs were feverishly attended to on the line. His average was up to 66.72 m.p.h. and Prestwich and his

M.G. had to be content with fourth position.

The third race was for cars up to 5-litres. Goodacre and the by now extremely popular Austin had a start of 55 secs. Maclure did some very nice driving for a while until his Riley fell sick and attention was held by Charlie Martin's scratch Alfa-Romeo. Martin picked up place after place on a fine drive and on the last lap was third behind the leading Austin and Prestwich's M.G. They finished a very close race in that order.

Then came the big race of the day, in the form of the 100-Mile Coronation Race for the J.C.C. Trophy intended originally for the International Trophy Race, had that event been run on Coronation Day.

The Austins soon took the three leading positions, out of twenty-six runners, Goodacre first, H. Hadley second and Mrs. Petre's side-valve job third. After some 15 laps Pat Fairfield (E.R.A.) got past Mrs. Petre, and then took second place, Hadley having been in to his pit for a pint of oil and a check on the radiator level. Charlie Martin, driving like a master, now had the big Alfa-Romeo in third place. Five laps from the end Martin overhauled Fairfield's E.R.A. and so far ahead was Goodacre's Austin that the Alfa pit-control actually urged for less loud-pedal that Martin might be certain of his place.

So Goodacre neatly cleaned the board for Austin, winning at 61.66 m.p.h. Everyone who admires Austin's continued

participation in racing with special racing-cars went away rejoicing. C. E. C. Martin (Alfa-Romeo) was second at 64.36 m.p.h. and Fairfield (E.R.A.) was third. Fourth came J. F. Gees's Riley, Kenneth Evans was fifth on the ex-Dobson Dubonnet-suspended Alfa-Romeo that is now his property, and Mrs. K. Petre's Austin took sixth position. It is significant that in spite of divers counter attractions and bad weather, some 14,000 spectators were present, which indicates that at last the public is associating public holidays with motor-racing.

RESULTS

Five-lap Handicap for cars up to 850 c.c.

1. C. Goodacre (o.h.c. Austin, S.), 13m. 42.2s.
2. H. B. Prestwich (847 c.c. M.G., U/s.), 13m. 47s.
3. W. Esplen (746 c.c. M.G., S.), 14m. 40.4s.

Five-lap Handicap for cars up to 1,500 c.c.

1. C. Goodacre (744 c.c. Austin, S.), 11m. 59.4s.
2. P. Maclure (1,087 c.c. Riley U/s.), 12m. 8.2s.
3. P. D. Walker (1,488 c.c. E.R.A., S.), 12m. 22.4s.

Five-lap Handicap for cars up to 5-litres

1. C. Goodacre (744 c.c. Austin, S.), 11m. 49.4s.
2. C. E. C. Martin (2.9 Alfa-Romeo, S.), 11m. 56.4s.
3. H. B. Prestwich (1,087 c.c. M.G., S.), 12m. 7s.

Race for the Coronation Trophy presented by the Junior Car Club. 100-mile Handicap for cars up to 5-litres.

1. C. Goodacre (744 c.c. Austin, S.), 1h. 39m. 11s. 61.66 m.p.h.
2. C. E. C. Martin (2.9 Alfa-Romeo, S.), 1h. 41m. 29s.
3. Pat Fairfield (1,087 c.c. E.R.A., S.), 1h. 41m. 57s.
4. J. F. Gee (1,496 c.c. Riley, U/s.), 1h. 45m. 3s.
5. K. D. Evans (2.9 Alfa-Romeo, S.), 1h. 45m. 22s.

ULSTER TROPHY RACE

Although it has lost the T.T., Ulster will see a big race at Ballyclare on June 19th, organised by the Ulster A.C. Starting at 3 p.m. the race will be run over thirty-six laps of a 4 mile 250 yards course. Entries finally closed on June 7th, starters being limited to thirty. The regulations admit almost any class

of open car not exceeding 3-litres, and any sort of fuel is permissible. The first prize is the Ulster Trophy, replica, and £100. Second prize is a replica of the Trophy and £50, with replicas and £25 and £10 respectively for the third and fourth place men. A credit lap system of handicapping will be used, it is hoped with complete laps, differentiating the

classes. If so, cars will be started in rows, engines running, the fastest cars in practice getting the leading positions. Practice takes place on June 17th, between 6 a.m. and 9 a.m. and three complete observed laps are compulsory. Details of this, another excellent Irish road-race, are obtainable from the Ulster A.C., 65, Chichester Street, Belfast.

M.G. VICTORIOUS AT CORK

"BIRA" CRASHES THE MASERATI. H. B. PRESTWICH'S FINE WIN AT 76.33 M.P.H.

The Cork Race, run by the Irish Motor Racing Club, is contested over one of the best road-circuits in our Islands, and consequently attracts a fine, if varied, entry.

This year fourteen cars came to the line and the bigger machines went away first on account of the system of credit lap handicapping employed. The course has a straight of two and three-quarter miles at Carrigrohane, where the big fellows went past the grandstands at over 130 m.p.h. Charlie Martin on the Alfa-Romeo was confidently expected to lead on the first round, but actually "Bira" with the 3-litre Maserati, winner of the Campbell Trophy Race at Brooklands, first came into view, with the Alfa some fifty yards away. Gradually "Bira" drew away, until he led by 7 seconds. By lap four Martin had closed to 5 seconds, and on the sixth lap he was sitting on the Maserati's tail. Between the corners that follow the straight the Alfa-Romeo went by, and "Bira" at once made a determined effort to repass. As he went through the second of the downhill S-bends right behind Martin he swung too far to the near side of the left-hand bend. The Maserati leapt the kerb, just missed a road-sign and went into a series of slides that culminated when it struck a stone wall. The front axle was broken and the rear-axle casing and fuel-tank split, but "Bira" himself was unhurt.

He is said to have eaten something the previous evening at dinner with Reggie Tongue that made him ill most of the night and which caused him temporary body paralysis going into the bend. On the other hand, it should be taken into consideration that the late Sir Henry Segrave, in the chapter on "Accidents" in his classic work, "The Lure of Speed," says that: "Towards the end of a race, when all the senses are dulled by hours of speed with nerves at breaking-point, there comes that momentary lapse when the mind ceases to function in unison with the hands and feet, the accelerator pedal is left depressed $\frac{3}{4}$ of a second too long . . ." It seems possible that "Bira" experienced this momentary lapse of control at a difficult point on the circuit, early in the race, perhaps on account of his lowered physical condition.

Martin did that eventful lap in 3 mins. 58 secs., a record, at a speed of 92.08 m.p.h., which indicates the nature of the circuit and the speed at which "Bira" was driving when he crashed.

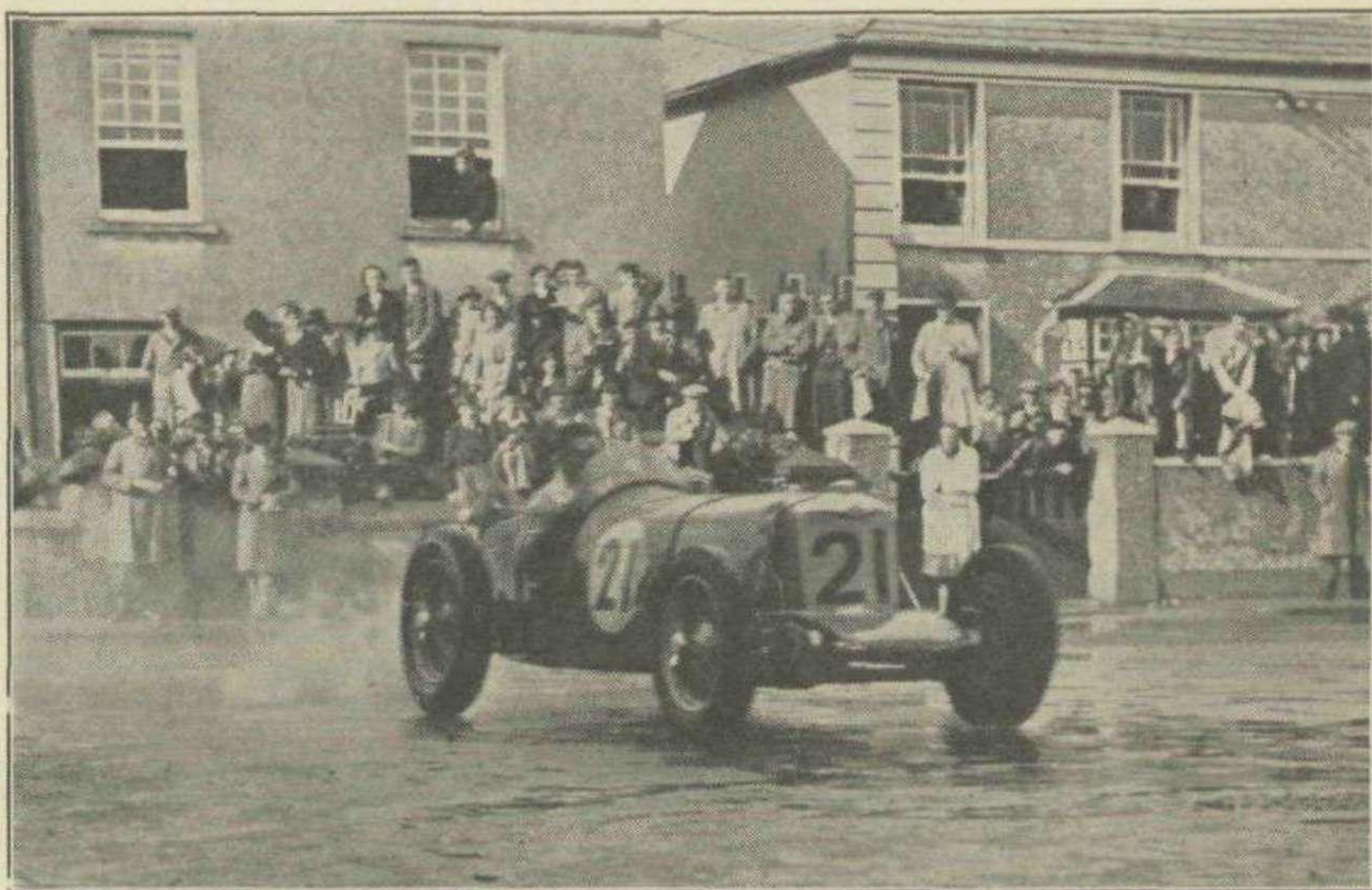
Martin was the only driver to gain an increase on his handicapped speed, and he led from H. B. Prestwich (M.G. Magnette), J. H. T. Smith (M.G. Magnette), P. Maclure (Riley) and A. Powys-Lybbe (Alfa-Romeo).

It had now started to rain in earnest, and Martin slowed visibly. The Alfa's lap speed dropped by as much as 20 m.p.h. Powys-Lybbe maintained 76 m.p.h., or 7 m.p.h. more than Martin, under motor-boating conditions, and Prestwich seemed quite unworried by the wet, continuing at approximately 74 m.p.h.

By half-distance Prestwich had reaped his due reward and was leading on handicap with Martin second and Percy Maclure's Riley third. Tongue's E.R.A. suffered from oiled plugs on account of slow cornering in the rain, making a pit-stop necessary, and the Alfas were likewise troubled, though less seriously. MacRobert (M.G.) was indulging in plug-changing orgies, and let Falkner take over, Smith put fresh plugs in his M.G. before Soames took his place and O'Boyle handed the 1½-litre Alfa over to W. E. Wilkinson, who drove very fast despite the rain. Maclure's Riley still led on distance, but Prestwich's M.G. was

Alfa, Sir A. W. MacRobert and Falkner's M.G., J. A. Thompson's Ford Eight Special, and A. P. MacArthur's M.G. Magnette were all still functioning when flagged off.

In practice a very unfortunate accident occurred, when poor Mervyn-White crashed the ex-Howe 2.3-litre Bugatti at a particularly difficult S-bend where he had come to grief the previous year. He died in four days as a result of his injuries, chiefly concussion. To his relatives and friends we extend our sincerest sympathy. He had begun to make a name for himself with the Bugatti and was contemplating having a small



P. Maclure (Riley), who led the race until half distance when he had to retire with a broken crankshaft

rapidly overhauling it and passed just as the Riley retired with a broken crankshaft. Incidentally, Maclure had been up replacing burnt-out pistons to within a few hours of the start. Manders had crashed his R-type M.G. Midget, Watson's Aston-Martin had retired with engine-trouble, and as the rain ceased and the road began to dry the Alfas speeded up—too late. Prestwich drove a splendid race and won at 76.33 m.p.h. with Powys-Lybbe second at 79.28 m.p.h. and Martin third at 79.42 m.p.h., the best race average. No one had beaten Martin's record lap at 92.08 m.p.h. J. H. T. Smith's M.G. Magnette, partnered by M. S. Soames, was fourth, at 71.88 m.p.h., and Reggie Tongue's E.R.A. was fifth at 75.12 m.p.h. Prestwich drove a fascinating 1,087 c.c. blown M.G. Magnette with single-seater body and a square-shape, uncowed radiator. He is a Cheshire driver who used to run the G.N. "Spider" at Southport. Lybbe drove his famous 2.3-litre Alfa-Romeo, Martin his 2.9-litre car. E. W. H. Dobson's Riley Nine, O'Boyle and Wilkinson's

operation to rid himself of a fatigue experienced in the longer races. Neill crashed his Bugatti on the opposite side of the course during the second day's practice, but he escaped serious harm.

RESULTS

1. H. B. Prestwich (1,087 c.c. M.G. Magnette), handicap, three laps less 2m.; time 2h. 25m. 33s.; speed 76.33 m.p.h.
2. A. Powys-Lybbe (2,364 c.c. Alfa-Romeo), one lap less 1m.; 2h. 28m. 26s.; 79.28 m.p.h.
3. C. E. C. Martin (2,904 c.c. Alfa-Romeo), scratch; 2h. 31m. 46s.; 79.42 m.p.h. Fastest time of the day.
4. J. H. T. Smith (1,087 c.c. M.G. Magnette), three laps less 2m.; 2h. 32m. 27s.; 71.88 m.p.h.
5. R. E. Tongue (1,488 c.c. E.R.A.), one lap less 1m.; 2h. 36m. 35s.; 75.12 m.p.h.
6. E. W. H. Dobson (1,086 c.c. Riley).
7. F. O'Boyle (1,485 c.c. Alfa).
8. Sir Alastair MacRobert (M.G. Magnette).
9. J. A. Thompson (943 c.c. Ford).
10. A. P. MacArthur (M.G. Magnette).

Class Winners: Martin, Powys-Lybbe, Prestwich and Dobson.

Sealed Handicap Result: 1, Dobson; 2, O'Boyle; 3, Thompson; 4, Tongue; 5, MacRobert.

THE M.C.C. "EDINBURGH"

At Easter the M.C.C. gave us a much-stiffer-than-usual Land's End and in some people's eyes thereby fell from grace. As if to make amends they contributed a very easy Edinburgh Trial, although the last new hills were rather different from the usual M.C.C. fare, and would undoubtedly have become slime-lanes with more rain beforehand. Even in the dry conditions prevailing they were hard on those who spend these M.C.C. holidays in ordinary carriages shod with ordinary covers. One hundred and forty-two cars started and 103 claimed Premier Awards.

The first hill was Park Rash and it did not trouble competitors very much, though N. L. Ledson's Type 500 Fiat could not quite get up unaided, the Ford V8s and the Batten-Special, Hutchison's open two-seater V8 Special and both the L.M.B. Fords went up easily. Incidentally, in spite of our recent editorial, L. M. Ballamy carried a notice "Running In" in his back window, but he may be forgiven as the car actually was being so driven, except up the hills!

The M.G.s, Morgans, Singers and all the H.R.G.s played with the gradient. Thirty miles led to Summer Lodge, where Ledson's tiny Fiat made amends for its failure on Park Rash, and wheelspin defeated Y. S. Barzilay's Singer. J. F. Montgomery (M.G.) appeared to ascend easily but stopped where the hill eased off, and other unsuccessful ones numbered F. Y. Andrews (Lea-Francis), M. H. Lund (Ford Ten), H. W. Yates (Aston-Martin), E. D. Woolley (Vauxhall), and E. R. King (Talbot Ten). An interesting entry was that of B. H. C. Cotton, in the form of an air-cooled flat-twin Tatra coupé, which ascended slowly. L. E. C. Hill experienced rear-axle trouble beyond the hill with his Singer.

Over Buttertubs Pass, where the Clynos, Crouchs and Cluleys boiled furiously years ago, we came to Tan Hill and the new brake test. This was a very easy test, save for those worried about team results, as 15 secs. were allowed when most fast cars only needed 6 secs. Had the braking line been set invisibly round a bend it would have been far more instructive, especially as even modern brakes tire after the foregoing conditions. R. A. Macdermid (M.G.), F. S. Barnes (Singer) and D. E. Harris (Singer) recorded about 5 secs. or less. The test caught out quite a few, however, including Harris, who slid over the stopping line, H. F. S. Morgan (Morgan) who stopped too soon, A. D. C. Gordon (Ford V8), A. C. Chaslans (Singer) and W. G. Clarke (Austin Seven).

Near the finish, after lunch, came the first new hill, Costerton, the cars being started on a steep section after passing through a deep water-splash. The hill was almost too narrow for the bigger saloon cars. The gradient is around 1 in 5, the surface leaf-mould, and the climb straight after a left-hand bend. That it was dry was bad luck for the M.C.C.

Then came the other new hill, Humbie, which had a nasty loose patch near the top. Two baby Fiats, Ledson's included, showed that Costerton was not impossible, and the Ford and M.G. drivers mostly went up a speed, slinging down

showers of mud. The bad patch on Humbie stopped some fifteen to twenty cars, including R. S. Mantle's Standard, C. D. Cole's Triumph and R. G. M. Paul's 1½-litre M.G. Ballamy's L.M.B. Ford V8 pulled through well and D. C. Scutts made a praiseworthy climb with an unblown, bored-out 8 h.p. L.M.B. Ford saloon. Very fast indeed was W. M. Walker's imposing cut-down, blue label red Bentley. This car, which had spare wheels on a stub tail, scanty wings, four spot-lights as headlamps, Telecontrol rear shock-absorbers, a Tubex air-cooled fan tail and narrow body, attracted much attention at the checks, driver and passenger being clad in white overalls and helmets. They are Northern enthusiasts who build special cars in between playing with their motor-yacht. One Vauxhall saloon carried a neatly unobtrusive Coronation band on its radiator. The retirements during a quite stiff 400 miles were: G. Tyrer (Singer), L. E. C. Hill (Singer), K. C. Scutter (Singer), J. D. Barnes (Singer), E. C. W. Stapleton (Aston-Martin), C. H. Stroh (Wolseley-Hornet), S. A. Tippetts (M.G.) and A. J. G. Bochaton (McEvoy-Special), though we saw the last-named in action in Edinburgh on the Sunday morning.

So ended another very enjoyable M.C.C. classic, graced by glorious weather and a tonic-holiday to most of the competitors. We would close with a plea to those who draw up along the road outside checks to draw in promptly and not drift along beside the line of waiting cars, searching for a gap—tired lorry drivers are at work, in numbers, while we are at play.

RESULTS

A.C. (2)

C. J. H. Day, S., (3); L. P. Jaques, S., (3).

ALVIS (1)

W. S. Perkins, P.A.

ASTON-MARTIN (3)

E. H. W. Sharp, P.A.; H. W. Yates, S., (2); E. C. W. Stapleton, R.

AUSTIN (5)

W. J. Milton, P.A.; C. D. Buckley, P.A.; H. L. Hadley, P.A.; W. H. Scriven, S., (3); W. G. Clarke, S., (3).

BATTEN SPECIAL (1)

J. D. Batten, P.A.

BAYLISS THOMAS (1)

W. J. Haward, P.A.

BENTLEY (1)

W. M. Walker, P.A.

FIAT (3)

C. E. Stothert, P.A.; N. L. Ledson, B., (1, 5); C. D. Britten, B., (1, 2, 5).

FORD (4)

I. D. Struthers, P.A.; A. F. Scroggs, P.A.; D. F. Scutts, P.A.; M. H. Lund, S., (2).

FORD V8 (16)

R. F. Peacock, P.A.; B. Burton, P.A.; J. Harrison, P.A.; J. McEvoy, P.A.; J. W. Whalley, P.A.; G. M. Denton, P.A.; Viscount Chetwynd, P.A.; J. B. Thompson, P.A.; D. J. H. Currie, P.A.; J. A. Kyd, P.A.; P. Fotheringham-Parker, P.A.; M. S. Soames, P.A.; A. G. Wills, P.A.; L. M. Ballamy, P.A.; K. N. Hutchison, S., (5); A. D. C. Gordon, S., (3).

FRAZER-NASH (2)

A. S. Whiddington, P.A.; N. E. Heard, P.A.

FRAZER-NASH-B.M.W. (3)

T. W. Dargue, P.A.; H. G. Symmons, P.A.; A. E. Frost, P.A.

HILLMAN MINX (1)

G. B. Keegan, P. A.

H.R.G. (6)

A. E. S. Curtis, P.A.; G. H. Robins, P.A.; H. P. Powell, P.A.; A. C. Scott, P.A.; W. A. Undery, S., (3); T. L. Seccombe, B., (O.T.L.).

JENSEN FORD (2)

D. G. Silcock, P.A.; P. C. T. Clark, P.A.

LANCIA (1)

T. A. Frazer, P.A.

LEA-FRANCIS (1)

F. Y. Andrews, B., (1, 2).

McEVOY SPECIAL (1)

A. J. G. Bochaton, R.

M.G. MAGNA (1)

J. W. Parr, P.A.

M.G. MAGNETTE (9)

P. K. Potter, P.A.; V. M. Roberts, P.A.; A. L. Baker, P.A.; H. I. Wilkes, P.A.; F. E. Ainley, P.A.; D. H. George, S., (5); W. ff. D. Hall, S., (5); J. W. Fox, B., (3, 5); S. A. Tippetts, R.

M.G. MIDGET (18)

J. Smithies, P.A.; C. H. Richardson, P.A.; W. J. Green, P.A.; S. M. Harrocks, P.A.; J. G. Murray, P.A.; F. G. Cornish, P.A.; E. G. Mobbs, P.A.; D. B. Payne, P.A.; K. S. Richardson, P.A.; R. A. Macdermid, P.A.; J. A. Bastock, P.A.; A. B. Langley, P.A.; J. M. Toulmin, P.A.; H. K. Crawford, P.A.; J. E. S. Jones, P.A.; J. F. Montgomery, S., (2); D. Clare, S., (5); P. A. Richards, B., (O.T.L.).

M.G. 1½-LITRE (1)

R. G. M. Paul, P.A.

MORGAN (7)

G. H. Goodall, P.A.; T. H. Jones, P.A.; J. C. Harris, P.A.; R. Thomas, P.A.; H. F. S. Morgan, S., (3); P. H. G. Morgan, S., (1); L. H. Coney, S., (5).

RAPIER (1)

M. Zwick, P.A.

RILEY (11)

G. Dracup, P.A.; J. Boardman, P.A.; F. Broomfield, P.A.; J. F. A. Clough, P.A.; N. M. H. Keep, P.A.; A. P. McGowran, P.A.; S. H. Roe, P.A.; T. S. Heaton-Fairclough, S., (5); N. C. Hodgson, S., (5); V. J. Fishleigh, S., (3); J. M. Laing, S., (5).

ROVER (1)

A. F. Eadon, P.A.

SINGER NINE (10)

E. Evans, P.A.; A. T. K. Debenham, P.A.; G. Goodman, P.A.; N. Roundhill, P.A.; H. W. Johnson, P.A.; A. C. Challands, S., (3); Y. S. Barzilay, S., (2); D. A. Neale, S., (5); H. M. Hutton, No Award, (O.T.L.); K. C. Scutter, R.

SINGER 1½-LITRE (12)

C. J. Turner, P.A.; E. B. Booth, P.A.; W. A. V. Davis, P.A.; A. H. Langley, P.A.; F. S. Barnes, P.A.; G. L. Boughton, P.A.; P. A. Clare, S., (1); D. E. Harris, S., (3); W. C. Butler, S., (1); G. Tyrer, R.; L. E. C. Hill, R.; J. D. Barnes, R.

S.S. (2)

N. R. M. Skene, P.A.; E. H. Jacob, P.A.

STANDARD (2)

R. S. Mantle, P.A.; J. Torrome, S., (5).

TALBOT (3)

J. F. Heaton, P.A.; F. E. Barritt, P.A.; E. R. King, S., (2).

TATRA (1)

B. H. C. Cotton, P.A.

TRIUMPH (3)

H. F. Burt, P.A.; G. D. Cole, P.A.; A. A. Hutton, P.A.

VAUXHALL (1)

E. D. Woolley, B., (2, 5).

WOLSELEY (5)

G. K. Collier, P.A.; A. L. Mason, P.A.; L. B. B. Baker, S., (5); G. Dresden, S., (5); C. H. Stroh, R.

Complimentary awards were made to Major D. Douglas-Morris and A. H. Bartley, drivers of official cars.

Abbreviations: P.A., Premier Award; S., Silver Medal; B., Bronze Medal; R., Retired.

Key to Causes of Failures: (1) Park Rash; (2) Summer Lodge; (3) Tan test; (4) Costerton; (5) Humbie; (O.T.L.) Outside Time Limit.

ITEMS OF INTEREST

The J.C.C. International Trophy Race

In the past the J.C.C. has given us excellent races in such variety that it comes as no surprise to learn that another new course will be used for this year's International Trophy Race, scheduled to take place at Brooklands on August bank-holiday, August 2nd.

As before, this will be a scratch race, handicapped only by means of the "Dyer" channels, of which there will be three this year, at the Fork. The Campbell road course will be used, cars turning right on the Members banking to negotiate the Fork channels and then re-entering the road course by turning right-handed down into the finishing straight and round a left-hand hairpin near the Fork back onto the road-section, the longest circuit ever used at Brooklands. This should make a very strenuous race, though things would have been even more severe if the whole of the Campbell Trophy course had been used, lapped in the clockwise direction. As constituted, the lap measures 3½ miles. This circuit enables the new concrete pits to be used, and, very wisely, pressure filling of tanks is permitted. The three groups will comprise: 1,100 c.c. blown and 1,700 c.c.

unblown: up to 2.6-litres blown and unblown cars over 1,700 c.c.: blown cars over 2.6-litres.

Entries close at single fees on June 30th, and at double fees on July 14th.

We hope that Continental drivers, many of whom are accustomed to combined track and road circuits, will be over for this important race. Full details are available from: The Junior Car Club, Empire House, Brompton Road, London, S.W.7.

Frazer-Nash Car Club

The Stanley Cup Competition and Inter Club Meeting will be held on June 19th at Donington Park, where the programme of races is identical with those of last year, with the exception that the Team Relay Race has been increased to four laps per car instead of only two laps per car.

The short sprint races over 1,000 yards have been scrapped in favour of one-lap scratch races sub-divided into classes. The rest of the programme will include ten-lap scratch race, ten-lap All-comers Handicap and Short and Long Handicaps. Over £100 was spent last year on prizes.

Regulation and entry forms are obtainable from Mr. W. H. Aldington, Frazer-Nash Cars, London Road, Isleworth,

or Mr. H. W. Inderwick, Woodlands Crofton, near Orpington, Kent.

An Inspiring Guide Book

After all the stirring pageantry of the Coronation, many of our visitors will want to tour the country. They will find a wonderful guide in "Pictorial Britain," a beautifully produced book that is sponsored by the Anglo-American Oil Company Ltd. Alfred Taylor's maps are in the delightful style of the seventeenth century, with humorous additions from the twentieth. Galleons sport upon the waves with modern ocean liners. Alfred Taylor's maps are an inspiration to the motor tourist. They are living pictures of Britain. The book is sold at the astonishingly low price of 8/6 and can be obtained from all book-sellers.

Our Frontispiece

The illustration which appears on the frontispiece of this month's issue is available to any of our readers, either as a photograph or as a pull on art paper, from the original block. Price for photographic reproductions are as follows. Size 8 in., by 6 in., 2/- each, size 10 in. by 8 in., 3/- each, and art pulls of the block 1/- each.

SHELSLEY WALSH—Continued from page 245

CLASS WINNERS SUPERCHARGED CARS

- 750 c.c.: 1, H. L. Hadley (Austin), 40.83s.; 2, W. Baumer (Austin), 42.31s.
- 1,100 c.c.: 1, Mrs. J. Bolster (Morris Minor Special), 45.96s.
- 1,500 c.c.: 1, Raymond Mays (E.R.A.), 30.09s.; 2, A. F. P. Fane (Frazer-Nash), 40.89s.
- 2-litres: 1, S. C. H. Davis (Alta), 45.10s.

- 3-litres: 1, J. Lemon Burton (2.3 Bugatti), 43.36s.; 2, L. Giron (2.3 Bugatti), 44.72s.

5-litres: No starters.
Over 5-litres: No starters.

UNSUPERCHARGED CARS

- 750 c.c.: No starters.
- 1,100 c.c.: 1, H. D. Carlmark (Carlmark Special), 46.27s.; 2, E. J. Moor (Wasp), 49.87s.
- 1,500 c.c.: 1, H. L. Goodwin (Frazer-Nash),

- 45.19s.; 2, G. H. Symonds (B.H.D. Special), 47.67s.
- 2-litres: 1, John Bolster (Bolster-Special), 42.24s.; 2, A. F. P. Fane (Frazer-Nash-B.M.W.), 46.77s.
- 3-litres: 1, S. H. Newsome (SS "100"), 47.47s.; 2, M. W. B. May (Alvis), 49.09s.
- 5-litres: 1, W. G. Wilson (Ford), 48.07s.; 2, Forrest Lycett (Bentley), 49.07s.
- Over 5-litres: Sir Lionel Phillips (7.2-litre Leyland Thomas), 59.40s.

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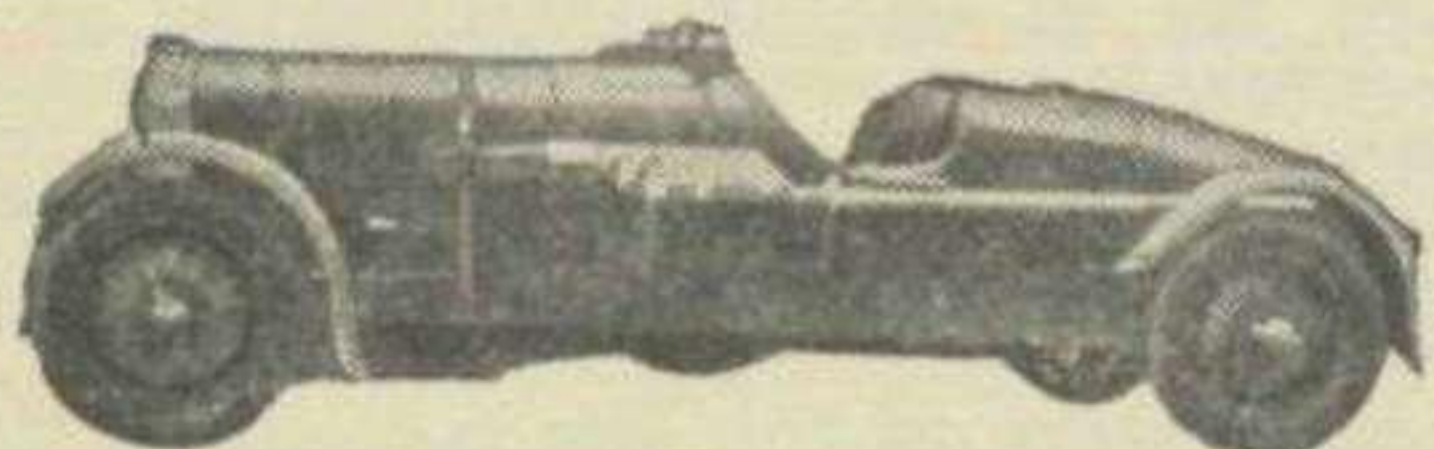
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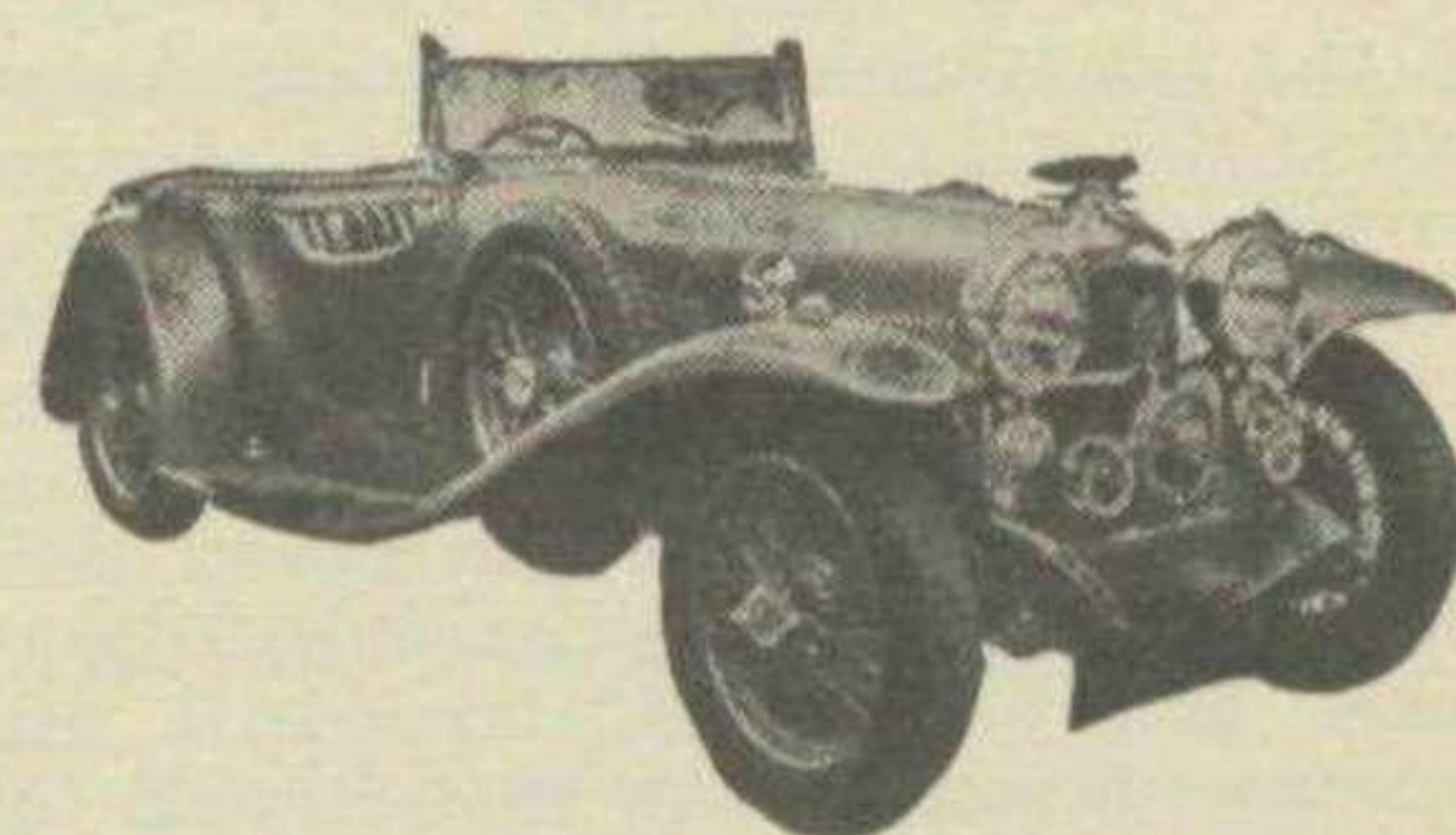
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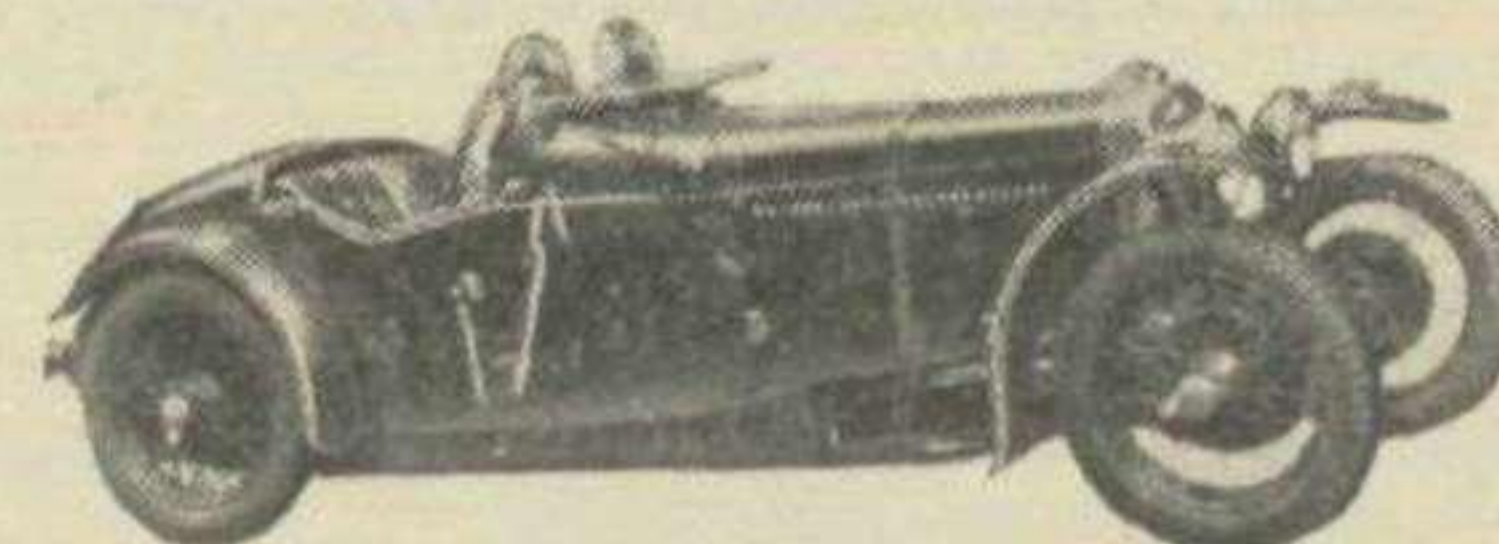
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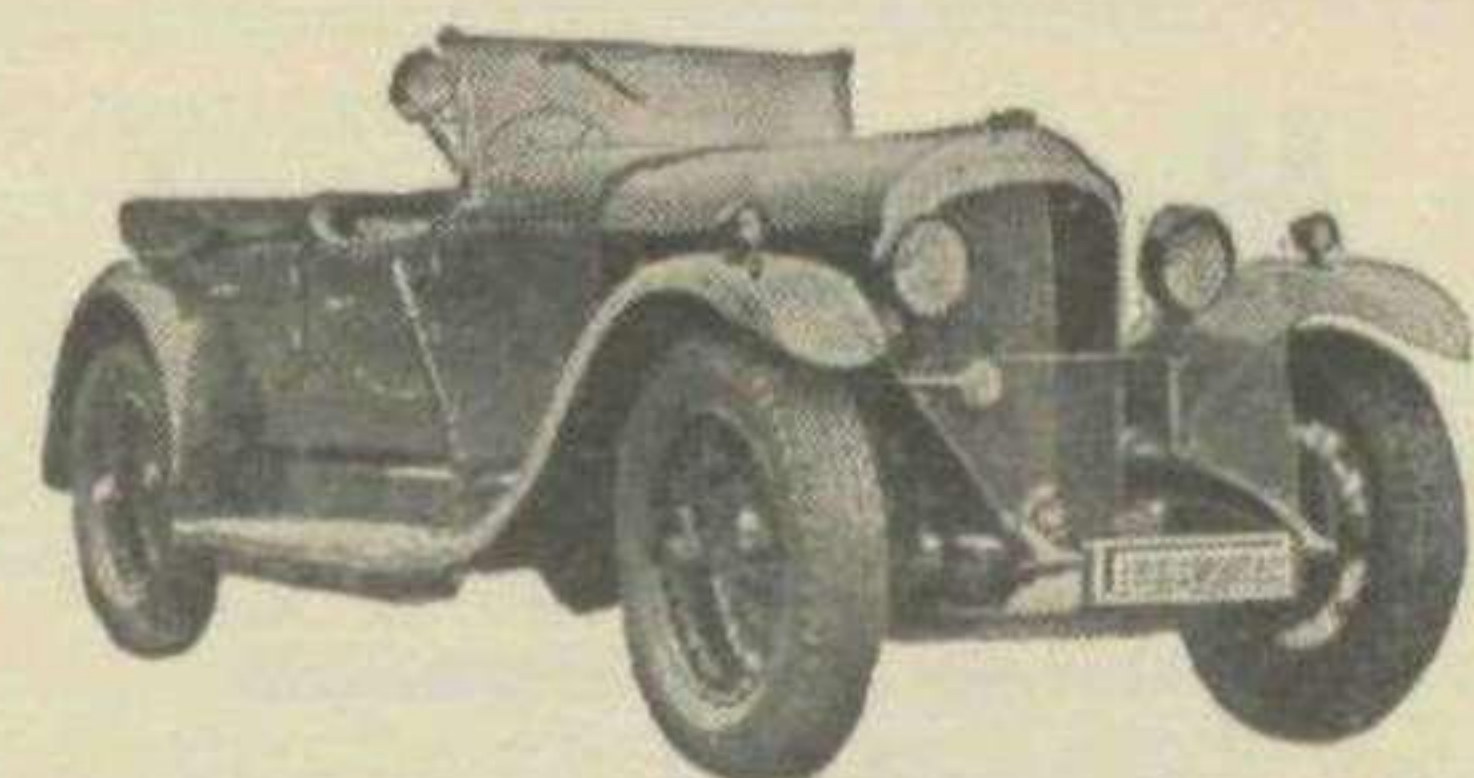


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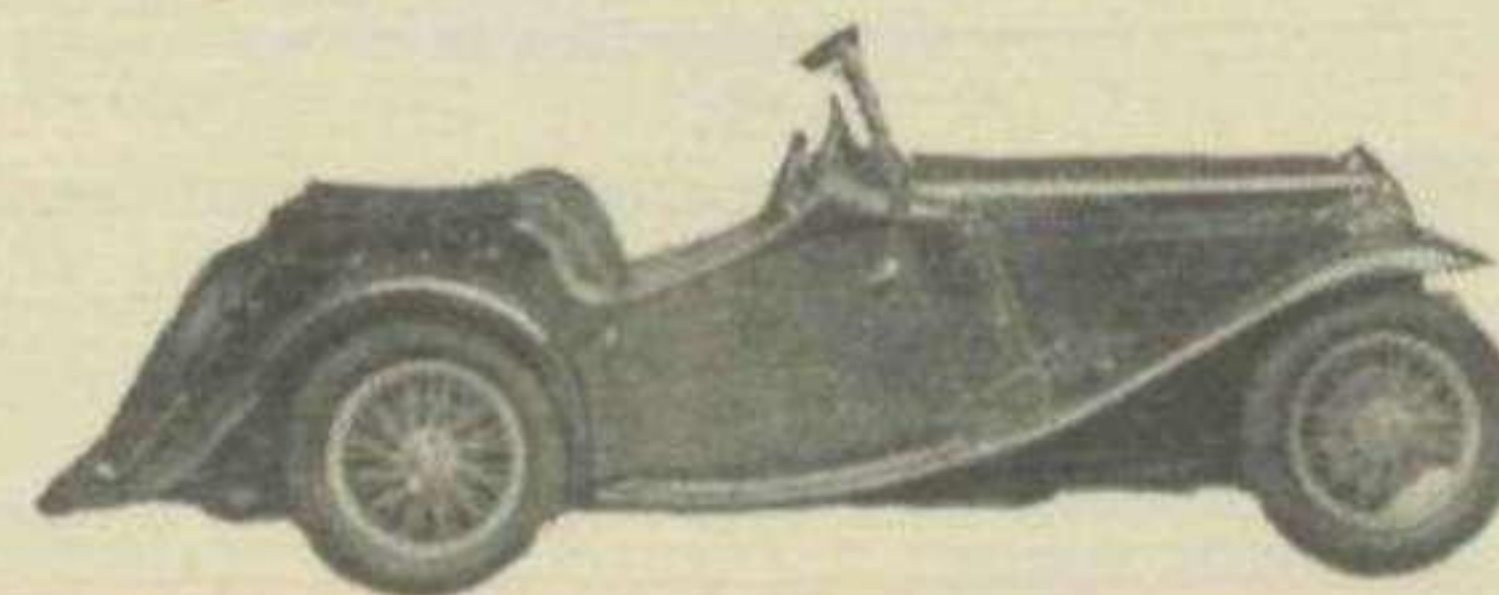


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These articles deal with veteran cars of pre-war and exciting aspect that are still in good order, so that "Baladeur" is able to have a run on them before committing a history and description of them to paper. Past articles in this series have appeared in the following issues of "Motor Sport" :—

Oct. 1930	Maybach-Mercedes	" Chitty-Chitty-Bang-Bang II "
Nov. 1930	1914 T.T.	Sunbeam
Dec. 1930	1903 " Sixty "	Mercedes
Jan. 1931	1924 Coppa Florio	Itala
Feb. 1931	1902 6 h.p.	De Dion Bouton
May 1931	1914 T.T.	Humber
July 1931	1914 Alphonso	Hispano-Suiza
April 1931	1923 Boulogne	Bugatti
Nov. 1931	1900	Benz
Dec. 1931	1914 G.P.	Opel
„ 1932	1913 80/90 h.p.	Mercedes
June 1932	1904 15 h.p.	Darracq
Feb. 1935	1908 12-litre	Itala
Aug. 1935	1908 Single-cylinder	Sizaire-Naudin

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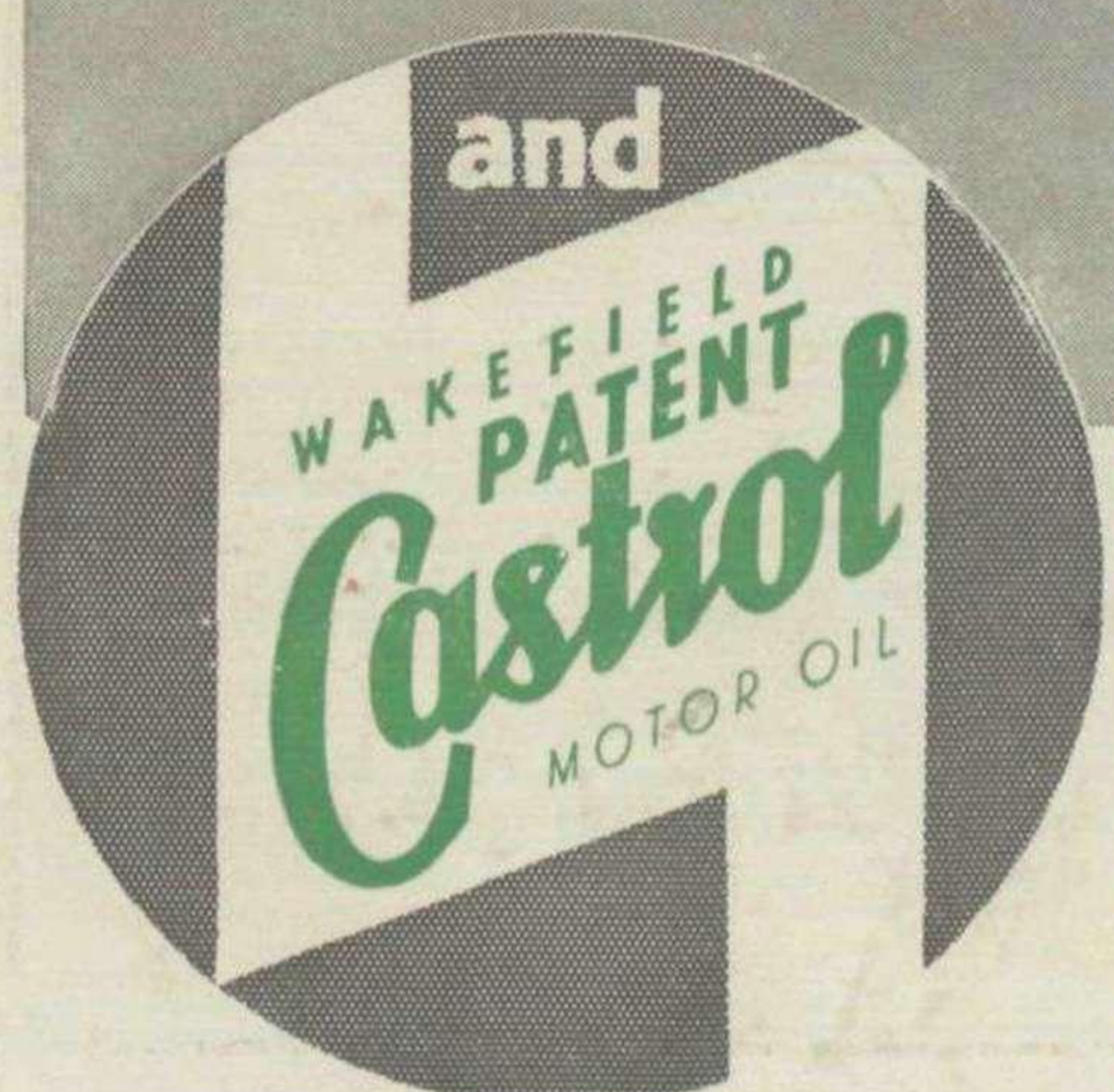
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