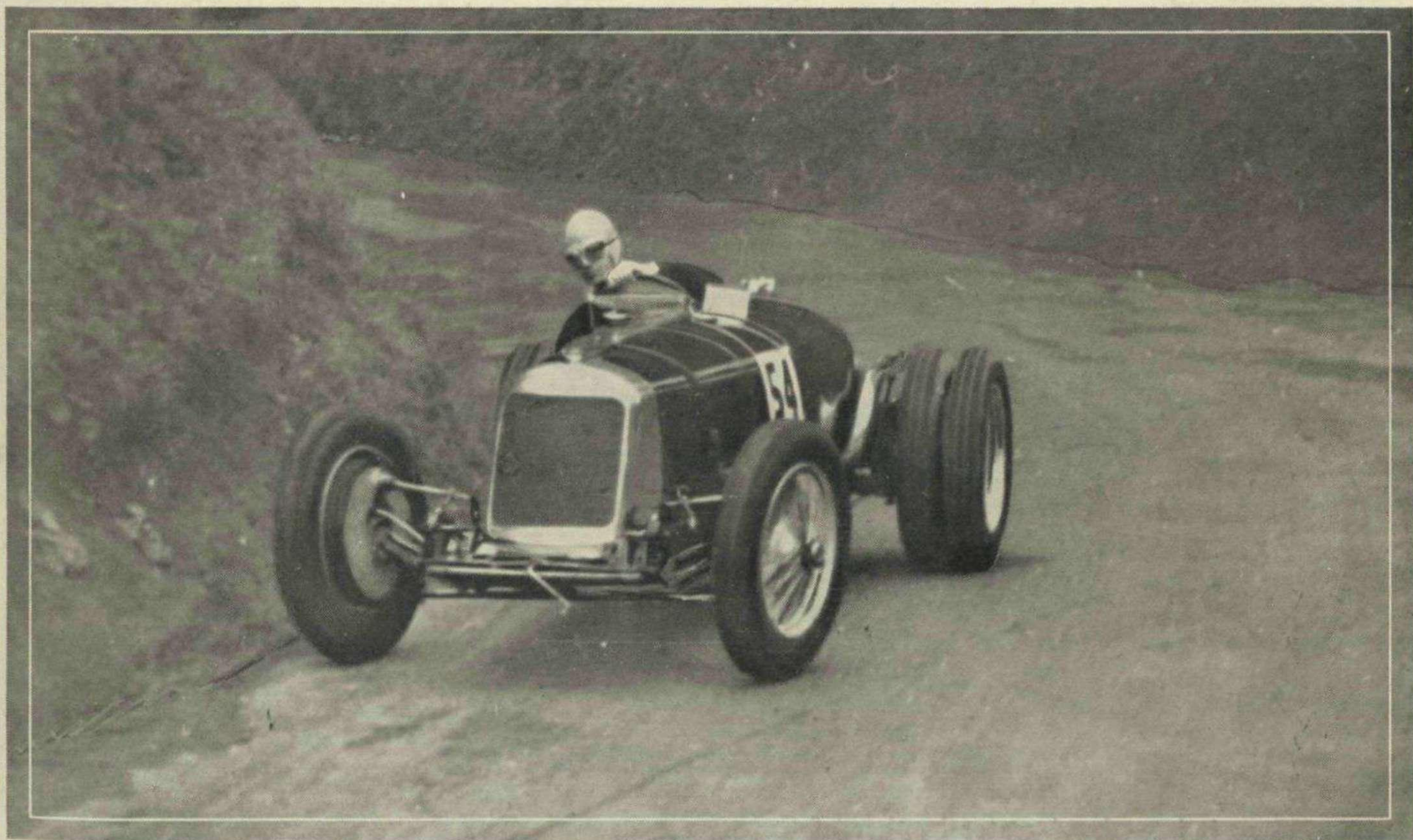


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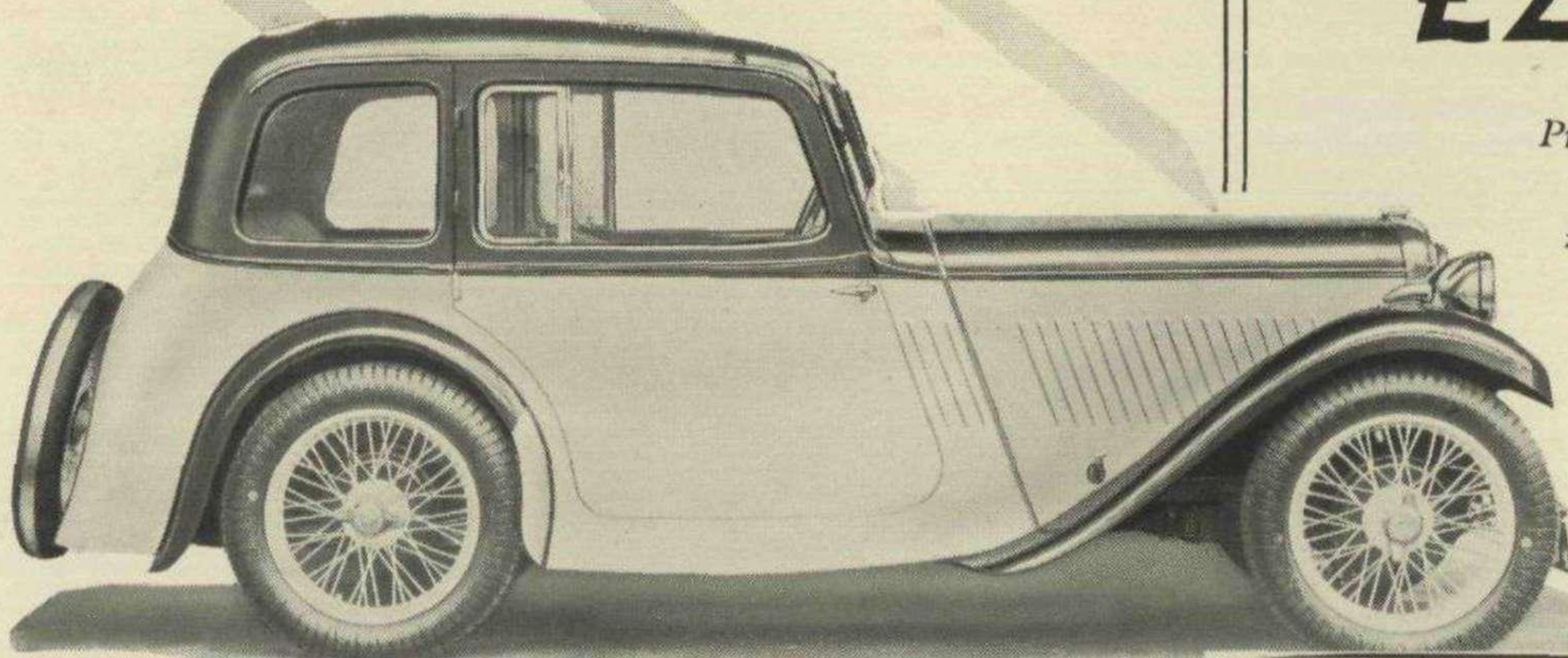
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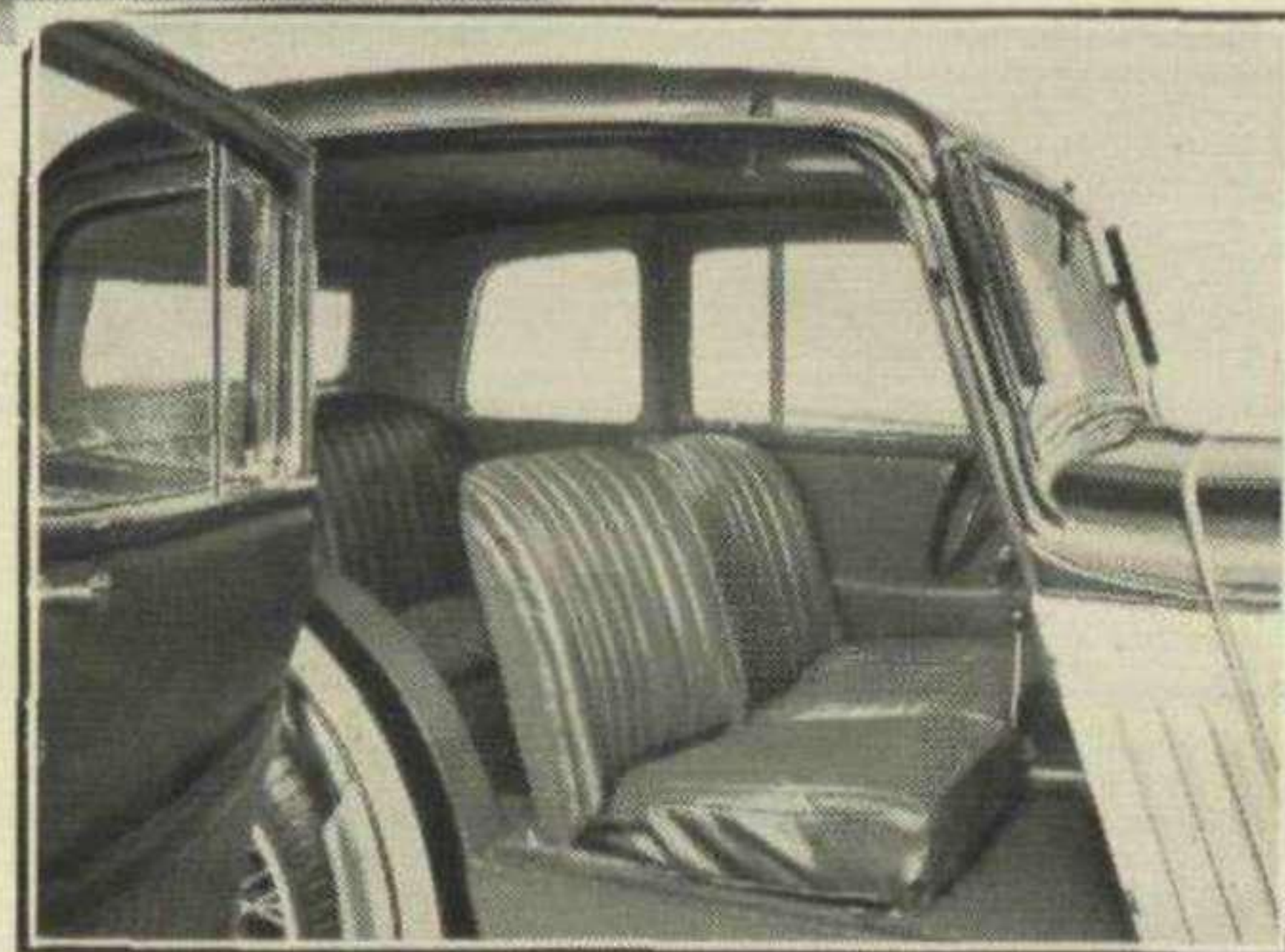
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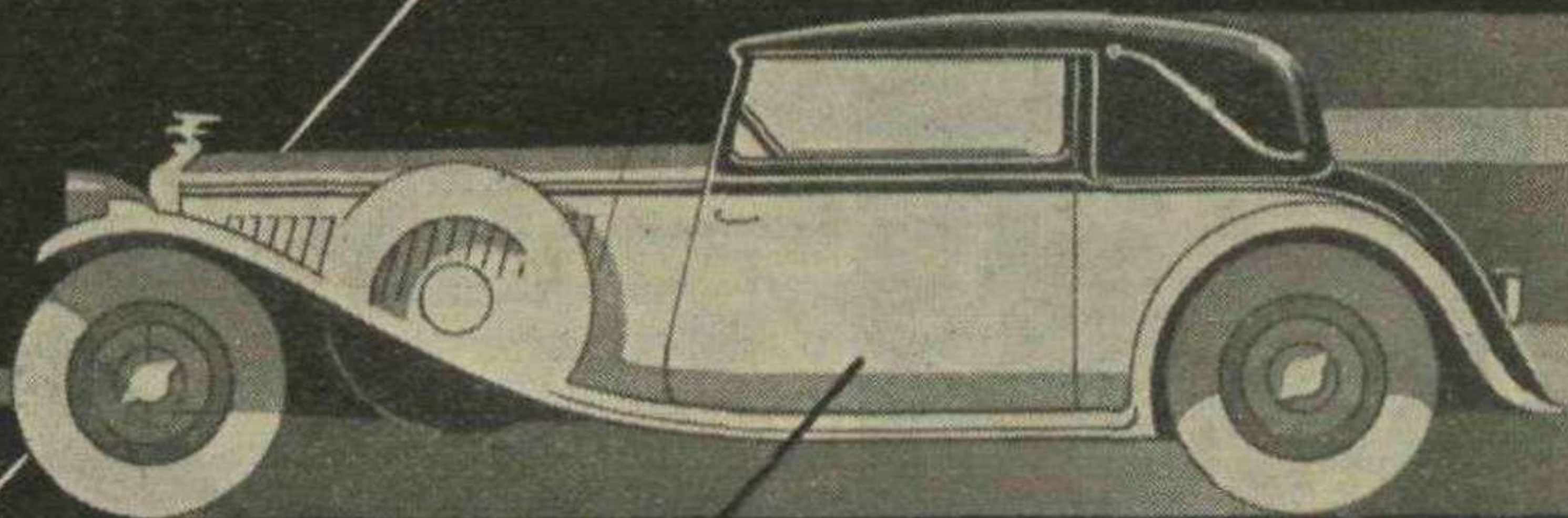
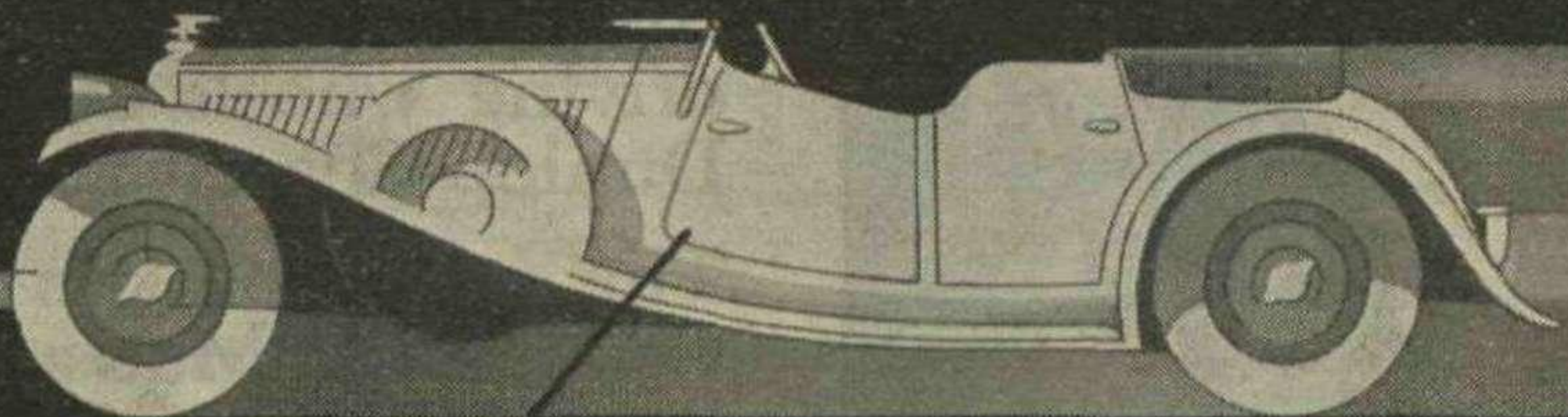
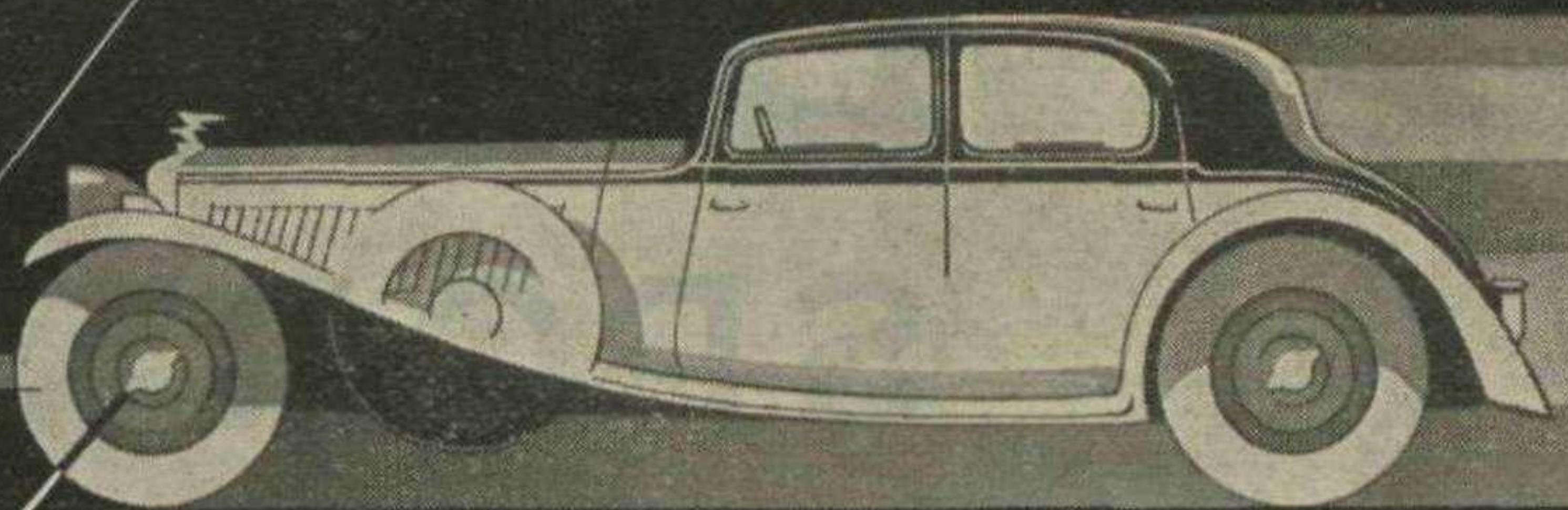
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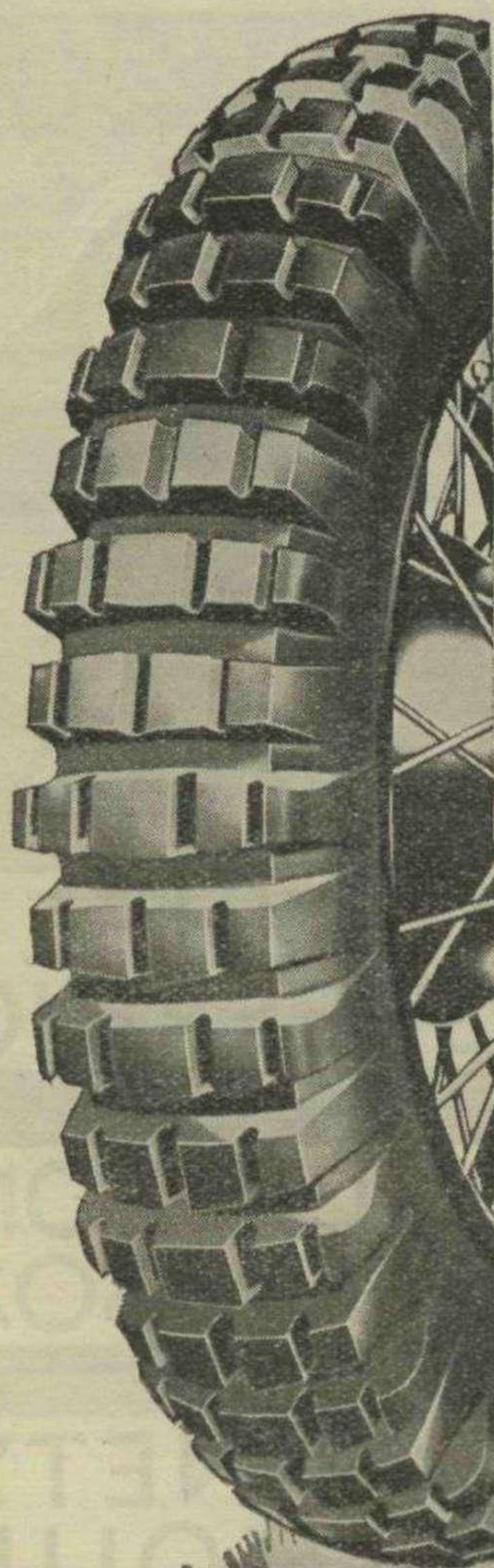
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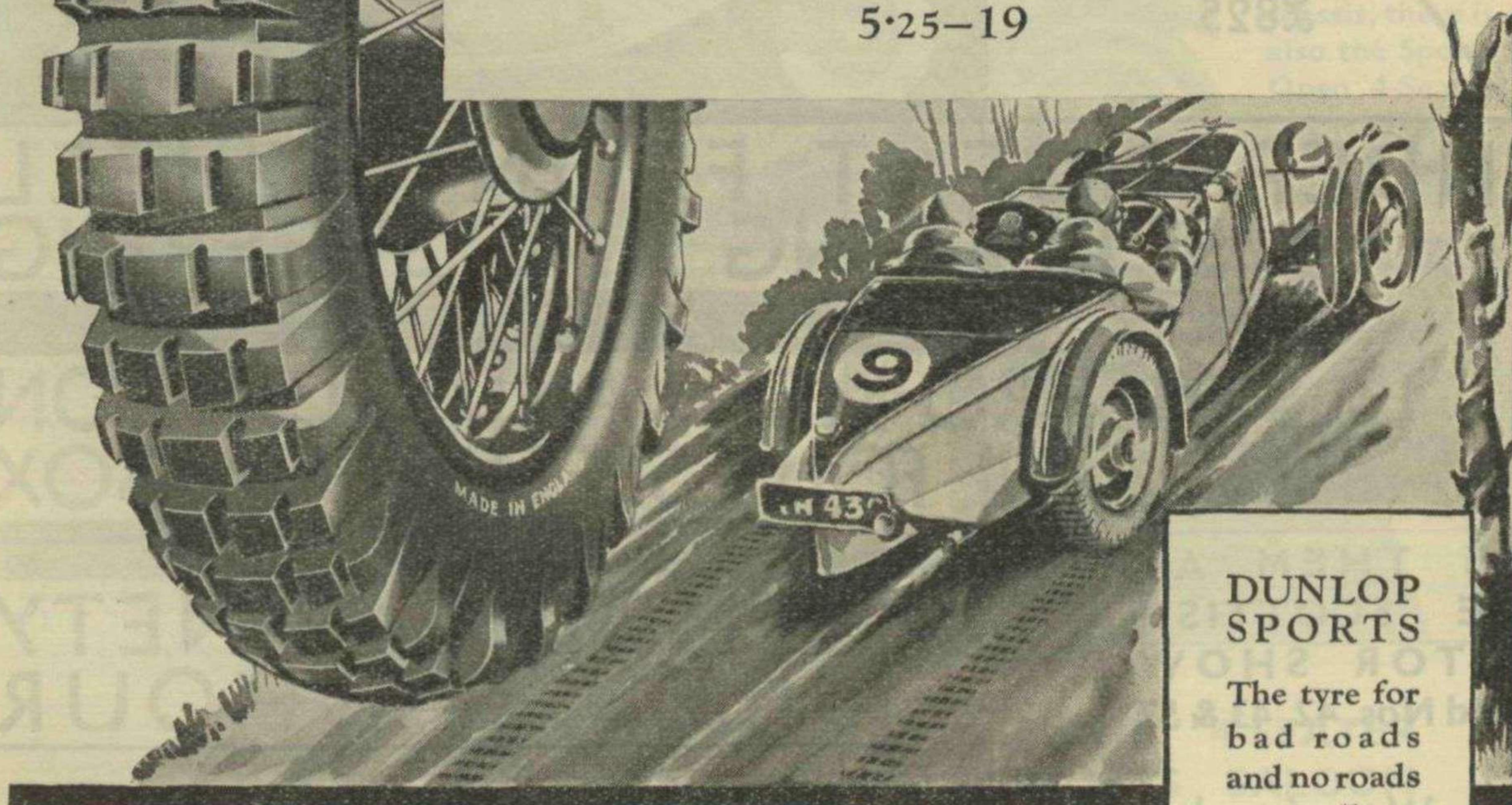
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## EDITORIAL.

### SO WE "BLEAT," DO WE?

TWO months ago the subject of these columns was the advisability of barring passengers from racing cars. Briefly, our contention was that a mechanic's duties are now solely confined to warning his driver that another car wishes to pass, and that this can be accomplished equally well (as has been proved on the Continent) by means of flag-marshals placed at intervals round the course. Finally, we stressed the importance of avoiding unnecessary fatalities in motor-racing in order to deprive the Daily Press of an opportunity of scare-writing about the dangers of the sport.

All this has proved very much to the disgust of a certain writer in a weekly contemporary. This "ex-racing mechanic," to give him his full title, has made the unforgivable errors of (a) misquoting the words of our article, and (b) completely failing to assimilate certain points of our thesis.

His first mistake consists of the sentence "he says that at Donington the flag-men never fail to wave their flags furiously, etc." Our actual words were "The Continental alternative . . . is an extensive use of flag-marshals."

His inability to assimilate the main points of our argument is illustrated in many ways. He accuses us of putting "the jolly old wagon in front of the gee-gee" (I say, you cads!) and that the proper course is to train drivers to stay on the road. If he had taken the trouble to read our article he would have found the following words: "We agree that experienced drivers do not come to grief at Donington . . . but the point is that few come under this category." And further: "beginners

. . . are the standard by which safety regulations must be formulated." You might just as well say it is absurd to wear crash-hats—you must train drivers to keep their cars the right way up!

Equally futile is his statement that ninety-nine "mechs" (mechanics?) out of a hundred love riding just as much as drivers love driving. Countless spectators would love to stand on the edge of the road, but they are not allowed to because their deaths would be injurious to the sport of motor-racing.

We of "MOTOR SPORT" stand for the larger interests of motor-racing. If it is not to have a bad name in public opinion, its organisers must make themselves known as people of common-sense. And so, to his "this bleating about danger makes me sick," we counter: this ranting about heroism leaves us cold.

But younger and fresher minds are beginning to make themselves felt in British motor-racing, and we are at last following the example set by the Continent in dropping mechanics. The Donington authorities are fortunately unfettered by any romantic thoughts about the sport, and in their own way have set an example to all organisers, present and potential, of common-sense conduct of motor-races. On few road-circuits have such adequate steps been taken to avoid accidents to spectators. Their next concern has been to obviate accidents to mechanics. At the recent Donington meeting passengers were barred, a very fair vindication of our article "Passengers must be barred," which caused such a sickening sensation to our die-hard "ex-racing mechanic."

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## AN EVENTFUL BROOKLANDS FINALE.

WHITNEY STRAIGHT WINS THE MOUNTAIN CHAMPIONSHIP. R. L. DULLER'S AMAZING CRASH. SIR MALCOLM CAMPBELL AND T. E. ROSE-RICHARDS INVOLVED IN A COLLISION. WOMEN'S MOUNTAIN RACE WON BY MISS RITA DON.

THE closing meeting of the B.A.R.C. was arranged to be held on October 14th, but rain fell heavily on that day and it was decided to postpone the meeting for a week. This decision gave

his reappearance at the track—not at the wheel of a "30/98"—but driving a 4-seater Hillman Minx from the limit mark. After a lap had been completed the order was: E. L. Meeson (Hillman),

the final result would seem to rest between his Frazer Nash, Rigby's Magna and Marker's Bentley, with its high single-seater body. On the second lap Aldington took fourth place, passing Percival's old 3 litre Bentley, which was back-firing, while Derrington had disappeared. Previous casualties had been Dunham (Alvis), who had difficulty in getting away, and Metcalfe. Then Kaye Don packed up and Munday and Lixon, the other back markers, never looked as though they could make up their handicaps.

Aldington continued to pass everyone ahead of him, coming round on the last lap with a clear lead, to win at the fine speed of 96.47 m.p.h.

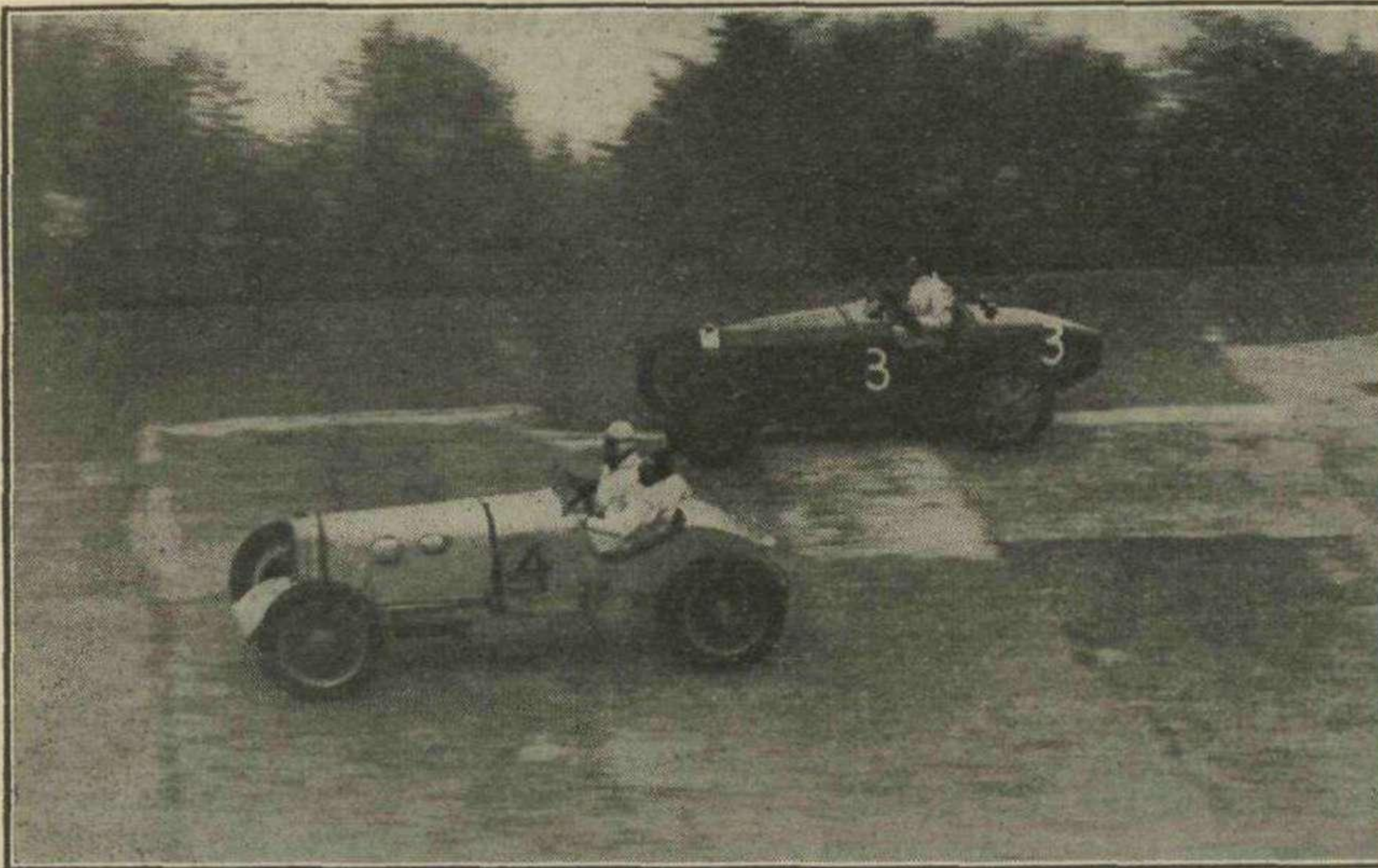
### The Woking Senior Long Handicap.

Distance: About 9 miles.

1. R. F. Oats (Alvis 1,496 c.c.), 1m. 51s.
  2. R. R. K. Marker (Bentley 4,398 c.c.), 50s.
  3. R. G. Percival (Bentley 2,996 c.c.), 1m. 51s.
- Won by 300 yards at 90.00 m.p.h. 50 yards between 2nd and 3rd.

Percival's Bentley was limit man in this race, followed by R. F. Oats, driving Follett's Alvis, Ashton-Rigby (M.G.), Dunham (Alvis), Marker (Bentley), Lixon (Riley), Whitney Straight (M.G. Magnette), Munday (Munday Special), R. L. Duller (Bugatti) and T. H. Wisdom (Leyland Thomas).

Straight had wiped out Dixon's 3 second start by the time the Railway Straight was reached, but his Magnette was misfiring on the second lap. Percival still held his lead, but Marker had fallen back two places and Dunham's Alvis had once more given up the ghost. After two laps the only changes in the order were



A moment before the crash. R. C. Duller takes his Bugatti very high in order to pass R. J. Munday (Munday Special).

rise to a good deal of discontent among the spectators, for during the afternoon the sky cleared and the track became nearly dry. It would have been a difficult matter, however, to get through the whole programme before nightfall, so that the authorities were fairly justified in their action.

Great excitement was caused on the Thursday before October 21st, when Tazio Nuvolari arrived at Brooklands and proceeded to practice over the Mountain course with Earl Howe's Bugatti. But Brooklands has yet to have the honour of counting the great Italian as one of its drivers, for Nuvolari was that same night called back to Paris, and so Taruffi took his place. Earl Howe was prevented from driving the car himself owing to a recent operation to his arm.

Possibly as a result of their disappointment on the previous Saturday, a very small crowd assembled for the meeting in which incidentally some very fine cars and drivers were scheduled to participate. The weather was dull and cloudy, and a keen wind sprang up during the afternoon. In view of the early hour of sunset the whole programme was shifted forward by half an hour, so that the first race started at 1.30 p.m.

### The Woking Junior Long Handicap.

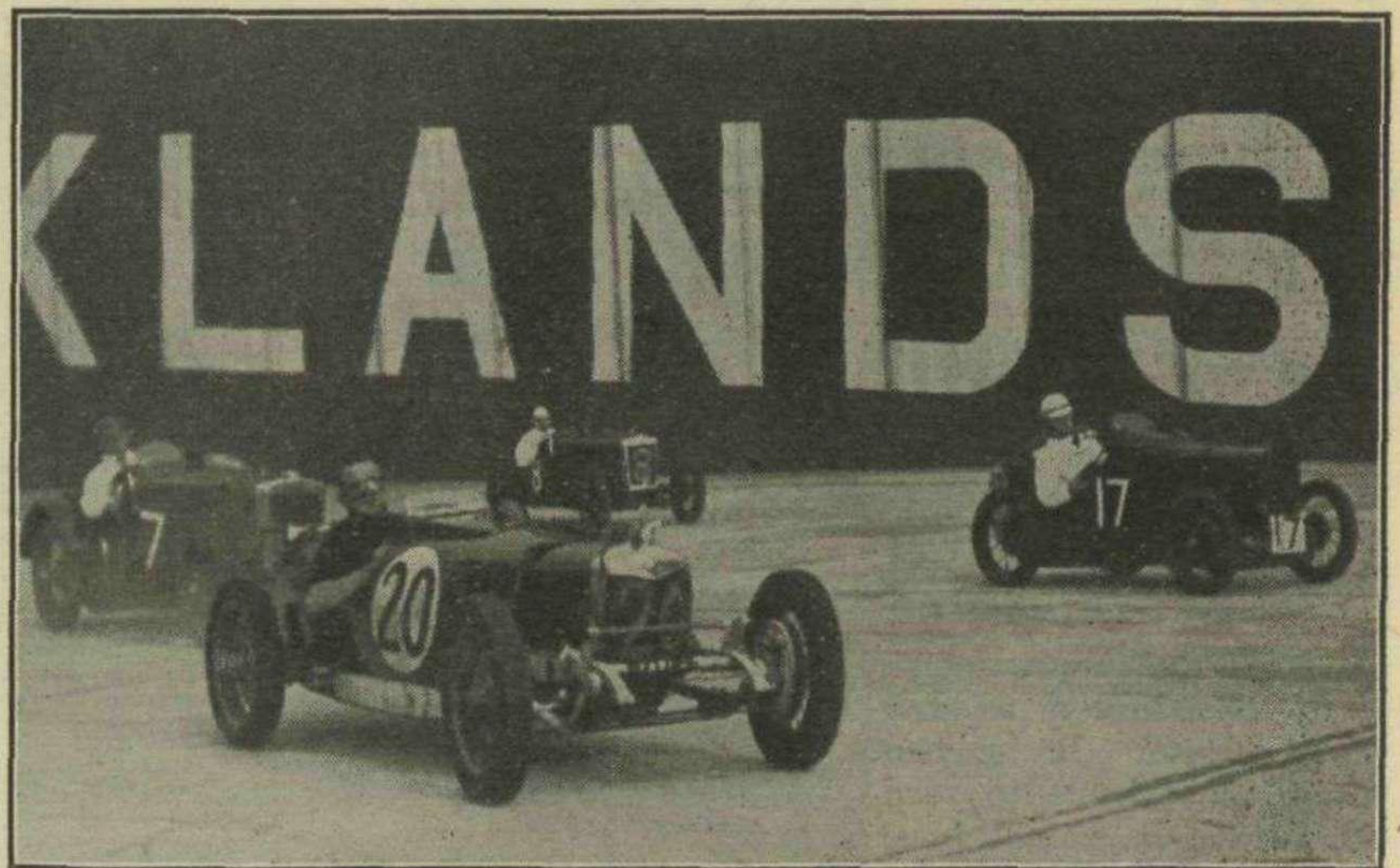
Distance: About 9 miles.

1. H. J. Aldington (Frazer Nash 1,496 c.c.), 1m. 21s.
2. C. B. Follett (Alvis 1,496 c.c.), 1m. 51s.
3. A. Ashton-Rigby (M.G. Magna, 1,087 c.c.), 1m. 43s.

Won by 30 yards at 96.47 m.p.h., 75 yards between 2nd and 3rd.

A field of 15 went to the starting line for the first race. E. L. Meeson made

V. W. Derrington (Hornet), C. B. Follett (Alvis), R. G. Percival (Bentley), A. A. Rigby (Magna), H. J. Aldington (Frazer Nash), H. Rose (Alfa Romeo), C. le S. Metcalfe (Abbott Nash), R. R. K. Marker



Mass-corning at the Fork. The drivers are: No. 7, T. G. Moore (Frazer Nash), No. 20, J. V. Bolster (Riley), No. 8, W. G. Everitt (M.G.), and No. 17, W. L. Thompson (Austin).

(Bentley), S. Smith (Bugatti), F. W. Dixon (Riley), R. J. Munday (Munday Special), R. S. L. Boote (Riley), and Kaye Don (Bugatti).

Aldington had made the most progress, having passed Metcalfe and Boote, but

that Straight had lost ground and had been passed by Munday, and Marker had got into his stride, re-passing Dixon.

On the final lap Percival's Bentley packed up completely as the car left the Members' Banking, the driver coasting





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## AN EVENTFUL BROOKLANDS FINALE—continued.

for the rest of the distance. Oats was now a clear winner, with Marker just too late to get 1st place. Our attention was next drawn to the efforts of R. L. Duller to bring his Bugatti past the Munday Special for the doubtful honour of securing 6th place. As the two cars came into our view from beneath the Members Bridge both of them seemed very high on the banking. Munday was leaving room for another car to pass, and seeing this, Duller attempted to get through the gap. As they drew nearer to the point where we were standing at the end of the road leading on to the Track—the Bugatti was almost alongside the Munday Special. Then a depression in the track caused the Bugatti to slide down a little, until it was in danger of touching the other car. By now Duller seemed determined at all costs to get past, and promptly pulled up again. He could not have chosen a more unsuitable part of the track for this manoeuvre, for, narrowly missing contact with the low parapet at the top of the track, the Bugatti immediately found itself on the famous bump which invariably sends cars bounding in the air, all four wheels clear of the ground.

From now on it was obvious that the Bugatti would crash, for it struck the bump in an upward direction and came down to earth again pointing towards the outer edge of the track. This caused Duller to pull inwards sharply, and in a moment the green car had lurched broadside, skidded right round, rushed backwards across the track and disappeared in a cloud of mud, demolishing a telegraph pole at the inner edge of the track. There the car actually turned over, throwing the driver safely onto soft ground, without anything more serious than a cut hand and a good bruising.

**The Mountain Championship.**

Distance: 10 laps, About 12 miles.

Previous Winners:

1931. 15 laps. The late Sir Henry Birkin (Maserati), 73.51 m.p.h.

1932. 15 laps. Sir M. Campbell (Sunbeam), 68.60 m.p.h.

1. Whitney Straight (Maserati 2,514 c.c. S.).
2. Taruffi (Bugatti 2,263 c.c. S.).
3. The Hon. B. E. Lewis (Alfa Romeo 2,336 c.c. S.).
4. A. H. L. Eccles (Bugatti 2,263 c.c. S.).

Won by 60 yards at 73.64 m.p.h. 300 yards between 2nd and 3rd.

The race for the Mountain Championship had all the makings of a really fine contest, but soon after the start it was deprived of a good deal of its interest. But let us first of all consider the cars lined up at the starting line opposite the Paddock. There were 8 of them altogether; four Bugattis, two of them twin-camshaft jobs handled by the Italian, Taruffi, and T. E. Rose-Richards, the others being single-camshaft cars in the hands of T. A. S. O. Mathieson and A. H. L. Eccles; Whitney Straight's black Maserati, with twin rear wheels, the holder of the lap record of 53 4/5 secs., at 78.29 m.p.h.; Brian Lewis's "biposto" Alfa Romeo; Sir Malcolm Campbell's 12 cylinder Sunbeam, winner of the race last year, now also fitted with twin rear-wheels; and finally Raymond Mays with his special Riley.

On the fall of the flag everyone got away nicely, except Mathieson, whose blue Bugatti was afflicted with fuel starvation. But as the cars roared away up to the top corner it was seen that all was

not well. Taruffi had leapt into the lead, and was hugging close in to the corner, holding his car masterfully as it struggled to swing sideways. Rose-Richards was right behind, and tried to follow Taruffi's course, only to lose control of his Bugatti and execute a complete broadside skid, just before he got to the real corner.

Sir Malcolm Campbell had the misfortune to be following Rose-Richards, and could not avoid the gyrating Bugatti, striking it broadside and damaging the Sunbeam's back axle so that it skidded round on the track with locked wheels. The Bugatti was removed, but Campbell's car had to stay where it was in the fairway for the rest of the race.

Meanwhile the other drivers had arrived at the Fork, in the following order: Taruffi, Brian Lewis, Raymond Mays, Straight, and Eccles. As the cars roared up to the Members Bridge turn once more,



The Mountain Champion. Whitney Straight handled his 2.5 litre Maserati with consummate skill.

blue flags were waved and Taruffi slowed right down, almost to a standstill. Straight, Mays and Lewis had swept past almost before he realised that things were not quite so disastrous as the gesticulations he had seen had at first suggested.

Down at the Fork occurred the second incident which was not calculated to give our Italian visitor a happy impression of British driving skill. Raymond Mays lost control of his Riley and spun to a standstill, with stalled engine, right in the path of Taruffi. The latter pulled up—without losing his engine—only a foot or so from the Riley, and neatly got away again in pursuit of Lewis and Straight. Lewis was caught on the fifth lap, but try as he would Taruffi could not draw level with Straight. From this point the order was unchanged, Straight driving magnificently to win by 2 seconds from Taruffi. These two drivers gave a fine exhibition of skill, their cornering being a delight to watch throughout the race.

**The Woking Junior Mountain Handicap.**

Distance: About 6 miles.

1. R. F. Turner (Austin 747 c.c. S.), 34 secs.
  2. C. A. Richardson (Riley 1,089 c.c.), 39 secs.
  3. F. W. Dixon (Riley 1,089 c.c.), 21 secs.
- Won by 150 yards at 63.63 m.p.h. 3 yards between 2nd and 3rd.

There was some delay before this race could be begun, for Campbell's car had to be removed, and it had deposited a large pool of oil onto the track. At last it was decided to send the competitors on a preliminary lap of inspection, so that they would know where to expect the oil, and this was done.

18 cars took part in the race, limit man being G. B. C. Sumner (Austin), with C. R. A. Grant (Alfa Romeo) at the other end of the scale. In spite of the closely-packed groups in which the cars came round, the standard of driving was on a high level, and fortunately there were no untoward incidents. As the field settled down it was seen that R. F. Turner (Austin) would in all probability be the ultimate winner. And so it proved, this fine driver finishing first ahead of C. A. Richardson and F. W. Dixon, both on Rileys. Turner's driving was most re-

markable. At the Fork, he approached the corner at a seemingly hopeless speed, braked evenly, and slid round with his little Austin just heeling over at the limit. And he did exactly the same thing every time. Relatively speaking, his cornering was as good as any seen on the Mountain Circuit this year.

Of the rest, Grant was miserably slow with the Alfa Romeo, a pretty 2.3 litre 4 seater fully equipped; Aldington could do nothing with his one-from-scratch handicap; Everitt revolved slowly at the Fork on the last lap; and Thorpe had bother with the door of his Frazer Nash opening wide on every lap at the Fork.

**The Oxford and Cambridge Mountain Handicap**

Distance: About 6 miles.

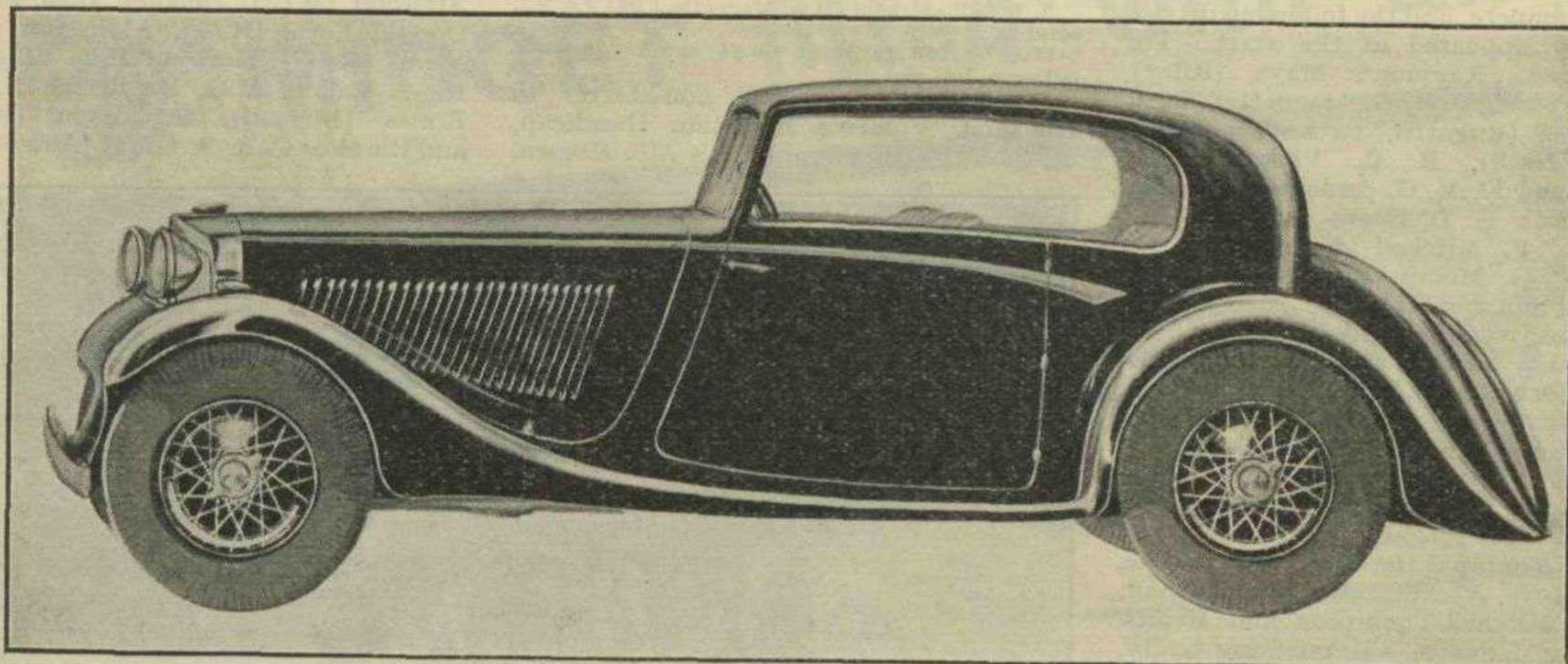
1. Raymond Mays (Riley 1,496 c.c. S.), scratch, Cambridge.
2. Whitney Straight (M.G. Magnette 1,087 c.c. S.), 5 secs. Cambridge.
3. T. A. W. Thorpe (Frazer Nash 1,496 c.c.), 35 secs. Cambridge.

Won by 500 yards at 71.39 m.p.h. 120 yards between 2nd and 3rd.

The first Inter-Varsity Mountain Race very nearly proved a fiasco, for the Oxford authorities have issued orders which prohibit members from taking part in motor races when the University is in



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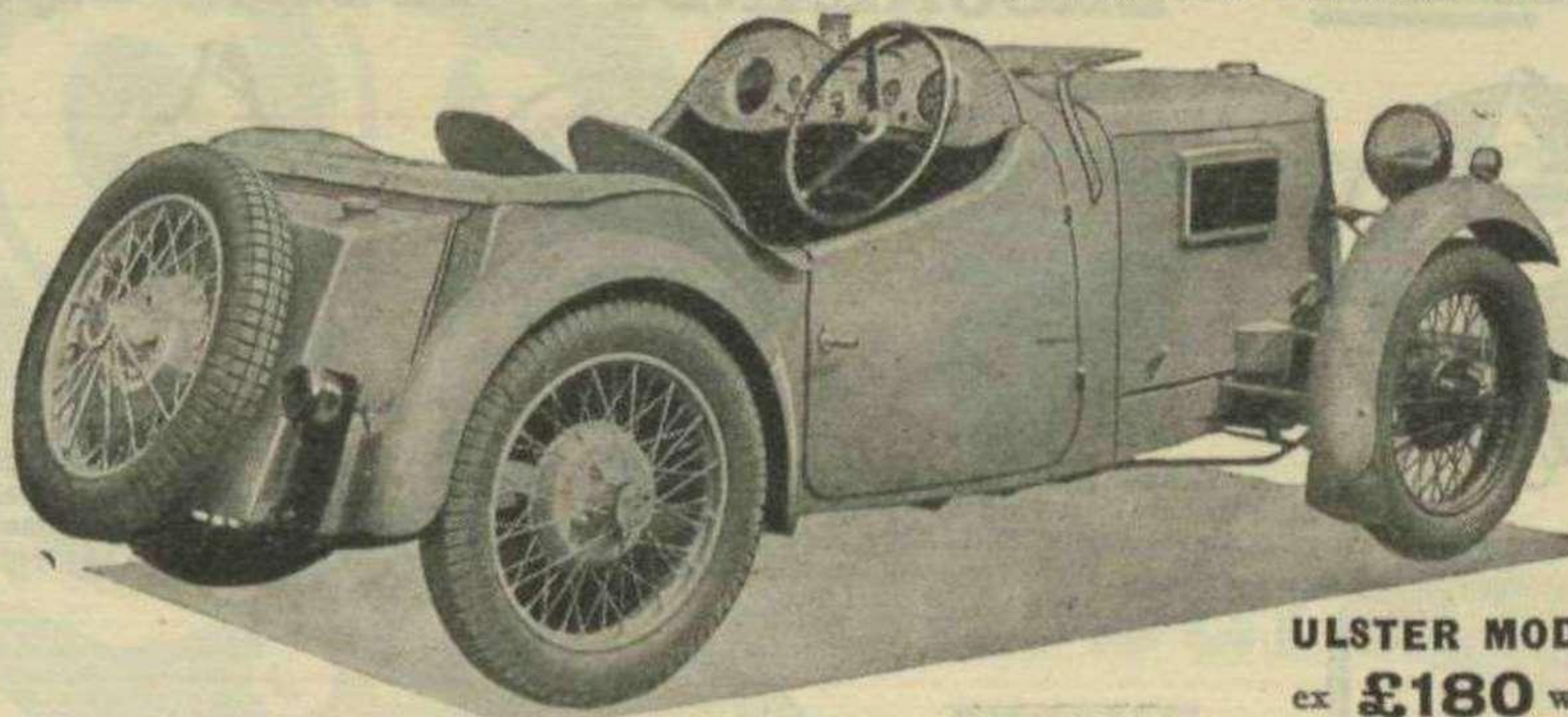
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## AN EVENTFUL BROOKLANDS FINALE—continued.

residence. To get over this difficulty the Brooklands people invited past as well as present members of the Universities to compete, and the following drivers eventually appeared at the start. For Cambridge: Raymond Mays (Riley), Whitney Straight (M.G. Magnette), R. J. B. Seaman (Bugatti), T. A. W. Thorpe (Frazer Nash), R. C. Vickers (Lea-Francis) and K. M. G. Anderson (Austin). For Oxford: K. D. Evans (M.G. Midget), the Hon. P. Mitchell-Thomson (Frazer Nash), T. G. Moore (Frazer Nash) and G. B. C. Summer (Austin).

The pace was fast and furious, and on the first lap Vickers turned right round at the Fork, being successfully avoided by everyone else. On the next circuit Evans found himself approaching the Fork a little faster than his wont, and so wisely went up the "escape road." Anderson did likewise, after a hectic first lap. On lap 3 the order was Thorpe, Moore, Mays, Vickers, Summer, Seaman, Straight, Mitchell-Thompson and Evans. Straight's Magnette was misfiring badly, but he carried on. Mays then went into the lead, and held it till the end. Moore lost his third "gear" on the Frazer Nash, and was passed by both Straight and Seaman. Thorpe drove very well to get second place.

**The Woking Senior Mountain Handicap.**

Distance: About 6 miles.

1. F. W. Dixon (Riley 1,089 c.c.), 32 secs.
  2. Whitney Straight (M.G. Magnette 1,087 c.c. S.), 7 secs.
  3. H. R. Attwood (M.G. 747 c.c. S.), 17 secs.
- Won by 600 yards at 66.62 m.p.h. 75 yards between 2nd and 3rd.

Another tremendous field turned out for this event, 17 cars in all. The handicapping, so far excellent, was sadly at fault in this race. In fact a glance at the programme showed Dixon as an easy winner, for he was in the third group from limit.

Some good scraps and clever driving were seen among the rest of the field, however. R. J. W. Appleton (Bugatti) was outstandingly good at the Fork, time after time passing one or two people during this manoeuvre. Cholmondely-Tapper was also good, but had to retire on the 3rd lap. Whitney Straight did well to get second place, having to pass 16 cars to do so.

**The Women's Mountain Handicap.**

Distance: About 6 miles.

1. Miss Rita Don (Riley 1,089 c.c.), 20 secs.
2. Mrs. K. Petre (Bugatti 1,990 c.c.), scratch.
3. Miss P. Altham (M.G. Magnette 1,087 c.c. S.), scratch.

Won by 150 yards at 60.34 m.p.h. 75 yards between 2nd and 3rd.

There was only one non-starter in the first Women's Mountain Handicap, R. E. L. Featherstonhaugh's Alfa Romeo,

The race was a fiercely contested one, the order on the 2nd lap being Rose (Alfa Romeo), Roy Eccles (Frazer Nash), Attwood (M.G.), Delaney (Lea Francis), Donald Letts (M.G.), Aldington (Frazer Nash), R. T. Horton (M.G. Magnette), R. A. Yallop (M.G. Magnette), A. H. L. Eccles (Bugatti), Mathieson (Bugatti) and the slow C. R. A. Grant (Alfa Romeo).



But for two unfortunate incidents, Taruffi would have pressed Whitney Straight a good deal harder for the Mountain Championship.

which should have been driven by Miss D. Hughes.

On the first lap the order was Miss Don, Mrs. Roe (Lea Francis), Miss Taylor (Salmson), Miss Sedgwick (Frazer Nash), Mrs. Petre, Miss Ellison (Bugatti), Miss J. Houldsworth, Miss Altham and Miss Gibbs (Bugatti).

Miss Don had a safe lead, at any rate for five laps, for Mrs. Petre and Miss Altham were closing in rapidly when the chequered flag was finally waved.

**The Woking Lightning Mountain Handicap.**

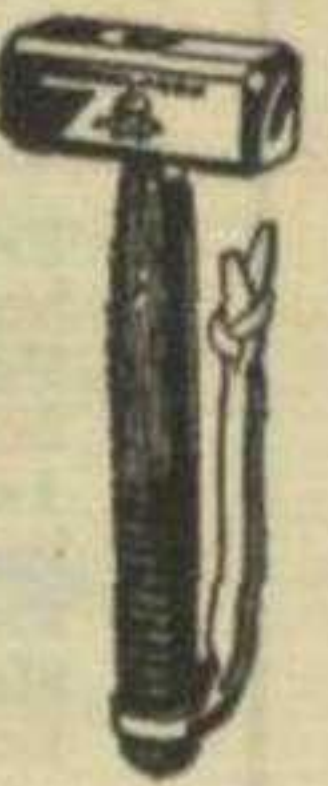
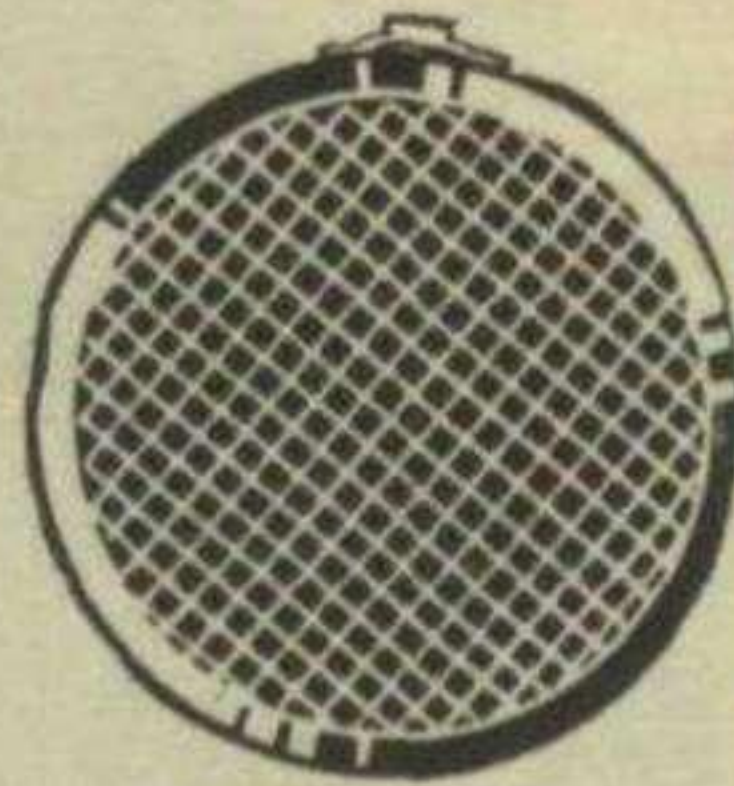
Distance: About 6 miles.

1. T. A. S. O. Mathieson (Bugatti 2,263 c.c. S.), 20 secs.
2. A. H. L. Eccles (Bugatti 2,263 c.c. S.), 20 secs.
3. R. T. Horton (M.G. Magnette 1,087 c.c. S.), 27 secs.

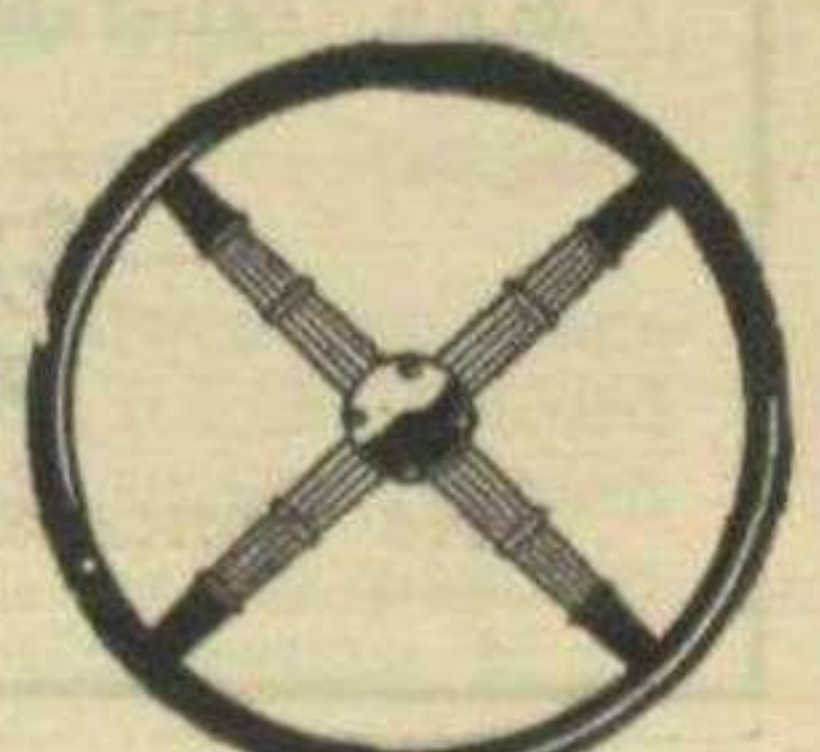
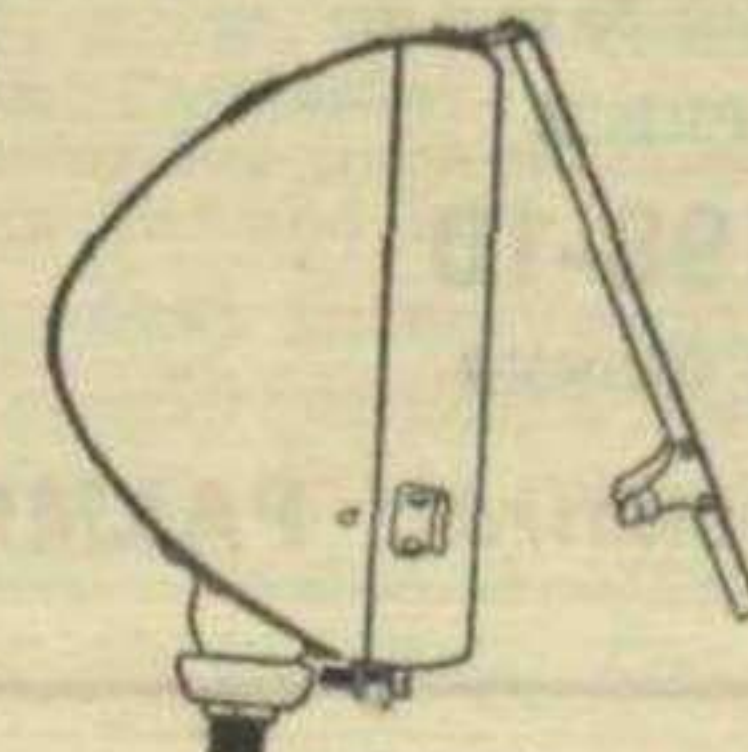
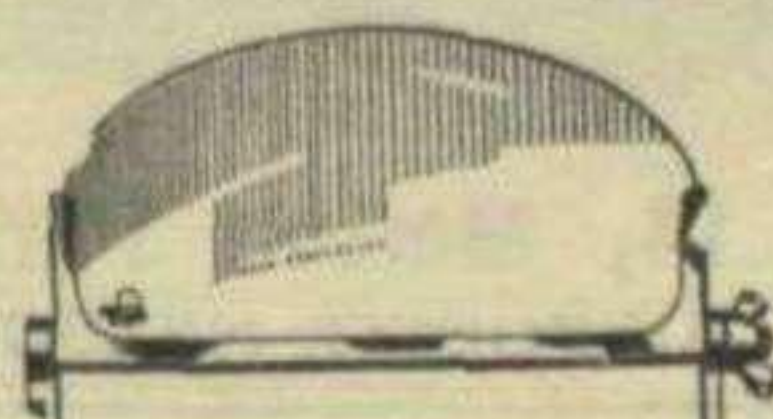
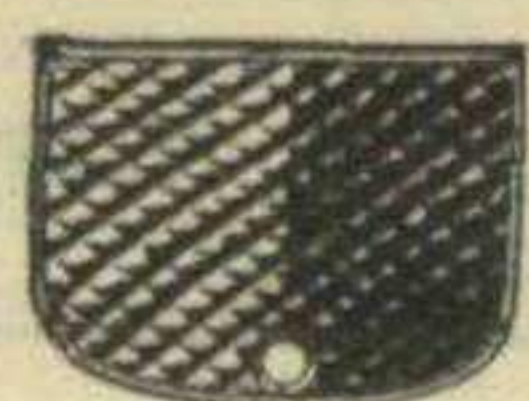
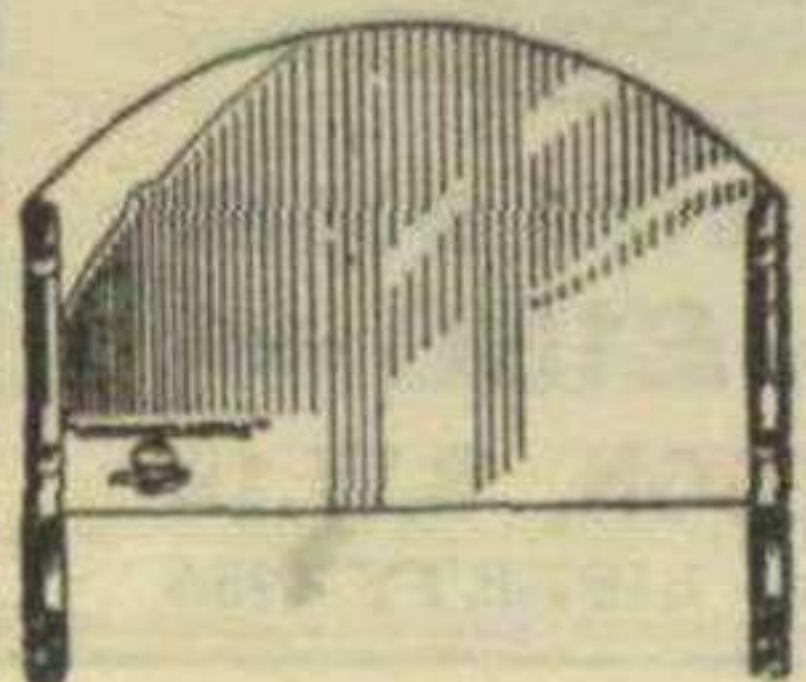
Won by 75 yards at 69.51 m.p.h. 20 yards between 2nd and 3rd.

On lap 3 Letts moved up a place and Yallop lost two. Next time round Delaney had gone to the top with a bang, driving magnificently and passing four cars. The whole pack were so close together that it was almost impossible to say who would win eventually. On the last lap all the leaders were trying their level best to get ahead of their neighbours, and by a really fine effort Mathieson swept by the six cars in his path to gain a well-deserved victory from virtual scratch.

By now the light had nearly gone. In the grey of dusk the Track looked bleak and sombre, taking to itself the memories of another season's racing. By the time tea was finished darkness had descended, and so spectators bid farewell to Brooklands until next Spring.

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**1 MILE  
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**10 KMS.  
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## BOOKS TO READ.

*The Story of Brooklands*

**B**ROOKLANDS Motor Course, with its wealth of tradition both in motoring and flying, presents a wide scope for the chronicler, and it was therefore with keen anticipation that "Wheels Take Wings; the Story of Brooklands," by Michael Burn in collaboration with A. Percy Bradley, was awaited by all *habitues* of the famous track.

The book has now been published by Foulis at 7s. 6d., with a foreword by H.R.H. the Prince of Wales, and while most entertaining and informative in many ways, it leaves the reader with a sense of incompleteness, of an opportunity missed. The account of how the track came to be built, the engineers encampment, the first races and the famous law-suits are well described, as are the early days of the aerodrome. But the post-war period has been strangely skimmed by the authors. A few outstanding personalities have been described at length, types of races lightly touched upon, and the growth of the Flying School described. That is about all.

These criticisms can to a certain extent be regarded as a compliment, for they arise from the brevity of the enjoyment one experiences in reading the book. 250 pages of large type cannot do justice to the stirring history of Brooklands. The magnitude and grandeur of the subject can best be described in the author's own words, in a paragraph which expresses feelings which all regular visitors to the Track will have experienced:—

"When the meeting is over and the crowds are gone and the enclosures like

an emptied theatre, having nothing but torn paper and discarded programmes underneath the trees, the track becomes populous with ghosts reviving fading history . . . authors of ideas we now develop, who pioneered an age still young, with no propension to decline. . . . Here is a certain story of much life and adventure in a concrete bowl; Tim Birkin and Parry Thomas made records here . . . Blériot . . . Sopwith . . . A. V. Roe . . . all the young company of amateurs raced, the Lyndhurst Bruces and Graham Gilmours . . . crashes and accident and disaster . . . here the fifteen hundred workmen built their fern huts and camp fires, sang their songs and cut down trees and made a track; before them nothing but a peaceful wood. To this wood at a meetings' end Brooklands returns most closely in the solitude, when quiet and evening and the last birds settle among the trees and purple flowers . . . for a moment it is back in the pastoral days and the days so little distant when there was no speed but only a jolting hither or thither behind horses. Then suddenly a car is on the concrete, an aeroplane alights softly as a gull, a train passes like a dragon with one red eye, and behold the three generations of speed, the new dynasty, the aerodrome is an aerodrome, the track is a track again. Then you picture easily all the cars that ever drove on it, from Edge's Napier . . . to Whitney Straight's Maserati."

The fact that this is the sole mention in the book of the car which holds the Mountain Lap record is sufficient testimony of the author's failure to

grapple with the tremendous range of history, incident and detail at their disposal.

Mr. Bradley, in his introduction, says that a complete chronicle of all the happenings and records at the Track would be dull to all except those directly connected with motor racing. Leaving aside the major issue, it would surely have been possible to combine detailed information with the general story, and in any case there must be plenty of material in the archives of Brooklands for a story twice the size of the present book.

The book sadly lacks a map and an index. Many people would like to know the whereabouts of "Walpole House" and "the Summit." Hemery's flying half-mile at 127.88 m.p.h. in 1908 is described, but the make of car is not given. The M.G. Midget is said to have an engine of 850 cubic feet! Birkin is stated to have driven in the 1926 J.C.C. race, by which the Essex Club's 6 hour event is presumably meant. One of the most extraordinary errors, or misapprehensions, appears on page 96. Writing of the years 1907 and 1908 the authors say "The passengers on one special train to Brooklands had actually to be warned that there were five card-sharper gangs on board." Of course card-sharpers never go to Brooklands nowadays!

In spite of these deficiencies "Wheels Take Wings" is a book that should not be missed by any follower of motor-racing, if for no other purpose than to remind us of the unbounded debt of gratitude we all owe to its founder, the late Mr. H. F. Locke King.

*"Sicilian Circuit."*

The Earl of Cottenham has followed up his first novel "All Out," with another dealing with the same characters who enlivened the pages of that book. This is "Sicilian Circuit," recently published by Cassells at 7s. 6d.

The story concerns a remarkable Turbine-car which is the invention of a young Russian who has worked for many years in the factory of a well-known Continental make. The Soviet authorities decide that the blessings of this invention should be reaped by the country of Peter Drovinn-

sky's birth, and the plot to prevent the car being raced at Brooklands and in the Targa Florio is the theme of an exciting story.

The descriptions of the two races are naturally, from the sporting motorists point of view, the most enjoyable parts of the book, and the fact that it is written by an experienced motorist guarantees its accuracy and freedom from those errors which so often disfigure the work of novelists.

Lord Cottenham is evidently a profound enemy of the present Russian

régime, reacting inevitably in favour of Fascism. Providing the reader does not allow his personal political opinions to be ruffled either by the reference to Russians as "filthy, treacherous cur-dogs" and "bloody-minded, butchering swine" or the author's approval of the thoroughness with which the Italian Fascists seal peoples' cameras in the vicinity of the frontier, "Sicilian Circuit" can be thoroughly recommended as a motor-racing novel with a most pleasant ring of authenticity about it.

## THE VETERAN CAR RUN

**T**HE annual commemoration run for veteran cars from London to Brighton will take place this year on Sunday, 12th November. The run is organised by the R.A.C. to commemorate the date on which the Locomotives on Highways Act, 1896, came into force. This Act for the first time relieved motorists of the need for being preceded by a man carrying a red flag, and fixed a maximum speed for motor cars of 14 m.p.h.

Cars eligible to compete in the Run must

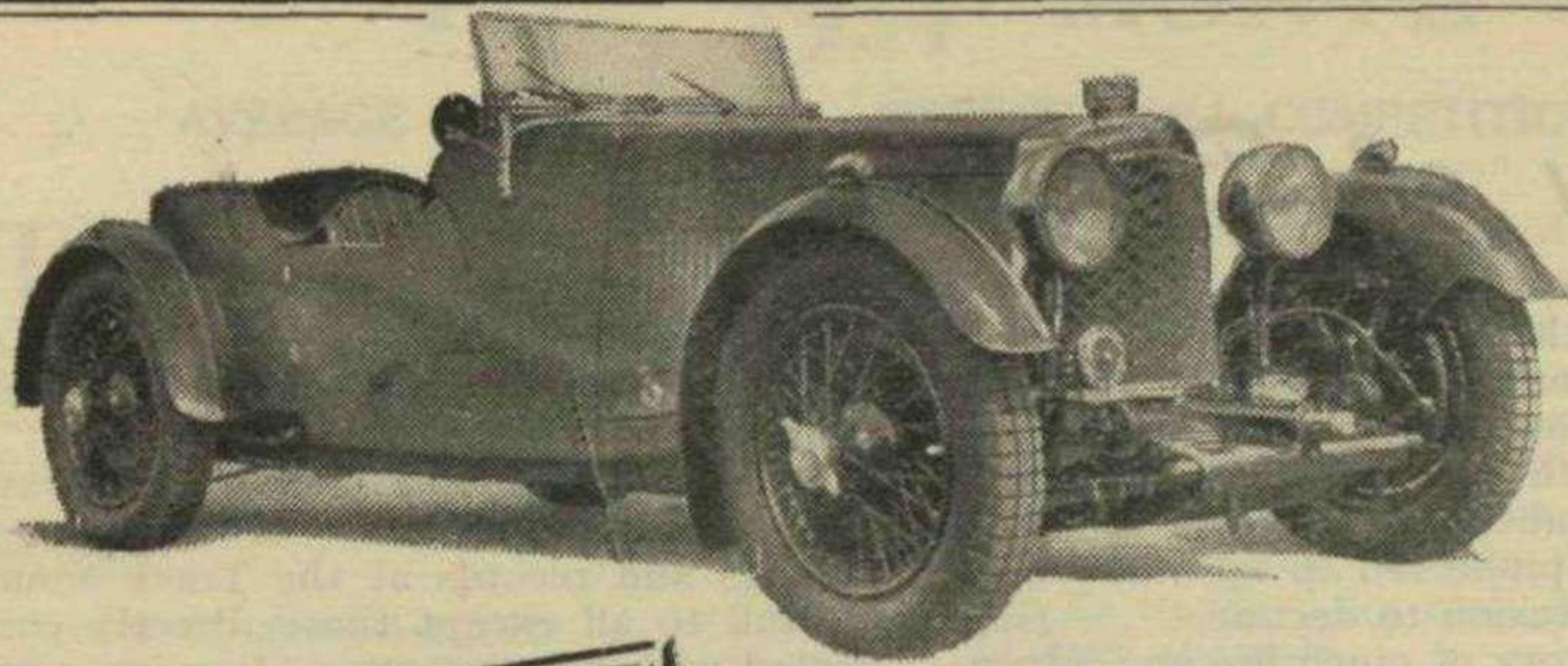
have been manufactured not later than 1904, which means that every car participating is at least twenty-nine years old. Last year seventy-four cars were entered; the oldest was built in 1894, and practically every type of car from the earliest single cylinder with tube ignition to the first of the big four cylinder tourers was represented.

The Run is not in any sense a race or competition, the only award being an R.A.C. certificate to each car arriving at

Brighton within the time limits laid down.

The first car will start from Moon's Super Service Garage, Buckingham Palace Road, S.W.1, at 9.30 a.m. on Sunday, 12th November, the remaining cars leaving at minute intervals. The route will be via Victoria Street, Westminster Bridge, Kennington, Brixton, Streatham, Croydon By-Pass, Redhill, Reigate, Crawley and Brighton. The first car is expected to arrive at the Aquarium Garage between 12 and 12.30 p.m.





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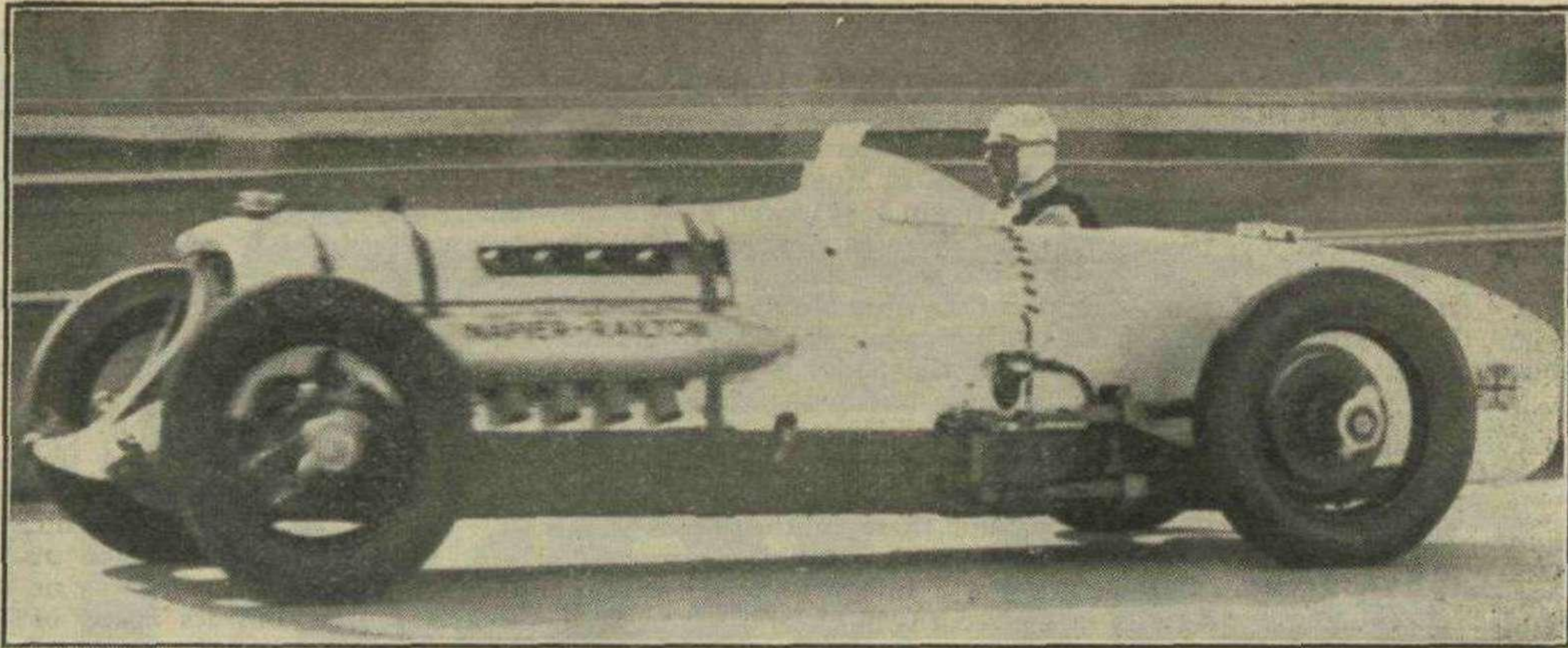
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## A MONTH OF RECORDS.

THE USUAL END OF SEASON ACTIVITY RESULTS IN RECORDS BY THE NAPIER RAILTON,  
— M.G. MIDGET AND MAGNA, HOTCHKISS, AUSTIN, DERBY AND AMILCAR. —

### The Napier-Railton's 'Bag.'

LAST month a determined onslaught on World's and Class "A" records was made by the Napier-Railton at Montlhéry. A full squad went over with the car, consisting of the drivers John Cobb, Cyril Paul, T. E. Rose-Richards, and the Hon. Brian Lewis; two Thomson and Taylor men; the two "Macs" of Dunlops; Coe of Napiers; a Lucas headlight expert; a petrol man; King-Farlow, the mathematical and slide-rule exponent; S. C. H. Davis, pit-manager; and last but by no means least, Railton himself.

In practice the car covered a lap at 138 m.p.h. without undue effort, and everything was set for a start at 7 a.m. Of course it was foggy, so the start was delayed until 1 o'clock. Each driver took a spell of roughly 200 miles, in the order given above, and then the car was brought in for tyres and fuel. The pit-stops were amazingly well executed. The heavy wheels were far from easy to handle with speed, and all four were changed, and forty gallons of petrol, and oil and water were taken on in less than a minute. There was an army of helpers; two on the petrol, one on each wheel, one on each jack

(later going to help the wheel men), and one on oil.

Unfortunately for the tyres, the track began to crack up badly in one particular spot, where the great fire had caused a new section to be laid. There was a  $\frac{1}{4}$ " ridge of concrete, and this soon crumpled under the strain of the 2 ton car hitting it at 130 m.p.h. and the inevitable pit was made. This abnormal stress caused the off side rear tyre to have percussion bursts, and was responsible for the scheduled 24 hour attempt being abandoned. These bursts had no effect on the stability of the car, which was as steady as a rock.

Full preparations had been made for the night run, three huge Lucas headlamps being fitted onto a single bar which was detached during the day. A row of red hurricane lamps was placed round the inner edge of the track, and red electric lamps round the upper edge. As it turned out, however, the record attempt was stopped at 7 p.m., so that only a quarter of an hour's darkness was experienced. During this short period the car held its scheduled speed for the record without difficulty.

The car was an impressive sight (and sound) as it roared round the track.

Montlhéry is free from noise regulations; so the exhaust system simply consisted of little three-inch pipes sticking out of the block. An interesting feature of the car is the throttle control. The revolutions of the big Napier engine are so low that no normal speed increase shows on the rev. counter. The result is that it is impossible for the driver to gauge accurately a definite increase in his speed when signalled to do so by the pit-control. To get over this difficulty a micrometer throttle-stop, operated from the steering column, has been fitted. One turn of this allows the throttle to be depressed a bit further.

When the car finished its run, 6 World's and 12 Class "A" records had been taken, as follows:—

#### World's records:

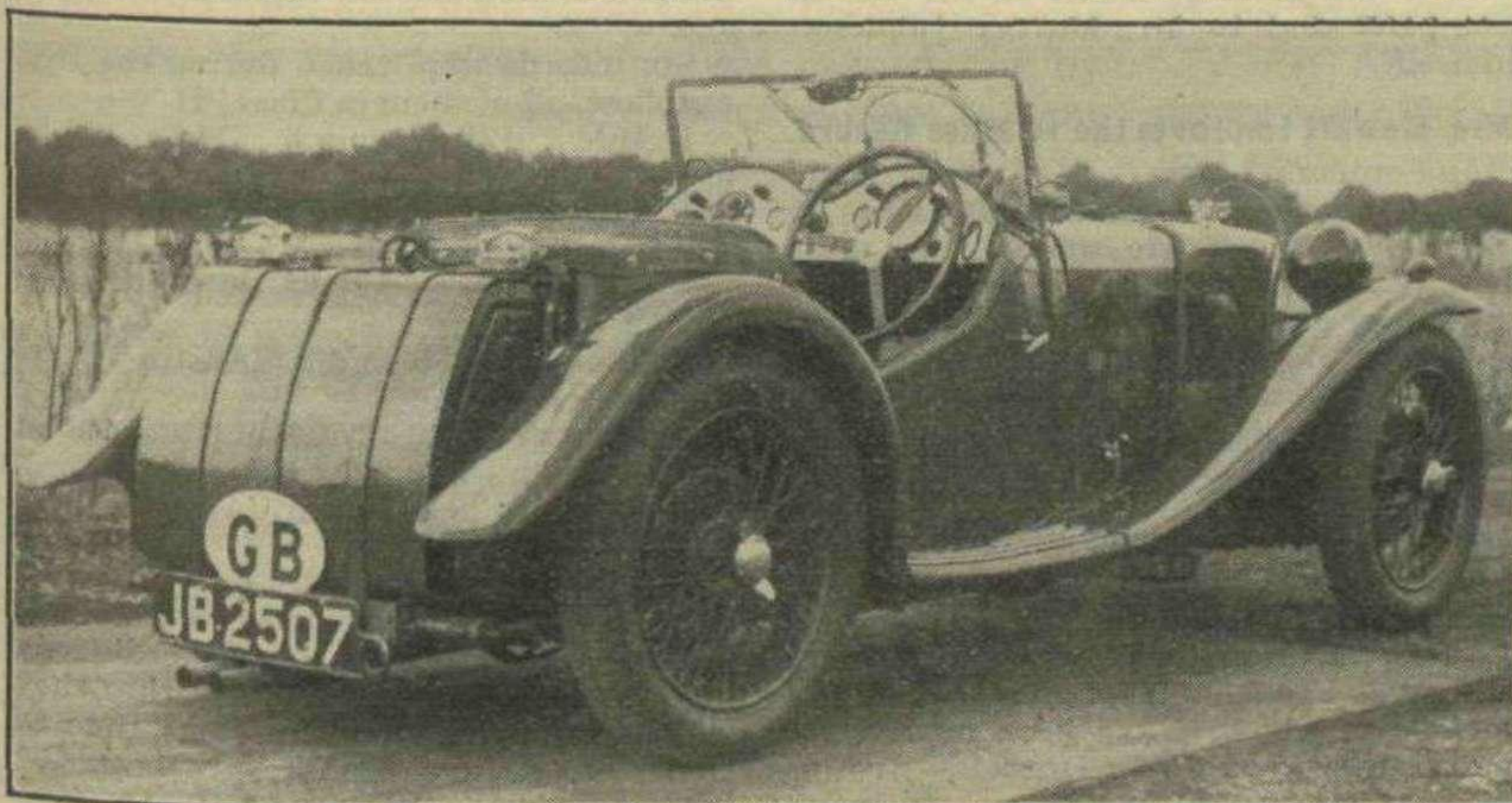
200 miles, 126.44 m.p.h. (Bugatti 118 m.p.h.).  
500 kms., 123.63 m.p.h. (Bugatti 119.98 m.p.h.).  
500 miles, 123.27 m.p.h. (Bugatti 119.24 m.p.h.).  
1,000 kms., 122.05 m.p.h. (Delage 116.36 m.p.h.).  
3 hours, 124.33 m.p.h. (Bugatti 120.64 m.p.h.).  
6 hours, 122.62 m.p.h. (Delage 117.12 m.p.h.).

Class "A" records:

50 kms., 125.64 m.p.h. (Delage 121.22 m.p.h.).  
50 miles, 126.67 m.p.h. (Delage 121.28 m.p.h.).  
100 kms., 126.73 m.p.h. (Delage 120.93 m.p.h.).  
100 miles, 127.09 m.p.h. (Delage 112.13 m.p.h.).  
200 kms., 126.84 m.p.h. (Delage 105.97 m.p.h.).  
1 hour at 126.83 m.p.h. (Delage 112.18 m.p.h.).

The previous records are in brackets.

A curious position has arisen concerning the world's records. All the above figures have been confirmed by the I.A.R.A.C., but in actual fact the 500 kms., 500 miles and 6 hours had already been bettered by Jenkins' Pierce-Arrow at Murock, before the Napier-Railton took the track. Although the American's



The M.G. Magna which recently gained the 12 and 24 hours records in Class 6, in addition to four others.



*A MONTH OF RECORDS—continued.*

speeds were higher than Cobb's, he has not yet officially claimed them, so for the time being at any rate the Napier-Railton is the holder.

The actual world's records broken by the car were previously held by Divo and Chiron's Bugatti, and Eyston & Co. with the Delage. The Class records previously stood to the credit of Cobb's Delage and the Renault.

The equipment of the car was as follows: Dunlop tyres, Castrol oil, K.L.G. plugs and National Benzole petrol.

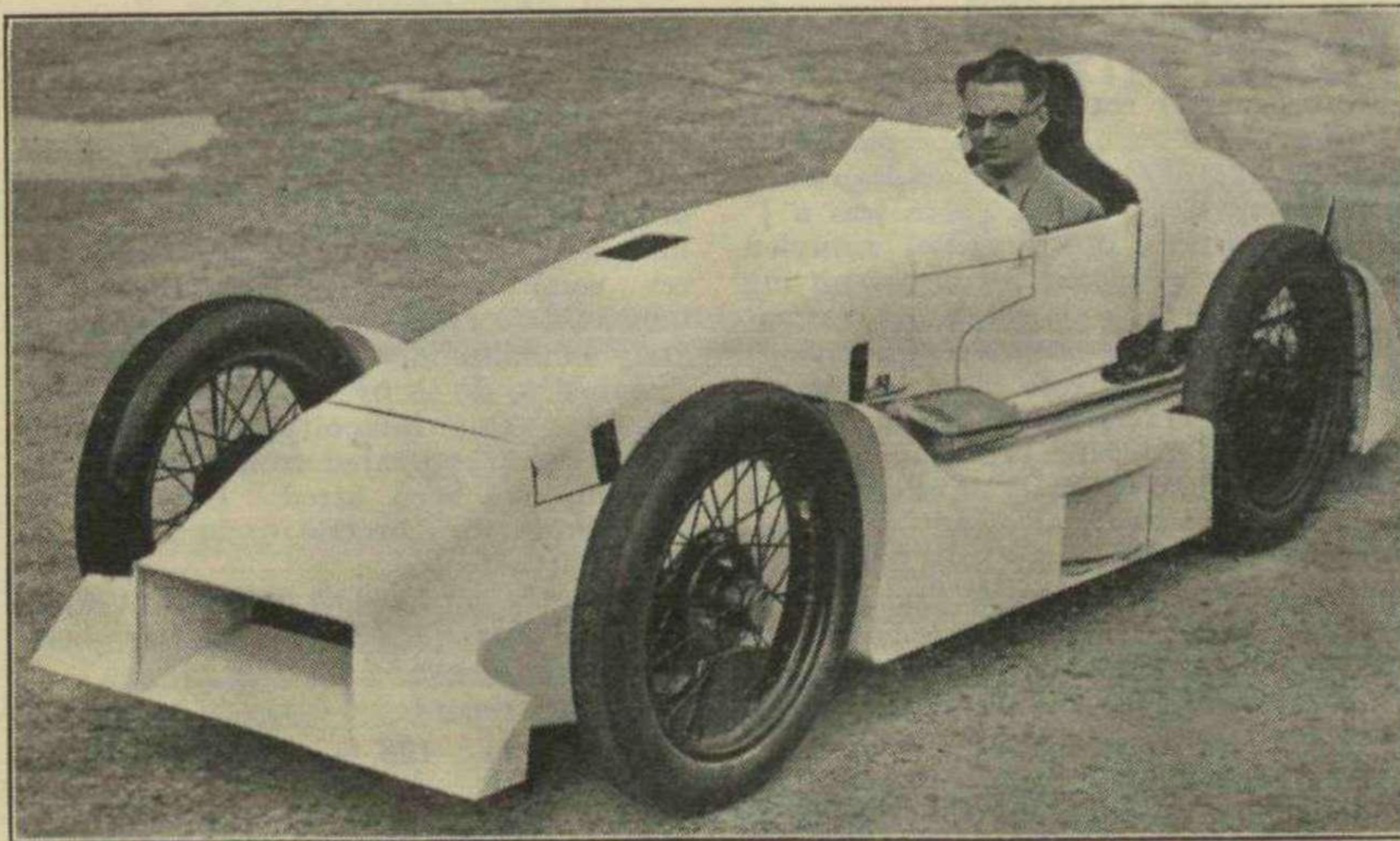
**The Wonderful M.G. Magna.**

Records made with cars differing but little from standard productions always compel the admiration of those conversant with the difficulties of record-breaking. For this reason the series of records broken last month by an 'L' type Magna are especially praiseworthy.

**Austin Seven does 119 m.p.h.**

One of the most astonishing news items of the month was undoubtedly the record run at Montlhéry by the single-seater Austin. It is well known that this car has been undergoing experimental work for some time past, both in the application of a Jamieson supercharger to the power-unit, and to special streamlining of the body.

To those not in the closest touch with these developments the increase of speed which has been obtained is little short of miraculous. The car was taken to Montlhéry, and there in the hands of Mr. T. Murray Jamieson himself proceeded to raise the 5 miles, 10 miles and 10 kilometre records in Class 'H' to the amazing figures of 119.38, 119.39 and 119.19 m.p.h. respectively. These records previously stood to the credit of George Eyston's M.G. Midget at 116.71, 117.42, and 114.46 m.p.h.



Mr. T. Murray Jamieson at the wheel of the streamlined Austin which recently made records at Montlhéry at 119 m.p.h.

The drivers were G. E. T. Eyston, A. Denly, R. A. Yallop and T. H. Wisdom. The objective was the long distance records of 12 to 24 hours, held by Riley and Salmson. The whole thing went absolutely according to plan, for no trouble was experienced and the Magna ran at its scheduled speed with the utmost regularity.

Steadily the car circled the track, and at last when the 24 hours had elapsed the following records had been annexed in Class 'G.'

12 hours, 81.24 m.p.h. (Salmson 76.1 m.p.h.).

24 hours, 80.56 m.p.h. (Riley 66.62 m.p.h.).

1,000 miles, 81.25 m.p.h. (Riley 67.80 m.p.h.).

2,000 kms., 80.75 m.p.h. (Riley 66.82 m.p.h.).

3,000 kms., 80.57 m.p.h. (Riley 65.78 m.p.h.).

2,000 miles, 80.49 m.p.h. (Riley 65.53 m.p.h.).

Castrol was used in the Magna, which ran fully equipped.

These Austin records, with a side-valve 747 c.c. engine, are a great achievement and of the greatest credit to the Austin Company and to Mr. Murray Jamieson himself.

**Mrs. Stewart Improves the 10 Miles Record.**

In September Mrs. G. M. Stewart made one of those meteoric record attempts at Montlhéry which are among the most remarkable phenomena of motoring today. Her goal was to improve in her own record in Class 'E' of 134.26 m.p.h. for 10 miles. This she did in a most convincing fashion, the new figure being 138.34—and this with an engine of 1,681.9 c.c.!

**The M.G. Midget regains some records.**

Two days before the 500 Miles Race at Brooklands (in which the car was entered), G. E. T. Eyston took out the "Magic" Midget at Brooklands for an attack on the records of which it had been deprived a month earlier by L. P. Driscoll's Austin. These were the 50 kilometres, 50 miles and 100 kilometres, which the Austin had raised to speeds of 101.52, 102.23,

and 102.26 m.p.h. respectively. The M.G. Midget was in fine form, however, and a little over a half an hour's running sufficed to improve on these figures, which now stand to its credit at 105.65, 106.67 and 106.72 m.p.h. And so the fight goes on.

**An Amilcar record at Brooklands.**

The oldest record in Class 'G' for many years has been the standing mile, held by "Archie" Nash on a 2 cylinder Frazer Nash at 71.12 m.p.h. This record has successfully withstood the onslaught of modern 1,100's, but recently fell to H. T. H. Clayton's Amilcar, at Brooklands. This car, once owned by Maj. A. T. G. Gardiner, is by no means a new machine, but its speed of 74.57 m.p.h. is extraordinarily good.

**Eyston again—this time on a Hotchkiss.**

George Eyston is undoubtedly the world's most indefatigable record-breaker. His latest effort was at the wheel of a special streamlined Hotchkiss, having a completely enclosed cockpit. With this car he and M. Vasselle, the well known Hotchkiss driver, recently secured three records in Class E (up to 2,000 c.c.). They were the 6 hours, 500 miles and 1,000 kilometre records, and the speed of the Hotchkiss was 101.50, 101.13, and 101.54 m.p.h. The previous records were held by an Alfa Romeo at 97.38, 97.99, and 97.11 m.p.h.

The Hotchkiss was one of the new 4 cylinder 2 litre jobs, and this record attempt indicates that in sports form it should have a remarkable performance.

**Amazing Records of the M.G. Midget.**

For some time the M.G. "Magic" Midget has been gradually undergoing modifications, and following the Austin's remarkable run at 119 m.p.h. the car was taken out in order to regain the lost records.

Denly was the driver, for improvements in frontal area have resulted in a narrower cockpit, into which George Eyston found that he could not insert himself. The car was in marvellous form, and was a most impressive sight as it hurtled round Montlhéry track, at a speed far beyond anything deemed possible from a 750 c.c. engine a few years ago.

Six records were taken during the run, as follow, all of them in Class 'H':—

1 Mile: 128.62 m.p.h. (M.G. 120.56 m.p.h.).

1 Kilometre: 128.62 m.p.h. (M.G. 120.56 m.p.h.).

5 Kilometres: 127.65 m.p.h. (M.G. 120.52 m.p.h.).

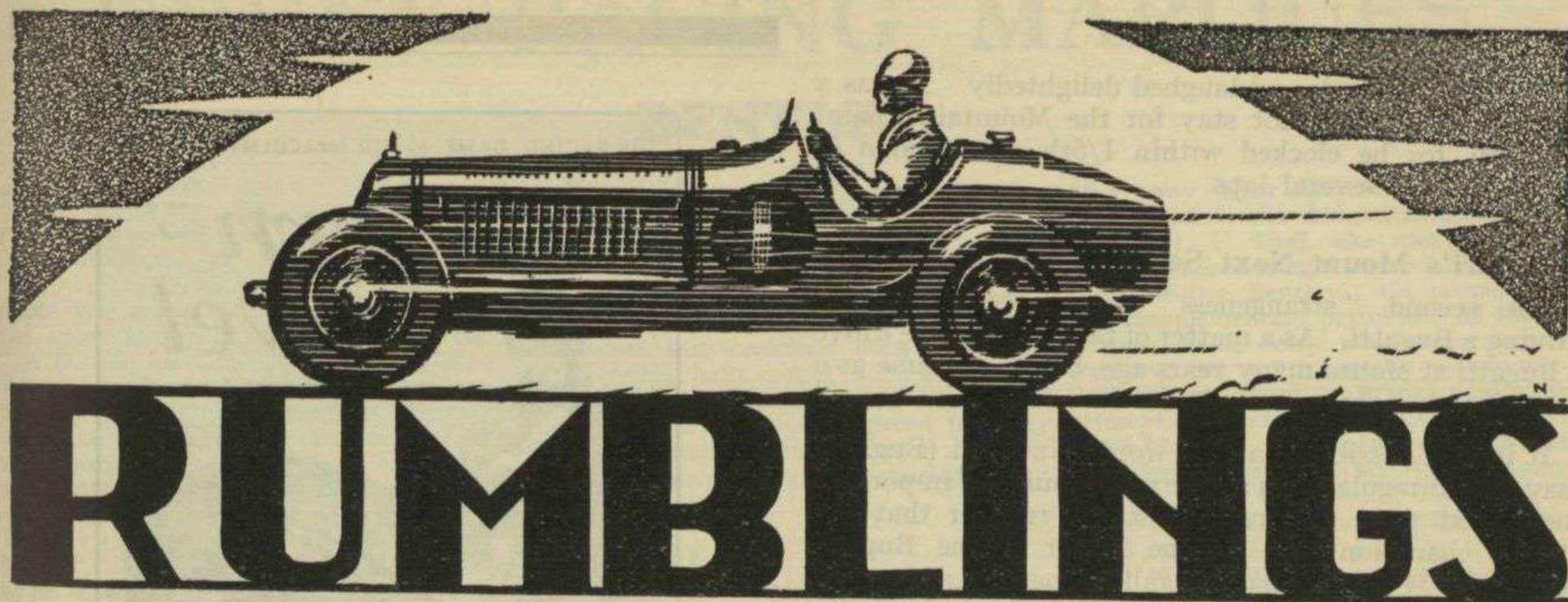
5 Miles: 127.80 m.p.h. (Austin 119.38 m.p.h.).

10 Kilometres: 127.23 m.p.h. (Austin 119.39 m.p.h.).

10 Miles: 125.43 m.p.h. (Austin 119.19 m.p.h.).

With this latest series of figures it seems that the M.G. Car Company has put the records up to an extraordinarily high degree. It seems unlikely that they will be improved upon for some time to come, but so unexpected have been the increases in the speed of 750 c.c. cars in recent years that a further improvement cannot be regarded as impossible.





### Big Stuff!

**T**HERE is no doubt that the cult of the sports car was kept alive in the depressing days of 1931-2 largely as the result of the small economical sports car, but there were a good many drivers who lamented the passing of the full-sized slow running units of an earlier era. The welcome appearance of the 3½ litre Bentley, the 4½ litre Lagonda and the 5 litre Siddeley Special has been a feature of the present year, and with the hoped-for track revival many of these fine cars should be seen on the roads of Great Britain and the Continent.

Two more three litre cars, both produced by world-famed manufacturers, are promised for next Olympia, one of them being a straight-eight. One also hears reports of another straight-eight this time supercharged, which will delight the hearts of British enthusiasts by the end of next season.

### Two Fast "Eleven Hundreds."

Horton's 750 c.c. M.G. with its off-set body was a rather daring innovation, but proved very successful in practice. One of the principal advantages of course is that the driver sits alongside the transmission, and this reduces the frontal area of the car without the complication of off-set transmission. Kesterton, better known for his skill in tuning S.U. carburettors for racing, was responsible for the design, which was carried out by Jensen's the West Bromwich coachbuilders. Next season Horton tells me he is going to put a similar type of body on the Magnette, so the 1,100 c.c. records will probably get quite a boost in 1934.

Freddy Dixon also has views on the 1,100 c.c. records, and hopes to go to Montlhéry during the next month or so to attack the Class Record for the Hour. He has of course completely rebuilt one of his Rileys, with side members straight in plain view instead of being splayed out like those of the standard Brooklands chassis. Quarter-elliptic springs are used at the back, and the half-shafts have had five inches cut off each of them. The front axle is a stock one made for an ordinary touring car.

### Sports Enthusiasts Please Apply.

Aston Martins tell me that they have for sale the car driven this year at Le Mans by Bertelli and Davis, and

which finished seventh. It is guaranteed to do 100 m.p.h. and is available at £550.

### Greenford Speedway.

Had a note the other day from J. E. Breyer, giving me the latest "low-down" on his plans for starting car-dirt-track racing. Apparently the powers-that-be have decided that Greenford as it stands is unsafe for spectators, and no one will depreciate the greatest caution in this respect. The next thing to do is to get the place into good shape, and then presumably races can be sanctioned.

Meanwhile the Autodrome Speedway Club has been formed, and also the Autodrome Speedway. I certainly think that there is a future for car dirt-tracks in this country, providing they are run on business-like lines. The intention is, in time, to send a team to tour the States and hold triangular contests with American and Australian teams. Sounds a bit ambitious, of course, as yet, but I am all in agreement with the "faint heart" proverb. The first thing to do is to get something started over here. Anybody with bright ideas on the subject of how to get this done might very well get in touch with Breyer, whose address is Deny Hill Cottage, Blackheath, Near Guildford.

### More Monopostos.

When Alfa-Romeo declared their intention of not competing officially in 1933, the single-seater cars, which had swept the board so completely the year before, were put into the cellars, caves, bodegas or what not of the Milan factory and only the Monza type was to be sold to private individuals. However, the Ferrari stable managed to get hold of three of them towards the end of the season, no doubt much to the annoyance of their rivals.

Twenty-five of a slightly modified pattern are being built for 1934 and one of them may be seen in England.

### Nuvolari at Brooklands.

It was a strange sight to see Tazio Nuvolari driving Earl Howe's Bugatti round the Mountain Circuit. He quickly became accustomed to the corners, and amused a knot of spectators at the Fork by chipping off a little piece of the sandbank on every lap. Once he waved his hand, threw the car into a series of broadsides,



*RUMBLINGS—continued*

perfectly controlled, and laughed delightedly. It was a great pity he could not stay for the Mountain Championship, for he clocked within 1/5th of a second of the record on several laps.

**Nuvolari's Mount Next Season.**

The second "strangeness" was to see Nuvolari driving a Bugatti. As a matter of fact I believe he drove a Bugatti at Monza many years ago, before his fame as a car-driver had been gained.

It is just possible that the words Nuvolari (Bugatti) may appear regularly on all the programmes of important races next year. There is a strong rumour that the Italian champion may be the leader of the Bugatti team in 1934. Varzi has officially departed, and so far only two drivers have been definitely booked, Renée Dreyfus and Jean Pierre Wimille.

On the other hand, there is an equally strong rumour that Nuvolari will run in 1934 with an Alfa Romeo—unofficially assisted by the Milan factory. He is reported to have received offers from Maserati and Mercédès, as well as from Bugatti. There is also the news that he has reserved the right to drive an English car in the 1934 T.T.

**Those 750 c.c. Records.**

The 128 m.p.h. records of the M.G. Midget are so astonishing that it took me quite a good time to realise exactly what their speeds meant with a 750 c.c. engine. Perhaps the best way to put them in a proper perspective is to compare them with records for the same distance in the larger classes. For example, the 10 Mile record of the Midget at 125.43 m.p.h. is not much slower than the 129.29 m.p.h. of Cobb's Delage in Class A, the Leyland Thomas's 126.03 m.p.h. in the 8,000 c.c. class, and the 126.48 m.p.h. of Jack Dunfee's Sunbeam in the 2,000 c.c. class.

**The M.C. Team Championship.**

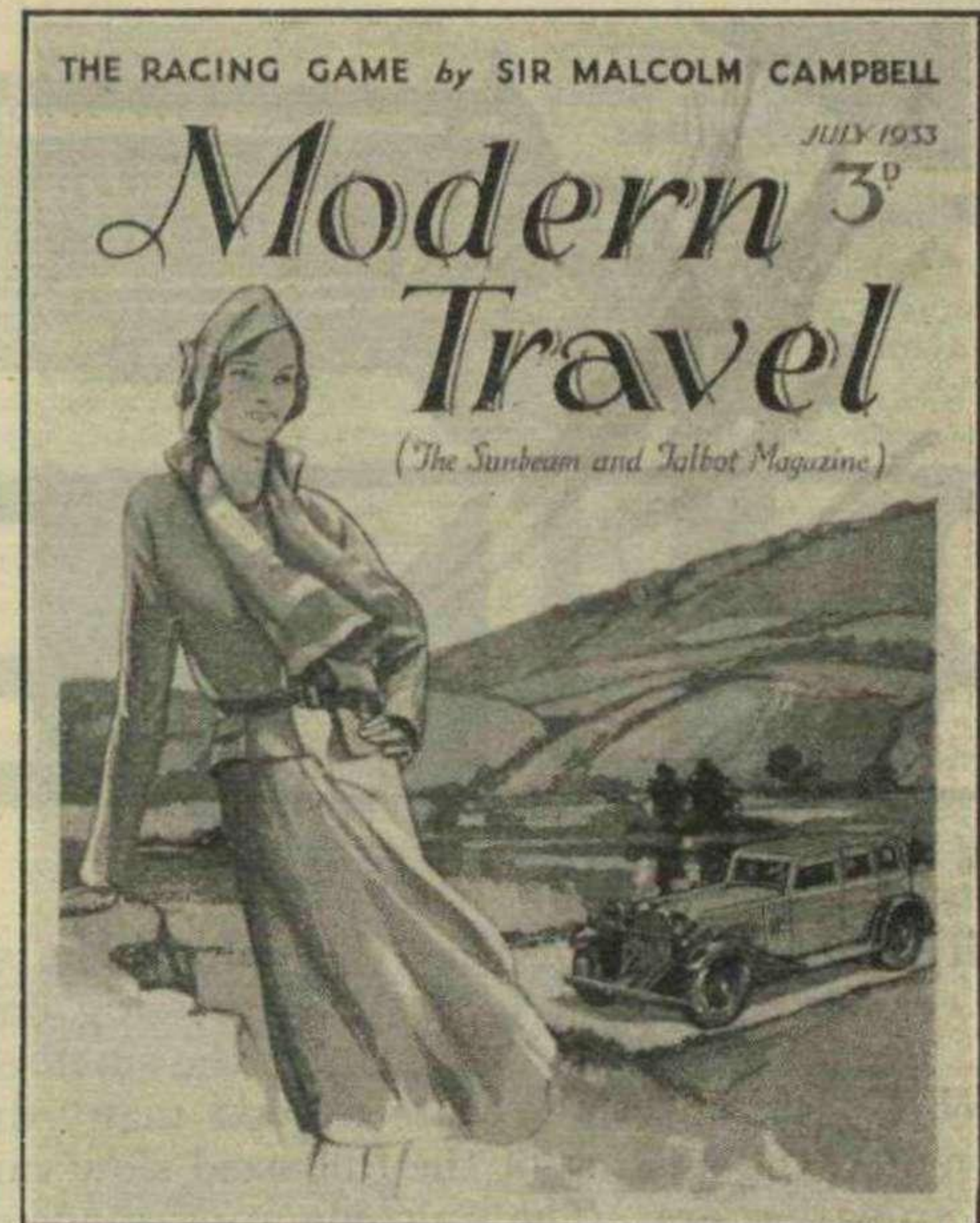
After the Sporting One Day Trial had been contested at Buxton, the M.C.C. officials get to work in order to decide on the winners of the team championship for the 1933 trials season. The result was a clear victory for the Ford team, composed of H. Hillcoat and M. L. Curtis on V8's and G. M. Denton on a 4 cyl. 24 h.p. model. These three had scored 13 marks with their 11 Premier Awards and 1 Silver, a wonderfully consistent effort in such trials as the Lands End, Edinburgh, Scarborough and Sporting One Day.

**Here and There.**

I went to see Wilcoxson the other day, and found him as cheerful as ever, in spite of the very rough time he has had since he was injured at Donington. His convalescence will, I am sorry to say, be a pretty lengthy one.

\* \* \* \* \*

Overheard at Brooklands: "Taruffi is quite tarruffic!"  
BOANERGES.



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# GREAT RACING MARQUES

## BENTLEY

### The first car.

THE name of Bentley was by no means unknown in the racing world before the first car bearing it ever made its appearance. All followers of the sport in pre-War days remembered "W.O." on his little D.F.P. in the 1914 T.T., and the plucky performance which he put up. When, therefore, directly after the war it became known that he was going to produce a sports car of his own, interest was thoroughly aroused.

The first experimental editions of the Bentley car were to be seen on the road in 1920. The new machine proved to be in all essentials a 1914 racing car. Bentley had not been led astray by the wartime aero engine practice enthusiasm for multi-cylinder engines, but had stuck to the "four" for his 3-litre, then, incidentally, regarded distinctly as a medium sized engine. The engine had a long stroke, the dimensions of 80 x 149 mms. had been famous for 3-litres ever since the days of the pre-war Voiturette racers, which were descended from the machines of the limited bore regulation period. Four valves per cylinder were used, operated by an overhead camshaft, the gear-box was separate from the engine, and an open propellor shaft took the drive to the back axle.

### A daring venture.

Here obviously was a car to warm the heart of any enthusiast. On the road the machine fully lived up to its specification. Yet when it was announced, in 1922, that three standard sports cars would be entered for the T.T. race, which was for 3-litre racing cars, without any other restriction, even those who knew the Bentley well, were surprised at the daring of the manufacturers. W. O. Bentley, however, declared that he was out to demonstrate the high-speed reliability of his cars, and not necessarily to win the race. How well he succeeded in his object may now be described.

The race was run on 22nd June, 1922, over the famous course in the Isle of Man, the total distance being 302 miles. The three Bentleys were driven by "W.O." himself, F. C. Clement and W. D. Hawkes. Their only antagonists were teams of Sunbeams and Vauxhalls, both of which, however had built special racing machines for the race. Unfortunately Kennelm Lee Guinness' Sunbeam suffered from a slipping clutch on the morning of the race, and the starters were consequently reduced to eight.

### The 1922 T.T.

The start of the race took place at 9.30 on a miserable wet and misty morning. In spite of the conditions, the straight-eight Sunbeams soon showed themselves

By

E. K. H. KARSLAKE

the fastest cars on the course, but at the end of the first lap, W. O. Bentley appeared in third place immediately behind Segrave and Chassagne. Clement, at the same time, was lying fifth, but on the second lap the first withdrawal, in the form of one of the Vauxhalls took place, and Clement moved up behind W. O. Bentley, going ahead of him on the next lap. On the fourth lap Segrave retired with magneto trouble, and Clement took second place, from which he was never to be dislodged. Bentley himself finally finished fourth, with Hawkes fifth. The whole team had thus completed the race intact. The nature of the performance can best be gauged from the fact that only one each of the Sunbeam and Vauxhall teams was able to do likewise. W. O. Bentley's claim for high-speed reliability had received ample justification.

The excitement over this performance of the Bentley in road racing had hardly

died away when its reliability at even higher speed was demonstrated on the track. J. F. Duff, like many another enthusiast, had bought a standard 4-seater sports 3-litre Bentley. He provided it with supplementary petrol and oil tanks, stripped it of every unnecessary accessory and set out to attack the double-twelve hour record at Brooklands. The attempt on the record, which then stood at 80.10 m.p.h., took place on 27th and 28th September, 1922, and Duff, driving single handed throughout, had by the end of the second day covered 2,082 miles, 1,726 yards. His average speed was thus 86.79 m.p.h. and the record was handsomely broken.

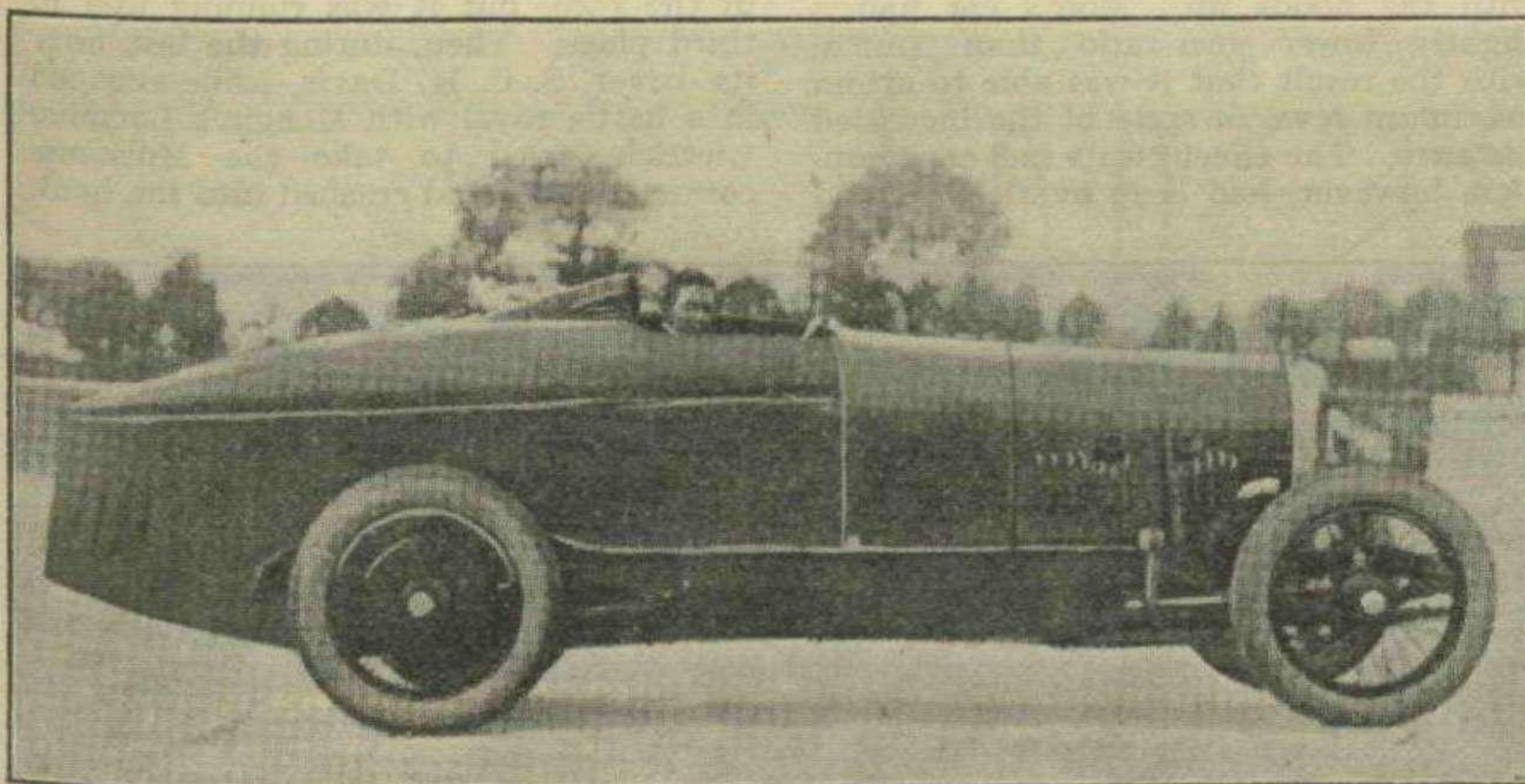
### Duff at Le Mans.

It was in 1923 that the enterprising Automobile Club de l'Ouest de la France conceived the brilliant idea of organising a 24-hour road race for standard cars at le Mans. The first race of a series which was to become perhaps the most famous of modern times was passed almost unnoticed by British manufacturers. J. F. Duff, however, decided to enter his Bentley for this equally strenuous test of endurance, and was accompanied by F. C. Clement as relief driver. The Bentley soon showed itself among the fastest cars on the course, but unfortunately it was considerably handicapped in competition with its French rivals by reason of its lack of front wheel brakes. Nevertheless, and in spite of trouble with a headlamp during the night, when the morning of Sunday, 27th May, 1923 broke, the Bentley was running third to two of the Chenard et Walckers. Throughout the morning the English car maintained its position, and then, just before mid-day, a stone went right through the petrol tank, and the car was stranded three miles from the pits.

By the time that fresh supplies of fuel had been fetched and a temporary repair effected, 2½ hours had been lost. F. C. Clement, in spite of his lack of front brakes, proceeded to put up a record for the le Mans circuit at 67 m.p.h. But the delay could by no means be made good and the Bentley had to be content to tie for fourth place with one of the 2-litre Bignans, behind another car of similar type and two 3-litre Chenard et Walckers. The English car's average in the first le Mans 24-hour race was 49.9 m.p.h.

### A victory in Spain.

Later in the year Duff decided to take his car to San Sebastian for the touring car races which were held on the now well-known Lasarte road-circuit at the end of July. Another Bentley driven by Carreras also started in the 3-litre class. The latter was forced to retire, and Duff, while leading the field and having only two more laps to go, crashed into a stone wall. The driver was slightly injured and his car too badly damaged to continue. Nevertheless, as no one else finished in the class,



J. F. Duff captured the world's 24 hour record in 1925 with this streamlined 3-litre Bentley at 95.02 m.p.h.



GREAT RACING MARQUES—*continued*

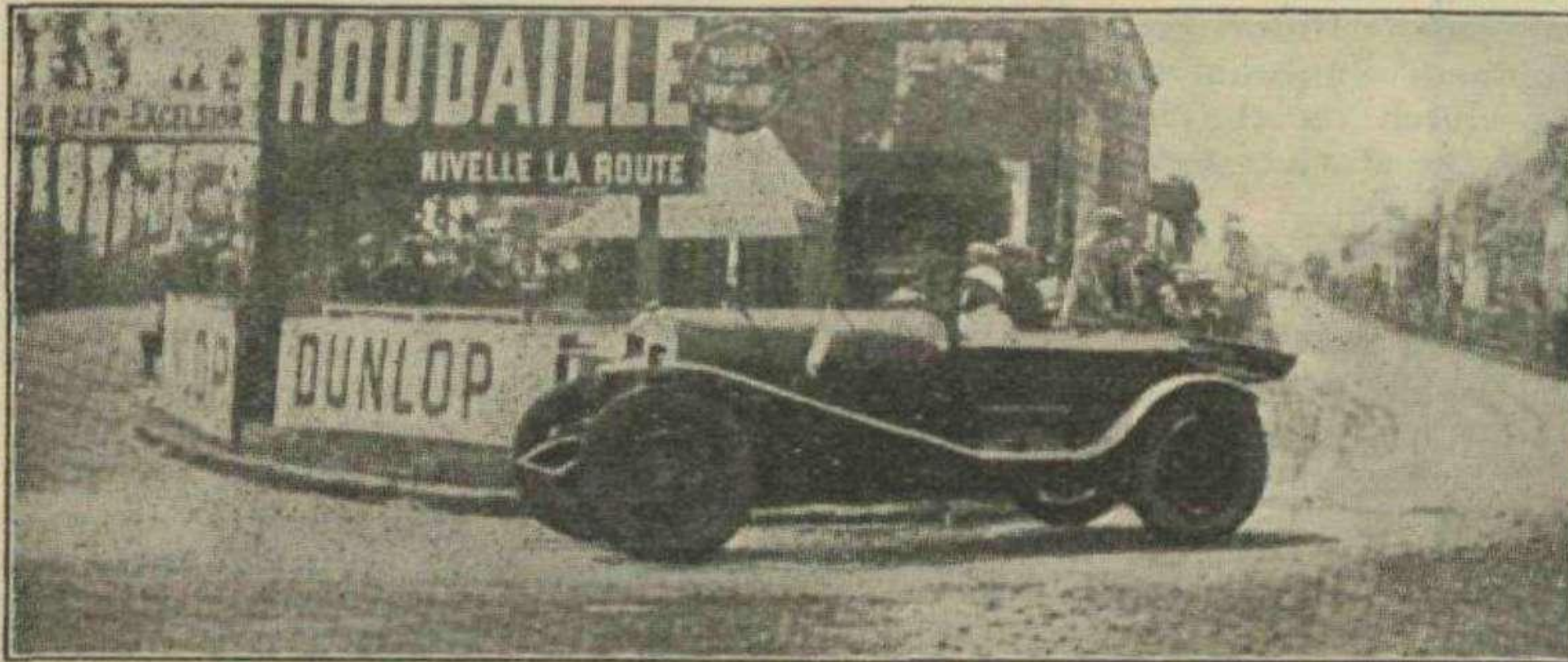
Duff was awarded the prize he had so nearly won.

Nothing daunted by this accident, however Duff once more appeared at the wheel of a Bentley in the Georges Boillot Cup race which was held at Boulogne at the beginning of September, 1923. On this occasion he was accompanied by Clement and Kensington Moir on similar cars. The Bentleys, however, for some reason did not meet with their usual good fortune. Duff and Clement were both forced to retire before the end

Bentley began to creep up, and at half past nine assumed the lead. About a couple of hours before the end, Duff came into to change the wheels, and was considerably delayed by reason of swollen hubs. The Lorraine-Dietrich, however, had meanwhile fallen out, and when the English car got away again it still had a long lead over its nearest competitor. But the rules specified that a maximum time only could be taken for each five laps, and the Bentley by reason of the wheel changing episode had fallen below schedule

with 15 miles still to go before it was entitled by the rules to fill up, it ran out of petrol.

Duff, by reason of his higher gear ratio, was saved from this disaster. On the other hand, the car was delayed by a faulty petrol pump, and then about 5 a.m. the casting of one float chamber broke and the car caught fire. By the time the flames had been extinguished considerable damage had been done to the petrol piping. The walk to the pits and back to the point where the car had stopped would alone have occupied a couple of hours. There was obviously, therefore, little chance of finishing well up in the race, and the car was withdrawn.



*Dr. J. D. Benjafield (Bentley) rounding the old Pontlieue Hairpin in the 1925 Le Mans race.*

of the race, and Kensington Moir, whose car had not been going well, finished in sixth place, a long way behind the winner.

The next year, Duff once more decided to try his luck with his Bentley in the le Mans 24-hour race, and he again had Clement as his driving partner. This time, however, the Bentley's main disadvantage of the year before had been eliminated, for like all the fast French cars, it was fitted with 4-wheel brakes. For the 1924 race a new rule had been introduced whereby the cars had to stop, put up their hoods and continue with them up for a couple of laps. Other things being equal, therefore, the speed was likely to be lower. When the start was given on Saturday, 14th June, however, the weather conditions were perfect.

#### **Le Mans, 1924 and 1925.**

Once again the Bentley's chief rivals proved to be the Chenard et Walckers, the Lorraine Dietrichs and the Bignans. At half time the English car was running second, about 20 miles behind the leading Lorraine. During the early hours of the morning in spite of a delay through a coachwork staple falling into the gear-lever gate and blocking the change, the

for one of these periods. The last 70 miles or so covered by the car were therefore not credited to it at all. So great had been its lead before this incident, however, that the Bentley nevertheless won the Grand Prix d'Endurance, by a little over 10 miles. The distance officially credited to it was 1,290.75 miles, which gives an average speed of 53.75 m.p.h.

After this magnificent victory, Duff and Clement decided to return to the fray with their Bentley in 1925. This year also they were joined by another car of the same type which had Kensington Moir and Dr. J. D. Benjafield as its drivers. The race was run on 21st and 22nd June, and the Bentleys' fastest rivals were the Chenard et Walckers and Lorraine Dietrichs as before, and the 3-litre Sunbeams which now appeared for the first time to swell the English contingent. The Bentleys' luck, however, completely failed them on this occasion. The first 20 rounds of the race had this year to be covered with the hoods up. Moir's car had a slightly lower gear-ratio than Duff's, with the result that it was able to attain maximum revs. in spite of the increased distance. The effect on its fuel consumption, however, had been overlooked, and

#### **24 hours at 95.02 m.p.h.**

Before the end of the year Bentleys had some compensation for their hard luck on this occasion. Duff once more decided to attack long-distance track records, but this time he repaired to Monthéry, where 24 hours could be run at a stretch. On his 3-litre Bentley he succeeded with Woolf Barnato as his co-driver in covering 2,280.9 miles in the two rounds of the clock. The average speed was thus 95.02 m.p.h. and the previous record was broken by 178 miles.

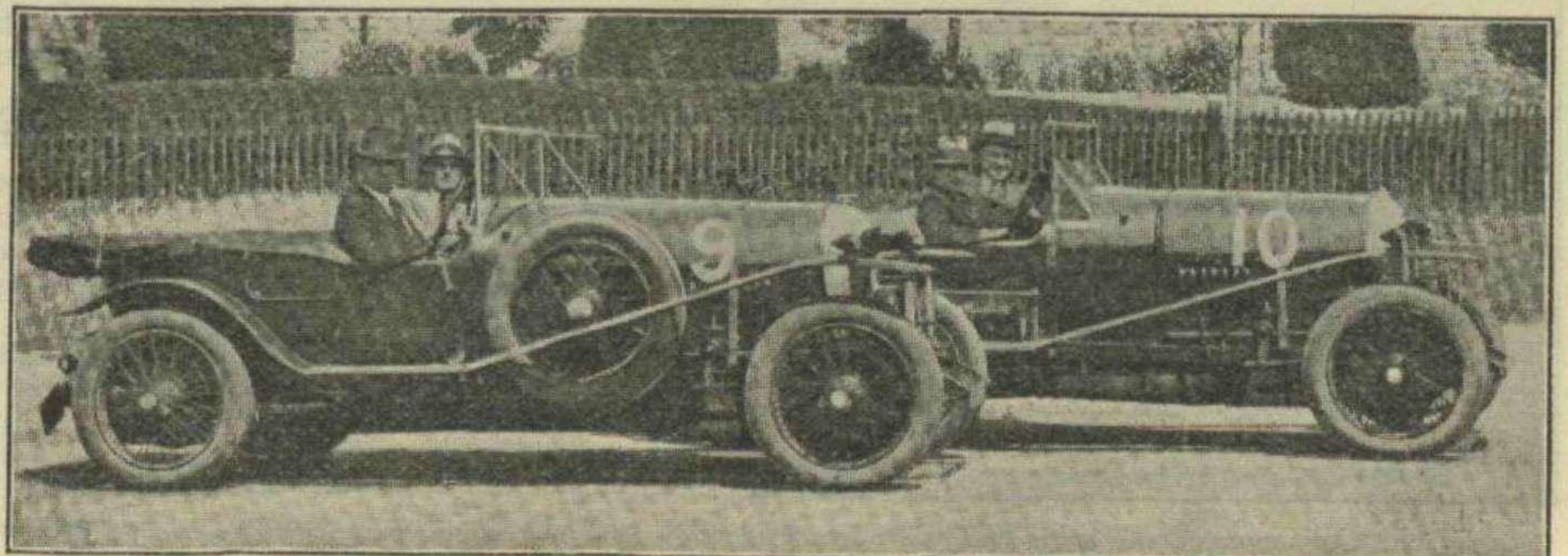
By 1926 the Grand Prix d'Endurance at le Mans had become so important an event, that Bentleys decided to take an official hand in the game. Two cars were therefore entered by the factory and had respectively F. C. Clement and George Duller and S. C. H. Davis and Dr. J. D. Benjafield as their drivers. In addition the firm had by now produced a short chassis "100 m.p.h." model, an example of which was entered by A. T. Thistlethwaite and driven by its owner and Clive Gallop.

#### **The Bentley-Lorraine duel.**

It was to be proved, however, that increased numbers did not spell success. In the early hours of the race the Bentleys showed that they could hold their own with the fastest cars, the Lorraine Dietrichs and Peugeots. But soon after half time the leading car, then driven by Duller broke a valve and had to retire. Six hours later a similar misfortune overtook Gallop.

There was now only one Bentley left in the race, but it was running well in third place. Then, during the last hour its driver, S. C. H. Davis, while engaged in a battle royal with Mongin's Lorraine Dietrich, tried to take the Mulsanne corner too fast and crashed into the bank

*Two Bentleys were entered for the 1925 Grand Prix d'Endurance, driven by Messrs. Duff, Clement, Moir and Benjafield.*







"The Autocar"  
Drawing.

**"If there were a  
better oil than  
Wakefield Castrol  
I should use it"**

*Nelson Campbell*

30th October, 1933

HOLDER of the WORLD'S LAND SPEED RECORD OF 272 m.p.h.



### GREAT RACING MARQUES—continued

at the roadside. The car could not be extricated, but by the time of the crash had already covered a sufficient distance to be placed sixth.

Benjafield's car made another appearance later in the year in the Georges Boillot Cup race at Boulogne, but, curiously enough, elimination again took place through a crash, three laps from the end.

In 1927 the enterprising Essex Motor Club decided to hold a 6-hour race at Brooklands for standard cars, artificial turns being introduced into the circuit. The race attracted the entry of no less than five Bentleys, the drivers of the cars

ber of the team to finish, covering third greatest distance at an average speed of 59.8 m.p.h.

During the early months of the year, mysterious things had been going on at the Bentley works. Rumours began to spread of a new sports model which would be added to the famous 3-litre and the 6-cylinder, which had been introduced in 1925. Shortly before the le Mans race the mystery was cleared up. One of the entries was indeed a new model of most interesting type. The chassis was almost identical with that of the 3-litre, and the engine followed the same design. The

Callingham, while its two team mates, which were of the well-known 3-litre type, had as their drivers Baron d'Erlanger and George Duller and Dr. J. D. Benjafield and S. C. H. Davis.

The Bentleys soon showed themselves by far the fastest cars in the race. At 9.30 on the evening of Saturday, 18th June they were in the three leading positions, when there occurred one of the most amazing crashes *en masse* in the history of motor racing. On an easy left-hand bend, soon after the Arnage turn, a Th. Schneider crashed into a wall and ended up in the middle of the road. Callingham who was following on the 4½-litre Bentley, in an effort to avoid the Th. Schneider, ditched his car, and Duller on one of the 3-litres crashed into the back of the "4½", both cars being wrecked. Davis on the third Bentley somehow sensed disaster and braked hard, but was unable to avoid bumping the back of Duller's car. He got off, however, with a broken wheel, wing and headlamp and a bent front axle.

There was now only one Bentley left in the race, and this one was damaged. In this condition it fought a magnificent duel with a 3-litre Aries, until the latter broke the vertical shaft driving the overhead camshaft. With its only serious competitor out of it the Bentley, driven by Davis and Benjafield came home the winner of the Grand Prix d'Endurance for the second time. The distance covered was 1,472.6 miles and the average speed 61.4 m.p.h.

(To be continued in our December issue).

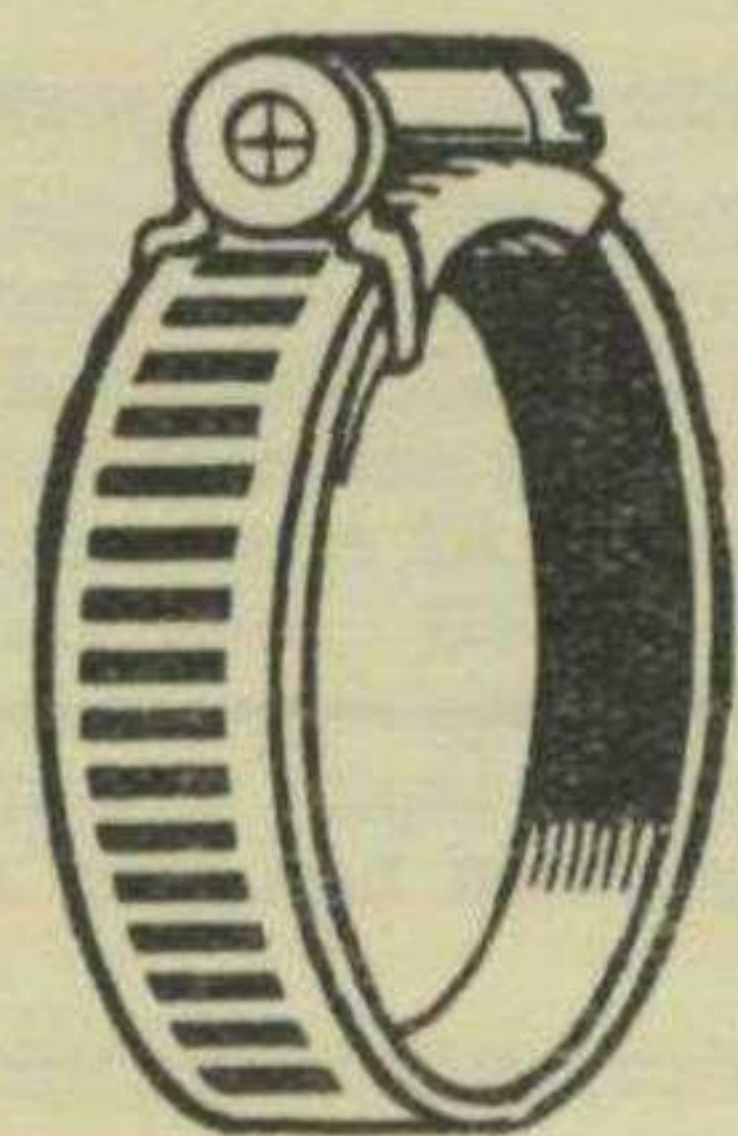


F. C. Clement (Bentley) leading a string of competitors through the sandbanks during the 1927 Six Hour Race.

being S. G. Harvey, L. G. Callingham, J. D. Benjafield, Woolf Barnato, H. R. S. Birkin, C. A. C. Birkin and F. C. Clement. Birkin's car, however, was the only mem-

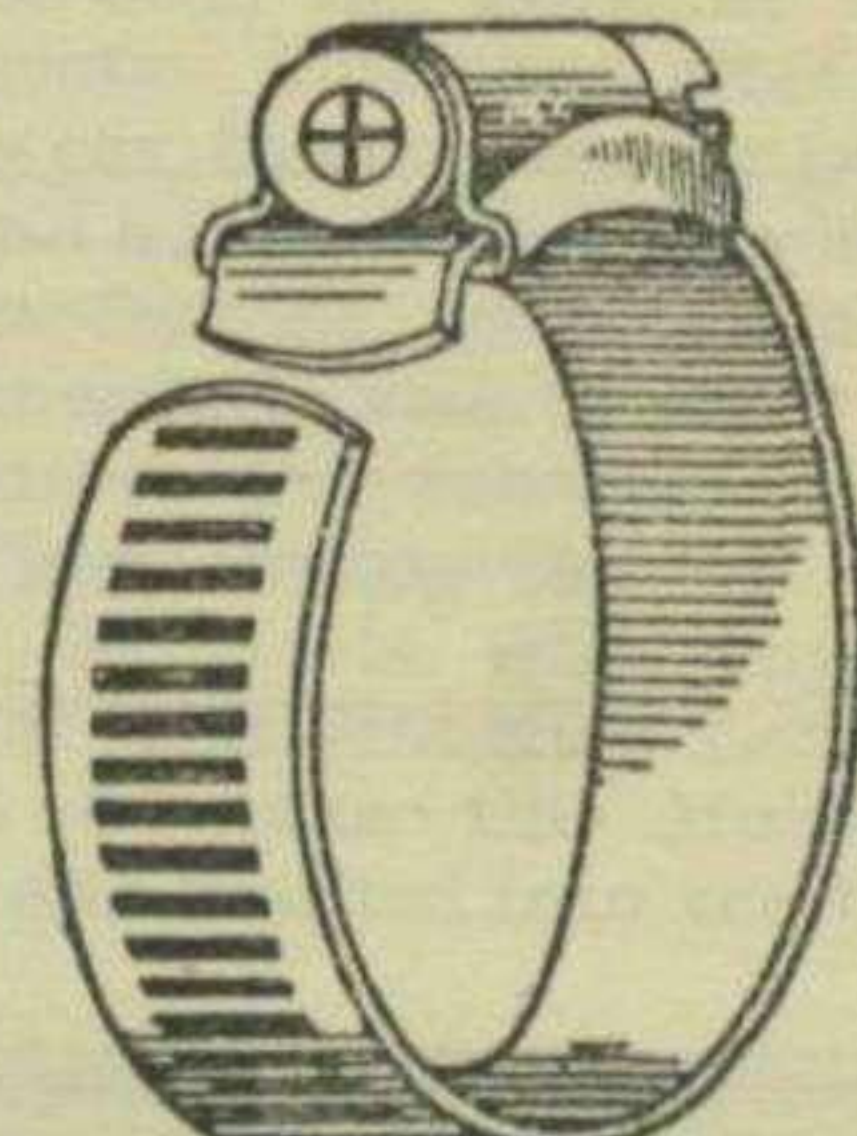
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# Club News

## MID-SURREY A.C.

When the competitors assembled at the start of the Experts Invitation Trial at Tiverton on October 7th, the route was as yet a secret. Actually it included the observed ascents of Hatherland, Cloutsham, Kipscombe, Doverhay, Yealscombe and Loxhore. The trial started well, for Hatherland stopped everyone except five competitors, namely C. Ree (Singer), R. Carr (Austin), H. M. Avery (Singer), H. Hearn (M.G.) and J. Bastock (M.G.). Contrary to expectation, Loxhore was not so difficult as Hatherland, although very narrow. There were six failures, and we noted good climbs by R. Carr (Austin), A. W. F. Smith (M.G. Midget), J. A. Bastock (M.G. Midget), and A. E. Carr (Singer). In the special test on Kipscombe V. H. Tuson, G. R. Brocklebank (M.G. Magna) and R. A. Macdermid (M.G. Midget) all made outstanding performances.

### RESULTS.

**Gliksten Trophy:** H. M. Avery (Singer Nine),  
**Dr. Low Cup** (for runner-up): H. Hearn (M.G. Midget J2).

**Ballard's Cup** (winning club team): The M.C.C.—H. Hearn (M.G.), F. A. Thatcher (Triumph), and A. W. F. Smith (M.G.). **Mellano Cup** (winning one-make team): Singer—W. J. B. Richardson, H. M. Avery and M. H. Lawson.

## TRIUMPH M.C.

On October 1st the President's Cup Trial took place, and attracted an entry of 29 cars. After some good sport the following results were obtained:

**President's Cup:** E. Blake (Northern Centre).  
**F. A. Thatcher Tankard** (runner-up): E. H. Jopp.  
**J. Gersham Adams Trophy** (best novice): E. Close (Northern Centre).

**Special Awards** (within 10 per cent. of winner's marks): K. A. Tysen-Gee, B. H. Nikolin, F. R. Hebron.

## G.W. MOTOR CLUB.

No. 4 of the Club's journal "The Exhaust" gives a full account of the activities of the G.W. Motor Club, the membership of which, by the way, has now reached 50 after being in existence for only six months. There is a technical article on "Tracing Electrical Faults," and another on "Laying Up." Altogether a bright little publication, and a credit to its creators.

## FRAZER NASH C.C.

There is a possibility of a suitable hill being available in the near future for a speed hill-climb.

A member has recently opened a Country Club at Henley-on-Thames, known as the Boomerang Club, and honorary membership is offered to all Frazer Nash owners (or the Chain Gang, as they are called) on completion of an application form.

The Annual Dinner and Dance will be held at the May Fair Hotel on Saturday, December 16th, when three cups given by Anne, Lady Selsdon, Mr. T. Twentyman and Mr. H. J. Aldington will be presented.

## SINGER CAR CLUB.

42 entries were received for the half-day trial held over a sporting course in Surrey on October 1st. Of these, 3 cars failed to turn up at the starting point, Jordan's Garage, Godalming. The first obstacle was grimly designated "Slimey Sue," its chief purpose being to knock off any projecting parts on the underside of the competing cars. This it did fairly successfully, causing seven failures, and removing large parts from the A.C. of A. C. Fairtlough and the Austin of J. A. Baylay. A brake test followed, in order to grade the results to fine limits, and then a section described on the route card as "Ahillybit."

The next hill (or hills, for it was divided into two sections) produced an unlooked for obstacle in the shape of a land-owner who declared that the road was private property. After discussion the cars were allowed to proceed, on the understanding that they would not come that way again that day. Five machines funked the hill, and four failed on the last hill of the morning programme. Lunch was taken at Hindhead. More or less the same route was followed in the afternoon, with the addition of a stop-and-restart-acceleration-and-braking test. A. B. Langley (M.G. Midget) and J. D. Barnes (Singer) tied in the first test with 4 2/5 secs., but in the latter, the red, white and blue Singer team walked away with the best times. Three luckless wights failed to arrive at Hindhead for tea.

### RESULTS.

**Visitors' Award** (for the best performance of the day): J. R. H. Baker (972 c.c. Singer Sports).  
**Bullock Cup** (for the best performance by a member of the Singer Club): E. Turner (972 c.c. Singer Sports). **Harris Cup** (for the runner-up): N. G. Gibbs (972 c.c. Singer Sports).

**Premier Team Award:** Singer M.C. No. 1 Team, J. D. Barnes, J. R. H. Baker, A. H. Langley (all driving 972 c.c. Singer Sports cars). **Runners-up Team Award:** North-West London M.C., Miss Goodban (972 c.c. Singer Sports), J. Bond (847 c.c. Morris Minor), W. E. C. Greenleaf (847 c.c. Morris Minor).

**First-class Awards:** C. S. Morphew (972 c.c. Singer Sports), Miss P. Goodban (972 c.c. Singer Sports), H. C. Norman (972 c.c. Singer Sports), C. V. Glass (972 c.c. Singer), K. E. Lilley (1,089 c.c. Riley), C. A. Henry (972 c.c. Singer Sports), J. Bond (847 c.c. Morris Minor), R. L. Appleton (1,089 c.c. March Riley), W. E. C. Greenleaf (847 c.c. Morris Minor), J. Eason Gibson (1,089 c.c. Riley), J. A. Baylay (972 c.c. Singer Sports), Miss D. Evans (847 c.c. M.G.), W. S. Barnes (1,271 c.c. Wolseley Hornet), J. D. Barnes (972 c.c. Singer Sports), A. H. Langley (972 c.c. Singer Sports), J. A. Bastock (847 c.c. M.G.), A. B. Langley (847 c.c. M.G.).

**Second-class Awards:** F. J. Huckstep (972 c.c. Singer Sports), J. Selwyn (972 c.c. Singer Sports), K. D. Evans (847 c.c. M.G.), V. Coppard (972 c.c. Singer Sports).

**Third-class Awards:** E. Levy (972 c.c. Singer Sports), W. K. Hubbard (1,498 c.c. Alvis Sports), W. G. Kydd (1,493 c.c. Singer Sports), A. C. Fairtlough (1,991 A.C.-Acedes).

## J.C.C. (S.W. CENTRE).

Some well known trials hills were included in the route of the Lynton Trial

held on October 7th. Starting at Wilton, near Salisbury, good roads led to Taunton, from which point the hill section began. First came Grabhurst, near Timberscombe, an easy curtain-raiser. This was only the calm before the storm, however, for Doverhay soon took the confidence out of most of the competitors, causing many failures. Good climbs were made, among others, by N. E. Bracey (Wolseley Hornet), M. Collier (M.G. Midget), D. Maclean (M.G. Magna), M. F. Wilmot (M.G. Magna) and Miss V. Wild (Wolseley Hornet). Yealscombe was even worse, and although the famous water splash proved easy, only two of the thirty-six entrants got up without assistance. The heroes were N. E. Bracey (Wolseley Hornet) and H. R. Winnacott (M.G.). Station Hill was easy, and Beggars Roost decided not to be troublesome.

### RESULTS.

**First-class Award:** N. E. Bracey (Wolseley Hornet).

**Second-class Awards:** D. Maclean (M.G.), W. J. Haward (Ford), K. E. Streat (Riley), W. R. K. Silcock (Frazer Nash), R. J. Barton (Aston-Martin), M. F. Wilmot (Magna), J. K. Shallcross (Rover), A. T. Loader (Vauxhall), N. A. Prince (Austin), R. D. Tong (Lagonda), Miss V. M. Wild (Wolseley Hornet), R. L. Appleton (Riley), Hon. P. Mitchell Thomson (Frazer Nash).

**Dashboard Plaques:** Mrs. Langton Garstin (M.G. Midget), R. J. P. Morley (A.C.), A. H. Carnt (Riley), J. L. Barlow (Magna), K. Westacott (McEvoy), W. A. V. Davis (Wolseley Hornet), N. L. Nevison (Riley), M. Collier (M.G. Midget), R. T. Gardner (M.G.), P. H. W. Burroughes (Vauxhall), D. G. Quick (Riley), A. F. Seal (P.S.A.).

## W.A.S.A.

The trial constituting the third round of the Wakefield Trophy took place on October 6th and 7th. The route was similar to the famous London to Exeter Trial, starting from Virginia Water, and including such redoubtable hills as Langley, Windout, Fingle Bridge, Simms, Harcombe, Batcombe, Black Hill and Ibberton. Taken as a whole the standard of driving was first-class, for the route was a difficult one. Of the hills, Fingle is always a considerable problem, but fine climbs were made by Miss Doreen Evans (M.G. Midget), Miss E. V. Watson (M.G. Midget), Miss D. Montague Johnstone (M.G. Magna) and Mrs. M. M. Riley (M.G. Midget).

The finish was at Shaftesbury.

### RESULTS.

**Lord Wakefield Trophy:** Miss L. Hobbs.

**Victor Riley Trophy:** Miss S. Richardson.

**Countess Howe Trophy:** W.A.S.A. Team (Miss Champney, Miss D. Montague-Johnstone and Miss S. Richardson).

**Sir William Morris Trophy:** Miss L. Hobbs.

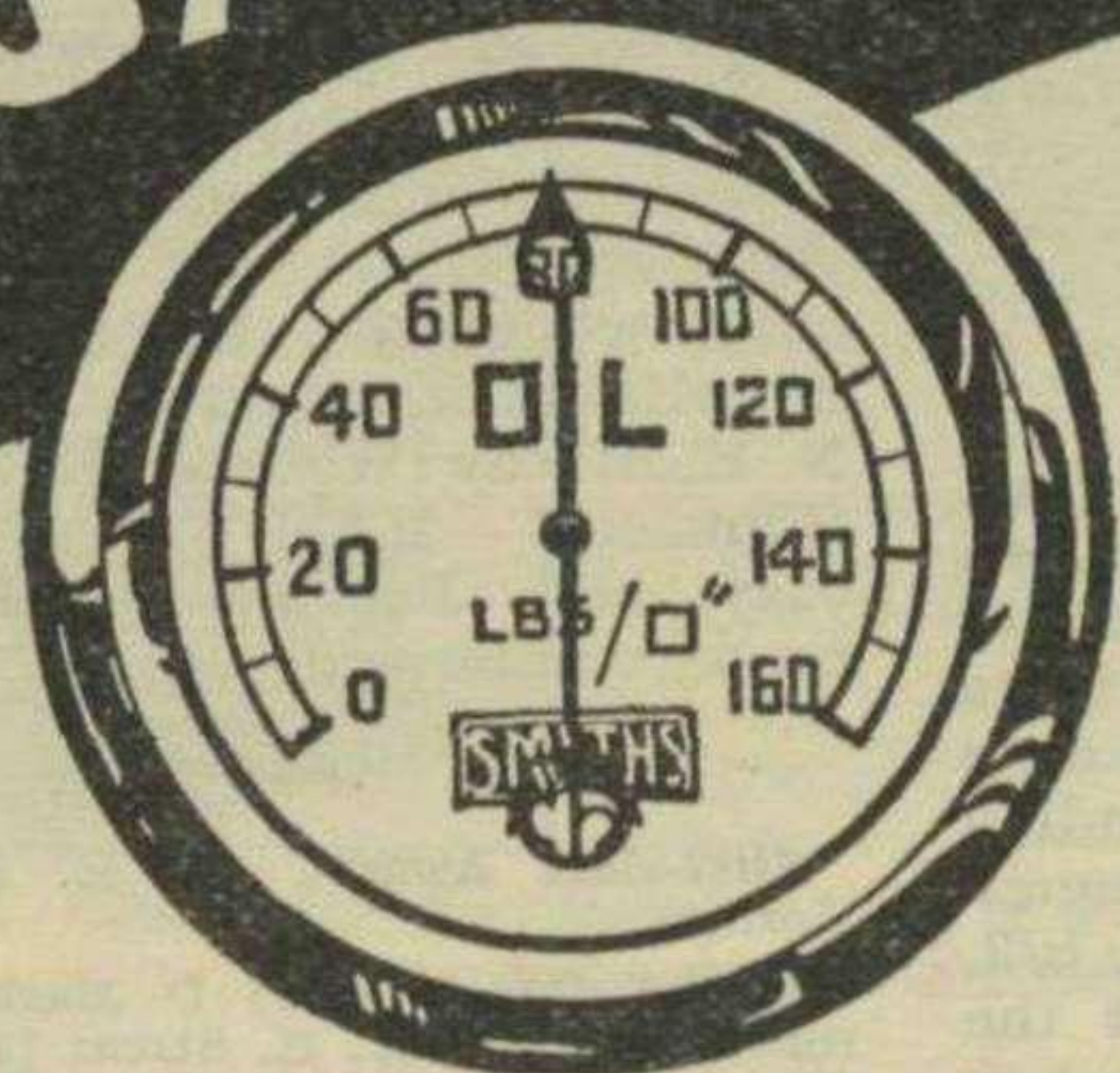
**Lord Decies Trophy:** Miss Montague-Johnstone.

**The Association's Trophy:** Miss S. Richardson.

**1st Awards:** Miss Hobbs, Miss E. W. Watson, Miss D. Evans, Miss P. Goodban, Mrs. Riley and Miss Richardson.



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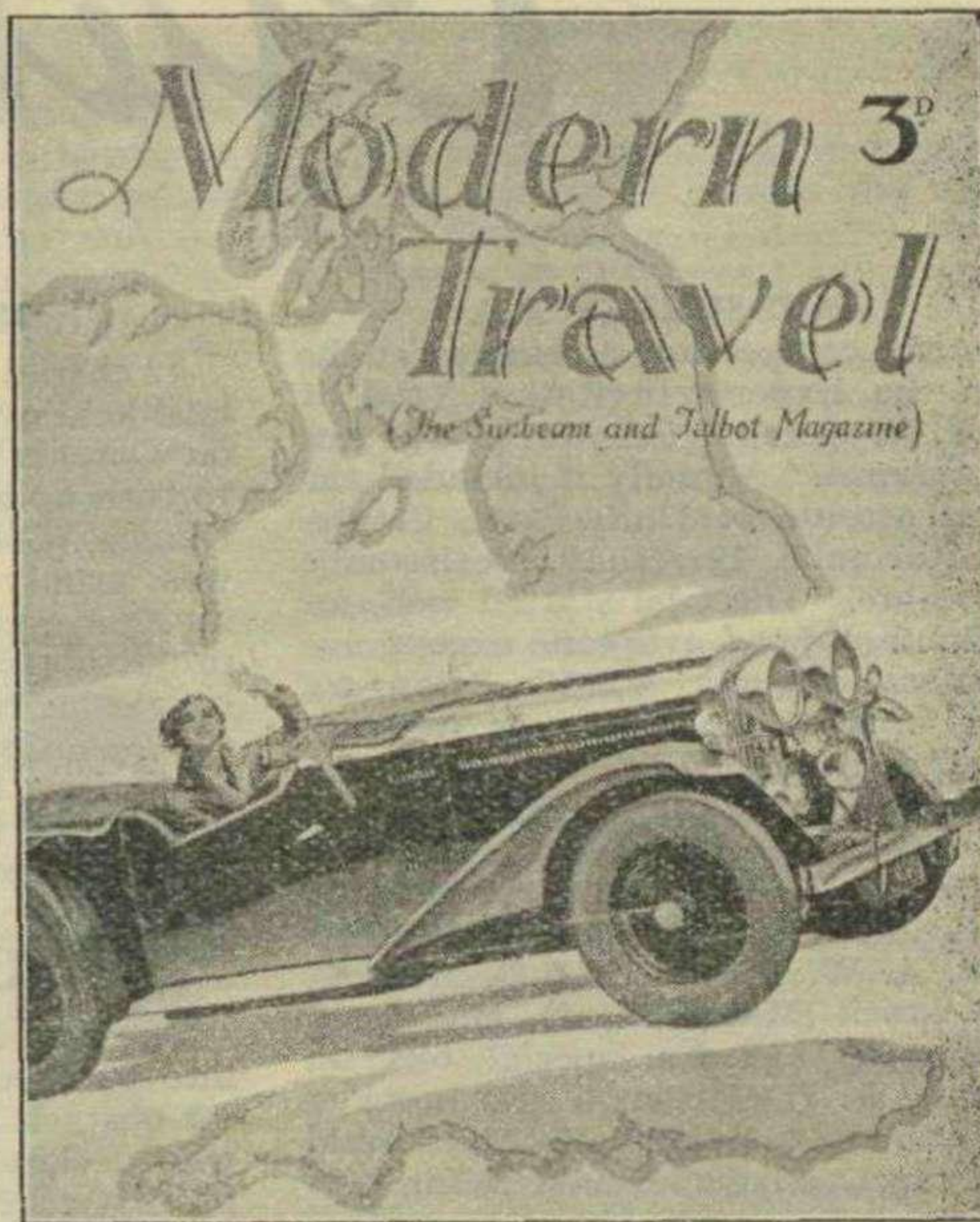
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NEWS FROM THE U.S.A.

BILLY WINN, BOB SALL AND REX MAYS WIN IMPORTANT EARLY FALL CONTESTS.  
JOHNNY HANNON BADLY INJURED.

NO A.A.A. Championship races were held during the early Autumn season in America, but many Fair events, and the weekly Pacific Coast races held the interest of motor racing enthusiasts. Young Rex Mays, sensational Riverside, California, driver passed Ernie Triplett in the contest for the Pacific Southwest Championship, while Billy Winn, Kansas City crack, gained much ground on Bob Sall and Johnny Hannon for the Eastern A.A.A. Sectional Championship.

The last two months were marred by the accident to young Johnny Hannon at the fair races on Mineola, Long Island, speedway. Hannon, leading in the race for the Eastern title, suffered a broken collarbone, and several fractured ribs when his fast Miller "4" got out of control in a time trial, and crashed into bales of hay at a turn.

The races at Mineola were featured by Bob Sall's fine driving in defeating a crack field of dirt track pilots, winning the 25-mile feature narrowly from Chester Gardner. Frame, after showing the fastest qualifying time and emerging victor in a shorter race, was forced out of the feature 25-mile race with motor trouble.

At the Woodbridge, N.J., speedway on September 24th, Bob Sall was also the winner. The following week at Trenton, Billy Winn drove his Murray Special to victory. Sall's victories were scored with a Vance Special.

Billy Winn shattered three American dirt track records for half-mile flat tracks at Richmond, Virginia, October 8th, defeating a field of crack big-time and dirt track aces that included Fred Frame, Johnny Sawyer, Don Moore, Bob Sall,

By  
T. MERIWETHER  
SMITH.

and others. Billy turned the half-mile oval in 26 2/5 seconds in the trials, and won the 5-mile and 15-mile sprints in 4:34 2/5 and 13:52 1/5 respectively. These victories put Winn close behind the injured Hannon and Sall in the Eastern Championship race. The winner of this sectional title will be awarded a \$1,000 silver cup presented by William Quinlan, Philadelphia sportsman.

Rex Mays, driving the Hispano-motored Gilmore Special, is now leading Ernie Triplett for the A.A.A. Pacific Coast crown, by virtue of three victories in September and early October. Al Gordon came through to victory in his Miller, September 27th, defeating both Mays and Triplett. The race between Triplett and Mays for this title is arousing intense interest in the west, and great throngs are attending the Ascot speedway events weekly. With the advent of colder weather in the Eastern portion of America, many of the big-time drivers will leave for the warmer California sector. Wilbur Shaw, Chet Gardner, and Sam Palmer are en route there at this time. Cummings, Rose, Cantlon, Moore, and several others are expected to race on the western tracks during the winter.

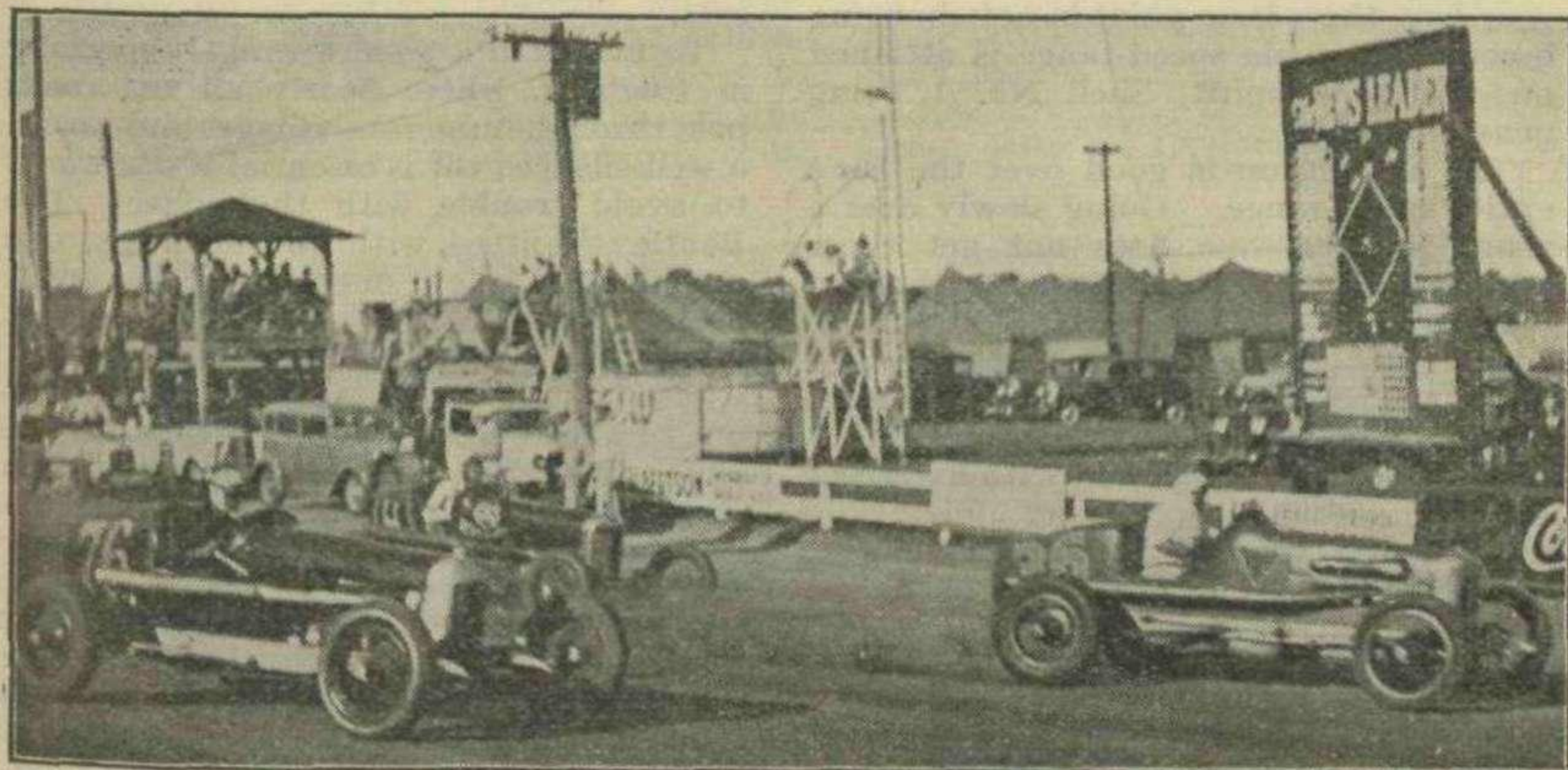
The standing of the five leaders in the race for the Pacific Southwest Championship is as follows:

1. Rex Mays, 417.56.
2. Ernie Triplett, 406.39.
3. Al Gordon, 300.91.
4. Chet Gardner, 208.69.
5. Kelly Petillo, 165.53.

(This was the rating early in October.)

The Indianapolis Motor Speedway officials announced in September that the prize money for the annual 500-mile race will be \$50,000 in 1934. This means a top prize of \$20,000 for the winning driver from the speedway company, and the total represents the same amount awarded prior to the reduction for the 1933 race. Together with accessory prizes, lap prizes, and trophies, the total awards at Indianapolis next year will probably exceed \$100,000 again.

Glen Shultz, who had previously won the Pike Peak annual hill-climb six times, raised his total to seven in September, racing to victory up the dangerous mountain-side in slightly less than his 1932 record of 16 mins. 47.2 secs. The course is over 12 miles of steep grades, with one hairpin bend closely following the preceding one. It is the most difficult course in America. Al Miller, in an Essex Terraplane, was first in the stock car division.



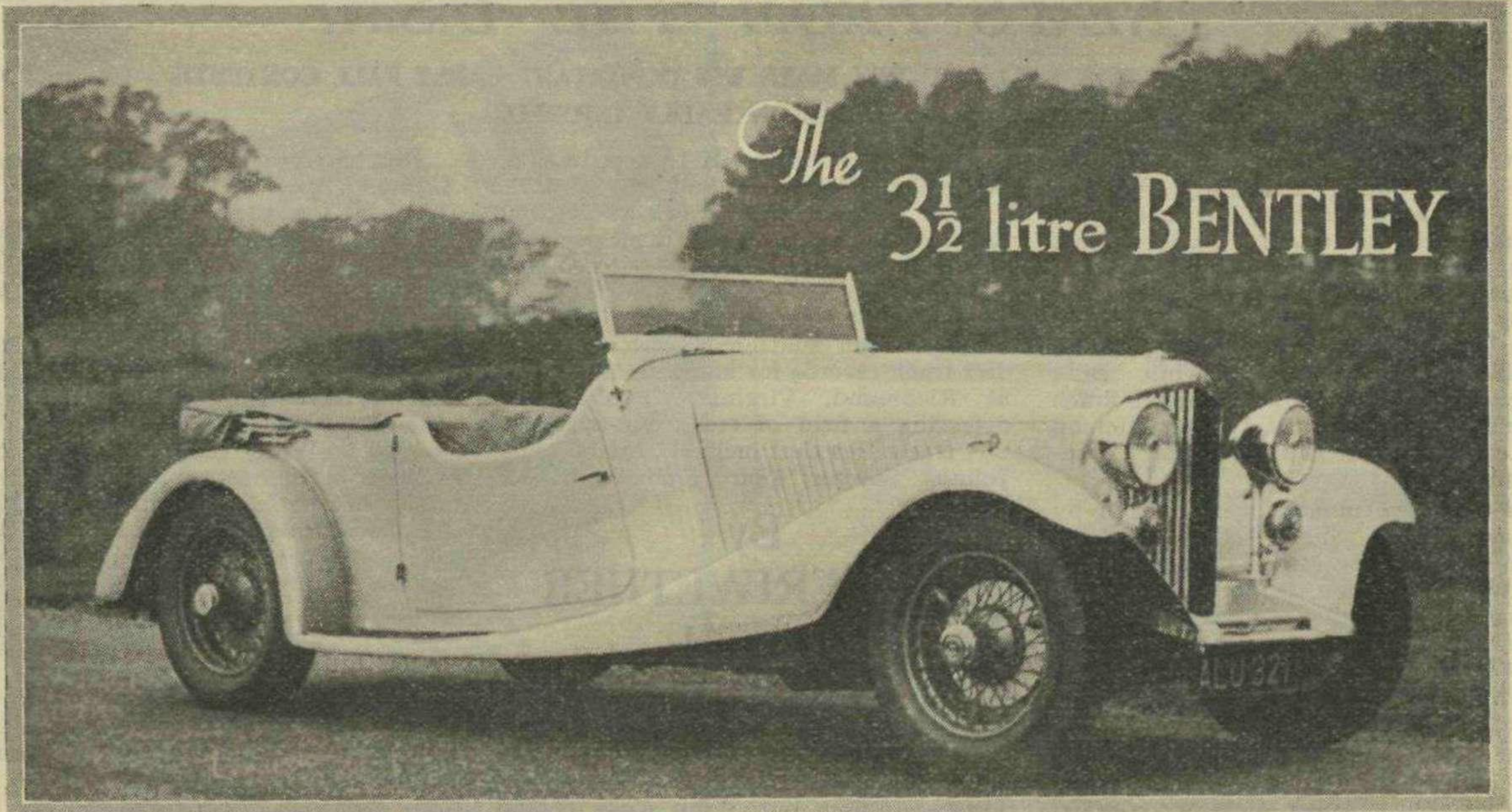
Three cars going into a curve at a fast clip in races at Richmond, Va., U.S.A. They are: No. 36 Johnny Sawyer (Miller Special), No. 76 Eldridge Tadlock (Frontenac Special) and Ben Shaw (Richfield Special).



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## A MASTERPIECE OF SPORTS CAR CONSTRUCTION

**T**O get into a motor car one has never driven before, to take it up to its maximum revs. in all its gears, and to brake and swing round corners with the utmost joie de vivre, one has either to be lacking in imagination or very confident of the car's controlability. The second needless to say was the reason when we first took the wheel of the new Bentley. From the start we felt perfectly at home in the car, and the "rightness" of direction and handling were such as one only expects in a car tuned for racing. A speed of 90 m.p.h. quickly attained on unfamiliar roads confirmed this impression, all the more remarkable because of the quiet, almost inaudible exhaust note.

A second trial of the car was made under very unfavourable conditions. Visibility was poor, and the roads were wet after a long spell of fine weather, and the surface was covered in many places with a treacherous coating of grease. After a gentle beginning to get the feel of this low-built car, we discovered that under all circumstances the front wheels kept to the intended path, and the tail showed no tendency to slide. Encouraged by this, speed was increased to 80-85 m.p.h. without any feeling of insecurity, and fast bends at 75 m.p.h. seemed quite safe. These speeds were quickly reached using the excellent gear-box with its quick changes and its silent running ratios. The top-gear acceleration is distinctly good too, and the gear-lever need seldom be used unless one wants an unusual performance. The maximum speed of over 90 m.p.h. is as much as the average man wants in England, but a higher axle ratio could be fitted giving 100 m.p.h. at 4,500 r.p.m.

The car ran without snatch at 7 miles an hour on top gear if required, but with

the easy-change mechanism fitted to the gear-box, there is no point in not changing down. The wide speed-range is attained on any good spirit, Shell No. 1 being generally used.

The suspension is good over the car's entire speed-range. Going slowly over a rough surface, one does not get those jabs associated with a fast car with tight "shockers," yet at 85 m.p.h. there is no swinging or rolling at corners. This must be due largely to correct weight distribution and a stiff chassis, for on the majority of cars fitted only with hydraulic shock-absorbers a certain amount of movement takes place before the steady-ing effect is felt. Actually at 90 m.p.h. on a wavy road a little extra friction might have been useful, and we understand that supplementary adjustable

friction dampers will be fitted on future cars.

To maintain a good average, especially in England, where nearly all the roads pass through numerous villages and towns, a well-silenced car is essential if one wants to avoid trouble with the police. The Bentley is fitted with two silencers, one of which can be cut out by moving a small lever beside the front seat. The exhaust note then is that of a quiet sports car, while with the two silencers in operation one might almost be in a 25 Rolls-Royce. This silence is particularly pleasant when closed bodywork is fitted, and only reduces the maximum speed of the car by about 3 m.p.h.

The joy of driving a thoroughbred car is the way in which it responds to the controls. The steering of the Bentley was light and positive, with the right amount of caster action. It was pleasantly high-g geared, and yet easily locked over, and there was no kick-back on rough surfaces.

The car was as comfortable on Brooklands as on the road, and the speedometer which was accurate, showed 93 m.p.h. on most parts of the track. The speed over a timed half mile was 91 m.p.h., and with the windscreen raised the maximum was reduced by 3 m.p.h.

Acceleration on the road seemed unusually good, but was so smooth that one could not make comparisons until this had been tested by stop-watch. As the acceleration chart shows, its performance is well in advance of other four-seater unsupercharged cars up to its capacity, while a standing half-mile was covered in 33 1/4 seconds.

The maximum engine speed is 4,500 r.p.m., and with an axle ratio of 4.1 the speeds on the gears are 94, 75, 55, and 34 m.p.h.

### Brief Specification.

*Engine: Six cylinder 82.5 and 114 mm. bore and stroke. Capacity 3,669 c.c. Tax £26. Push rod operated overhead valves. Two S.U. carburettors. Coil ignition.*  
*Gearbox: 4 speeds and reverse. Ratios 4.1, 5.1, 7.8 and 11.3 to 1. Synchro-mesh third and top gears. Constant mesh second. Right hand change.*  
*Rear axle: Spiral bevel. Full floating.*  
*Suspension: Half elliptic.*  
*Brakes: Cable operated, mechanical servo.*  
*Dimensions: Wheelbase 10ft. 6in. Track, 4ft. 8in.*  
*Weight: Chassis 22 cwts. With 4 seater open body. 29 cwts.*  
*Price with Vanden Plas body as tested: £1,380.*



*THE 3½ LITRE BENTLEY—continued.*

The car is ordinarily started on second gear, which is a silent ratio. Third and top gears have a synchro-mesh mechanism which makes a bad change impossible and synchronises the pinions in an unusually short time with a velvety action. The average Bentley owner will probably prefer to drive the car as though it were fitted with a normal gear-box, and used in this way delightfully quick and decisive gear-changing can be effected. The easy-change mechanism is there if one is feeling lazy, and is a great convenience in traffic. The clutch is light and smooth.

The reverse catch release projects from the top of the gear-lever handle, and feels a little strange to anyone accustomed to a smooth knob, but grasping the handle between the thumb and two fingers, which is all that is required, one does not notice it.

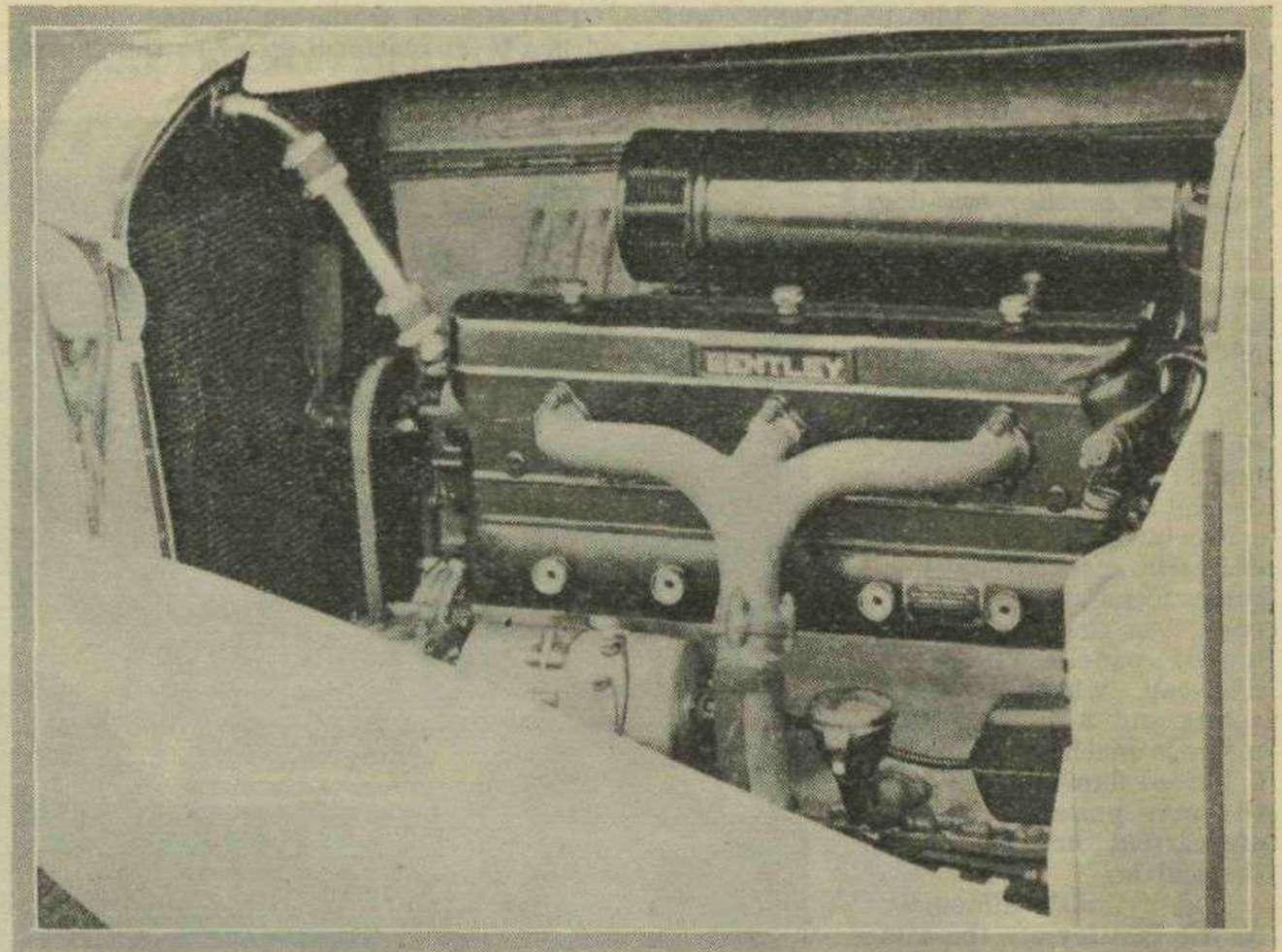
On our first test the brakes were extremely powerful, but the servo-mechanism was progressive, so that one could control exactly the braking effort required. On the second occasion it seemed that water had got into one of the drums when it had been washed, but it dried out by the end of the road-test. From 40 miles an hour the car pulled up in 57 feet.

The engine is carried on slightly flexible mountings, and is vibrationless throughout its range. The mechanical silence is remarkable, aided by a very large air-silencer, and the car might have been propelled by an electric motor.

The driving position is good, the driver sitting in an upright position with the controls all within easy reach. The wind-screen is quite low, but yet is placed so that even a tall driver looks through the middle of it. The off-side wing is com-

pletely visible, and the lamp on top of the near-side one is a guide to the car's width. The front passenger's knees sometimes

The back seats, like those in front, have pneumatic upholstery, and are roomy and well padded. There is a centre



*Dynamo and snap-action oil filler are accessible on the near side of the Bentley engine.*

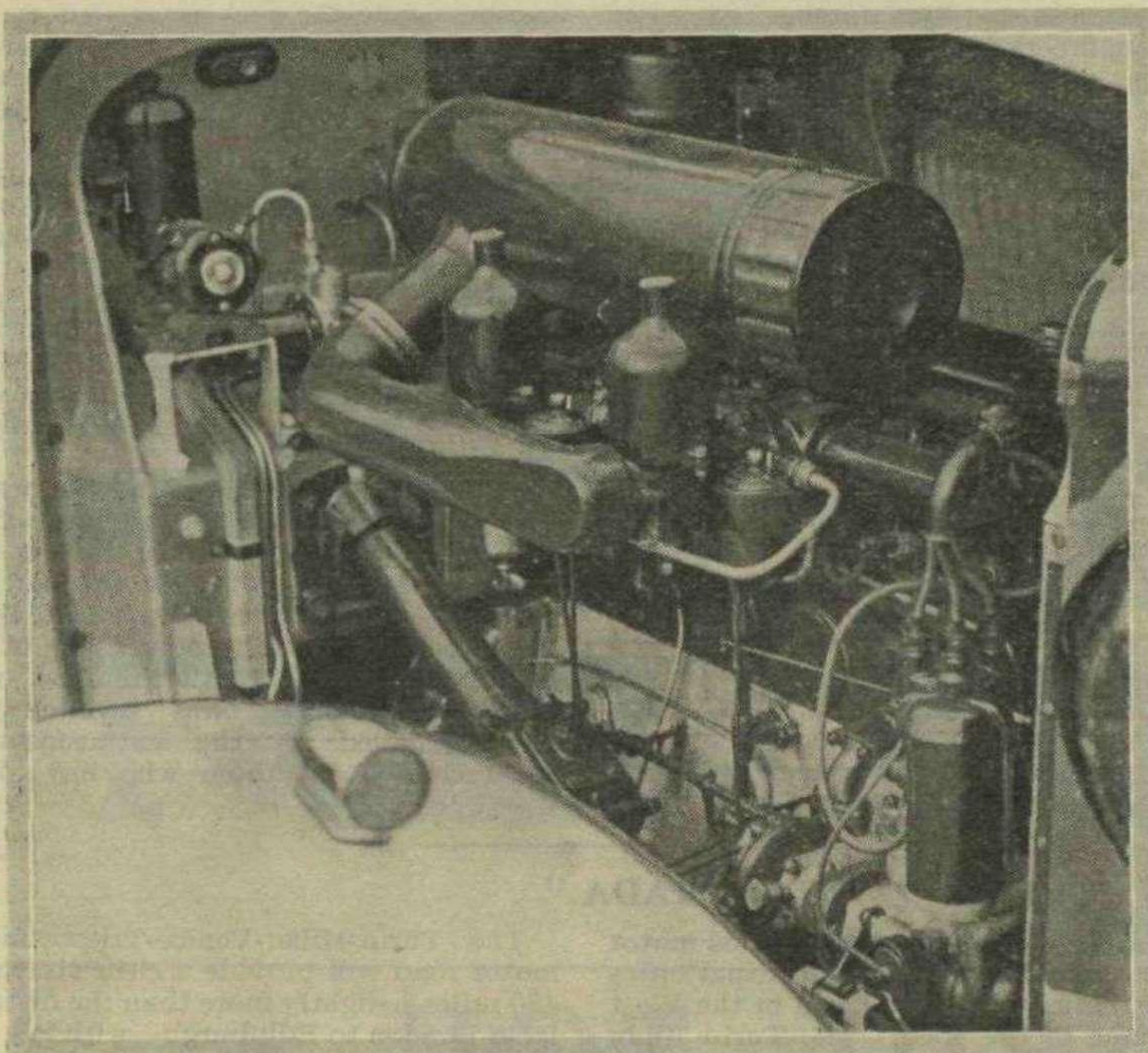
come into contact with the bottom of the fascia board, but this is being raised on bodies now being built. The front seats slide easily on Leverroll fittings.

armrest which folds, and three fairly small passengers could be carried if necessary. The foot-wells have inclined ramps, and altogether the back passengers should be as comfortable as those in the front.

The A.T. rev.-counter, which has a clock-face on the lower part of its dial, and the speedometer, are both 6 inches in diameter and are mounted on the dash under the driver's eye. The usual instruments indicating water-temperature, oil-pressure, charging, and petrol level, are mounted together in the middle of the fascia board, together with the switches, and have the high finish which one associates with Derby. By pressing or turning a knob, the indirect lighting is switched on momentarily or for as long as required.

There are four controls in the centre of the steering column. They operate the lamp dipping mechanism, the mixture control for starting, the throttle control, and the spark advance and retard. This last lever is only retarded for starting or idling, otherwise being set at full advance, as the ignition timing is varied by a centrifugal governor.

By reason of its low build, the Bentley looks remarkably neat and handy. Actually it is only 4 inches shorter than the old 4½ litre, but the passengers sit closer together, and gain the advantage of being carried within the wheelbase. This "close-coupling" seems to be reflected in the way the car handles, for one can dodge in and out of traffic or swoop round right angle bends in a way usually associated with an 8 foot 6 wheelbase. The radiator is of the vee-type always used on Bentleys, and with the header tank



*[Motor Sport Photographs*

*Carburettor side showing the large silencer, and the electric double petrol-pump is mounted on the dash.*



### THE 3½ LITRE BENTLEY—continued.

almost flat on top, the familiar badge, and the thermostatically-controlled shutters is like a small edition of that fitted to the 8 litre.

The open Vanden Plas body which was fitted to the car we tested was a handsome and practical production in keeping with the high quality of the chassis. The long and well-louved bonnet and scuttle, two-door body cut away for the front passengers, and straight line quarters and hoods are sporting in line, and the long sweeping wings afford excellent protection. The rear panel, which carried the spare wheel, is hinged at the bottom. When opened it discloses a luggage space large enough for several suit-cases. The hood side-screens are carried in a pocket on the inside of the hinged panel. The petrol filler-cap, which is quick-acting and 3 inches in diameter is reached by opening a hinged flap by the side of the rear panel. The tools are carried on a tray inside the scuttle.

The cylinder dimensions of the Bentley are the same as those of the 25 h.p. Rolls Royce, and one might have imagined that the new car was but a modification of the old. The true facts were revealed to us by Mr. W. O. Bentley, the designer and originator of the famous marque, who for many months past has been testing the new cars on the fast highroads of France; the only part common to the two engines is the sump!

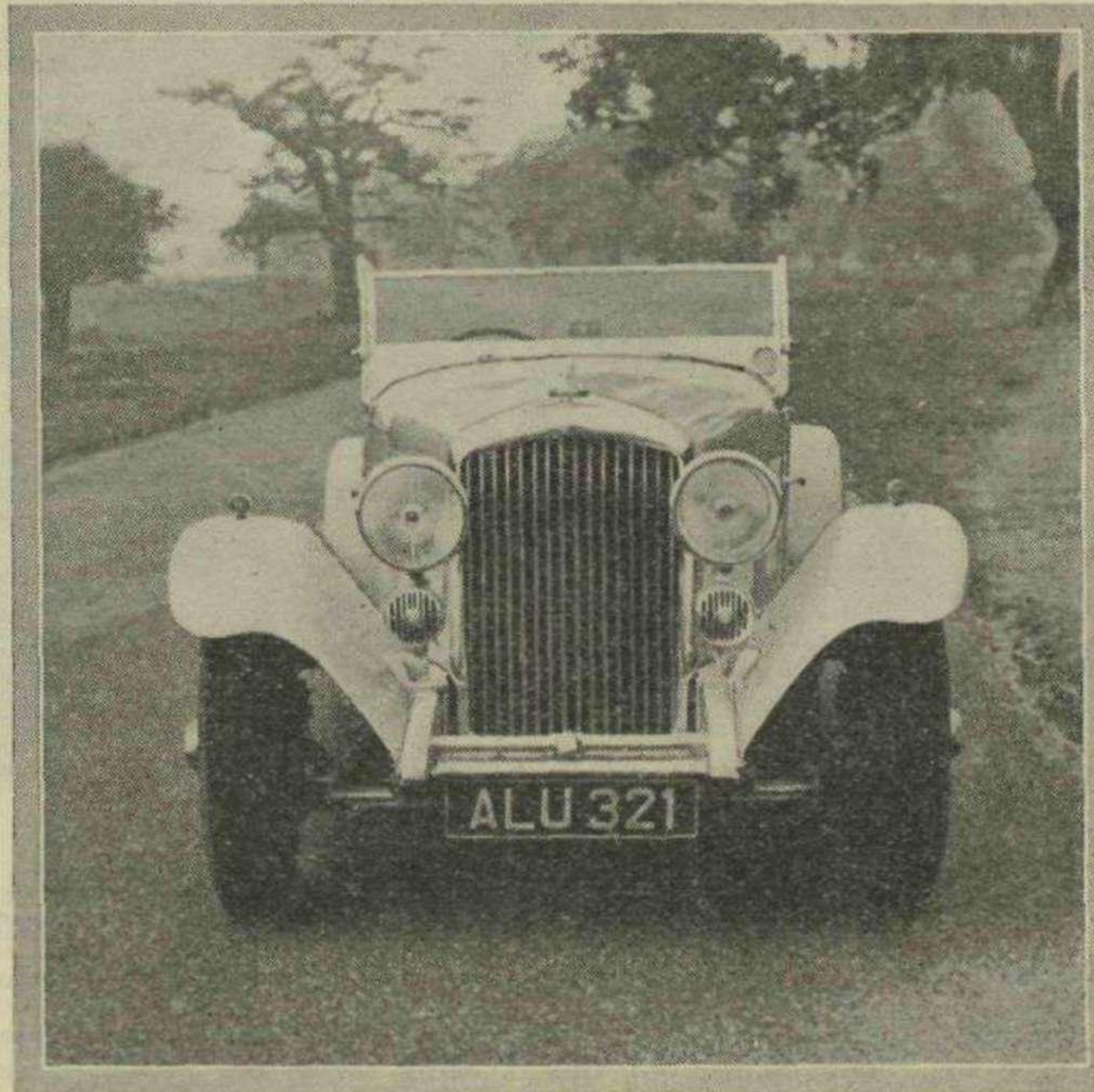
The pistons are longer, and so is the block, the cylinder head is entirely new, likewise the camshaft, and a stronger crankcase and a heavy crank shaft are needed for the powerful engine. The gear-box is specially built, as also are the front and back axles, and the braking lay-out, while the chassis is shorter with a lower centre of gravity. Nothing in common except the skill of the designers and the Rolls Royce standard of craftsmanship!

The weight has been kept down by the use of high-grade steels and the light alloys developed by Messrs. Rolls Royce, but the chassis is very solidly built and weighs 22 cwt. The surprising performance has been secured by the high power (120 horse power) in conjunction with a moderate chassis weight and the small frontal area made possible by the double-dropped frame.

The chassis specification of the Bentley

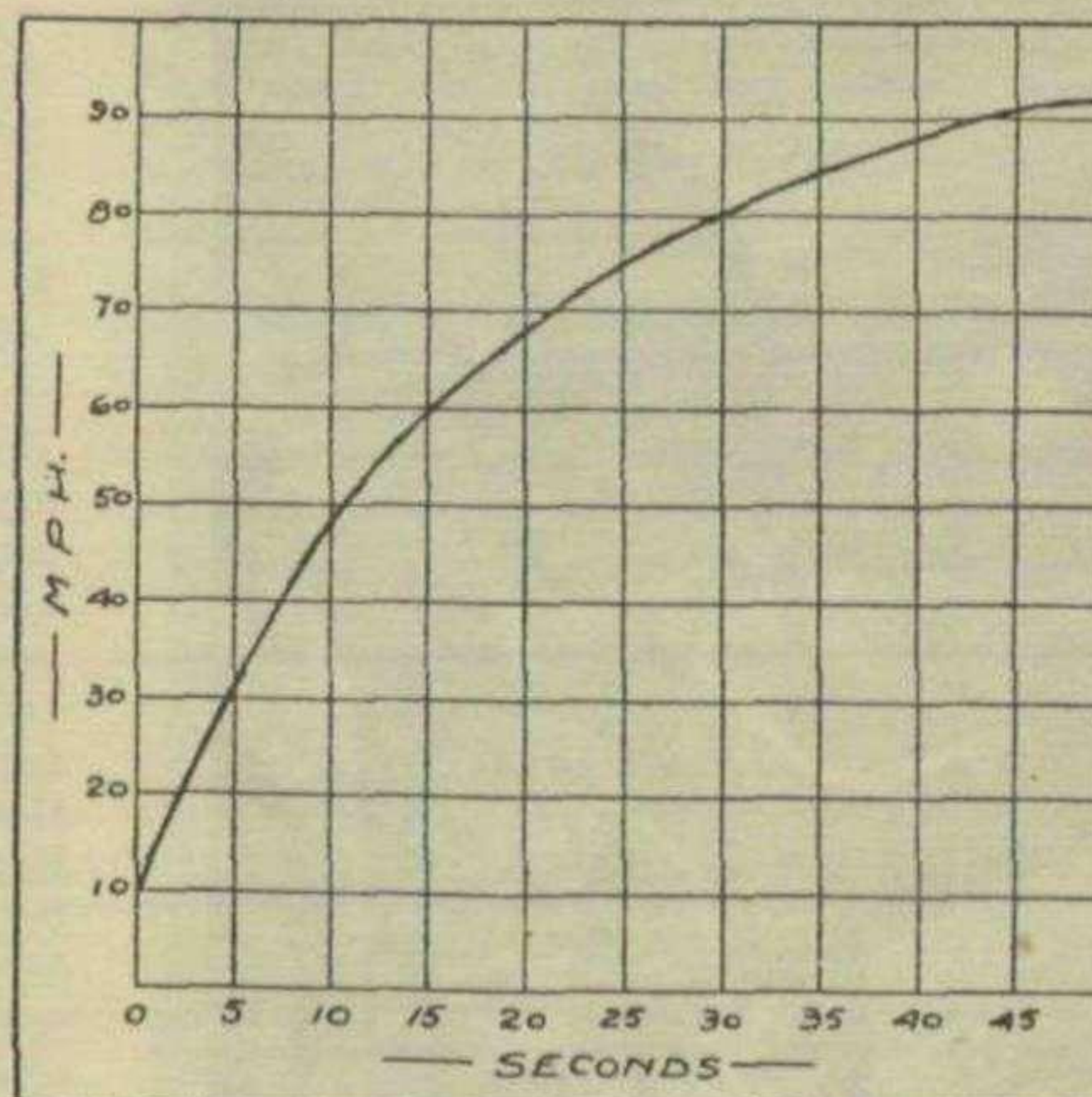
was given in last month's issue of MOTOR SPORT, but some additional details are now available. The chassis incidently is guaranteed for three years.

The chassis frame is double-dropped with a level platform space in the centre



*Restraint and good taste characterise the front view of the new Bentley. The radiator has thermostatically controlled shutters.*

part. It is braced by a number of tubular cross members, and a very stiff pressing through which the propellor shaft passes



*The acceleration chart of the 3½ litre Bentley.*

strengthens it at the front mountings of the rear springs.

The camshaft is gear-driven from the front of the engine, and a chain of gears drives the water-pump on the off side and the dynamo on the near side. The contact breaker is carried vertically on the off side, with the coil beside it, and a spare coil is mounted on the dash. 2 S.U. carburetters are used, and 14 mm. Lodge plugs. There is a very large Burgess silencer and air cleaner above the rocker casing, and the oil fumes from the crankcase enter the cleaner through a duct and pass through the carburetters on to the inlet valve stems. The crank-case is replenished through an accessible filler on the near side, with a quick-action cap. The sump holds 1½ gallons.

The output of the dynamo is regulated by a constant-voltage regulator mounted on the dash, and a fuse-box with fuses for each unit of the lighting system are fitted. A relay switch for operating the starter-motor is mounted close beside it. A special slipping clutch mechanism on the starter pinion protects that vulnerable part. Lucas Biflex headlamps of a special light pattern are fitted.

The rev-counter drive is taken off the dynamo, and close beside it is the jack handle, while the jack is carried on the dash. Luvax one-shot lubrication is standard, and this and the two-gallon reserve petrol tap are operated from the driving compartment.

A Klaxon windscreen wiper is used, and the electric motor is carried on a rubber block on the dash. A flexible drive comes through to a gear-box at the off-side of the screen and an enclosed shaft drives the two blades through rack and pinion gear. The blades drop below the level of the glass when out of use so that the screen can be folded down when required.

No effort has been spared to perfect the 3½ litre Bentley, and it is indeed the car for the connoisseur of fast travel. From every point of view the new car meets the modern need for a fast, lively and smoothly running sports car of the highest quality, and the interest with which its coming was awaited has been equalled by the enthusiasm of its reception by those who have tried it.

### A NEW ITALIAN "AUTOSTRADA."

Further evidence of Signor Mussolini's keen interest in fast motoring is provided by the official opening this month of the new Padua-Venice motor road which has reduced the road distance between the two cities by more than twenty miles.

The new motor road is another link in

the system of roads reserved for fast motor traffic and joining all the principal cities of Northern Italy from Turin in the West to Fiume in the East. The Turin-Milan and Milan-Bergamo-Brescia sections are completed. Work is proceeding on the connecting links, Brescia-Verona and Verona-Padua.

The Turin-Milan-Venice-Trieste-Fiume motor road will provide a clear stretch of 450 miles—slightly more than the distance from London to Edinburgh—with few side turnings, no level crossings and broad, sweeping curves giving a minimum visibility of a quarter of a mile ahead and, above all, a perfect surface.



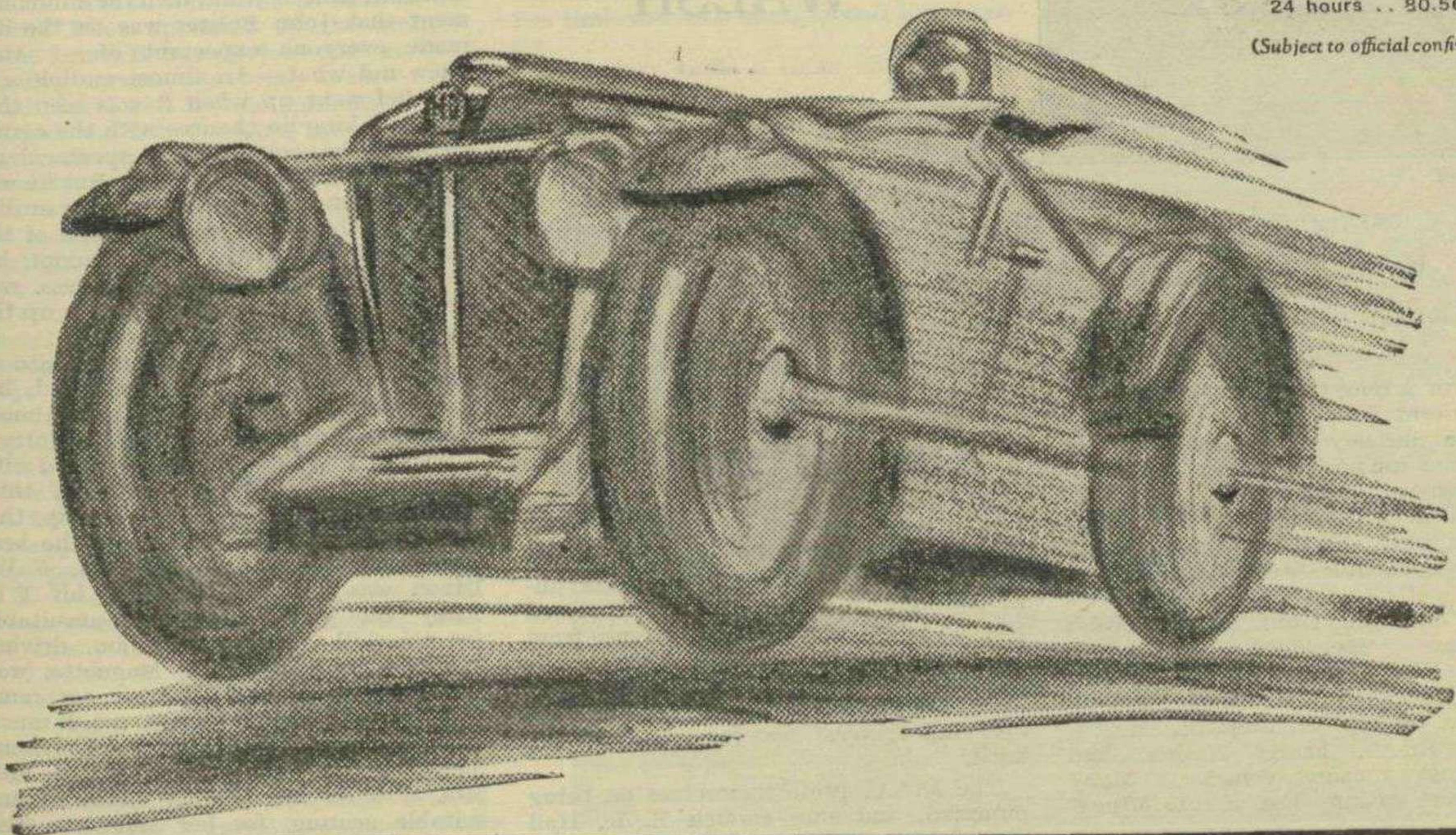
# 6 New Records INTERNATIONAL CLASS "G"

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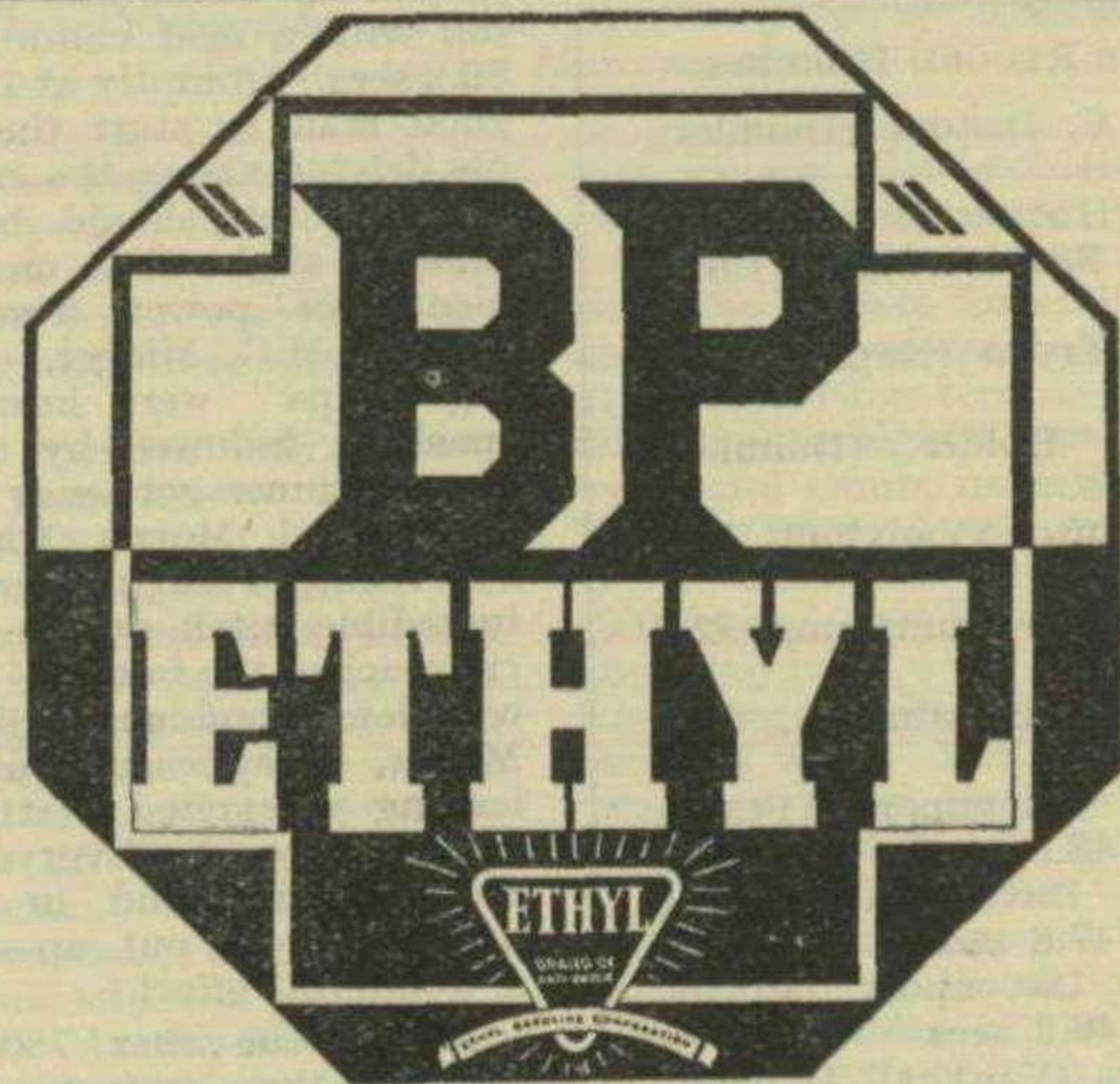
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## RECORDS FALL AT SHELSELY WALSH

Whitney Straight beats Von Stuck's time by  $1\frac{1}{2}$  second. Fine run by Raymond Mays in  $42\frac{1}{2}$  seconds. Miss Sedgwick makes new Ladies' Record with an unsupercharged Frazer Nash.

NOT for a long time has such a magnificent entry been received for the Shelsley Walsh hill-climb as the array of racing cars which assembled in the famous Worcestershire orchard-cum-paddock on Saturday, September 30th. In this rural scene the fastest Grand Prix machines were ranged, Whitney Straight's Maserati, Earl Howe's Bugatti, and the Hon. Brian Lewis's Alfa Romeo; Shelsley 'specials' such as Dick Nash's "Spook" and Peter Skinner's special Morris Minor; and an impressive display of Bugattis, M.G.'s, Austin's, Rileys, Frazer Nashes, and sundry fast touring vehicles. Many drivers were making last-minute adjust-

ments to their cars, in contrast to Whitney Straight, whose Maserati and Magonette were neatly covered from wheel to wheel with tarpaulins.

Meanwhile the usual tremendous crowd was toiling up the hill, this time by a new path which avoided the cross-over at the beginning of the wood. For some unaccountable reason this route seemed steeper, although the only difference from the previous path lay in the fact that it was on the right-hand side of the road instead of the left. The weather, although grey and overcast, was for once behaving itself.

The M.A.C. pride themselves on being punctual, and sure enough E. R. Hall played his usual part of "opening" the hill with a neat climb on his Midget in 50.2 secs., promptly at 1 o'clock. Hall is a good man to start the programme, for his driving shows the crowd just what a skilful climb should be, fierce acceleration, a slight slide on the corners, and plenty of power from his twin-rear-wheeled M.G. Midget. Again, the starting "pips" were heard on the loudspeakers, followed by a terrific roar as Peter Skinner got away from the line on his special Morris Minor. The little supercharged engine screamed up to an incredible pitch on the gears, until the car reached the famous "S" bend. With complete confidence Skinner held the Morris, disappearing up to the finish leaving an excited chatter of admiration from the crowd. Everyone looked at the scoring-board, and in a moment the numbers were put up—time 46.4 secs., a wonderful effort!

None of the other '750's' got anywhere near this time, in fact none of them beat Hall's 50.2 secs. L. P. Driscoll, driving one of the racing single-seater Austins was the best with a time of 51.6 secs., but his car was misfiring slightly on the last straight, as was the sister car handled by J. D. Barnes who took 57 secs. R. R.

Jackson (M.G. Midget) did 52.4, R. T. Turner (Austin) 53.4, W. T. Platt (M.G. Midget) 54.2, the Marquis of Belleruche, with his stub-tailed Austin, 55 dead, and Miss E. V. Watson brought her Midget up smoothly in 60.4 secs.

The first climb of the 1,100 c.c. brigade was made by E. J. Moor, whose "Wasp III" was an appropriate specimen of the Shelsley specials which generally run in this category. Literally pulsing with the stacatto beat of its two-cylinder engine, the Wasp got up in 48 secs., good going. But the Horton Special, driven by its designer, was a shade faster and clocked 47.6 secs., its supercharged Alta engine making a most hearty crackle. The "Tiger III" was another trembling machine, time 51.8 and then the announcement that John Bolster was on the line made everyone expectant of . . . they knew not what. An almost audible sigh of relief went up when it was seen that he was taking no chances with the corner on which he overturned so spectacularly at the last Shelsley meeting. But he was not slow, and considering the extraordinarily hunched position the design of the Bolster Special forces him to adopt, his performance in recording 47.6 secs. was amazingly good. His acceleration up the straight to the finish was terrific.

Lick Bolster's G.N. was not quite so fast, but was equally well handled, his time being 49 secs. exactly. Unlike most "Shelsley Specials" the G.N. (Martyr) driven by J. A. Thompson was fitted with a well-finished body, painted blue; time 53 secs. Again E. R. Hall came up, this time on a Magonette, and made the best time in the class so far in 47.4 secs. F. W. Lixon was disappointing with his T.T. Riley, the gear ratios being unsuitable for the hill. Miss P. Altham, driving Whitney Straight's M.G. Magonette, was still more unfortunate for her car came to rest between the bends amid much spitting-back and general misbehaviour. She reversed and descended the hill. Mrs. Wisdom was another victim of unsuitable gearing, for her Magonette (the actual car driven by Nuvolari in the T.T.) could do no better than 55.6 secs. A. A.

### PREVIOUS RECORD HOLDERS.

- 1905. E. M. C. Instone (Daimler), 77.6 secs.
  - 1907. J. E. Hutton (Berliet) and T. W. Bowen (Talbot), 67.2 secs
  - 1908. H. C. Tryon (Napier), 65.4 secs.
  - 1911. H. C. Holder (Daimler), 63.4 secs.
  - 1913. J. Higginson (Vauxhall), 55.2 secs.
  - 1921. C. A. Bird (Sunbeam), 52.2 secs.
  - 1924. C. Paul (Beardmore), 50.5 secs.
  - 1926. B. H. Davenport (Frazer Nash), 48.8 secs.
  - 1927. B. H. Davenport (Frazer Nash), 47.8 secs.
  - 1928. B. H. Davenport (Frazer Nash), 46.2 secs.
  - 1929. R. Mays (Vauxhall Villiers), 45.6 secs.
  - 1930. H. von Stuck (Austro Daimler), 42.4 secs.
- Length of course, 1,000 yards.  
Average gradient, 1 in 8.907.



The 750 c.c. class was won by Peter Skinner, with his special Morris Minor.



## RECORDS FALL AT SHELSLEY WALSH—continued.

Rigby's Magna was misfiring, and then Von der Becke (Riley) and R. R. Jackson (M.G. Magnette, with full equipment) both made exactly the same time in 50 secs. dead. Fastest time in this class, however, was made by R. T. Horton with his dark-red M.G. Magnette. He was quite the quickest through the bends, and a cheer went up when his time of 46.0 secs. was announced. The class was completed by J. Justice, whose J.A.P. Special was in its usual sulky state and refused to complete the climb.

The 1,500 c.c. class brought the first sensation of the day. Raymond Mays was the first to climb, and as soon as his Special Riley appeared up the straight to the bends it was obvious that an outstanding ascent was being made. The power developed by the specially supercharged and tuned engine was astonishing, even the twin-rear-wheels having difficulty in finding a grip on the road. Add to this, the usual Mays exhaust-note and you can picture the fine spectacle his climb made. Fast as he was, few people were really prepared for the news shown on the board a few seconds later—the amazing news that Von Stuck's record of 42.4 secs. in 1930 had at last been beaten! Mays' time was 42.2 secs., and when he descended the hill immediately afterwards the crowd showed their excitement with a fine round of applause.

For some time people could do nothing but talk about the new record, with the consequence that one or two good climbs were passed almost unheeded. Comdr. R. T. Grogan got up with his supercharged Frazer Nash in 50.0 secs., misfiring near the finish, T. S. Fotheringham (Bugatti) in 47.8 secs., W. E. Harker, on the 'Special' of his own make, in 52.4 secs., and R. H. Eccles showed what a fine driver he is to climb in 48.6 secs. with an "unblown" Frazer Nash. "A. Vincent" jumped the starting-line with his Aston Martin—result, no time given. A magnificent ascent was made by F. J. Fielding, on a beautifully finished Bugatti with twin rear-wheels. His car was really fast, and Fielding handled it splendidly throughout, as his time of 45.2 secs. proved. J. C. Davis had a recurrence of the misfiring trouble with his G.P. Delage, bad luck after good times in practice, and C. S. Staniland came up with one of the T.T. 6 cylinder Rileys in 50.0 secs. There were quite a number of these cars, driven by Harold Goodwin (53.4 secs.), Miss D. C. N. Champney (53.4 secs., a good show) and S. H. Newsome (55.8 secs.). F. S. Barnes turned out with a new Singer Special, a neat green two-seater, with cowled radiator, and climbed in 53.4 secs. Moor's "Wasp IV" proved to be an old Brescia Bugatti, and took 55.0 secs. J. D. Jevons found another snag in his Bugatti "The Snag." The magneto packed up in practice, and after working nearly all night on the car the wretched instrument failed again just before the start. Then came a perfect example of the quiet, unspectacular climb which can so often be really fast. Miss Sedgwick left the line with her standard unsupercharged Frazer Nash. Her acceleration was good, but being quiet did not look outstanding. She took the 'S' bend with hardly a trace of slide,

looking the picture of nonchalance, correcting skids before they were skids, all with a complete absence of fuss and importance. Her time of 49 seconds must have caused many competitors to bow their heads in shame, and beat Mrs. Wisdom's previous Ladies' Record, made with a supercharged Frazer Nash, by a clear second.

The class closed with a terrific climb by R. G. J. Nash with his famous Anzani-Nash, "The Spook." Nash has never made a better run up the hill he knows so well. His handling of the car was a sight to behold, both between the bends and up the bumpy stretch of road to the finish. His time was 43.0 secs., second fastest so far.

Noel Carr made a clean climb in the

getaway" so we were told by the announcer at the foot of the hill, and in less time than it takes to write, the black and silver Maserati was hurtling towards the first bend of the 'S.' Straight held on till the last possible moment, stood on everything, and went round with only a slight tail-slide. Full-bore between the bends caused the car to leap forward as though it was on the level instead of climbing a gradient of 1 in 6. With the briefest of cutting-out Straight man-handled the car round the second bend, chewing steadily the while, and with a final rising roar, car and driver accelerated away to the finish. All eyes were turned to the score board, as the boy-scouts hoisted the numbers Forty . . . One . . . Point Four! "Amazing!" "What a driver!" "Did



The "Motor Sport" photographer secured this exclusive picture of 'The Spook' hitting the bank, on Dick Nash's second run.

2 litre class with his Bugatti in 47.4 secs. the only other competitor being J. A. M. Patrick, whose touring 1,750 c.c. Alfa Romeo clocked 54.6 secs., in spite of the gear lever jumping out of engagement on the second bend.

The 3,000 c.c. division was opened impressively by Earl Howe, with his glistening blue Alfa Romeo 4 seater, but his time of 47.6 secs. was bettered by the Hon. Brian Lewis on Noel Rees' similar car, who climbed in 47.0 secs. The next entry on the programme was the main reason for the migration of enthusiasts from obscure parts of England to Shelsley Walsh that day. If Whitney Straight could beat Caracciola's record at Mont Ventoux by 40 seconds, there was no reason why he should not beat Von Stuck's record at Shelsley. As this had already been beaten by Raymond Mays, the question now was "Can he still further improve on the time for climbing 1,000 yards with an average gradient of 1 in 8.907 and two sharp and several minor bends?" Anyway, here was Straight on the line, ready to supply the answer. "A perfect

you see his wheel-spin." "One second faster than Von Stuck!"

Now it was Mays' turn again, this time with the Villiers Supercharge. But fast as Mays drove—and he equalled Von Stuck's previous record—he could not get down to Straight's time, but it was a wonderful climb, nevertheless. A. H. L. Eccles (Bugatti) got up in 46.6 secs., L. G. Bachelier (Bugatti 4 seater) in 49.0 secs., and the Austrian, Frankl (Bugatti) in 45.6 secs. The latter said he was using his first run as a sort of preliminary spin. Earl Howe had his revenge on Brian Lewis when his Bugatti climbed in 44.0 secs. against the Alfa's 44.8 secs., and the class was closed with a quiet, well judged ascent by Miss Barbara Skinner with her Morris Special in 53.2 secs.

The remainder of the first runs were confined to cars of from 3,001 to 5,000 c.c. Fastest was J. W. Whalley on his smart 4 seater V8 Ford in 53.8 secs., and good climbs were made by W. Esplen (4½ litre blown Bentley), and Dr. R. A. Beaver, G. Warburton, R. Hughes, G. T. P. Way and P. H. Jacot (30/98 Vauxhalls).



## RECORDS FALL AT SHELSLEY WALSH—continued.

As the cars returned to the start, coming down the hill more or less rapidly, Leslie Wilson, Secretary of the Midland Car Club, jumped down into the road just as Straight appeared. He gave the driver a congratulatory pat on the shoulder, thereby symbolising the action that some 15,000 spectators would like to have done.

After an interval, all those who had bettered 60 seconds on their first run were allowed another attempt at reducing their times. Of the 750's Hall for some reason or other did not run. Peter Skinner's time was exactly the same, a tribute to consistent driving, R. R. Jackson clipped off 2 seconds, and R. F. Turner made the

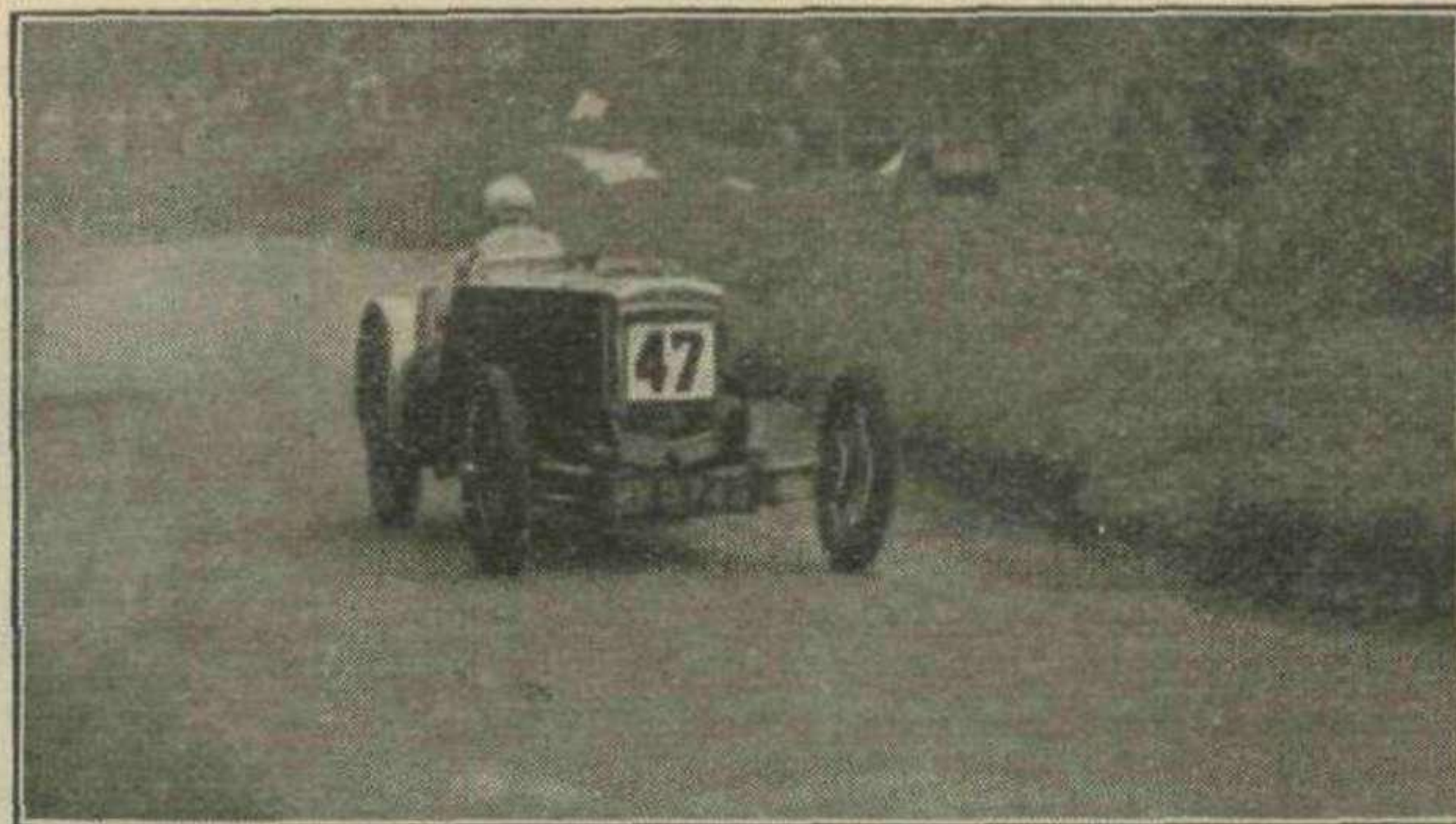
same time as on their first runs, the latter making the fastest sports car time of the day in 46.0 seconds.

Raymond Mays could not repeat his first run with the Riley. He was noticeably slower through the bends, and his total time was 44.6 secs. Grogan got down to 47.4 seconds, while other "improvements" were T. S. Fotheringham, 46.6; W. E. Harker, 50.6; C. S. Staniland, 48; and S. H. Newsome, 51.0 secs. Miss Sedgwick, by really superb driving, yet apparently without any effort, lowered her time to 48 secs. Last to come up was R. G. J. Nash, thoroughly determined to improve on his previous 43 secs. He ap-

people thought he would be content to call it a day, but not so Straight, who proceeded to knock off .2 secs. from his previous time and reduce the record to the amazing figure of 41.2 secs. At this stage of the second run we took some hand-timings of various cars from a point below to a point above the 'S' bend. Fastest of all were Whitney Straight and Noel Carr, with 6.8 secs. Then came R. T. Horton (both on the Horton Special and on the Magnette), Grogan, Fielding, R. H. Eccles, and Earl Howe (Alfa Romeo) with 7.2 secs. E. J. Moor, Von der Becke, Harker, Miss Champney and Miss Sedgwick all took 7.4 secs. Brian Lewis on



John Bolster's climb in 45.8 secs. secured him fastest time in the 1,100 c.c. racing class.



The new holder of the Ladies' Record, Miss Sedgwick (Frazer Nash) approaching the "S" bend.

best Austin climb of the day in 48.4 secs.

In the next class the Horton Special got down to 47.0 secs., and "Tiger III" to 50.0 secs., but the real surprise came when John Bolster took his Bolster Special up in 45.8 secs., winning the racing class. This is magnificent going for a car developed from "spares," so to speak, and puts Bolster in the very front rank of hill-climbing drivers in this country. It is safe to say that, given the opportunity, John Bolster will one day do big things in the motor-racing world. R. C. Bolster, Von der Becke, R. R. Jackson and R. T. Horton (Magnette) all made exactly the

proached the "S" at a colossal speed, and by fine driving succeeded in getting round. But he was left with an incipient series of skids, and in opening out his car swung to one side, and on the counter-skid the near side front wheels climbed the bank. The car nearly upset, and came to a standstill, so Nash drove down again to the start with the sympathy of the crowd with him.

Noel Carr made a fine climb in 46.4 secs., being particularly slick through the bends. Earl Howe, on the 4 seater Alfa was 2 secs. slower.

Whitney Straight again! A good many

the 4 seater Alfa took 7.6 secs., and Raymond Mays (both Riley and Villiers Supercharge), J. V. Bolster, J. A. Thompson, T. S. Fotheringham, C. S. Staniland, and F. S. Barnes all took 7.8 secs.

Raymond Mays was 1 sec. slower on the Villiers Supercharge on his second run, Earl Howe (Bugatti), 2 secs. faster, and Brian Lewis (Monza Alfa Romeo), correspondingly slower. Frankl's Bugatti packed up between the bends with misfiring, much to the driver's disgust.

Definitely the best Shelsley in many years, both in its first-class entry and faultless organisation.

## RACING CARS.

Up to 850 c.c.—P. G. Skinner, 846 c.c. Morris Minor, S., 46.4 secs.

851 c.c. to 1,100 c.c.—J. V. Bolster, 981 c.c. Bolster, 45.8 secs.

1,101 c.c. to 1,500 c.c.—Raymond Mays, 1,486 c.c. Riley, S., 42.2 secs. (Previous record beaten.)

1,501 c.c. to 2,000 c.c.—Noel Carr, 1,990 c.c. Bugatti, S., 46.4 secs.

2,001 c.c. to 3,000 c.c.—Whitney Straight, 2,494 c.c. Maserati, S., 41.2 secs. (Record for the hill. Previous best, 42.4 secs., by Hans von Stück, Austro-Daimler.)

3,001 c.c. to 5,000 c.c.—R. Hughes, 4,526 c.c. Vauxhall, 54.2 secs.

## SPORTS CARS.

Up to 850 c.c.—E. R. Hall, 746 c.c. M.G. Midget, S., 50.2 secs.

851 c.c. to 1,100 c.c.—R. T. Horton, 1,086 c.c. M.G. Magnette, S., 46 secs.

1,101 c.c. to 1,500 c.c.—Comdr. R. T. Grogan, 1,496 c.c. Frazer-Nash, S., 47.4 secs.

1,501 c.c. to 2,000 c.c.—J. A. M. Patrick, 1,750 c.c. Alfa-Romeo, S., 53 secs.

2,001 c.c. to 3,000 c.c.—Hon. Brian Lewis, 2,336 c.c. Alfa-Romeo, S., 47 secs.

3,001 c.c. to 5,000 c.c.—J. W. Whalley, 3,622 c.c. Ford, 53.8 secs.

5,000 c.c. and Over.—H. F. Clay, 7,020 c.c. Mercedes, 53.4 secs.

## SPECIAL AWARDS.

Shelsley International Championship Cup and £100 for fastest time of the day.—Whitney Straight, 2,494 c.c. Maserati, S., 41.2 secs.

M.A.C. British Championship Cup for the fastest time by a British-made sports car.—R. T. Horton, 1,086 c.c. M.G. Magnette, S., 46 secs.

M.A.C. T.T. Cup for fastest time by a car and driver who has driven in or is entered for any of the International Calendar Events.—Whitney Straight, 2,494 c.c. Maserati, S., 41.2 secs.

M.A.C. Open Cup for the best aggregate time made on two runs by a racing car.—Whitney Straight, 2,494 c.c. Maserati, S., 41.2 secs. and 41.4 secs. 82.6 secs.

M.A.C. Open Cup for best aggregate time made on two runs by a sports car.—R. T. Horton, 1,086 c.c. M.G. Magnette, S., 46 secs. twice = 92 secs.

M.A.C. Challenge Cup for best time by a sports car up to 1,500 c.c.—R. T. Horton, 1,086 c.c. M.G. Magnette, S., 46 secs.

M.A.C. Challenge Cup for best time by a sports car over 1,500 c.c.—Hon. Brian Lewis, 2,336 c.c. Alfa-Romeo, 47 secs.

M.A.C. Ladies' Championship Cup for woman driver beating the women's record for the hill with any type of car.—Miss C. Sedgwick, 1,496 c.c. Frazer-Nash, 48 secs. (Previous record, 50 secs., by Mrs. T. H. Wisdom, Frazer-Nash.)

M.A.C. Challenge Cup for best aggregate time by a team of three racing cars.—Raymond Mays's team (Raymond Mays, 1,486 c.c. Riley, S., 42.2 secs.; Raymond Mays, 2,996 c.c. Villiers Supercharge, S., 42.4 secs., and R. G. J. Nash, 1,496 c.c. Anzani-Nash, S., 43 secs. = 127.6 secs.)



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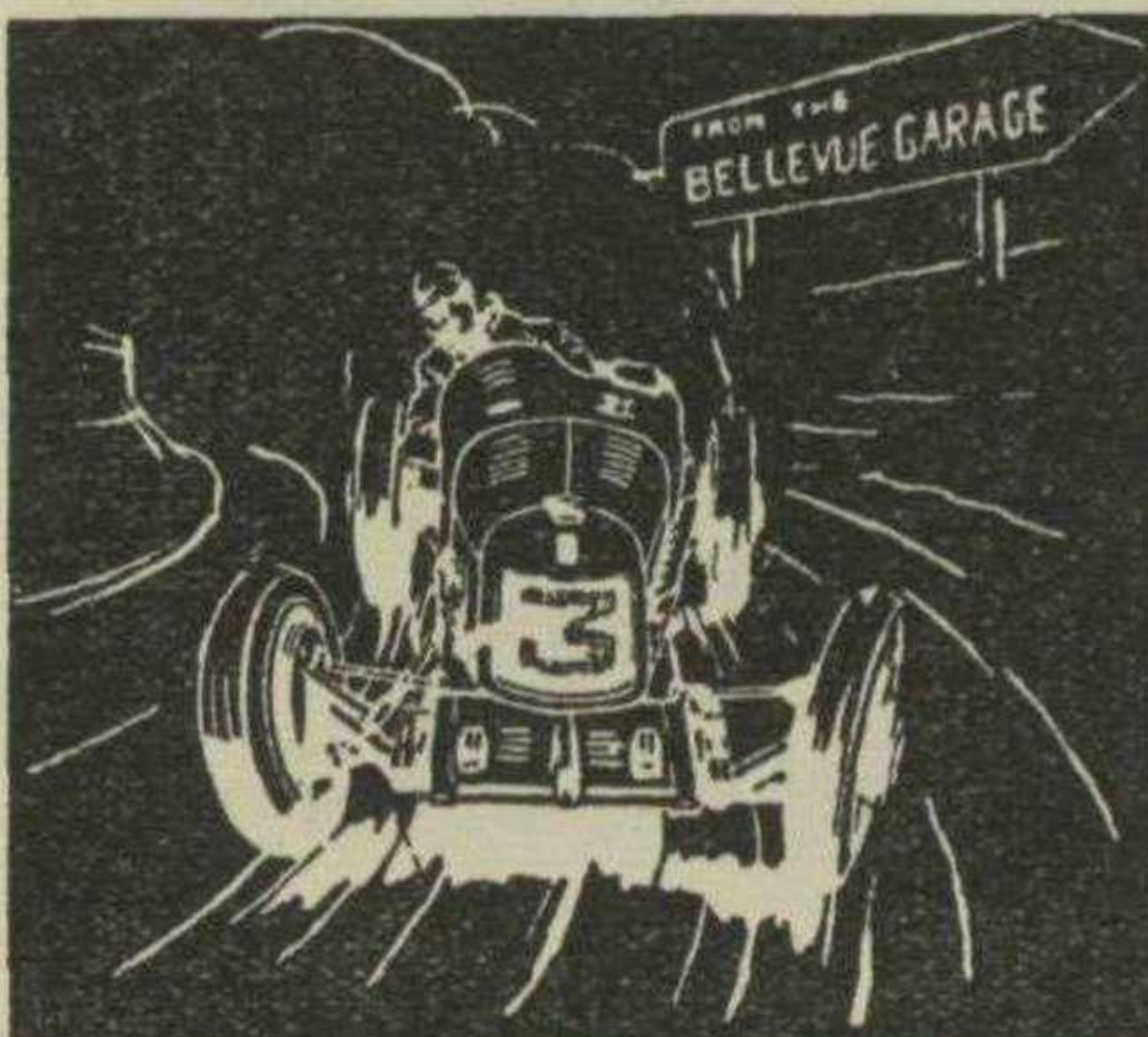
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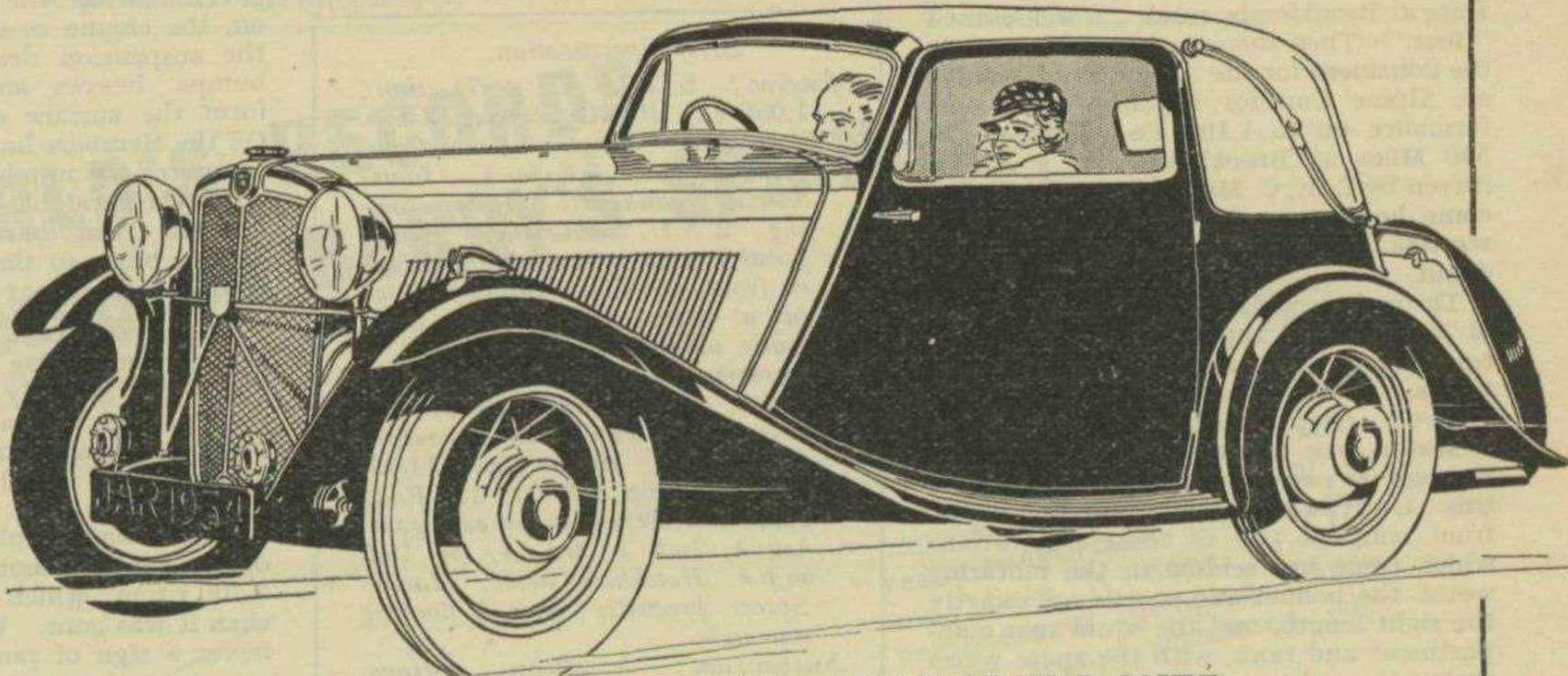
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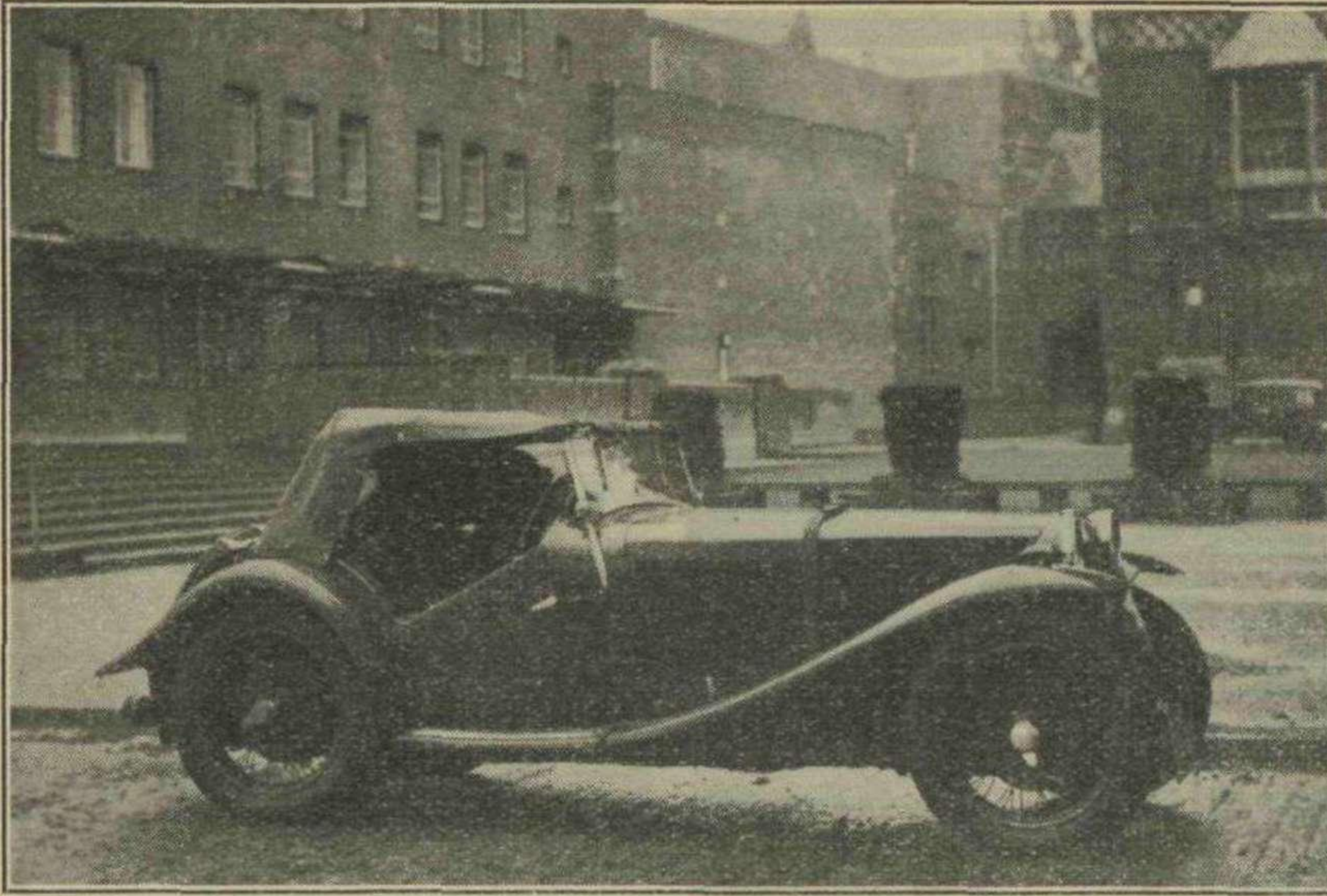
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HIGH AVERAGE SPEEDS WITH A CAR WHICH HAS THE DEFINITE CHARACTERISTICS OF A RACING ANCESTRY.

## On ROAD & TRACK with the "L" Type M.G. MAGNA

WE arrived at the M.G. works at Abingdon to collect our mount for the week-end with more than the usual pleasurable anticipations of some real motoring to come. Consider the record of the 'L' type Magna this year. A team of three cars was first entered for the Light Car Club's Relay Race at Brooklands, result: a well-earned "first." Then the cars were sent over to the Continent for the Alpine Trial, result: an Alpine Cup for the best team performance up to 1,100 c.c. Finally, the 500 Miles at Brooklands saw a Magna driven by C. E. C. Martin and L. F. Welch come home second out of a field of 31 starters. Few cars make such a successful début.

Through a continual coming and going of M.G.'s of all types, some with only a test "body," others having final adjustments, we eventually arrived at the Delivery Department, where a green 2 seater was waiting for us to put it through its paces. And a very pretty car this 'L' type Magna is! The line of the front wings is one of those inspirations which come but seldom in the motoring world, the bonnet and scuttle are exactly the right length, and the squat rear compartment and tank, with the spare wheel just at the right angle, give the car a most workmanlike appearance. But the good looks of the Magna are not merely skin-deep. Those brake-drums, of a generous 12 inch diameter, the underslung chassis at the rear, and the ample Hartford shock absorbers all betoken a car designed from stem to stern for fast work in the hands of a critical owner.

Our immediate destination was the Track. First impressions? Well, effortless cruising at 60 m.p.h., a gluttony for 'revs' on the gears, and light, high-g geared steering. A good test of a car is to see how quickly one becomes completely at home with the controls, and the Magna got full marks in this respect. The driver

sits in a nicely upright position, looking down on to his front wings, the steering wheel is low, the pedals are correctly spaced and work smoothly in the right arc, and the gear-lever is snugly at his side. The actual gear-change, of course, is simplicity itself.

### Brief Specification.

*Engine: 6 cyl., 57 x 71 mm., 1,086 c.c., R.A.C. Rating 12 h.p. Tax £12. Single o.h.c. Compression ratio 6.4 to 1. Four-bearing crankshaft. Pump cooling. 2 S.U. carburettors. Single point engine mounting on rubber in front, cross tube through clutch pit at rear. Coil ignition, automatic advance and retard.*

*Transmission: Double dry-plate clutch, 4 speed normal gear box, silent third, central remote control. Ratios, 1st, 19.21, 2nd, 11.49, 3rd, 7.31, top 5.375 to 1. Road speed at 1,000 r.p.m. on each gear, 1st, 4, 2nd 7, 3rd 11, top 15.5 m.p.h. Hotchkiss drive, Hardy-Spicer propeller shaft,  $\frac{3}{4}$  floating rear axle.*

*Suspension:  $\frac{1}{2}$  elliptic springs, 27  $\frac{5}{16}$ " front, 37" rear. Hartford shock absorbers.*

*Brakes: Cable operated, 2 shoe type, 12" drums.*

*Steering: Marles Weller, Adjustable rake. Turning circle 37'.*

*Fuel Supply: 12 gallon rear tank. Electric pump.*

*Dimensions: R.W. racing wheels. Tyres 4.50 by 19. Wheelbase 7' 10" Track 3' 6". Ground clearance 6". Chassis weight 12 $\frac{1}{2}$  cwt. Weight of complete 2 seater 15 $\frac{1}{2}$  cwt.*

*Price: 2 seater, as tested, £285 ex works.*

At Brooklands we climbed the slope from the Paddock onto the outer circuit, and came to rest on the line marking the beginning of the half-mile Railway Straight. The passenger began to count, *one, two, three* and we were off on our first test, the standing half-mile, which was covered in 38  $\frac{4}{5}$  seconds. We carried on, the engine as smooth as velvet, and the suspension dealing firmly with the bumps, heaves and depressions which form the surface of Brooklands Track. Off the Members Banking the speedometer registered 79 m.p.h. falling to 77 m.p.h. down the Straight, while our actual speed for the flying half-mile worked out at 75.6 m.p.h.—so that the speedometer is commendably near to accuracy.

The acceleration figures can be seen in the accompanying graph. The willing engine can actually go up to 6,000 r.p.m. on the gears, but taking 5,000 r.p.m. as a more usual maximum, the following speeds are available, 1st 20 m.p.h., 2nd 35 m.p.h. and 3rd 55 m.p.h. The engine of the car we tested was completely smooth throughout its range except for a slight period at 3,700 r.p.m., which was no sooner noticed than it was gone. Using Ethyl there was never a sign of pinking, and the engine was just as tractable as any touring machine.

Finally, to complete our operations at the Track we tested the brakes from an actual speed of 40 m.p.h., pulling up without a jar in 60 feet. Although no servo mechanism is used, the brakes are extraordinarily easy to operate, and the pedal offers barely more resistance than the clutch pedal. Accuracy of braking is not lost, however, but is reduced to a more delicate process. The hand lever works on the racing principle of the ratchet only being engaged at will. In order to release the brake, the lever is just eased back, and then immediately flies forward. For stop and restarts it is ideal.



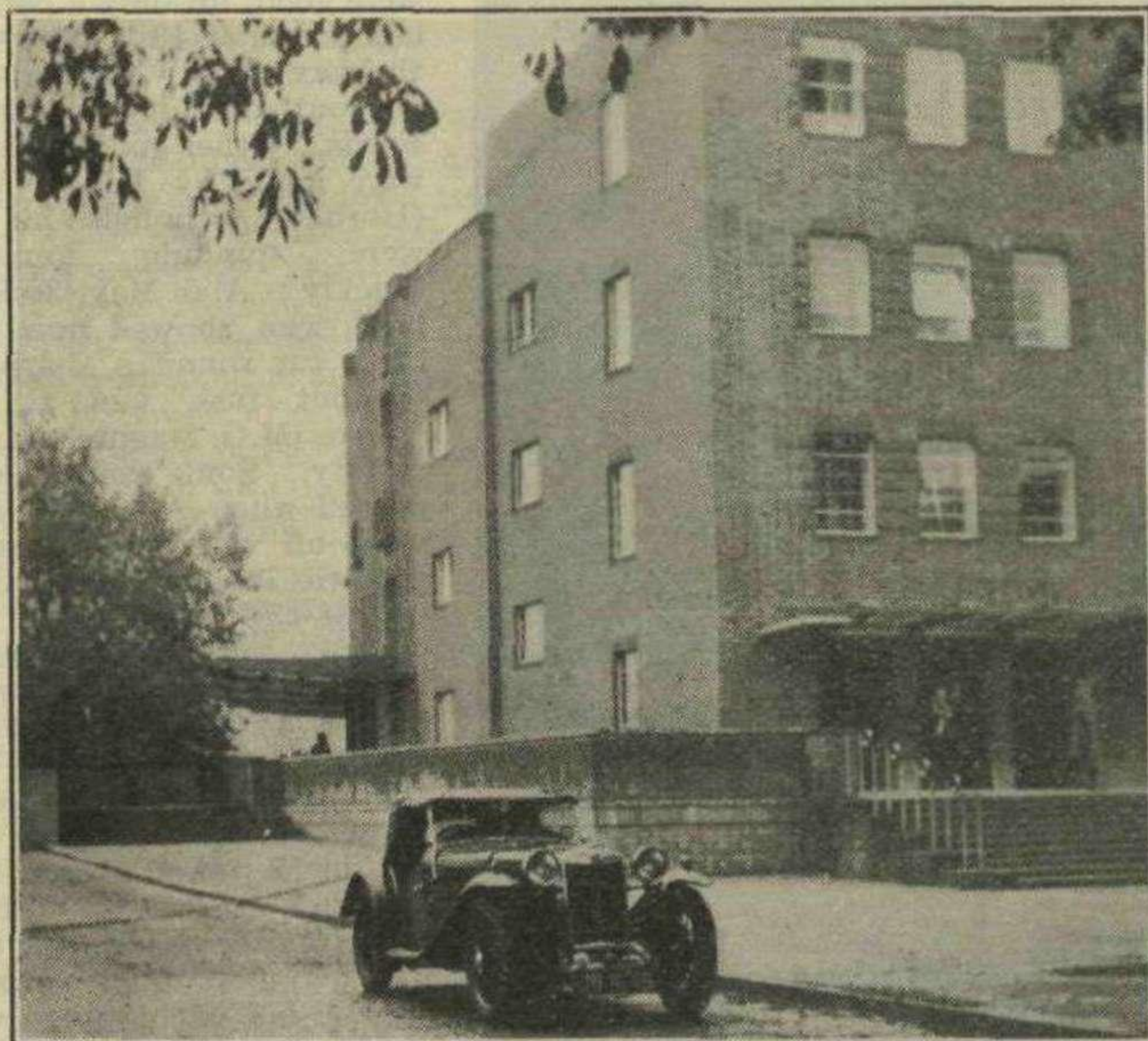
ON ROAD AND TRACK WITH THE "L" TYPE MAGNA—continued.

The following day we devoted to road work, and the ability of the Magna to average remarkable speeds was very strikingly demonstrated. Making our way from South London to the North West, no fewer than 49 miles were tucked away in the first hour. An average of

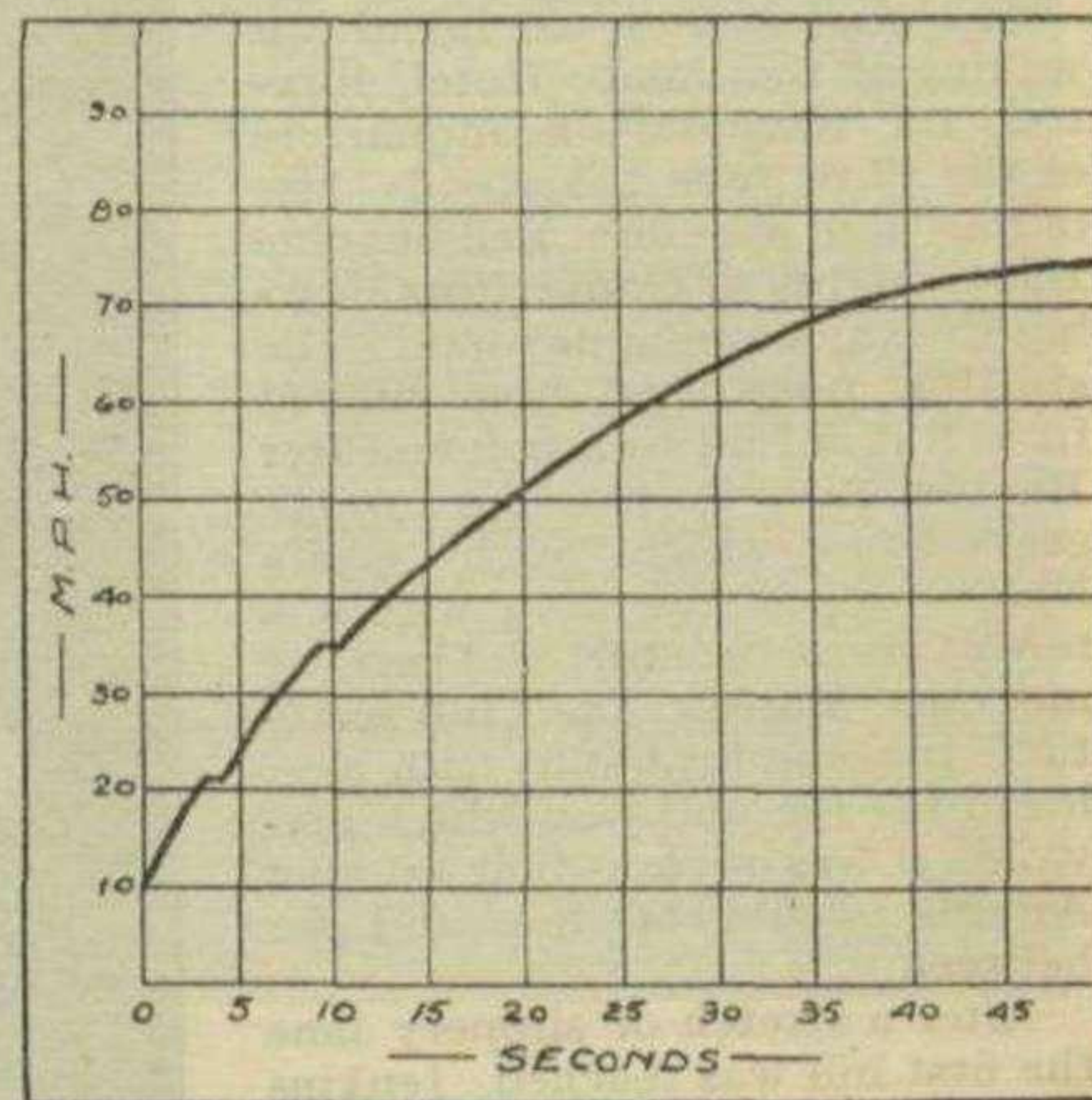
40 m.p.h. on ordinary roads requires no attempt at fast driving from the driver, but on one occasion, by making full use of the gear box, brakes and splendid road-holding qualities of the car, we covered 16 miles in 18 minutes, at an average speed of 53 m.p.h.

The road-holding of the M.G. Magna is outstandingly good for its 7' 10" wheel-base. In fact the car encourages the driver to take open bends as fast as possible, just for the pleasure of holding the machine in a slide. The high-g geared steering and good weight distribution make the 'L' type Magna one of the most controllable cars on the road to-day.

It was with real regret that we returned our green two seater to the Works. The M.G. Magna 'L' is a car that would inspire affection in the most blasé motorist. One can hardly believe that so much excellence, both in appearance and performance, can be purchased for £285.



[Motor Sport Photographs] Modern art. The Shakespeare Memorial Theatre forms an appropriate setting for the "L" type M.G. Magna.



The acceleration chart of the "L" Type Magna.

**MG WORLD'S RECORDS**  
all achieved on **BERRY'S SPRINGS**

Read what Mr. T. H. Wisdom said in the "DAILY HERALD" on 17th October, about the M.G. MAGNA 'L' TYPE—

"But it is the springing and road-holding of this car which impress me most. The car is really comfortable at any speed and there is none of that harshness in springing that is almost always associated with fast cars."

the latest being at Montlhery on Oct. 19th when Mr. G. Eyston broke several international records

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## THE M.C.C. GOES OFF THE GOLD STANDARD!

**T**HE M.C.C. One-Day Sporting Trial held over a route near Buxton is always one of the most important events of this nature during the season. This year a difficult course was arranged, including the observed hills of Jenkins Chapel (two sections), Blackermill, Litton Slack and Highcliffe (twice). It was originally intended that competitors should tackle Litton twice, but the hill proved so difficult that cars were sent up the by-pass road on their second circuit.

The first sound we heard on waking at the Palace Hotel, Buxton, the temporary headquarters of the Club, was the steady hiss of rain, and we could well imagine the thoughts of competitors hearing the same ominous sound. The starting point had been moved from Rakes End to a point nearer Buxton, in order to avoid a rough grass track which might easily have stopped the field within a few yards of the start! There we met Mr. Masters, the Club secretary, rubbing his hands with glee, for in the fog and rain which prevailed it was obvious that Premier Awards would be few and far between.

After a stretch of slippery lane the first hill was reached, Jenkins Chapel. To those who do not know this hill we would say that it begins with a right-angle bend to the left, and then goes fairly directly to the summit of the first section. The surface is loose stones, mixed with slippery clay, and on this occasion was particularly bad owing to the efforts of a Chester motor-cycle club, who had strewn small pieces of broken stone all over the hill in order to make it more difficult for their own trial. The first section surmounted (?) there is a short level stretch, and then the road narrows between two walls which inevitably scrape the door-handles or hub-caps of large cars. Up the road goes, and then a very sharp left-hand hairpin bend is reached which demands a combination of good lock and expert driving. This is followed by an easier hairpin to the left, and some more collar work to the top. On a wet day both sections offer a difficult proposition.

The first section caused 26 failures, most of these being due to lack of power and/or a high low-gear. Quite a number of people failed through wheelspin, these being cases of over-anxiety more often than not. Rileys could not cope with the hill, 8 out of 12 failing to climb unassisted. M.G. Midgets scored 4 failures out of 13 cars, while N. A. Berry and A. S. Whiddington spoilt the Frazer Nash reputation, being the only failures out of 10 starters. On the other hand all the Singers (and there were 11 of them) got up without a hint of stopping, outstanding climbs being made by H. C. Hastings who came up quietly with plenty of throttle in hand, H. M. Avery, L. Sandford, J. R. H. Baker and C. M. Needham. The Ford V8's were equally consistent, all climbing



### THE M.C.C. ONE DAY TRIAL IN DERBYSHIRE RESULTS IN ONLY 8 PREMIER AWARDS OUT OF 92 STARTERS. LITTON SLACK AGAIN THE CHIEF STUMBLING BLOCK.

effortlessly, and a clever climb was made by G. M. Denton on a 4 cylinder 24 h.p. model. The six M.G. Magnas in the trial all made easy ascents. One of the fastest climbs was made by J. G. Orford (Austin) and another good Austin effort was that of W. J. Watson, with an old chummy model fitted with very small rear-wheels. D. McLean urged his M.G. Magna on with writhing movements of his shoulders, and made a fast climb. A 1930 Essex coach put a good many sports cars to shame when it was driven up by R. Varley, without a trace of wheelspin and with plenty of power. The horses were kept pretty busy hauling failures to the top, but the organisation was good.

The upper section brought 24 cars to a standstill, most of these being unable to round the first hairpin. The bank became quite smooth with the constant wear of front wheels, a factor which materially assisted many cars to continue non-stop. Frazer Nashes were 50/50 clean climbs and failures, the latter being in most cases caused by the drivers not bringing the tail round in order to make up for an

insufficient lock. There were three Singer stoppages, L. Sandford having the worst possible luck for this was his only failure during the trial. M.G. Midgets were good, for only 2 cars did not climb out of 13. Once again all the six M.G. Magnas got up without difficulty, as did the V8 Fords. Other good performances were made by H. K. Crawford (Hornet) although his wheels were spinning unnecessarily quickly; Alan May (30/98 Vauxhall) who showed how to get a large car round a sharp hairpin without fuss, and G. M. McGregor (M.G. Magna) who climbed quietly. Some consternation was caused when A. S. Whiddington went off with the tow-rope, but this was later returned from the top of the hill. S. H. Allard gave a lurid demonstration of bank-climbing, which ended in failure, and W. J. Haward (V8 Ford) gave the bank a good thump but managed to keep going. B. W. Clarke, driving an old Austin 12 (round about 1924) had bad luck to fail on the second hairpin after negotiating the more difficult first one. His failure seemed not unconcerned with the presence of friends on the corner. For some time the trial was held up while a brand-new Talbot "105" saloon driven by P. D. Walker was manhandled down the hill after failing on the hairpin, its mudguards losing a good deal of their "show-finish" in the process.

Blackermill, that long rough climb up the valley to the main road, was not in a difficult mood. Actually 10 competitors came to a standstill, these being A. G. Gripper (Frazer Nash), C. I. Robinson (Alvis), H. K. Crawford (Wolseley Hornet), A. P. McGowran (Riley), A. Thomas (Riley), L. R. Rimington (Austin), S. R. Mitchell (M.S.), F. H. Lye (Alvis), E. E. Rednall (Ford 8) and A. G. R. Alexander (Riley). As will be seen, M.G.'s, Singers and V8 Fords all made 100% climbs. Probably the fastest ascents were those of Henry Laird (McEvoy Special Wolseley Hornet), N. A. Berry and F. B. Robinson (Frazer Nashes).

Then came Litton, and a farewell to a Premier Award for the majority of those who had so far maintained a clean score. The first man to try was H. M. Avery (Singer) and he faded to a standstill. But the next driver, C. A. H. Cann (M.G. Magna) roared up in splendid style, causing the officials to wonder whether the notorious hill would be so difficult after all. They were not long left in doubt, however, for a dozen cars immediately stopped, until T. C. Taylor (J.2 Midget) broke the string of failures with a fine climb, both on the part of driver and car. After W. W. Whitnall had been removed, another rousing ascent was made, this time by C. H. Wagstaff with the old Lea Francis he races at Donington, where it is generally known as the "Fire-engine."

Eight more failures, and then L. Sand-



THE M.C.C. GOES OFF THE GOLD STANDARD—continued.

ford got up cleanly with his Singer, showing that although the surface was being torn up, there was still hope for a stout car, well driven. Unfortunately Sandford had stopped on Jenkins Chapel, so his conquest of Litton Slack did not secure him a "Premier." The three V8 Fords driven by H. Hillcoat, M. L. Curtis and J. B. Thompson all got up well, but W. J. Haward failed on a similar car.

The following 42 cars all stopped, some a little higher than others, but all definitely failing. Some reversed down to the escape road while others turned and came down on the grass verge. Near the end, Henry Laird made a rapid climb with his McEvoy Hornet, the car leaving a cloud of exhaust smoke behind it but obviously giving plenty of power. One more climb was made, this time by J. W. Whalley with his green 4 seater V8 Ford. He never showed any signs of failing.

Highcliffe was in surprisingly good condition, and the left-hand hairpin, although it looks sharp and narrow, is not very difficult. Only four people failed on the first circuit, these being L. R. Rimington (Austin), S. R. Mitchell (M.S.), F. R. Gerard (Riley) and G. F. Pettit (M.G. Mark I). The second time round there were six failures, Rimington and Mitchell repeating their previous performance, and being supported by J. L. Higgins (Wolseley Hornet), C. I. Robinson (Alvis), S. H. Roe (Riley), and A. G. R. Alexander (Riley). On the second circuit many competitors arrived at Litton Slack before the whole of the first onslaughts had been made, but the M.C.C. organisation dealt with this successfully, and in

cheerful and typical of the good spirit which prevails at all M.C.C. events.

RESULTS.

Premier Awards.

- C. A. H. Cann (M.G. Magna).
- T. C. Taylor (M.G. Midget J.2.).
- C. H. Wagstaff (Lea Francis).
- H. Hillcoat (Ford V8).
- M. L. Curtis (Ford V8).

- Hobson, H. C. (Austin), 4.
- Wason, C. R. (M.G. Magna), 4.
- Wagner, T. (Morris Minor), 1, 4.
- Allott, F. (Patrick Hornet Special), 2, 4.
- Whitnall, W. W. (Morris Minor), 4.
- Mitchell, Jnr. M. (M.G. Midget J2), 1, 4.
- Reid, Jnr. W. C. (M.G. Midget J2), 1, 4.
- Sharp, N. C. (M.G. Midget J2), 4.
- Forrest, T. M. (Riley), 1, 4.
- Reid, R. N. (Riley), 1, 4.
- Dicks, E. A. (Riley), 1, 4.
- Wells, C. V. (Riley), 4.



"Huh!"

- J. B. Thompson (Ford V8).
- H. Laird (McEvoy Hornet).
- J. W. Whalley (Ford V8).

- Greenleaf, W. E. C. (Riley), 4.
- Sandford, I. (Singer Sports), 2.
- Richardson, W. J. B. (Singer Sports), 4.
- Hastings, H. C. (Singer Sports), 4.
- Denton, G. M. (Ford 24), 4.
- Allard, S. H. (Frazer Nash), 2, 4.
- May, A. (Vauxhall), 4.
- Mason, A. I. (M.G. Midget), 1, 4.
- MacGregor, G. M. (M.G. Magna), 4.
- Clarke, B. W. (Austin), 2, 4.
- Haward, W. J. (Ford V8), 4.
- Selwyn, J. (Singer Sports), 2, 4.
- Garland, A. H. (Jowett Sports), 2, 4.
- Orford, J. G. (Austin), 4.
- Richardson, R. J. (Austin), 4.
- Hall, L. E. C., (Singer Sports), 4.
- Middlebrook, J. D. (Singer Sports), 4.
- Beeby, G. B. (Morris Minor), 4.
- Maclean, D. (M.G. Magna), 4.
- Watson, W. J. (Austin), 4.
- Varley, R. (Essex), 2, 4.
- Cundey, S. H. H. (Frazer Nash), 2, 4.
- Robinson, F. B. (Frazer Nash), 4.
- Berry, N. A. (Frazer Nash), 1, 4.
- Twist, B. P. W. (Standard), 1, 4.
- Harper, A. (M.G. Midget), 1, 4.
- Tunstall, G. (M.G. Midget), 2, 4.
- Baker, J. R. H. (Singer), 4.
- Langley, A. H. (Singer), 4.
- Patrick, J. A. M. (Austin), 4.
- Wright, R. E. (Frazer Nash), 2, 4.
- Harvey, W. G. (M.G. Midget J2), 4.
- Needham, C. M. (Singer), 4.
- Marsh, K. G. (Triumph), 4.
- Nimmo, W. R. (Frazer Nash), 4.
- Carr, A. E. (Singer), 2, 4.
- Toulmin, J. M. (M.G. Midget), 4.
- Utley, J. W. S. (M.G. Midget), 4.
- Porter-Hargeaves, H. H. (Frazer Nash), 4.
- Bastock, J. A. (M.G. Midget), 4.



J. Woodhead watches the rear wheels of his Aston Martin spinning on the loose surface of Litton Slack.

spite of the number of failures the delay was kept down to a minimum.

The Trial finished at Hargate Hall, and in the evening experiences were exchanged at a dinner and dance at the Palace Hotel, which was a first-class affair, thoroughly

Silver Medals.

- Avery H. M. (Singer Sports), 4.
- Smith, A. W. F. (M.G. Midget J2), 4.
- Holland, W. E. (M.G. Magna), 4.
- Cowcill, L. A. (Frazer Nash), 2, 4.
- Maxwell, I. (M.G. Magna), 4.
- Gripper, A. G. (Frazer Nash), 3, 4.
- Dracup, G. (Alvis), 2, 4.

Bronze Medals.

- Higgins, J. L. (Wolseley Hornet), 1, 2, 4, 6.
- Harrison, J. (Ford "14"), 1, 2, 4.
- Crawford, H. K. (Wolseley Hornet), 1, 3, 4.
- Whiddington, A. S. (Frazer Nash), 1, 2, 4.
- McGowran, A. P. (Riley), 1, 3, 4.
- Thomas, A. (Riley), 1, 3, 4.
- Roe, S. H. (Riley), 1, 4, 6.
- Lye, F. H. (Alvis), 1, 2, 3, 4.
- Grice, J. R. (M.G. Midget J.2), 1, 2, 4.
- Rednall, E. E. (Ford 8), 1, 3, 4.

(Continued on page 38).



## THE DONINGTON SEASON CLOSES

**F**OR once the almost proverbially fine "Donington weather" was absent when the last meeting of the year took place over the Midland road-circuit. Rain was falling steadily from a leaden sky on the morning of Saturday, October 7th, but it cleared away about half an hour before the start. Then, just as the cars came out for the first race, down it came again. Showers fell during the rest of the afternoon.

In spite of this initial handicap a fine afternoon's sport was enjoyed. The entry was good, although there were some important non-starters, the organisation was up to the usual efficient standard one has come to expect from Mr. Fred Craner and his staff of helpers, and there were no unpleasant accidents. For the first time, as advocated last month in *MOTOR SPORT*, mechanics and passengers were not allowed to travel in the competing cars—a wise move which has the approval of all who have the interests of the sport at heart.

Most of the drivers put in a good deal of practice on the preceding day, which was reflected in the high standard of driving displayed during the actual meeting. Two cars were in trouble approaching Hairpin Bend, one of them (a Bugatti) leaving the most hectic skid marks on the road and ending well into the grass verge. No damage either to cars or drivers was reported, however.

The first race was a level duel between those old rivals, Austin and M.G. R. F. Turner and A. H. Jilling represented the former, while supercharged Midgets were driven by R. R. Jackson and W. E. Belgrave. On the fall of the flag Jackson and Turner went down to the corner side by side, the Midget just getting there first, and these two would obviously provide the ultimate winner of the race. At the end of the first lap, however, Jackson appeared alone, his grey M.G. sounding very fierce indeed as he accelerated away from Hairpin Corner. Then, to our surprise, came Belgrave, followed by Turner and Jilling. It transpired that Turner had been forced to pull up for a moment at Gallows Flesh Wood in order to make fast his bonnet.

Jilling had already gone off the road at Starkey's Corner, and now proceeded to slither completely round on Hairpin Bend, getting away once more with a certain amount of confusion. Turner was trying hard to catch Jackson, and passed Belgrave on the second lap, but from then on the order remained the same, Jackson finishing an easy winner. Jilling continued his lurid drive, repeating his gyrations at Hairpin Bend on the third lap, but fortunately the grass was soft and yielded to the broadsiding Austin.

### RESULT.

#### Up to 850 c.c.

1. R. R. Jackson, 828 c.c. M.G. Midget, S., 11 mins., 40 secs., 56.20 m.p.h.
2. R. F. Turner, 747 c.c. Austin, S., 12 mins., 54.64 m.p.h.
3. W. E. Belgrave, 746 c.c. M.G. Midget, S., 12 mins. 45 secs., 51.43 m.p.h.

Six cars lined up for the second event, and a good scrap was expected to ensue between E. R. Hall (M.G. Magnette),

**RACING SPOILED BY RAIN, AND LAP RECORD REMAINS UNBROKEN. EARL HOWE (BUGATTI) WINS INVITATION RACE. E. R. HALL GETS TWO "FIRSTS" AND A "SECOND."**

F. W. Dixon (Riley) and R. F. Turner (Austin). The remaining competitors were E. K. Rayson (Riley), R. V. C. Bolster (G.N.) and J. Critcheley-Graham (Riley). Hall got the best of the dash down to Hairpin Bend with Turner and Dixon close behind. By an oversight, however, a large piece of sacking was left covering his radiator, which quickly caused the engine to overheat. On the completion of one lap he pulled up and the sacking was removed, but meanwhile Turner swept by, pursued by F. W. Dixon. At some distance from the leaders came Dick Bolster, handling his skeleton G.N. with great skill, Rayson, and far in the rear, J. Critcheley-Graham.

On the second lap the order was the same, but on the third Hall passed both the Riley and the Austin to take the lead once more. Dixon was making frantic efforts to pass Turner, but the Austin driver was more than his match at fast cornering. In fact Turner was easily the fastest of any competitor during the afternoon in negotiating Hairpin Bend, and he gained yards on Dixon at this point on every lap. His driving was almost uncanny. On the wet road the little Austin just slipped round the corner in a rapid slide, seeming to have very little contact with the road, and yet being under perfect control.

Lap 4 saw no change in the order, but Hall had by now lapped Critcheley-Graham, and Bolster's G.N. had shed an exhaust pipe, which trailed along the road. On the last lap Dixon just managed to push his 1,100 c.c. Riley in front of Turner's 750 c.c. Austin, to take second place by a few yards.

### RESULT.

#### Up to 1,100 c.c.

1. E. R. Hall, 1,087 c.c. M.G. Magnette, S., 11 mins. 15 secs., 58.28 m.p.h.
2. F. W. Dixon, 1,089 c.c. Riley, 11 mins. 24 sec., 57.25 m.p.h.
3. R. F. Turner, 747 c.c. Austin, S., 11 mins. 24.4 secs., 57.18 m.p.h.

No fewer than nine cars turned out for the 1,500 c.c. race, Bolster, Dixon and Critcheley-Graham running again, in addition to D. C. Cadbury (Frazer Nash), who had run two bearings in practice and worked all night to get his car ready for the meeting, R. J. W. Appleton (Bugatti), A. Powys-Lybbe (Alvis), S. H. Grylls (Aston Martin), J. Cholmondeley-Tapper (Bugatti), E. J. Moor (Wasp IV) and Roy Eccles (Frazer Nash).

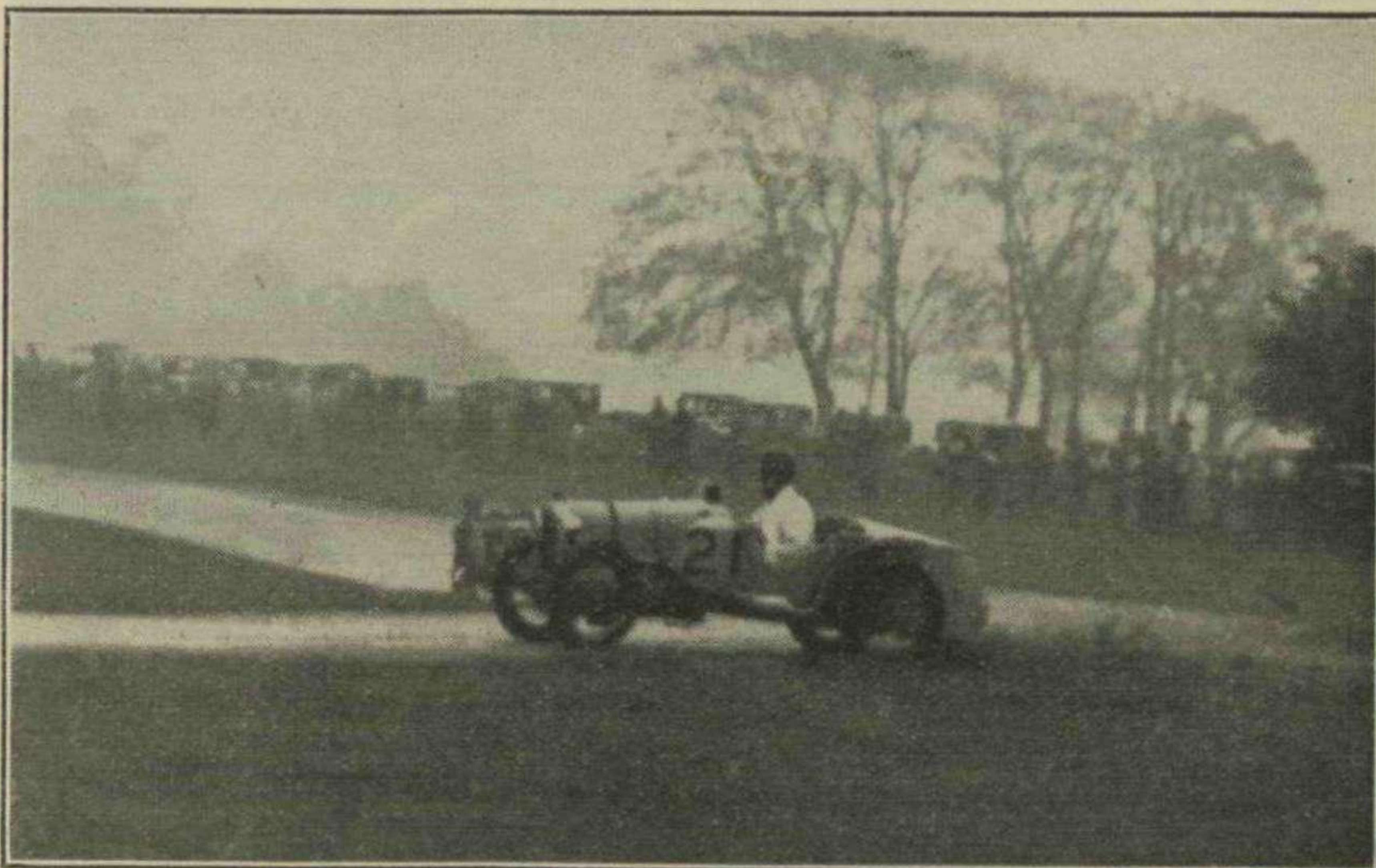
Eccles, Appleton and Dixon were all in the front row, but Eccles got to the bend first. The pace soon got too hot for Dixon's Riley, which blew its inevitable gasket after one lap had been completed. Eccles was therefore comfortably ahead of the rest of the field in the following order, Cholmondeley-Tapper, Appleton, Bolster, Cadbury, Powys-Lybbe, Grylls, Moor and Critcheley-Graham. Then Appleton really got going, and his blue Bugatti passed Cholmondeley-Tapper's white "Bug" on the second lap. Lap 4 revealed no change in the order, but a minor duel was going on between Cadbury and Powys-Lybbe. The Nash led for three laps, but then the Alvis got by, staying ahead till the end.

Appleton did his best to catch Eccles, and gained a good deal of ground. But Eccles was not worrying, and his fine driving gained him the race. Special praise must be given to Dick Bolster, who was lying fourth when he had to stop for a moment at Starkey's Corner. His handling of the G.N. was first class.

### RESULT.

#### Up to 1,500 c.c., Non-supercharged.

1. Roy Eccles, 1,496 c.c. Frazer Nash, 11 mins. 40 secs., 56.20 m.p.h.
2. R. J. Appleton, 1,496 c.c. Bugatti, 11 mins. 40.8 secs., 55.90 m.p.h.
3. J. Cholmondeley-Tapper, 1,496 c.c. Bugatti, 11 mins. 45 secs., 55.80 m.p.h.



A. H. Jilling committed a good deal of skidding in the first race. Here he is at Starkey's Corner.

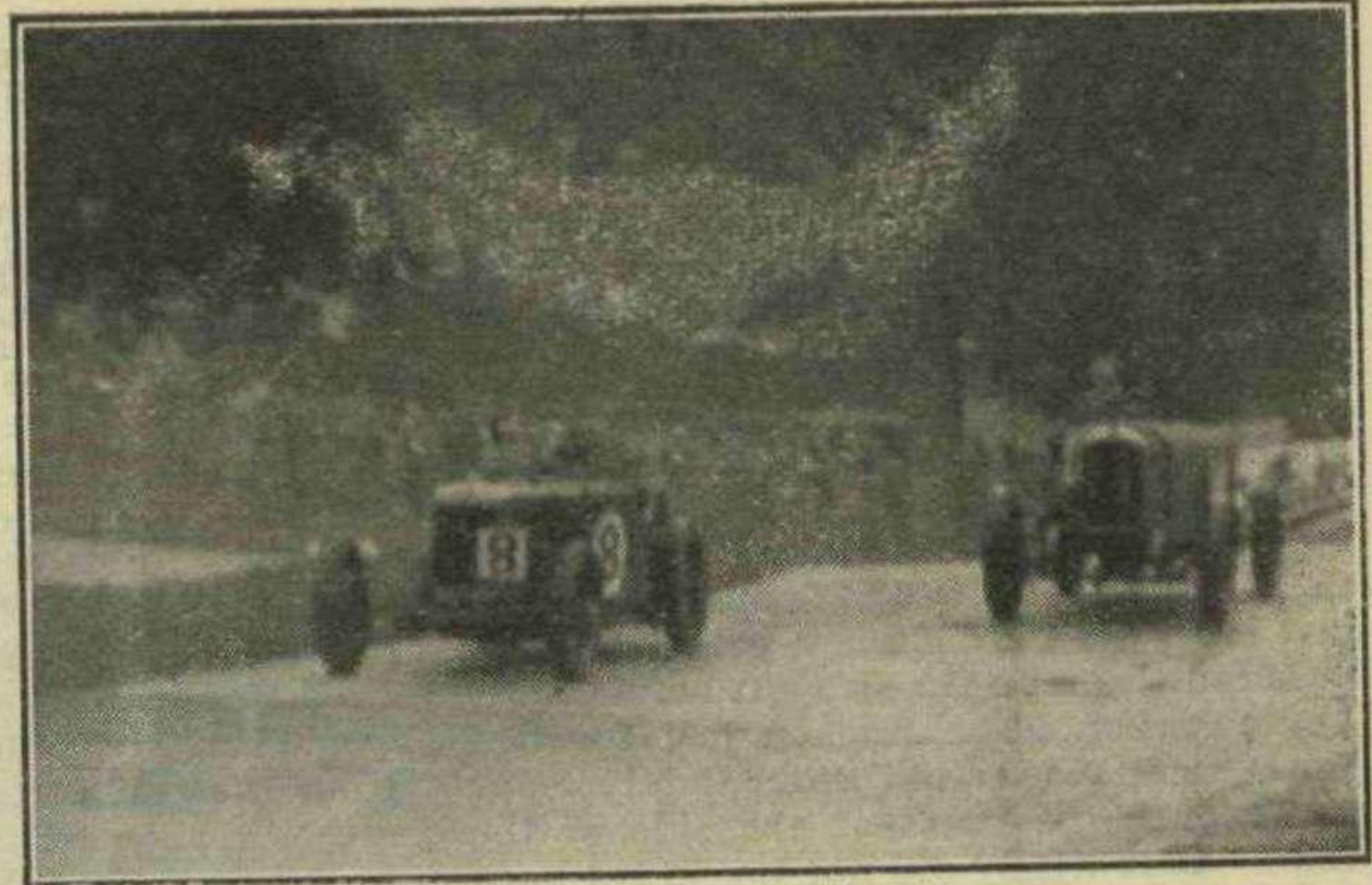


THE DONINGTON SEASON CLOSES—continued.

Then came the big event of the day, the 20 lap Special Invitation Race for cars up to 3,000 c.c. It was a great pity that Whitney Straight could not start, the announcer reading a telegram to the effect that neither the Maserati nor the Magnette (which should have raced in the previous event) would be at Donington that day. R. T. Horton, too, was a regretted absentee. E. R. Hall actually came to the line with his Magnette, but owing to the fact that less than six cars were running, and his points for the B.R.D.C. "road star" would not be affected, decided to save his car for the last two races. Noel Carr also turned out with his Bugatti, but for some reason or other reversed back into the Paddock. Dixon was a non-starter, owing to his blown gasket, but by his previous showing would not have been a serious rival to the actual starters, who were Earl Howe, A. H. L. Eccles and T. A. S. O. Mathieson, all driving Bugattis of 2,300 c.c. capacity. Earl Howe's car, however, was the fastest of the three with its twin overhead camshaft engine.

The three Bugattis, painted green, black and blue respectively, got away nicely together at the start. Eccles was determined to get to the Hairpin Bend first, and did so, Mathieson dropping back behind Earl Howe. Far away on the other side of the circuit the cars could be heard, and then along the straight to Starkey's Corner. Then came a burst of sound as the first man came out of the wood and dropped down the hill to the start once more. Earl Howe had passed Eccles, and was comfortably ahead, Mathieson being about 100 yards in the rear. Earl Howe had covered his stand-

In the third race there was a great tussle between D. C. Cadbury (Frazer Nash) and A. Powys-Lybbe (Alois), honours going to the latter. This photograph shows them leaving Hairpin bend.

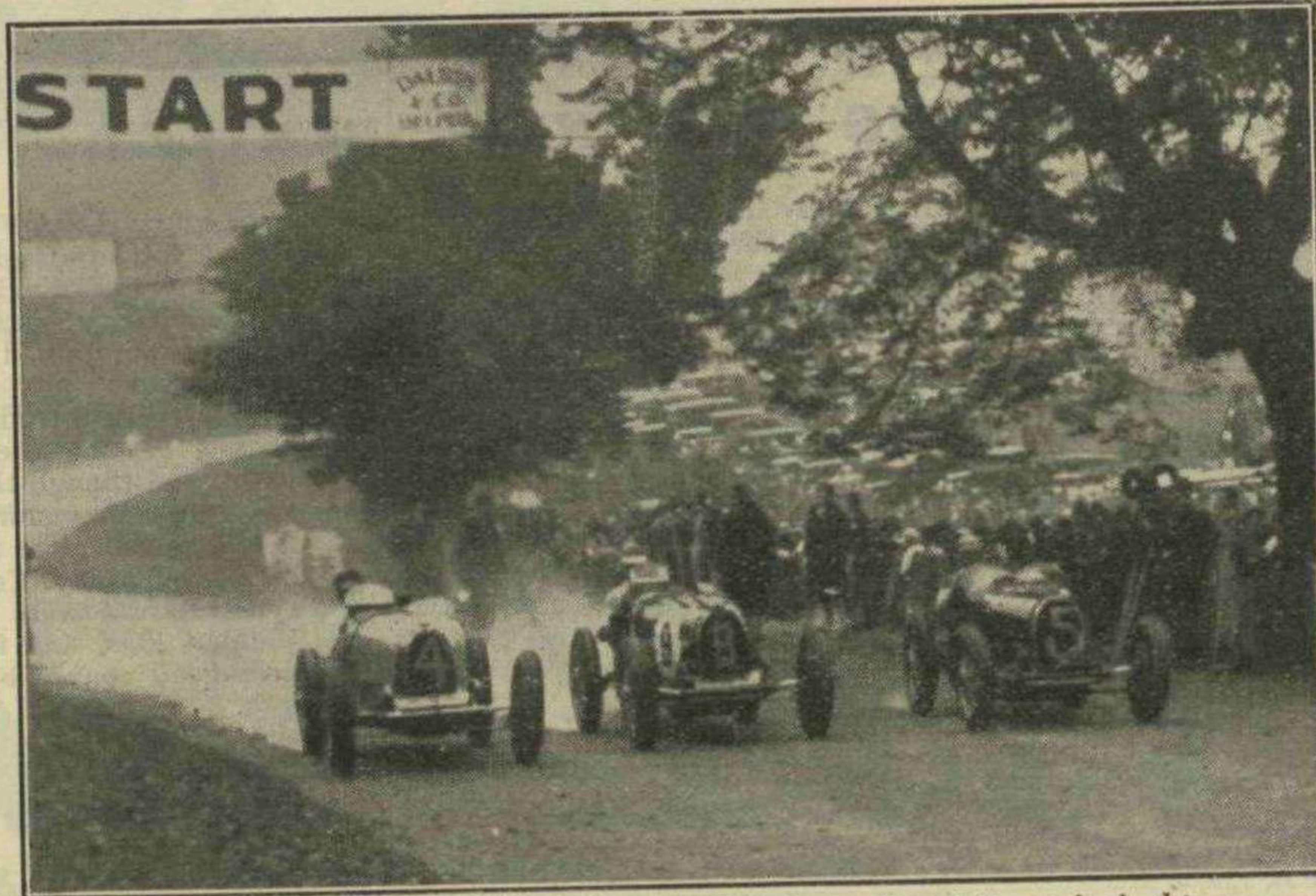


ing lap in 2m. 11.8 secs., at a speed of 59.8 m.p.h.

For four laps nothing much happened, and then Mathieson's car began to misfire,

engine never fired regularly again, so Mathieson retired on the 8th lap. From the fifth circuit onwards Earl Howe took things quietly, not even engaging a lower ratio for Hairpin Bend, but Eccles made every effort to keep up with the green Bugatti. He threw off his scarf as he passed the paddock on his 6th lap, and drove with great vigour and determination. For the rest of the race there was no incident, Earl Howe giving the crowd a display of effortless driving to retain his lead, and finally finishing 48 seconds ahead of the courageous Eccles. The applause which greeted both was well-deserved. The wet surface prevented either driver from seriously attempting to lower Hamilton's lap record of 2m. 4s., or 63.459 m.p.h.

Earl Howe's fastest lap was made in 2m. 6.6s. or 62.16 m.p.h. Similarly, Eccles' 10 lap record of 21m. 4.6s. was unchallenged, Earl Howe taking 21m. 26.6s. to cover this distance.



The start of the 20 lap race was an impressive Bugatti picture. From left to right the drivers are: T. A. S. O. Mathieson, Earl Howe and A. H. L. Eccles.

finally coming to a standstill at Red Gate Lodge with flames belching from the exhaust pipe. He proceeded, but the

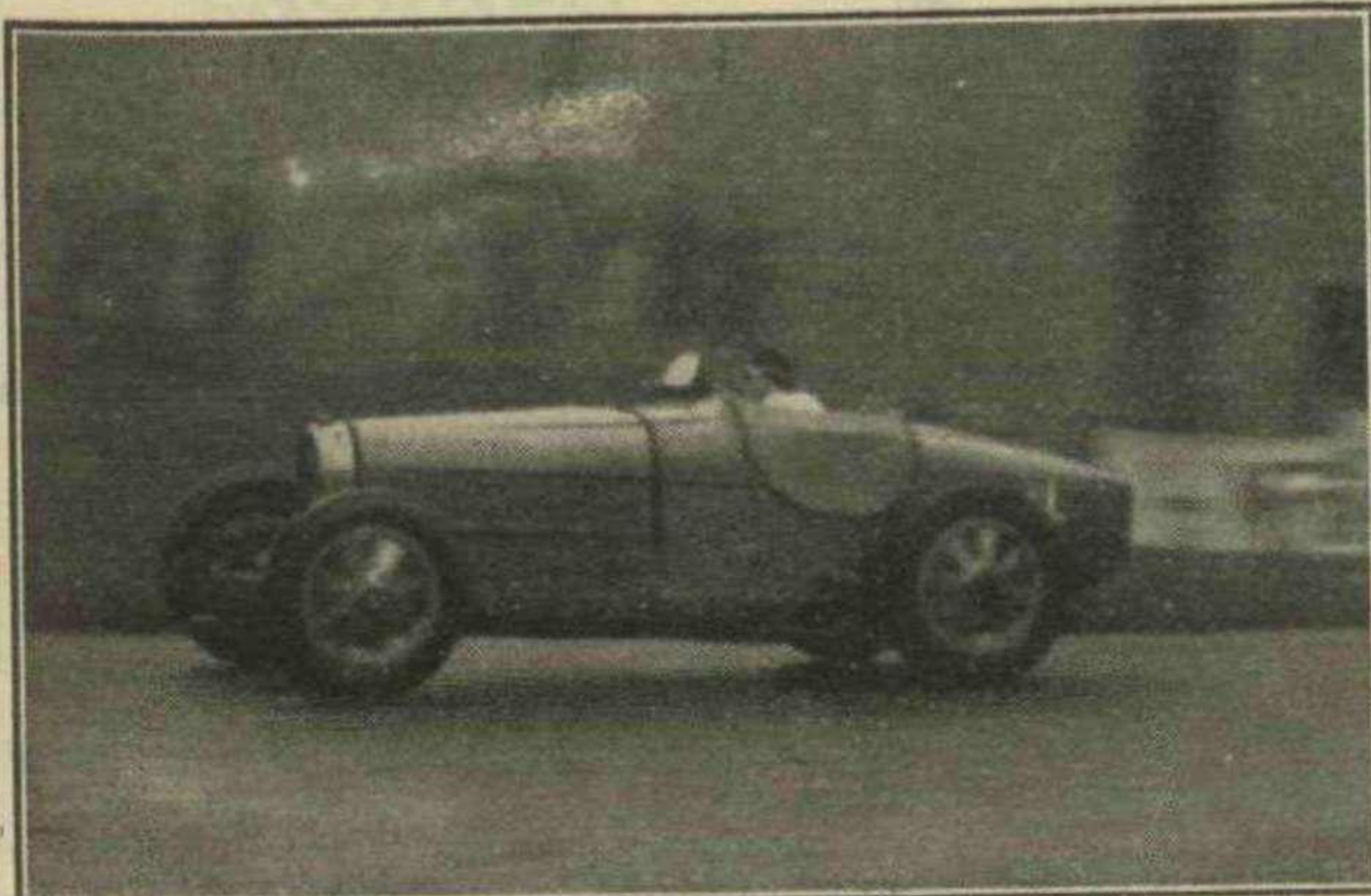
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RESULT.

- 20-Lap Invitation, Up to 3,000 c.c.**  
 1. Earl Howe, 2,300 c.c. Bugatti, S., 43 mins. 5 secs., 60.88 m.p.h.  
 2. A. H. L. Eccles, 2,300 c.c. Bugatti, S., 43 mins. 51 secs., 59.82 m.p.h.

A large field turned out for the fifth race, and from the start it was a good duel between A. H. L. Eccles (Bugatti) and E. R. Hall (M.G. Magnette). The first lap was an eventful one, for in the rear of Eccles and Hall a great pack of cars roared and howled up to Coppice Corner. Noel Carr (Bugatti) was leading, but turned completely round. Everyone managed to avoid him, but Mathieson's Bugatti threw a douche of water from a puddle over A. J. Mazengarb, just as the latter was about to turn the corner. For

Mathieson leans well over in bringing his 2.3 litre Bugatti round Hairpin Bend in the 20 lap race. He was forced to retire with fuel feed trouble.





THE DONINGTON SEASON CLOSES—*continued.*

a moment Mazengarb lost his sense of direction, with the result that his Lea-Francis made a *tête-d-queue* and went backwards with great violence into the wall of sandbanks bounding the corner. The car forced its way through these, severely damaging itself, but luckily the driver escaped injury.

Eccles and Hall were a good way ahead of the others, the order then being J. G. Smithson (Frazer Nash), Noel Carr (Bugatti), R. J. B. Seaman (Bugatti) and C. H. Wagstaff (Lea Francis). On the last lap Noel Carr made a great effort to pass Smithson on the straight before Starkey's Corner. The Bugatti just touched the Frazer Nash, and immediately leapt away onto the grass at the side of the road. Carr wisely did not try to get back to the road too soon, rejoining it some hundred yards farther on. Mathieson had retired at this point with a broken prop. shaft. Hall tried very hard to catch Eccles, but the latter was always a

short distance ahead, and as the Bugatti went over the line its back axle gave out!

## RESULT.

## Up to 3,000 c.c.

1. A. H. L. Eccles, 2,300 c.c. Bugatti, S., 10 mins. 54.4 secs., 60.17 m.p.h.
2. E. R. Hall, 1,087 c.c. M.G. Magnette, S., 10 mins. 55 secs., 60.00 m.p.h.
3. Noel Carr, 1,996 c.c. Bugatti, S., 11 mins. 46 secs., 55.50 m.p.h.

By now the rain was falling heavily, but the quality of the racing was unaffected. In fact the biggest field of the day assembled with much noise and smoke on the starting line in readiness for Mr. Fred Craner to drop his flag. E. R. Hall was a hot favourite, and soon drew away from the rest of the field, looking round after Starkey's Corner to see whether he was being chased. His Magnette was steady, very fast, and beautifully driven. After one lap the order was Hall, E. K. Rayson (Riley), C. T. Delaney (Lea Francis), S. S. Tresilian (Bugatti), R. J. B. Seaman (Bugatti), D. C. Cadbury (Frazer

Nash), V. W. Derrington (Salmson), J. Critcheley Graham (Riley), C. H. Wagstaff (Lea Francis) and E. J. Moor (Wasp IV.).

Delaney passed Rayson on the next lap, and Seaman moved up to third place. Then Tresilian came into the picture, passing both Rayson and Seaman. That was the final finishing order, Hall being 14 seconds ahead of Delaney.

After the meeting Hall was presented by Mrs. Bemrose with a picture by Brian de Grineau, in token of his victory in the first road race ever run in England at Donington Park. Incidentally, he also won the last Donington race of the season.

## RESULT.

## Up to 1,500 c.c. Supercharged or 2,500 c.c. Non-supercharged.

1. E. R. Hall, 1,087 c.c. M.G. Magnette, S., 11 mins. 44 secs., 55.88 m.p.h.
2. C. T. Delaney, 1,496 c.c. Lea Francis, S., 11 mins. 58 secs.
3. S. S. Tresilian, 1,998 c.c. Bugatti, 11 mins. 59 secs.

## LAUNCHING THE NEW BENTLEY.

THE announcement of the new 3½ litre Bentley was made under the most pleasant conditions during the course of a luncheon given in its honour at the Royal Ascot Hotel.

Lord Herbert Scott of the Rolls-Royce Company, spoke of the care with which the new car had been evolved, while Mr. W. M. Cowen, the General Manager, gave some ideas of the aims which lay behind the design. It was to be a fast but silent car intended to transport four people in the highest degree of safety and comfort, either with open or closed bodies. A good performance had been secured without

harshness by scientific reduction of chassis weight, and the smoothness of the Bentley engine, in which a special design of cylinder-head enabled a high power-output to be obtained.

Mr. Sidgreaves, the Managing Director of the new Company, was unable to be present through illness. Captain Barnato, who was Chairman of the old Bentley concern, arrived with musical honours from his car radio, driving the eight litre car which crashed at Brooklands during last year's 500 Mile Race, now converted into a saloon.

"Mine Host" of the Royal Ascot Hotel

is of course John Fothergill, whose hotel, the "Spread Eagle" at Thame, was known all over England, and the luncheon and even the description of it on the menus maintained his reputation for the unusual.

After lunch trial runs were given on chassis bearing the standardised coachwork, and though the runs were of necessity short, they sufficed to show that the new cars had more than fulfilled the aims of the Bentley Company. The three types shown were open four-seaters by Vanden Plas, and four-door saloons and drop-head coupés by Park Ward.

## M.C.C. GO OFF THE GOLD STANDARD—(continued from page 35)

Gerard, F. R. (Riley), 1, 4, 5.  
Pettitt, G. E. (M.G. Mark I), 1, 2, 4, 5.  
Woodhead, J. (Aston Martin), 1, 2, 4.

## No Award.

Robinson, C. I. (Alvis), 1, 2, 3, 4, 6.  
Rimington, L. R. (Austin), 1, 2, 3, 4, 5, 6.  
Mitchell, S. R. (M.S.), 1, 2, 3, 4, 5, 6.  
Alexander, A. G. R. (Riley), 1, 2, 3, 4, 6.

## Retired.

Hitchison, K. N. (S.S.1.).  
Moss, A. E. (Marendaz Special).  
Walker, P. D. (Talbot "105").  
Marshall, J. H. (Morris Minor).  
Appleton, R. J. W. (Riley).  
Langley, A. B. (M.G. Midget J.2.).  
Budd, E. E. (Alvis).  
Taylor, J. (Riley).

## Team Award.

Ford V8 (H. Hillcoat, M. C. Curtis, G. M. Denton).

## KEY TO FAILURES.

1. Failed Jenkins Chapel (1st Section).
2. " " " (2nd Section).
3. " Blackmill.
4. " Litton Slack (1st Circuit).
5. " Highcliffe (1st Circuit).
6. " Highcliffe (2nd Circuit).

## THE 1934 MONTE CARLO RALLY—(continued from page 10)

accommodation at Monte Carlo and hotels going home for about eleven guineas, and facilities for getting luggage quickly from London to Monte Carlo have also been put through.

Several works teams have already been made up, and the Triumph Company have got together a particularly strong personnel. Donald Healey, who is now the competition manager, is taking a 10 h.p. saloon and will probably start from Bucharest. As usual his car will be fitted with enormous tyres which give it a peculiar appearance but a useful ground-clearance. Hobbs will be going from Umea and Ridley from Athens, while

Mr. and Mrs. Montague-Johnstone will probably start from John o' Groats. These drivers will have the new Triumph Glorias.

The Riley contingent will be seven or eight strong, but the only member who has settled his place of departure is Rupert Riley, who is going from Athens.

The Essex team is expected to consist of Norman Black, H. E. Symons, S. C. H. Davis and Miss Cordery. Black is thinking of Umea, Symons will try once more to get through from Bucharest, while Davis will probably start from John o' Groats.

Several Singers will take part, and Hole

expects to go from John o' Groats and Barnes from Stavanger. Sandford is also mentioned as a possible starter.

S.S. cars may be driven by Cleese, Needham and Runciman, while Burge and Mann may possibly take Lagondas, the former on a new 4½ litre car.

Norman Garrod hopes to take one of the new rear-engined Crossleys, from Bucharest.

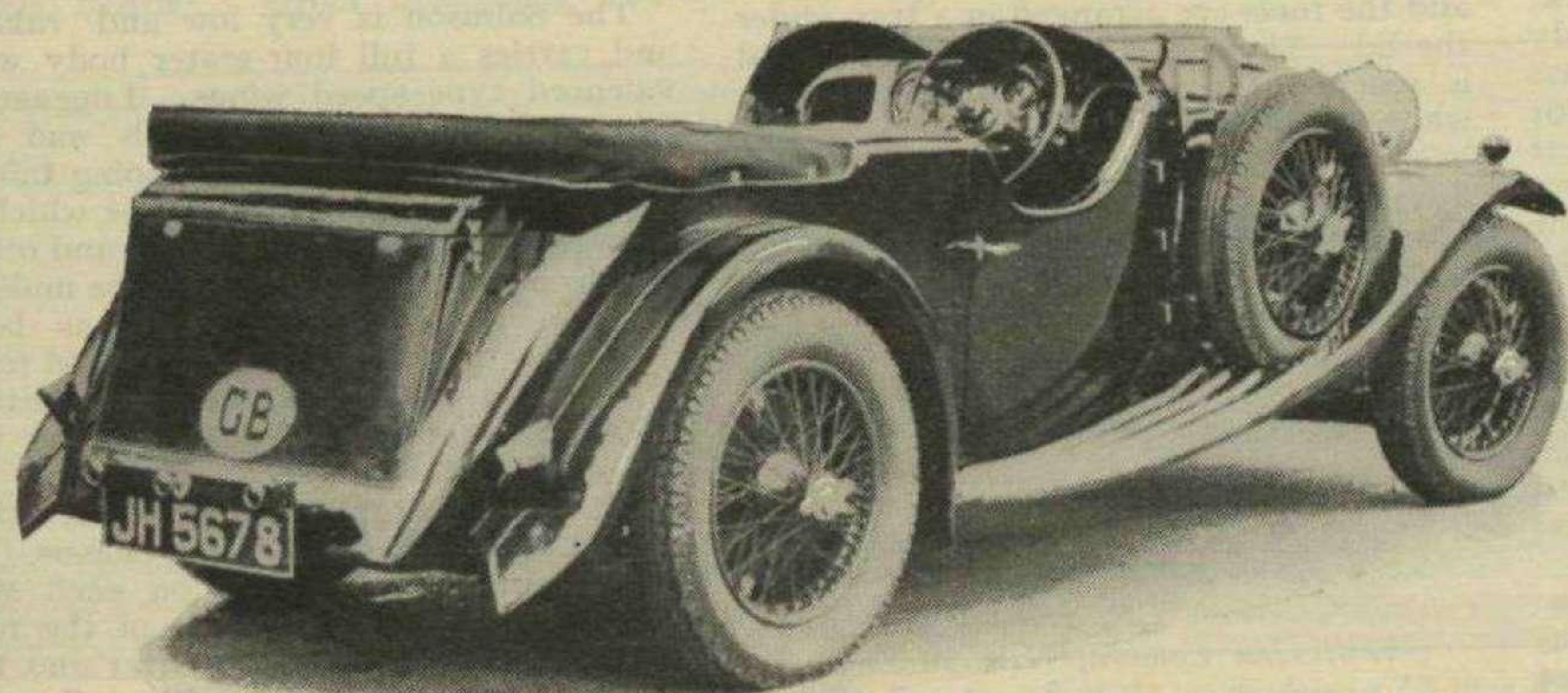
The Rally Club are holding their dinner at the beginning of December, and no doubt many more plans will be made at that function.

The R.A.C. incidently now have copies of the Regulations in English.



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CATHERINE STREET - ST. ALBANS



## A SURVEY OF COACHWORK

In the following pages will be found a review of the coachwork now available from some of the leading coachbuilders of the day.

**F**ASHION in coachwork, like that of manners, morals and other matters into which the element of personal choice enters, tends to go through a definite cycle of changes from one extreme to another, and then swings back.

In 1928, for instance, the sports body was an open four-door four-seater. Mass production then took hold of the motor industry of England, and the saloon car was produced at a price equal or lower than that of the open four-seater. The closed body was then proclaimed to be the only proposition worth considering, and the section of coachbuilders who devoted their attention to bodies on sports chassis construction came forward with low rakish saloon bodies very satisfying to the eye but often unpractical owing to their low roofs, narrow windcreens, and general bad visibility.

A visit to the 1933 Motor Show demonstrated how completely the situation has changed, for nearly all the makers of sports chassis showed at least one open car on their stands. Special coachwork this year is therefore usually either a de-luxe open body or a saloon.

Drop-head coupés are now available in increasing numbers and form a useful compromise for those who wish to use their cars for business purposes during the week, but like to enjoy the fresh air during a fine week-end. Great advances have been made towards improving the appearance of these bodies when erected, to easy lowering, and to neatness of stowage when lowered.

### BARKER.

*Barker & Co. (Coachbuilders) Ltd., 66-69, South Audley Street, London, W.1.*

The 3½ litre Bentley chassis, with its long bonnet and sloping scuttle, has an air of stability which is caught by the line of the new Barker Cabriolet de Ville. Nothing unorthodox in the treatment of mudguards or rear elevation has been attempted, but the two-door body and the built-in trunk are in keeping with the best traditions of English coachbuilding.

The cant rails are detachable and the extension over the driver's seat can be rolled up and secured inside the rear portion of the head. The head can be

left up, or drops into a space between the back of the body and the trunk. The windows can be used even when the top is lowered.

Two suitcases are carried in the trunk, and the tools are arranged in a tray under the lid. The petrol filler is enclosed and is reached through a trap in the side, while the spare wheel is carried on the back.

The signalling arms have been fitted neatly into the scuttle, and a Klaxon dud windscreen wiper and a metal spare wheel wrapper are useful items. The suggested colour scheme is light red picked out with dark trimmings, chassis and wings, also a red twill head. This distinguished car costs complete with all accessories, £1,680.

### CARLTON.

*Carlton Carriage Co., Ltd., Waldo Road, Willesden London, N.W.10.*

Specialising in drop-head coupés, the Carlton Carriage Co. are this year fitting these useful bodies to Talbot "105's," Essex Terraplanes, Humbers and Buicks, and they can also be fitted to Rolls Royce and other high class chassis to special order. The thin door pillars are notable, and the cant rails fold back, allowing the top to be stowed neatly when folded down. Ample luggage space is provided in the trunk at the rear.

For the open-car enthusiast there is a very striking four seater on a 40-50 Rolls Royce. The screen folds flat in front of an upswept scuttle and the hood and back squab are flush with the side of the body and are covered with a neat tonneau cover, giving the car the rakish appearance of a two-seater. An undertray running the length of the car improves streamlining and protects the transmission.

### CHARLES.

*John Charles & Co., Ltd., South Avenue, Sandicombe Road, Kew Gardens, Surrey.*

Charles coachwork covers the entire range of sports bodies. Open four-seaters will be seen on the new sports Citroens and the British Salmson. The body fitted

to the Citroens, which cost complete £275 on the "Big 12" and £305 on the "Light 20" have two-door bodies with cut-away sides, and sweeping wings. Very comfortable pneumatic upholstery is standard.

The Salmson is very low and rakish, and carries a full four-seater body with valenced type speed wings. Luggage is carried behind the rear squab, and the spare wheel is sunk in the sloping tail.

The Ranalah drop head coupé which is available on the sports Citroens and other chassis has cant rails hinged in the middle.

When the windscreen rail has been detached, the front part of the hood folds up to the front hood stick, and can either be secured coupé-de-ville fashion, or the head folded down like an open car.

An interesting pillarless saloon is made on an Alvis Crested Eagle chassis. A steel re-inforcing member on each side of the body follows the line of the roof and runs down the rear quarter and the front pillar to the chassis. The tail opens flat to provide luggage platform. The body is noticeable for its detail work, such as the built-in aerial, concealed windscreen quadrants and door hinges, and last and not least, permanent four-wheel jacks.

### FOLLETT.

*Charles Follett, Ltd., 18, Berkeley Street, London, W.1.*

To the connoisseur of sporting cars the words "Follett" and "Alvis" are almost synonymous, and Mr. Follett's experience with this make of car ensures that the special coachwork designed by him shall embody this in appearance and detail finish.

Four body types are supplied on the Speed 20, an open four seater, a drop head coupé, a two-door saloon, all made by Vanden Plas, and a four-door saloon by John Charles.

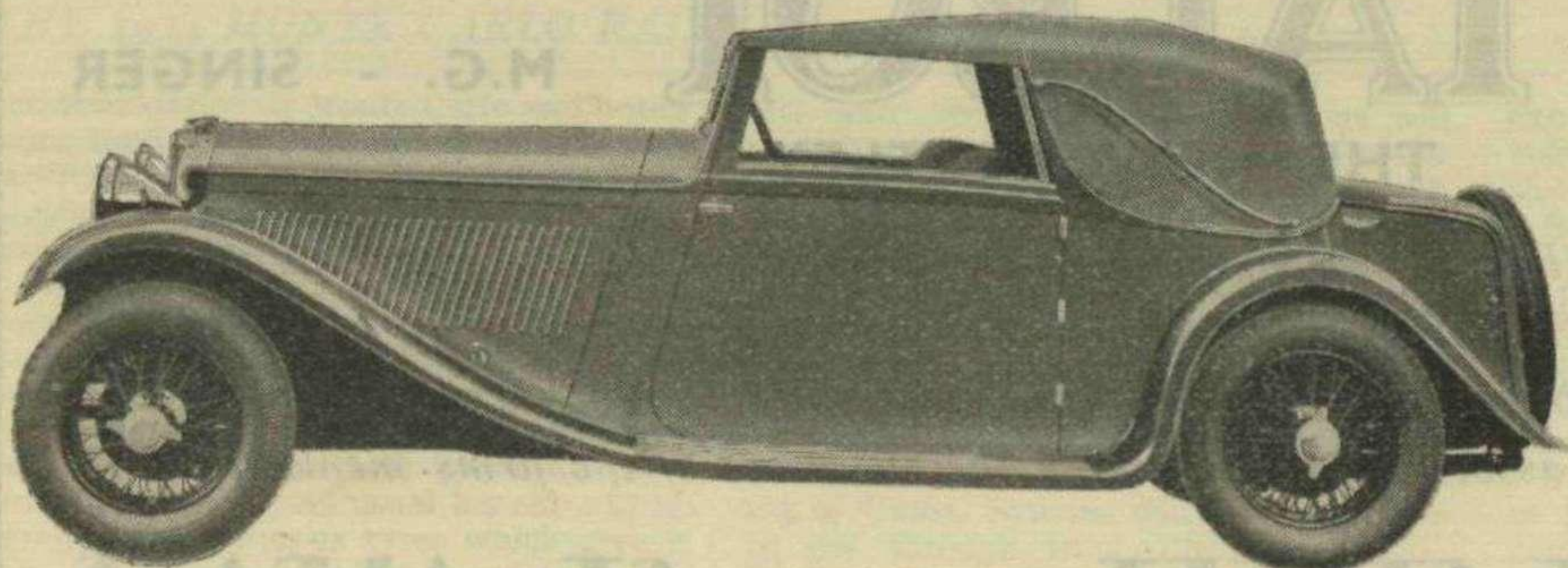
On the first three the graceful swept wings which are a Vanden Plas feature have been retained, while the sloping back line of the bonnet and the louvres in the bonnet and scuttle enhance the impression of speed which all these bodies possess. The back panel, which carries the spare wheel, hinges back, exposing a luggage grid capable of carrying a good sized trunk.

The four-door saloon has an unusually curved roof, the top of the windscreen carrying out the same lines, and louvres over the windows are a useful feature.

### FREESTONE & WEBB.

*Freestone & Webb, Ltd., 101-103, Brentfield Rd., Willesden, N.W.10*

A good coachbuilder can improve on the maker's standard lines, as is shown by a Freestone and Webb two-seater body on a long-chassis 2.3 litre Alfa-Romeo. The bonnet is extended back almost to the dash, and inclined louvres take away any effect of heaviness. The special windscreen has side pieces which



*A beautiful example of modern coachcraft, the Barker Foursome Cabriolet de Ville on the 3½-litre Bentley chassis.*



## A SURVEY OF COACHWORK—continued.

are taken off and used as aero screens when the main screen is folded down. There are double dickey seats in the tail, the hood disappears behind the seats, and there is also further luggage accommodation.

Freestone and Webb bodies are seen on both Rolls Royce chassis both open and closed, and will be available on the 3½ litre Bentley. Other interesting bodies

concealed, and the doors swing on thin T section pillars.

The deep section of the bonnet is relieved with back-sloping louvres, and the band moulding, which is deep in the centre of the body and tapers off at each end gives a unity to the whole.

Points of practical importance are the large luggage boot, which is reached by removing the rear squab, and the Klaxon

forward to make it easy to get in and out of the car, and one can reach the back seats without disturbing the front passengers. Pneumatic upholstery is fitted throughout, and the size of the chassis allows plenty of leg-room for the occupants of front and back seats.

A four-seater drop head coupé is also available in which the head can be partly or wholly lowered. A luggage trunk is fitted.

**JENSEN.**

*Jensen Motors, High Street, West Bromwich.*

The low chassis line of the new Hornet Special chassis gives a fine opportunity to the coach-builder and the three Jensen bodies of which we illustrate the two-seater version, look particularly road-worthy.

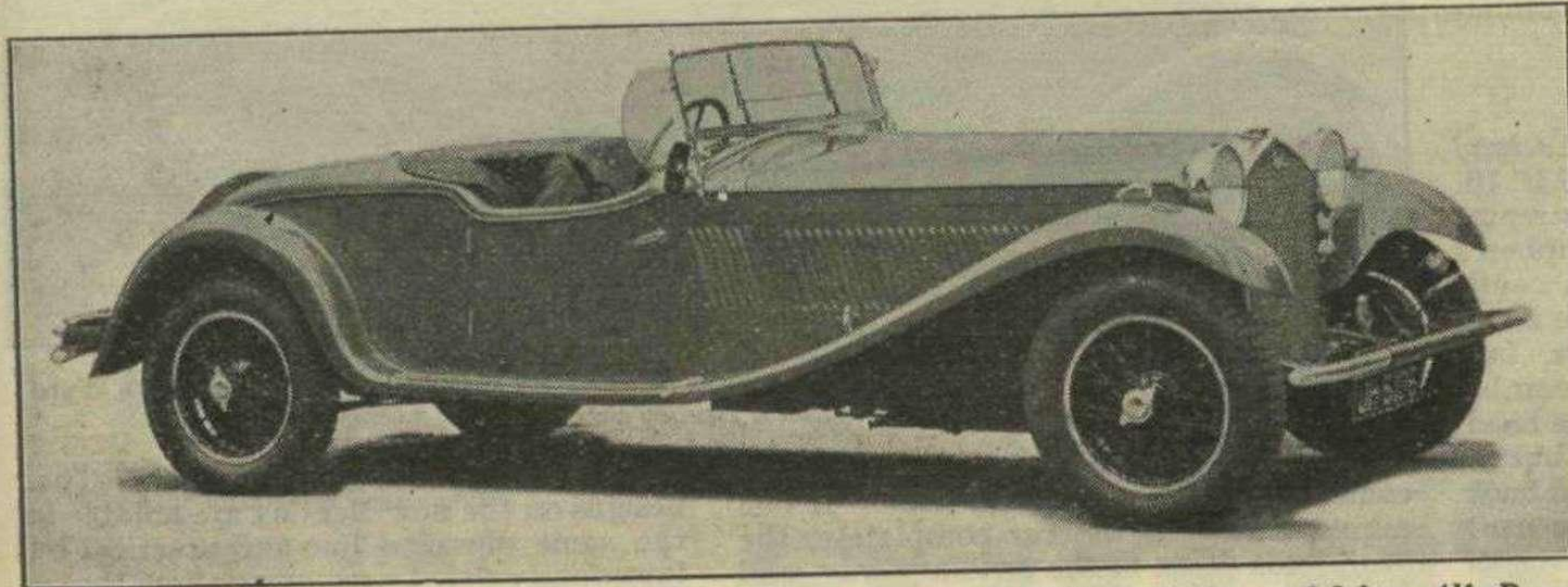
The four-seater differs in having swept-type front wings and rear wings which run down to the tail of the car, while the spare wheel is carried in a more vertical position. A neat two-door saloon can be had with a distinctive colour-scheme, the lower part of the bonnet and doors dark in colour and the top and the rear part light, while the quarter-lights have rear edges sloping to follow the line of the dark roof covering both.

The two and four seaters cost £265. The saloon will be available at £290. The two-seater can be fitted with a detachable tail and 20 gallon petrol tank, making it suitable for track use for an additional £20.

**ARTHUR MULLINER.**

*Arthur Mulliner, Ltd., 73, Bridge Street, Northampton.*

Mulliner coachwork is fitted to a great range of chassis, but the Sports Saloon fitted to the new 3½ Bentley is of particular interest at the present time. Apart from the unusual treatment of the front wings, this four-door design follows sound and well-trying lines. Details such as the waist and window mouldings and the window louvres are carried out with restraint and good taste, and the finish is as always magnificent. A sliding roof is standard,



An Anglo-Italian combination. A handsome 2-seater body by Freestone & Webb on the famous 2.3 litre Alfa Romeo.

are the pillarless saloon on the Alvis Crested Eagle with armchair rear seats, and a close coupled four-light saloon on a 100 m.p.h. Delage chassis.

**GROSE.**

*Grose, Ltd., Marefair, Northampton.*

Specialising in closed bodies, Grose of Northampton always contrives to get an original line. An outstanding body is a fixed head Continental Coupé on a Speed 20 Alvis. By having a dark bonnet and scuttle both curving strongly forward, a light body, and a dark trunk at the rear the car is given a "slung between the wheels" effect usually only found on the products of French coachbuilders.

The same scuttle line is employed to advantage on a four-door saloon on an Alvis Firefly, and short wings, instead of the sweeping ones now in vogue are successfully used.

A four-light two-door body is not often seen, but this arrangement on a Talbot "95" gives a well lit back seat. The quarter lights swing out for ventilation, and purdah glass is used in the back light. An aluminium beading, wide on the centre panels, narrow when it meets the bonnet and outlines the rear panel, sets off the black body. A trunk carrying two large suitcases is reached by a flap at the top.

**HOOPER.**

*Hooper & Co., Ltd., 54, St. James's St., Piccadilly, London, S.W.1.*

Always associated with high-class coachwork on Rolls Royce chassis, tradition is shown in the Hooper four-door saloon on the 3½ litre Bentley with its harmonious and satisfying lines.

The graceful thin roof, which nevertheless allows the fitting of a sliding panel gives good visibility, and has special suction-operated direction indicators which slide out of tubes at the front end. The door hinges are

windscreen wipers which are concealed in the lower windscreen rail and are driven by cable from a motor under the floor boards.

In spite of its substantial appearance the Hooper saloon only weighs 28 cwts. It costs complete £1,560.

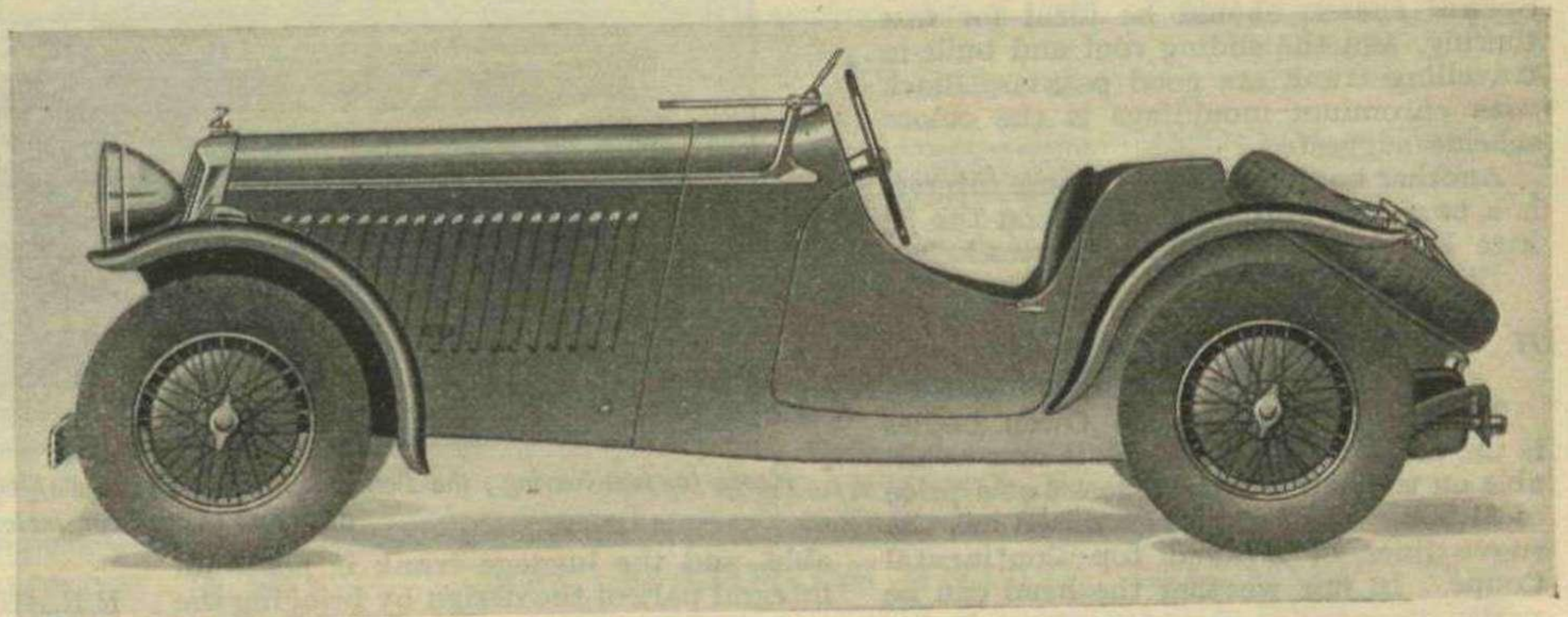
**JARVIS.**

*Jarvis of Wimbledon, Victoria Crescent, Wimbledon.*

The Morris Ten and Twelve have shown themselves capable of a good performance with standard coachwork, and this has been further improved by the light Jarvis body. For 1934 special versions of these chassis have been produced, with two carburettors, increased compression, and special tuning so that speeds in the neighbourhood of 70 m.p.h. should be possible on these moderately priced cars.

The open cars are fitted with a two-door body of attractive appearance, with sweeping wings and cut-away sides. The bonnet line is almost level, with a folding windscreen, and a neat hood confirms to the line of the rear quarters.

The bottom of the doors comes well



A fast two-seater, the Jensen Wolseley Hornet Special, which sells at £265.



### A SURVEY OF COACHWORK—continued.

and luggage is carried in a large boot with a hinged lid. The spare wheel is sunk into the back panel. The cars sells complete.

Four-door bodies of similar design are available on Rolls Royce chassis, and a useful drop-head coupé on the Speed 20 Alvis.

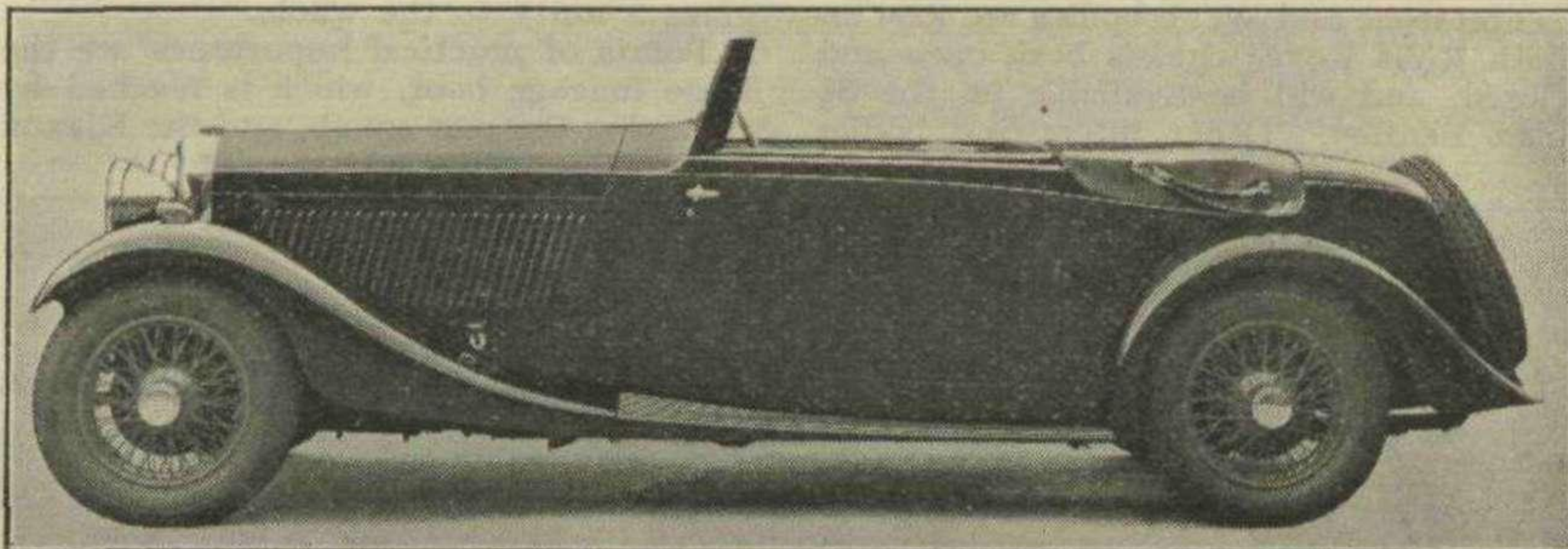
Open four-seater bodies are fitted to the Aero Minx and the Lanchester 10. Both these have two doors and swept wings differing slightly in contour. A newcomer is the open four-seater body on the under-slung A.C.

#### GURNEY NUTTING.

J. Gurney Nutting & Co., Ltd., Lacland Place, Kings Road, Chelsea, S.W.10.

It is a far cry from the famous streamlined body on Sir Malcolm Campbell's Blue Bird to the dignified sedanca coupé which Messrs. Gurney Nutting have fitted to a 100 m.p.h. 8 cylinder Delage, but the same ingenuity and high finish can be seen in the two. The rear part of the head fitted to the Delage does not fold, but in fine weather the sliding roof is moved back into the rear of the body, and the cant rails detached and stowed, by means of dropping hinges, into lockers in the rear quarters of the car. The roof which is

To lower it, the front part of the hood cloth is detached from the windscreen, rolled up and stowed in a recess in the front part of the head. The cant rails fold in two, and then by ingenious hinges each drops down and stows in its own



*That a drop-head coupé in open form can be as neat as a normal tourer is proved by this Park Ward body on a Bentley chassis.*

locker in the rear quarter. The car becomes virtually a coupé de ville. If one requires to open the car completely, the head folds down in the ordinary way, and is neatly stowed in a special cover.

Luggage accommodation is a strong

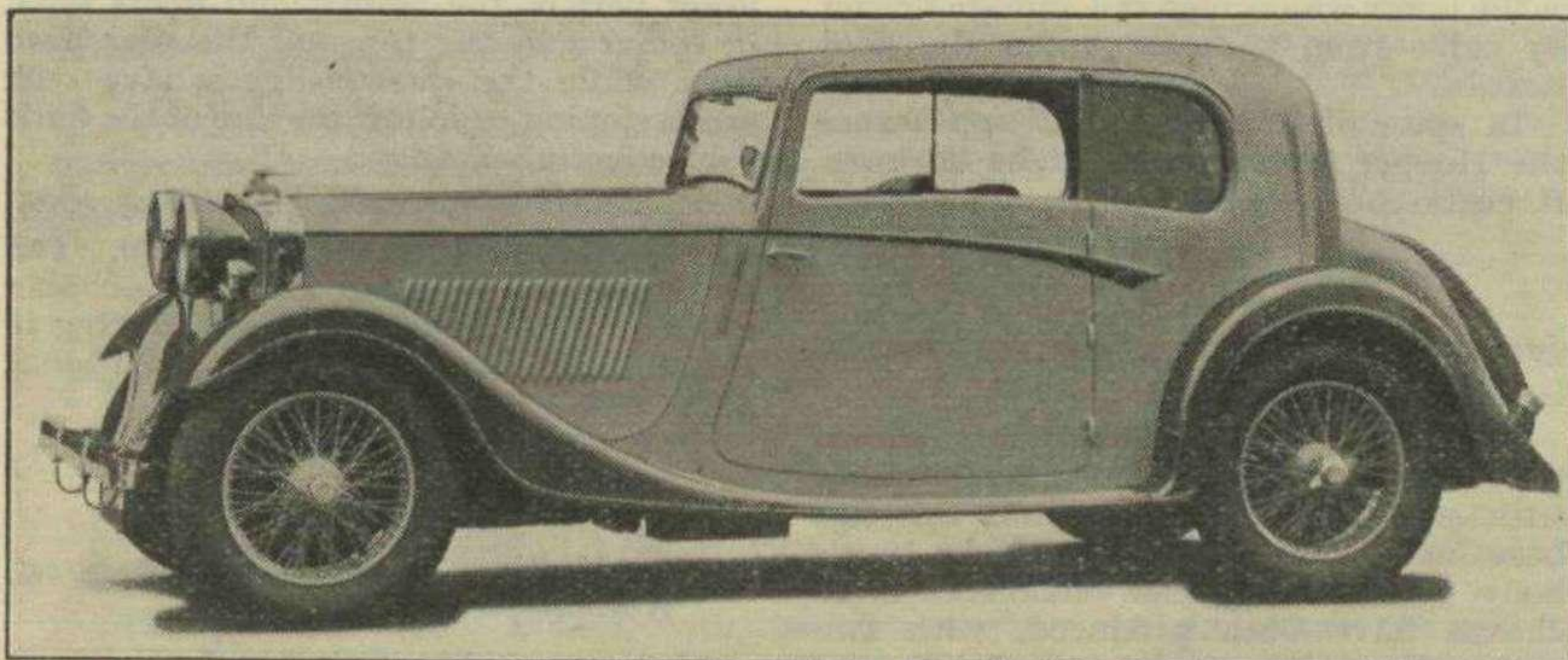
on the 25 and the 40-50 h.p. chassis. Their designs on the new Bentley are notable for the same dignified line and practical but luxuriously fitted accommodation.

The four-door saloon has swept wings with front valances, and separate running boards distinctive with their alternate plated and rubber strips. A straight waist line is maintained, and the rear wings follow the line of the sloping tail. The wheel is carried on the hinged rear panel.

The luggage locker is unusually large and can accommodate a trunk, and the tools are fitted into trays carried in a compartment in the lower part of the tail. Practical points are the traps which allow the tank gauge and connections to be reached and the easy access to the back axle and the battery which is carried just in front of it.

The front bucket seats which are adjustable, and the rear seat which seats three people are equally comfortable and details such as the sun visor and the sliding roof are well thought out.

The drop-head on the coupé when lowered is actually neater than a good many hoods on open cars, and requires no complicated manoeuvres to make it bed down into the well provided for it. This well is not seen when the top is erected. The luggage accommodation is similar to that on the saloon.



*This Open Air Coupé by R.E.A.L. on the Talbot "65" is so named for the remarkable amount of ventilation available from the specially designed windows.*

made on a plywood foundation with cut-out portions to reduce weight moves with unusual ease and can be fixed in any position by means of a special one-handle lock, and the slides and gutters are specially constructed to avoid leakages at these critical parts.

A four-door saloon on the Siddeley Special chassis should be ideal for fast touring, and the sliding roof and built-in travelling trunk are good points. Black with chromium mouldings is the colour scheme suggested.

Another body which will arouse interest is a two-door four light saloon on the 3½ litre Bentley, with sliding quarter-lights.

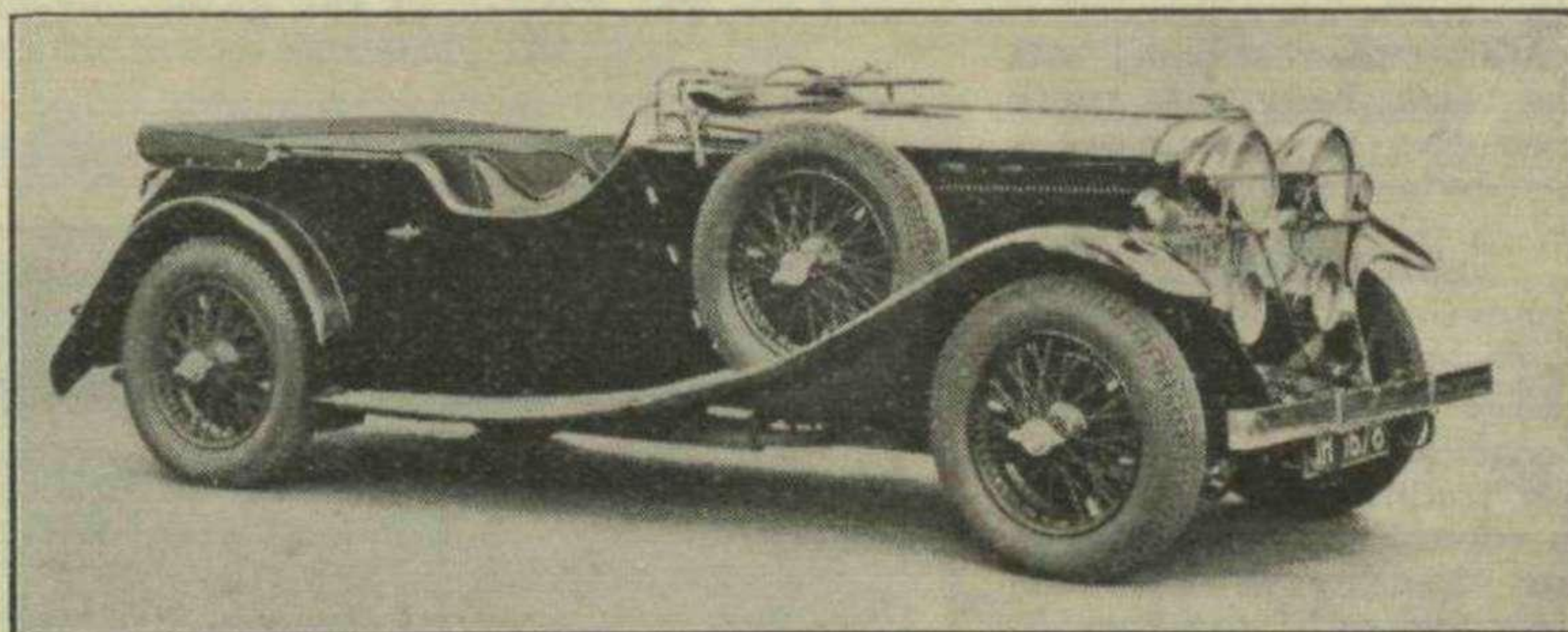
#### OWEN.

H. R. Owen, Ltd., 17, Berkeley Street, London, W.1.

The best known of the Owen bodies is the Sedanca Coupé, which is now available on the new Bentley chassis at a price of £1,530. The head when raised has the suave lines of a fixed top Continental Coupé. In fine weather the head can be partly or wholly opened without losing the smart effect.

point, and a 42 inch trunk holds three Revelation suit-cases, with the tools in a fitted tray in the lid.

A two-door open four seater with sweeping wings and graceful lines is also avail-



*Ready for fast touring; the Talbot "90" with coachwork by Cecil Saunders will delight the eye of all lovers of open-car motoring.*

able, and the luggage trunk is made an integral part of the design by bringing the rear wings out beyond it as far as the vertically mounted spare wheel.

#### R.E.A.L.

R.E.A.L. Carriage Works, Ltd., Pope's Lane, Ealing.

There are few examples of full-sized



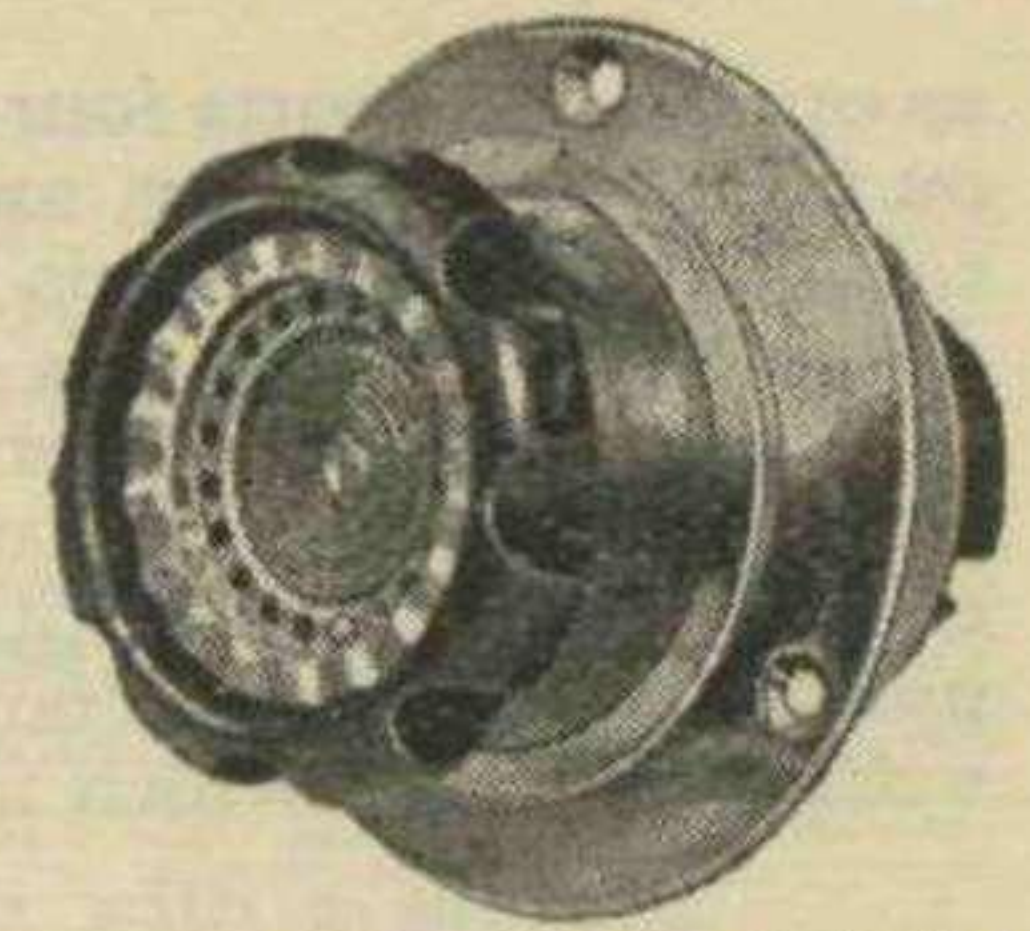


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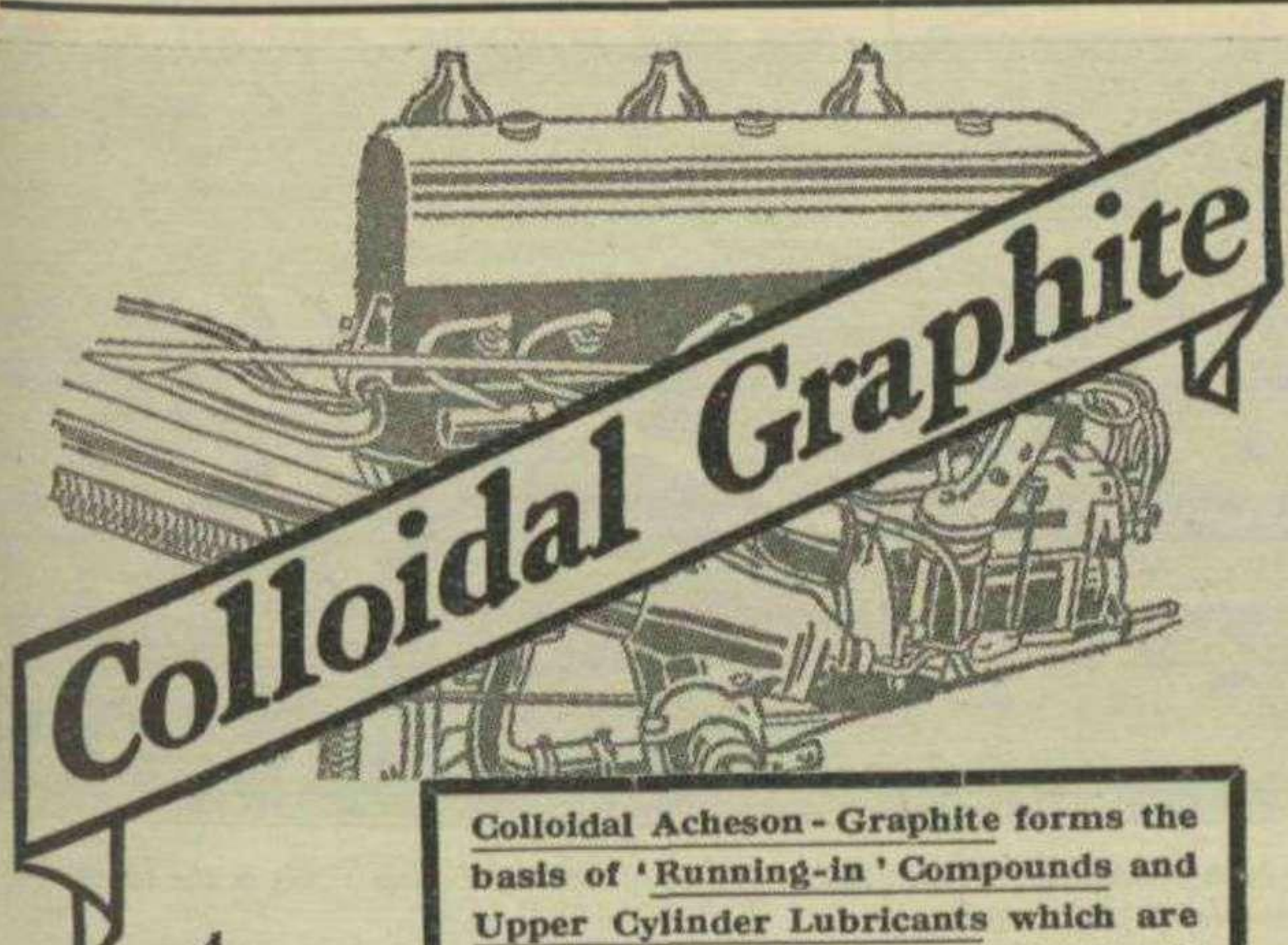
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## A SURVEY OF COACHWORK—continued.

as opposed to sports four-seaters available on fast chassis to-day, and the Continental Tourer on the Alvis Crested Eagle is designed to satisfy this need.

The spacious four-door body has bucket seats in front mounted on Leveroll slides and a single back seat both with pneumatic upholstery. The two door posts are braced with a cross rod which also acts as a rug

experience through constructing bodies on the late Sir Henry Birkin's racing cars. Individual designs are drawn up for each owner, and the illustration shows a striking example on a Talbot "90" chassis.

A long bonnet with louvres on top and at the sides and a short cowled scuttle give the car a thoroughbred aspect, and the long wings and running boards with

aries for this marque. The long bonnet and short scuttle have louvres inclined to match the sloping windscreen and the rear end of the bonnet, while the cutaway sides and neat hood with metal sticks follow normal Vanden Plas practise.

A single handle on the sloping tail unlocks it and the panel swings back to reveal a large luggage compartment, with a grid which locks in a horizontal position when the tail is fully swung back.

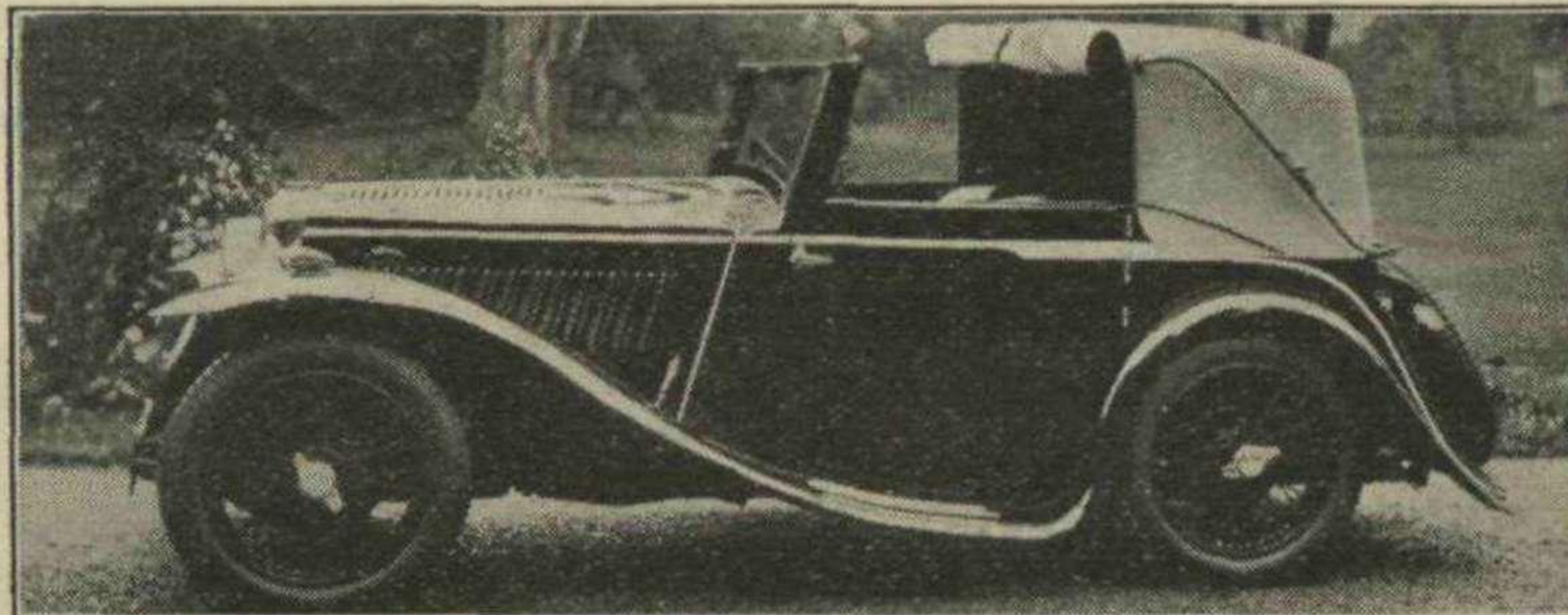
A range of open and closed sporting coachwork is built on the Alvis chassis for Messrs. Charles Follett, while there is also a special coupé to ville with a fixed head. An unusual feature is the thin movable front rail which allows the extension to be folded neatly into the head. Folding cant rails are fitted, and a similar body can be supplied on the Siddeley Special.

**MARTIN WALTER.**

*Martin Walter, Ltd., 145 and 157, Sandgate Road, Folkestone.*

There are nowadays on the market a number of bodies with folding heads, but in the case of those fitted to the larger chassis, a considerable effort is necessary to raise or lower them. This is avoided on the Martin Walter "Ripple" sports cabriolet mounted on the 2 litre Lagonda, by a special spring-loaded linkage. After unlatching the canopy bar from the top bar of the windscreen the head can be pushed back without any further operations. Passing over a dead-centre, it is locked in the down position, and ease of movement is ensured by using lubricated bronze bushes.

In the case of four-door bodies, the



*By reason of its adaptability to all weathers, this Tickford body on the Hillman Aero Minx should enjoy great popularity.*

rail. The hood affords thorough protection when raised, but does not break the level top line of the body when folded away. The side curtains are stored behind the back squab.

The two spare wheels are carried on either side of the scuttle, and the rear panel hinges down, exposing a large flat luggage platform. The tools are carried in a felt-lined tray in the lid.

The Open Air Coupé on the "65" Talbot has most attractive lines, and some unusual features. The window space, which curves slightly downwards to the rear, extends back to the rear quarters. When the door windows are lowered, the quarter lights wound back, the rear window swung open, and the sunshine roof slid back, one has almost the equivalent of an open car. The spare wheel is carried at the back and the luggage and tool lockers are the same as on the Alvis.

**SALMONS.**

*Salmons & Sons, Newport Pagnell, Bucks.*

The Tickford body, in which the head may be completely raised or lowered by turning a detachable handle at the back of the body is well-known. On four door bodies it was necessary to have a guide rail on each side of the body, but with two door coachwork this has been done away with.

These two-door bodies are being fitted to a number of different cars, especially Aero Minxes. The cant rails fold under the front hood stick, carrying with them the front part of the hood and a supporting bar which prevents the fabric between the hood sticks and the windscreen from sagging when the head is erected. The back part of the head can be left up, giving plenty of fresh air with freedom from draughts or it can be wound down when it stows into a small compass. A forward folding windscreen can be fitted if required.

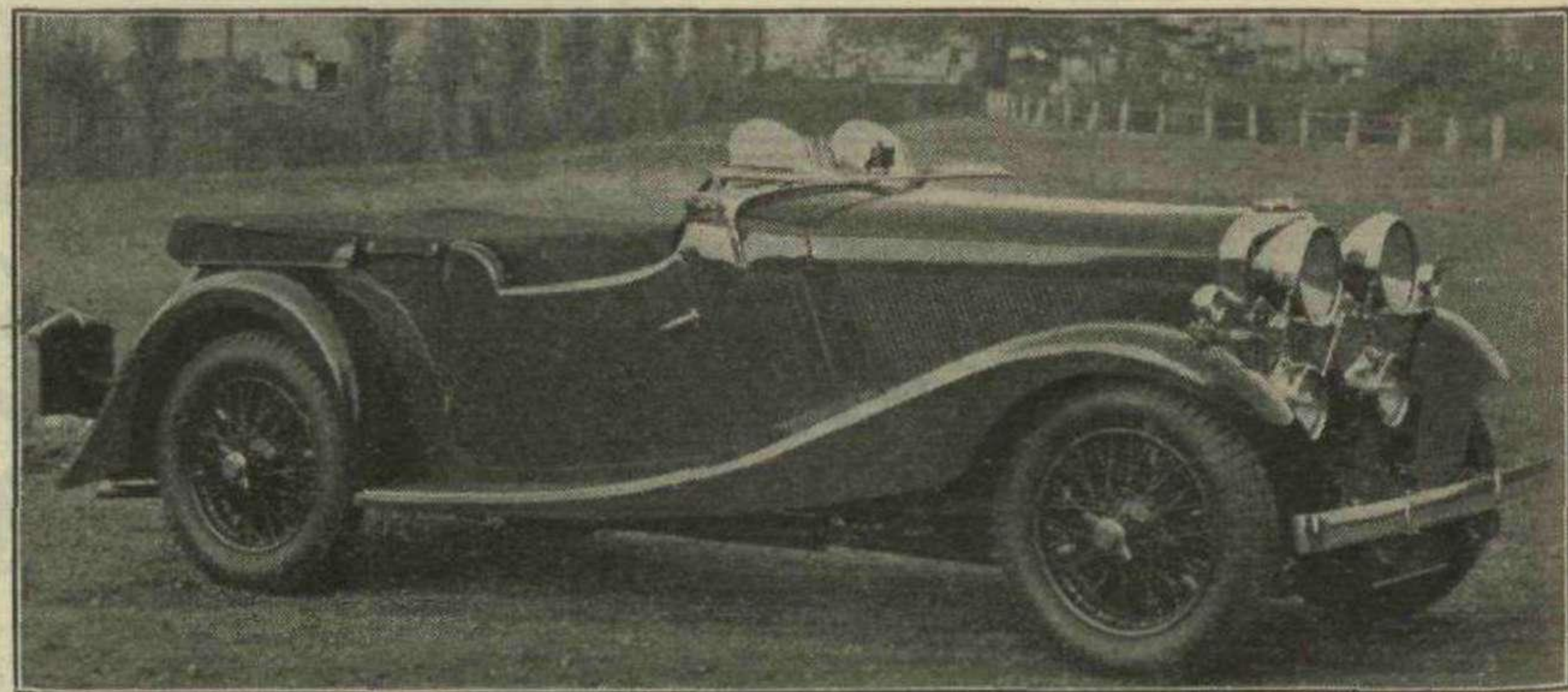
**CECIL SAUNDERS.**

*Cecil Saunders, Ltd., Letchworth.*

Strength excessive without weight is one of the aims of a sports body-builder and Cecil Saunders, Ltd., gained valuable

their chrome strips are in keeping. The car was built for continental touring, so the two spare wheels are carried alongside the bonnet. There is a large luggage container at the back, and the tools are carried in the lid. Twin filler caps are a useful feature. The pneumatic upholstery is well-finished and the back passengers receive good protection. Thermos flasks and other touring conveniences are fitted.

Apart from "custom-built" bodies, plans are going forward for making a



*Vanden Plas have long been renowned for open sports bodies of beautiful lines; this is the latest example of their coachcraft on a Talbot "105" chassis.*

feature of Ballila Fiats, which of course have put up excellent performances in such events as the Italian 1,000 Mile Race.

**VANDEN PLAS.**

*Vanden Plas (England) 1923, Ltd., Kingsbury Works, The Hyde, Hendon, N.W.9.*

From the days of the 3 litre Bentley the designs of Vanden Plas have been identified with the best in open four-seater cars, and a "Vanden" body figures on the 3½ Bentley reviewed on another page.

The two-door 4 seater body on the Talbot "105" being supplied by Messrs. Pass and Joyce, the London concession-

windows slide in guides in the doors, so that any of the four may be erected at will. There is no centre pillar, as the window frames slide one into the other, so that with windows and hood down the car is completely open. The angular appearance of drop heads is not found on the new body, for the rear portion is padded and curved like a normal saloon.

Luggage is carried on a tray at the back of the car normally concealed by the flush back panel. Turning a handle winds out the tray, bringing with it the back panel. Links cause this gradually to swing into a vertical position, and side pieces make the luggage carrier virtually a drawer of any required size.



## EVVIDA LO SPORT!

At one time I used to think the stories about the enthusiasm shown by the crowd at Italian Motor Races were mildly exaggerated, but a visit to Monza recently showed me that they were absolutely true.

On the day of the race, even on the road leading to Monza, the intoxicating influence of speed is everywhere manifest. Aged family motor carriages rock perilously along, their drivers crouching fiendishly over the wheel, one hand riveted to the horn button and the muscles of their accelerator legs tensed like steel bands. Young Italy, meanwhile, leers triumphantly from the rear window eager for the music of tortured tyres. Expensive sports cars join battle with one another, their drivers striving to be victor in the exciting game of touch last with wings and hub caps, which they so dearly love to play.

The ceaseless blare of horns, the screeching of brakes, the bellow of unfettered exhausts, the eloquent cursings of thwarted motorists all mingle together in an atmosphere of castrol, garlic and perspiration. There are policemen everywhere with batons drawn instantly prepared to club any unfortunate pedestrian should he dare to interfere with this crazy turmoil. Menaces all, but who cares?

At the race itself an even greater spirit of ardour prevails. Some perch themselves precariously on huge advertisement hoardings, which latter occasionally yield under the pressure of such concentrated enthusiasm, depositing their burden in the mud. Undeterred, these speed gluttons take to the trees, remaining there like

vultures with eyes that never miss any morsel of sensation. Others entwine themselves in the railings throughout the entire day, faint with hunger but determined to have their money's-worth or die.

Some, glutted by a surfeit of macaroni and sausage, lie stretched upon the earth completely unconscious of their surroundings until, roused by the whinings of their beloved racing cars, they rush to the railings oblivious to the pangs of indigestion. Ecstatically they shout the name of their favourite, imploring him to pass a hated rival, or to negotiate a bend even more daringly than before. Well-informed as to the technique of motor racing, the Italian crowd is quick to ex-

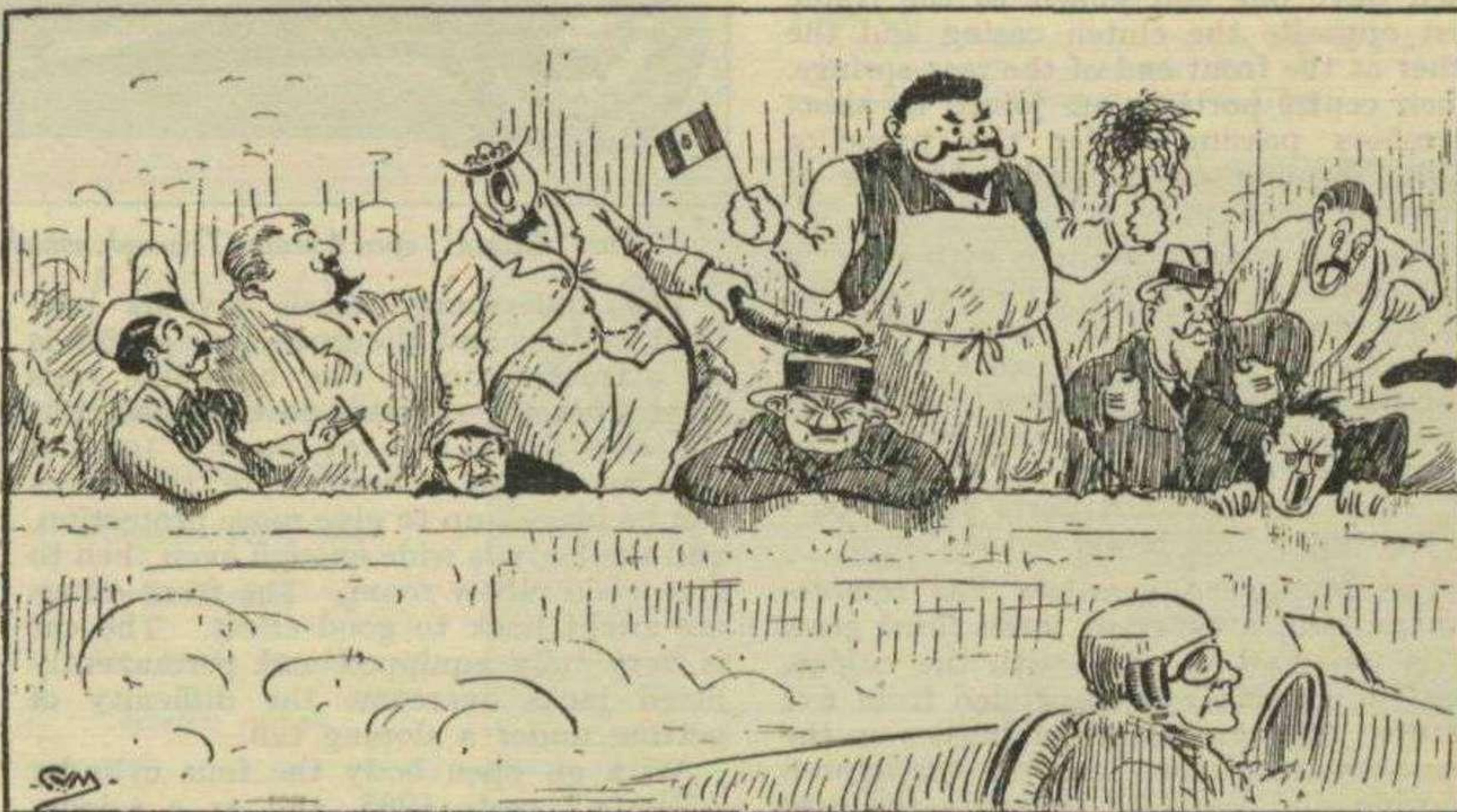
press vociferously its approval, or the reverse, of any daringly successful effort or the smallest blunder on the part of a driver.

It is no uncommon sight to see a respectable Milanese shopkeeper frenziedly shrieking in accents of demoniacal glee while he belabours the head of his unfortunate neighbour with a sausage.

Probably a great national figure may be seen with a roll in one hand and a bottle of wine in the other, exchanging quips with his friends in his box all through this irregular lunch so that he need not leave and miss one moment's excitement.

Evvidà lo sport!

P. G.



## THE PALMER SPECIAL.

A ROAD-TEST published in a previous issue of MOTOR SPORT revealed the potentialities of the B.S.A. Nine chassis. Palmer Reville & Co., of 14, Merton Park Parade, Wimbledon, London, S.W.19, have produced a sports version of this chassis which should be

interesting in view of its good performance and low price.

The engine is fitted with two Solex carburettors and a special induction system, and a Scintilla magneto replaces the coil ignition of the standard model. The chassis has been shortened and has a

kick-up at the back which allows the centre of gravity to be kept low.

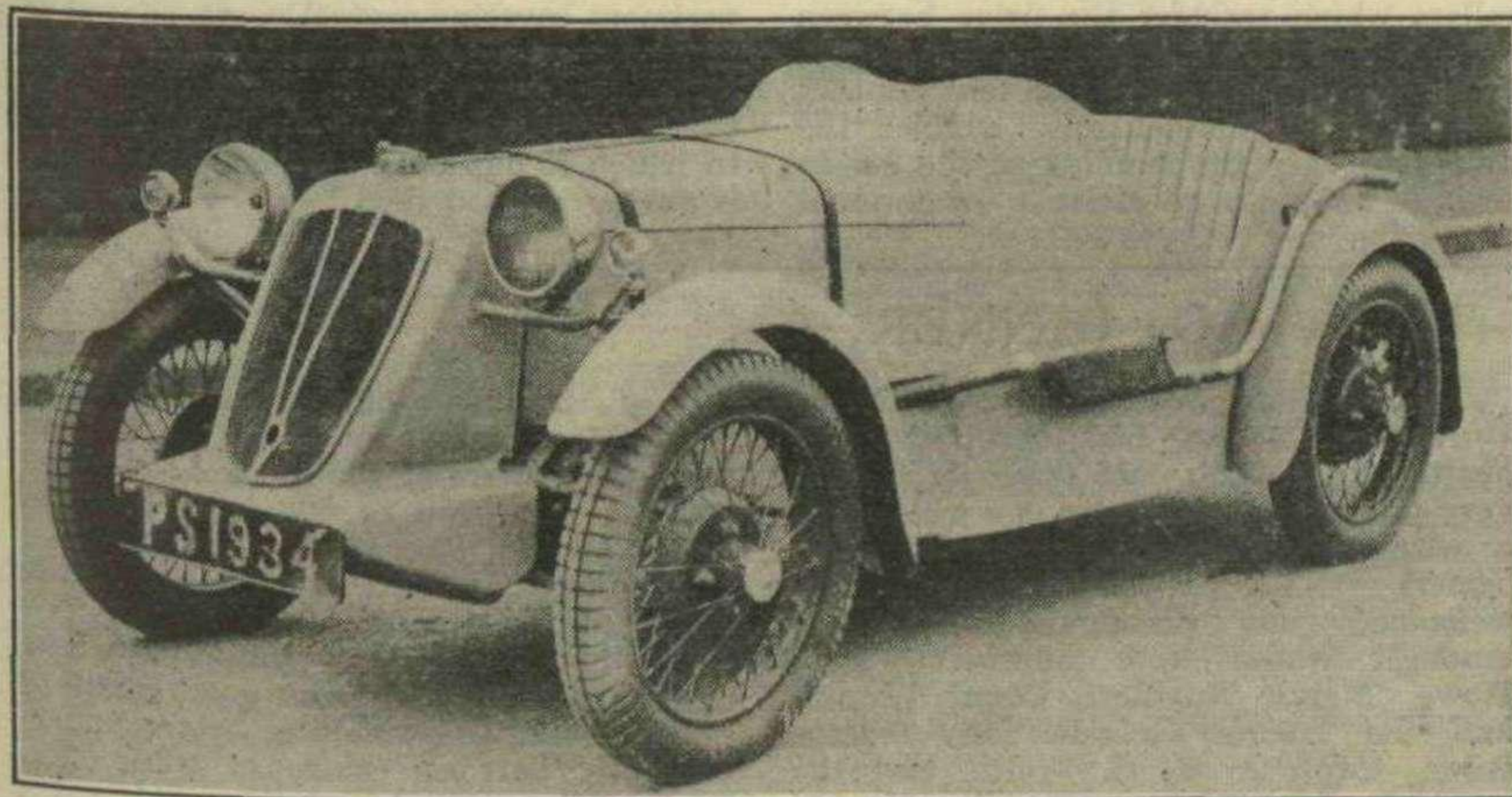
The Ulster body is a neat and straightforward two-seater with a straight bonnet line, efficient mudguarding and ample luggage space behind the bucket-type front seats. The hood also drops into this compartment, which is normally covered by a tonneau cover. The spare wheel is carried at the back of the body. The car complete costs £180, and by reason of the lightness of the body and the special tuning given, it is capable of approximate 70 m.p.h.

The Le Mans body is similar in line but is a 2-4 seater and is priced at £190.

A Brooklands model, with a streamlined body and outside exhaust system is also available and costs £195.

The radiator is concealed by a sloping cowl which gives an interesting appearance to the front of the car and the scuttle is swept up to form wind-deflectors for driver and passenger. The cycle type mud-guards should reduce wind-resistance, and small details such as quick-filler caps and bonnet straps have not been neglected.

A dirt track model with dropped frame, quarter-elliptic racing springs at the rear 4.50 by 18 inch tyres and several other special items is being prepared and will cost £175.



The Brooklands model B.S.A., produced by Palmer Reville & Co. Note the head and side lamp mounting.



## NEW RANGE OF TRIUMPH SPORTS MODELS.

The "Gloria" and The "Dolomite."

**D**URING the last year or two the Triumph Company have been devoting attention more to the manufacture of soundly made small closed vehicles than to the production of sports cars. The time has been spent in perfecting the Gloria chassis, a sturdy low-slung sports job which attracted much favourable comment at the Motor Show.

The chassis members, viewed from the side, are almost straight, and sweep down from the rear engine mounting and pass under the rear axle. A wide and strong pressing braces the front end of the frame, and a pair of bridge-shaped members each have one end joined to the frame just opposite the clutch casing and the other at the front end of the rear springs. Their centre portions are joined by short members passing under the propellor shaft, forming an X girder bracing of immense strength.

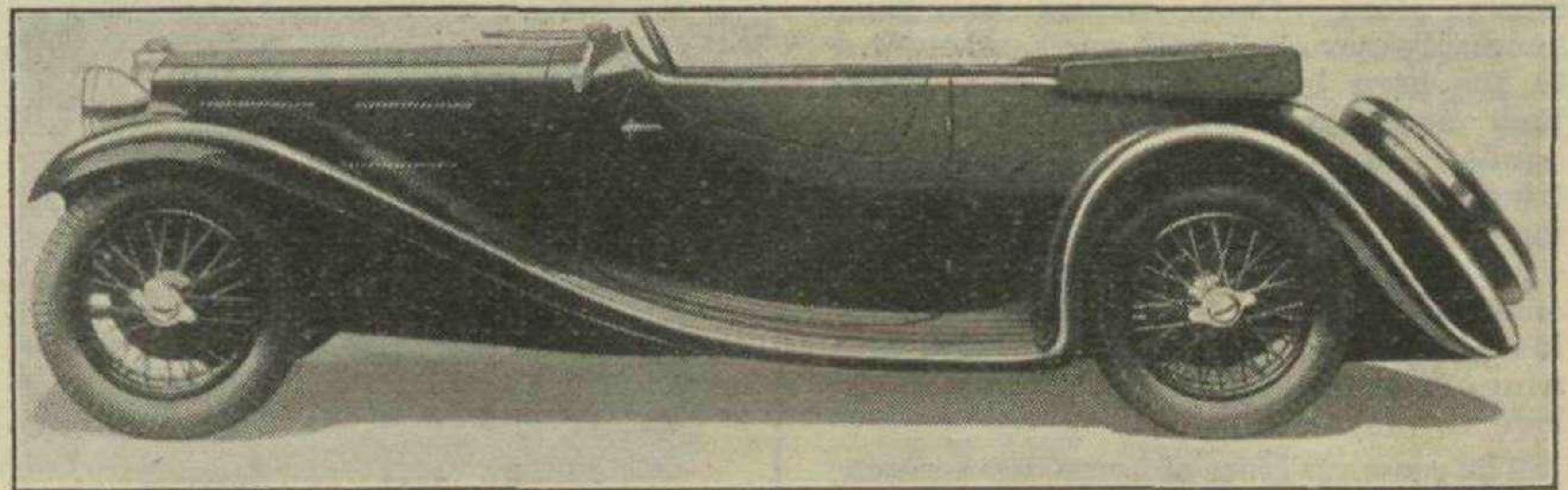
The chassis may be fitted with either a four-cylinder or a six cylinder engine, with capacities of 1,087 and 1,476 c.c. respectively, paying a tax of £10 or £13. The inlet valves are overhead, with side-by-side exhaust valves, and two down-draught carburetters are standard. High lift cams and polished ports play a part in securing a high power output.

The four-speed gear-box has remote-control, and a constant mesh third gear. It is mounted in unit with the engine, and the assembly is suspended from five points. Two are silentbloc bushes on the front pressing, two are on the clutch housing and the fifth supports the rear end of the gear-box. A free-wheel is

embodied and can be locked when not required. The transmission follows conventional lines, with an open propellor shaft and spiral bevel back axle. Hydraulic brakes are used, and the hand brake operates the rear shoes by cams and enclosed levers.

cylinder engines cost respectively £325 and £340.

Experiments with the two-carburetter Gloria engines have shown that by further raising the compression a useful addition of power can be obtained. These power-units have been used as the basis of the



The "Gloria" open 4 seater Triumph, which can be obtained with a 4 or 6 cylinder engine.

The underslung chassis favours low-built bodies, and the open four seater is an attractive job. The body-line runs level from the radiator to the hood, but the two doors are cut away. In cold weather panels concealed in the doors can be hinged up to give more protection, and the body is wide enough even then to give good elbow room. The front wings are swept back to good effect. The car is very fully equipped and permanently fitted jacks overcome the difficulty of getting under a sloping tail.

With an open body the four cylinder "Gloria" costs £285, and as a saloon, £300. Corresponding models with six

"Dolomite" series. Elektron and other light metals have been freely used and the power-weight ratio should make this an extremely lively motor car. The final details are not quite settled, but it is interesting to notice the use of Elektron brake drums and of radius rods to absorb the braking torque of the new brakes.

The "Dolomite" cars will be available in chassis form and will cost £400 and £500 for the four and the six. An attractive open two-seater with rakish Continental lines, with a resemblance to the 1½ litre racing Alfa-Romeo, will also be listed for a further £100. The first of the new cars should be coming through in January.

## AUSTINS ADOPT THE HAYES SELF-SELECTOR TRANSMISSION.

Sir Herbert Austin is to be congratulated upon his courage and enterprise in offering to the public the Austin Sixteen fitted with the Hayes Self-selector gear, at an extra charge of £40. That the infinitely variable gear will one day become universal goes without saying, and the Hayes transmission is certainly a step in the right direction.

Briefly, the Hayes transmission dispenses with all gears (except to provide reverse) and is consequently almost silent. The most important feature, however, is

the fact that it gives infinite variability between high and low speeds, and its automatic functioning ensures constant engine speeds whatever may be the tractive resistance met with on the road.

The actual transmission is through steel rollers which transfer the drive between curved steel races, the ratio being altered by rocking the rollers to different contact positions. Hand-controls enable the driver to vary the running of the car in several ways, to give either exceptional

performance or extreme economy, and these controls undoubtedly provide a new interest in driving.

The makers claim that this transmission provides a delightful mastery over all road conditions, and state that as it has been subjected to intensive research and experiment covering several years, as well as being based on recognized and successful mechanical principles, they are confident that it is fully as dependable as the car to which it has been applied. And that is saying a good deal.

## THE M.G. DINNER.

**T**HE M.G. Car Club held their second Dinner Dance at the Park Lane Hotel on October 19th, during Motor Show week, and had a particularly successful evening. The dinner and dancing were both well arranged, the speeches were limited to five minutes each, and visible warning was given by "traffic signals" mounted where everyone could see them. A first class cabaret show, with Elsie and Doris Waters, John Tilley, and the inimitable Western Brothers was presented during the course of the evening.

Captain Blair Watson, a Director of University Motors Ltd., proposed the health of the Club, and spoke of it as a very progressive body and one which was a witness to the enthusiasm of M.G. owners. Mr. Kimber replied, and welcomed his distinguished guests, amongst whom were numbered Earl Howe, Signor Nuvolari, Count Lurani, and his friendly rivals, Mr. Victor Riley, Capt. A. R. C. Waite, and the great Freddy Dixon. Captain Eyston was unable to be there as he had been taking part in the record-breaking

run of the Magic Midget at Montlhéry.

Mr. Hess, Secretary of the Club, gave some particulars of the increase of membership, from 150 to 600 in a year, so that Northern and Midland centres had been started. There were actually 400 guests at the dinner.

Mr. S. C. H. Davis proposed "The Sport," and spoke of the good effect of motor racing in promoting better understanding between nations, while Mr. Victor Riley agreed that the sport was a good thing, but wondered if it was not developing cars into mere racing machines.



# MONTE CENERI HILL CLIMB.

## COUNT TROSSI (Monoposto Alfa Romeo) MAKES FASTEST TIME IN REVIVAL OF SWISS HILL CLIMB.

**T**HE Monte Ceneri Hill-climb and flying kilometre Speed Trials organised by the Tessin section of The Swiss Automobile Club, were held again for the first time since 1926, on 24th September.

The start took place in the square of the village of Giubiasco. The course, after a slight bend on leaving the village, is dead straight for 4 kilometres. In the middle of this straight section, some 2 kilometres from the start and preceded by a slight run down, is the timed "kilometre Lanciato." After the straight, the course starts to climb from the village of Cadenazzo to the top of the Monte Ceneri pass. The course is 10 kilometres in length, and rather more than half of it is uphill. The average gradient of the uphill section is 7%.

The course was closed by Felice Nazzaro driving a red 4-seater Fiat with a large red flag fluttering from a mast fastened to the tail. Shortly afterwards the Touring Car climbs began. G. Neuronni driving a Lancia-Augusta saloon made a good start by winning his class, and breaking the existing 1½ litre Touring Car record. The fastest Touring Car climb was made by Oscar Zwimpfer with his Chrysler in 6 minutes 8 3/5 seconds, easily beating the existing Touring Car record of 7 minutes 22 2/5 seconds put up in 1926 by Risch (Packard).

Among the Sports Cars a very good climb was made by Signorina Anna Maria Peduzzi with her 1½ litre supercharged Alfa Romeo. She not only won the Ladies Prize, but also the 1½ litre Sports Car class, beating two "mere males" with similar cars with a climb in 5 minutes 48 4/5 seconds. Her climb was greeted with great applause by the spectators. A. Hoerning's 2,300 c.c. supercharged Bugatti came up missing badly, and was passed before he reached the top by C. Godefroy (2,300 c.c. Bugatti). The fastest Sports Car climb was put up by Felice Bonetto on a 2,600 c.c. Alfa Romeo, his time of 4 minutes 45 4/5 seconds easily beating the existing record.

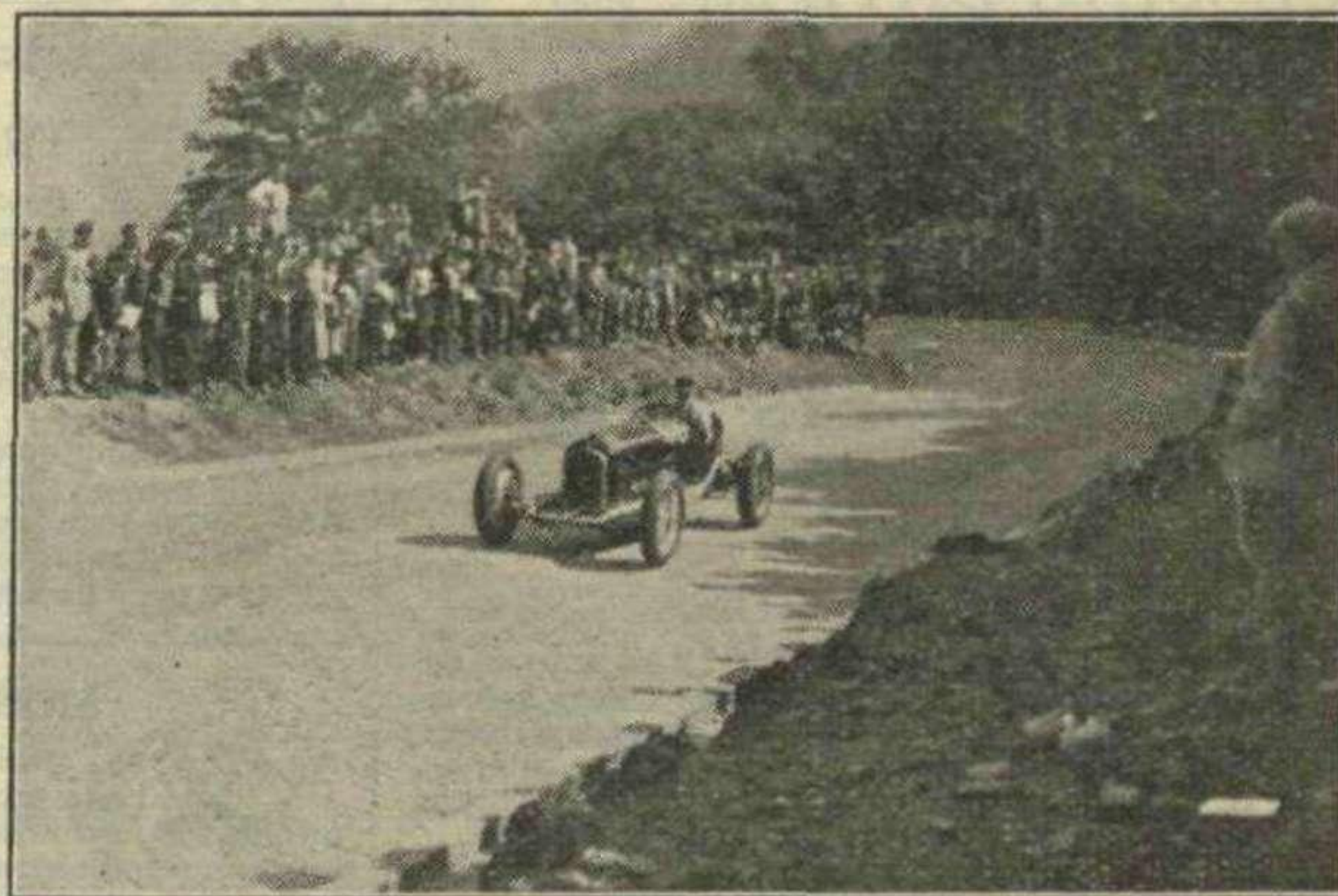
With the Racing Car classes the crowd began to sit up and take notice. Hans Kessler driving one of the old six cylinder supercharged Amilcars managed to beat two of the more modern 1,100 c.c. Maseratis and a supercharged Balilla Fiat. The latter put up a very creditable speed over the flying kilometre of 94.83 m.p.h. Another veteran racing car appeared in the 1½ litre Racing Car class—G. Platé's

8 cylinder Grand Prix Talbot. He succeeded in gaining second place in this class against L. Castelbarco's Monoposto Maserati.

The 2 litre Racing Car class was remarkable for the driving of a young amateur, C. Pedrazzini, who with a 2 litre Monoposto Maserati won the class and put up the second fastest time of the day. This Maserati is the property of three brothers, the youngest of whom was entrusted with it for the first time in this event.

The last climb of the day was made by Count Felice Trossi, driving one of the Scuderia Ferrari 2,700 c.c. Monoposto Alfa Romeos. He made a beautifully steady climb, which looked deceptively slow, but proved to be the fastest climb

*Fastest time of the day was made by Count Trossi with a monoposto Alfa Romeo. Note the superelevation of the road on the hairpin corner.*



of the day. His time of 4 minutes 26 3/5 seconds is a new record for the course, and represents an average speed of 84.3 m.p.h. The previous record was made in 1926 by J. Kessler with a 3 litre Alfa Romeo with a time of 6 minutes 13 2/5 seconds.

The fastest time, over the flying kilometre was put up by Hans Stuber's 2,260 c.c. Bugatti with a speed of 132.35 m.p.h.

### RESULTS. TOURING CARS.

**1,500 c.c.**  
G. Neuronni, Lancia Augusta, 7m. 55 2/5s.

**3,000 c.c.**  
Muller, Fiat, 7m. 29 2/5s.

**5,000 c.c.**  
H. Gubelin, Plymouth 6m. 14 3/5s.  
Signora Ortelli, Chrysler, 6m. 33s.

**Unlimited.**  
O. Zwimpfer, Chrysler, 6m. 08 3/5s.

### RACING CARS.

**1,100 c.c.**  
J. Kessler, Amilcar, 5m. 36 2/5s.

L. Ubaldi, Maserati, 5m. 39 4/5s.  
G. Ambrosini, Fiat Siata, 6m. 00 3/5s.

**1,500 c.c.**  
L. Castelbarco, Maserati, 5m. 00 3/5s.  
G. Platé, Talbot, 5m. 30 3/5s.  
B. Cocchi, Bugatti, 6m. 06 1/5s.

**2,000 c.c.**  
C. Pedrazzini, Maserati, 4m. 37s.  
G. Minozzi, Bugatti, 4m. 38 2/5s.  
U. Maag, Bugatti, 4m. 45 2/5s.

**3,000 c.c.**  
F. Trossi, Alfa Romeo, 4m. 26 3/5s.\*  
G. Battaglia, Alfa Romeo, 4m. 37 2/5s.  
H. Stuber, Bugatti, 4m. 40 2/5s.  
L. Brailard, Bugatti, 4m. 40 1/5s.

\*Fastest time of the day and record for the course.

### SPORTS CARS.

**1,100 c.c.**  
Clerici, Salmson, 6m. 14 4/5s.  
Hummel, Amilcar, 6m. 39 1/5s.

**1,500 c.c.**  
Signorina Peduzzi, Alfa Romeo, 5m. 48 4/5s.  
C. Buzio, Alfa Romeo, 6m. 10s.  
A. Alfieri, Alfa Romeo, 6m. 33 3/5s.

**2,000 c.c.**  
Restelli, Alfa Romeo, 5m. 37 4/5s.

**3,000 c.c.**  
F. Bonetto, Alfa Romeo, 4m. 45 4/5s.  
A. Marinoni, Alfa Romeo, 4m. 52s.

**Unlimited.**  
Frau Grabenwitz, Mercedes S.S.K., 6m. 19 1/5s

### SPEEDS OVER THE FLYING KILOMETRE. RACING CARS.

**3,000 c.c.**  
H. Stuber, 2,300 Bugatti, 132.35 m.p.h.  
F. Trossi, 2,700 Alfa Romeo, 130.81 m.p.h.  
G. Battaglia, 2,300 Alfa Romeo, 113.17 m.p.h.

**2,000 c.c.**  
C. Pedrazzini, 2,000 Maserati, 123.62 m.p.h.

**1,500 c.c.**  
L. Castelbarco, 1,500 Maserati, 110.09 m.p.h.

**1,100 c.c.**  
H. Kessler, 1,100 Amilcar, 96.88 m.p.h.

### SPORTS CARS.

**Unlimited.**  
Frau Grabenwitz, 7,070 Mercedes, 94.50 m.p.h.

**3,000 c.c.**  
F. Bonetto, 2,600 Alfa Romeo, 117.19 m.p.h.

**1,500 c.c.**  
Signorina Peduzzi, 1,500 Alfa Romeo, 86.25 m.p.h.

**1,100 c.c.**  
Clerici, 1,100 Salmson, 83.15 m.p.h.

## THE SPANISH GRAND PRIX.

the lead, covering a lap at 149 k.p.h.

The new Bugattis were not exactly shining, but then this was their first race, and probably only being used as a trial run.

Then the rain began to fall, and brought in its train a sequence of accidents. First of all Nuvolari's Maserati left the road and overturned with great violence. The Italian champion was rushed to hospital, where his injuries were found to be miraculously light.

The next man to go was the Austrian driver of a Bugatti, Frankl.

The rest of the race was easy for Chiron, for he simply had to conserve his 4 minute lead over Fagioli.

### RESULT.

1. L. Chiron (Alfa Romeo 2,650 c.c.), 3h. 50m. 57s. 135.200 k.p.h., 84.5 m.p.h.
2. L. Fagioli (Alfa Romeo 2,650 c.c.), 3h. 55m. 22s.
3. M. Lehoux (Bugatti 2,300 c.c.), 4h. 12m. 50s.
4. A. Varzi (Bugatti 2,800 c.c.), 4h. 14m. 14s.
5. J. P. Wimille (Alfa Romeo 2,300 c.c.), 1 lap.
6. R. Dreyfus (Bugatti 2,800 c.c.), 1½ laps.

**A**FTER an interval of two years, the A.C. de Guipuzcoa decided to revive the Spanish Grand Prix, over the famous Lasarte circuit near San Sebastian.

On the fall of the flag, Luigi Fagioli drew ahead of the remaining 13 cars, and he maintained this lead at the end of the first lap, followed by Chiron and Nuvolari. The latter was not content with third place for long, and on the second lap he passed both the monoposto Alfas and took



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£475 1932 ASTON-MARTIN 12-90 h.p. close-coupled coachbuilt 4-door safety saloon, dual-tone finish, 4 speeds, 2 carbs., every fitment, few hundred miles, indistinguishable new, marvelous performance, cost £750.—Box 112, c/o MOTOR SPORT.

### BUGATTI.

1928 2-litre BUGATTI, modified G.P., 2-seater, wings, electric lighting, etc., exceptionally good mechanically, new tyres, £130.—Box 33, c/o MOTOR SPORT.

### FRAZER NASH.

FRAZER NASH Cars, Falcon Works, London Road, Isleworth (Hounslow 3172 have for disposal a number of reconditioned cars.—Full particulars on application.

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ALVIS, F.W.D. 1½ litre super-charged lap speed. 93 m.p.h. Completely rebuilt	... £125 0 0
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\*Phone: Weybridge 489.

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1931 T.T. Frazer-Nash 2-seater, green. 1932 Meadows engine, high compression new type head and pistons, light rockers, push-rods and connecting rods. Balanced crankshaft, 3 gallon oil tank with float-feed. Transmission overhauled this season. Double sprockets giving two top and two third gear ratios. Large Burgess also Brooklands silencer. Other racing equipment. Laps Brooklands at 92 m.p.h. on petrol-benzol. Winner of Mountain Race Whit-Monday. Particularly suitable October Mountain Championship or Winter Trials. Price £350. Apply Box 029, c/o MOTOR SPORT.

### MORRIS COWLEY.

MAY, 1926. Bull nosed Morris Cowley 11.9 h.p. Just been rebored, new hood, new Solex carburetter, 3 new tyres recellulosed beginning of year. Chromium plated windscreen, electric horn, Birglow indicator, complete equipment. Front and back axles renewed this year. Car in perfect condition, used by one of the staff of MOTOR SPORT. £25 or offer.—Box 20, c/o MOTOR SPORT.

### WOLSELEY HORNET.

F.O.C.H. Ltd., 1933, 12 h.p. E.W. Daytona Special 2-4 seater, black and green, twin carburetters, one owner, very small mileage, practically new condition. 179 gns. 3-5, Heath Street, N.W.3. Hampstead 2215-6. Open Sunday mornings.

### ENGINE FOR SALE.

G.N. 90° O.H.V. Twin. 6½ : 1 compression. Streamlined ports. Lightened and balanced flywheel. 4 plugs, new bearings. With magneto, carburetter and complete set of all spares.—Waters Sandrock, Hastings.

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Hastings.

DEAR SIR,—

I should be obliged if you would insert the following advertisement in next month's issue of MOTOR SPORT.

I hope it will be as successful as the last advertisement I sent you (per a G.N. engine), which did all that was wanted.

Yours truly,

H. G. WATERS.

NO CONNECTION WITH ANY OTHER FIRM.

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Silk Undergloves, single	... 2/6 pair
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Short Motoring Jackets, for sports cars, made in all colours, zip front and pockets. Art Silk lined wool collars and cuffs. Ladies or Gents	... 45/-, 50/-
White Racing Suits, Best Quality, Zip Fastener	27/6 and 25/-
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Ditto, Unbleached, Zip front	... 21/-
Ditto, Button Front	... 15/-
Racing Shirts, Rayon Art Silk, fitted Zip, all Colours, Short Sleeves	... 9/6
Ditto, Button front	... 8/0
White Racing Trousers, Zip front, all round Belt	... 15/6
Ditto, Button front	... 14/-
Racing Visors, to wear with Crash Helmet, our own special design	... 7/6
Racing Visors, Small Pattern, Green Top for sun glare	... 7/6 and 8/6
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Sponge Rubber, lin. Thick, ... 3/4 sq. ft.	
Lewis's New High Speed Racing Goggle, adjustable bridge, large rubber eye cups. adjustable air slide, fitted safety lenses	30/- pair
TRIPLEX Lenses 2/6 extra	
Meyrowitz Racing Goggles, No. 10	... 50/- pair
Ditto, Curved Lenses, No. 6	... 77/6 pair
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Lewis's Racing Goggles, Curved Celluloid Lenses, small rubber cups. Very efficient	7/6 pair
Car Crash Helmets, with Peak, Super Quality White (or coloured), leather covered	... 42/-
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Racing Gloves, Net Back, Leather Palm	8/6 pair
" " " " Chamois	5/- "
Goggles, Unsplinterable	... 4/9
" With Triplex Lenses	4/9, 6/6, 7/6
" Triplex A.3	... 10/6
" " C.2	... 12/-

We make Ladies Racing Suits, and Gents in any colour, at special prices. Also Club Badges, and Monograms, etc. ∴ BUY DIRECT.

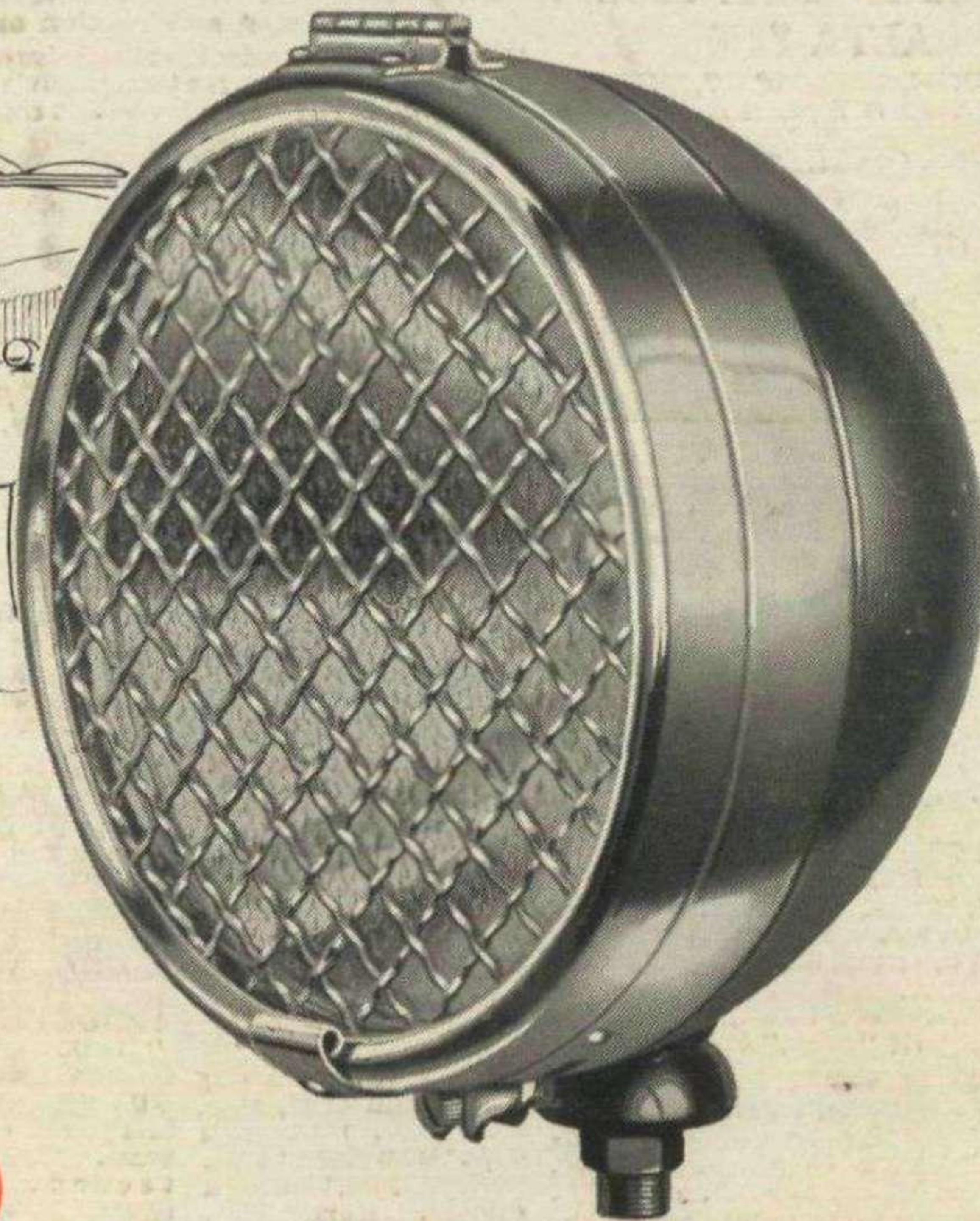
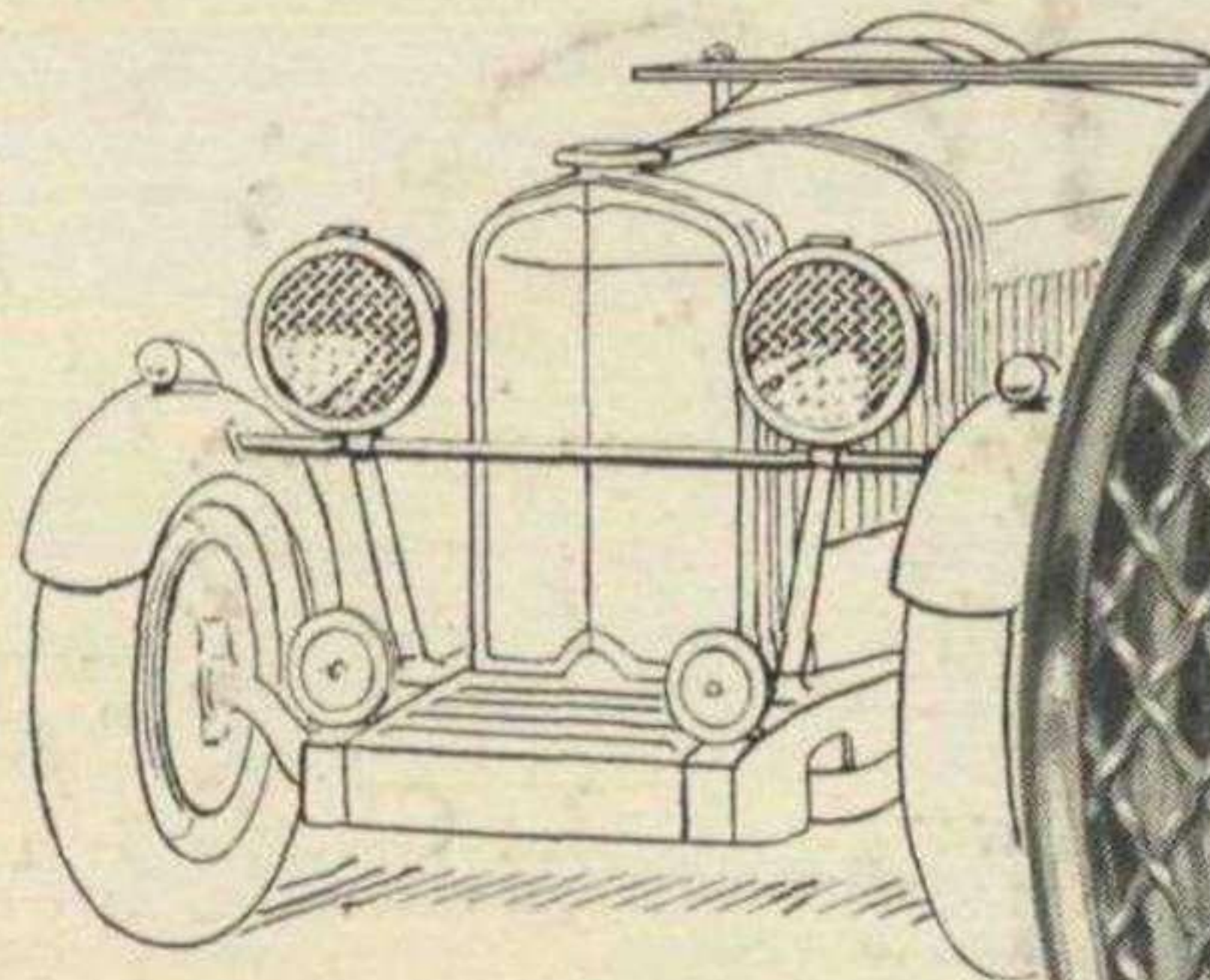
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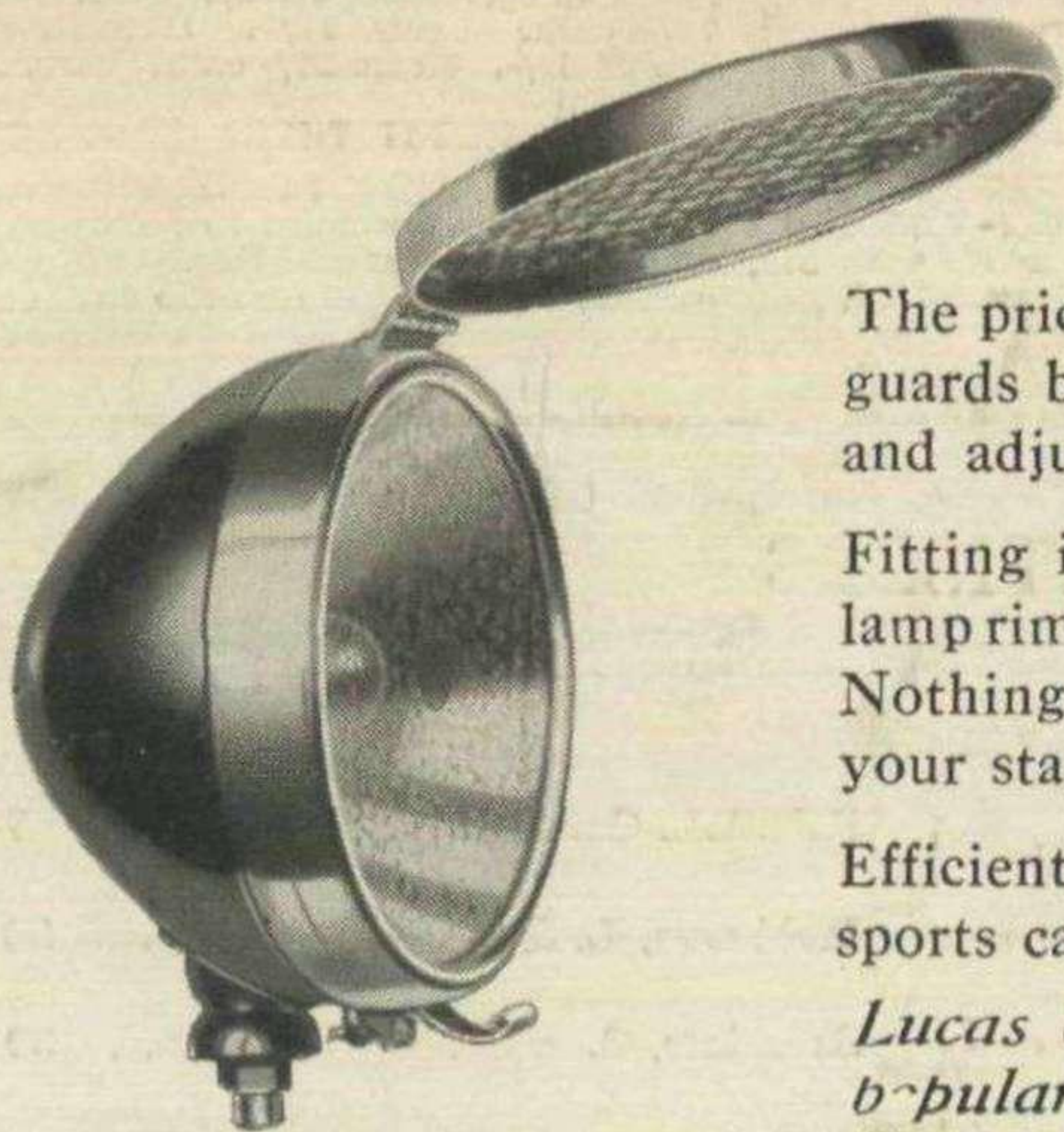






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The price covers a pair of completely new rims with glass, the guards being attached by strong hinges which allow for cleaning and adjustment.

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Efficient Stoneguards add the finishing touch to a modern sports car's equipment. Equip your car with a pair now.

*Lucas Stoneguards are listed in various models to suit popular Lucas Headlamps fitted to well-known sports cars. Typical examples are as follows:—*

**For 140 Type Headlamps**, as fitted to Hillman "Minx" and "Aero Minx", Singer Nine Sports, Triumph "Southern Cross", Wolseley "Hornet" Sports (not "Special"), etc. **Price 30/- per pair.**

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**For 170 Type Headlamps** as fitted to Humber "Snipe" Sports, S.S.I., etc. **Price 52/6 per pair.**

Also models for M.G. Magnette, Magna and Midget Cars, Morris Sports models, and other Sports Cars.

★ Specify them to your coachbuilder or Motor Agent, or write to Dept. 46 for details, stating make, year and model of your car.



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