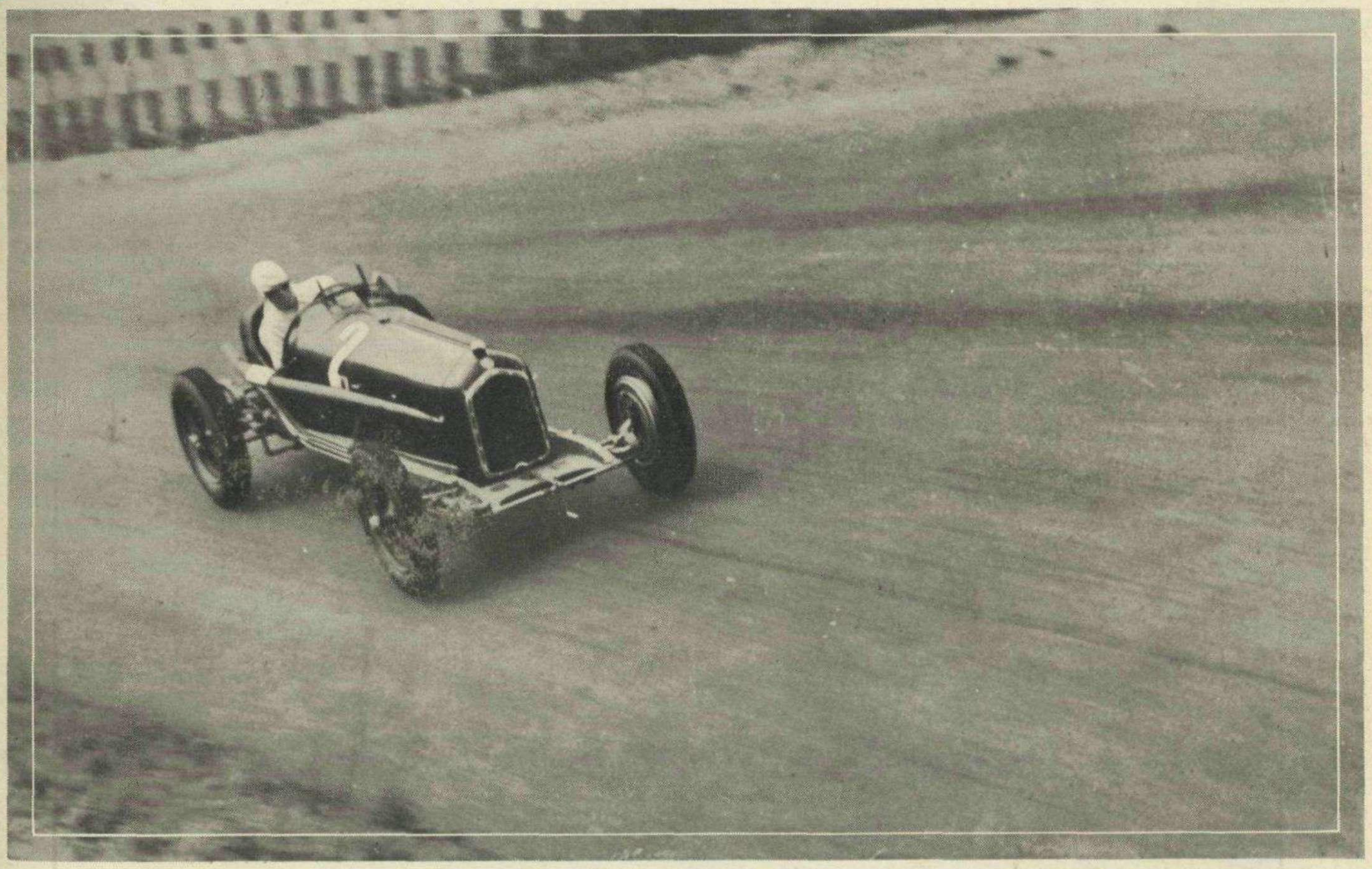
Vol. IX. No. 9 BROOKLANDS, LE MANS AND MONTHLERY *July, 1933*

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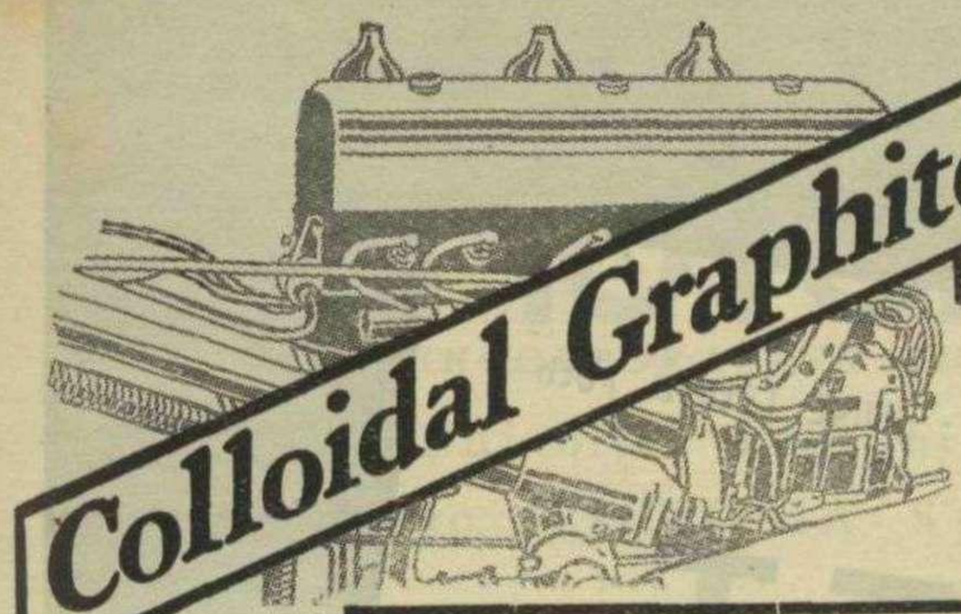
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EDITORIAL.

THE LATE SIR HENRY BIRKIN.

IN the passing of Sir Henry Birkin on June 22nd the sport of motor-racing suffered a loss which will be mourned throughout the length and breadth of Europe. Not only in his native Britain, but also in France, Germany and Italy his participation in a continental race was received by the crowd with friendly enthusiasm, and his appearance was heralded on each lap by cries of "Sir Birkin!" Seldom has an English driver been more popular abroad.

The sad story of his illness has been told many times. Everyone knows how he contracted blood poisoning from a burn received during the Grand Prix of Tripoli, and how he waged a long, gallant struggle against the persistent malady. At last even Sir Henry's powers of endurance were exhausted, and in spite of the devoted attention and care of his friend, Dr. J. D. Benjafield, Sir Henry Birkin passed away in the early morning of June 22nd.

There is something strangely ironic in the fact that a man who had travelled faster round Brooklands Track than anyone else and who had been renowned for setting the fastest pace in countless road races, should have finally died from a long illness—contracted from a small burn on the forearm.

Birkin's career as a racing motorist is too well-known to need repetition. Viewed as a whole, its outstanding characteristic is versatility. As a track driver he was supreme, for his Brooklands lap record of 137.96 m.p.h. was accomplished on a car no faster than several others which have circled the Weybridge track. In long distance sports-car racing, as typified by Le Mans, he showed his ability to "nurse" his mount by winning the French 24 hour race in 1929 and 1931. Finally, his qualities as a "Grand Prix" driver were coloured by a remarkable *verve* seldom found in British drivers, and more often associated with the Latin temperament. In his last race, the Grand Prix of Tripoli, he led the field of the finest Connental aces for four laps, and but for the inadequate pit-organisation of the Maserati concern would have probably won the race. His untimely death cuts short a full programme of Grand Prix racing for this season, in conjunction with Mr. Bernard Rubin.

Sir Henry Birkin's memory will remain fresh in the minds of all those who were fortunate enough to see him race. For those who have not had this experience there is his book "Full Throttle," in which Sir Henry's personality, his career and his views on racing are permanently enshrined.

England's loss is heavy, for her finest all round driver is no more, snatched away at the very moment when the sun of his career seemed likely to reach its zenith.

On those privileged to know "Tim" personally, his death will cast a deep shadow.

The strength of his personality may be judged by the fact that, in spite of a quiet and modest bearing, his presence in a race was sufficient to cause a concentration of public interest.

But he did not live in vain. To all young men Sir Henry Birkin will stand as an example of courage in the face of adversity, daring tempered by cool judgment, skill backed up by sound technical knowledge, and sportsmanship which was a byword among racing motorists the world over.

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THE LE MANS 24 HOUR RACE

Alfa-Romeos take first three places in Grand Prix d'Endurance. Aston Martin a close second for 9th Rudge-Whitworth Cup.

AFTER a spirited four-sided battle, from which Chiron was later eliminated, the Alfa-Romeo driven by Sommer, last year's winner, and Nuvolari, ace of Grands Prix, won the Grand Prix d'Endurance at a speed of 81.39 m.p.h., a record speed for 24 hours on the road. Chinetti, co-driver last year with Sommer, was only 10 seconds behind with Noel Rees's car entered by Arthur Fox and driven by the Hon. Brian Lewis and T. E. Rose-Richards third. British prestige was maintained by the next four finishers, headed by the Riley driven by Peacock and Van der Becke. 29 cars started and 14 finished the course, and of these all but one completed their set distances and qualified for next year's Rudge-Whitworth Cup.

The week of practice passed without any great surprises, the four 2.3 Alfas driven by Sommer, Chinetti, Lewis and Chiron showing little difference in speed. On the Friday night (there is no official practising during the day) Chiron, whose car had a low axle-ratio, went very fast and beat the lap record put up last year by Sommer. All was quiet at the garage Lenoir, where the Astons were kept, and the British competitors generally seemed content with their lot. Not so the crew of the somewhat decrepit Austin, who complained of clutch trouble.

The supercharged Bentley driven by Gas and Trévoux also developed clutch trouble on the eve of the race, but by dint of superhuman effort of the crew, aided by Chassagne, the car was got ready in time.

The course was the same as that used last year, a wide new road protected by embankments and palisades leaving the Pontlieue road just after the Grand Stands and cutting across to the beginning of the Hippodrome straight. Half way along, following a steepish descent, there is a tricky S bend, and the corner at which the new road joins R.N. 158 is also unpleasant if taken fast, since the super-elevation of the corner is only carried half way across. The surface of the circuit was on the whole very good, but near Arnage it had deteriorated and the dust made driving difficult.

STARTERS.

No. 2. Prince Nicholas of Roumania—Cattaneo (Duesenburg 6882 c.c.).
„ 3. Bassienne—Mme. Desprès (Bugatti 4965 c.c. S).
„ 5. Gas—Trévoux (Bentley 4395 S).
„ 6. Labric—Daniel (Lorraine 3483 c.c.).
„ 8. Chinetti—Varent (Alfa-Romeo 2357 c.c. S).
„ 10.—Moll—Cloitre (Alfa-Romeo 2337 c.c. S.).
„ 11. Sommer—Nuvolari (Alfa-Romeo 2340 c.c. S.).
„ 12. Lewis—Richards (Alfa-Romeo 2340 c.c. S.
„ 15. Chiron—Cortese (Alfa-Romeo 2339 c.c. S).
„ 19. Mottet—Marandet (S.A.R.A. 1818 c.c.).
„ 20. Mme. Siko—Sabipa (Alfa-Romeo 1768 c.c. S).
„ 21. Rousseau-Paco (Alfa-Romeo 1742 c.c. S).
„ 23. Czaykowski—Gaupillat (Bugatti 1493 c.c. S).
„ 24. Bertelli—Davis (Aston-Martin 1496 c.c.).
„ 25. Driscoll—Penn Hughes (Aston-Martin 1496 c.c.).
„ 26. Morris Goodall—Mrs. Wisdom (Aston-Martin 1496 c.c.).
„ 27. Duruy—Danne (Rally 1309 c.c.).
„ 28. Vernet—Vallon (Salmson 1092 c.c.).
„ 30. Van der Becke—Peacock (Riley 1091 c.c.).
„ 31. Sébilleau—Delaroche (Riley 1091 c.c.).
„ 32. Alim brothers (B.N.C. 1087 c.c.).
„ 33. Buquet—Clouet (Amilcar 1074 c.c.).
„ 34. De Gavardie brothers (Amilcar 1066 c.c.).
„ 35. Quinault—Pedrault (Tracta 999 c.c.).
„ 36. Martin—Bodoignet (Amilcar 990 c.c.).
„ 37. Barnes—Langley (Singer 972 c.c.).
„ 38. Hendy—Parker (M.G. Midget S3, 746 c.c. S).
„ 41. Ford—Baumer (M.G. 746 c.c. S).
„ 42. Metchim—Masters (Austin 746 c.c.).

The arrangements of stands and pits had not been altered, but owing to the fact that the fuel came from elevated tanks each supplying three pits, cars were grouped according to the fuel they used. The first group all used pure benzol, and comprised Norman Black's M.G., and the Alfas of Fox and Sommer, Chiron was down near the end next to Ford's M.G. and the Austin, while the Aston-Martins were together in the middle. An interesting car was Czaykowski's 1500 c.c. Bugatti, which was simply a 2.3. with suitable crankshaft and pistons. He mentioned that he was bringing over his record-breaking 4.9 to Brooklands for the B.E. Trophy, but admitted he was a little perturbed at having to meet John Cobb's Napier.

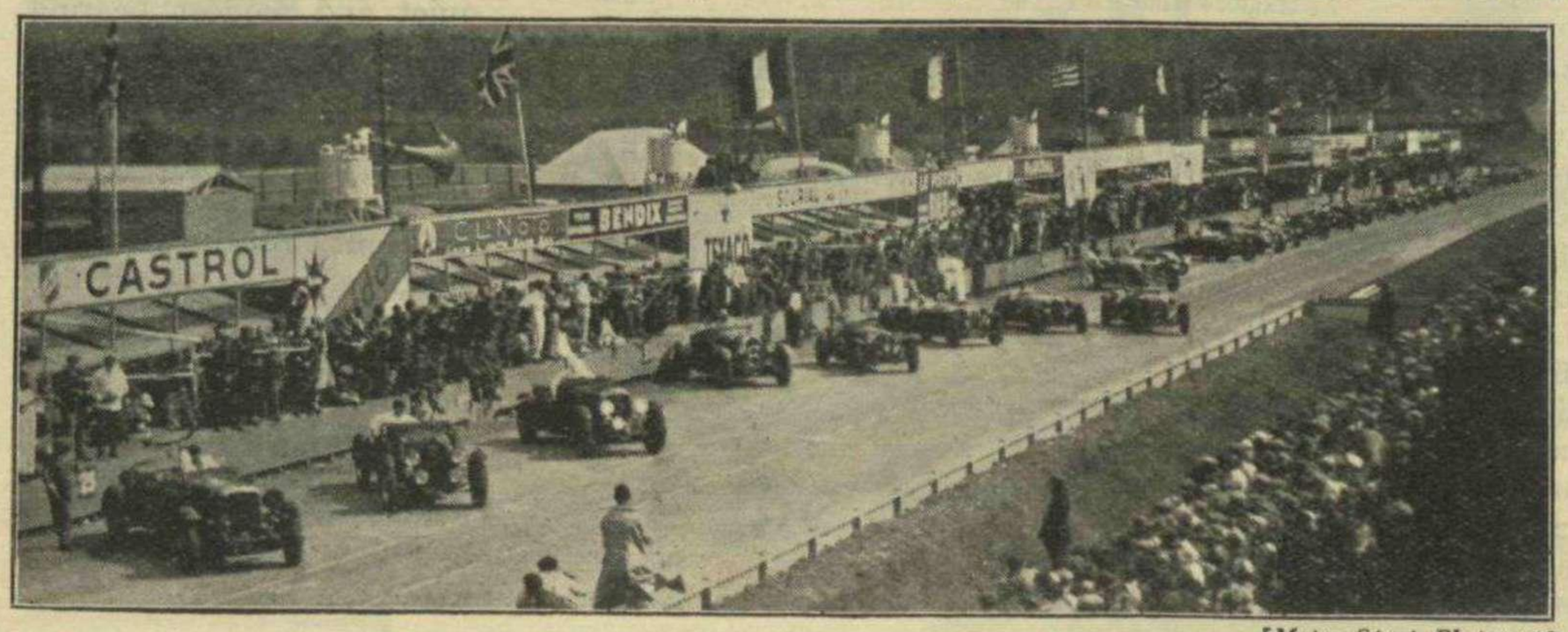
Rain was falling heavily on Saturday morning, 17th June, and drivers were checking over visors and spare goggles, and perhaps secretly envying Andre Rousseau, who was driving a roomy 2-litre Alfa-Romeo saloon. However, the skies brightened by midday, and by four o'clock the sun was actually shining. As in other years, the cars were ranged diagonally in front of the pits with the drivers lined up on the other side of the road.

The starting flag was held by Colonel Lindsay Lloyd, the R.A.C. delegate, since Lord Howes' eye, which was injured in the French Grand Prix, prevented him from officiating. Before the loud-speakers had counted out the final seconds the drivers were crossing the road, but in spite of not having "cheated" Brian Lewis was first away, followed by Chinetti and Sommer, all on Alfas, likewise Moll and Chiron.

By the time the cars passed the stands again, Sommer was in the lead, with Chiron close behind. Chinetti and Lewis came up the new road almost abreast, with the advantage a lap later to the English driver. Bussienne, on the only 4.9. Bugatti which started, was ahead of Prince Nicholas of Roumania, whose high blue-painted Duesenberg seemed difficult to hold. The supercharged Bentley driven by Gas was close behind, and soon afterwards overhauled the Duesenberg.

Towards the end of the first hour, Chiron's car sounded less healthy. Sommer and Chiron had both completed ten laps in this time, but the blue car was over 10 minutes behind the leader. Lewis and Chinetti had covered 9 laps, only seconds separating them.

Sommer was not content with his lead and drove with ever-increasing speed. The 11th lap was completed at the record speed of 88.48 m.p.h., thus beating Birkin's record lap in 1932, and



[*Motor Sport Photograph*

The Start.

Brian Lewis has pulled out, with Sommer on his right.

THE LE MANS 24 HOUR RACE—continued.

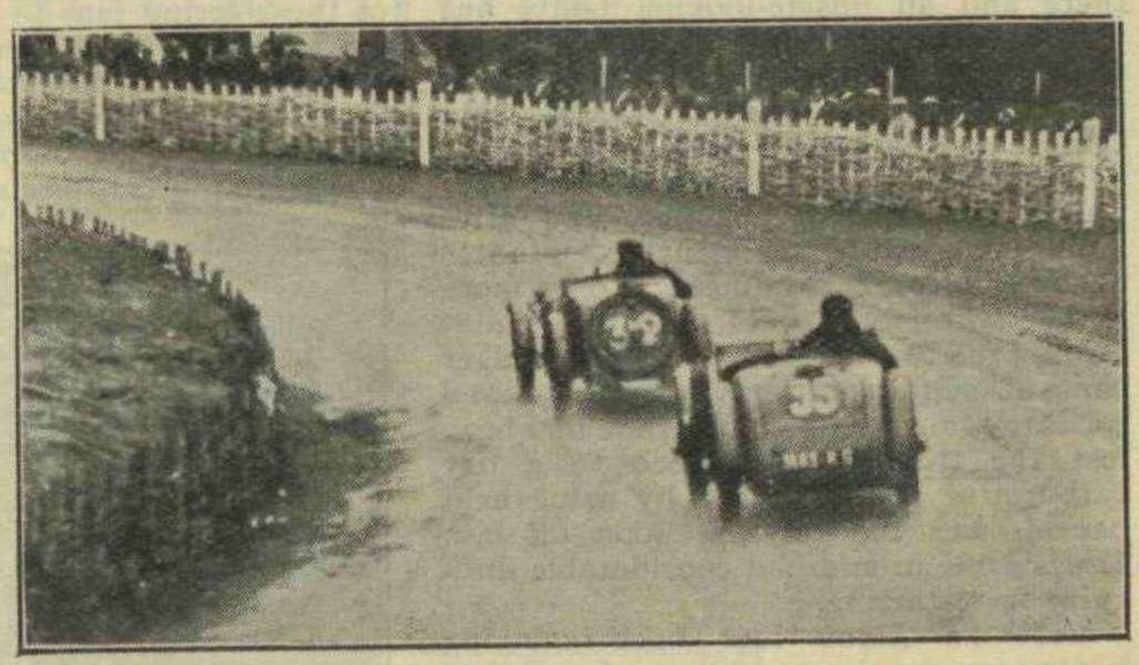
followed it up with others at 88.78 and finally 89 m.p.h. on his 20th circuit. The rules of the Grand Prix d'Endurance provide that no re-fuelling should take place before 24 laps have been covered. When that distance had been covered, the leading car would be taken over by the even fierier Nuvolari. Could a sports car withstand the demands he usually puts on his mounts? Sommer had evidently had some doubts about this in practice and wanted to limit the Italian's driving time, with consequent friction. Eventually a "formulæ" was arrived at and the two took more or less equal turns at the wheel.

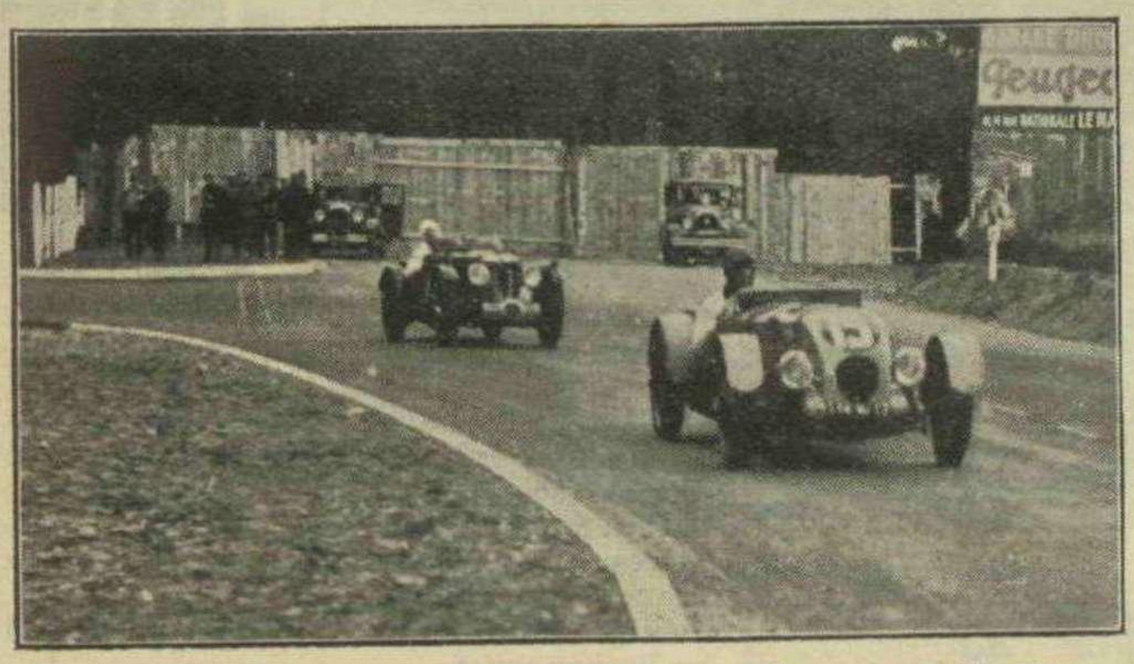
Leaving the stands and following the course, not without some difficulty, as the farmers of the Sarthe are rather liberal with their barbed wire, we arrived eventually at White House Corner. No accidents were experienced at his point this year, the drivers treating it with considerable care. Here, as on the other corners, the short wheel-base cars of Sommer and Chiron were at a considerable advantage as against the more normal tourers of Lewis, Chinetti and Moll. The short or 1000 mile type cars also had large petrol tanks, allowing them to run an extra 20 minutes without re-fueling.

Old times were recalled by the impressive supercharged Bentley, which was lying 6th at the second hour, but on its first lap after the change of drivers it crashed into the sand-banks at Mulsanne, and limped back to retire with a damaged front axle. The Riley driven by Jean Sébilleau, the actual car on which Whitcroft won the T.T. last year, was also in trouble and retired at the pits with a seized tappet, an occurrence never before known on these cars.

By the third hour Sommer had established a lead of more than a lap, and Alfa-Romeo No. 8, now driven by Varent, had forced its way into second place. Fox's Alfa, now driven by Rose Richards, continued third, closely followed by Moll.

Alim (B.N.C.) leads Quinault (Tracta) on the "Esses."





Mottet on the air-cooled S.A.R.A. pursued by Baumer (M.G.). They are on the corner leading into the "Hippodrome" straight.

Then came the Duesenberg, Chiron who had been into the pits several times, the 4.9 Bugatti, the closed 2-litre Alfa and the Aston-Martin driven by Driscoll and Penn-Hughes.

The evening was fine though somewhat chilly, and it was not until 9.30 that headlamps were ordered to be lit. Just before this the disqualification of the Duesenberg, which had not completed its second period of 24 laps before re-fueling, was announced. This was due solely to bad pit management, for 28 laps had been covered before the first stop, so that the tankage was quite sufficient for completing 24.

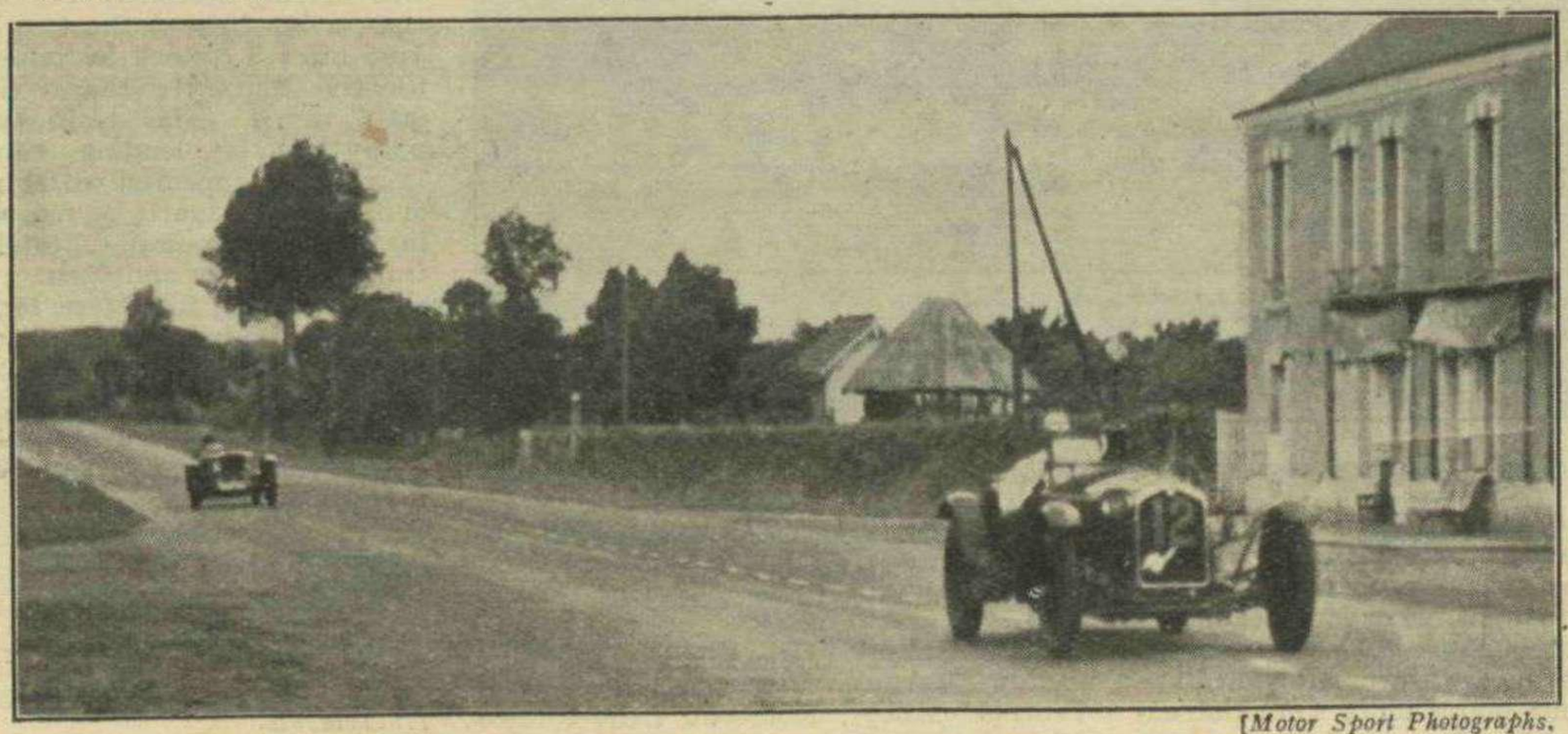
The order of the first three cars remained the same, but Cortese, who had relieved Chiron, was driving in masterful fashion, putting up a record lap of 89.54 m.p.h., and brought his car back to 4th place.

Order at the 6th hour.

Sommer-Nuvolari (Alfa-Romeo (2.3)), 60 laps 5h. 54m. 7s.
Chinetti-Varent (Alfa-Romeo (2.3)), 58 laps, 5h. 55m.
Lewis-Rose Richards (Alfa-Romeo (2.3)), 58 laps, 5h. 55m. 18s.
Chiron-Cortese (Alfa-Romeo (2.3)), 57 laps, 5h. 55m. 18s.
Bussienne-Despres (Bugatti (4.9)), 54 laps, 5h. 59m. 31s.
Moll-Cloitre (Alfa-Romeo (2.3)), 54 laps, 5h. 59m. 29s.

Behind them were Mme. Siko (Alfa (2-litre)), 40 laps; Driscoll (Aston Martin), 49 laps; Czaykowski (Bugatti (1½-litre)), 48 laps; and Bertelli (Aston Martin), 48 laps.

In a short time this list was altered by the retirement of Moll and Czaykowski, both with battery trouble. The English small cars showed up well against their French rivals, for besides the Astons, the Riley, Ford and Baumer's M.G.Midget pre-



[*Motor Sport Photographs.*

115 *m.p.h.! Rose-Richards (Alfa-Romeo) passes the "Hippodrome Café.*

THE LE MANS 24 HOURS RACE—continued.

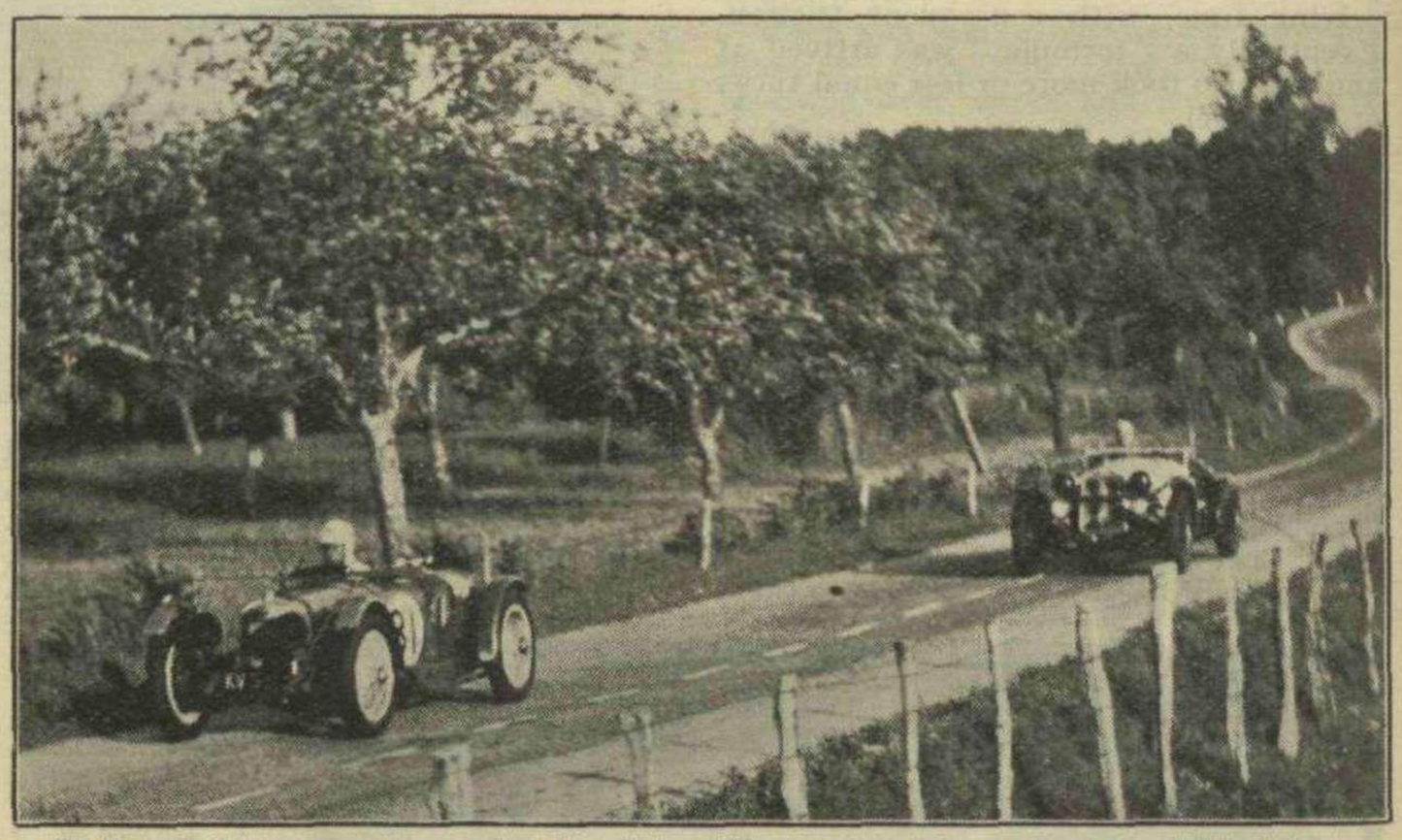
pared and entered by themselves, the J.3. driven by Parker and Hendy and the Singer all gave excellent accounts of themselves. Metchim's Austin looked a little pathetic, with headlights here and there and an unsafe-looking body, but yet contrived to average 58 m.p.h., which would have allowed it to qualify comfortably for the Rudge-Whitworth Cup. Clutch trouble caused its retirement.

As will be seen, Lewis was level with Chinetti at quarter-distance, and after a ding-dong battle was actually 2 minutes ahead at 11 p.m. Sommer was once more at the wheel of No. 11, and was maintaining the two lap lead. The J.3. Midget came in sounding rather weak, and refused to start again. After much time had been lost the trouble was traced to a dry carburettor piston caused by using neat benzol, and the car was soon off o.k. Lewis came in and had considerable difficulty in restarting.

Bertelli's Aston had been smoking badly for some time, and it was found that the scavenge pump was not clearing the sump properly, but this was overcome. The Aston pit was a model of efficiency, the most interesting thing being the position chart. An intelligent use of this enabled the cars to keep going at a speed no higher than was necessary, and must have been a great help towards their success in the Rudge-Whitworth Cup.

Rain came on about 11 and made the far side of the course unpleasant for the faster cars. Chiron was in just before midnight and had considerable difficulty in getting away. His starter jammed (a trouble which Sommer and Lewis also experienced), and he had to start the car by letting it run backwards in reverse. This lost him some time and he dropped back to third place, but regained it once more by brilliant driving. Chinetti was third and Rose Richards fourth, then Bussienne's 4.9 Bugatti. At 1 a.m. things were unaltered, so we ventured a walk along the new road past the "Esses." The cars had two, three or four headlights and had no difficulty in taking the corners as fast as by day. Crowds still lined the baracades, but many more were patronising the dancing floors and bars, which blazed with light amongst the pine trees. Others, weary with the day's excitement, had lain down on the bare ground and gone to sleep, and these and occasional tree-stumps made the going heavy.

Back at the pits again, everyone seemed in a stupor, the only news being that one of the steering pins in the Aston Martin driven by S. C. H. Davis had seized at the Esses on the new road. No harm was done, but the driver was delayed half-an-hour trying to get oil into the bush, since no grease-gun had been carried.



Sébilleau (Riley) gives a clear road to Nuvolari. They are seen between Arnage and White House.

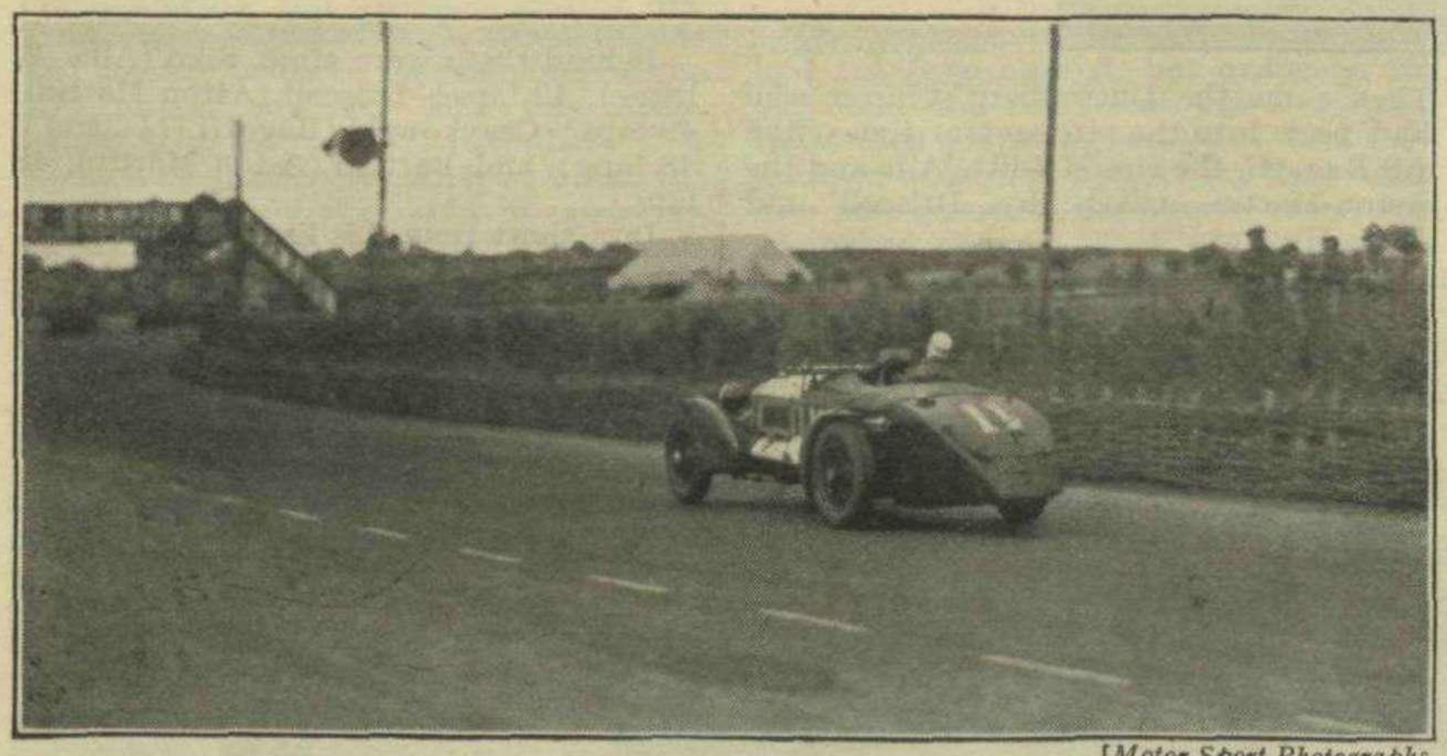
At 4 a.m. the positions were :—

Sommer-Nuvolari (Alfa-Romeo (2.3)), 118 laps, 11h. 54m. 47s.
Chiron-Cortese (Alfa-Romeo (2.3)), 116 laps, 11h. 58m. 26s.
Chinetti-Varent (Alfa Romeo (2.3)), 116 laps, 11h. 59m. 31s.
Lewis-Rose Richards (Alfa-Romeo (2.3)), 114 laps, 11h. 55m. 2s.
Sarenti-Mme. Desprès (Bugatti (4.9)), 104 laps, 11h. 58m. 7s.
Mme. Siko-Sabipa (Alfa-Romeo (2 litre)), 100 laps, 11h. 55m. 54s.

Followed by Driscoll-Penn Hughes (Aston Martin), Van der Becke and Peacock (Riley), Rousseau (Alfa-Romeo 2-litre saloon), Labric (Lorraine).

Shortly after 4 we were roused from lethargy by the arrival of Sommer coming in to mend a front wing. Just as he was about to start again there was a shout from his mechanics and petrol was seen pouring from a leak in the tank. All was activity, and it was patched up as well as could be with soap, but 16 minutes was lost, and Chiron-Cortese took the lead, followed by Chinetti-Varent.

At 5 a.m. Chiron was leading by 2 minutes, with Nuvolari lying third about a lap behind Chinetti.



[*Motor Sport Photographs.*

The last lap—Nuvolari (Alf-Romeo) enters the new road at tremendous speed.

A crop of incidents followed, the first being the retirement of Mrs. Wisdom, driving Morris Goodall's 2-year-old Aston, with engine trouble. Then a more serious announcement : Mme. Siko, who had been going so well, had crashed between Mulsanne and Arnage, cutting down two trees and overturning the car, which caught fire. She had a miraculous escape, with nothing worse than slight burns and a broken wrist.

Meanwhile Chiron was in at his pit, and Chinetti took the lead for the first time. Chiron was soon away, and after a few laps had regained his position. Nuvolari was driving furiously too and was less than a lap behind the two leading cars. Just after 8 o'clock he raised the record for the course to the terrific speed of 90.07 m.p.h. The strain was telling on many of the leading cars, and the Lorraine disappeared with clutch trouble, and the 4.9 Bugatti by reason of a defect in the water pump. Bertelli found his front wing loose and spent a considerable time repairing it. More terrific laps by Nuvolari, culminating in one at 90.93 m.p.h. This brought him into the lead exactly at 9 a.m. An hour later, three-quarter course, he had nearly a lap in hand.

Order at 10 a.m. :—

Sommer-Nuvolari (Alfa-Romeo (2.3)), 176 laps, 17h. 59m. 6s.
Chiron-Cortese (Alfa-Romeo (2.3)), 175 laps, 17h. 52m. 27s.
Chinetti-Varent (Alfa-Romeo (2.3)), 175 laps, 17h. 59m. 29s.
Lewis-Rose Richards (Alfa-Romeo (2.3)), 170 laps, 17h. 56m. 52s.
Driscoll-Penn Hughes (Aston Martin), 143 laps, 17h. 55m. 29s.
Peacock-Van der Becke (Riley), 143 laps, 17h. 56m. 44s.

(*continued on page 437*).

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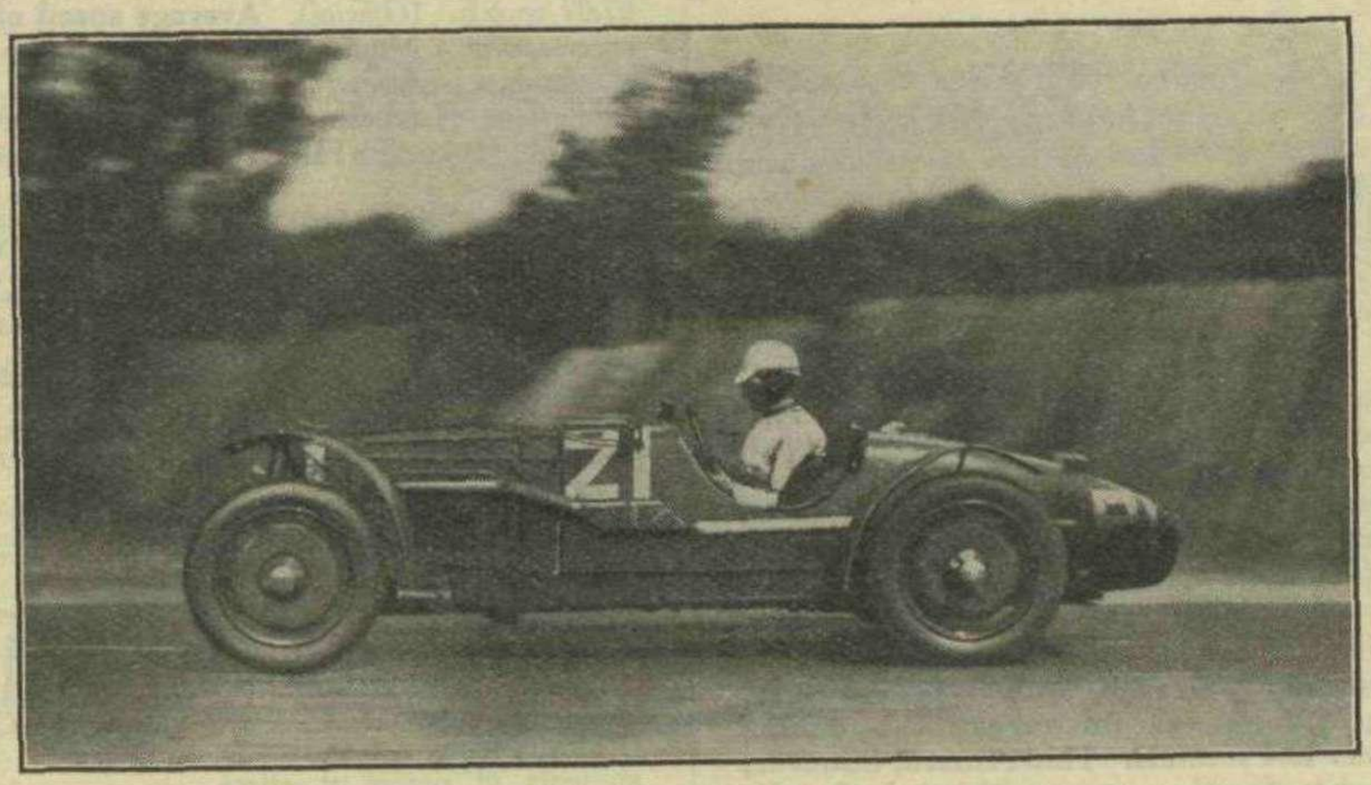
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LE MANS, 1932

Le Mans Chassis **£525.** 2/4 str. **£595**

We have proved by our consistent performances in long distance events that this car, due to the above features, will stand up indefinitely to this sort of work.

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facts ~

FRAZER NASH

for those who prefer to think for themselves!

SPEED

BROOKLANDS, R.A.R.C. Meeting. Whit - Monday. The Cobham Senior Short Handicap. Won by a non-supercharged Frazer Nash at an average speed of 91.51 m.p.h. **Standing lap 85.13 m.p.h. Flying lap 98.43 m.p.h.** (*official*). Standard touring body, rear wings not removed, no attempt at streamlining and no "dope" fuel. 105 m.p.h. (non-supercharged) at 5,000 r.p.m.

SAFETY

The Frazer Nash has long been famous for its stability and wonderful road-holding qualities, and the fact that it is as safe on wet and greasy surfaces as on dry roads. Tribute is often paid to this marked feature of Frazer Nash design by the technical press, and the opinion expressed by "The Motor" that the Frazer Nashes were the safest cars at Shelsley affords a striking example of the impression created by their performance, particularly when it is remembered that the most famous Continental and English sports and racing marques were represented. Conditions were very bad, the surface of the hill was treacherous and it rained practically without cessation all day.

"THE MOTOR" said: **"Followed the Navy, represented by Lieutenant-Commander R. T. Grogan, with a Frazer Nash. He drove splendidly; in fact, the car might have been running on rails. His time was 49.4 seconds. This remark, however, applies to all the Nashes, for they were, without doubt, the steadiest and safest conveyances in the list. There must be something dead right in their weight distribution."**

STAMINA

Many instances can be cited of the all-round adaptability of the Frazer Nash, but one will suffice to prove the point. Frazer Nash, M.V. 3079, competed in the **INTERNATIONAL ALPINE TRIAL,** July 28 to August 3, 1932 (unanimously recognised as the most strenuous reliability trial in the world), winning a COUPE des GLACIERS, the highest possible award.

On August 20, 1932, W.V. 3079 was one of only ten cars to finish, out of 32 starters, in the **TOURIST TROPHY RACE** on the Ards Circuit—**averaging 68.68 m.p.h. (fastest lap 70.76 m.p.h.),** and had an absolutely trouble-free run.

On September 3, 1932, the same car ran in the **M.C.C. HIGH SPEED TRIAL,** and competing against every well-known make of sports car, was the FIRST car to finish, **averaging 85.43 m.p.h. from a standing start, two up and fully equipped for the road**—the highest speed of the day, irrespective of class.

ACCELERATION

BROOKLANDS, Whit Monday. The Cobham MOUNTAIN Handicap.
4½-litre Invicta. First. Handicap 58 seconds (average speed 64.41 m.p.h.).
Supercharged Lea-Francis, Second. Handicap 58 seconds, 1,496 c.c. non-supercharged Frazer Nash. **THIRD.** Handicap 49 seconds. (Re-handicapped from 55 seconds).
Lap speeds of the Frazer Nash: 59.66, 67.29, 67.29, 66.25 and 67.07 m.p.h. (*Official*). **Average speed of 65.59 m.p.h.** Other successes in "Mountain" races this season are—March 11, The Weybridge Lightning Handicap, **FIRST;** Easter Monday, The Addlestone Handicap, **FIRST** and Whit Monday, The Second Cobham Handicap, **FIRST**—all won by non-supercharged Frazer Nashes.

In the LONDON to LAND'S END trial at Easter, a team of three Frazer Nashes put up FASTEST TIME OF THE DAY (*in spite of their high ratios*) in the Acceleration Test on Bluehills Mine, competing against 44 motor cycle, cyclecar and car teams. The Acceleration Tests in the 1931 LONDON-EXETER (Black Hill) and the recent LONDON-GLOUCESTER (Bismore Hill) were won by Frazer Nashes, and in the last BRIGHTON-BEER the fastest climb of Fingle Bridge (officially timed) was made by a Frazer Nash.

Our claim to possess genuinely outstanding acceleration is not a mere advertising phrase, but as these few instances alone prove, a claim backed by facts.

HILLCLIMBING

"The Light Car & Cyclecar" in an editorial on Shelsley Walsh (May 26, 1933) said: "Primarily the famous Worcestershire fixture is of a sporting nature, yet to students of design it offers much that can be of inestimable value. . . . **A car which can be propelled safely and at a high speed up Shelsley is a car which will be even safer when driven under ordinary touring conditions.**" Frazer Nashes have always been conspicuously successful at Shelsley, and again on May 27, Frazer Nash cars, driven by private owners, gained the following successes:

Class III. 1,101 c.c. to 1,500 c.c. (RACING).
FIRST. R. G. J. Nash.
SECOND. J. Allan Arnold.

Class III, 1,101 c.c. to 1,500 c.c. (SPORTS).
FIRST. Lieut.-Commander R. T. Grogan, R.N.*
SECOND. R. H. Eccles.
THIRD. H. H. Porter-Hargreaves.
**Fastest sports car time of the day,* 1,101 *c.c. up to Unlimited.*

Class IV, 1,501 c.c. to 2,000 c.c. (SPORTS).
FIRST. C. M. Needham (6-cyl. Frazer Nash).

M.A.C. LADIES' CUP won by Miss Cynthia Sedgwick (*for fastest climb of the day by a lady driver—supercharged cars not eligible*).

M.A.C. OPEN CUP awarded to Lieut.-Commander R. T. Grogan, R.N. (*for best aggregate time on two runs for sports cars, irrespective of engine capacity*).

Second fastest time of the day, irrespective of engine capacity, equalling the first run of the Villiers Supercharger—Mr. R. G. J. Nash.

Frazer Nash Cars Falcon Works, London Road, Isleworth, Middlesex - Hounslow 3171 and 3172

THE FRENCH GRAND PRIX.

MAGNIFICENT VICTORY OF VETERAN CAMPARI, DRIVING A MASERATI, AFTER A KEEN DUEL WITH PHILIPPE ETANCELIN (ALFA ROMEO). G. E. T. EYSTON (ALFA ROMEO) GAINS WELL DESERVED THIRD PLACE. OFFICIAL BUGATTI TEAM NON-STARTERS.

DRIVING an 8 cylinder Maserati of 2,994 c.c. capacity, the veteran Italian racing-driver Guiseppe Campari won the Grand Prix de l'A.C.F. on the Montlhéry road-and-track circuit on June 11th. The result of the race is a great achievement on the part of Campari, who has lately been regarded by many as being past his prime, and places him among the ranks of those drivers who have won the Blue Riband of Motor Racing on two occasions, namely Nazarro, Lautenschlager, Boillot, Benoist and Williams. Campari's previous win was at Lyon in 1924, when he drove an Alfa Romeo. Equally is there reason to congratulate the firm of Maserati, who now have their name inscribed on the list of French Grand Prix winners for the first time.

The race lost some of its interest through the withdrawal of the official Bugatti team. Apparently the long-awaited new 2,800 c.c. model was being prepared for the race and was to have been driven by Varzi. The car was only completed a few days before the race, and preliminary trials showed several details to be altered. By this time it was too late to bring the car to concert pitch, and the car was announced as a non-starter. The entries of Williams and Divo, the other members of the team, were cancelled because their Monaco cars had not been overhauled since the Monaco race—a fact no doubt due to the amount of time devoted at Molsheim recently to the new Bugatti rail-car.

Practicing was carried on for four days before the race, and produced some record-shattering times. On the first day Chiron (Alfa Romeo) made the best time, averaging 136.695 k.p.h. for the 12½ kilometres, being only 1/5th of a second slower than Fagioli's record with the Maserati in 1931. Chiron seemed to be taking the race very seriously, and covered 7 or 8 laps. By hand-timing his speed off the banking and past the grandstands was 139 m.p.h. Others to turn out were Lehoux (Bugatti), Czaikowski (Bugatti 4.9), Moll (on a touring Alfa) and Earl Howe (Bugatti). On the second day Sommer, G. E. T. Eyston and Bussienne joined the fray, but no record times were announced, Chiron making the fastest lap at 136.281 k.p.h. Eyston's speed was 129.236 k.p.h. and Earl Howe's 128.644 k.p.h.

On the third day a sensation was caused when Chiron smashed Fagioli's record by lapping in 5m. 27 2/3s., or 137.446 k.p.h. Then Etancelin also bettered the previous record with a speed of 137.195, while good times were also made by Campari (Maserati), 136.116, and Zehender (Maserati) 134.248 k.p.h. On the last day Chiron did not go out, but Etancelin improved his speed to 137.530 k.p.h. and Sommer to 136.363 k.p.h. The Ferrari team had only just arrived, and Nuvolari, Borzacchini and Taruffi, all on Alfa Romeos, immediately got to work. Nuvolari straightway upset all prognostics of a win for Chiron by covering a standing lap at 135.460 k.p.h. and then without any slow laps to get used to the course covered the succeeding circuits at 139.578, 140.801, 140.889 and 141.242 k.p.h.!

Facts About the Race.

Organised by the A.C.F. on June 11th.

Length of Montlhéry road circuit: 12 km. 500.

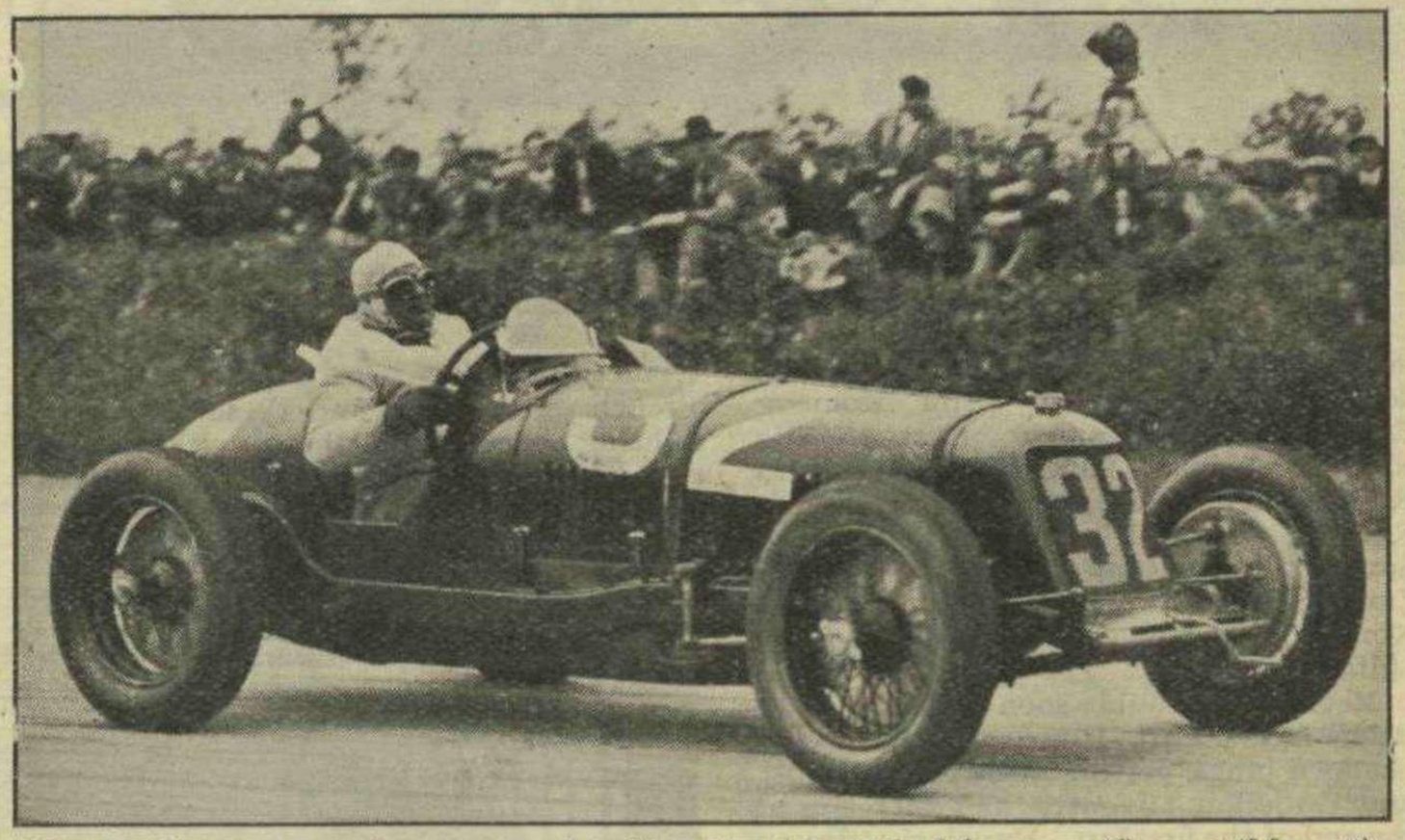
Length of race: 40 laps, 500 kms.

Record lap: 1931 Fagioli (Maserati), 5m. 29s., or 136 km. 778.

Then the rumour got round that it was doubtful whether the Ferrari team would actually start, and it was not until Nuvolari actually came in from his practicing that it was definitely established that the stable would really start on the next day. Such are the trials of Grand Prix organisers!

Sunday, June 11th, dawned grey and foreboding, heavy clouds giving a threat of the rain that was to fall later in the day. In spite of this a stream of cars began to approach Montlhéry so early as 9 o'clock, and the crowd grew more dense as the starting hour approached. The inevitable traffic block took place before the race, with the result that many spectators were late in arriving. The time passed quickly for spectators as several competitors made last minute practice laps. Eventually the cars were drawn up in alternate lines of three and two, as follows: Lord Howe (Bugatti), Felix (Alfa Romeo) and Zanelli (Alfa Romeo); Villars (Alfa Romeo) and Nuvolari (Alfa Romeo); Zehender (Maserati), Taruffi (Alfa Romeo) and Eyston (Alfa Romeo); Czaikowski (Bugatti), Bussienne (Bugatti) and Etancelin (Alfa Romeo); de Waldthausen (Alfa Romeo), Campari (Maserati) and Gaupillat (Bugatti); Chiron (Alfa Romeo), Lehoux (Bugatti) and Moll (Alfa Romeo); Wimille (Alfa Romeo) and Sommer (Alfa Romeo). Of the non-starters, Borzacchini had handed over his Alfa to Nuvolari for the latter had broken the drive of his supercharger in practice; Falchetto's Bugatti had not recovered from its propellor shaft trouble at Nimes; and Zehender was driving the single seater Maserati instead of Fagioli.

Engines were started up, and M. Perouse, president of the sporting commission of the A.C.F. stepped forward. The flag was dropped, and the pack of 19 cars leapt forward, Earl Howe being



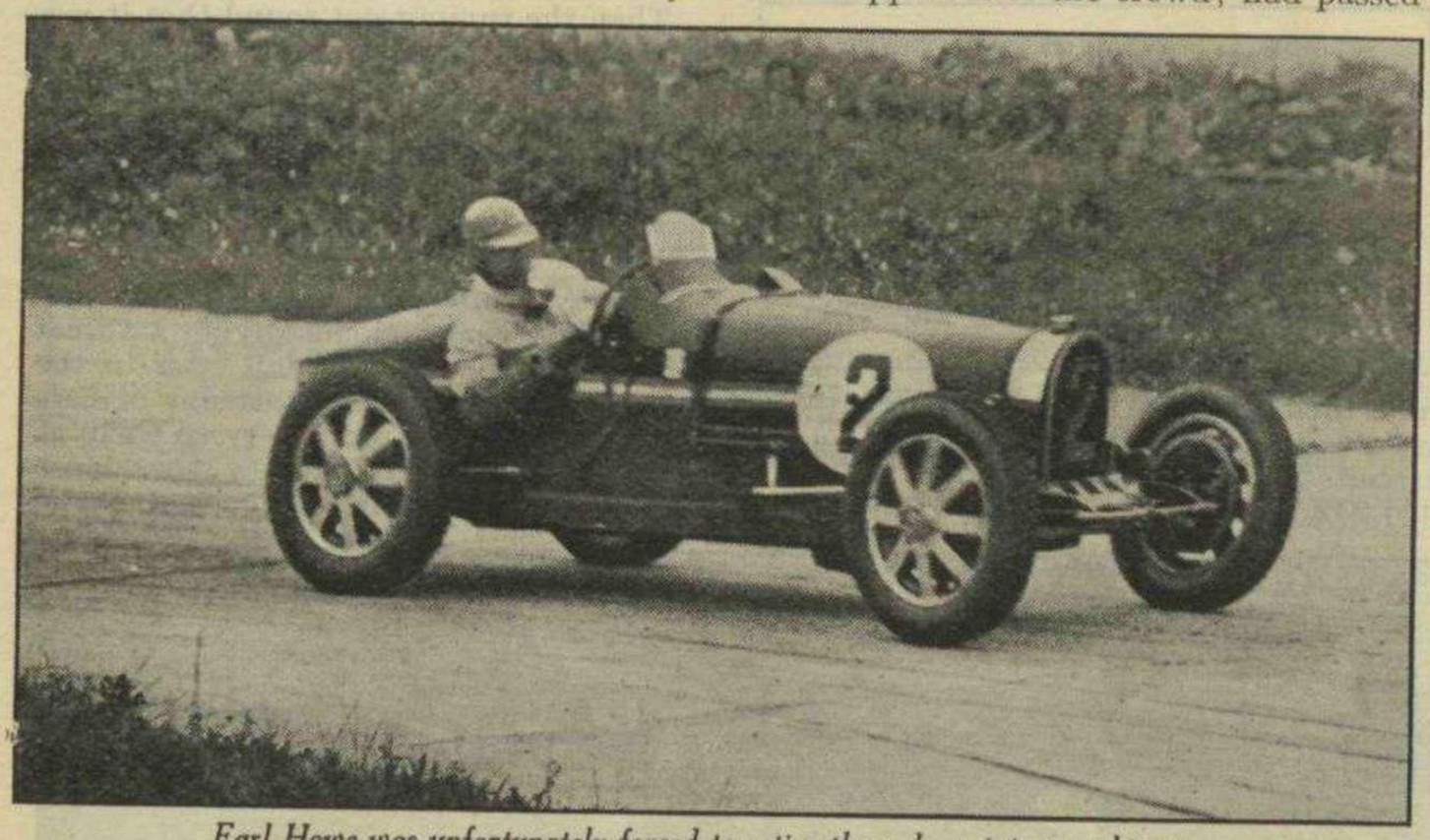
Mastery of man over-machine is conveyed in this action photograph of the winner, Campari (Maserati).

Previous Winners.

1906. Szisz (Renault), at Sarthe.
1907. Nazarro (Fiat) at Dieppe.
1908. Lautenschlager (Mercédès) at Dieppe.
1912. Boillot (Peugeot) at Dieppe.
1913. Boillot (Peugeot) at Picardie.
1914. Lautenschlager (Mercédès) at Lyon.
1921. Murphy (Duesenberg) at Le Mans.
1922. Nazarro (Fiat) at Strasbourg.
1923. Segrave (Sunbeam) at Tours.
1924. Campari (Alfa Romeo) at Lyon.
1925l Benoist (Delage) at Montlhéry.
1926. Goux (Bugatti) at Miramas.
1927. Benoist (Delage) at Montlhéry.
1928. Williams (Bugatti) at Comminges.
1929. Williams (Bugatti) at Le Mans.
1930. Etancelin (Bugatti) at Pau.
1931. Chiron-Varzi (Bugatti) at Montlhéry.
1932. Nuvolari (Alfa Romeo) at Rheims.

THE FRENCH GRAND PRIX—continued.

slightly ahead of the rest of the field as they came past the stands. Minutes passed, full of speculation, and then Nuvolari (Alfa Romeo) appeared, followed 8 seconds later by his old team mate Campari (Maserati), who was closely



Earl Howe was unfortunately forced to retire through an injury to his eye.

pursued by Taruffi (Alfa Romeo), Zehender (Maserati), Chiron (Alfa Romeo), Etancelin (Alfa Romeo), Eyston (Alfa Romeo), Lehoux (Bugatti), Felix (Alfa Romeo), Czaikowski (Bugatti), Moll (Alfa Romeo), de Waldthausen (Alfa Romeo), Sommer (Alfa Romeo), Howe (Bugatti), Zanelli (Alfa Romeo), Wimille (Alfa Romeo), Bussienne (Bugatti) and Villars (Alfa Romeo).

Mechanical trouble soon began to make itself felt. Earl Howe pulled in and changed plugs, getting away in 2 minutes, and Gaupillat (Bugatti) had to retire at the end of the first lap. Nuvolari, Campari and Taruffi were still first second and third at the end of lap 2, but Chiron and Etancelin were closing up, both having passed Zehender. The next step was to pass Taruffi, but the Italian had other ideas on the subject and declined to let Chiron and Etancelin by. The latter both did their best to attract the attention of marshals at the tribunes, without effect, but on the next lap they both succeeded in getting ahead of the Italian, who was consequently in very bad favour with the crowd.

Another retirement was announced, namely, Wimille (Alfa Romeo). Nuvolari continued to lead Campari, but Chiron was passed by Etancelin and took third place. This order was not to remain for long, however, for a sensation was caused when Nuvolari came in to change his tyres after covering six laps, a procedure which he accomplished in 2 mins. 7 secs. Almost at the same time Chiron stopped at his pit to diagnose an unpleasant noise in the transmission of his Alfa Romeo. The popular French ace covered another lap, but then announced his retirement owing to back-axle trouble. Then another vital retirement was broadcast, that of the favourite for the race, Nuvolari, whose Alfa Romeo was a victim of the same trouble as Chiron's. Finally, to complete the trio of retirements, the Baron de Waldthausen withdrew his Alfa Romeo.

Meanwhile the burly Campari, almost overflowing from the cockpit of his Maserati, continued to hold his lead comfortably. There was a real dog-fight going on for second place. Taruffi, smarting under the disapproval of the crowd, had passed Etancelin, who is very popular with the French enthusiasts, and these two were fighting every inch of the course. At the end of the 8th lap, after 100 kilometres had been covered, the order was:

1. Campari (Maserati) 43m. 59s., 136.415 k.p.h
2. Taruffi (Alfa Romeo) 44m. 34s.
3. Etancelin (Alfa Romeo) 44m. 34s.
4. Zehender (Maserati) 44m. 52s.
5. Moll (Alfa Romeo) 45m. 30s.



A particularly meritorious performance was that of G. E. T. Eyston (Alfa Romeo), who finished third.

6. Czaikowski (Bugatti) 45m. 41s.
7. Sommer (Alfa Romeo) 45m. 46s.
8. Eyston (Alfa Romeo) 46m. 3s.
9. Zanelli (Alfa Romeo) 46m. 40s.
10. Felix (Alfa Romeo) 46m. 46s.
11. Earl Howe (Bugatti) 49m. 18s.
12. Villars (Alfa Romeo) 58m. 47s.

Three more retirements! Bussienne (Bugatti) on the 6th lap, Count Czaikowski (Bugatti) with gear box trouble and then, by an unlucky accident, the English driver Earl Howe. It appears that Lord Howe was about to pass another competitor when a stone was thrown up in his face. He was wearing a visor, without goggles, and the stone struck his eyeball, causing severe haemorrhage. Lord Howe was anxious to continue, although suffering acute pain, but the doctors advised him to retire which he reluctantly did.

In spite of these many retirements the race had lost none of its excitement, and at this stage Campari had a lead of about 40 seconds over Taruffi and Etancelin, who carried on their battle wheel-to-wheel. Then came an alteration, caused by the stoppage of Campari for a tyre change. The Maseratis were both very unstable, snaking about in a terrifying manner as they came off the banking and past the stands. This erratic course naturally proved very heavy on the tyres—hence Campari's early stop. Taruffi did not hold the lead for long, for with a great effort Etancelin pushed his Alfa Romeo to the fore on the 14th lap.

The time for refuelling was approaching, and Etancelin was the first of the two leaders to come in. He took 1 min. 52 secs. to fill-up and change his rear wheels, and this delay cost him the lead. As Etancelin slowed to come into his pit Taruffi swept by, so that at the end of 16 laps or 200 kilometres the order was:

1. Taruffi (Alfa Romeo) 1h. 28m. 9s., 136.131 k.p.h.
2. Etancelin (Alfa Romeo) 1h. 28m. 10s.
3. Campari (Maserati) 1h. 28m. 40s.
4. Zehender (Maserati) 1h. 29m. 42s.
5. Moll (Alfa Romeo) 1h. 29m. 56s.
6. Sommer (Alfa Romeo) 1h. 29m. 59s.
7. Eyston (Alfa Romeo) 1h. 31m. 41s.
8. Zanelli (Alfa Romeo) 1h. 32m. 31s.
9. Felix (Alfa Romeo) 1h. 32m. 48s.
10. Villars (Alfa Romeo) 1h. 48m. 3s.

By the time Etancelin got going again he had dropped to 5th place. Campari was pressing Taruffi and gaining on the Alfa every lap. Moll, the brilliant young Algerian, had crept up into 3rd position, but Sommer was right on his heels. This advance was caused by Zehender stopping to refuel and change tyres, an operation accomplished in 1 min. 57 secs. Pit stops

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Delivery from stock of Midget, Magna and Magnette models.

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PROOF
"BROOKLANDS" FULLY FLEXIBLE STEERING WHEELS

SERCK RADIATORS LIMITED

Warwick Road,
Birmingham, 11
May 18th, 1933.

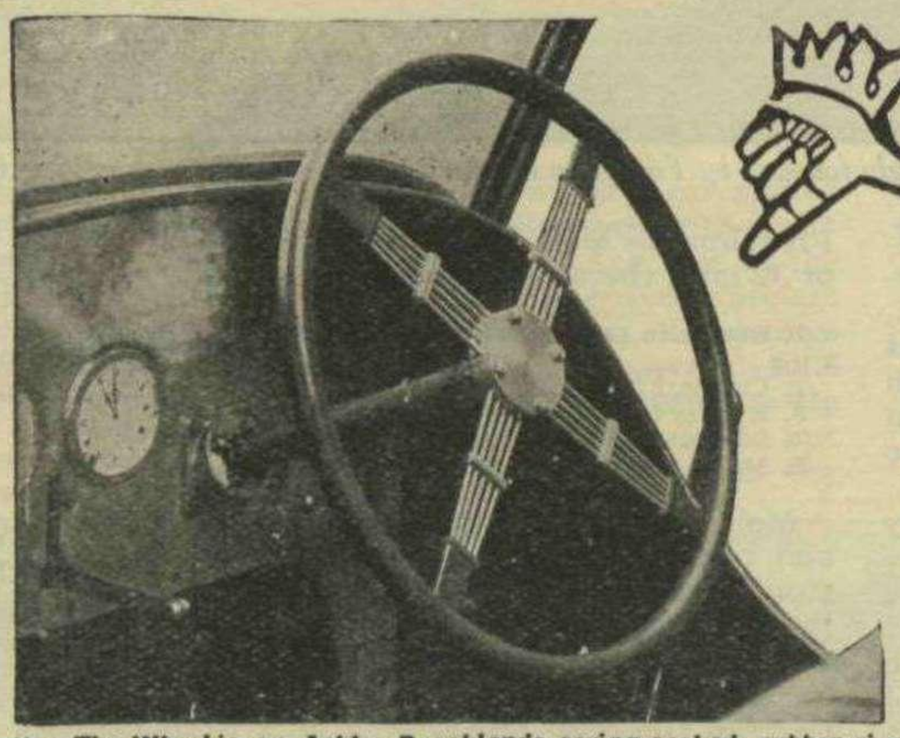
Messrs. Frank Ashby & Sons, Ltd.
Stirchley,
Birmingham.

Dear Sirs,

"I recently purchased a Spring Steering Wheel from you, and was unfortunate enough to be involved in a rather serious accident on Sunday last.

I feel I must express my appreciation of the efficiency and quality of your product, for although the impact threw me very heavily against the rim, doubling it right up, the wheel was not in any way damaged and I am confident that had I been using a fixed type steering wheel, serious injury would have resulted."

Yours faithfully,
(Signed) A. C. P. Crane, M.I.M.T.



"...The Wheel is an Ashby Brooklands spring-spoked, rubber-rim type, and to show how nice I found it, I would like to ask why one cannot have this wheel on the more sedate saloons? Why must one be a sporty boy to have one of the best steering wheels I have ever held? I am sure middle-aged motoring aunts would like it, and willingly pay a bit more than standard price for it."
Maurice Sampson in May "Popular Motoring,"

THE SUN GARAGE COMPANY,

54a, Sandwell Road,
West Bromwich,
May 23rd, 1933

Messrs. Frank Ashby & Sons, Ltd.,
Stirchley,
Birmingham.

Dear Sirs,

"Please repair One Steering Wheel herewith.

This is from the Writer's Wolseley Hornet Special Car, new in February this year and was in collision with a wall a few days ago.

He feels that you should be complimented on this type of wheel, for had not the wheel given way there is no doubt but what he would have had some ribs broken."

Yours faithfully,
(Signed) A. S. Coleman.

NOTE: *We are now prepared to supply middle-aged aunts, uncles, etc,—in fact, anybody who appreciates real steering wheel comfort, control and safety.*

Remember
- **The "Brooklands" Wheel has 20 Flexible Spokes and a Flexible Rim—is fully flexible in all planes.**
- **Technique of the Racing Car applied to your car for a few shillings.**
- **The Wheel which has successfully withstood 120 m.p.h. crashes.**
- **Insist on a genuine "Brooklands" Wheel with wire spokes, not slotted spokes.**

Standard Equipment on **Austin 12-6 Sports Tourer and Frazer Nash, Sports Crossley 10, Singer Nine Sports, 1½ litre Singer, Vale Special, Triumph Southern Cross, Aero Minx, Avon Standard, March Riley, Hornet Special, etc.**

FRANK ASHBY & SONS, LTD., STIRCHLEY, BIRMINGHAM

Write for Complete Sport Equipment Lists.

THE FRENCH GRAND PRIX—continued.

for refuelling were frequent now, and caused a constant shifting of positions. Moll stopped for 2 minutes, Sommer for 2 mins. 40 secs., while Zanelli pulled in for 25 secs. for a quick investigation. Pierre Felix retired.

Zehender's Maserati began to crack under the strain, and he came into the pits for 5 mins. 23 secs. while much work was done on the engine. At last Taruffi was caught and passed by Campari, and soon afterwards the Ferrari driver came in to refuel. Then there was a stir when it was known that Nuvolari was going to take over from Taruffi, and once more the wiry little Italian was in the heat of the fray. Two more retirements were announced, namely Zanelli (Alfa Romeo) and Zehender (Maserati).

At 300 kilometres, then, or 24 laps, the order was :

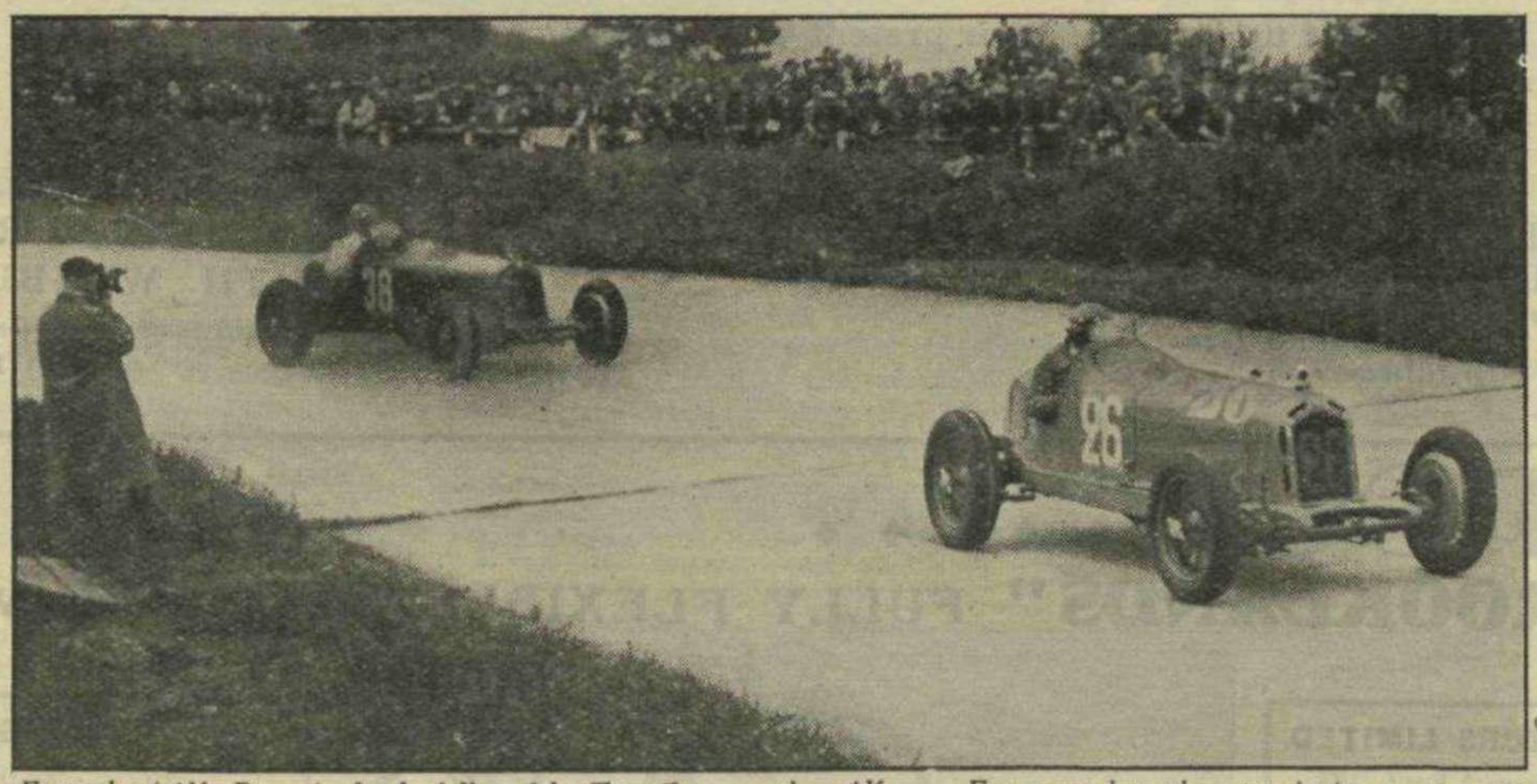
1. Campari (Maserati) 2h. 12m. 11s., 136.174 k.p.h.
2. Etancelin (Alfa Romeo) 2h. 13m. 59s.
3. Moll (Alfa Romeo) 2h. 16m. 31s.
4. Taruffi-Nuvolari (Alfa Romeo) 2h. 16m. 50s.
5. Eyston (Alfa Romeo) 2h. 19m. 34s.
6. Sommer (Alfa Romeo) 2h. 41m. 22s.
7. Villars (Alfa Romeo) 2h. 43m. 36s.

It will be seen that the Bugatti chances of success had long since disappeared, and the absence of official Bugattis was bemoaned by the French crowd. The issue now lay entirely between Italian cars represented by the solitary, albeit dangerous, Maserati, in the hands of Campari, and six Alfa Romeos. In the absence of French cars the crowd pinned their faith to Etancelin, the popular driver from Rouen, while the Algerian Guy Moll also received a share of public favour.

From the point of view of regularity arising from speed, coolness and nice judgment, the performance of George Eyston was arousing much favourable comment. Eyston is very popular with the French sporting crowd by reason of his innumerable record attempts at Montlhéry and his wonderful run of 130 miles in one hour with the Panhard. He is known as a "recordman."

Still more changes took place when Moll, who was lying third to Campari and Etancelin, stopped to refuel. He was very slow in carrying this out, and 3 mins. 25 secs. had elapsed before he got going again. This let Nuvolari by, but the Italian champion was doomed to have bad luck and had to retire almost immediately with mechanical trouble. Nuvolari's retirement allowed Eyston to take third place, a fact which gave rise to much rejoicing among the few English spectators in the crowd.

The duel between Campari and Etancelin was now the great feature of the race, and kept everyone on tip-toe with excitement. Campari still held a comfortable lead of 2 minutes over his rival, but his tyres were beginning to show signs of wear once more and a stop would probably have lost him the lead. This is what actually happened, and when he got going again Etancelin held a lead of 31 seconds. The Alfa Romeo was suffering from gear box trouble, however, causing Etancelin some trouble on the corners. Campari gradually cut down the Frenchman's lead, and at 400 kilometres, or 32 laps, the order was :



Etancelin (Alfa-Romeo) closely followed by Taruffi on another Alfa. For many laps these two had a great scrap.

1. Etancelin (Alfa Romeo) 2h. 58m. 8s., 134.730 k.p.h.
2. Campari (Maserati) 2h. 38m. 33s.
3. Eyston (Alfa Romeo) 3h. 5m. 30s.
4. Sommer (Alfa Romeo) 3h. 7m. 50s.
5. Moll (Alfa Romeo) 3h. 12m. 9s.

Moll's Alfa was giving a lot of trouble, and caused him several stoppages. Eyston continued to lap with the utmost regularity, keeping well ahead of Sommer. Campari, after his stop, set about catching Etancelin and did so to such purpose that on the 33rd lap he was 20 seconds behind, on the 34th only 11 seconds, and on the 35th a mere 2 seconds. Then just as he was within striking distance he had to stop to change his rear tyres. They were badly worn, and as the rain had now started to fall it was essential to have the best grip possible. Then came an incident which was to give rise to much heated discussion after the race. Campari's Maserati proved difficult to start, so his two mechanics, assisted by a person so far unidentified, gave the car a push-start. Now according to the last paragraph of Rule 15 of the Grand Prix regulations this is not allowed. However Campari was not disqualified, and set off at a great pace in pursuit of Etancelin.

Poor Etancelin was in the difficult position of being chased by a man with a faster car, while he himself was at the wheel of a car with a badly damaged gear box. Campari drove as one possessed, lolling in the cockpit, and masterfully controlling every movement of his unsteady Maserati by quick movements of the steering wheel in his lap. Three laps before the end he was 56 seconds behind Etancelin ; a lap later he was only 24 seconds, and the two cars set out on the last lap of the race. Although Etancelin's speed was considerably reduced, Campari exerted every effort to catch him, which he did fairly easily for Etancelin had to come to a complete standstill on one corner in order to engage a gear. Finally Campari roared over the line 42 seconds ahead of the unfortunate Etancelin, who nevertheless received a tremendous ovation from the crowd.

Then came Eyston, finishing third after a well-driven race of great regularity, nursing his car mechanically so that it was in perfect condition at the end of the race. Raymond Sommer was fourth, followed by Guy Moll and then, 4 laps in the rear, Villars.

After the race it was decided by the Sporting Commission to impose a fine of 1,000 francs on Campari for his breach of the regulations.

RESULTS.

1. G. Campari (Maserati) 2,994 c.c.), 3h. 48m. 45 2/5s., average speed 131,143 h.p.h., 81.49 m.p.h.

2. P. Etancelin (Alfa Romeo) 2,350 c.c.) 3h. 49m. 37 2/5s.

3. G. E. T. Eyston (Alfa Romeo 2,350 c.c.), one lap.

4. R. Sommer (Alfa Romeo 2,350 c.c.), one lap.

5. G. Moll (Alfa Romeo 2,350 c.c.), two laps.

6. Villars (Alfa Romeo 2,350 c.c.), six laps.

HENLYS PARTY AT HESTON.

HENLYS annual party, officially known as the Rally and Gymkhana, has become an event to be looked forward to, and the function (if one can use so formal a word about such a friendly affair) held at Heston Airport last month was well up to usual standard.

Obviously a programme of many events and big entries needs a lot of careful organisation if it is to go with a swing, and the success of Henly's Rally is in no small measure due to the energy of Mr. A. R. Dark, the advertising manager. Clad in white (with a white cap) Mr. Dark fulfilled the duties of M.C. with a cheerful efficiency which put everyone in the best humour and at the same time allowed no delay in the proceedings.

Musical chairs, a concours d'elegance, slow top-gear race, ladies v. gentlemen push ball match, a potato and bucket race, a "polo" match and a most amusing night-light race kept everyone entertained, while throughout the afternoon hundreds of passenger-flights were made and Mr. John Tranum made one of his impressive parachute drops.

Thanks very much, Mr. Henly !

LOUIS MEYER WINS INDIANAPOLIS AT RECORD SPEED

Meyer joins Tommy Milton in winning race for second time. Four killed in many accidents. Stock Studebakers 7th, 9th, 10th, 11th, and 12th.

By our American correspondent
T. MERIWETHER-SMITH

DRIVING with brilliant skill and consistency, Louis Meyer, 29-year old Californian, swept down the finishing straight of the Indianapolis Motor Speedway late in the afternoon of May 30th, winner of the 21st Indianapolis Race with the frenzied cheers of over 100,000 spectators drowning the roaring exhausts of his lemon-tinted Tydol Special. In again capturing first honours in the race, Louis Meyer joined the great Tommy Milton, who had previously been the only man to twice take top position in the "500." Milton was the victor in 1921 and 1923, while Meyer's other triumph was established in 1928.

In practice before the race a fatal accident occurred to Bill Denver and his mechanic Bob Hurst, who were killed when their car leapt the outer wall at 100 m.p.h. and struck a tree.

For the first time in history, the start was delayed by a protest. Howard Wilcox, who had qualified the late Bob Carey's Miller Special at 117.649 m.p.h., was ruled out of the race by the speedway physician, who said Wilcox was suffering from sugar diabetes that had weakened his heart action. Forty-one drivers rallied to Wilcox's defence, signing a petition that the popular pilot be allowed to start. Officials over-ruled the petition, and Mauri Rose, young Jewish dirt-track star, was placed in Wilcox's machine. This brought another protest, drivers claiming Rose had not enough experience to warrant his starting a strange car in the second row. This was settled by moving Rose's mount to the back of the field.

Just after 10 o'clock in the morning, the 42 sleek racing cars moved slowly from the starting line, with Bryan Foy, Chrysler Corporation executive, driving the Chrysler pace car alongside the front row qualifiers. "Wild Bill" Cummings, who had qualified his Boyle Products Special at a sizzling 118.521 m.p.h. was on the pole; Frank Brisko, in the 4-wheel-drive Miller, and Fred Frame in the Hartz-Miller, completing the front row. Gar Wood was the official starter.

The cars flashed over the starting tape at close to 100 m.p.h. and Cummings had accelerated to better than 125 m.p.h. when they reached the first curve. "Wild Bill" increased his lead, and was 25 yards in front of Frame at the end of the initial lap, with Brisko only inches behind.



Louis Meyer.

At the conclusion of the first 50-miles of the race, Cummings was nearly a lap ahead of Frame, and had shattered all speedway records with a speed of 114.118 m.p.h. Cummings was driving with great daring, sweeping into the curves almost flat-out, but showing uncanny ability in negotiating the dangerous bends with the minimum of skid.

Mauri Rose, driving Wilcox's car, shared the early interest of the race with Cummings. Rose, starting in the rear of the entire field, had quickly weaved through to sixth position in 50 miles. Cummings lost his lead on his eighty-second mile when his radiator filler cap broke. He lost much time trying to repair it, but was finally forced to stuff rags in the opening. This caused later stops. Fred Frame, in the beautiful Hartz-Miller front-drive, roared into the lead, with Brisko still grimly hanging on. Mauri Rose had moved into fifth place at 75 miles, with Pete Kreis come up from nowhere to take seventh position in the Frame-Miller front-drive, once driven by Billy Arnold. Frame, smashing records with every lap, and driving with his usual heady consistency, was in the lead at 100 miles, with a speed of 112.247 miles per hour.

Meyer dropped into the pits on his 125th mile for gas and water, and lost his position in the first ten. Shortly afterwards, Brisko's 4-wheel-drive Special went out of the race with oil trouble, and Babe Stapp, driving the front-drive Boyle Products 4-cylinder Miller, moved into second place.

Frame stopped for gas, water, and a tyre shortly after the 125 mile point, and Stapp, who had made a previous quick stop for fuel, roared out into the lead.

The first big thrill of the day occurred on the 37th lap, when Ira Hall's Duesenberg broke a connecting rod as he was roaring through the south-east curve. The motor "froze," and the big blue machine went into a broadside skid. Hall, fighting the careering car, barely missed striking the outer retaining wall, straightened up, lost control again, and finally halted inches from the inside wall.

Stapp continued to lead the field by a small margin at 200 miles, while Frame had moved up to second position.

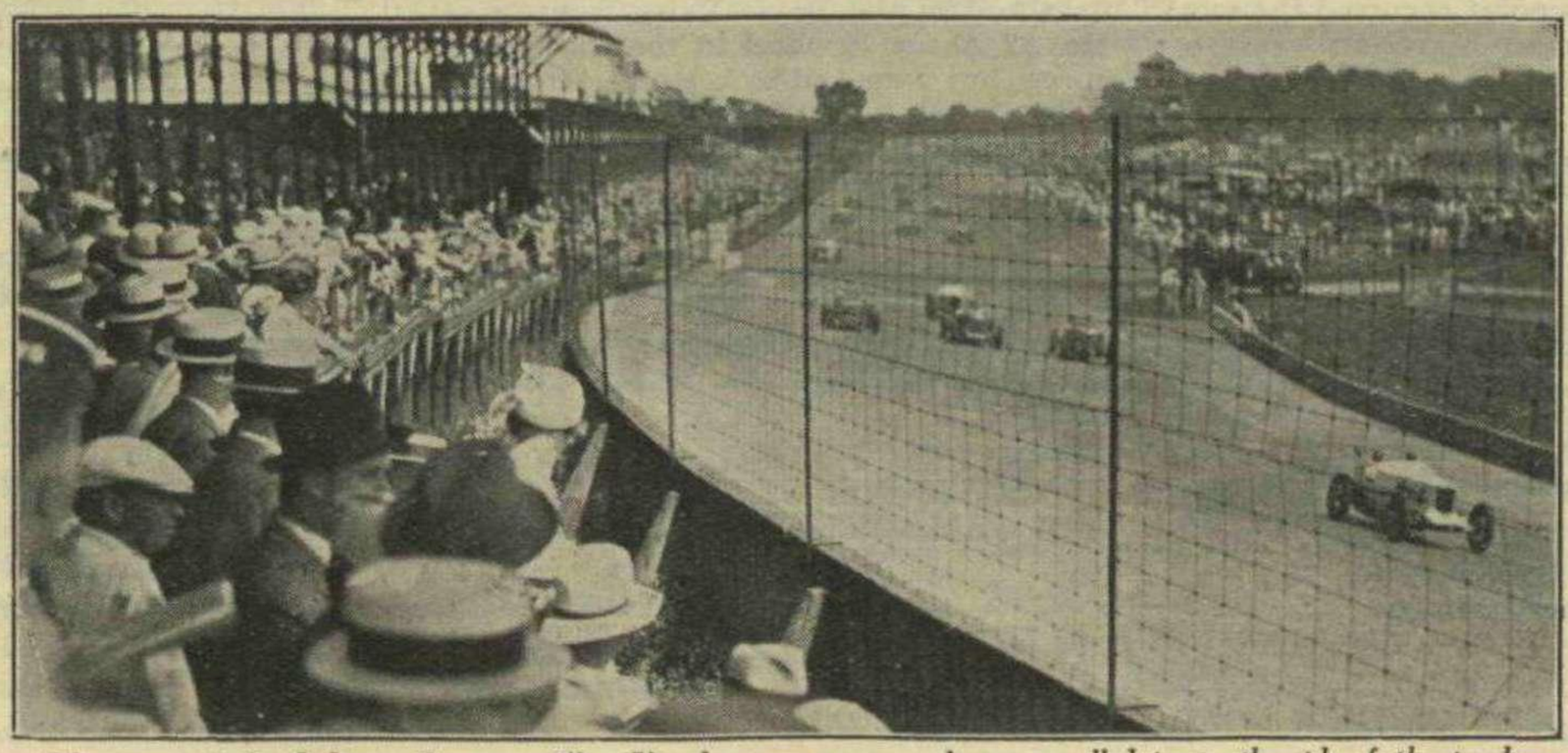
The half-way point in the gruelling race found Stapp still clinging to his lead, but Frame had been forced out of the contest with a broken valve in his 62nd lap. A long drawn sigh rose from the stands with the announcement of the popular Frame's elimination.

The positions at 250 miles were:

1. Babe Stapp (Boyle 4 cyl. Miller).
2. Louie Meyer (Tydol Special).
3. Wilbur Shaw (Miller 4 cyl. Mallory).
4. Chet Gardner (Sampson 16 cyl.).
5. Al Miller (Marr 8 cyl.).
6. Lester Spangler (Miller).
7. Dave Evans (Art Rose).
8. Lou Moore (Miller 4 cyl.).
9. R. Snowberger (Russell).
10. Chet Miller (Marr 8 cyl.).

The average of 109.429 miles per hour was a new record for 250 miles. Evans, in the Studebaker-motored Art Rose Special, using a Miller front-drive chassis, was creating a sensation with his fast, steady overhauling of the leaders.

The first serious accident of the race came

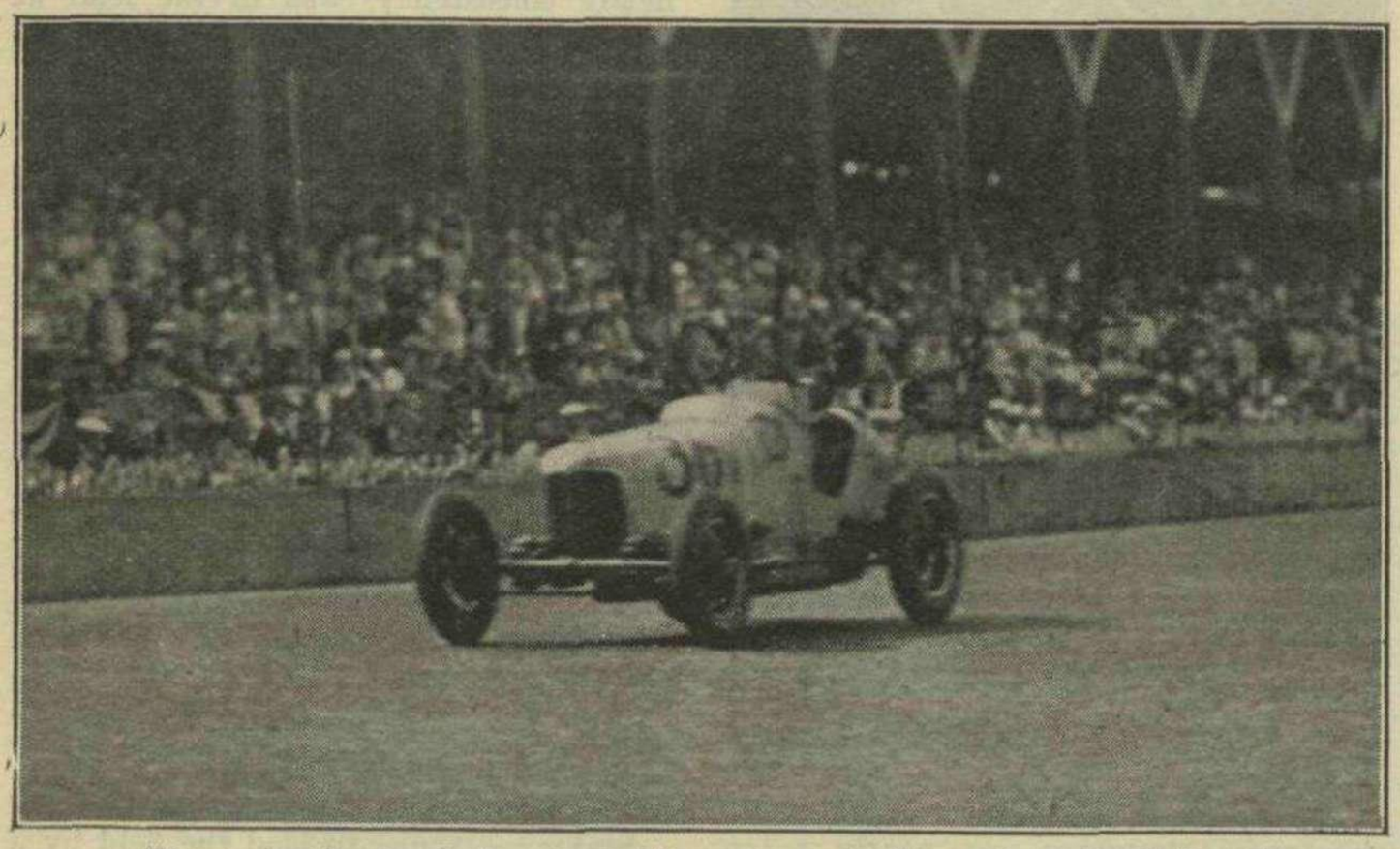


The start of the Indianapolis race. The Chrysler pace car can be seen pulled in to the side of the track.

LOUIS MEYER WINS INDIANAPOLIS AT RECORD SPEED—continued.

on the 79th lap when Mark Billman crashed on the south-east curve. In an effort to make up lost ground caused by a pit stop, Billman lost control of his white Duesenberg while riding low on the curve, the machine spinning around three times, and striking the outer retaining wall with terrific force. Billman was caught against the wall, but his mechanic, Ernie Lombard was catapulted 35 feet over the wall to the soft grass outside the track. Billman's left arm was horribly mangled, and he suffered serious internal injuries, dying in the field hospital within an hour.

Garage Special, was on the heels of a group of cars going into the south-east curve. One of the machines swerved, causing Fox to go far out on the banking. The car skidded, but Fox was almost again under control when Lester Spangler, going at nearly 125 m.p.h., flashed his Miller Special into the curve. Spangler had to make a split-second decision: either strike Fox's car directly in the centre or to take the risk of going high above, near the wall. Spangler chose the latter, struck the rear of Fox's machine, and Spangler's Miller jumped completely



Winner for the second time, Louis Meyer crosses the line with his Tydol Special.

Oil spilled out on the track from the wrecked car, making the curve extremely dangerous. Stapp, Meyer, and the other leaders, lost their fine record-breaking average during this accident, as the yellow flag was posted and all cars maintained their positions at a greatly reduced speed. After sand had been sprinkled on the curve, the "go" signal was given and the sizzling pace was resumed.

Shortly afterwards, Stapp ran out of petrol on the back stretch, and could not get his car running again. Meyer, the 1928 winner, pushed his Tydol into the lead.

Soon after this point occurred the most spectacular accident of recent years on this track. Malcolm Fox, in his Universal

over the tail of the Universal, smashed head in against the concrete wall, slithered off, and rolled over twice. Both Spangler, and his mechanician, Jordan, were terribly smashed-up in the crash. Fox's car skidded about again, but did not leave the course, and he and his riding mate were only slightly injured.

The track was nearly blocked by the two wrecked machines, and the yellow flag was immediately displayed to the other drivers. For many miles the cars were forced to travel at a reduced speed, while the track was cleared.

Billy Winn, driving relief for Wesley Crawford in the Boyle Valve front-drive No. 32, threw a wheel in the south-west curve, but managed to keep his car under control. "Doc" Mackenzie lost a rear wheel from his Nardi Special, but did not wreck. Williard Prentice, driving the Jack Carr Special, hit the wall on the north-east curve, but the car was not damaged, and the inexperienced pilot continued in the race.

Meyer still held his lead at 400 miles, with an average of only 104.683 m.p.h., which was still ahead of the record, however. The accidents had reduced the speed greatly. Dave Evans had moved into third place, but Shaw still clung to the second place.

The giant crowd rose from their seats, necks craned toward the end of the finishing straight. The yellow car appeared at the end of the stretch, fast grew in size as it flashed down the bricks, a pair of red sweatered arms were lifted in the air to greet the downward sweep of the checkered flag . . . and the mighty roar of the crowd proclaimed another winner of the "500"! Meyer took two extra laps, and came into the pits, with swarms of officials, drivers, and mechanics literally burying his car as they rushed to congratulate the winner.

RESULT.

1. L. Meyer (Tydol Special Miller 8 cyl.), 104.162 m.p.h.
2. W. Shaw (Mallory Special Miller 4 cyl.), 101.795 m.p.h.
3. L. Moore (Foreman Axle Special Miller 4 cyl.), 101.599 m.p.h.
4. C. Gardner (Sampson Radio Special 16 cyl.), 101.182 m.p.h.
5. H. W. Stubblefield (Abels-Fink Special Buick 8 cyl.), 100.762 m.p.h.
6. D. Evans (Art Rose Special Studebaker 8 cyl.), 100.425 m.p.h.
7. A. Gulotta (Studebaker Special 8 cyl.), 99.071 m.p.h.
8. R. Snowberger (Russell Special Studebaker 8 cyl.), 99.011 m.p.h.
9. Z. Myers (Stubebaker Special 8 cyl.), 98.122 m.p.h.
10. L. Johnson (Studebaker Special 8 cyl.), 97.287 m.p.h.
11. C. Bergere (Studebaker Special 8 cyl.), 96.536 m.p.h.
12. L. C. Corum (Studebaker Special 8 cyl.), 96.527 m.p.h.
13. W. Prentice (Jack Carr Special 8 cyl.), 93.244 m.p.h.
14. R. Riganti (Golden Seal Special Chrysler 8 cyl.), 93.196 m.p.h.

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Rumblings



Whitsun at Brooklands.

COMING in the middle of the hot spell, the third Brooklands meeting took place for once in weather almost more sunny than was comfortable. Fortunately the followers of motor racing are not expected to conform to the Ascot tradition of wearing top hats and morning coats, however hot the weather, and short-sleeved jumpers and straw and panama hats were the order of the day. The prize for the most distinctive hat (men's section) must be awarded to " Mac " of Dunlop's, who wore a very fine Cuban brigand's outfit quite 12 inches high, with ventilation holes round the top. The best female effort was a purple velvet cottage loaf worn on one side. Pretty hot, one would think.

There have been rumours on several occasions that a swimming pool was to be constructed alongside the River Wey, and on Whit Monday it certainly would have been very popular. The principal difficulty appears to be that the river brings down a great deal of silt when in flood, and that this would fill up any back-water which might be opened out, so that constant dredging would be required to keep it deep.

A River Pageant.

One cannot help feeling that more use should be made of the Wey, which flows under the track at the end of the Byfleet Banking, and continues beneath the famous " bump " coming off the " Home." Why not a Pageant of Motor Racing ?

The procession would be headed by an outboard motorboat bearing Harry Edwards, secretary of the B.R.D.C. Coming into view through the bridge under the track, he gives audible warning of his approach by sounding a trumpet constructed from flexible exhaust piping, and fitted with a regulation silencer and fishtail (sound effects by two Cicca horns concealed under the half-deck of his craft).

Members of the B.R.D.C. then follow in punts, John Cobb as Neptune standing on the box of the leading one and grasping in his right hand a prop. shaft surmounted by a three armed universal joint.

Representatives of the other clubs would then follow, the Junior Car Club wearing Eton suits and top hats, while the Light Car Club would justify its name by providing its members with elektron Rob-Roy canoes. For the M.C.C. one would suggest a river steamer decorated with symbols of its various reliability trials, thistles, Cornish granite and so forth, or perhaps a fleet of those water-cycles on which Frenchmen try to cross the English Channel, nobody quite knows why.

Lining the river bank one would have a Guard of Honour of B.A.R.C. gatemen, for whom we suggest plain white overalls, relieved by necklaces of half-conrods and bracelets of caged roller bearings which have shown a liking for the larger life.

At the top of a landing stage Mr. Bradley would receive his guests. There is no precedent to show what sort of costume should be worn in such a case—perhaps the uniform of an Admiral, as worn by the winning Eton coxs on the Fourth of June, seems in keeping.

Then a procession to the Club House, where Gambrinus, god of ale, would be suitably toasted.

The Campari Incident.

The incident of Campari's much discussed pit-stop in the French G.P. brings up once more the question of how closely the organisers of a race should stick to the letter of the regulations. The A.C.F. seem very wisely to have considered Campari's action of having a push start by three assistants in the light of its effect on the ultimate issue of the race. They decided that Campari would have won anyway, and accordingly fined him 1,000 francs instead of disqualifying him.

A Record Pit-stop.

I wasn't at the pits at the time, but I heard an interesting description of one of Campari's stops from " Berk " Harris (who runs a tuning shop in Lancaster Mews). Campari changed his rear wheels and refuelled, jumped into the cockpit and the mechanic ran to the starting handle. The engine revved up but the car stood still—the rear jack was still in position. Campari bellowed, so back dashed the mechanic and lowered the car with a jerk. The spinning wheels bit into the ground and the Maserati leapt forward like a projectile. In spite of that the stop took only 49 seconds, which, I believe, is an unofficial record.

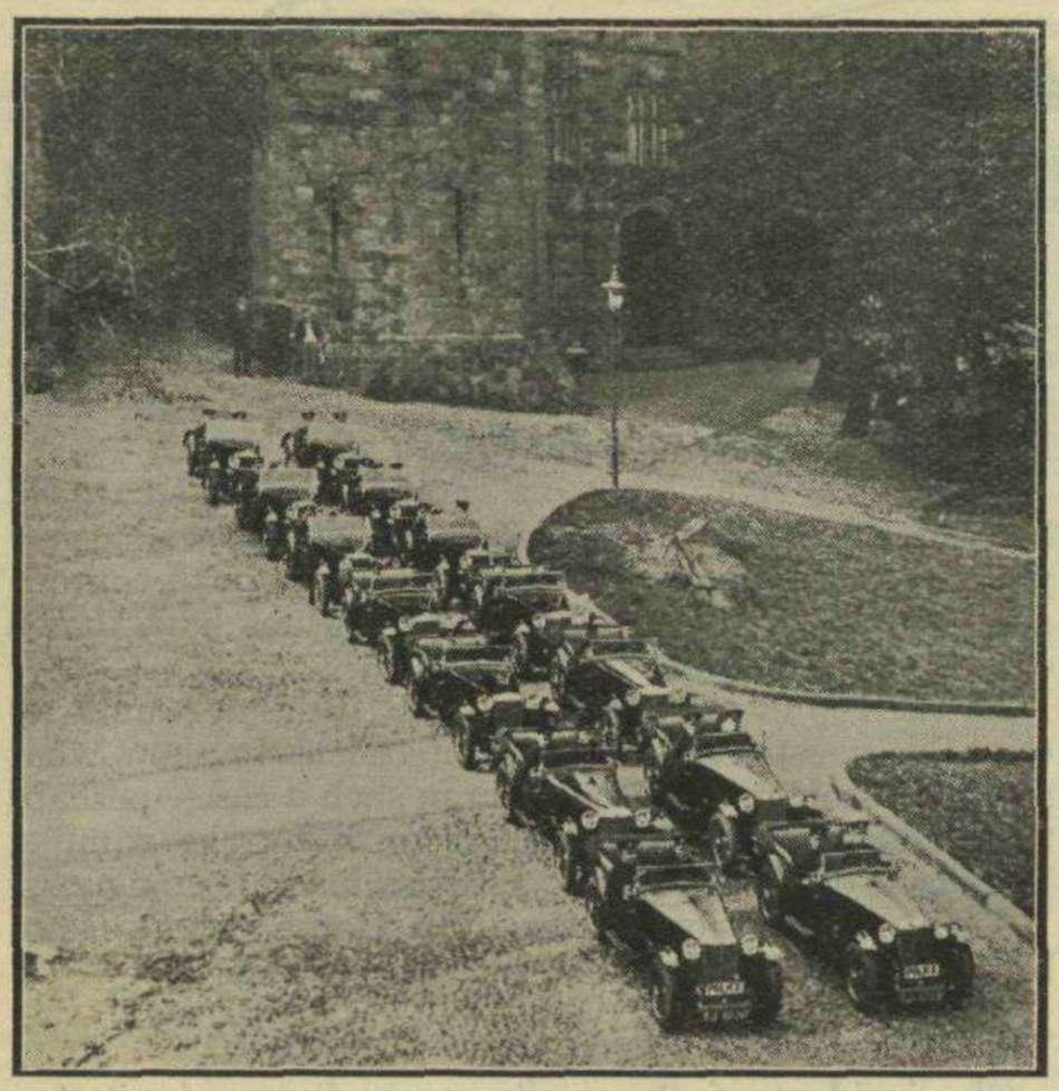
Eyston's Fine Drive.

" Berk " Harris was in Eyston's pit during the race, and he tells me that the Alfa Romeo went through the G.P. of Frontierès and the French G.P. on the same set of plugs !

RUMBLINGS—continued.

George Eyston's driving was a model of that consistent, unobtrusive, and polished technique which is characteristic of the best English drivers. That the method has its advantage is proved by the fact that if the race had been a lap longer, Eyston would assuredly have finished second, for Etancelin's car was almost undrivable at the end.

Incidentally, when the rain came down towards the finish of the race, Eyston's lap speeds were higher than



Police cars. A Fleet of M.G. Magnas and Midgets supplied to the Lancashire Constabulary.

any of the competitors still running, including the tempestuous Campari.

Radio Pit-communication.

The rumour that John Cobb will have a radio installed in the cockpit of the Napier-Railton during the Empire Trophy Race, so that he can communicate with his pit-staff is given point to by the fact that this was actually accomplished during the Indianapolis "500."

"Chet" Gardner used a short wave set on his 16 cyl. Sampson Radio Special, and was in touch with his pit for most of the race. Towards the end the radio shorted out, but on the whole the experiment seems to have been a success.

The Indianapolis Oil-limit.

The slippery surface of the bricks of Indianapolis after the cars have dripped oil onto them for a few hours is well known, and this year's rule of limiting the supply of oil to six gallons per car played havoc with four of the favourites owned by Fred Frame and Harry Hartz. All but Spangler's car, which crashed, were eliminated indirectly by the new rule.

Talking of Indianapolis, the Studebakers put up a really magnificent show, finishing 6th, 7th, 8th, 9th, 10th, 11th and 12th. Their performance calls to mind the "Double Twelve" of 1929, when a team of Studebakers created a very good impression at Brooklands, winning Class B at a speed of 71 m.p.h.

Two-wheelers.

The bicycle meeting at Brooklands turned out to be quite an exciting affair. Cornering tactics were upset by the rain, which caused many spills on the hairpin in front of the Paddock. What struck me as being particularly different from car racing was that marhsals shouted a warning "Be careful, mind the corner!" as the riders crossed the Paddock to rejoin the track. Nuvolari's reception of such advice would be worth going a long way to hear.

The enthusiasm of spectators, many of whom had cycled incredible distances to see the race, put motor-race crowds to shame. This is partly due, of course, to the fact that such encouraging cries as "Up, George!" are audible to the riders. The finish was really good, and the final sprint up the Finishing Straight after the 60 mile ride showed what amazing stamina is required for this form of sport.

Douglas News.

The final list of entries for the Douglas races has closed with a total of 20 cars in the smaller car race and 15 in the event for large cars. Whitney Straight has joined the ranks of drivers in both races by entering a Magnette, while an entry of first-class importance is that of W. L. Handley, the famous motor cyclist, with an Alfa Romeo.

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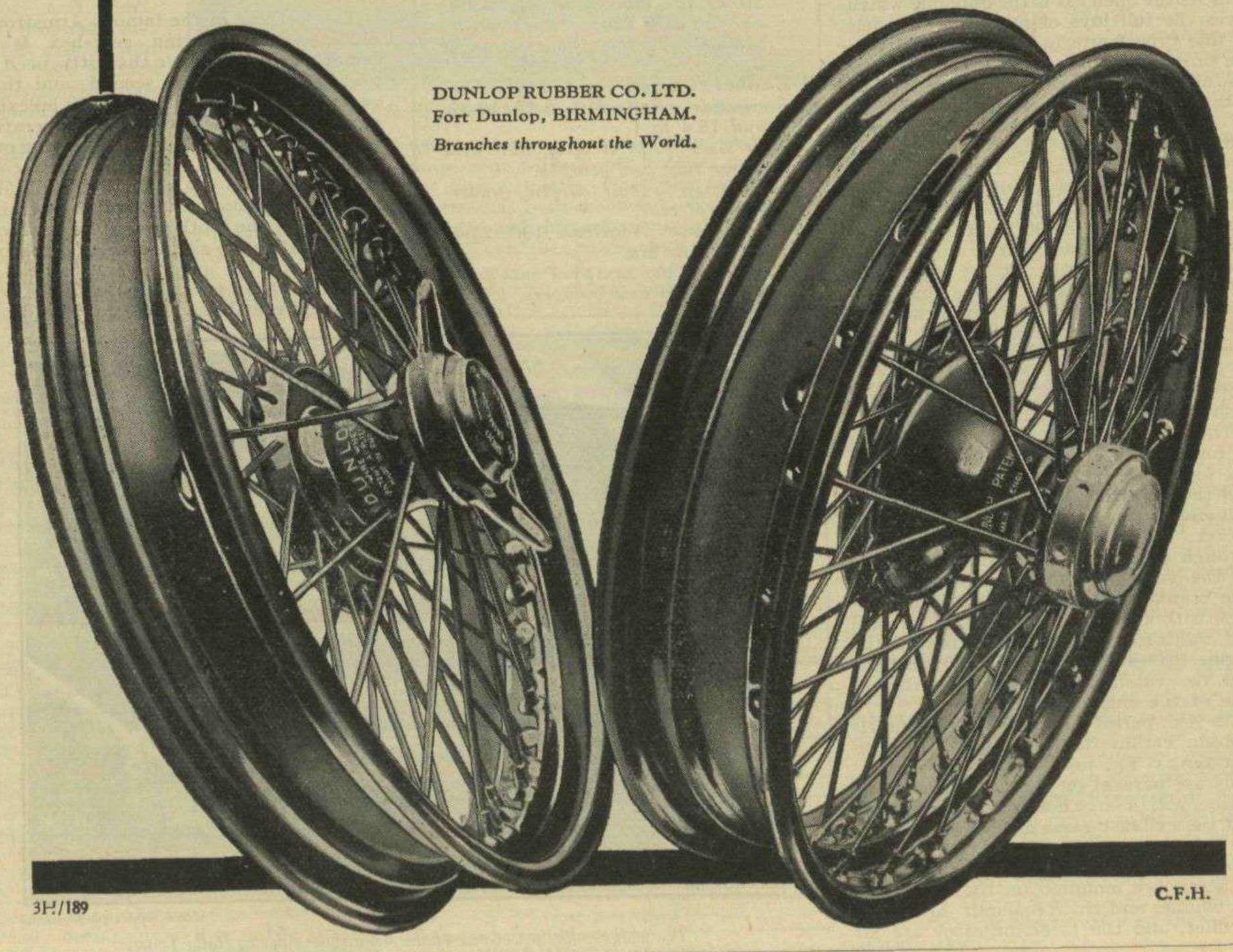
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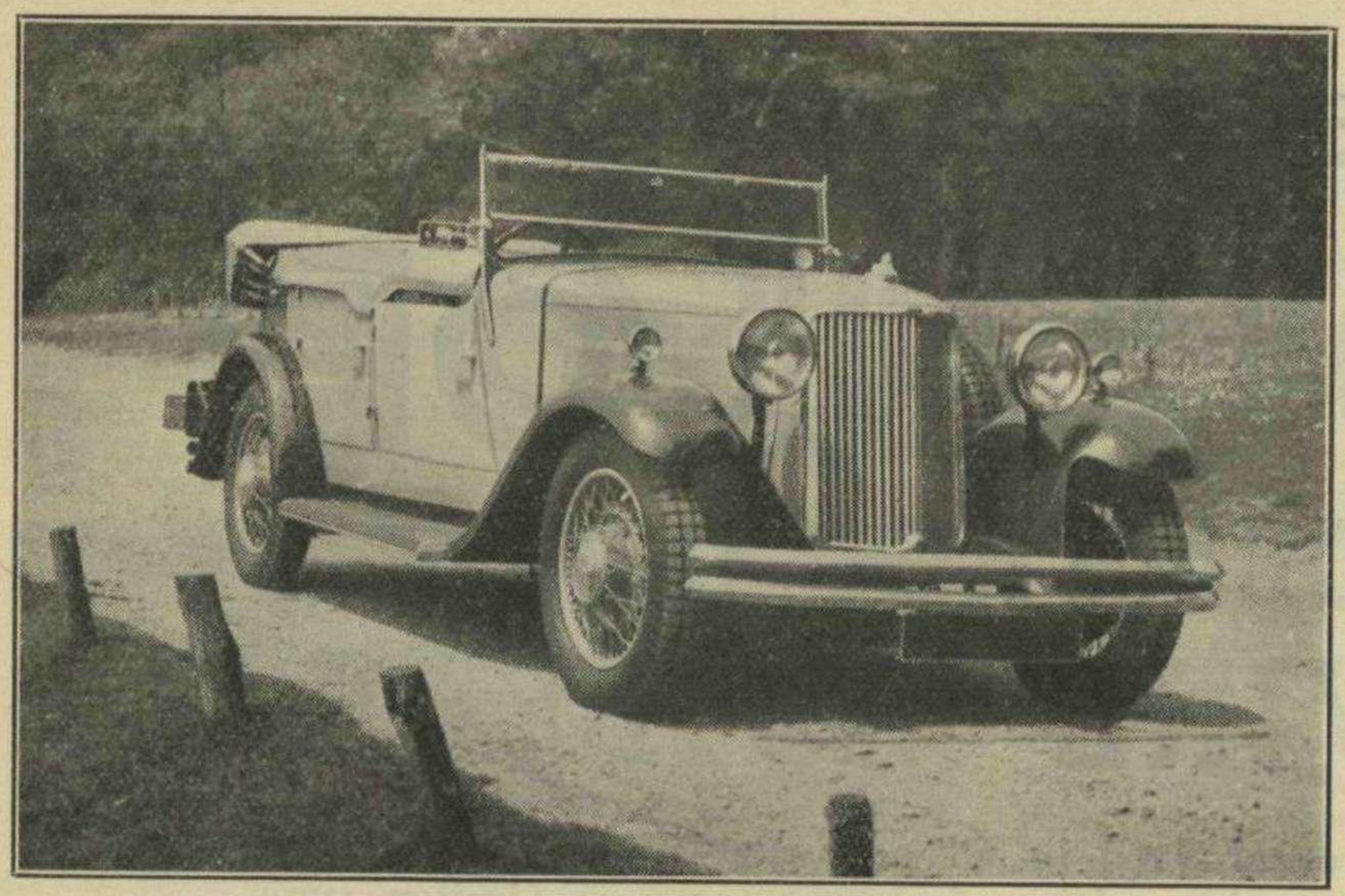
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THE 20 h.p. ARMSTRONG-SIDDELEY

TO the really enthusiastic driver, who is not compelled by his profession to carry out his business in a closed vehicle, the open car is the only one which gives the full joys of motoring. Models of this type figure in most cases only in the programme of sports car manufacturers, and are either of moderate price but with limited passenger accommodation, or full-sized cars marketed at a high but quite justifiable figure. The Armstrong-Siddeley Rally Tourer bridges this gap, since it is a full four-seater of sporting appearance, but is not intended for speeds round the 90 mark, and therefore can be produced at a lower price than its sports rival. At the same time by virtue of its large engine and self-changing gear-box, it can show an acceleration at the lower end of its range which would allow it to hold its own in traffic or at normal touring speeds, or even in stop and restart tests, should the driver wish to take part in trials or rallies.

The six-cylinder engine which is carried at four points on thick rubber washers, has overhead valves, push-rod operated, and the adjustment is carried out with a ball-ended screw and lock-nut on each rocker. Oil is led to each rocker, thence through oilways to the part which bears on the valve and to the push-rod cup. The crank-shaft is carried in four bearings, with a torque-damper at its forward end and a silent chain at the front of the engine drives the four-bearing camshaft, and the auxiliaries mounted on the off side of the engine.

An A.C. petrol pump feeds the Claudel-Hobson carburetter from the 12 gallon rear tank. The inlet and exhaust manifolds are parallel on the near side of the engine, with a large hot spot in the middle, and the exhaust gases are led away from the front end of the manifold. The distributor, dynamo and water-pump are all accessibly mounted on the off-side of the engine, and the Tecalamit filter, the oil filler, and the level indicator are all close together. A pedal-operated one-shot lubrication installation is mounted on the dash.

Brief Specification.

Engine : Six cylinder. Bore 73 *mm. Stroke* 127 *mm. Capacity* 3,190 *c.c. Tax* £20. *Push Rods, Claudel Hobson Down Draught Carburetter. Coil ignition.*

Gearbox : Armstrong Siddeley Pre-selective. Ratios 4.1, 6.17, 10.37, *and* 18.4 *to* 1.

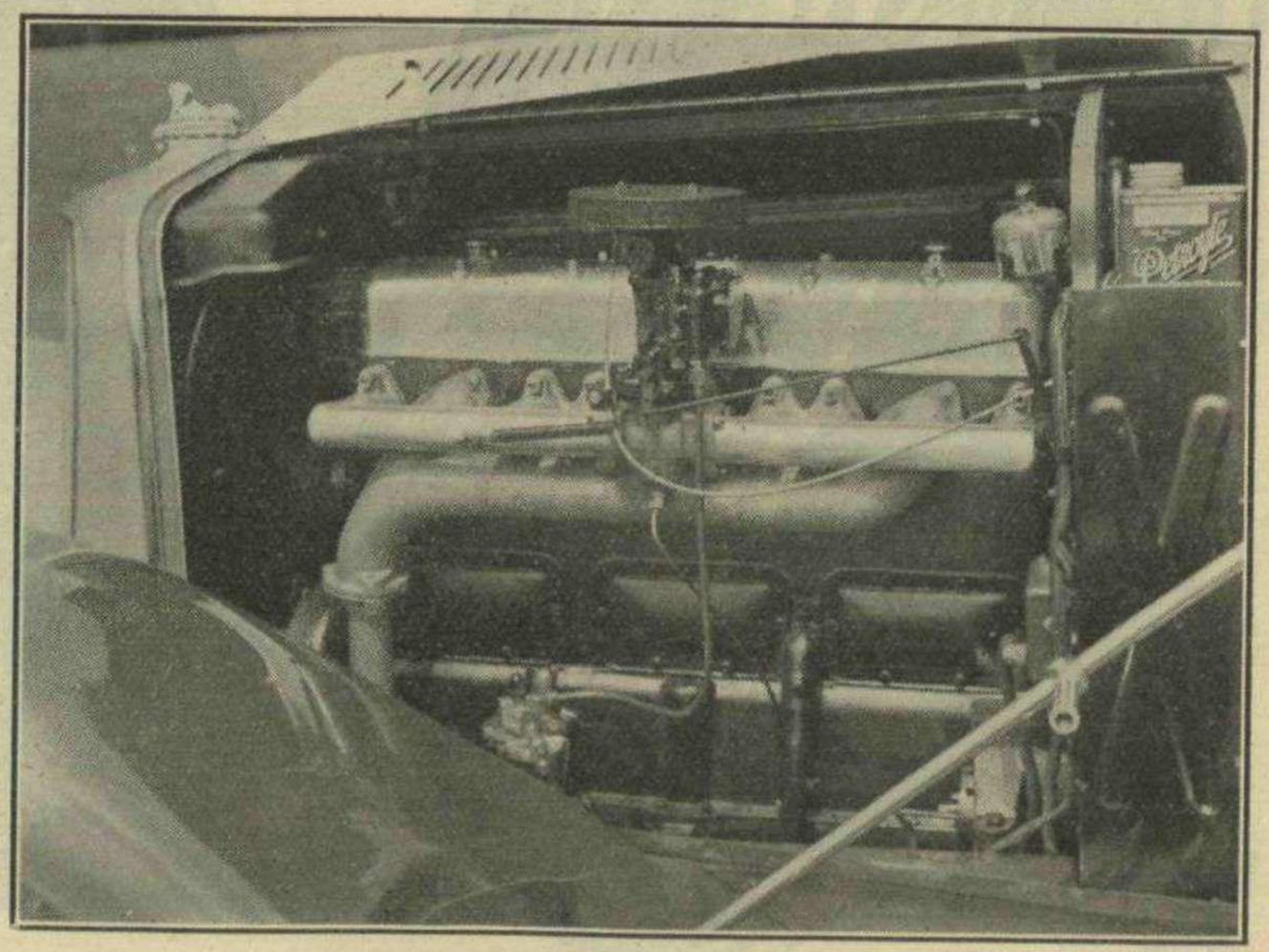
Rear Axle : Spiral bevel, unit with torque tube and gearbox.

Suspension : Half elliptic, under-slung at rear.

Dimensions : Wheelbase 10*ft.* 2½*in. Track* 4*ft.* 8*in.*

Price : 4-seater equipped with four-wheel jacks and bumpers, £535.

The working of the famous Armstrong-Siddeley self-changing gear-box is so familiar to most people that little need be said about it. First, second, and third gears are obtained with trains of epicyclic gears, which are brought into operation by friction brakes. Instead of relying on a separate train for each gear, for second and third gears the reduction is divided respectively amongst two and three trains. In this way the tooth pressure is kept low, and all ratios are silent and long-wearing, besides showing an efficiency as good if not better than is obtained with the conventional gear-box. Top gear is a direct



[*Motor Sport photographs*

The workmanlike power-unit of the Armstrong-Siddeley Rally Tourer.

THE 20 h.p. ARMSTRONG-SIDDELEY—continued

ratio, effected by a cone friction clutch within the gear-box.

No clutch is required, owing to the action of the friction bands in the gear-box, and the drive is transmitted from the engine through a short shaft with two universal joints. The gear-box, which is mounted at the forward end of the torque tube, is carried at its front end by a universal joint in a cross-member, and the torque is resisted by a bracket ending in a ball, operating in a housing also mounted on the cross member. The final drive is by spiral bevel.

The chassis is of normal type, adequately braced. Suspension by semi-elliptic springs with Luvax shock-absorbers. The Bendix semi-servo brakes are operated by enclosed cables and the brake drums are stiff and well-ribbed.

The sloping lines of the Armstrong radiator always seem to suggest steady and effortless progress, and we felt at home and ready for a journey of any length a few moments after taking the wheel. The Twenty is a large, roomy car, but does not feel clumsy, and as one sits fairly high, the near-side wing is not hidden by the bonnet. The only initial criticism one could find was that the hand-brake lever was a little short, and therefore not too convenient in traffic.

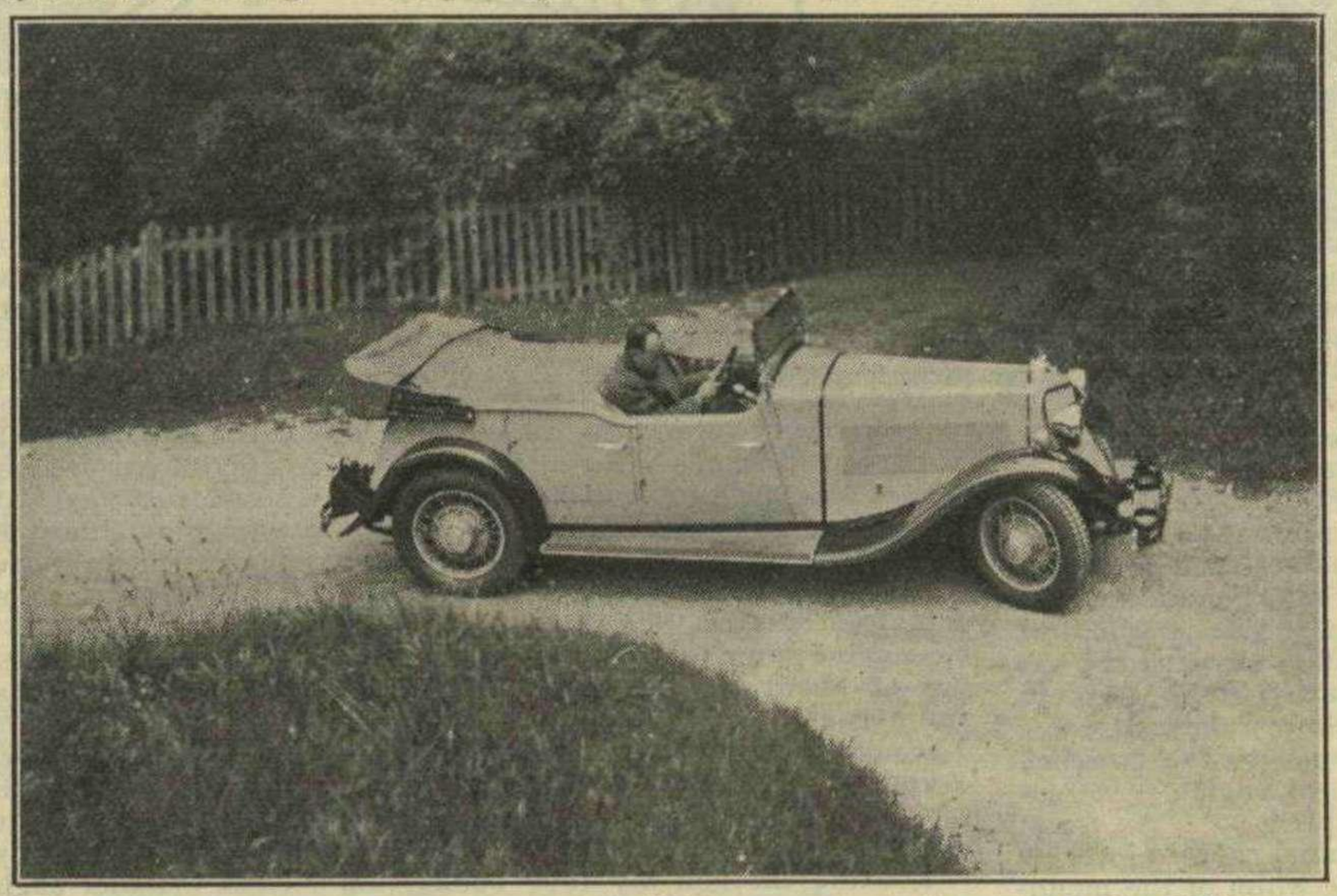
The car which was being tested had only run about 500 miles, apart from the running-in which the engines receive before going into the chassis. A maximum speed of just under 72 m.p.h. was creditable under the circumstances, and one would expect another 3-4 m.p.h. when the car was fully run in. More important to the normal user of the car is the rapidity with which it reaches speeds up to 50 m.p.h., a rapidity usually found only in the less tractable sports car. Much of the credit must be given to the self-changing gear-box which allows instantaneous changes to be made, even with the accelerator hard down. Comfortable maxima in the gears are 18, 33 and 50 m.p.h. when the engine speed is about 3,500 r.p.m.

The brakes were exceptionally powerful, and from 40 m.p.h. brought the car to rest in 52 feet, but through being slightly out of adjustment, one of the back ones was inclined to come on harder than its fellow. In spite of their powerful action, there was no tendency towards snatch, and the retarding effect was progressive as the pedal was depressed.

The four essentials for fast touring are :—good acceleration and brakes, good steering and stability. The first two have already been remarked on. The steering, which has a worm and nut mechanism, was light without being too low-geared and had plenty of caster. The suspension was flexible at all speeds without unsteadiness being felt when corners were taken at high speeds.

The efficiency of the self-changing gear-box has already been commented upon, but at first we found it difficult to move the control-lever, which is mounted on the steering wheel boss, to the notch representing the gear we wished to pre-select, without having to look down. A lighter movement with deeper notches would be an improvement. Once the feel of the control has been mastered, of course, the smooth and instantaneous gear-changes which can be made put the car far ahead of vehicles of similar power equipped with sliding pinion gear-boxes. All the ratios are silent-running, and the bands take up the drive as smoothly as the ordinary clutch. The actual change is made by depressing the pedal which is normally used to operate the clutch. After pressing it right down, it is allowed to come up again and gradually engages the gear which has been pre-selected.

With its high top gear of 4.1 to 1, the Rally Tourer covers fast main roads with the minimum of fuss, 55 m.p.h. being the normal touring speed, with another easy ten m.p.h. in hand if one wished to put the pedal down further. On the winding and fairly narrow roads of Surrey, the same speed could be maintained, and there was nothing in the way the car handled to remind one that it had a wheelbase of over 10 feet. Third gear, which is labelled "normal" on the control, is very useful under such conditions, and by taking advantage of the flexible engine, one seldom has to drop lower. Second would deal with accelerating from sharp corners or hair-pins, and with any hill which one would expect to meet in England, but the maximum speed is of course not very great. Not having any Alps handy in the South of England, there was no chance of finding gradients which would have afforded a real test, but the way in which the car bounded up Box Hill Zig Zag gave one an inkling of how the car would behave in mountainous country. It will be remembered that Armstrong "20's" won three Coupes des Glaciers in last year's Alpine Trial.



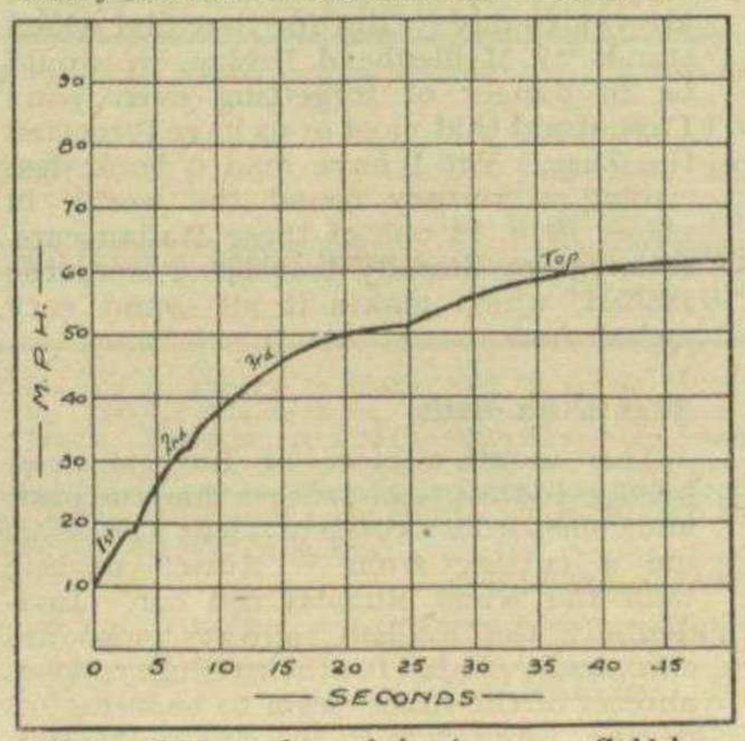
On a Surrey "Alp." The Armstrong-Siddeley Rally Tourer rounding a hairpin of the Box Hill Zig-Zag.

In the sub-heading of this article the expression "armchair comfort" will be noticed. This was not intended to be a metaphor. The front seat has a central folding arm-rest, and another is fitted to each door. These in conjunction with an ample pneumatic cushions and high backs to the seats do ensure that driver and passenger are supported at every point, and the steering wheel and controls are arranged so that they are all in the driver's reach without changing his position. A more comfortable lay-out for long, fast journeys could hardly be conceived.

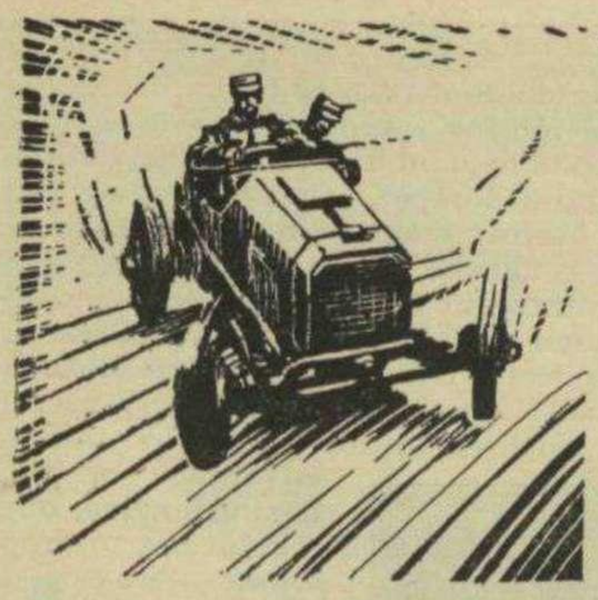
The back seats are similar to those in the front, though the comfort of the occupants would have been improved by having some sort of ramp against which the feet could be rested. This would not be difficult to arrange. With the centre armrest folded back the rear seat would hold three people, and the same applies to the front seat, as it is not obstructed by a central gear-lever.

The coachwork, which is built at the Armstrong-Siddeley Works is solidly constructed and finely finished, fittings such as door handles and locks reproducing the Sphinx motif of the radiator mascot. The radiator cap comes off with half a turn, and the petrol filler-cap is permanently held by a spring inside the tank, but hooks out of the way when it is being filled.

No point has been overlooked to make the Rally Tourer a fast, safe, and effortless touring car, and we welcome the return of this useful type.

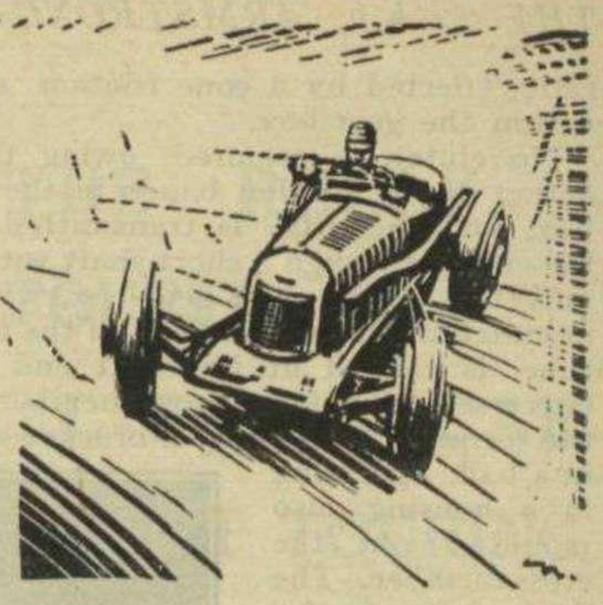


The acceleration chart of the Armstrong-Siddeley.



SIDESLIPS

By Baladeur



Horse-power.

MY recent remarks on the subject of horse-power rating have aroused in me a certain interest in a subject which I have long tended to despise. I still think that it is a pity that the term horse-power has to be used. It is, after all, a scientific term with a definite meaning, and it is misleading to call a car a 10 h.p. when it actually develops 40 h.p. Far better to give the approximately correct figure, as do some makers, or else fall back on model names such as "Midget," "Hornet," "Snipe" and the rest of the animal tribe. The method of classifying engines by cubic capacity has the virtue of being international (except in America, where they wallow in cubic inches); but it is open to the criticism that, as an estimate of engine power, it ignores crankshaft speed.

At present, nominal horse-power is decided either by the whim of the manufacturer, or by the famous R.A.C. rating. The latter, as I have attempted to point out, has, in my opinion, more virtue than is commonly ascribed to it. It fails lamentably however in the international field. For instance, the M.G. Midget, which passes for 8 h.p. on this basis, would be reduced to about 5 h.p. in France, and to 3 h.p. in Germany. The German formula, curiously enough, is, to my mind, the least scientific of the lot, being directly based on cubic capacity with 4 h.p. to 1 litre. The French formula, however, is imposing, as follows:—

$$P = K\ u\ D^2\ LV$$

where P=the horse power; K a coefficient of 0.00015 (in the case of 4 cylinder engines) and 0.00013 (in the case of multi-cylinder engines); u=the number of cylinders; D=the bore in centimetres; L=the stroke; and V=the speed in revs. per second.

This formula is by way of being very scientific as it takes V into consideration. Unfortunately no one ever knows what V is, and even the French have to fall back on convention. Thus piston speed is assumed, I believe, to be 6 metres per second, and an engine with a stroke of 120 mm. is assumed to rev. at 1,500 r.p.m. It seems to me that the R.A.C. formula reaches as accurate or inaccurate a result with considerably less trouble.

However, attempts to apply something like the French formula are of long standing. I have in my possession a book published in 1909, which gives particulars of the cars of the period. In this case the author, in addition to giving the maker's horse power, has calculated a figure for himself, on the assumption that 5,000 cubic inches suction per minute = 1 h.p. (The book was published in England, not in America; we do advance, even here.) I presume that this, or something like it, was the formula on which the early racing cars were rated, the famous 70 h.p. Panhard et Levassors and 60 h.p. Mercédès of undying memory.

It is rather interesting to see how it works out for modern cars. Personally I cannot cope with cubic inches. However, assuming that 1 cubic inch = 16.387 cubic centimetres, 5,000 cubic inches = 81,935 cubic centimetres, or, let us say 82,000 cubic centimetres. On this basis a 1,000 c.c. engine running at 4,000 r.p.m. comes out at about 24 h.p. A 3-litre engine running at 3,000 r.p.m. at about 55 h.p. The answers seem a trifle on the low side. Perhaps the difference between them and reality represent the progress of a quarter of a century.

Looking through my 1909 book I am struck by the number of marques which were once famous and which now are almost forgotten. For instance how many people now remember the Pipe, which represented Belgium in at least one Gordon-Bennett race. In 1909 the Compagnie Belge de Construction Automobile were building a lovely engine with a hemispherical cylinder-head. The valves, at 45° to the vertical, were operated by push-rods and rockers from two camshafts in the crankcase. Who remembers that the Isotta Fraschini was called the F.A.I.F.? Incidentally the habit of calling Italian cars by initials, once so popular, now seems to be disappearing. People will soon forget that Fiat is not a word. The S.C.A.T became the Ceirano; the S.P.A. has disappeared.

Oh! Mors, victor of Paris-Berlin, where are you to-day? But for that taxi which stands by Maidenhead Bridge, we would be in danger of forgetting even you! I am afraid that most of us have forgotten the Zust. Yet I have read a book describing a journey round the world, in about 1910, in one of these Italian cars. It is rather literally translated from the Italian, which makes it all sound very melodramatic.

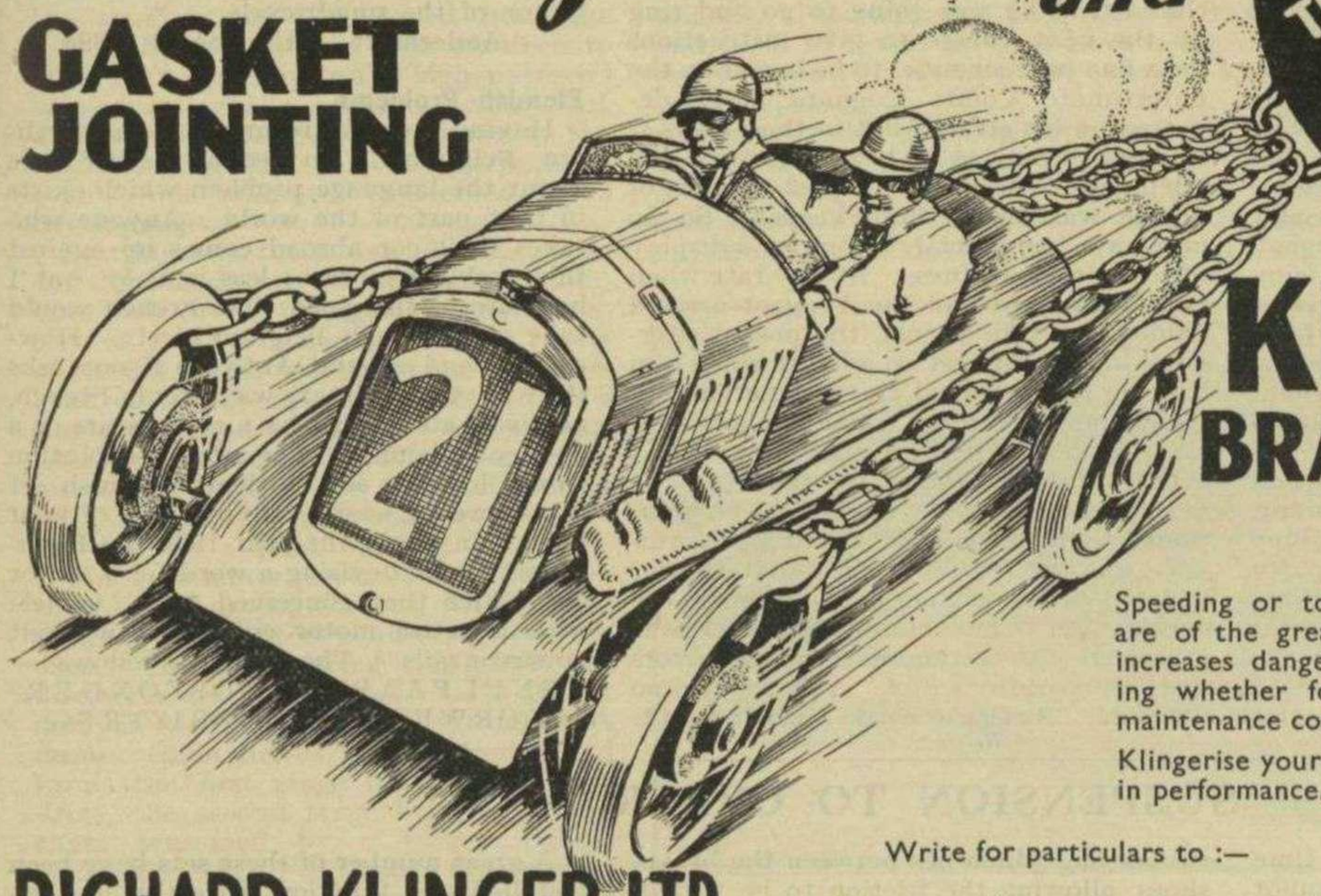
Bugatti on Rails.

This month's piece of Bugatti news belongs to the present rather than the past, and comes from a correspondent who sends me a cutting from "l'Auto" dealing with the latest Bugatti rail car. Incidentally the English railways, who are chronically chided for their failure to keep abreast of the times, seem to be living up to their reputation in the small attention they are paying to high-speed petrol rail cars. Alas! the poor steam engine! Could M. Serpollet and the Comte de Dion ever have foreseen that the petrol engine which competed with their steamers on the road, might one day compete with the steam locomotive on the railway! Admittedly French trains as a whole go much more slowly than English, but if present experiments are successful it will soon be possible to travel faster on French railways than almost anywhere else on earth. The Michelin pneumatic tyred rail car fitted with a Boulogne-type Hispano-Suiza engine has already put up some pretty high speeds. Now, however, Ettore Bugatti has built a real fast rail car. It is mounted on two bogies, each having eight wheels, of which four are drivers and the other four act as guiders to keep the machine on the rails. Each bogie is driven by two Gold-Bug type eight cylinder engines of 120 x 130 mm. (12,760 c.c.), the total capacity of the power plant thus amounting to 51,040 c.c. This must be one of the largest recorded installations, although I think the White Triplex, with which Keech broke the speed record in 1928 had three Liberty engines giving a total of about 81,000 c.c. According to "l'Auto" each Bugatti engine develops 250 h.p. This seems rather little as a 2.3 Bugatti engine must develop nearly as much, but I am sure Charles Faroux is right. In this case the total power available is of course considerably less than that of recent record breakers. Nevertheless the Bugatti rail-car can, and does, get along at 120 m.p.h. According to my correspondent, tests are being carried out near le Mans, and both Ettore and Jean Bugatti are so thrilled that the railway officials cannot get them away from the controls, to have a try themselves. Meanwhile unfortunate representatives of the French Government cower helplessly in the "tonneau."

The Isotta-Maybach.

This same correspondent tells me that he owned in 1909 one of the 1907 Kaiserpreis Isotta-Fraschinis. These cars had engines of 145.4 x 120 mm. and one of them, driven by Minoia, finished seventh in the German race. This machine, or one of the others of the team, was raced by my correspondent at Brooklands. After the War, the chassis was lengthened and fitted with a Maybach Zeppelin engine Most of my readers will remember the machine, which was raced until certainly less than ten years ago, first by Eldridge, then by le Champion. I must confess that the origin of the Isotta chassis has

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SIDESLIPS—continued.

always rather puzzled me, as the fact that it had been lengthened never occurred to me. The old car, or bits of it, must have had a racing life of nearly twenty years.

Early Alpine Motoring.

As I write, preparations for this year's Alpine Trial are in full swing. Competitors, however, as they roar up the Stelvio in record time, might be amused to think, if they had time, of the terror with which the high passes were regarded in the early days of motoring. Yet an intrepid private owner, Comte Cognard, made the first passage in a car of a major Alpine pass—the St. Gothard—nearly forty years ago, in 1895. The car was a 3 h.p. Peugeot, fitted with one of the original type Daimler motors, mounted at the back, driving forward to the gear-box, and thence back again by side chains. The engine cooling water circulated through the tubular chassis, and the car was steered by a bicycle type handle-bar. With this machine the intrepid Count set off, and all went well until fairly near the summit, when, with the gallant little motor pulling stoutly round the final hairpins, the party met a mounted Swiss soldier descending the Pass. The horse decided that motor cars were not to be expected near the summit of the St. Gothard, and showed his displeasure accordingly. The latter was communicated, with interest, to its rider, who as soon as he had regained control of the situation, proceeded to pour forth a flood of invective at the unfortunate motorists. The Swiss have never been very fond of motor cars, and even after letting off steam in this manner, the soldier was not appeased. He declared that he was going to go and ring up the next village to give instructions for a fine (une amende) to be levied on the unfortunate Comte Cognard. He departed on his errand, but in these days it was not so easy as all that to hear on the telephone. Besides the post-master of Aviola was also a hotel-keeper. So he may have had special reasons for a display of temporary deafness. At any rate when Comte Cognard and the Peugeot arrived triumphantly in Aviola, the post-master-hotel-keeper hurried up and informed him that he had received the instructions by telephone to reserve rooms (chambres) for the motorists, and they would find everything in readiness for them!

In justice to the Swiss it must be mentioned that by some the Count's performance was treated more with that respect which it deserved than it had been by the cavalryman. The motorist in fact was presented with testimonials by the mayors and corporations of Aviola, Domo d'Ossola, Brigue and Andermatt. The last-named read as follows:—

"We, the undersigned, solemnly testify that M. le Comte and Madame la Comtesse de Cognard, with a mechanician, more than 75 kilos of luggage, and a watch-dog (!) were able to cross the St. Gothard in their Peugeot petrol car, without any assistance other than that afforded by the motor of the quadricycle.

Andermatt, 18th August, 1895."

Flemish Problems.

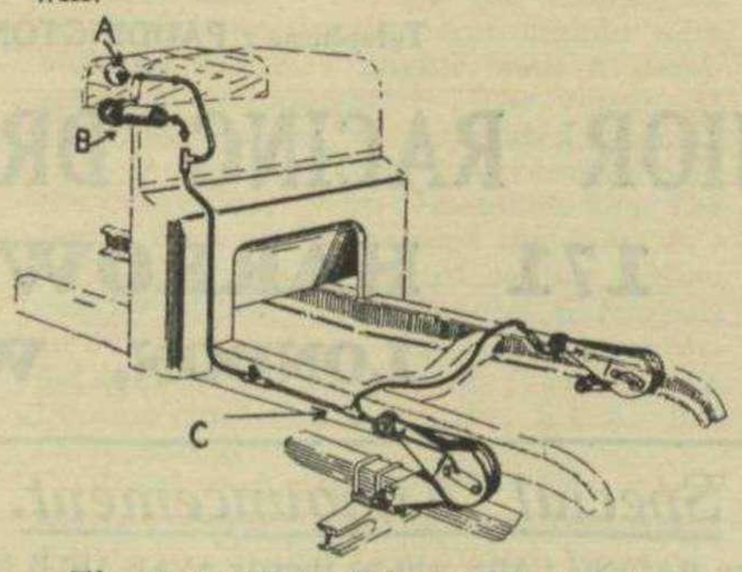
Having recently returned from Northern Belgium I am feeling rather sore about the language problem which exists in that part of the world. Anyone who rakes their car abroad comes up against this problem more or less acutely, but I had always imagined that French would take one through Belgium nicely. However in and around Antwerp if one asks the way of an ordinary wayfarer in French, one is greeted either by a stony stare or a flood of Flemish. The obvious solution would be, you say, to learn Flemish. I can, however, easily convince you of your error. In about the year 1900 the Flemish set about devising a word for a motor car, which they conceived as a "vehicle with a petrol motor going fast without horses or rails." The word is as follows:—

SNELPAARDELOOSZONDER-SPOORWEGPETROOBRIZTRUG.

SUSPENSION TO ORDER.

IT has been recognised for a long time that friction shock-absorbers cannot successfully cope with conditions as varied as slow driving on rough surfaces, fast road work and everyday use in towns, not to speak of the variation in load caused by the addition of two rear passengers or a full load of petrol on a light car. In spite of this, the majority of drivers do not trouble to adjust the pressure of the clamping nuts, and so their cars are either bumped about on bad surfaces or unstable on corners according to the permanent setting at which they are set.

This difficulty was first overcome on the André Telecontrol system, in which cables controlled from hand-wheels on the dash tightened or relieved the pressure of the clamping bolts. This type was superseded by the Hydro-Telecontrol layout, in which small brake-shoes mounted on one arm of the shock-absorber operate on the inner surface of a drum fixed to the other. Fluid forced through pipes from a regulator under the dash expands a rubber bag which lies between the brake-shoes, allowing the friction to be varied. Pressure between the shock-absorbers is equalised, and a pressure-guage allows a predetermined setting to be repeated at will.



The André Hydro-Telecontrol installation. A is the pressure gauge, B the regulator, and C the filling orifice.

A great number of these sets have been installed and function perfectly, but experience has shown points which could be improved. The piston in the regulator, which sometimes leaked if it had been left slacked off for a long period has been replaced by a sealed flexible diaphragm, and this exerts pressure on the fluid when compressed by the movement of the screwed control rod.

No leak can therefore occur at this point. At the other end the rubber bag, which formerly consisted of two halves cemented together is now constructed out of one piece of moulded rubber, the core being left inside.

The shock-absorbers and regulators are supplied filled with fluid, and sealed, and the pressure pipes are fitted with unions threaded to take a hand-pump adaptor. With the aid of this the pipes can be fully charged with the fluid without difficulty, overcoming any trouble which might otherwise occur through air being trapped in any part of the installation.

THE OPEN S.S.1 SPORTS CAR.

IN last month's issue of MOTOR SPORT there appeared a description of a road test of the S.S.1 16 h.p. coupé. We have recorded therein our appreciation of the many excellent qualities of the S.S.1 as a closed car of great comfort combined with high performance.

We recently had an opportunity of inspecting at the showrooms of the distributors of these cars, Messrs. Henlys, Ltd., of Henly House, Euston Road, London, the latest model to emanate from the Swallow Company, namely a very attractive open four seater sports car. The low bonnet-line and beautifully curved wings of the coupé are retained, and are carefully wedded to an open body of extraordinarily comfortable dimensions. The scuttle is raised into two cowlings, into which the instruments are fitted, and a folding windscreen is utilised. Exactly similar seating arrangements as are used on the coupé are to be found on the open model, and one of the outstanding features of the car is the low seating position provided for the rear passengers, who are fully protected to their shoulders by the body-sides. Stability on corners is ensured by the fact that the rear passengers sit well within the wheelbase. The doors are gracefully cut away to add to the comfort of the driver and front seat passenger. Finally, the rear of the car has been well thought out, and does not spoil the appearance of the rest of the car, as is so often the case. A large trunk is fitted, upon which the neat hood rests, and the spare wheel is mounted on the back of the trunk.

We have seldom seen a prettier car, and with the knowledge that its performance is fully in keeping with its lines, the S.S.1 open four seater will have a strong appeal to all discerning motorists. The price asked, £325 for the 16 h.p. and £335 for the 20 h.p. model, is absurdly cheap.

A NEW SINGER SPORTS MODEL

A 1,500 c.c. SIX CYLINDER CAR WITH STURDY CHASSIS AND ATTRACTIVE LINES.

THE successes achieved in the short time since the introduction of the Singer Nine are enough to secure favourable attention for the new six cylinder model, and its specification reflects some of the lessons gained with the smaller car. Developed from the "14," the new car has been modified to allow it to stand up to the higher stresses of a sports vehicle, and Mr. Arthur Fox, of Fox and Nichol, so well known as the entrants of Talbot cars in international events, was intimately concerned in its development.

Starting with the power unit, the cylinder dimensions are 59 mm. and 91 mm. bore and stroke, giving a cylinder capacity of 1,493 c.c. and an R.A.C. rating of 12.95 h.p. Each cylinder has two overhead valves, operated by rockers from a single overhead camshaft. Valve clearances are adjusted by screws and lock nuts on the rockers, and a special contour on the rockers which operate the inlet valves gives a quick opening.

The aluminium pistons have each two rings and a special scraper, with capped gudgeon pins. Steel connecting rods are used. The four-bearing crankshaft has disc webs and is balanced, and a torque damper is fitted at the front end. A duplex chain drives the auxiliaries and forms the first stage of the camshaft-drive, the second stage being a similar chain tensioned by a jockey pulley. When it is wished to remove the cylinder head the top sprocket can be disengaged from the camshaft without disturbing the timing. The self-priming gear-type oil pump is carried at the front end of the crank-case, and forces lubricant to all parts of the engine.

On the near side two Solex carburettors are bolted to a straight induction pipe, with hot spots, and the exhaust pipe is taken down at the front end of the engine, well away from the floor boards. An S.U. electric petrol pump is used to supply the fuel from the 10 gallon rear tank.

The dynamo is carried on the off-side, and also the vertically mounted distributor for the coil ignition. Advance and retard is automatic, a further movement being controlled by a hand-lever on the steering column.

The engine is rubber-mounted at four points, and the gear-box is bolted on to the rear end of the clutch housing. The clutch is of the single plate type but the gear-box is unusual in that it provides a silent-second in addition to a silent third gear. Helical-teeth gears are used for these ratios and also for the constant mesh pinions. The ratios are 5.22, 6.65, 10.68 and 19.43 to 1, and the gear-lever is centrally mounted and operates through a remote-control.

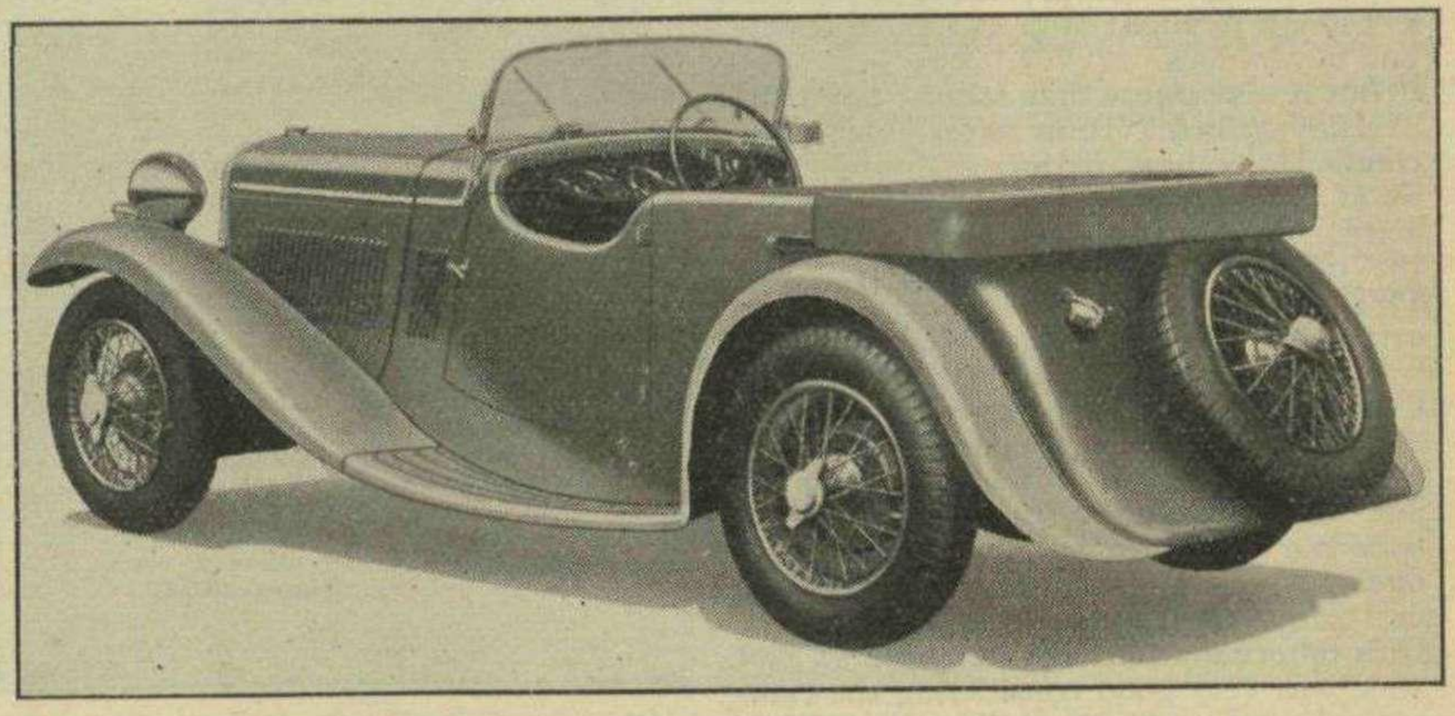
The propellor shaft is open and has two Hardy Spicer joints, and the rear axle is three-quarter floating with spiral bevel final drive.

The chassis is double-dropped and of deep section in the centre of the car, with rigid cross-members. Half elliptic springs are used, and André shock absorbers. The steering is a new type worm-and-nut mechanism, with self-centring action, a welcome feature. Knock-on Rudge Whitworth wheels with 18 x 5.25 tyres, are used and the Lockheed hydraulic brakes work in 13 inch drums. A racing-type brake-lever is fitted in the centre of the car.

The chassis dimensions are:—Wheelbase 9ft. 0½in. and track 4ft. 4in., so that there is plenty of room to fit a comfortable four-seater open body of pleasing appearance.

Following to some extent the lines of the Singer Nine Sports, the long bonnet and scuttle, slightly sloping, is balanced by the cut-away over the two doors, and the body sides continue backwards in a straight line, which is followed by the neatly stowed hood. The back panel slopes in a sweeping curve, and carries the spare wheel. The front wings are in one piece with the running-boards and the rear wings follow the lines of the back panel.

The wind-screen folds flat and has a double Lucas wiper. A Brooklands spring wheel is fitted and the Jaegar 6in. speedometer and rev. counter are carried on a sloping facia board, with other necessary instruments.



A handsome roomy sports car—the 6-cylinder 1½ litre Singer.

The car is upholstered in leather, with pneumatic cushions. The two front bucket seats slide, and wells are fitted to increase the leg-room of the rear compartment.

From every point of view the new Singer is a welcome addition to the ranks of medium-powered sports cars. The engine runs smoothly up to 5,000 r.p.m., and propels the car with four passengers at speeds around 70 m.p.h. The body is big enough to take them in comfort and is attractive and well balanced in appearance.

Lastly, but not least important is the price, £295, which a few months ago seemed impossibly low for a fully-equipped 1½ litre car.

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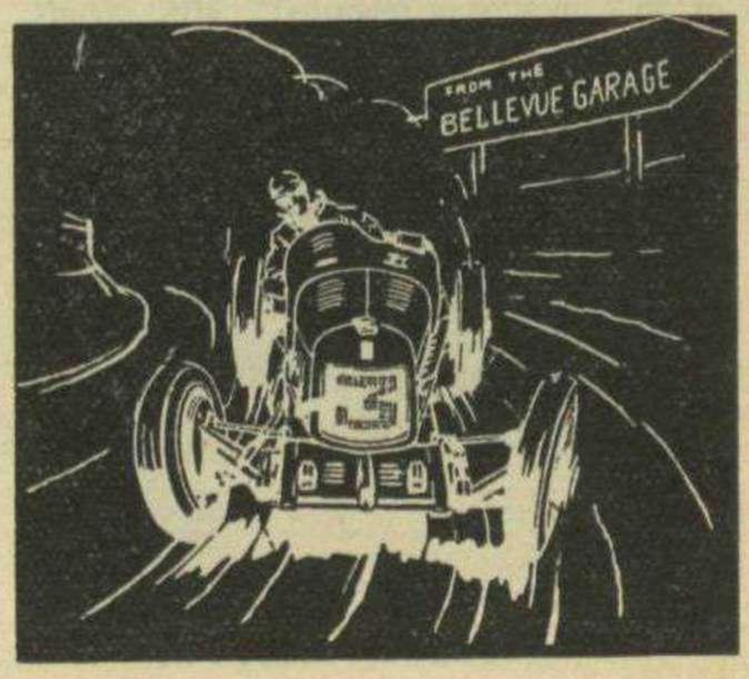
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RAIN SPOILS SHELSLEY WALSH

Raymond Mays (Villiers Supercharge) makes fastest time in 44 4/5 secs. : The Bolster Special has a sensational crash, without serious injury to its driver : Breakdown of timing apparatus and an entry of 114 draw out the event to 6½ hours.

THAT it should be a rainy day for the Shelsley Walsh Hill Climb has become almost a byword. This year the day of practice before the event was ideal, and we left London early on the Saturday morning at the beginning of what should have been a perfect summer day. But it was not to be, and as we neared Worcester so the clouds gathered. It was raining steadily at Shelsley, that exasperating, confident rain which looks as though it might stop at any moment, but never does.

But it takes more than rain to daunt the Shelsley crowd. Hour after hour they climbed the new pathway through the wood, while the car parks filled to capacity. Indeed, it was a record crowd, and the official figure for the "gate" was 15,000—a wonderful testimony to the attraction of hill-climbs among motorists.

The programme opened with the Ladies Class, the first climb being made by Mrs. Lionel Martin (Hornet Special), who was steady and safe with a time of 68 seconds. She was followed by Miss Fay Taylour, once the idol of the speedway crowds, on one of the actual Mille Miglia M.G. Magnettes. Miss Taylour handled the car with determination, and her time of 54.4 secs. was very good considering the rain-soaked surface of the hill. The Harris Special, driven by Miss Victoria Worsley, was very much out of tune, and could do no better than 84.6 secs. Then there was some excitement when Mrs. Harold Goodwin came up on a pale blue Riley four-seater. Going into the S bend a shade too fast, the rear of the car swung wide and hit the bank a hearty clout. This blow caused a certain amount of over-correction to set in, and it says much for Mrs. Goodwin's skill that she managed to keep going, in spite of the rather low-geared steering of her Riley. Throughout it all, her husband-passenger maintained an expression of stoical calm on his face. Time 63.4 secs.

The next competitor was Miss B. G. Reece, at the wheel of Porter-Hargreaves' Frazer Nash. A skid on the first bend was quickly damped out by the Nash's high-geared steering, and the very good time of 58.2 secs. was recorded. Mrs. Needham came up next on a similar car, but she was over-cautious and took 67.2 secs. Miss Eileen Ellison spoiled her chances of making a fast time by a poor getaway, although she did her best higher up the hill, controlling her white Bugatti well. One of the best climbs was made by Miss B. Skinner, daughter of Carl Skinner of the S.U. Carburetter Co. Her Morris Six was quiet, fast, and steady, and her time of 56.4 seconds was really good. Miss P. McOstrich did not appear to be at home with the gear-change of her racing Talbot 90, and she took 66.2 seconds. On the other hand a very good performance was made by Miss P. Altham, driving Whitney Straight's magnificent closed 8 litre Bentley. The car rolled a good deal, but Miss Altham was equal to her task, and got up in 59.4 secs.

Mrs. Gripper was another slow Frazer Nash driver, losing time at the start, but her time of 65 secs. was a good deal better than that of Miss K. Brunell, driving K. Hutchison's 1½ litre Bugatti. After a very poor getaway the car was missing badly all the way up the hill, and in trying to make up time between the bends Miss Brunell nearly came to grief; time 83.2 secs. Miss M. Allan, looking very frai in her massive 4½ litre Bentley, was rather slow, her time being 65.5 secs. Miss Sedgwick is already well known for her prowess at the wheel of a Frazer Nash, having shown that skids have no terror for her by her rapid circling of the Wembley Speedway. At Shelsley she drove true to form, and gave a very polished display, sliding round the corners with easy confidence. Her time of 54.2 secs. was the best yet. Miss Weekes followed on a V8 Ford which seemed to have rather flabby suspension, but was fast and quiet. Finally, the Ladies' Class was concluded by Mrs. Lionel Martin, who made a slow climb in a 75 Talbot saloon which had crashed in practice through a sticking throttle.

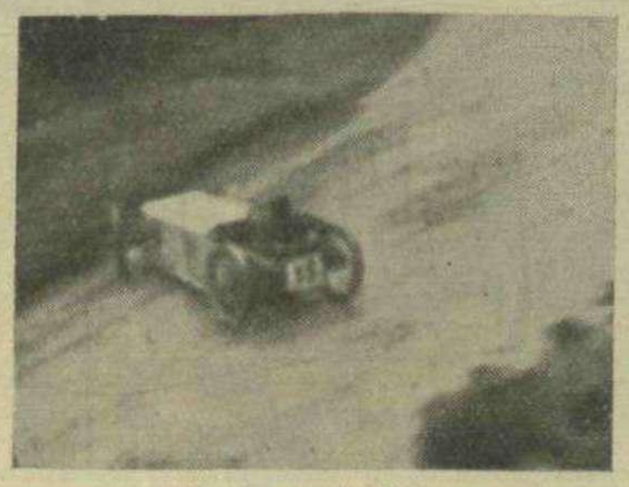
E. R. Hall opened Class I, for cars up to 850 c.c. with a neat climb on his twin-rearwheeled M.G. Midget. The car was not so fast as usual, taking 54.6 secs., owing to an experimental distributor which failed to cope with high revs. A. N. L. Maclachlan was next, his single seater Austin making a magnificent climb in 50.8 secs. Dorcas I caused a certain amount of amusement as it came to the line, being very "naked" and having a cable-operated gear change. Unhappily the car was out of sorts, but with true Shelsley spirit Donal Glegg hid his disappointment under a smile. Peter Skinner then made his ascent at the wheel of the identical Morris Minor which once attained 100 m.p.h. at Brooklands. The little red car looked very neat with its sloping radiator, and made a first class climb as far as the S bend, when the engine suddenly cut out. G. H. Goodson was excellent with a blown Austin, recording 54.8 secs., and another sound show was that of W. T. Platt on a J.3 Midget, time 55.1 secs. K. W. C. Dobson never gave his J.2 Midget a chance, changing up between the bends, and then failing to engage the lower ratio when he realised his mistake. His time was 87.2 seconds.

Class 2, up to 1,100 c.c., was heralded by two very consistent climbs by Singers, driven by F. S. Barnes and R. Baker, who recorded 69.4 and 69.2 secs. respectively. The next climb might very well have ended in tragedy. J. V. Bolster, constructor and driver of the famous Bolster Special, has set his heart on one day breaking the Shelsley record. To do this requires a car

SHELSLEY RECORD HOLDERS

1905	E. M. C. Instone	Daimler	77.6s.
1906	F. A. Coleman	White Steam Car	80.6s.
1907	J. E. Hutton	Berliet	67.2s. *
	T. W. Bowen	Talbot	67.2s. *
1908	H. C. Tryon	Napier	65.4s.
1909	H. C. Holder	Daimler	68.4s.
1910	J. Hadley	Austin	70.2s.
1911	H. C. Holder	Daimler	63.4s.
1912	J. Higginson	La Buire	68.8s.
1913	J. Higginson	Vauxhall	55.2s.
1921	C. A. Bird	Sunbeam	52.2s.
1922	M. C. Park	Vauxhall	53.8s.
1923	M. C. Park	Vauxhall	52.4s. *
	R. Mays	Bugatti	52.4s. *
1924	Cyril Paul	Beardmore	50.5s.
1925	Sir Henry Segrave	Sunbeam	53.8s.
1926	B. H. Davenport	Frazer Nash	48.8s.
1927	B. H. Davenport	Frazer Nash	47.8s.
1928	B. H. Davenport	Frazer Nash	46.2s.
1929	Raymond Mays	Vauxhall Villiers	45.6s.
1930	Hans Von Stuck	Austro-Daimler	42.4s.
1931	R. J. G. Nash	Frazer Nash	43.2s.
1932	Earl Howe	Bugatti	44s.
1933	Raymond Mays	Villiers Supercharge	44.8s.

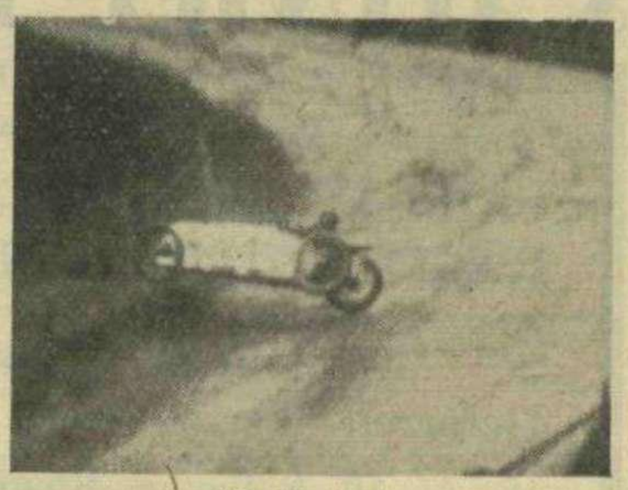
* Tie.



"the car took charge . . .



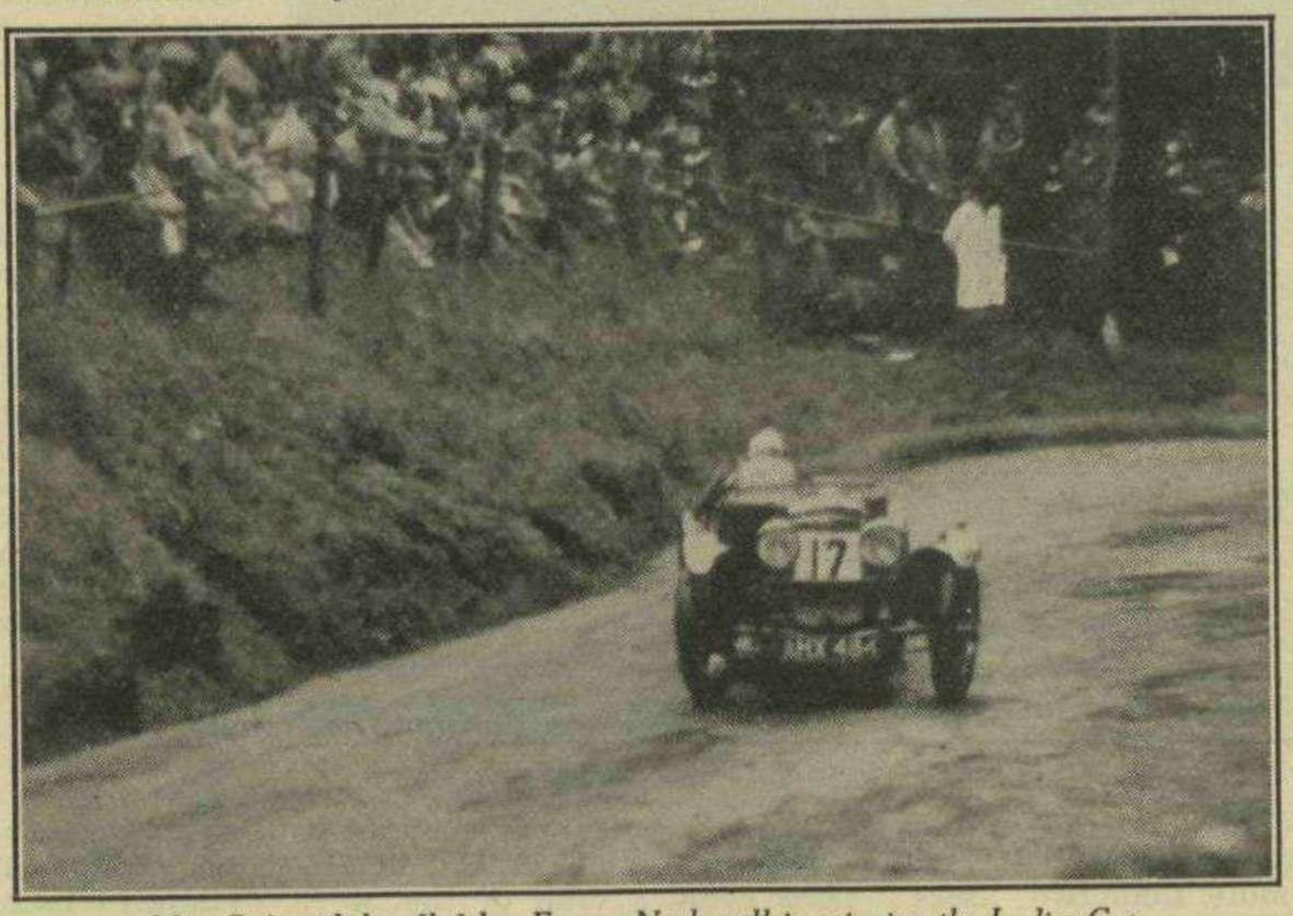
. . . sliding broadside . . .



. . . hit the bank . . .

RAIN SPOILS SHELSLEY WALSH—continued.

of tremendous accelerative powers, and perfect cornering ability. The Bolster Special possesses the first, but the second requisite is not yet one of its good points. After a good start the car came up to the S bend very quickly indeed, its 2 cylinder J.A.P. engine emitting that sharp, staccatto note so beloved of Shelsley enthusiasts. Bolster seemed to leave braking until very late, and we wondered . . . but he is nothing if not courageous, and we hoped for the best. No sooner had he touched the brakes, however, than the little car took charge. Sliding broadside for some distance, the front wheels finally hit the bank and some tyres burst. In a moment the car had rolled right over, coming up onto its wheels again with Bolster still in the cockpit. The ambulance was soon on the scene, and Bolster was taken off to hospital—but not before he had reminded the marshals to turn off the petrol of his battered "Bloody Mary." Of such is the true Shelsley competitor made! We are glad to say that Bolster's injuries were confined to a rather badly cut head, and that he was out and about a few days after his accident.

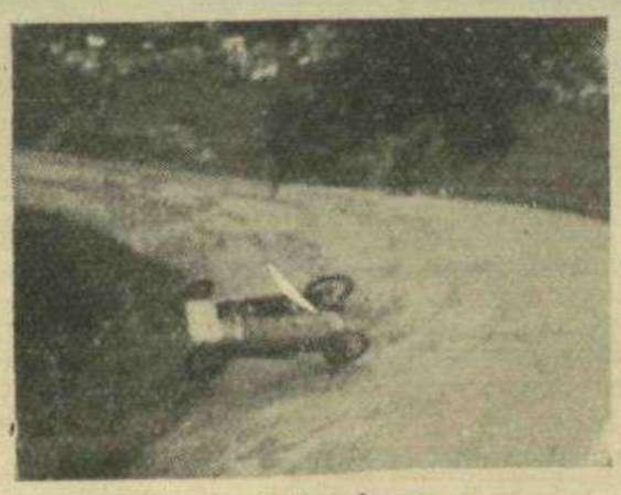


Miss Sedgwick handled her Frazer Nash well in winning the Ladies Cup.

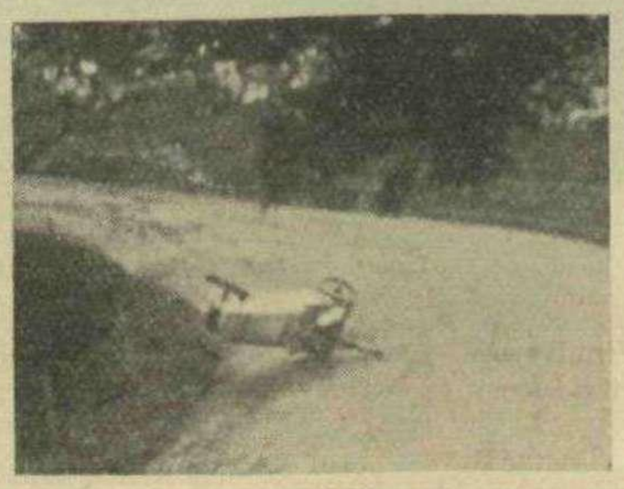
Once more the roar of a car on the starting line was heard, and G. E. T. Eyston came up on the M.G. Magnette previously driven by Miss Fay Taylour. Actually, Eyston was to have driven the car with which he and Count Lurani won the 1,100 c.c. class of the Mille Miglia, but he was involved in a collision with another car just before the event started, and badly damaged the front axle. Eyston's time was 52.6 seconds. Dick Bolster received a well-deserved cheer from the crowd as he pluckily made a good climb with his skeleton G.N. E. J. Moor on his famous Wasp III was fast and steady, climbing in 53.2 seconds. C. E. C. Martin was the victim of one of those trivial troubles which can yet ruin many months' work on a Shelsley Special. In this case the throttle of his G.N. "Gehenna" broke, so that his time was 83.4 secs. Horton's Magnette was very fast, and would have been faster if the engine had not spat back a good deal. As it was his time was 58.4 secs. E. R. Hall, also on a Magnette, made fastest time in this class, his driving being absolutely perfect, and the car giving so much power that the wheels were spinning between the corners. M. B. Watson made a clean, steady climb on an M.G. Magna, but Count Lurani was very disappointing on the Mille Miglia Magnette. His time was 57 seconds—nearly 3 seconds slower than Miss Fay Taylour on the same car.

J. C. Davis made a well-judged climb in 51.2 secs. on his veteran 1½ litre G.P. Delage, and he was followed by two good Bugatti climbs made by W. E. Whadcoat and J. D. Jevons, whose times were 52 and 49.1 seconds respectively. Everyone was anxious to see how Allan Arnold would handle "the Terror"—a disturbing factor for the driver. The car looked very smart in its coat of new dark red paint, and came up to the S bend at a great pace. After a fairly wide skid, which Arnold corrected quite firmly, the car was put at the next corner at high speed, and the "Terror" roared away to the summit in 47.2 seconds—fastest yet! The Harker Special was disappointing, but a magnificent climb was made by Lt. Cmdr. R. T. Grogan on a blown Frazer Nash in 49.4 seconds, with hardly a trace of skidding. J. L. Burton is well known at Shelsley for his very fine handling of a 1½ litre Bugatti. This year his time was spoiled by braking too hard as he approached the corner, with the result that the wheels locked and the car slowed more than was necessary. In spite of this his time was 48.4 secs. R. H. Eccles showed just how the hill should be climbed, clocking 53.2 seconds with his Frazer Nash. F. J. Fielding made a fierce ascent on his Bugatti, minus bonnet, plus twin rear wheels, much noise and wheelspin—time 53.8 secs. Then everyone settled themselves for a thrill, when it was heard that R. G. J. Nash was on the line with his new car "The Spook." Round the first twist of the 'S' the car was steady, but for a slight skid, and then it accelerated rapidly towards the second bend. Here it looked as though the car would come to grief, a front wheel mounting the bank, but Nash remained in complete charge and tore up to the finishing line in the splendid time of 46.4 seconds. Frank Hallam's old front-drive T.T. Alvis caused a certain amount of amusement when it came to a standstill with fuel starvation on the first bend; when a restart was attempted the front wheels spun madly, sending upclouds of steam. The last man in the class was K. Hutchison, the Donington lap-record holder. The Bugatti was not going well at the start, however, though he took the S bend probably faster than anyone else, and his time was 58 secs.

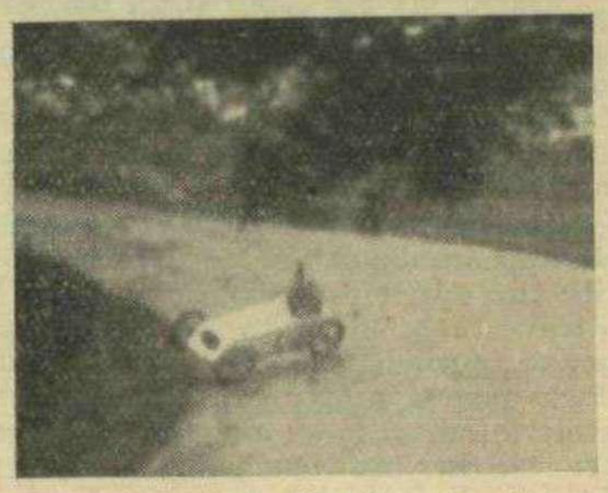
Class 4, up to 2,000 c.c., produced a crop of different vehicles, both ancient and modern. H. Rose, on a very smart 1,750 c.c. Alfa Romeo, was slow in 61.6 secs. as were J. J. Dykes (blown Lagonda) 65 secs., D. Bird (Amilcar 8 cyl.) 90 secs., R. A. Beaver (Alvis) 62 secs., F. Neville (Bugatti) 66.1 secs., G. Marlowe (Allman Bond Special) 74.4 secs., and H. S. Gardner (Morris Cowley "bullnose") who nevertheless put a very good show of 69.2 seconds with a well-tuned car. Esson Scott was not as fast as was expected with his 2 litre Bugatti, taking 57 seconds, and it was left to Noel Carr to provide some real driving when he shot up the hill in 47.1 seconds. Second fastest was the special Frazer Nash 6 cylinder car driven by C. M. Needham, who climbed in 54.1 secs., while third came J. A. M.



. . . rolled right over . . .



. . . onto the wheels again . . .



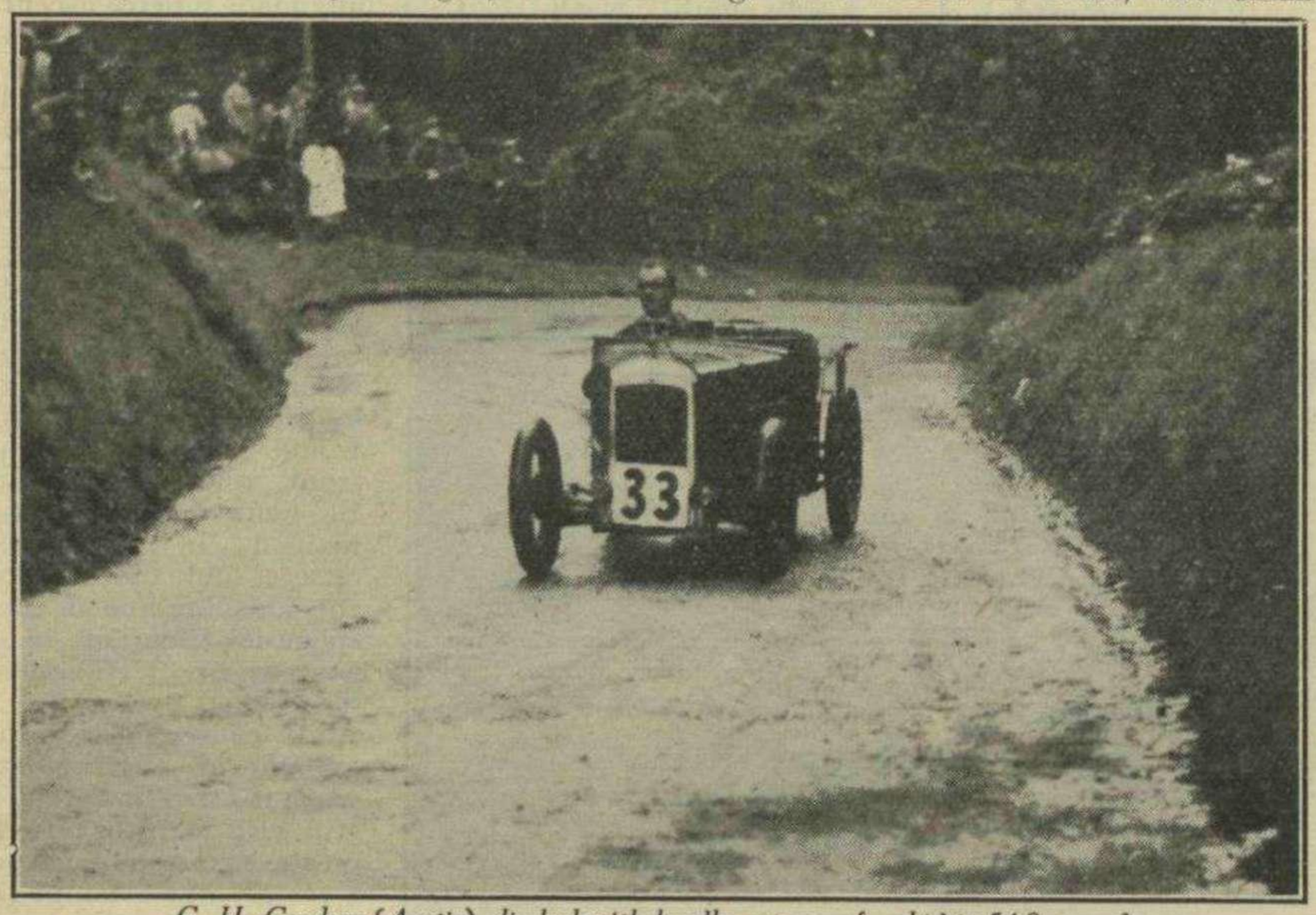
. . . Bolster still in the cockpit."

RAIN SPOILS SHELSLEY WALSH—continued.

Patrick who drove well to record 56.1 seconds with his 1,750 c.c. Alfa Romeo.

The next class, 5, up to 3,000 c.c. was sure to provide some excitement, and first man up was Whitney Straight, with the Brooklands Mountain-record Maserati. Unfortunately, the car made a false start, the rear wheels moving more than two inches from the chocks—a fact which was duly recorded by the timing apparatus. Apart from this, Straight's time was 48.2 seconds—not fast enough to be any good. The car was obviously a "handful," possessing so much power that wheelspin was almost inevitable, and nearly hit both banks coming out of the top corner. Then came Count Premoli, of whom much was expected, for he had towed his car, a Maserati chassis with a Bugatti engine, all the way from Milan. He gave a neat, steady, but unenterprising display, and took 50.2 seconds to climb the hill. T. S. Fothringham, on the other hand, was first class with his green single camshaft Bugatti. His cornering was effected almost without any skid, with great acceleration between the bends, and this polished driving was reflected in his time of 46.6 seconds. L. G. Bachelier, on a 4-seater car of the same engine size, was much slower, taking 54 seconds. A. H. L. Eccles was very fast with his 2.3 Bugatti, getting up in 47.8 secs., but Baines, on another Bugatti, took 63 secs. G. M. Cavendish on an M.G. Tiger Mark III was unaccountably slow, taking 72 seconds but that brilliant "old-timer," C. M. Harvey, showed just how smoothly the hill can be climbed when he brought up an open S.S.1 in 61.2 secs.

Interest was robbed from Class 6 by the non-appearance of Sir Malcolm Campbell with the 4 litre Sunbeam, as he had had to leave the country to attend a Conference of Journalists at Budapest. Norman Black gave a pretty exhibition of quiet acceleration with an open Essex Terraplane Eight, his time being 57 seconds. He was soon eclipsed, however, by J. W. Whalley, in his famous green V8 Ford, with a time of 55.2 seconds. Next came a different Shelsley Special, called the Luttman Special, consisting of a Coventry Premier chassis, a 23/60 Vauxhall engine, large wire wheels in front, and small discs at the back. The car was not as fierce as it looked, and climbed in 67.4 secs. Then came a crop of the 30/98 Vauxhalls without which Shelsley would not be Shelsley. Fastest was G. T. B. Way's car, in 58.2 seconds, while the slowest was G. R. Sanders in 63.8 secs. Finally, W. Esplen thundered up the hill on a blown 4½ litre Bentley, his time being 57 secs., the same as the Essex Terraplane.



G. H. Goodson (Austin) climbed with hardly a trace of a skid in 54.8 seconds.

The last class, for cars over 5,000 c.c., produced two Mercédès-Benz, Straight's 8 litre Bentley, and Bertram's 10½ litre Delage. All made good climbs, considering the difficulty of handling a big car on a narrow road in the rain, fastest being Whitney Straight in 63.8 seconds.

That completed the first runs, and the 15 minute interval was reached well behind schedule time. The ingenious starting mechanism, giving seconds up to 8, had given trouble two or three times, probably due to the rain, and Bolster's crash had delayed the programme slightly. The rain continued to fall with steady persistence, and the farmyard at the start became inches deep in mire.

A notable absentee from the first runs had been Raymond Mays, with the Villiers Supercharge, who had not arrived. To everyone's great joy, for no Shelsley is complete without this magnificent driver, he turned up during the interval, and with praiseworthy absence of "red-tape" the organisers allowed him to make his first run at the beginning of the second half of the programme. With that distinctive shattering roar from the exhaust, the white car hurled up the hill. A quick lurch at the first corner, a few short "blips" of the engine, and it was round the next corner and accelerating hard for the finish. Time, 45.6 seconds, and fastest so far.

Miss Fay Taylour, wearing a brown crash helmet, looked very determined as she set off to beat Miss Sedgwick's time of 54.2 secs. In this she was successful, improving her own time by 3.2 seconds, a remarkable achievement. Miss Reece clipped 1.4 secs. off her previous time with Porter Hargreaves' Frazer Nash, while Miss Skinner and Miss Sedgwick both improved their times. The Ladies' Cup went to the latter, whose Frazer Nash was unblown, this factor excluding Miss Taylour's M.G. Magnette from participating.

Most people managed to effect a slight improvement, notably R. V. C. Bolster (G.N.) 51.8 seconds, R. G. Nash, who equalled Mays' time of 45.6 seconds,



[*Motor Sport photographs*

Count Premoli was not as fast with his Maserati-Bugatti as was expected.

(*Continued on next page*)

Here and There.

The Alpine Trial, 1933.

ALTHOUGH the Regulations for the fifth International Alpine Trial are not yet available, the R.A.C. has issued some preliminary particulars.

The Trial will commence at midnight on Sunday, 30th July, the preliminary inspection of cars taking place on Saturday and Sunday, 29th and 30th July. The start will be from Munich, the first stage finishing at Merano, a distance of 436 km. The second stage is from Merano to St. Moritz, 327 km.; the third from St. Moritz to Turin, 372 km.; the fourth from Turin to Grenoble, 396 km., and the fifth stage Grenoble to Nice, a distance of 380 km.—giving a total to be covered in five days of 1,911 km. Nineteen Alpine passes are included in the Route, on four of which the cars will be timed, including the Stelvio, which is 18.5 km. long and rises to a height of 2,759 metres. The R.A.C. states that the general regulations will follow closely those of 1932, but there will be a number of alterations, of which the following are the most important.

The number of groups will be increased from four to five, viz., Group 5 over 500 c.c. and up to 1,100 c.c.; Group 4 over 1,100 c.c. and up to 1,500 c.c.; Group 3 over 1,500 c.c. and up to 2,000 c.c.; Group 2 over 2,000 c.c. and up to 3,000 c.c.; Group 1 over 3,000 c.c.

Cars eligible will be standard production cars, but auxiliary water tanks will not be permitted. Water replenishments during the Trial, however, will be permitted.

A mean speed will be allotted to each group as follows:—

Groups 1 and 2—45 k.p.h.; Group 3—44 k.p.h.; Group 4—43 k.p.h., and Group 5—42 k.p.h. These speeds will have to be maintained throughout each days' run. An allowance of five minutes early or late will be allowed at each control, and marks will be deducted for cars checking in early or late. The mean speed will be the basis for marking the timed hill climbs, but speeds higher than the average will not gain any advantage. In the majority of cases it is not expected that the average speeds in the five groups will be attained, and the organisers hope that the resultant loss of marks will produce a definite order of merit in each group at the end of the trial.

There will be team prizes in each group and also first, second and third individual prizes. Every entrant, driver and assistant driver of a car completing the Trial will be entitled to a "plaquette souvenir" and there will be two ladies prizes irrespective of groups. Although cars nominated as members of a team will not normally be permitted to compete also for individual prizes, if a team loses two of its members during the course of the Trial the remaining member will be classed as an individual competitor, and be eligible for one of the individual group awards.

Entries will be received up to 5th July at single fees and from 5th July to 15th July at double fees. The entry fee is 100 Gold Francs and 150 Gold Francs in addition for a team entry. All entries of British cars will be made through the Royal Automobile Club.

It will be remembered that last year British cars scored an outstanding success in the Alpine Trial. This year to encourage and assist the event, the Society of Motor Manufacturers and Traders Ltd., has made a substantial donation towards the cost of organization, and the R.A.C. is making every effort to support British competitors and so maintain the prestige which has been established in previous years.

Immediately the Regulations are received by the R.A.C. they will be translated into English and copies will be available for all intending competitors.

The R.A.C. Tourist Trophy Race.

The Regulations for the International Tourist Trophy Race have now been issued by the R.A.C. The Race will take place on Saturday, 2nd September, and official practising on Wednesday and Thursday, 30th and 31st August. It will be held on the Ards Circuit, near Belfast.

Three important alterations have been made to the Regulations for this year's Race. The length has been extended from 30 to 35 laps, making a total distance of 478 miles. This increase is accounted for by the speed at which the Tourist Trophy Race is now run. In 1928, the first year on the Ards Circuit, the time taken by the winner was just under six hours; last year it was exactly an hour less. The original intention of the R.A.C. being that the Race should take about six hours, the length has now been increased to re-establish this condition.

The second amendment tightens up the Regulations governing the eligibility of cars to compete. The Tourist Trophy Race is for standard type cars, with certain permitted alterations. To ensure that only such cars compete the R.A.C. will, on receipt of an entry, notify the entrant of the number of cars corresponding to the type entered which must already have been manufactured, thus ensuring that the car entered is a production model and not a car built specially for racing.

The third amendment affects the prize money. Since 1931 there have been five cash prizes, in addition to the Tourist Trophy, for the cars finishing in the first five places irrespective of class. Thus if the handicap worked out favourably to cars in the smaller classes, it was possible that none of the larger cars would appear in the prize list, or the reverse might apply if the handicap proved favourable to the larger cars. Accordingly this year the prize money will be allocated as follows. To the winner, irrespective of class, £300. To the first, second and third cars over 1,500 c.c., £300, £200 and £100 respectively; and to the first, second and third cars up to 1,500 c.c., £300, £200 and £100 respectively. The winner of the Race, being also the first car in one of these groups, will receive altogether £600 (as compared with £500 last year), and the possibility of one particular type of car taking the whole of the prize fund has been eliminated.

Sir William Morris has generously offered the sum of £1,500 for prize money.

In addition to the above alteration, the handicap has been revised in the light of last year's experience. It is not easy to compare this year's with the handicap of 1932 owing to the increase in the length of the Race, but the possibility of two pit stops has been taken into consideration.

Copies of the Regulations may be obtained on application to the Secretary, R.A.C., Pall Mall, London, S.W.1.

RAIN SPOILS SHELSLEY—*(continued from page 418).*

G. E. T. Eyston (Magnette), 51.8 secs., who could not quite get down to Miss Taylour's time of 51.2 secs. with the same car. R. T. Horton (Magnette) 52.6 secs. and J. L. Burton (Bugatti) 47.6 secs. E. R. Hall on the other hand, was 1/5 sec. slower with the Midget, although his time with the Magnette was exactly the same as in the first run, 48 seconds.

J. Allan Arnold (the "Terror") had the disappointment of coming to rest with engine trouble between the bends, but Noel Carr (Bugatti) improved his time by a fine run in 46 seconds dead. Straight was still unable to use the power of the Maserati, and recorded 47.8 seconds, and Count Premoli made a better run in 47.2 seconds. Then came Mays once more, and a really magnificent piece of driving resulted in fastest time of the day, 44.8 seconds. Last of all, Oliver Bertram came up with the big Delage, masterfully controlling the eager power of the 10 litre engine, and clocking the good time of 52 seconds.

Down the hill surged the great crowd, down the slippery slope past the kennels, and so to the soggy car-park. The weather had behaved abominably, but everyone had kept extraordinarily cheerful. It had been a good Shelsley, but just a little too long. There were a lot of gaps in the ranks of cars in the park long before the finish—and that is a thing that should never happen.

PROVISIONAL RESULTS.

Shelsley International Championship Cup and £100.—Raymond Mays.
M.A.C. British Championship Cup.—E. R. Hall.
M.A.C. "T.T." Cup.—T. S. Fothringham.
M.A.C. Open Cup (Racing).—Raymond Mays.
M.A.C. Open Cup (Sports).—Lt.-Cmdr. Grogan.
C.P. Type Challenge Cup.—E. R. Hall.
Carvagh Challenge Cup.—L. G. Bachelier.
M.A.C. Ladies' Cup.—Miss Sedgwick.
Souvenir Ladies' Cup.—Miss Fay Taylour.
"Froy" Team Challenge Cup.—Bugatti Owners' Club (Noel Carr, J. D. Jevons, T. S. Fothringham).

M.A.C. Cups for Class Fastest Times.

Class 1.—(A) A. N. L. Maclachlan (Austin S), 50 1/5s.; (B) R. F. Turner (Austin S), 52s.

Class 2.—(A) and (B) E. R. Hall (M.G. Magnette S), 48s.

Class 3.—(A) R. G. J. Nash (Nash Special S), 45 3/5s.; (B) Lt.-Cmdr. Grogan (Frazer Nash S), 49 2/5s.

Class 4.—(A) Noel Carr (Bugatti S), 46s.; (B) C. M. Needham (Frazer Nash), 54 1/5s.

Class 5.—(A) Raymond Mays (Villiers S), 44 4/5s.; (B) L. G. Bachelier (Bugatti S), 51 4/5s.

Class 6.—(A) Count Premoli (Maserati-Bugatti S), 47 1/5s.; (B) J. W. Whalley (Ford), 54 2/5s.

Class 7.—(A) No award; (B) H. H. Stisted (Mercédès S), 53 2/5s.

(A) Racing. (B) Sports.

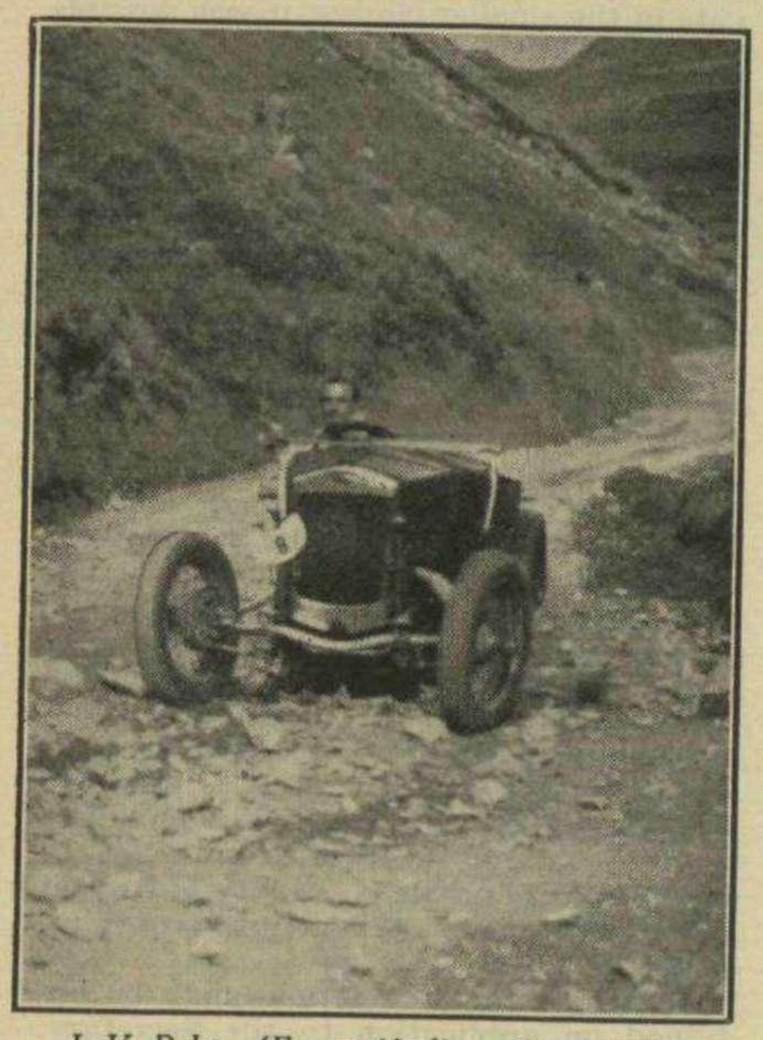
Club News

FRAZER NASH CAR CLUB.

The Opening Meeting was held at Screw Hill, Caernarvon, on May 21st.

The majority of those attending travelled down on Saturday and spent the night at the Nanhoron Arms Hotel at Nevin, the proprietress of which managed to find very comfortable quarters for some 35 people. H. J. Aldington was heard to complain that a large and long dead dogfish had appeared in his bedroom, but we have been asked to state that this was not a part of the normal hotel service!

A further convoy of members arrived on Sunday morning and activities were soon transferred to the Hill. After making due allowance for the psychological effects of precipitous edges and a rock-



J. V. Bolster (Frazer Nash) on Screw Hill.

strewn surface Screw Hill is not quite so severe as might be expected from its reputation, and several performers made the climb appear quite simple.

H. J. Aldington opened the proceedings on an ancient aluminium motor of 1926 vintage, which came up with power in hand, and later on registered another clean ascent when driven by its owner, S. H. H. Cundey.

Entrants were sent to the foot of the hill three at a time, as there is no alternative route to the top, and each group of three was seen safely to the summit before the next group was allowed to descend. The redoubtable Aldington was No. 1 in the first group; this time in the Monte Carlo Rally Car. He shot to the top in a shower of stones and although his bottom gear ratio was 11.75 to 1, actually changed up on the comparatively straight stretch after the first three bends. D. G. Hopkins followed, and in spite of pulling off a tyre on the fourth bend made one of the best climbs of the day. E. Ingman scored the first failure by letting his revs. drop too low on the bottom hairpins, and he reached the top behind two horses. H. Patrick Holden oiled a plug and also needed assistance. H. H. Porter-Hargreaves made a very neat and rapid climb on a T.T. replica car, and was followed by C. M. Needham, who made an equally pretty climb in a similar model. Mrs. Needham, in the same car, was not quite so successful but made a good restart without the assistance of the horses.

J. V. Bolster had removed his wings and started the climb at a great speed, but an extra large rock caused his gear lever to jump out of engagement; he restarted with human assistance only. F. B. Robinson made a rousing ascent with a Colmore model. Lieut.-Colonel O. L. Ruck put up a very sporting effort with a full four seater dating from 1926, with a black spaniel sitting sedately in the rear seats to prevent wheelspin. He failed on the steep gradient after the lower hairpins, but restarted in a most convincing manner and completed the climb non stop.

As the last three cars were climbing a mobile policeman appeared, and with the assistance of the local constable, who was in plain clothes, began to take names as a preliminary to proceedings under the Sunday Observance Act of 1677. The unfortunate Secretary was last seen entering the county police station at Pwlhelei.

SYDENHAM M.C.

At a motor-cycle grass track meeting held at Layhams Farm, West Wickham, a race for cars up to 850 c.c. was included. The event proved to be a big draw for the crowd, who numbered 10,000. The race was run in two heats and a final, and produced the following results:

Winner Heat 1, L. Stone (M.G. Midget), 33.25 m.p.h. Winner, Heat 2, J. H. Freeman (J3 M.G. Midget), 33 m.p.h. Final, 1, L. Stone (M.G. Midget), 34.26 m.p.h.; 2, J. H. Freeman (M.G. Midget J3); 3, J. F. Parker (Austin).

BUGATTI OWNER'S CLUB.

The May issue of the Club's journal "Bugantics" is a great improvement on anything that has been attempted in the past, and it now places "Bugantics" well ahead of any other Club magazine. This issue contains, among other items, a very entertaining account of a competitor's experiences in the Lands End, two excellent drawings by R. G. Hunt, two pages of photographs of the Club's opening Rally, and the Reports of the Hon. Secretary and the Hon. Treasury for the year.

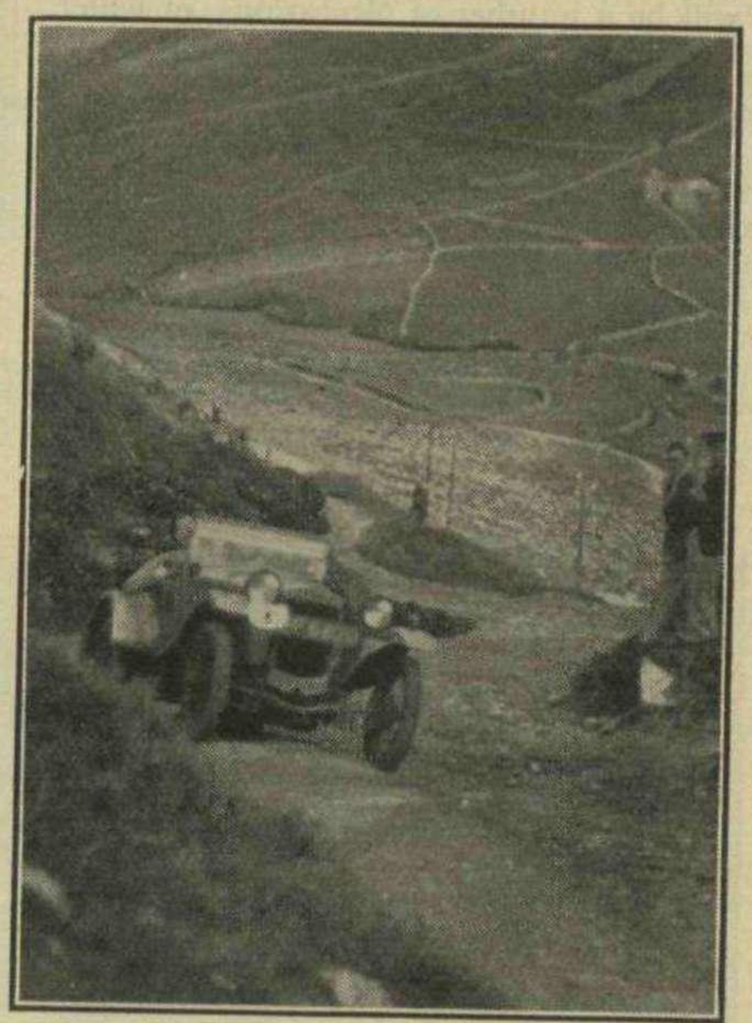
THE G.W. MOTOR CLUB.

The June issue of the Club's journal "The Exhaust" contains much interesting information on the activities of the Club. The programme outlined for May was carried through without a hitch, including a Club Run to Frensham and a Mystery Run, organised by Mr. Paul Hardy, which finished at Bognor. The results of the Mystery Run were as follows:

1. Silver Medal. D. Pullen, 88¼ marks.
2. Silver Medal. B. de Mattos, 87¼ marks.
3. Bronze Medal. R. Day, 84 marks.
4. Bronze Medal. Mrs. Bywaters, 80 marks.

N.W. LONDON M.C.

THE Lawrence Cup Car Trial, held on May 20th, attracted an entry of 32 cars, and was run as usual over a sporting course in the Chiltern Hills. Although there were no hills worthy of being observed, two stop and restart tests,



S. H. H. Cundey's 1926 Frazer Nash made a clean climb.

a brake test, and a "To and Fro" tended to weed competitors out into an order of merit. A proficiency test was to have been held, but had to be abandoned as it became unfair.

After leaving the "King's Head" at Holtspur, the route passed via Penn Church, Haslemere, Napp Hill, and Bradenham to Marlow Bottom, where the To and Fro test was held. A good deal of excitement was seen here, people charging the bank in their enthusiasm. J. H. Freeman on a J3 Midget took a long time to accomplish the manoeuvre, as did Dr. E. C. Weiss (Hillman Wizard), G. E. Ferguson (Lagonda), D. Hubbard (Alvis), and H. J. Ripley (Riley). Outstandingly good performances were made by R. Gaspar (Vale Special), C. V. Wells (Riley), A. Negal (Morris Major) and C. H. Lawford (Singer).

CLUB NEWS—continued.

The stop and restart on Lewknor Hill was easy, with the hill in a bone-dry condition. Only two people failed to cover the 15 yards in 6 seconds, these being J. G. C. Bond (Morris Minor) and W. K. Hubbard (Alvis). A similar test on Maidens Grove proved more difficult and accounted for eight failures, W. E. C. Greensleaf (Riley), Dr. E. C. Weiss (Hillman), F. A. Thatcher (Triumph), I. Bowman (Riley), C. V. Glass (Singer), K. E. Lilley (Riley), S. S. Randall (Austin) and C. G. H. Dunham (Rover Pilot).

At Fawley an original brake test was held, in which competitors had to coast with engine off between two lines, come to a standstill on the second, restart and accelerate. Best time was made by Bond (Morris Minor), while others who were good were Gaspar (Vale Special) and A. Negal (Morris Major).

The proficiency test which followed had to be stopped because the late comers made too many preparations for the job of changing over the front wheels—which was unfair to the first arrivals. The trial finished with much talk at the East Arms Hotel, Hurley, and was voted a great success by all.

RESULTS.

Lawrence Cup.—A. Negal (Morris Major) 100.
Ripley Cup.—C. V. Wells (Riley)100.
Visitors Cup.—C. H. Lawford (Singer) 100.
Ladies Cup.—Mrs. J. M. Vaughan (Standard) 98.
First Class Awards.—R. Varley (Essex) 100, R. Gaspar (Vale Special) 100.
Silver Medals. 98 marks, A. A. Rigby (Hornet Special), V. H. Tuson (Fiat), F. Sforza (M.G. Magna); 97 marks: Miss A. Sandell (Riley), G. W. Olive (Standard), J. R. T. Niemeyer (Hillman), Mrs. C. Scudamore (Singer), C. G. Fitt (M.G.), H. J. Ripley (Riley), 95 marks: J. G. V. Bond (Morris Minor), W. E. C. Greenleaf (Riley), J. H. Freeman (M.G.), G. E. Ferguson (Lagonda), M. H. Lawson (Singer), Miss R. Game (Hornet Special), S. S. Randall (Austin), C. G. H. Dunham (Rover Pilot).
Bronze Medals.—94 marks: F. A. Thatcher (Triumph); 93 marks: C. V. Glass (Singer); 92 marks: K. E. Lilley (Riley), W. K. Hubbard (Alvis); 90 marks: Dr. E. C. Weiss (Hillman); 88 marks: L. Bowman (Hornet Special).
Team Prize.—N.W. London No. 1, J. G. C. Bond (Morris Minor), F. Sforza (M.G. Magna) and H. J. Ripley (Riley).

SUTTON COLDFIELD & N. BIRMINGHAM A.C.

The Vesey Cup Trial, held on May 20th, was much easier than usual, owing to the dry condition of the course. Of the 40 odd competitors who set out on the 70 mile route there were but few failures on hills. Consequently the order of merit was decided on various special tests, the first of which was a reversing test. In this the best performance was made by H. R. Attwood (M.G.). After a sandy stretch known as "The Sahara," Bewdley and High Oak Hill were reached, which were in dry and therefore good condition.

The first real difficulty was encountered when the stop and restart test was held on Flagstaff Hill. The next two hills, Lem and Dick, were fairly easy, and soon afterwards the competitors tackled the route in the reverse direction. Finally, the trial ended with a "special test B" for acceleration and braking. In this the best performances were made by J. A. M. Patrick (Wolseley Hornet Patrick Special), P. Strong (Hornet Special), R. S. Langford (Frazer Nash) and A. B. Langley (M.G. Magna). The Vesey Cup for the best performance of the day was awarded to that well known trials driver, J. A. M. Patrick (Patrick Hornet Special).

RESULTS.

Vesey Cup (for best performance).—J. A. M. Patrick (1,271 c.c. Patrick Wolseley), 31.4.
Watson Gwynne Bowl (for best performance of car under 1,100 c.c.).—H. R. Attwood (847 c.c. M.G.), 31.8. **Carless Cup** (for best performance of a car over 1,100 c.c.).—T. L. Langford (1,271 c.c. Wolseley), 33.4.
Visitors' Awards.—G. Rea (847 c.c. M.G. 36.5.
Novice Award.—K. B. Davis (847 c.c. Morris), 43.3.
Team Prize.—Patrick team: J. A. M. Patrick (1,271 Patrick Wolseley), R. S. Langford (1,496 c.c. Frazer-Nash), T. L. Langford (1,271 c.c. Wolseley).
First-class Awards.—A. Langley (972 c.c. Singer), J. A. Bastock (847 c.c. M.G.), A. E. Carr (972 c.c. Singer), R. S. Langford (1,496 c.c. Frazer-Nash), F. S. P. O'Hagan (1,250 c.c. M.G.), J. Priestley (1,290 c.c. Standard), W. E. Holland (1,271 c.c. Wolseley), W. T. Platt (746 c.c. M.G.) and R. S. Richardson (747 c.c. Austin) tie.
Second-class Awards—J. G. Orford (747 c.c. Austin), R. T. Gardner (847 c.c. M.G.), J. F. Kemp (847 c.c. M.G.), J. F. Connell (847 c.c. M.G.), H. K. Crawford (1,271 c.c. Wolseley), W. A. Ponting (1,496 c.c. Frazer-Nash), R. Baker (972 c.c. Singer), H. J. Marjorie (1,087 c.c. Salmson).

EDINBURGH DISTRICT M.C.

The results of the Scottish Six Days' Trial were as follows:

Best under 850 c.c.—Leslie Robson (M.G. J3).
Best 850-1,000 c.c.—F. R. G. Spikins (Singer Nine).
Best 1,100-1,500 c.c.—N. H. Kemp (Riley Twelve).
Best over 1,500 c.c.—Hon. Mrs. Chetwynd (Ford V-8).

SILVER CUPS (No marks lost).

T. Wagner (Morris Minor), Miss M. Dickson (M.G. J2), Harry Hearn (M.G. J2), Leslie Robson (M.G. J3), F. R. G. Spikins (Singer Nine), G. F. Spouse (Singer Nine), G. M. Frame (Singer Nine), R. C. Player (Riley Nine), W. H. Hitchman (Riley Nine), Miss M. Allan (Ford V8), Hon. Mrs. Chetwynd (Ford V-8), Norman Black (Singer Nine).

SILVER MEDALS.

D. Donaldson (M.G. J3), B2; A. W. F. Smith (M.G. J2), B2; H. J. Stewart (M.G. J2), B2; W. J. B. Richardson (Singer Nine), In.1; Jack Hobbs (Riley Nine), In.1; N. H. Keep (Riley Twelve C2; H. Alexander (Ford V-8, A1.

BRONZE MEDALS.

H. F. Barge (Morris Minor), H10, B2; Bert Morris (Singer Nine), In.10, H10, C2, B2; G. H. Strong (Standard Little 12), missed part of route); Miss P. D. Goodban (Wolseley Hornet), Tc.18, Tp.10, C1; H. J. Stroud (Riley Twelve), Tc.40; A. H. Oxenford (Standard Big Twelve), Tc.16, A1; Miss V. Wild (Wolseley Hornet), Tc.38, In.1; Tp.10; A. P. Watson (3,190 Armstrong Siddeley), In.1, H10; N. Garrard (Crossley Ten), Tp.1, B2; B. W. Fursdon (Austin Seven), Tc5, H10; Miss Fay Taylour (Ford V-8), A10.
Club Team Prize.—M.G. Car Club, Scottish Centre (Miss M. Dickson, D. Donaldson and H. J. Stewart).
One-make Team Prize.—Ford team (Miss M. Allan, Hon. Mrs. Chetwynd and H. Alexander).
Key to marks lost.—Tc. = Time check, A = Amulree In. = Inverfarigaig, Tp. = Tornapress, H = Hudson Hill, B = Blackford Hill, C = condition at final examination.

SCOTTISH SPORTING CAR CLUB.

The revival in Scottish motoring sport was greatly assisted on May 27th by a sporting trial held by the Scottish Sporting Car Club over a fifty mile course in the South Coast of Scotland. Forty competitors entered including two ladies.

A feature of the trial was the entering of three home designed bodies; one car indeed was completely designed by its driver and it gave an excellent account of itself. More will be heard of J. Anderson and his very special "Special."

The honours were fairly evenly divided between the East and West; D. Murray, Jnr., taking home the "under 1,500" award and E. J. Boyd the unlimited.

The chief obstacle was the observed section at Costerton, and with great difficulty one singles out Cockburn (Singer) Prosser (Hornet), Dickson (Riley) and G. F. Simpson (Ford) for special mention in much magnificent driving. The section was really difficult for the later cars especially; indeed one stuck so badly that he was there for an hour and the rest of the trial had to wait. The offending car (an S.S.1) went on and clocked third best time to Fulton's big Bentley in the acceleration tests. Prosser's beautiful Trinity Hornet was second.

RESULTS.

Premier Award.—D. Murray, Jnr. (M.G. Magna).
Best Unlimited.—E. J. Boyd (1954 Supercharged Lagonda).
Acceleration Test.—W. F. Fulton (Bentley), 14 2/5 secs.
Prize Team.—"A" Team, Miss J. C. Martin (Morris Minor), D. J. Cockburn (972 Singer), J. E. Playfair (972 Singer).
First Class Awards.—A. Cairns (746 M.G.), W Stevenson (747 Austin), J. R. Nisbet (847 M.G.), J. E. L. Bryson (J.2 Midget), R. W. Goalen (847 M.G.), N. C. Christison (847 M.G.), Miss J. C. Martin (849 Morris), D. J. Cockburn (972 Singer Sports), N. W. Gibson (1006 Standard), A. J. Dickson 1089 Riley), H. G. McKerrow (M.G. Magna), D. Murray (M.G. Magna), J. G. McGregor (Wolseley Hornet), F. Gordon (Wolseley Hornet), A. Frew (Wolseley Hornet), J. Anderson (Anderson Special), E. J. Boyd (Supercharged Lagonda).
Second Class Awards.—J. E. Playfair (972 Singer), P. H. C. Dudgeon (1087 Riley), R. H. Thomas (Wolseley Hornet), R. M. Scott Brown (Wolseley Hornet), D. H. Prosser (Trinity Hornet), H. C. Kennedy (Wolseley Hornet), P. Palermi (Wolseley Hornet), A. Dods (1645 Alvis), A. Clarkson (Ford), G. M. Goudie (1861 Austin), R. D. Hunnam (S.S.1), G. F. Simpson (Ford), W. F. Fulton (Bentley), F. R. B. Stewart (Morris Cowley),
Third Class Awards.—J. T. Anderson (1056 Humber), H. E. Gibbon (1185 Rover), S. George (1635 Riley), J. W. L. R. Mitchell (Talbot), Miss L. A. Watson (2054 Standard).

DARLINGTON M.C.

For the first time a car class was held in the Club's hill climb at Reeth. Summer Lodge Bank, the scene of activity, is a longish hill with two hair-pin bends and a very rough surface. Two good climbs were registered by L. Lambert (Morris Minor) and W. Outhwaite (Amilcar) and these two tied for first place in the car class. R. Rose, who happened to be in the neighbourhood after finishing his duties as an official in the London-to-Edinburgh Trial, made an attempt to climb the hill with his 3 litre Bentley, but wheelspin caused him to stop and he had to be pushed to the top.

On June 11th a very interesting reliability trial was held for the H. W. Payne Cup. The route followed was a very sporting one of 70 miles in length, and included such well-known hills as Buttertubs Pass, West Stonesdale, and the Stang. The finish was at the Morritt Arms, Rokeby, where over 40 competitors and officials talked over the day's sport at tea.

RESULTS.

1 (H. W. Payne Cup), J. Jennings (12 h.p. Austin); 2, J. Innes (12 h.p. Austin); 3, L. Lambert (Morris Minor); best novice, W. A. Lee (Morris Minor).

KIRKCALDY & DISTRICT M.C.

A new venue for sand-racing has been found by the club, and a race meeting was held successfully last month. The entries for this event were nearly all M.G.'s, and after a good day's sport the following were the final results:—

1,250 c.c. Unsupercharged, 5 laps: W. Pratt (M.G. Magna).

Unlimited, 5 laps: D. Donaldson (M.G. Midget S.).

Unlimited, 7 laps: D. Donaldson (M.G. Midget S.).

CLUB NEWS—continued.

Unlimited, 10 laps handicap : D. Donaldson (M.G. Midget S.).

In view of the success of this meeting another has been arranged for July 5th. It is hoped that there will be sufficient entries received to enable an open permit to be obtained.

M.C.C.

A large entry has been received for the Scarborough Rally and Trial, which will take place from July 6th to 8th. It will be remembered that this event has been specially planned to appeal to both the sporting and social sections of the Club. A simultaneous start will be made by both Rally and Trial competitors, who have the choice of the following starting controls :—London, Bristol, Chester, Edinburgh or Birmingham, and all will converge on Harrogate. From then on the competitors will divide into two groups, the Rally cars proceeding by main roads to Scarborough, and the trials people taking a sporting course of usual M.C.C. standard, finishing at Scarborough. Rosedale Chimney will be included in this section.

Finally, at Scarborough a set of special tests will be held for all competitors.

BRITISH RACING DRIVERS' CLUB.

Full details of the British Empire Trophy Meeting appear elsewhere in this issue of MOTOR SPORT. Below will be found the entry list for the various car races :

"INDIA" TROPHY RACE.
(Under 1,100 c.c.)

K. D. Evans, M.G. Midget.
G. H. S. Balmain, M.G. Midget.
J. C. Elwes, M.G. Midget.
H. R. Attwood, M.G. Midget.
R. T. Horton, M.G. Midget.
H. T. H. Clayton, Amilcar.
W. A. Cuthbert, Riley.
E. K. Rayson, Riley.
G. F. A. Manby-Colegrave, M.G. Magnette.
H. G. Dobbs, Riley.
G. P. H. Noble, Salmson.
B. O. Davis, M.G. Magnette.
R. A. Yallop, M.G. Magnette.
H. Widengren, Amilcar.

"CANADA" TROPHY RACE.
(Over 1,100 c.c.)

T. A. S. O. Mathieson, Bugatti.
J. Street, Bugatti.
R. O. Shuttleworth, Bugatti.
B. H. Wickins, Bugatti.
Charles Follett, Alvis.
C. T. Delaney, Lea-Francis.
Frank Hallam, Alvis.
K. Maxwell, Bugatti.
C. G. H. Dunham, Alvis.
R. R. K. Marker, Bentley.
G. L. Baker, Minerva.
H. Stisted, Mercédès-Benz.

BRITISH EMPIRE TROPHY RACE.

O. H. J. Bertram, Delage.
Kaye Don, Bugatti.
John Cobb, Napier-Railton.
Count Czaykowski, Bugatti.
(And selected fast cars in the previous races).

LIGHT CAR CLUB.

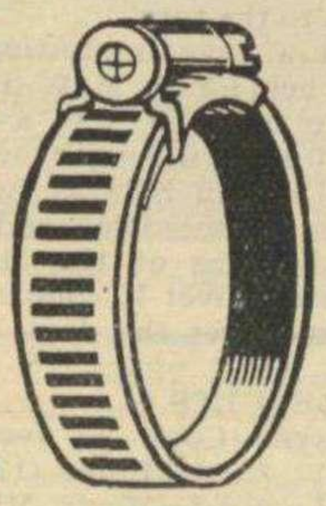
Early in July the Club will take advantage of the invitation of the Firestone Tyre Company to inspect their works on the Great West Road, London.

On June 18th a very enjoyable afternoon was spent at the M.G. Works at Abingdon. Mr. Cecil Kimber very kindly arranged for some of the more important sections of the works to be in action, in spite of the fact that it was a Sunday, and the party witnessed for themselves the successive stages in the production of Britain's most popular sports car. Afterwards, the Club party were the guests of the M.G. Company for tea.

The great annual event of the Club, the Relay Race, will be held on July 22nd at Brooklands. Entries have already closed, but at the time of going to press a full list is not available.

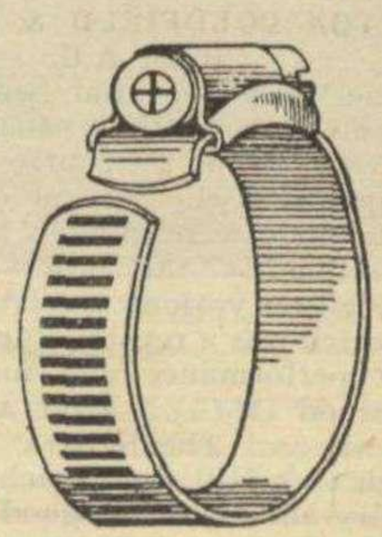
The method of running the Relay Race will be familiar to most of our readers, but for this year a slight alteration has been made to the method used in the "change-over." After the start the "B" and "C" cars will be lined up in the special enclosure beyond the pits, stretching to a point beyond the Vickers Bridge. When a change-over is made the driver just pulls into his pit and hands over the token to the next driver, who is already waiting in the pit. The latter dashes foward to his car and sets off. The obvious advantage of this method lies in the fact that when a car has to retire before finishing its 30 laps, there is no delay in the next man setting off.

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THE WHIT-MONDAY BROOKLANDS MEETING

GOLD STAR WON BY C. BRACKENBURY (BUGATTI). LADY DRIVERS COMPETING IN "MIXED" RACES FOR THE FIRST TIME. SCRATCH CARS OUT OF THE PICTURE

THE B.A.R.C. Meetings at Brooklands show little signs of waning popularity among drivers, in spite of a certain amount of dissatisfaction, for so many entries were received for the racing on Whit-Monday that the programme had to be increased from nine to ten races. This satisfactory state of affairs did not apply to the spectators, and in spite of an attractive entry list the attendance showed an appreciable falling off from previous meetings this year. Of course it was a very hot day, and one could not help thinking that many people stayed away because the accommodation for spectators is far from comfortable. Those in the Paddock, in particular, have no seats at all provided for them, while the blistering heat of the ash-dump at the Fork defied description.

Of the racing itself, the most important event was the Gold Star, which provided a runaway win for Charles Brackenbury on his well-tuned 1½ litre Bugatti. A good many drivers lost a lot of time in this race by failing to have their engines running when the flag was dropped. Bad driving was also seen in other races, many cars being far too high on the banking, making the job of passing a highly dangerous and sometimes impossible one. Unless strong action is taken by the officials to check this habit, it will certainly lead to a fatal accident in the near future; that nothing serious happened on Whit-Monday in one case was only due to fine driving by the driver of the faster car, who was forced to put his off side wheels over the edge of the track to pass. No one can be expected to get away with that experience every time.

For the first time, we believe, two cars collided in a Mountain race. It is rather surprising that this has not happened before, considering the innumerable different courses it is possible to take on the corners, owing to the width of the track as compared with a road. In this case the "collider" apparently transgressed the rule of passing inside a car in front, between the yellow lines at the Fork. This rule, when observed, does prevent collisions from the inside, but there seems no way of avoiding a "bump" caused by the front car swinging wide and baulking a driver passing on the outside as the cars come out of the corner.

Finally, lady drivers competed for the first time in the ordinary long and short handicaps. With one exception they all drove safely and steadily, kept low on the banking, and scored two "seconds" among eight starters.

* * *

Cobham Junior Short Handicap (6½ miles).

	Handicap. m.	s.
1. A. Esson-Scott (Bugatti, 1,900 c.c.)	0	13
2. Miss E. Ellison (Bugatti, 1,496 c.c.)	0	48
3. G. L. Baker (Minerva, 5,954 c.c.)	0	56

Won by 3 yards at 100.47 m.p.h.; 75 yards between second and third.

The Hon. Mrs. Chetwynd (M.G.) was the first away of a field of 13, and established quite a nice lead on the first lap. The "hounds" in the rear were closing up rapidly, however, G. L. Baker (Minerva), "S. Richards" (Frazer Nash), T. G. Moore (Frazer Nash) and Miss Eileen Ellison (Bugatti) all gaining ground hand over fist, and having many a tense scrap among themselves. On the second lap Mrs. Chetwynd was swamped by a pack of cars, and it looked as though the blue Minerva would win. Then Miss Ellison forged ahead and a triumphant début for the ladies in Brooklands races seemed imminent. All this while A. Esson-Scott, who had started from virtual scratch at 13 seconds, had been bending the floorboards of his Bugatti to such purpose that he suddenly loomed up among the leaders. The picture of the two Bugattis, Miss Ellison's white and Esson-Scott's black, would have made a very good advertisement for a certain brand of whisky, as they swept off the Members Banking down into the Railway Straight. The finish was really exciting, Esson-Scott just scraping by to win by 3 yards from Miss Ellison, with the gallant old 6 litre Minerva 75 yards away.

Cobham Senior Short Handicap (6½ miles).

	Handicap. m.	s.
1. H. J. Aldington (Frazer Nash, 1,496 c.c.)	1	0
2. Miss G. Hedges (Talbot, 2,276 c.c.)	1	11
3. Lt.-Cdr. R. T. Grogan (Frazer-Nash, S., 1,496 c.c.)	0	48

Won by 3 yards at 91.51 m.p.h.; 100 yards between second and third.

Non-starters for this race were E. Bacon (Rover) and Miss Joan Richmond (Ballot). The former sold his car just before the Meeting, while Miss Richmond received everyone's sympathy when she discovered that the old Ballot she had recently bought from Jack Dunfee was barred from Brooklands racing by the age-limit.

Once again the Chetwynd Midget was limit-car, this time with the masculine member of that sporting couple at the wheel. The little silver and red car was still in the lead at the end of the first lap, followed by Miss G. Hedges (Talbot 90), G. L. Baker (Minerva), H. J. Aldington (Frazer Nash), Lt.-Cdr. R. T. Grogan (Frazer Nash), W. E. Humphreys (Alvis), C. G. M. Boote (Riley), L. P. Driscoll (Austin), Mrs. K. Petre (Bugatti), S. W. Jackson (Riley), C. T. Delaney (Lea Francis), Miss I. C. Schwedler (Alvis), and T. H. Wisdom (Leyland Thomas).

The Leyland retired, and it looked as though the final battle would be between Grogan's Frazer Nash and Driscoll's Austin. On the next lap Grogan moved up four places into the lead, travelling at a tremendous pace, his speed being round about 115 m.p.h. The Austin, lapping at well over 100 m.p.h., had also gained ground and had passed four cars. At the end of the second lap the order was Grogan, Aldington, Miss Hedges and Driscoll, but then the Austin slowed and dropped out of the running. Just as it seemed that Grogan would score a comfortable win his car began to miss, the trouble being a punctured float chamber. He kept going, but Aldington and Miss Hedges were too near, and crossed the line first in that order, with Grogan third.

After the race Miss Hedges was warned for having crossed the line at the Fork.

THE WHIT-MONDAY BROOKLANDS MEETING—continued.

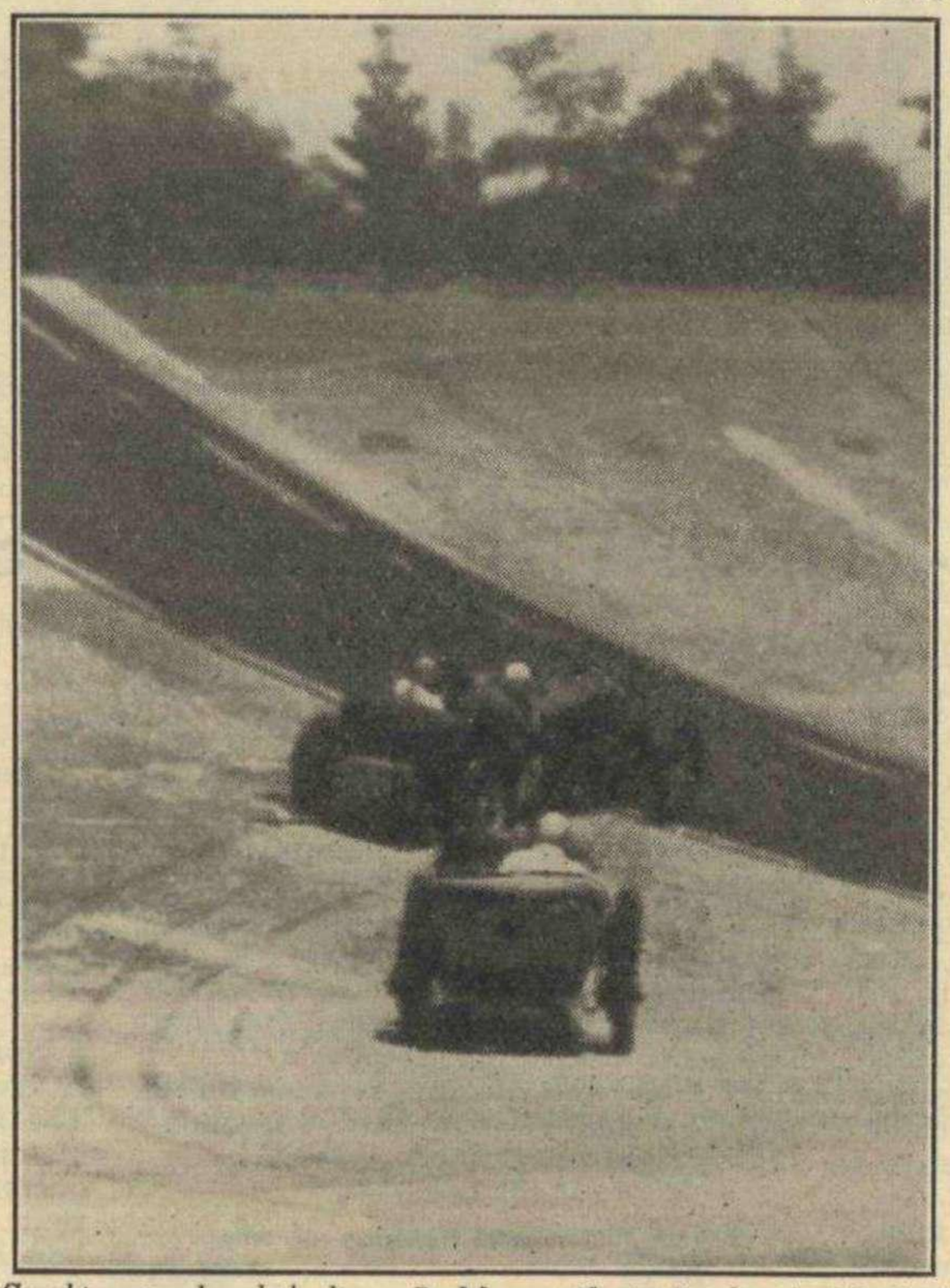
Cobham Lightning Short Handicap (6½ miles).

	Handicap. m.	s.
1. A. H. L. Eccles (Bugatti, 1,496 c.c.)	0	57
2. R. Morgan (Invicta, 4,467 c.c.)	0	23
3. R. J. Munday (Munday-Special, 4,310 c.c.)	0	27

Won by 30 yards at 86.8 m.p.h.; 100 yards between second and third.

The first of the long handicaps was disappointing. With a two litre Bugatti on scratch one missed the really fast cars of yore, such as Sir Henry Birkin on the Bentley and John Cobb on the 10 litre Delage.

At the end of the first lap Driscoll's Austin had taken the lead from A. H. L. Eccles (Bugatti), who was followed by Frank Hallam (Alvis 8 cyl. f.w.d.), R. Morgan (Invicta), R. J. Munday (Munday Special) and J. Cumming (Maserati). T. A. S. O. Mathieson (Bugatti 2 litre), the scratch man, had already caught E. L. Bouts, on the original Leyland Thomas driven by Parry Thomas, and now fitted with a four seater body. On the next lap Eccles (Bugatti) passed Driscoll, and a great tussle was going on between Morgan (Invicta), Munday (Munday Special) and Cumming (Maserati). Unfortunately this dog-fight left no room for anyone else to pass, as Mathieson wished to do when he caught them at the end of the Byfleet banking. Travelling very much faster, he found his passage blocked and waved vigorously at the Fork in an endeavour to attract attention. All round the Home and Members Banking he was held back, but by now it was too late and Eccles was a certain winner. Then, as an odd sort of compensation for Mathieson's bad luck, an oil pipe broke, so that he could not have won the race anyway. Morgan was second and Munday third.



Sunshine, speed and shadow. R. Morgan (Invicta) takes the Members' Bridge corner ahead of C. T. Delaney (Lea Francis).

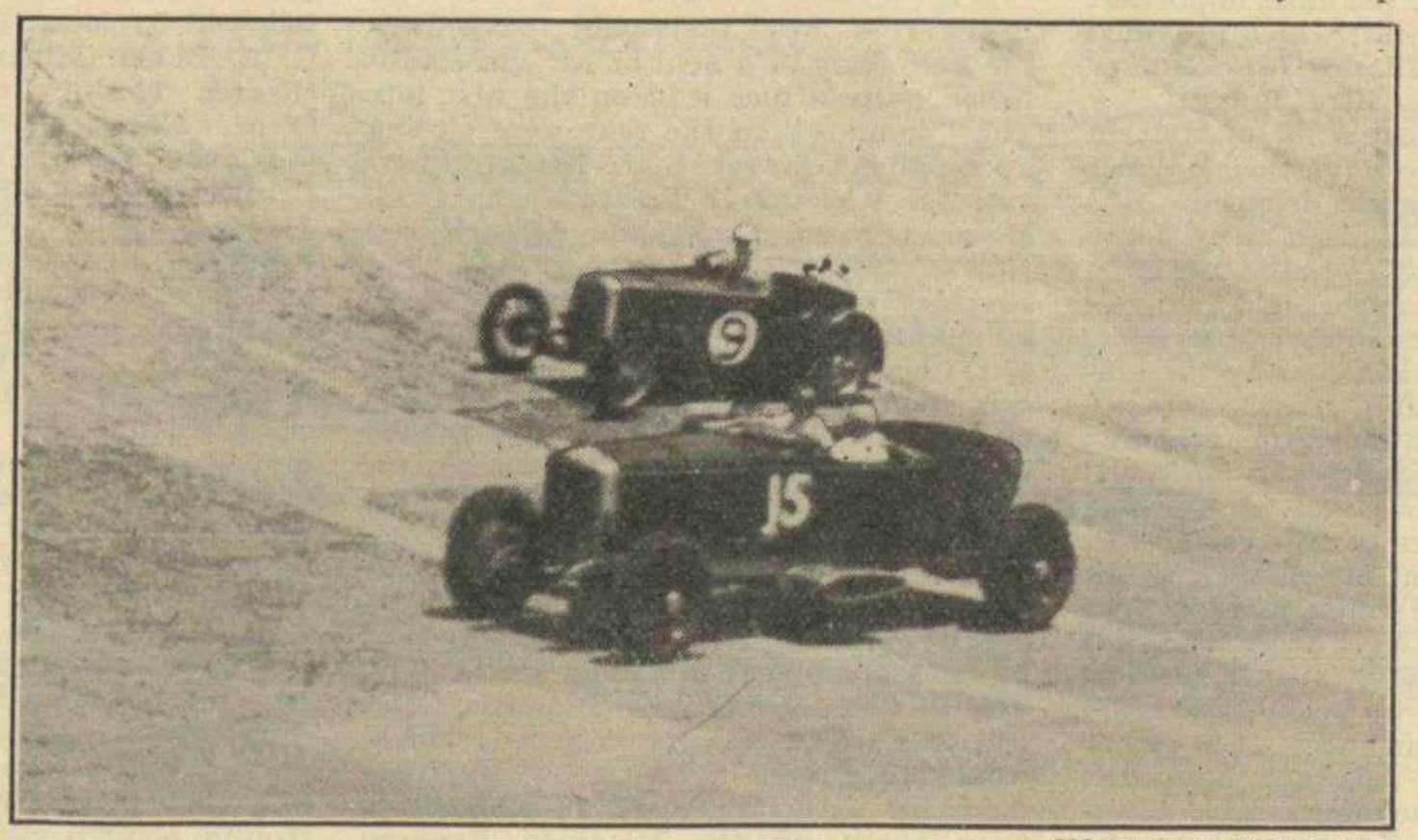
First Cobham Mountain Handicap (6 miles).

	Handicap. m.	s.
1. R. Morgan (Invicta, 4,467 c.c.)	0	58
2. C. T. Delaney (Lea-Francis, S., 1,496 c.c.)	0	58
3. H. J. Aldington (Frazer Nash 1,496 c.c.)	0	49

Won by 100 yards at 64.41 m.p.h.; 25 yards between second & third.

There were only two non-starters in the first Mountain race, namely R. O. Shuttleworth (Bugatti) who had met with a slight accident at Biggelswade earlier in the week, and R. A. Yallop, whose M.G. Magnette was not ready in time for the race. Accordingly, A. Powys-Lybbe (Alvis) and Whitney Straight (Maserati) ran instead.

Powys Lybbe was the limit man, with a start of 1 min. 29 secs., and he held his lead for three out of the five laps. All this time R. Morgan (Invicta) and C. T. Delaney (Lea Francis) were second and third respectively, followed by A. N. L. Maclachlan (Austin), H. J. Aldington (Frazer Nash), R. G. J. Nash (Nash Special), R. E. L. Featherstonhaugh (Alfa Romeo) and Esson-Scott (Bugatti). These cars started in that order, and from then on there was little alteration in the placings; Powys-Lybbe fell to fourth place, and Aldington passed Maclachlan. The race was remarkable for the manner in which the back markers were handicapped out of the picture. Straight, in spite of fast driving, only picked up three places, two of which were caused through Cumming (Maserati) and A. H. L. Eccles (Bugatti) retiring. Mathieson (Bugatti), not counting the retirements, stayed where he was, while Featherstonhaugh, Nash, and Esson Scott also failed to alter their positions for better or worse.



[*Motor Sport Photographs.*

H. J. Aldington (Frazer Nash) passing G. L. Baker (Minerva) to win the second race at 91.51 m.p.h.

Second Cobham Mountain Handicap (6 miles).

	Handicap. m.	s.
1. T. G. Moore (Frazer Nash, 1,496 c.c.)	0	36
2. E. K. Rayson (Riley, 1,089 c.c.)	0	31
3. A. C. Lace (Invicta, 4,467 c.c.)	0	12

Won by 75 yards at 60.34 m.p.h.; 65 yards between second and third.

The field was reduced in this race by the absence of the scratch man, H. Widengren (Amilcar), J. C. Graham, whose Harris Special was found to be suffering from binding brakes every time a Brooklands bump was traversed, Raymond Way (Rover), E. N. Ward (Riley) and W. A. R. Farmiloe (Lombard).

F. A. Longman, on the interesting André V6, was the first away in company with Powys-Lybbe (Alvis). The latter got to the corner first but was going too fast, and avoided striking a barrel by a hair's breadth. On the next lap T. G. Moore (Frazer Nash) got into the lead, closely followed by W. G. Everitt (M.G.). At the Fork, Moore was ahead when Everitt came up on the inside, ocrnering at the same speed, with the result that the paths of the two cars converged and there was a resounding *clash* as they bumped together. Meanwhile E. K. Rayson (Riley) had joined the fray, and these three had a great fight until the end of the race, during which Everitt disintegrated a barrel at the Fork. Moore held his lead until the last run up from the Fork, when misfiring set in and Everitt slipped by to cross the line first by half a length.

After the race the Stewards issued a statement that they found that Everitt's M.G. had been driven in a wild manner, and the driver had attempted to pass inside Moore's Frazer Nash at the Fork, within the yellow lines. They further decided that Everitt should be excluded from taking part in any more races that day, and

THE WHIT-MONDAY BROOKLANDS MEETING—continued.

that Moore should be declared the winner.

Cobham Junior Long Handicap (9 miles).

	Handicap. m.	s.
1. C. G. M. Boote (Riley, 1,089 c.c.)	0	34
2. W. A. Cuthbert (Riley, 1,089 c.c.)	0	5
3. J. H. Parsons (Alvis, S., 1,513 c.c.)	0	39

Won by 700 yards at 90.73 m.p.h.; 100 yards between second and third.

The sixth race provided the easiest victory of the day, the official distance between first and second being given as 700 yards. Chetwynd got away first with the silver and red M.G., pursued by E. N. Ward (Riley), D. L. Briault (Wolseley Hornet Special), Metcalfe (Abbot Nash), J. H. Parsons (Alvis), C. G. M. Boote (Riley), W. E. Humphreys (Alvis), R. L. Bellamy (Frazer Nash), C. G. Dunham (Alvis), W. A. Cuthbert (Riley) and Frank Hallam, on scratch with the 8 cyl. T.T. Alvis.

Boote's car was in fine fettle, and soon began to overhaul the cars ahead. Only Parsons, on a very well kept four seater f.w.d. Alvis succeeded in offering any resistance, but he too was slowly left astern. Cuthbert was the fastest of the back markers, and passed everyone except Boote, who by now was in an invincible position. Parsons scored a well deserved "third" behind Cuthbert.

"Gold Star" Handicap (20 miles).

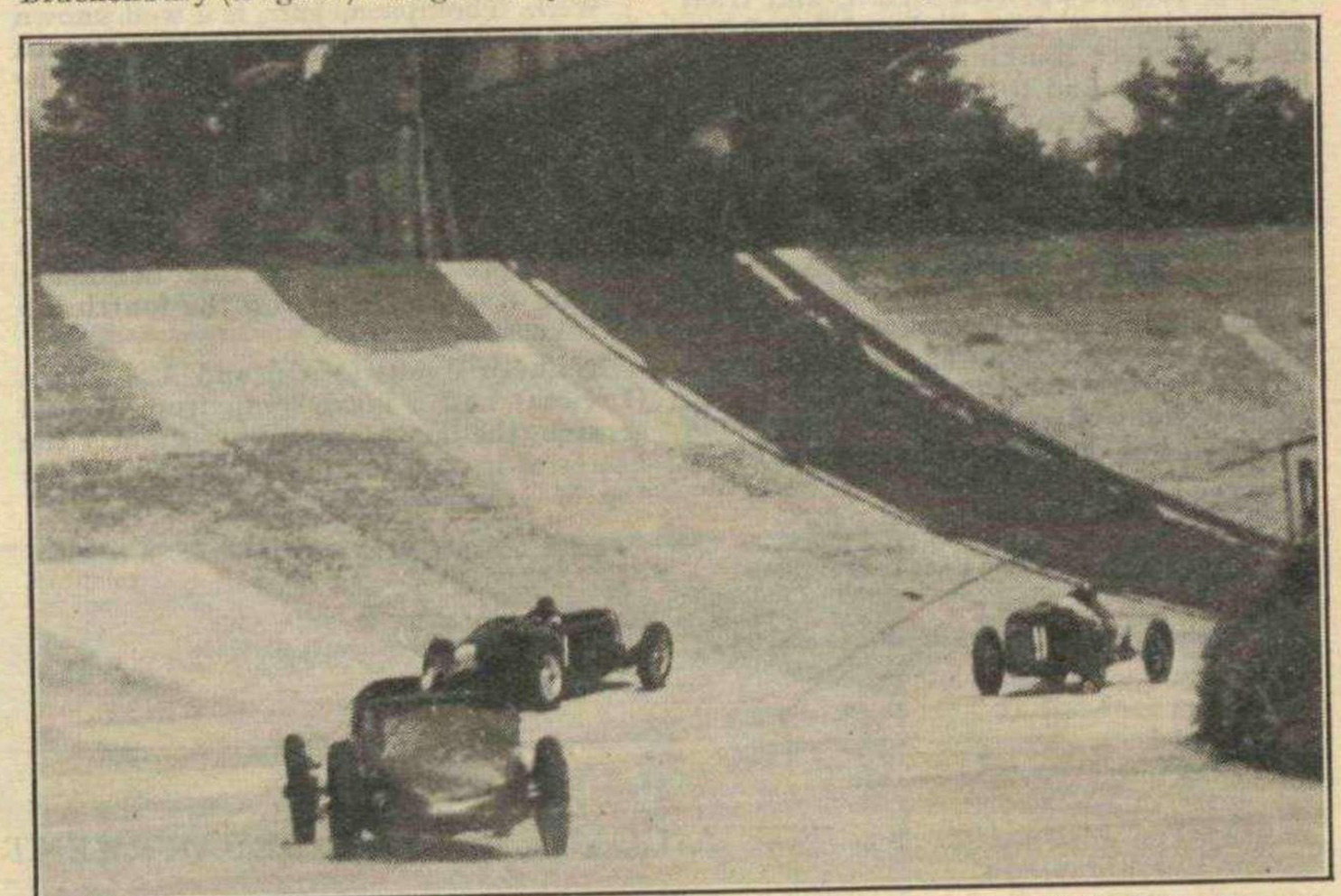
	Handicap. m.	s.
1. C. Brackenbury (Bugatti, 1,496 c.c.)	2	0
2. Oliver Bertram (Delage, 10,688 c.c.)	0	5
3. T. H. Wisdom (Leyland Thomas, 8,464 c.c.)	0	21

Won by 500 yards at 100 m.p.h.; 150 yards between second and third.

The Gold Star Handicap is always the great event of the Whitsun Meeting, for the winner receives the comprehensive benefits of increased prestige, a "Gold Star," value £50 presented by the "Star" newspaper, and last, but by no means least, a cheque for £100.

Although 18 cars were entered for the race, only 11 came to the line. Of the absentees, Kaye Don's 4.9 Bugatti was not ready in time, T. S. Fothringham's 2.3 Bugatti was suffering from gear-box trouble, Widengren's Amilcar was in throes of engine repairs, and Cuming's Maserati had cracked up in an earlier race.

The start was an extraordinary affair. After L. P. Driscoll (Austin) and C. Brackenbury (Bugatti) had got away well, a number of drivers were not ready when their turn came to start, endeavouring not to start their engines until the last possible moment. Among these dilatory people we noticed H. T. H. Clayton (Amilcar), J. H. Bartlett (Salmson), R. R. Jackson (M.G.) and O. Bertram (Delage).



Whitney Straight (Maserati) goes wide to pass J. Cumming (Maserati) and A. H. L. Eccles (Bugatti).



[*Motor Sport photographs*

The winner's salute. Charles Brackenbury (Bugatti) is flagged home first in the Gold Star race.

The Austin retired on the second lap, and from then onwards Brackenbury was never headed. Clayton retired on the second lap, Dixon on the third, after some fast laps, and Eccles (Bugatti) took up the challenge. Then C. J. Turner came into the picture with his blown 4½ litre Bentley, passing Eccles on the fourth lap, and travelling well. Meanwhile, in the rear Oliver Bertram (Delage) was trying to make up for lost time. He was passed by Whitney Straight (Maserati) who was on scratch, but on the second lap Bertram reversed the positions. Straight was finding the light Maserati exceedingly difficult to hold on the Banking, and wisely refrained from opening out. On the fifth lap Turner retired, when lying second, and at the same time Bertram passed Wisdom (Leyland) to take second place. This manoeuvre nearly caused a bad accident, for the Delage was affected by the windage of the Leyland, which was sufficiently low on the banking at the time for the Delage to pass. Bertram retained control, in spite of a pronounced tail wag, and tore after Brackenbury. The dark red Bugatti was a long way ahead, however, and won comfortably at a speed of exactly 100 miles an hour for the 20 miles.

Cobham Senior Long Handicap (9 miles).

	Handicap. m.	s.
1. C. J. Turner (Bentley, S., 4,398 c.c.)	0	10
2. H. T. H. Clayton (Amilcar, S., 1,093 c.c.)	0	40
3. W. Y. Craig (Bugatti, S., 1,990 c.c.)	Scratch	

Won by 100 yards at 111.53 m.p.h.; 3 yards between second and third.

The eighth race marked the very welcome reappearance of W. Y. Craig to Brooklands racing. Craig will be remembered by Track *habitués* as the owner a few years ago of one of the fastest Bugattis ever seen in this country, with which he held until recently the International Class Record for the standing kilometre. In this race he drove Mathieson's blown two-litre Bugatti.

At the end of the first lap H. T. H. Clayton (Amilcar) led, followed by F. Dixon (Riley), R. Morgan (Invicta), C. J. Turner (Bentley), R. L. Duller (Bugatti), R. R. K. Marker (Bentley), Craig (Bugatti) and R. T. Horton (M.G. Magnette).

Morgan and Marker fell behind, and Horton was unable to make much headway. Clayton continued to cling to the lead at the end of the second lap, pursued

THE WHIT-MONDAY BROOKLANDS MEETING—continued.

by Dixon, Turner, Duller and Craig. On the last lap the back markers began to close up, and Clayton's lead was menaced. At the end of the Railway Straight Turner caught up with Dixon, and tried to pass just as Dixon placed his Riley on the Byfleet Banking. To avoid a collision Turner had to go right to the edge of the track, two wheels went over the edge, and for a moment disaster seemed inevitable. But Turner kept on and got through, raising a great cloud of sand and dust as he swept by.

Dixon could make no impression on the flying Amilcar, and was again passed by Craig, whose Bugatti was travelling very fast quite low on the banking. Craig made a great effort to catch Turner, and Clayton, but missed second place by 3 yards. Turner's winning speed was the highest of the day, 111.53 m.p.h.

Third Cobham Mountain Handicap (6 miles).

	Handicap. m.	s.
1. W. L. Thompson, Junr. (Austin, S., 749 c.c.)	0	36
2. T. P. Cholmondeley Tapper (Bugatti, 1,496 c.c.)	0	18
3. A. C. Lace (Invicta, 4,467 c.c.)	0	12

Won by 175 yards at 59.32 m.p.h.; 200 yards between second and third.

W. L. Thompson, Jnr., is a well known and regular competitor at Southport with a supercharged Austin, and in this race he scored his first victory at Brooklands in no unconvincing manner.

Starting from the limit mark he never looked like being caught, although T. P. Cholmondeley Tapper (Bugatti) made a good effort to wipe off his handicap, passing Rayson (Riley) on the fourth lap to take second place.

Kenneth Evans (M.G.) and A. C. Lace (Invicta) had a good scrap from virtual scratch, the larger car having slightly the better of it, and taking third place, while the M.G. finished fourth.

Fourth Cobham Mountain Handicap (6 miles).

	Handicap. m.	s.
1. K. D. Evans (M.G., S., 747 c.c.)	1	1
2. J. Lemon Burton (Bugatti, S., 1,496 c.c.)	0	44
3. H. Rignold (Alfa-Romeo, S., 1,484 c.c.)	0	48

Won by 200 yards at 64.02 m.p.h.; 300 yards between second and third.

Following Thompson's example in the previous race, Kenneth Evans ran out an easy winner of the last race of the meeting, starting from limit. R. H. H. Eccles (Frazer Nash) was second for two laps, when he was passed by H. Rignold, driving Featherstonhaugh's Alfa Romeo. Meanwhile Horton (M.G. Magnette) was making up ground quickly, and took second place from Rignold on the fourth lap, only to fall right back when his car began to misfire. Whitney Straight could not get the engine of the Maserati to start until halfway through the race, and only completed two laps. J. L. Burton (Bugatti) was driving a good race in third place, and on Horton's retirement went up into second. Evans, driving with consistent neatness, was now firmly established and won by 200 yards at the excellent speed of 64.02 m.p.h., with Burton second and Rignold third.

A COMPETITIONS DEPARTMENT

Sports car owners, especially thosetaking part in competitions, will be interested to hear that, following upon the many successes in trials and competitions during the present season, Singers have initiated at Coventry a Competitions department, under the control of Mr. F. S. Barnes.

He will be pleased to place the services of his department at the disposal of those Singer owners intending to participate in trials. Mr. Barnes has himself been a consistently successful performer and has held the premier awards and trophies during the past seven years in all the well-known reliability trials.

He commenced competition work in 1917 with motor cycles of various makes and made a name for himself in this field, until in 1921 he entered four-wheel competition work with a cyclecar, competing regularly for seven years. In 1928 he entered for the R.A.C. Ulster T.T., the first post war road race, and was the first to drive a baby car in any R.A.C. T.T. race. He has entered for this race every year since.

Since 1928 he has also taken part in most of the international racing events held in Great Britain, including the Irish Grand Prix, the 500 mile race and the Brooklands six-hour race.

The benefit of Mr. Barnes' extensive experience, which is at the disposal of all Singer enthusiasts entering trials and competitions, should prove of immense advantage.

FORTHCOMING EVENTS

MOTORING FIXTURES FOR 1933.

JULY.

1st. *B.R.D.C. British Empire Trophy Race.*
2nd. *Hornet Car Club.*
2nd. *Garsburg Hill Climb.*
2nd. *Marne Grand Prix.*
2nd. *Suse-Moncenisio.*
7-8th. *M.C.C. Reliability Trial.*
8th. *King's Cup Air Race, Hatfield.*
8th. *M.G. Car Club.*
8th. *B.A.R.C. Inter Club Meeting.*
9th. *Belgian Grand Prix.*
13-14th. *R.A.C. Isle of Man Races.*
16th. *Carshalton M.C.C.*
16th. *Dieppe G.P.*
16th. *Freibourg Hill Climb.*
22nd. *M.G. Car Club Gymkhana.*
22nd. *L.C.C. Relay Race (Brooklands).*
23rd. *German Grand Prix.*
23rd. *Brighton and Hove M.G. Trophies Trial.*
29th. *Sunbeam M.C.C. Speed Trial.*
29th. *Junior Car Club Reliability Trial.*
30th. *Lorraine Race.*
30th. *Ciano Cup Race.*

AUGUST.

1-6th. *Coupe des Alpes.*
4-5th. *Irish Grand Prix Races.*
4-5th. *Mid Surrey A.C. London-Barnstaple Trial.*
7th. *B.A.R.C. Bank Holiday Meeting.*
7th. *Carshalton M.C.C. Motor Sports Gala.*
12th. *Southport M.C. 100 Miles Race.*
12-13th. *La Baule Grand Prix.*
15th. *Acerbo Cup Race, Italy.*
19th. *Donington Park Races.*
20th. *Comminges Grand Prix.*
26th. *Craigantlet Hill Climb.*
27th. *International Rally Alsace.*
27th. *Stelvio Hill Climb.*
27th. *Swiss Grand Prix.*
28-29th. *Ulster A.C. Rally, Bangor.*
30th. *Ulster A.C. Concours d'Elégance.*

THE 6-CYLINDER FRAZER NASH.

A NEW MODEL OF DISTINCTIVE CHARACTERISTICS.

AS exclusively reported in the columns of MOTOR SPORT some months ago, Messrs. A.F.N., the manufacturers of Frazer Nash cars, are producing a six cylinder model, and the first batch of engines have already been delivered. One of the first cars, driven by Mr. C. M. Needham, won its class at Shelsley some weeks ago. The one we tried was the first ever produced, and was handed over perhaps a little unwillingly, as it embodied various experiments in the way of springing and other matters which will be altered in later cars of the same batch, but even without making allowances for this, the makers are to be congratulated on a thoroughly successful model.

One's first impressions were that none of the brisk acceleration which is the most conspicuous feature of Nashes had been lost, but that the sturdy punch of the four had been replaced by a smoothness which made driving a real pleasure. The exhaust note was subdued, by the addition of a Derrington silencer to the standard arrangement, and altogether the stage was set for fast driving without giving offence.

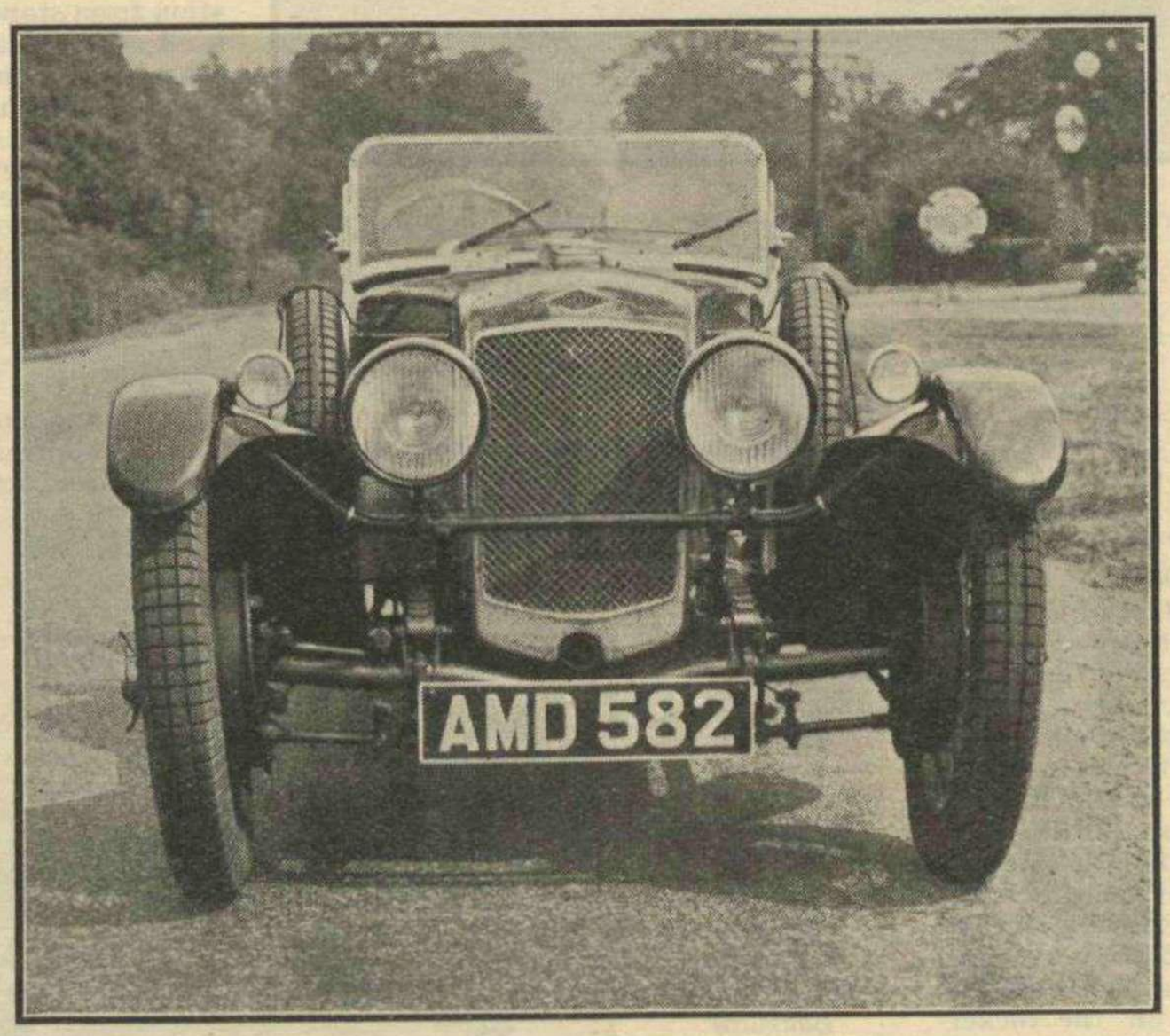
A rev. counter had not yet been installed, but the comfortable speed in the gears were found to be 32, 54 and 77 m.p.h., giving an engine speed of about 4,400 r.p.m. in each case. Changing into top did not bring about much increase in speed, being just under 82 m.p.h. for a timed half mile. The reason for this was because of the high top gear, 3.8, fitted as an experiment. The revs. with this gear were only about 3,700, which would reduce the power available by about 17%. By fitting a 4.1 top, and this the Frazer Nash chain final drive allows without altering the other ratios, one would expect the revs. to increase to about 4,500, giving a maximum speed of 90.

The acceleration figures up to 75 m.p.h., except those from 10-20, which are adversely affected by the high bottom gear, are better than those of any unsupercharged car tested in MOTOR SPORT since acceleration curves have been published. This is due partly to the good power-weight ratio, and partly to the almost instantaneous gear-change.

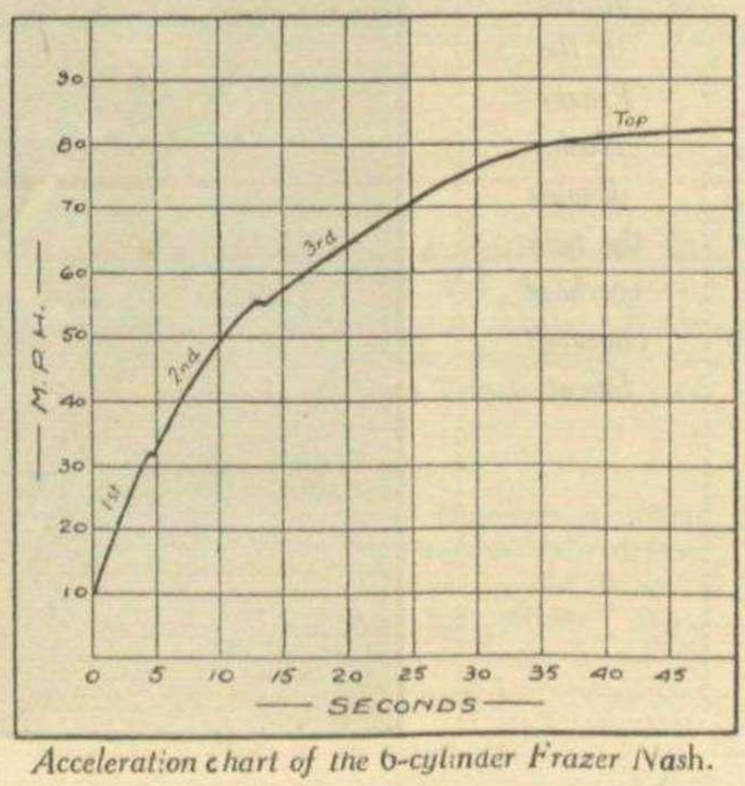
The braking distance from 40 m.p.h. is 72 feet, which is not up to the usual standard of sports cars. More power might have been obtained by stronger application in the front. However hard they were applied, the car showed no tendency to swerve.

Brief Specification.

Engine : Six cylinder. Bore 57 *mm. stroke* 97.9. *Capacity* 1,498 *c.c. Tax* £12. *Double o.h. camshaft, chain driven. Three carburettors. Coil ignition.*
Gears : Frazer Nash roller chains. Ratios 4.1, 4.8, 7 *and* 11.75 *to* 1.
Rear Axle : Solid.
Suspension : Quarter elliptic front and rear.
Dimensions : Wheelbase 8*ft.* 9*in. Track (Crabtrack), Front* 4*ft. Rear* 3*ft.* 4½*ins.*
Price : Chassis only, £575.



The frontal aspect of the 6-cyl. Frazer Nash is characterised by workmanlike neatness. Note the two spare wheels.



Acceleration chart of the 6-cylinder Frazer Nash.

The six-cylinder engine is fitted into the long chassis, but in spite of this, the new model corners in the same spirited fashion as the shorter cars. Ordinary corners can be taken very rapidly without the slightest trace of sway, and if one finds that it it sharper than one expected, the steering can be locked over and the tail slid round till the front of the car points in the required direction. This manoeuvre is much aided, of course, by the high-geared steering, which also has a strong caster action, one of the distinctive features of Frazer Nash cars. It certainly requires a little more effort than the low-geared variety, but this is more than repaid by the speed with which emergencies of trials or racing can be dealt with. The road-holding, both on the road and the track, was entirely satisfactory, but the rear springing proved rather harsh on one or two occasions. This will be remedied by fitting a different type of spring.

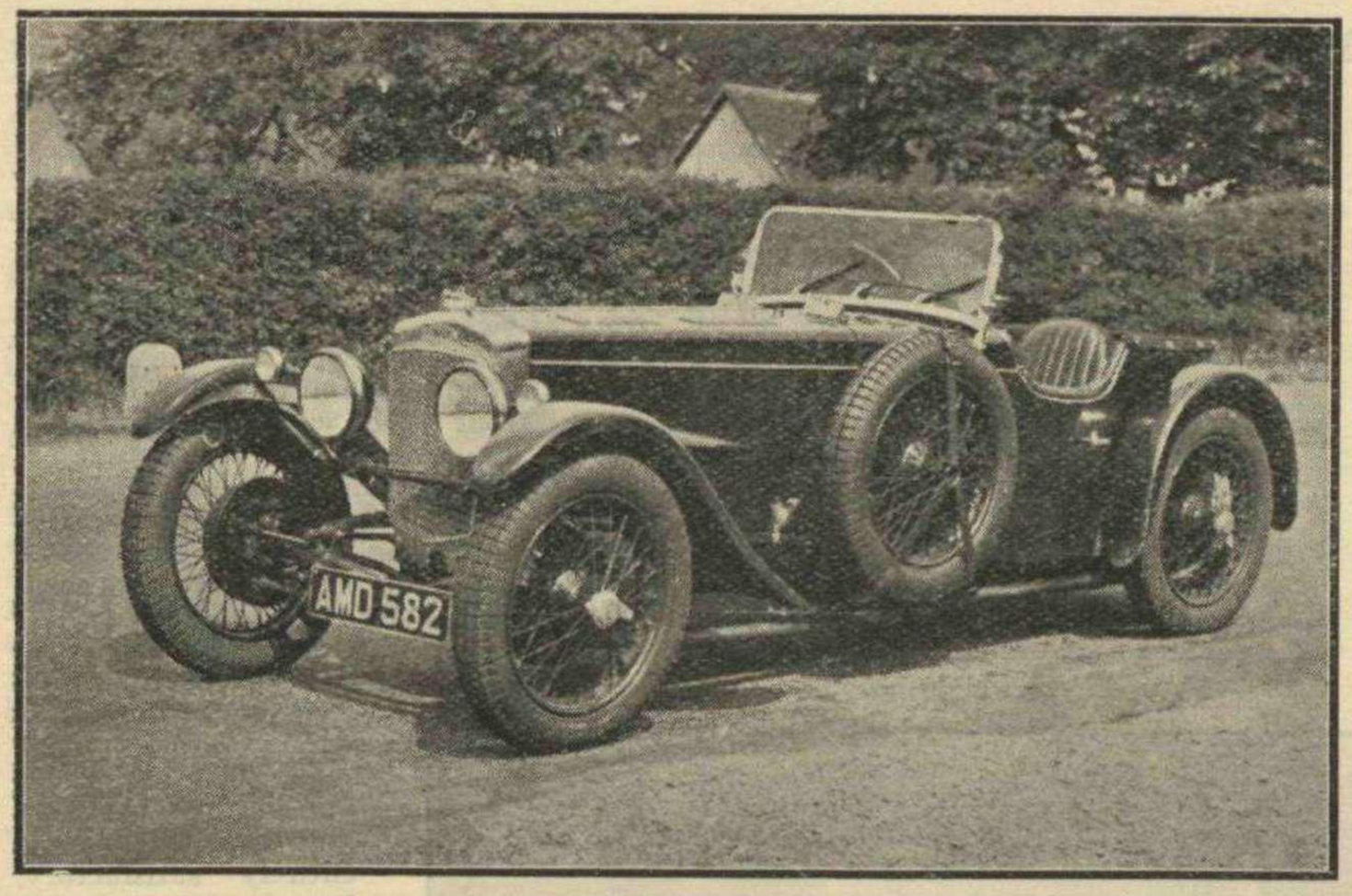
The gear-change, which is effected by sliding dogs, is easy and rapid, almost as quick as with a self-changing gear-box. The clutch was smooth, and frees with less effort than of yore, and the reverse stop is released by lifting a catch on the lever, an improvement on the old system of lifting a knob on the floor. A racing hand-brake, the ratchet of which is only engaged when the knob is depressed, is another good feature.

The simplicity of the gear-change and the rapid speeding up of the engine makes fast driving seem a commonplace thing, acceleration being carried out on the three lower gears with top as a quiet and econimical cruising gear when the required speed has been attained. As most Frazer Nash owners demand maximum performance throughout the range, however, it has been decided to fit a 4.1 top gear, as suggested earlier in the article.

The last part of our test was cut short somewhat by persistent sooting of the plugs. This was traced to flooding caused by excessive pressure in the petrol tank, pumped up but not recorded by a faulty gauge. Truly an obscure fault and one which only occurs once in a thousand times.

Before this occurred, sufficient mileage had been covered to show that the makers have successfully combined the performance of the four cylinder models with

THE 6-CYLINDER FRAZER NASH—continued.



The new 6-cyl. Frazer Nash has a larger bonnet than the 4-cyl. models, and looks a thoroughbred from stem to stern.

the refinement and even torque only possible with a six.

The power-unit of the new car is a six-cylinder specially made to Frazer Nash specification by the Blackburne Engineering Company. The bore and stroke are respectively 57 and 97.9 mm., giving a capacity of 1,498 c.c., with an R.A.C. rating of 12 h.p. One of the overhead camshafts is driven by a double roller chain from the rear end of the crankshaft, where it is not affected by torsional oscillations, and the other camshaft is driven from it by skew-teeth pinions. The valves, two per cylinder, are inclined to one another at 90 degrees, and are operated by rockers, with a roller at one end and an adjusting screw at the other. A 14 mm. plug is set vertically in the middle of each head, and they are thus very accessible. So also is the large oil-filler which is carried on the rocker-cover.

The block and the cylinder head are of cast iron, with an aluminium crank-case and sump. The latter is ribbed and holds two gallons of oil.

The crank-shaft is balanced and is carried in three plain and two roller bearings the latter being at each end. A torsion damper is mounted at the front end. Pistons and rods are of RR. 55 alloy, with plain big-ends.

Three carburettors, either Zeniths or S.U.s are mounted on the near side of the engine, and are supplied by S.U. petrol pumps or by pressure, whichever is specified. The exhaust ports are on the other side of the engine, and the pipe is taken away at the front end. A dynamo and water pump are driven in tandem on the off side of the engine, and also the Bosch distributor with its two contact breakers, a feature which is said to prevent the falling off of the spark which is liable to occur with coil ignition at high speeds.

The engines develop 75 h.p. and are mounted on Silentbloc bushes at their centre of gravity, which minimises the transmission of oscillations to the chassis.

The transmission follows usual Frazer Nash lines. A single plate clutch is fitted, and a propeller shaft with one universal joint drives a cross-shaft through spiral bevel gears. On this cross shaft are mounted four sprockets, with corresponding ones on the solid rear axle. Any of these can be locked in turn giving a direct drive through roller chains. They are lubricated by means of a hand pump.

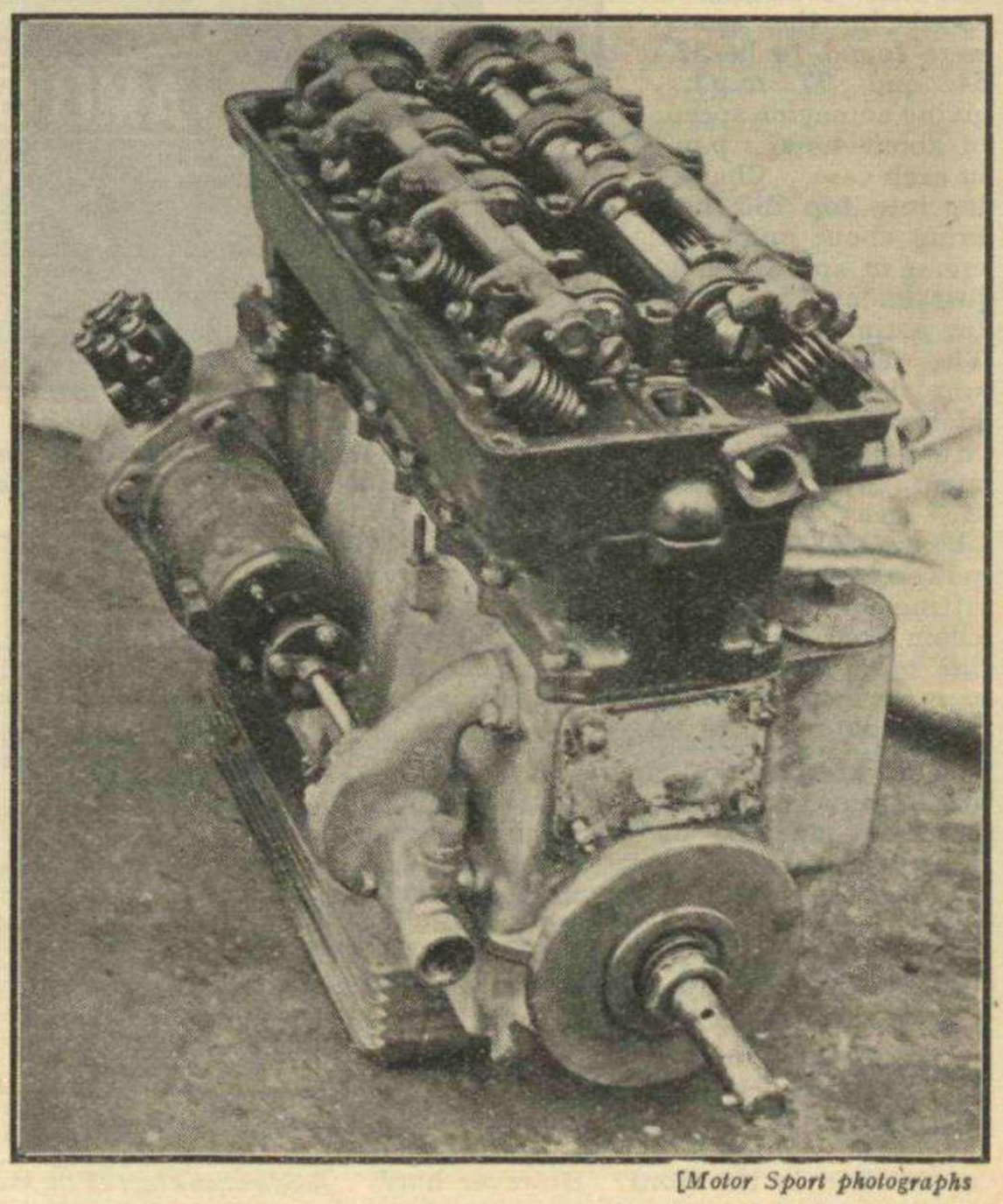
Quarter-elliptic springs are used back and front, the shock-absorbers being used as radius rods in front. The front axle is tubular, and cable operated. 12 inch brakes are fitted.

The chassis is the same size as the standard long chassis, but the side members are heavier, and there is an extra cross-member in front. Another alteration from standard is the 13½ gallon rear tank. The chassis weight is 18½ cwts., with tanks, including the auxiliary ones on the dash full.

Any bodywork can be fitted to order, but the car we tested was fitted with a workmanlike body on the lines of the four-cylinder cars, the bonnet of course being longer. It seemed very solidly constructed and was free from squeaks or rattles, and allowed a good view of the front wings.

The chassis complete costs £575, and the makers' address is A.F.N. Ltd., Falcon Works, Isleworth, Middlesex.

T. G. M.



The new 6-cylinder Blackurne 1½ litre engine utilised in the Frazer Nash, showing the twin overhead camshaft layout.

[*Motor Sport photographs*

CONTINENTAL NOTES.

THE TARGA FLORIO SHOWS SIGNS OF DECLINE

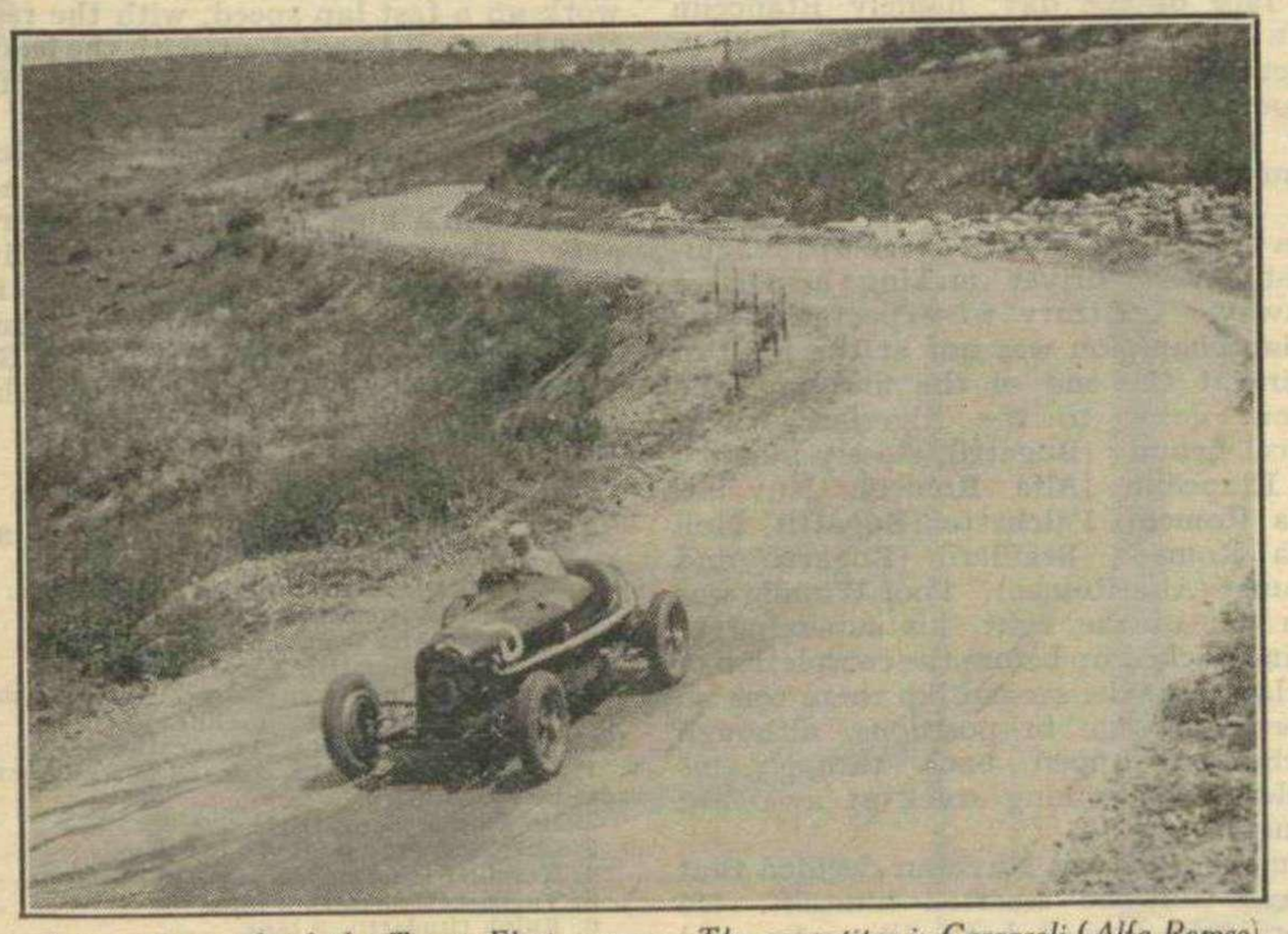
NO ACES EXCEPT BORZACCHINI IN SICILIAN CLASSIC, IN SPITE OF GOOD PRIZE MONEY. BRIVIO (ALFA ROMEO) WINS AT 47.84 m.p.h.

It is to be devoutly hoped that the 1933 Targa Florio race does not presage the gradual decline of the famous Sicilian event. From 1906 to the present day, with the exception of the War period and a few years before the War, the Targa Florio has held a premier place on the sporting calendar, ranking with the French Grand Prix as the two most important races of the season.

This year the race unaccountably failed to attract an official team of any make, and still further to reduce the prestige of the event only Borzacchini of all the first class drivers travelled to Sicily for the race. The reason for this lack of interest is difficult to find, for the race was as well organised as usual, attracted an enormous crowd, and the sum of £2,350 had been subscribed for prize money.

PREVIOUS WINNERS.

1906. Cagno (Itala).
1907. Nazarro (Fiat).
1908. Trucco (Osotta).
1909. Ciuppa (S.P.A.).
1910. Cariolata (Franco).
1911. Ceirano (S.C.A.T.).
1912. Snipe (S.C.A.T.).
1913. Nazarro (Nazarro).
1914. Ceirano (S.C.A.T.).
1919. Boillot (Peugeot).
1920. Meregalli (Nazarro).
1921. Masetti (Fiat).
1922. Masetti (Mercédès).
1923. Sivoeci (Alfa Romeo).
1924. Werner (Mercédès).
1925. Constantini (Bugatti).
1926. Constantini (Bugatti).
1927. Materassi (Bugatti).
1928. Divo (Bugatti).
1929. Divo (Bugatti).
1930. Varzi (Alfa Romeo).
1931. Nuvolari (Alfa Romeo).
1932. Nuvolari (Alfa Romeo).



A typical stretch of the Targa Florio course. The competitor is Carraroli (Alfa Romeo) who finished third.

The weather was perfect when the cars were lined up at the start of the race on May 28th. There were 14 competitors, made up of 12 Alfa Romeos and 2 Bugattis, and driven by the following drivers: Alfa Romeo: Borzacchini, Brivio, Carraroli, Balestrero, Cucinotta, Dalessio, Gazzabini, Ghersi, Lobue, Magistri, Napoli, Virigilio. Bugatti: Casano and Giardina.

The start was given by S. E. Manareo, Under Secretary of State to the Minister of War, and the cars were sent off on their long journey of seven laps of the 72 kilometres circuit, giving a total distance of 504 kilometres. At the end of the first lap, as was expected, Borzacchini was in the lead, followed by Brivio and Ghersi. The Targa Florio course is probably more severe than any other in the world and retirements were soon announced, Magistri (Alfa Romeo) dropping out on the first lap and Giardina halving the Bugatti hopes by withdrawing on the second.

Borzacchini (Alfa Romeo) continued to increase his lead, and at the end of the third lap the order was:

1. Borzacchini (Alfa Romeo), 2h. 43m.
2. Brivio (Alfa Romeo), 2h. 45m.
3. Ghersi (Alfa Romeo), 2h. 48m.
4. Carraroli (Alfa Romeo).
5. Balestrero (Alfa Romeo).
6. Gazzabini (Alfa Romeo).
7. Napoli (Alfa Romeo).
8. Dalessio (Alfa Romeo).
9. Lobue (Alfa Romeo).
10. Virgilio (Alfa Romeo).
11. Cucinotta (Alfa Romeo).
12. Casano (Bugatti).

The slightest error of judgment is sufficient to destroy all chances of success on the Targa Florio course, for the road is nearly always bordered by low walls or cut out of the side of a cliff. Consequently any car leaving the road is generally badly damaged and is not fit to continue. Such a temporary lapse overtook Borzacchini on the fourth lap near Collesano, and his retirement allowed Brivio to move up into the lead. Then Ghersi, who was lying second, had mechanical trouble with his Alfa Romeo and withdrew, his place being taken by Balestrero. From then on little change took place, and Brivio was finally flagged home first, having averaged 47.84 m.p.h., and finishing 24 minutes ahead of Balestrero.

RESULTS.

1. Brivio (Alfa Romeo), 6h. 35m. 6s., 47.84 m.p.h.
2. Balestrero (Alfa Romeo), 6h. 59m. 52s.
3. Carraroli (Alfa Romeo), 7h. 7m. 45s.
4. Gazzabini (Alfa Romeo).
5. Dalessio (Alfa Romeo).

The Races at Spa.

THE race meeting organised by the R.A.C. de Belgique will be held this year in July. The first event will be a 24 hour race for sports cars, which will take place on July 1st and 2nd. In addition to the usual awards for this race a new challenge cup has been donated by M. Freddy Thellusson, who has himself competed in every race for sports cars on the Francorchamps circuit for the past nine years.

The Grand Prix for racing cars will be held on the following Sunday, July 9th, over forty laps, giving a total distance of 372 miles, starting at 1 o'clock.

Three races cancelled.

The following races appearing on the sporting calendar will not take place: June 25th, Angoulême Hill Climb; July 9th, Grand Prix de Bordeaux; August 6th, Grand Prix Féminin de Nice.

Mme. Mareuse Injured.

We regret to record that an accident befell the well known French lady-driver, Mme. Mareuse, when driving her Bugatti in the Bourg-en-Bresse hill climb. Mme. Mareuse suffered chiefly from head injuries, but latest reports of her condition are reassuring.

The Ferrari Duesenberg.

There have been many rumours about the Duesenberg which is in the possession of the Studeria Ferrari. First it was going to be driven by Nuvolari at Indianapolis, then at the Avus track, and finally it was reported to be Nuvolari's mount for the French G.P. The latest rumour is that the car will make its first appearance at the Marseilles G.P. on the Miramas track, on August 27th. By the way, the car has an 8 cylinder engine of 4,500 c.c. unblown, is equipped with a single-seater body, has a total weight of 750 kilos, and is said to be capable of 160 m.p.h.

CONTINENTAL NOTES—continued.

THE GRAND PRIX OF NIMES

Race organised by the A.M.C. du Gard.
Held on June 4th for the second time.
Length of lap: 2 kilometes 617.
Length of race: Over 2,000 c.c., 80 laps, 208 km. 800. Under 2,000 c.c., 40 laps, 104.400 km.
1932 winner: Benoit (Bugatti) 81.44 m.p.h.

The Grand Prix of Nimes, although a "round the town" race, is different from such events as the Monaco G.P., the Pau G.P. and the Douglas race. The circuit is composed of two long straights of the Boulevard Jean-Jaurés, joined at each end by a hairpin bend. To make the course more severe, both for drivers and machines, some artificial bends, or "chicanes," similar to those used at Brooklands are included, made of sandbags and the familiar trusses of straw. The two longest straights are about a kilometre in length.

There are two races, one for cars up to 2 litres and divided into categories of 1,100 c.c., 1,500 c.c. and 2 litres, and the other the Grand Prix proper for cars of over 2,000 c.c. capacity. An excellent entry was received this year for both races. In the first there were such well known drivers as Chambost (Salmson), Leurquin (Amilcar), Réveillet, the Amilcar agent in Nimes, Boucly on a 1½ litre single seater Miller, Mme. Itier (Bugatti) and Falchetto and Jacob, both on Bugattis. In the Grand Prix list most of the regular French drivers appeared, such as Etancelin, Sommer, Moll, Wimille and Zanelli, all on Alfas; Lehoux, Braillard, Falchetto, Gaupillat, and Brunet on Bugattis, and last but by no means least the famous Italian Tazio Nuvolari, at the wheel of a Ferrari-owned Alfa Romeo.

The 2,000 c.c. race.

The starters in the first race were as follow: 1,100 c.c.: Leurquin (Amilcar), Chambost (Salmson), Réveillet (Amilcar), Kessler (Amilcar), Antoine (Rally). 1,500 c.c.: Angelo (Bugatti), Bonnefon (Bugatti), Ralph (Bugatti), Mistral (Bugatti), Boucly (Miller), Albit (Bugatti), Vagniez (Maserati), Durand (Bugatti), Arnaud (Bugatti). 2,000 c.c.: Falchetto (Bugatti), Jacob (Bugatti), Bernasconi (Bugatti), Genibrel (Bugatti), Rey (Bugatti).

The 19 cars were sent away together, and at the end of the first lap the favourite, Benoit Falchetto, was in the lead, followed by Jacob, Bernasconi, and to everyone's surprise, Chambost's Salmson which was ahead of all the 1,500 c.c. cars. Kessler and Leurquin both had gearbox trouble with their Amilcars and retired, but Réveillet (Amilcar) was not far behind Chambost, and fourth in the general classification.

This order was unchanged for 25 laps, when the propellor shaft of Falchetto's Bugatti broke, letting Jacob into the lead, with Bernasconi second. And so it remained until the end, with Chambost third and Réveillet fourth. The greatest fluctuations of fortune took place in the 1,500 c.c. class. At first Angelo (Bugatti) led, but carburetter trouble set in and he retired on the 3rd lap. Then Bonnefon (Bugatti) took first place, until he was passed by Ralph (Bugatti), who in turn was being chased by Vagniez (Maserati). The last named got by on the 26th lap and was never headed, securing 5th place in the general classification.

Abit (Bugatti) came to grief on the pavement at one of the "chicanes," and Antoine (Rally) was called in by the stewards.

The Grand Prix.

There were only eight starters in the big race of the day, namely Etancelin (Alfa Romeo), Moll (Alfa Romeo), Lehoux (Bugatti), Braillard (Bugatti), Falchetto (Bugatti), Nuvolari (Alfa Romeo), Sommer (Alfa Romeo) and Wimille (Alfa Romeo); a small field, but a first class one. In a race of this sort the lead counts for a good deal, and the start was magnificent, every driver making a perfect getaway. Contrary to expectation the Italian champion was not at the head of affairs at the end of the first lap, the honour going to the Algerian driver, Marcel Lehoux (Bugatti), closely pursued by Etancelin (Alfa Romeo), Nuvolari (Alfa Romeo), Falchetto (Bugatti), Moll (Alfa Romeo), Braillard (Bugatti) and Sommer (Alfa Romeo). Poor Wimille was soon out of the fight, his supercharger having packed up before the completion of one lap. On the second lap there was no material change in positions, although Falchetto dropped back through his accelerator becoming stuck at awkward moments.

On the third lap Nuvolari decided that it was time he asserted himself. He accordingly passed both Etancelin and Lehoux, and led the field. Then the great duel started. Etancelin, one of the most improved drivers of the season and now definitely in the front rank of road-drivers, took up the challenge and set himself to chase Nuvolari. Meanwhile Lehoux came into the pits with his Bugatti very much overheated. After a long delay he started again, but was now in 7th position and finally had to stop for good on the next lap.

After 10 of the 40 laps Nuvolari (Alfa Romeo) led Etancelin (Alfa Romeo) by 2 seconds, who in turn was 26 seconds ahead of Moll, on another Alfa. During the next 10 laps first Nuvolari then Etancelin took the lead. At 20 laps the Frenchman was first, but soon afterwards Nuvolari got by once more to take first place, a position which he did not relinquish for the rest of the race. The tense fight between these two was apt to overshadow the cars in the rear, but discerning spectators were watching the performance of the young Algerian protegée of Marcel Lehoux, Guy Moll, with great interest. Moll was driving a new Alfa Romeo for the first time, and was putting up an excellent performance, being never far behind the flying Nuvolari and Etancelin. Behind him Raymond Sommer was driving his usual polished race. On this occasion Sommer seemed to take a long time to work up a fast lap speed, with the result that his effort to catch up with the leaders came too late. In the rear came Braillard (Bugatti), a lap behind Sommer.

Nuvolari clung tenaciously to the lead, and Etancelin was unable to improve on the Italian's high lap speed in order to pass. His rear brakes were giving a little trouble, and his car was not quite so fast as Nuvolari—a fact which made Etancelin's performance of keeping within 3 or 4 lengths of his rival for nearly the whole race all the more creditable.

RESULTS.

Over 2,000 c.c.
1. Nuvolari (Alfa Romeo), 1h. 52m. 20 3/5s. Average 69.88 m.p.h.
2. Etancelin (Alfa Romeo), 1h. 53m. 19 2/5s.
3. Moll (Alfa Romeo), 1 lap.
4. Sommer (Alfa Romeo), 2 laps.
5. Braillard (Bugatti), 3 laps.

Record lap: 1m. 22s., average 71.8 m.p.h., made by both Nuvolari and Etancelin.

Under 2,000 c.c. General classification:—
1. Jacob (Bugatti), 1h. 2m. 56 2/3s. Average speed 62.37 m.p.h.
2. Bernasconi (Bugatti), 1h. 4m. 26s.
3. Chambost (Salmson), 1 lap.
4. Reveillet (Amilcar), 2 laps.
5. Vagniez (Maserati), 3 laps.
6. Ralph (Bugatti), 3 laps.

In classes, 2,000 c.c.
1. Jacob (Bugatti), 1h. 2m. 56 2/5s., 62.37 m.p.h.
2. Bernasconi (Bugatti), 1h. 4m. 26s.

1,500 c.c.
1. Vagniez (Maserati), 1h. 3m. 24s.
2. Ralph (Bugatti).
3. Arnaud (Bugatti).

1,100 c.c.
1. Chambost (Salmson), 1h. 4m. 11s.
2. Réveillet (Amilcar).

In memory of Bouriat and Trintignant.

The A.C. de Picardie-Aisne have declared their intention of erecting a roadside tablet to the memory of the two drivers killed during the Grand Prix of Picardie, namely Guy Bouriat and Louis Trintignant.

There is also a possibility of a monument being erected at Le Mans in memory of Guy Bouriat, who had competed in many of the 24 hour races on that circuit.

The Finnish G.P.

The Grand Prix of Finland seemed likely, until one of the last laps, to result in another victory for the Swedish driver Wiktor Widengren (Alfa Romeo). Ebb (Mercédès-Benz) had taken the lead at the start but had to stop owing to his mechanic forgetting to remove the sheet of paper placed over his radiator to assist warming-up. From then until near the finish Widengren led, when his back axle seized solid and he came to rest after a hectic skid. Dahlin, driving another Mercédès, was warned off the course for dangerous driving, while Bjornstad suffered from constant plug trouble with his Alfa Romeo.

RESULTS.

1. Karl Ebb (Mercédès-Benz), 1h. 3m. 18.7s, 58.7 m.p.h.
2. C. G. Johansson (Ford), 1h. 4m. 6s.
3. O. Bennstrom (Ford), 1h. 4m. 46s.
4. K. G. Sundstedt (Bugatti), 1h. 5m. 19s.
5. N. Jaakkola (Reo), 1h. 7m. 5s.

10,000 francs for a hill-climb record.

For the Baraque hill-climb, to be held on July 9th, the A.C. d'Anvergne have offered a prize of 10,000 francs to anyone who can break the existing record, established in 1930 by Eddoura on a Bugatti. His time for the 10 kilometres was 5m. 44s., giving an average speed of 65 m.p.h.

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12th December, 1932.

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Yours truly,

(Signed) MARJORIE POLLARD.

Messrs. Edward Joy & Sons Ltd.,
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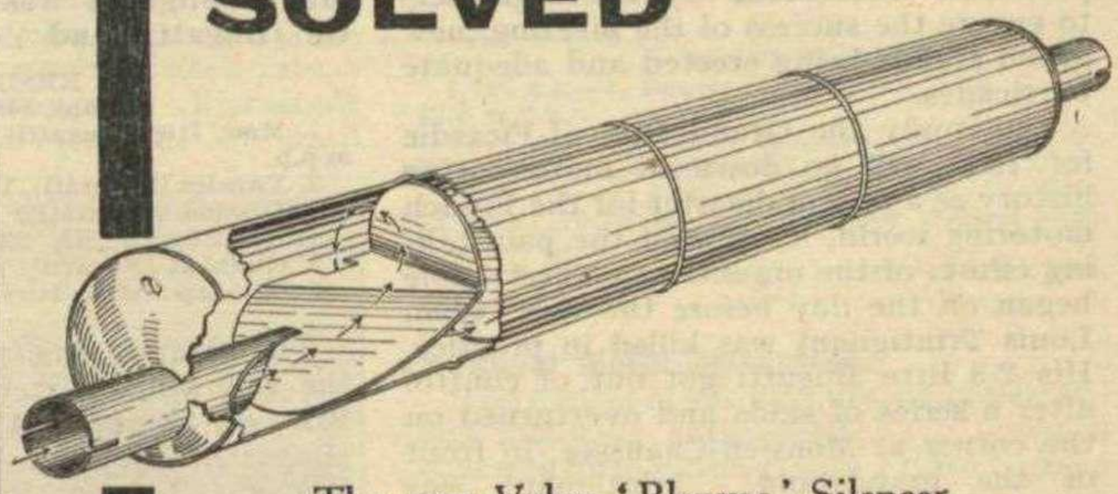
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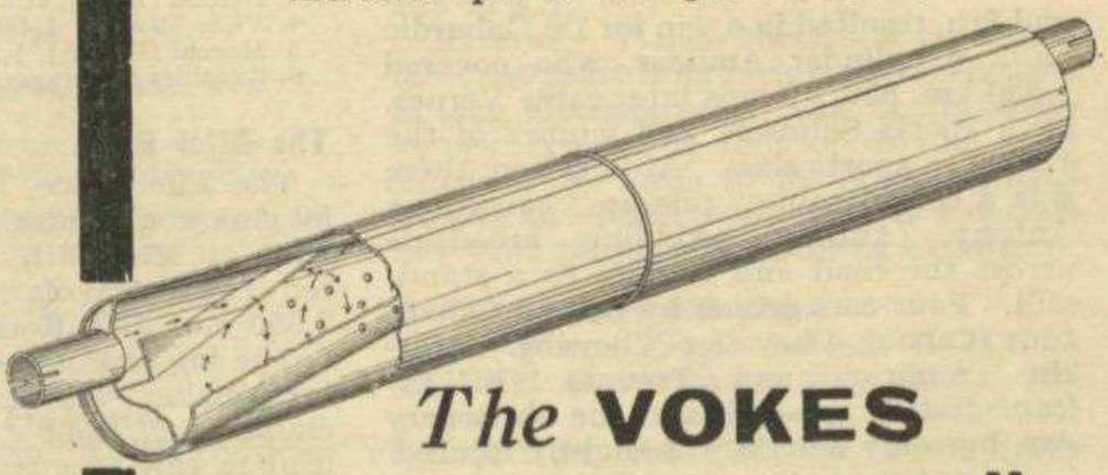
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CONTINENTAL NOTES—continued.

THE GRAND PRIX OF PICARDIE

The Grand Prix of Picardie is one of the few remaining motor-races in the North of France. Organised by the A.C.P.A., the race was run this year on May 21st over the circuit of Péronne. This triangular course is 9 kilometres 765 in length, and runs from Mons-en-Chaussée to Brie, thence to Mesnie-Bruntel, and so back to Mons-en-Chaussée. Great preparations were made by the organisers to ensure the success of the meeting, new grand stands being erected and adequate barricades.

Unhappily the Grand Prix of Picardie for 1933 will go down in motor-racing history as a race of disaster for the French motoring world, in spite of the painstaking efforts of the organisers. The trouble began on the day before the race, when Louis Trintignant was killed in practice. His 2.3 litre Bugatti got out of control after a series of skids and overturned on the corner at Mons-en-Chaussée, in front of the grandstand. Trintignant was thrown out onto the road and was instantly killed. This untimely death of one of the most promising French drivers will be deeply regretted by all followers of motor racing. Trintignant was a wealthy young man and the owner of large vineyards at Chateauneuf-du-Pape.

The Grand Prix was preceded by a race for 1,500 c.c. machines, and the following drivers lined up for the start :—Vagniez (Maserati), Guilbaut (Bugatti), Girod Salmson), Mme. Itier (Bugatti), Gé (Bugatti), Mahé (Bugatti), Devaud (Maserati) and Toni (Bugatti). When the flag fell all the cars got away except Guilbaut's Bugatti, which proved very refractory and caused its driver several minutes delay. From the start it was Mme. Itier's race. Her 8 cylinder Bugatti had the measure of all the other competitors, and she steadily built up a comfortable lead. Vagneiz (Maserati) gave chase at first, but had to call at the pits. Later he caught up again and took second place. Mahé (Bugatti) was third, followed by Gé (Bugatti) and Devaud (Maserati).

RESULTS.
15 laps, 146 km. 475.

1. Mme. Itier (Bugatti), 1h. 15m. 56 1/5s. 72.21 m.p.h.
2. Vagniez (Maserati), 1h. 23m. 32s.
3. Devaud (Maserati), 1h. 29m. 49s.
4. Gé (Bugatti), 1h. 33m. 20s.
5. Guilbaut (Bugatti), 1 lap.

Fastest lap : Mme. Itier, 4m. 54s., 74.71 m.p.h.

The Grand Prix race itself attracted the following starters :—Etancelin (Alfa Romeo), Sommer (Alfa Romeo), Lehoux (Bugatti), Gaupillat (Bugatti), Felix (Alfa Romeo), Bouriat (Bugatti), Miquel (Bugatti), Cochin (Bugatti), Bussienne (Bugatti), Delorme (Bugatti), Villars (Alfa Romeo) and Waldthausen (Alfa Romeo).

The race quickly developed into a tremendous duel between Etancelin (Alfa Romeo) and Bouriat (Bugatti). For lap after lap these two drivers fought every inch of the race, constantly repassing each other. Then, on the 10th lap, Etancelin drew ahead to the extent of about 50 yards. Some say that Bouriat was a tired man before the race started, and that the strain was beginning to tell. At all events the Bugatti lost ground, and Bouriat began a desperate effort to recover his position. On the 11th lap Etancelin passed Villars at a great speed—probably about 125 m.p.h. Bouriat was following, and whether he did not allow enough room or whether Villars was drawn outwards by Etancelin's slipstream will never be known, but the tragic fact remains that the wheels of his Bugatti just grazed those of Villar's Alfa Romeo. The impact caused the Bugatti to swing sideways, and there began that sickening series of ever-widening skids which can only end in disaster. Bouriat fought desperately to regain control, but the Bugatti struck a tree with terrific force and burst into flames. The driver was hurled onto the ground and died immediately from his injuries. Bouriat's death cuts short a career of distinction in motor racing, and will be lamented by everyone.

Etancelin continued to drive at a tremendous speed, and was an easy winner, three minutes ahead of Sommer. The latter had had a great battle with Marcel Lehoux (Bugatti) and only gained the ultimate advantage by 4 seconds. There were no fewer than six retirements, namely Gaupillat, Miguel, Felix, Brunet, Waldthausen and Delorme. Brunet was the victim of an accident, happily with no more serious consequences than a broken ankle.

RESULTS.
27 laps, 195 km. 300.

1. Etancelin (Alfa Romeo), 1h. 25m. 36 1/5s. 85.55 m.p.h.
2. Sommer (Alfa Romeo), 1h. 28m. 24s.
3. Lehoux (Bugatti), 1h. 28m. 28s.
4. Villars (Alfa Romeo), 1h. 35m. 11s.
5. Bussienne (Bugatti), 1h. 35m. 44 2/5s.
6. Cochin (Bugatti), 1 lap.

Amilcar wins the Bol d'Or.

The 24 hour race for the Bol d'Or, held in the forest of St. Germain, on June 4th and 5th, resulted in a win for De Gabardie on a 6 cylinder Amilcar, who covered 1,830 km. 840. 6 laps later came Vernet, on a sports Salmson, and winner of the 1,100 c.c. sports class. At 2.30 a.m. there was a considerable " pile-up " caused by Antony (Antony) skidding broadside across the road and coming to a standstill. Four cars driven by Giraud Cabantous (Caban), Chevalier (Chevalier), Martin (Amilcar) and Treunet (B.N.C.) immediately crashed into the stationery car, but only Martin was slightly injured.

RESULTS—RACING.

500 c.c.
1. Robail (Argo), 1,396 km. 120.
2. Colin (Colin), 956km. 580.

750 c.c.
1. Menet (M.R.), 982 km. 300.
2. Dumoret (Sphinx) 790 km. 20.

1,100 c.c.
1. De Gabardie (Amilcar), 1,830 km. 840.
2. Venot (Lapintade), 1,726 km. 340.
3. Poulain (Amilcar), 1,717 km. 980.
4. Blot (Amilcar), 1,634 km. 380.
5. Poiré (Amilcar), 1,621 km. 840.
6. Foultier (A.V.), 1 613 km. 480.
7. Giraud-Cabantous (Caban), 1,116 km. 60.
8. Chaudé (Argo), 898 km. 700.

SPORTS.

350 c.c.
1. Dupont (Antony), 911 km. 240.

500 c.c.
1. Floriet (Colin), 957 km. 220.

750 c.c.
1. Goux (Rosengart), 1,454 km. 640.
2. Bonneau (Peugeot), 798 km. 380.

1,100 c.c.
1. Vernet (Salmson), 1,805 km. 760.
2. Debille (B.N.C.), 1,575 km. 860.
3. Delano (Aries), 1,529 km. 880.
4. Viale (Rally), 1,400 km. 300.
5. Macchi (B.N.C.), 1,333 km. 420.
6. Ganthier (Rosengart), 1,320 km. 880.

The Eifel Race.

The Eifel Race, held by the Automobil club von Deutschland on the Nurburg Ring on May 26th, resulted in a victory for Tazio Nuvolari at the wheel of a 2,600 c.c. Alfa Romeo.

The big race was preceded by an event for smaller vehicles, divided into two classes, i.e., 1,500 c.c. and 800 c.c. The lead in this race was immediately taken by Earl Howe with his 1½ litre Delage. He was closely followed, however, by Burggaller on one of the new 8 cylinder Bugattis. For the whole race a great duel was waged between these two, but the British driver managed to keep ahead and finally won by 1 second. Rain fell during the race which made the circuit more difficult. In the 800 c.c. class there was a virtual walk-over for H. C. Hamilton with an M.G. Midget. The little M.G. had far more speed than any of its rivals and caused a tremendous sensation among the German crowd. In fact half way through the race Hamilton had almost lapped the rest of the field, and he finally finished first at a speed of 95.5 k.p.h.

In the unlimited race a great fight was fought between Chiron and Nuvolari, both on Alfa Romeos. Chiron led for the first three laps until a leaking petrol tank caused him to call at the pits. This stop let Von Brauchitsch on one of the streamlined Mercédès, up into second and Taruffi (Alfa Romeo) into third place, positions they maintained until the finish, in spite of heroic efforts by Chiron, who finally finished fourth.

RESULTS.

800 c.c. 12 laps, 273.72 kms.
1. H.C. Hamilton (M.G.), 2h. 50m. 15s., 95.5 k.p.h.
2. Kolrausch (Austin), 3h. 14m. 32s.

1,500 c.c. 15 laps, 342.15 kms.
1. Earl Howe (Delage), 3h. 17m. 42s., 103.7 k.p.h.
2. Burggaller (Bugatti), 3h. 17m. 43s.
3. Veyron (Bugatti), 3h. 23m. 36s.

Unlimited. 15 laps, 342.15 kms.
1. Nuvolari (Alfa Romeo), 3h. 0m. 59s., 113.5 k.p.h.
2. Von Brauchitsch (Mercédès-Benz), 3h. 6m. 54s.
3. Taruffi (Alfa Romeo), 3h. 9m. 9s.
4. Chiron (Alfa Romeo).

The Circuit of Orleans.

Organised by the A.C. du Centre, the Circuit of Orleans was run on May 28th over a course of 3,500 metres in the middle of the city. The race was run in different groups, with the following results :

Touring and Sports.—1st Series : 1, Perrier (Delage) ; 2, Stalter (Lorraine). 2nd series : 1, Bourinet (Delage) ; 2, Boursin (Amilcar). 3rd series : 1, Pellé (Fiat) ; 2, Martin (Amilcar).

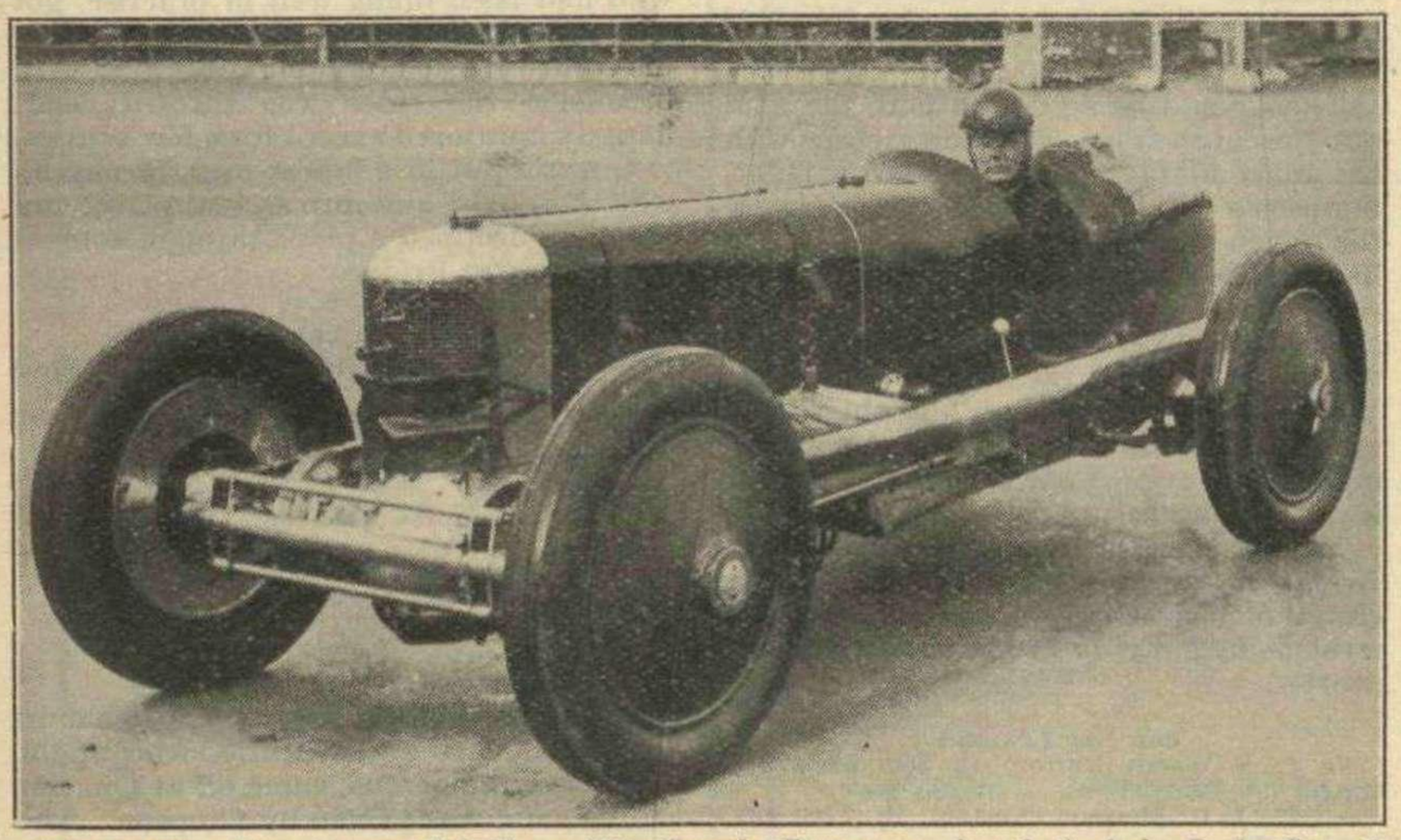
Racing.—1st series : 1, Léoz (unspecified). 2nd series : 1, Mestivier (Amilcar). 3rd series : Bauchy (B.N.C.).

CONTINENTAL NOTES—continued.

Mrs. Stewart's records.

The past few months have witnessed an amazing series of records established by Mrs. Gwenda Stewart with the Miller specially adapted by W. D. Hawkes at the Derby works, and now known as the Derby Special.

First of all the car succeeded in raising the flying mile record for Class E (up to 2,000 c.c.) to the phenomenal figure of 139.13 m.p.h. as against Eldridge's previous record with the same car of 136.26 m.p.h. This performance was good but it did not satisfy those responsible for the car. Accordingly a fortnight later the Derby was again brought out for a further attempt, and this time proved to be in perfect fettle. After a really magnificent run both the flying kilometre and flying mile records were taken, the speed being 143.29 m.p.h. in each case. Finaly, Mrs. Stewart succeeded in breaking the greatly coveted lap record for the Montlhéry track at a speed of 145.94 m.p.h. The previous figure of 145.521 m.p.h. made by Divo on the 4 litre Sunbeam, has stood since 1927.



The new Montlhéry lap-record holder. Mrs. Gwenda Stewart at the wheel of the Derby Special.

These record runs by Mrs. Stewart are really astounding when one considers that the engine capacity of the Derby Special is only 1,681.9 c.c. Incidentally, an interesting point lies in the fact that for the first attempt the c.c. was 1,678.2. Indeed all those connected with the efort, E. A. D. Eldridge, W. D. Hawkes, and the brilliant Mrs. Stewart are to be congratulated on what will probably rank as the finest track record performance of the year.

The Lwow Grand Prix.

The Grand Prix of Lwow is a "round the town" race and is the chief motoring event in Poland. On June 11th there were two separate races, one for 1,500 c.c. machines, and the other for cars of unlimited capacity. Both were over 100 laps of the 3.041 kilometre circuit giving a total distance of 304 kilometres 1.

The small class attracted 10 starters, made up of Ripper, Mme. Itier, Simons, Veyron, Mme. Kozmian, Burggdller and Holuj on Bugattis, Landi and Mme. Orsini on Maseratis, and Ruesch on an Alfa Romeo. Pierre Peyron led the field from start to finish, finishing well ahead of Burggaller. As was to be expected, this French victory over a German driver was vociferously applauded by the Poles.

In the unlimited race, a great duel took place between Wiktor Widengren and Bjornstadt, both on 2.3 litre Alfa Romeos. There were actually eight starters, as follows: Kubicek, Wustrow, Morand and Nadu on Bugattis; Bjornstadt, Widengren and Balestrero on Alfa Romeos, and Karl Ebb on a Mercédès-Benz, but the race resolved itself into a fight between Widengren, Bjornstadt and Balestrero. Widengren led until near the end, but took so long over refuelling that he was passed by both Bjornstadt and Balestrero.

RESULTS.

Unlimited.

1. Bjornstadt (Alfa Romeo), 3h. 40m. 38.6. 51.72 m.p.h.
2. Balestrero (Alfa Romeo), 3h. 43m. 53.3s.
3. Widengren (Alfa Romeo), 3h. 44m. 25.2s.

Under 1,500 c.c.

1. Veyron (Bugatti), 3h. 52m. 44.1s. 49.06 m.p.h.
2. Burggaller (Bugatti), 3h. 54m. 20s.
3. Landi (Maserati), 3h. 55m. 36s.
4. Ripper (Bugatti), 4h. 4m. 26s.
5. Mme. Itier (Bugatti), 1 lap.
6. Mme. Kozmian (Bugatti), 7 laps.

The Grand Prix des Frontieres.

From the British point of view considerable interest attached to the Grand Prix of Frontières by the participation of C. Penn Hughes, at the wheel of a 2.3 litre Alfa Romeo. The car was the property of Bernard Rubin and was to have been driven by Sir Henry Birkin, who was unfortunately prevented from doing so by his serious illness.

The race was held over the circuit of Chimay, 10 kilometres 870 in length, under the aegis of the A.C. de Beaumont-Chimay. There were five classes, which attracted the following entrants: 1,100 c.c. (108 km.) Bultot (Amilcar), Bennert (Rally), Vroonen (Vroonen): 1,500 c.c. (163 km.) Legat (Bugatti), Gé (Bugatti), Herbaux (Bugatti), Vilma (Bugatti), Huart (Bugatti); 2 litres, Cornet (Mathis), Thelusson (Thelusson), Georges (Bugatti; 3 litres, Longueville (Bugatti), Duisens (Bugatti), Bourviano (Bugatti), Burgaller (Bugatti), Penn-Hughes (Alfa Romeo); over 3 litres, David (Georges Irat).

The race was held in the middle of a programme of motor-cycle races, and was very keenly contested. Five cars retired from various troubles, and the ultimate issue was fought out between Longueville (Bugatti) and Penn Hughes (Alfa Romeo). In the end the former won by 2 minutes, setting up a new lap record by covering the distance of 10 km. 397 at a speed of 81.25 m.p.h.

RESULTS.

1,100 c.c.—1, Bennert (Rally), 1h. 34m. 8 1/5s. 43.4 m.p.h.

1,500 c.c.—1, Legat (Bugatti) 1h. 23m. 59s. 72.7 m.p.h.; 2, Gé (Bugatti), 1h. 33m. 32s.

3,000 c.c.—1, Longueville (Bugatti), 1h. 20m. 32 1/5s., 75.15 m.p.h.; 2, Penn Hughes (Alfa Romeo), 1h. 22m. 48s.

Over 3,000 c.c.—1, David (Georges Irat), 1h. 38m. 18s., 42.7 m.p.h.

A Royal Motor Sportsman.

The castles in the air built by impecunious motoring enthusiasts have taken a concrete form in the case of Prince Nicolas of Roumania. In a recent interview with a member of the staff of the Parisien newspaper "L'Auto," the Prince gave some interesting details of his keenness for all kinds of motor sport. Starting from the age of nine, when he used to drive about in his own Baby Peugeot, the Prince has owned no fewer than 68 different cars, all of sporting characteristics and emanating from factories in every automobile-constructing country. One of his early loves was an "Alphonse" Hispano-Suiza, and in recent years he had a particular affection for a 3 litre Sunbeam, with which he holds the record for the Féléac hill-climb. He has also built two or three racing cars to his own design, the most notable of which was one with a 6 cylinder Steyr engine. This car was timed over the flying kilometre at Tat at a speed of 135 m.p.h.

Naturally, Prince Nicolas is an ardent motorist apart from racing, and specialises in long distance runs. One of his better known exploits is that of driving from Bucarest to Paris in 30 hours without leaving the wheel. 600 miles is a normal day's run to this real motoring enthusiast.

A 50 kilometre hill-climb.

The Parma-Poggio Berceto Hill-Climb was held at Parma on May 22nd. The course is 50 kilometres in length, and fastest time was made by Brivio (Alfa Romeo), beating the redoubtable Campari by 2 seconds.

Results: 1, Brivio (Alfa Romeo) 31m. 37 2/5s.; 2, Campari (Maserati) 31m. 39s.; 3, Ghersi (Bugatti) 31m. 41s.; 4, Tadini (Alfa Romeo) 32m. 2 3/5s.; 5, Castelbarco (Alfa Romeo) 32m. 20s.; 6, Battaglio (Alfa Romeo) 32m. 34s.; 7, Balestrero (Alfa Romeo) 32m. 46s.

A road circuit for Holland?

The advantages of a road-circuit at home have been discussed recently in Holland as a result of a project to construct a course of 30 kilometres in length in the province of Gueldre, near Arnhem. A plan of the circuit has been prepared by a group of engineers, and the estimated cost of construction is given as £750,000. The locality in which it is proposed to lay the track is wooded moorland, and provision has been made for an aerodrome.

THE MOTOR-CYCLE TOURIST TROPHY RACES.

Although motor-cycle racing is not within the scope of MOTOR SPORT, we feel that the T.T. races have an especial appeal for motorists.

ENTRIES for the June races in the Isle of Man were again meagre this year, due to the depression in the motor-cycle industry and the withdrawal of support from the Rudge factory. The numbers were 31 for the Junior and Lightweight events and 35 for the Senior, reduced, as is usually the case, by machines and riders not qualifying, and accidents during practising. Happily this year there were few.

The practise times were higher than ever, due to the faster machines and improvements to the course, notably in Glen Helen and on the Mountain Road, but this was somewhat offset by the wavy conditions of road between Glen Helen and Kirk Michael.

JUNIOR RACE.

The first of the week's races was dominated by the Norton entry, Woods, Guthrie, Simpson and Hunt, though Velocettes predominated in numbers with 15 entries. Only two works entries, Tyrell-Smith and A. Mitchell, qualified, but either of these, with the irrepressible Handley as a lone hand, were likely place winners.

Monday was an ideal day for racing, sunny and clear on the mountains, but cooled by a breeze which prevented any melting of the road surface.

The first away was Mitchell on his Velocette, a fast man and likely to do well with an open road in front of him. Aranda, from Spain, riding the only Rudge in the race, seemed to have some difficulty in starting, otherwise the machines got away cleanly. Woods (16), winner of last year's Junior and Senior Races, was loudly cheered as he left, as were the other members of the Norton team.

Mitchell was the first to appear at Governor's Bridge, with Davenport (New Imperial) shortly afterwards. Tyrell-Smith was next, braked hard after the hairpin and nearly came off, then Aranda and Dodson (New Imperial) who stopped and apparently changed a plug. Right on his heels was Woods (Norton), who had picked up four places. Guthrie, Handley and Simpson, were close together all doing well, but the first two were unhappy on the Bridge, which seemed loose. Hunt, who had started No. 30, came round 18th, so the Norton stable were all going strong.

1ST LAP LEADERS.

No. 16. S. Woods (Norton), 29m. 10s., 77.63 m.p.h.
30. P. Hunt (Norton), 29m. 18s., 77.28 m.p.h.
22. J. H. Simpson (Norton), 29m. 22s., 77.11 m.p.h.
20. I. Guthrie (Norton), 29m. 26s., 77.93 m.p.h.
21. W. L. Handley (Velocette), 29m. 42s., 76.24 m.p.h.
8. H. G. Tyrell Smith (Velocette), 30m. 02s., 75.39 m.p.h.

Things were certainly going according to plan in the Norton camp, the speeds being much the same as last year. Other riders were less lucky, Harding, the Manx rider being delayed five minutes near Bradden, Redfearn (Velocette) retired with a burst oil tank, and Dodson also retired.

Mitchell was again first round, then Tyrell-Smith, and shortly afterwards Woods. Handley retained his place, but he was evidently slower than the Norton men each side of him. Hunt dropped a place to Simpson but there was only 4 seconds in it. Davenport stopped at Governor's Bridge with engine trouble and retired at the Start.

2ND LAP LEADERS.

No. 16. S. Woods (Norton), 58m. 1s., 78.21 m.p.h.
22. J. H. Simpson (Norton), 58m. 16s., 77.72 m.p.h.
30. P. Hunt (Norton), 58m. 22s., 77.59 m.p.h.
20. J. Guthrie (Norton), 58m. 38s., 77.24 m.p.h.
21. W. L. Handley (Velocette), 59m. 20s., 76.33 m.p.h.
1. A. Mitchell (Velocette), 59m. 29s., 76.13 m.p.h.

There could be no doubt as to the final outcome of the race, a Norton victory with the odds in favour of Woods or Hunt, Simpson's driving methods being usually too much for his machine. The superb handling of man and machine on a double corner like Braddon Bridge, where the riders bank over first one way and then the other, showed the superiority of the Wolverhampton machines and their drivers, and justifies the T.T. races as a testing ground even if not much more can be learnt in the future.

Mellors spent a long time at Braddon Bridge trying to start his machine, the clutch of which had seized. After a long struggle he got it to fire but retired at the Start.

3RD LAP LEADERS.

No. 16. S. Woods (Norton), 1h. 26m. 57s., 78.12 m.p.h.
22. J. H. Simpson (Norton), 1h. 27m. 18s., 77.81 m.p.h.
30. P. Hunt (Norton), 1h. 27m. 20s., 77.78 m.p.h.
20. J. Guthrie (Norton), 1h. 27m. 45s., 77.41 m.p.h.
21. W. L. Handley (Velocette), 1h. 28m. 40s., 76.61 m.p.h.
1. A. Mitchell (Velocette), 1h. 28m. 44s., 76.55 m.p.h.

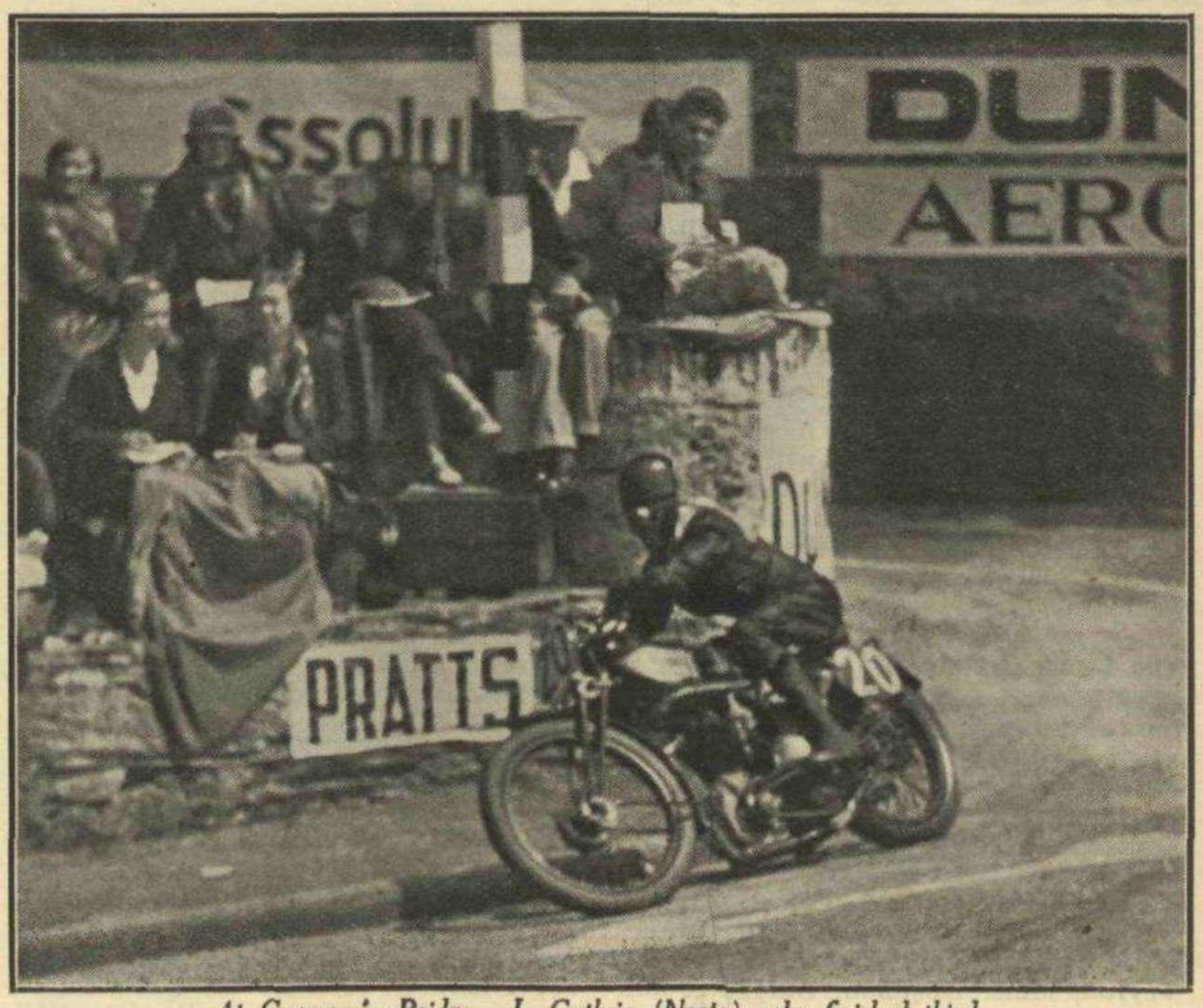
The standard of riding was high and this and the dry, hard surface of the course meant few accidents. Guthrie had a near shave in the early part of the race, when he touched the hedge at Hillberry and continued in the gutter for thirty yards. Pringle, an Australian rider of a Norton, who had been doing well in practise, got a front wheel skid near Greeba Bridge, his front tyre deflated and after a 50 yard broadside the rider was thrown clear, happily uninjured except for a few bruises.

Guthrie put in a lap at over 78 m.p.h., which brought him into second place, and Handley dropped a place through coming off at Quarter Bridge.

4TH LAP LEADERS.

No. 16. S. Woods (Norton), 1h. 56m. 40s., 77.63 m.p.h.
20. J. Guthrie (Norton), 1h. 56m. 54s., 77.48 m.p.h.
30. A. Hunt (Norton), 1h. 57m. 7s., 77.33 m.p.h.
22. J. Simpson (Norton), 1h. 57m. 25s., 77.14 m.p.h.
1. A. Mitchell (Velocette), 1h. 57m. 55s., 76.81 m.p.h.
21. W. L. Handley (Velocette), 1h. 58m. 9s., 76.65 m.p.h.

Woods had slowed down somewhat in the fourth lap, and Guthrie, who might have been dangerous, came off at Quarter Bridge, and was passed by Simpson. The challenge now came from Hunt, who put up a lap of 28 min. 43 secs. (78.85 m.p.h.)



At Governor's Bridge. J. Guthrie (Norton) who finished third.

ISLE OF MAN RACES

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THE I.O.M. T.T. RACES—continued.

or 5 seconds better than Woods' record lap in 1932.

Two retirements occurred, West (A.J.S.) with engine trouble and J. Adams (Velocette) whose machine seized on the Sulby straight and got into a wobble. His leg was slightly injured, and the machine damaged.



H. E. Newman, (Velocette), rounding Governor's Bridge in the Junior T.T.

THE LIGHTWEIGHT RACE.

20 riders started in the 250 c.c. race, and as there was no team which showed an outstanding advantage, an exciting race was expected.

An unusual amount of trouble occurred in the first lap Barrow retired with engine trouble before Ramsey, Tattersall (C.T.S.) and Weatherby (New Imperial) were also delayed on that part of the course, while Bandini (Guzzi) came off at Creg ny Baa and broke his collar-bone. Meanwhile Handley had been pursuing his usual forcing tactics and gained first place, closely chased by Duncan and Gleave.

1ST LAP LEADERS.

	m.	s.
24.—W. L. Handley (Excelsior)	31	55
(70.95 m.p.h.)		
10.—J. G. Duncan (Cotton)	31	56
(70.91 m.p.h.)		
16.—S. Gleave (Excelsior)	31	56
8.—C. J. P. Dodson (New Imperal)	32	19
(70.06 m.p.h.)		
27.—S. H. Crabtree (Excelsior)	32	30
(69.67 m.p.h.)		
11.—M. Ghersi (Guzzi)	32	34
(69.53 m.p.h.)	32	34

Only 2 seconds between the first three, and from the leader-board the second lap looked as though it would be as close.

The battle of the three leaders continued, but Gleave gained considerably coming down the Mountain.

2ND LAP LEADERS.

	h.	m.	s.
16.—S. Gleave (Excelsior)	1	3	13
(71.63 m.p.h.)			
24.—W. L. Handley (Excelsior)	1	3	41
(71.11 m.p h)			
10.—J. G. Duncan (Cotton)	1	3	43
(71.07 m.p.h.)			
8.—C. J. P. Dodson (New Imperial)	1	4	9
(71.59 m.p.h.)			
27.—S. A. Crabtree (Excelsior)	1	4	19
(70.41 m.p.h.)			
11.—P. Ghersi (Guzzi)	1	4	41
(70.02 m.p.h.)			

The order in the third lap did not change, but Gleave increased his lap speed to 31—11, average speed for three laps 71.96 m.p.h. This was a slight increase on last year's speed, but did not approach Handley's record lap in 1932.

Dodson then put in a lap at 31mins. 31 secs., and moved up two places. He lost two minutes in the fifth lap through a crash, but on his sixth lap he was again second, and with the retirement of Duncan with engine trouble, Davenport appeared on the Leader Road. Handley crashed and was unable to continue. The day's racing was marred by the death of Frank Longman, who crashed at Glentrammon. A veteran rider, his death was a great shock to the many who knew him.

THE RESULT

	h.	m.	s.
1.—S. Gleave (Excelsior)	3	41	23
(Speed: 71.59 m.p.h.)			
2.—C. J. P. Dodson (New Imperial)	3	43	43
(Speed: 70.84 m.p.h.)			
3.—C. H. Manders (Rudge)	3	49	8
(Speed: 69.17 m.p.h.)			
4.—L. H. Davenport (New Imperial)	3	49	40
5.—S. A. Crabtree (Excelsior)	3	51	33
6.—M. Ghersi (Guzzi)	3	52	46
7.—E. A. Mellors (New Imperial)	3	53	47
8.—L. G. Martin (Rudge)	3	53	49
9.—C. B. Taylor (O.K. Supreme)	3	58	45
11.—H. G. Tyrell-Smith (O.K. Supreme)			
12.—Don Hall (O.K. Supreme)	4	2	17
13.—L. P. Hill (Rudge)	4	7	10
All the above receive Replicas.			
14.—W. Kitchen (Rudge)	4	15	25
15.—T. Spann (New Imperial)	4	26	35

THE SENIOR RACE.

THE greater speed of the 500 c.c. machines and the powerful skill required to hold them on the winding Manx course always gives the third day's race a character all of its own. Last year Simpson put up a record lap of 81.5 m.p.h., but in practice for the present series of races he raised this to 82.33 m.p.h. No wonder, then, that the crowds round the course were of record size and a tense feeling of expectancy was abroad.

Simpson, the first of the Norton team, was No. 15, and set off at a great pace. Hunt lost 1½ minutes through difficulty in starting his machine. Stanley Woods started only a few seconds behind him, and Guthrie half a minute later.

Simpson picked up 10 places in his first lap and was only 5 seconds below the record, but Woods outdid this.

At the end of the 5th lap Woods still had a lead of 18 seconds, but a couple of good laps could wipe out that advantage. His pit signalled him to open up, and he replied to Hunt's challenges with a lap of 28 min. 35 seconds, an average speed of 79.22 m.p.h.

By his record lap Woods had increased his lead to 19 seconds, and his pit again gave him the O.K. signal. Starting 7 minutes before his rival, he was at Ramsay while Hunt was at Kirkmichael, so there was no time to lose. Woods crossed at 2.31, and for a long seven minutes anxious spectators watched their stop watches. At last the Governor's Bridge signal glowed, but just too late, and Hunt crossed the line seven seconds over his starting difference, second at a speed which would comfortably have won last year's Junior.

Simpson had his usual misfortune, retiring at Ballaugh with engine trouble.

FINISHERS.

1. **S. Woods (Norton), 3h. 23m. 0s., 78.08 m.p.h.**
2. **P. Hunt (Norton), 3h. 23m. 7s., 78.03 m.p.h.**
3. **J. Guthrie, (Norton), 3h. 26m. 56s., 76.59 m.p.h.**
4. A. Mitchell (Velocette), 3h. 28m. 48s., 75.91 m.p.h.
5. H. G. Tyrell-Smith (Velocette), 3h. 30m. 2s., 75.45 m.p.h.
6. G. Emery (Velocette), 3h. 30m. 11s., 75.41 m.p.h.

The order in the third lap remained the same, but during the fourth Tyrell Smith was delayed with engine trouble, and Mitchell, on a 350 c.c. machine, replaced him on the leader board. The 5th lap saw no slackening of the pace, but increasing wind on the mountain made further records unlikely. Woods filled up in the sixth lap in the remarkable time of 17 seconds, as against Simpson's 37 seconds. Woods and Simpson maintained their terrific pace until the end with no change in order.

A last minute surprise was the arrival of P. Hunt, who finished just over 2 minutes behind the first man, in spite of his 1½ minute delay at the start, and displaced Guthrie from third position.

THE RESULT.

	h.	m.	s.
1.—S. Woods (Norton)	3	15	35
Speed: 81.04 m.p.h.			
2.—J. H. Simpson (Norton)	3	17	7
Speed: 80.41 m.p.h.			
3.—P. Hunt (Norton)	3	17	43
Speed: 80.16 m.p.h.			
4.—J. Guthrie (Norton)	3	19	24
Sheed: 79.48 m.p.h.			
5.—G. E. Nott (Rudge)	3	23	27
Speed: 77.91 m.p.h.			
6.—A. G. Mitchell (Velocette)	3	28	10
Speed: 76.14 m.p.h.			
Other finishers were:—			
7.—J. G. Duncan (Cotton)	3	29	33
8.—S. Wood (Jawa)	3	30	15
9.—H. G. Tyrel Smith (Rudge)	3	30	22
10.—J. Williams (Norton)	3	32	32
11.—G. Emery (Sunbeam)	3	32	42
12.—T. Spann (Jawa)	3	38	40
The above receive Replicas.			

THE LE MANS 24 HOUR RACE—continued from page 398.

Rousseau (2-litre Alfa-Romeo), 134 laps; Ford-Baumer (M.G.), 133 laps; Bertelli-Davis (Aston Martin), 128 laps; Quinault (Tracta), 121 laps.

Cortese, who had taken over Chiron's car, was doing his utmost to catch No. 11, and took the course going in to the new road in a series of skids, his front hub cap on one occasion actually grazing the bank. Finally at the Esses he overdid things, got into a terrific skid at the second corner and crashed into the bank, knocking all the spokes out of his offside front wheel and damaging the steering. He drove back to the pits and retired, leaving Chinetti, who was over a lap behind, the nearest rival to the fawn and red leader.

The sun was shining brightly on Sunday, but the crowds were not as great as on the first day of the race. The field was reduced to 16, and the race had apparently settled down to a monotonous finish. The drivers of the fast cars found it far from monotonous, however, for a puffy side wind on the straight past the Hippodrome Café made steering difficult. The leaders were doing over 120 m.p.h. along this part of the course, Sommer's Alfa and the one driven by Rose Richards were steady in spite of their speed, but Chinetti seemed unhappy and cut out for the bumps. Meanwhile the leading car was in trouble, a rivet in the petrol tank had come adrift, and Chinetti in spite of his slower speed was gaining. Nuvolari took over, but not having any means of stopping the leak, could do nothing but come in often to replenish. Suddenly one noticed that the entire staff of Arthur Fox's pit were chewing away for dear life. Their rival had not thought to include chewing gum amongst the spares carried on his car, but somehow or other the Fox *équip.* conveyed the "adhesive" to their rivals without being detected by the watching commissaire, it was duly stuck in place, to such effect that the Italian was able to increase his distance without filling up. Some sportsmanship!

Lewis came in just afterwards and was unable to start, a trouble which had beset the Alfas on several occasions. Eventually it was traced to a loose bus-bar in the battery, which was jambed in position.

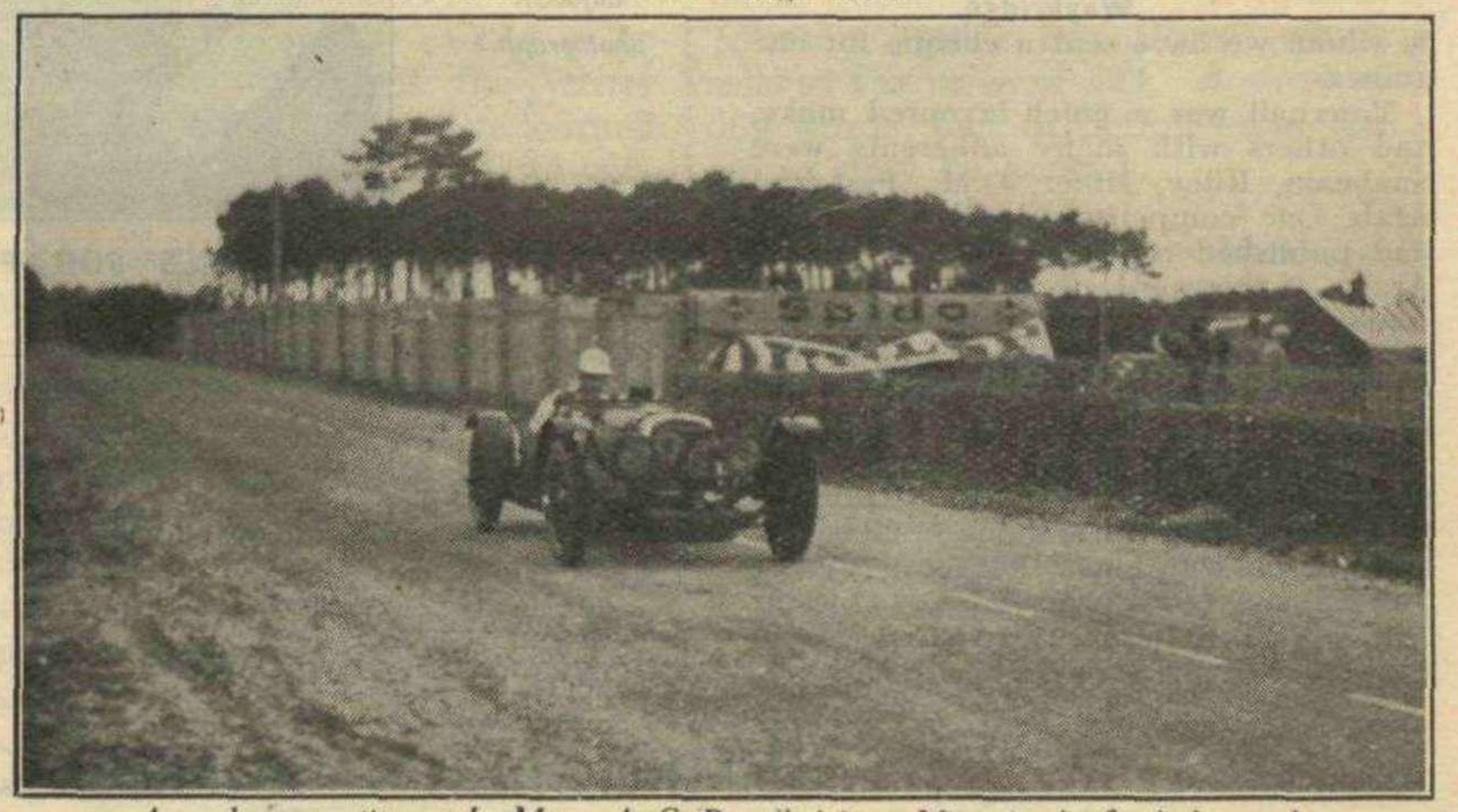
The final struggle between Nuvolari and Chinetti promised to be electric. Nuvolari came in at 2.10, was told to go all out, and roared away with a Satanic grin. An hour before the finish he had only 2 minutes in hand, at 3.45 half a minute. For 4 laps this continued. No. 8 was gaining slightly, then the leader had to come in for petrol, and was passed. Off he went again like a rocket, caught up Chinetti in four laps, and the latter came in for a few seconds. At it again, Chinetti gained rapidly and was only 20 yards behind. With ten minutes to go, Chinetti took the leading place, but Nuvolari managed, however, to get past again at Arnage. Chinetti could not catch him, and next time round Nuvolari flashed in to win 10 seconds ahead of his rival.

A number of records were smashed in this year's race. In the first place, the three leading Alfa-Romeos beat the record of Sir Henry Birkin of 3017 km. set up in 1931 on an Alfa. The next four cars, Riley, Aston Martin, M.G. and the second Aston all beat the 1500 c.c. record of 2348.8 km., also of course where it applies the 750 c.c. and the 1 litre records.

English drivers and cars showed to great advantage. The Hon. Brian Lewis and T. E. Rose-Richards drove a fast and steady race, slightly handicapped by their slower car. The loose battery connection lost them 52 minutes in all, or about 6½ laps. They were only about 7 laps behind the leader. The Riley which had only intended in the first place to qualify for the Rudge-Whitworth Cup, and which lost a front shock absorber early in the race, enjoyed a no-trouble run and thoroughly deserved its place. The Astons improved nearly 10 m.p.h. on their last year's record speed, though the one driven by Bertelli and Davis was delayed somewhat by oil pressure trouble and wings which came adrift. Ford and Baumer's M.G. surprised everyone by its consistent fast running, while the 8 Singer maintained a steady pace sufficient to qualify for the Rudge-Whitworth Cup. This year's final was won by Sommer's Alfa-Romeo, with a figure of merit of 1.32; second, Driscoll's Aston Martin, 1.27; and third, the Alfa-Romeo entered by Arthur Fox, 1.17.

THE RESULTS.

1. R. Sommer and T. Nuvolari (Alfa-Romeo, 2338 c.c. S.), 3144 km. Average speed 81.39 m.p.h.
2. Chinetti and Varent (Alfa-Romeo, 2357 c.c. S.), 3143.6.



A regular competitor at Le Mans, A. C. Bertelli (Aston-Martin) who finished seventh.

3. Hon. Brian Lewis and T. E. Rose Richards (Alfa-Romeo, 2340 c.c. S.), 3043.4.
4. Peacock and Van der Becke (Riley, 1091 c.c.), 2581.5.
5. Driscoll and Penn Hughes (Aston Martin, 1496 c.c.), 2548.7.
6. Ford and Baumer (M.G., 746 c.c. S.), 2385.
7. Bertelli and Davis (Aston Martin, 1496 c.c.), 2352.3.
8. Rousseau and Paco (Alfa-Romeo, 1742 c.c. S.), 2250.7.
9. Quinault and Pedrault (Tracta, 999 c.c.), 2180.4.
10. Vernet and Vallon (Salmson, 1092 c.c.), 2155.9.
11. Alin brothers (B.N.C., 1087 c.c.), 2047.
12. de Gavardie brothers (Amilcar, 1066 c.c.), 2007.2.
13. Barnes and Langley (Singer, 972 c.c.), 1900.9.

All the above qualify for the final of the 10th Rudge-Whitworth Cup.

The S.A.R.A. was still running, but had not covered its minimum distance.

Rousseau's car was a saloon. It was delayed considerably by ignition trouble.

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What Do You Know About Cars?

Report on Problem No. 4.

THE photograph appearing in our last issue of MOTOR SPORT caused more difficulty than any of the previous competitions. Actually, only 26% of the entries received were correct, namely, the 3 litre Alfa Romeo raced by Lanfranchi at Brooklands some years ago. The first to be opened on June 15th was that submitted by :

A. H. Habberfield-Short,
North Lodge,
St. George's Hill,
Weybridge.

to whom we have sent a cheque for one guinea.

Vauxhall was a much-favoured make, and others with many adherents were Sunbeam, Riley, Miller, O.M., Fiat and Arab. One competitor decided that we had published a " mirror-image " of an Arab. If this were so, of course, the cars would be starting in the reverse direction at Brooklands and the Alvis standing next to the Alfa Romeo would have left-hand steering !

The variety of makes suggested was really astounding, and demonstrated a wide divergence of opinion. Here are some of the solutions : Peugeot, Invicta, Duesenberg, Hispano-Suiza, Lancia, Frazer Nash, Salmson, Hortsmann, Diatto, Bentley, Vernon Special and Alvis.

PROBLEM No. 4.

State the make of car depicted in the adjacent photograph.



RULES FOR PROBLEM No. 5.

1. Cut out the coupon on the inside back cover, fill in your solution, and send it to us in a sealed envelope, marked *Competition*.
2. Write your solution and name and address in block capitals. Any alterations will automatically disqualify the entrant.
3. The Editor's decision is final.
4. Entries must reach this office, 39, Victoria Street, London, S.W.1, not later than first post, July 15th, and a prize or one guinea will be given to the sender of the first correct solution opened.
5. More than one coupon may be included in one envelope.
6. No letter must be sent with coupon.
7. The result will be published in our August issue.

"SMUGGLER'S COME-BACK."

THE FIRST STORY TO BE SELECTED IN OUR JOHNSON MOTOR COMPETITION.

FIFTY years ago he was pilot for the sailing vessels out of Kenmare, and he was eighty. He regarded the Cockleshell and her outboard Johnson Motor with the distaste a god might feel towards a very small demon.

"Why, in thim days," he said, of a piratical past, " the ' Mary ' wad run the Bay in thirty minutes, wid a follying wind." His expectoration closed all argument. He turned his ancient back and shuffled to the road gate beyond the beach to meet an approaching figure.

I'd only had Cockleshell three weeks, bringing her with me to Drimeenagh when vacation started, and we had spent most days coasting along the northern shore of the Bay. I had not ventured far afield, for the Bay mouth is unsheltered and I mistrusted the Cockleshell's reactions to an Atlantic swell.

The ancient mariner and his companion came across again to the quay.

" Wad that git yez to Ardfert ? " He indicated a point on the southern coast, ten miles away.

" Yes, of course." Inexperience spoke.

" Himself says me aunt's afther dyin', and they're wakin' her this avenin'. I must go. Let ye git her started." Taking my assent for granted he buttoned his coat as a preparation for the voyage.

Cockleshell was fuelled, but the tide was flowing, with fully three hours before the turn, and it was already sunset. I was unfamiliar with the Bay currents and the coast is treacherous. It would be dark before we could reach the other side, and with a strong wind and a heavy sea on the starboard bow—

O'Neill, I think, read my mind. " Are yez comin' ? " I followed him down into the Cockleshell, where he sat in the bows. I started the Johnson and nosed out from the jetty. We made a spectacular broadside, O'Neill clutching his seat as we made for the open sea. Cockleshell leaped alive as I opened the throttle, and set a course south for Ardfert.

A green wall of water rose on our starboard side ; we crested it by a miracle, the propeller churning the air. My stomach heaved unhappily as we breasted the next wave, and shipped many gallons of water. From its crest I saw an endless procession of white horses, and beyond the jagged jaws of the Dogs of Bullig. Then we were in the trough, and I remember feeling sorry for O'Neill. Suddenly he was beside me, and had the tiller, bringing her nose round to the swell.

" Let yez mind the machinery," was all he said.

Fifty years he had been a pilot and runner of contraband, and in his eightieth summer he took his first motorboat trip (so nearly proving his last) with me, and brought us safely across the miles of Atlantic into the lee of Ardfert in forty minutes !

I was feeling decidedly green, and wet and stiff. O'Neill's friend who met us on the quay informed us that his aunt, so far from being dead, was celebrating her one-hundred-and first birthday.

" And is no one dead ? " asked O'Neill. " We came for a wake, and its disappointed he'll be, the gossoon here. It could be the birthday's as good."

The whisky was, anyway.

If the potato crop is good this year, O'Neill is buying a Johnson to fit to his dinghy.

A £23 JOHNSON MOTOR—FREE!

OVERWHELMING NUMBER OF ENTRIES RECEIVED FOR THE FIRST MONTH OF OUR GREAT COMPETITION. SEND YOUR STORY IN NOW FOR THE SECOND GROUP.

WHEN we published last month the details of our competition for a Johnson outboard motor, we had no idea that so many of our readers possessed literary talent. Right up to the 15th of last month every post brought its crop of stories, until the task of the adjudicator became a full-time one. Happily, the burden was light, for all of the stories were good reading, many were amusing, and a few were of high literary merit.

After much weighing of pros. and cons. three contributions were finally selected, and of these we publish that submitted by Miss Marjorie L. Taylor, c/o National Flying Services, London Air Park, Feltham, Middlesex, reproduced on page 438. In the event of no better stories being submitted during the next two months, the remaining two will be published in our August and September issues, and the final award of the Johnson motor will rest with these three entrants.

Apart from Miss Taylor's excellent story, we were particularly entertained by the contributions of Mr. S. J. Twyford, Miss Rosemary Clifford, Mr. L. H. Thomas, and Mr. H. J. Chaloner. A first-rate entry was that submitted by Mr. James Frazer, who described the part played in the British Arctic Air Route Expedition in Greenland by a Johnson Sea Horse 4.

Quite a number of entrants depended upon the dream-idea, E. S. Delmar-Morgan describing a voyage down the Thames at a speed of 65 m.p.h. on half-throttle—an inaccuracy which nearly caused us to choke until we found the writer falling out of bed. We have learned how a dozen people first took to outboarding, and we know why several people were unable to start their motors for days on end. We read how one infuriated man actually gave way to the temptation of hurling his recalcitrant motor overboard. Incidentally, we have discovered that among other effects caused by outboard motor-boating, many men first met their wives through the sport, art, or whatever one cares to call it.

A word to those whose stories have not been mentioned here. Your chance of winning the Johnson Junior has not in any way diminished. The final decision will not be made until all those stories received during the next two months have been read. If you think you can improve on your previous story, send another one in before July 15th—it will be judged quite indepently of your first attempt.

To those who have not yet entered for the competition, we would advise them to get busy and let us have their story by the 15th of July.

The prize is the last word in economical outboard motors, the famous Johnson Junior Sea Horse, which sells at the price of £23. A story of 500 words, fact or fiction—and the motor may be yours!

THE COMPETITION RULES.

1. Stories must be written on one side of the paper only, and must be approximately 500 words in length.
2. Competitors must submit their stories not later than the 15th. of July, 1933.
3. Any number of stories may be sent in by competitors, but each must be accompanied by a separate coupon, which will be found on the inside back cover of this issue of MOTOR SPORT.
4. Stories must be about some incident connected with small-power motorboating, real or imaginary.
5. The Editor's decision is final.
6. No member of the staff of MOTOR SPORT is allowed to compete.

A REMARKABLE OUTBOARD MOTOR FEAT.

THE inhabitants of the Shetland Isles, off the north coast of Scotland, are a stolid, hard working people. They are unused to the sudden, sensational happenings that are a feature of our daily lives. Imagine their surprise, then, when a young Swedish lady stepped out of a 14ft. Outboard Sea Skiff, having navigated her way from Bergen, in Norway. Two hundred and twenty miles of absolutely open sea, measured as the crow flies. And an outboard motorboat has a very different flight from a crow.

Miss Aina Cederblom, the evidently iron-nerved pilot, used an Archimedes motor.

Very little definite news of this feat is at present available, but the motor used was evidently quite small, as the average speed works out at under 4 m.p.h. (She took 72 hours to do the journey.)

We understand that Miss Cederblom is at present making her way to London, so that more will be learnt about herself and her craft at a later date. Are we going down the Thames to meet her? Well,——

THE FOUR SPEEDBOATEERS.

THE preparations of the four Oxford undergraduates who are starting from London for Belgrade (Serbia) on the 24th July, are nearing completion.

Their two Watermota powered speed dinghies which are at Power Craft Services yard at Twickenham, are now undergoing the "fitting up ceremony." These dinghies will be very interesting when they are complete. The fuel system will be simple but safe. Behind the pilot and navigator, there will be eight two-gallon petrol tins held in a rack. From these a special tank between the pilot and navigator will be filled periodically. The bulk of the fuel will then be handy, should the pressure system fail. Cunning?

The aeroplane compasses will be mounted on the respective dashboards, while all perishable goods will be stored under the forward decking.

As these fellows will probably be off before the next issue of MOTOR SPORT makes its appearance, we wish them the very best of luck.

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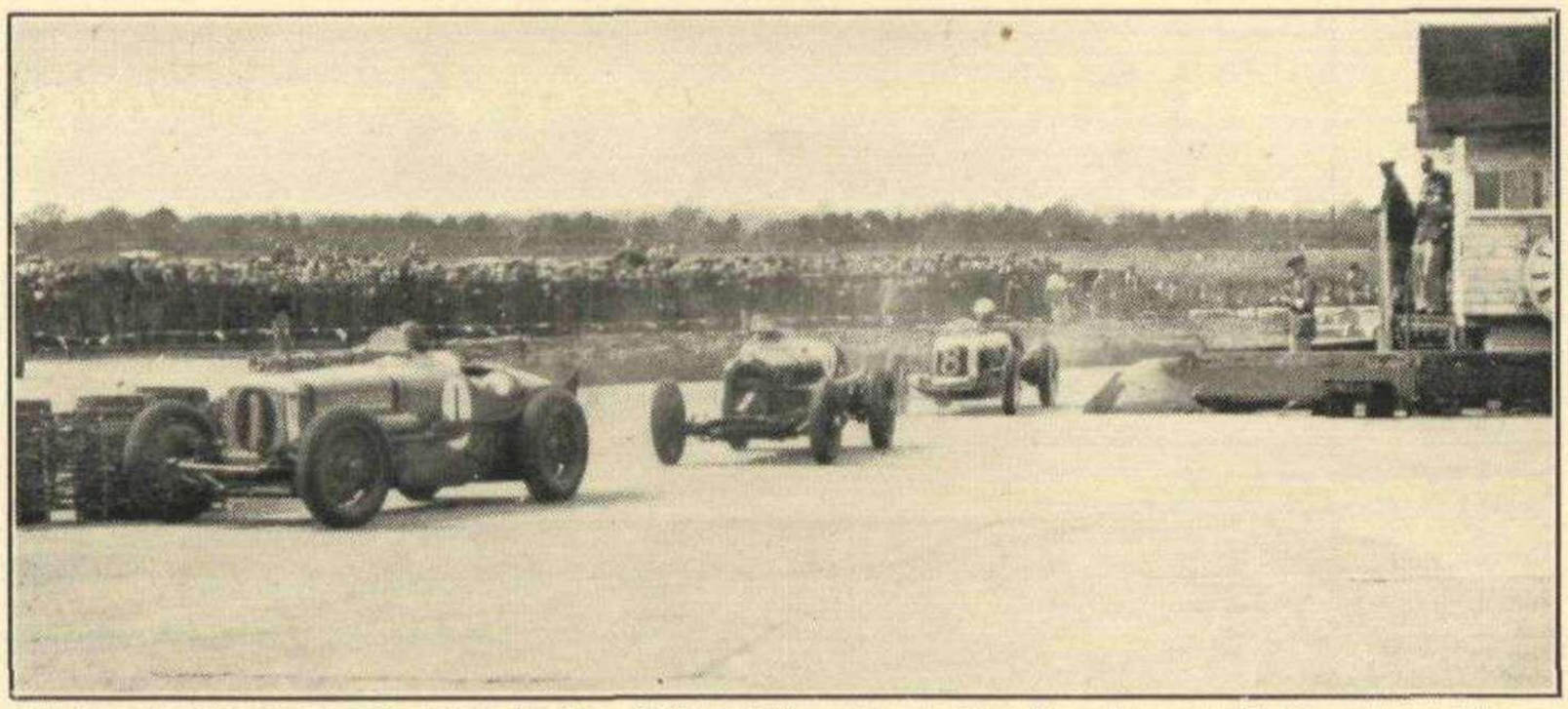
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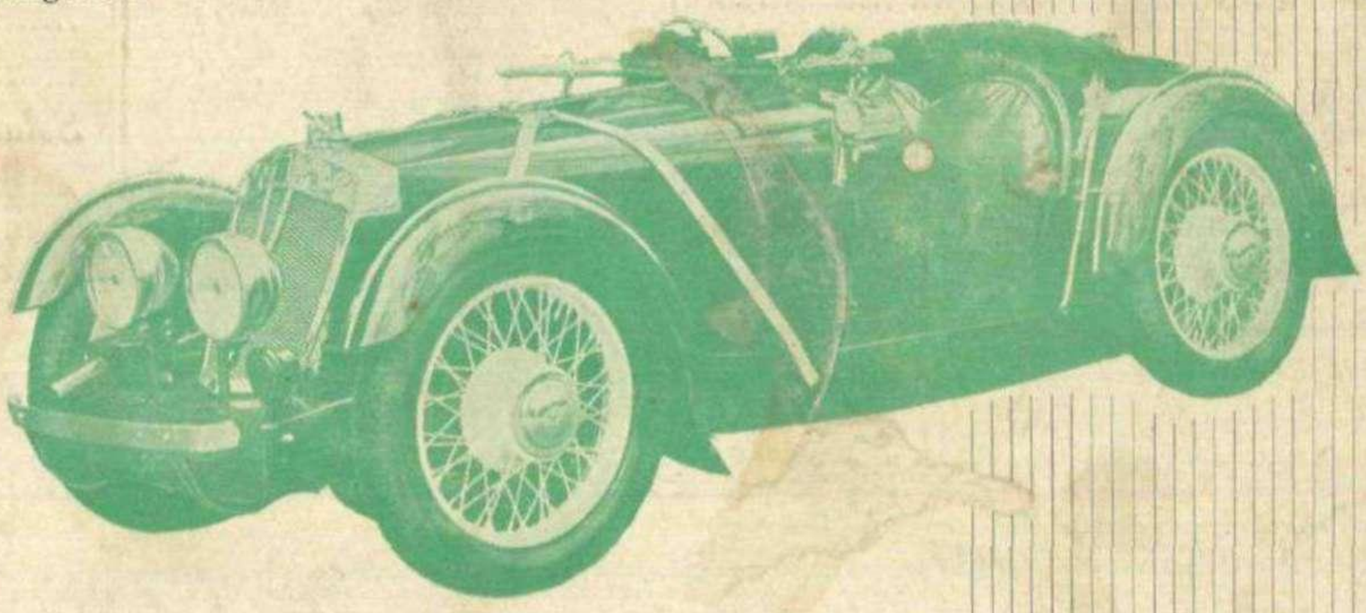
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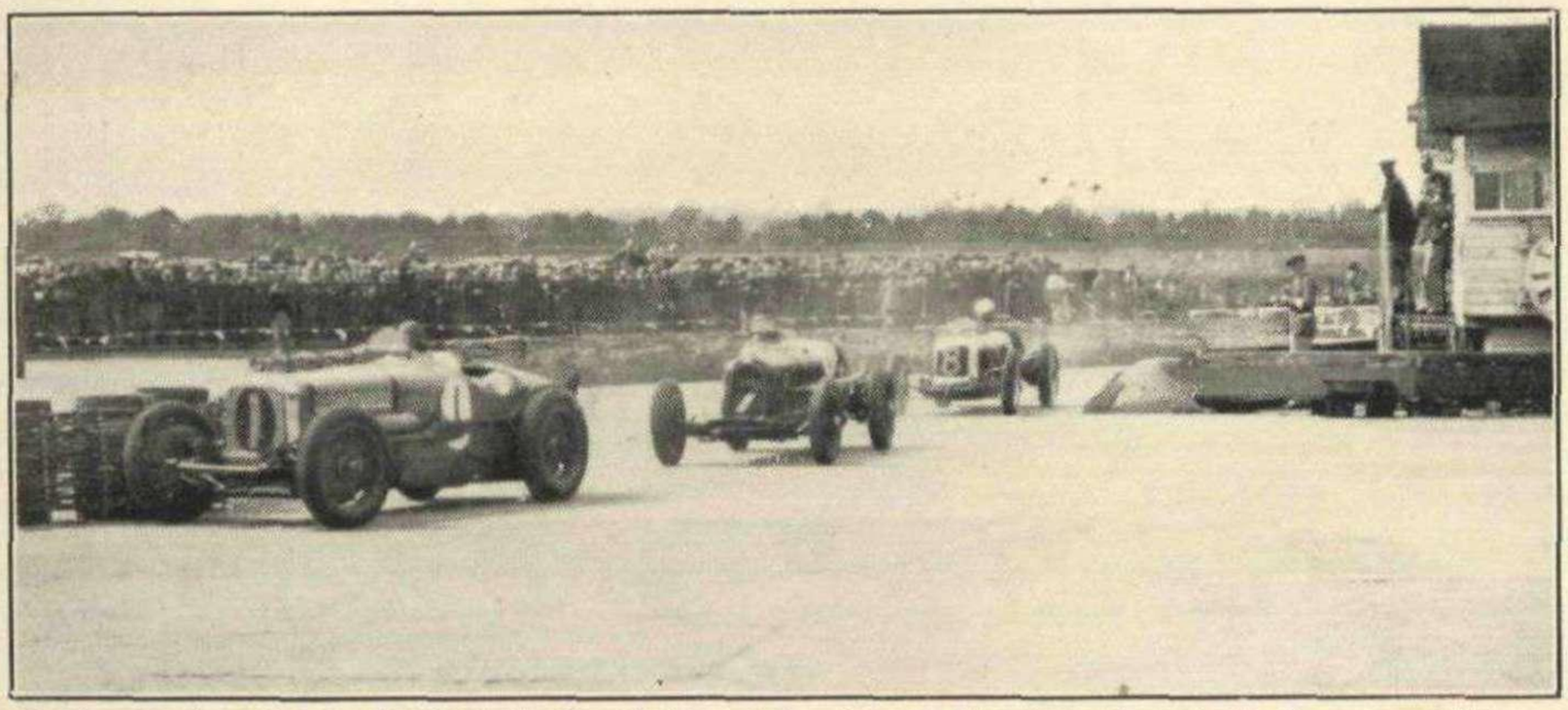
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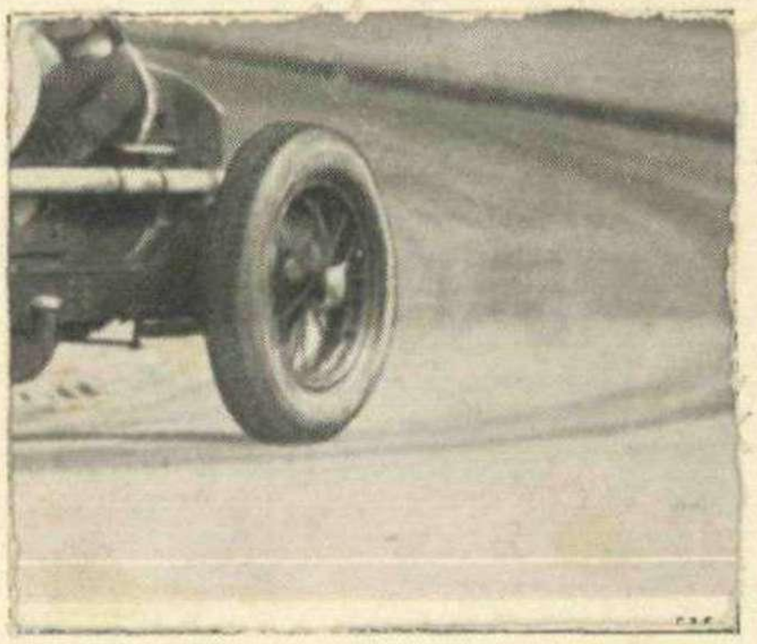
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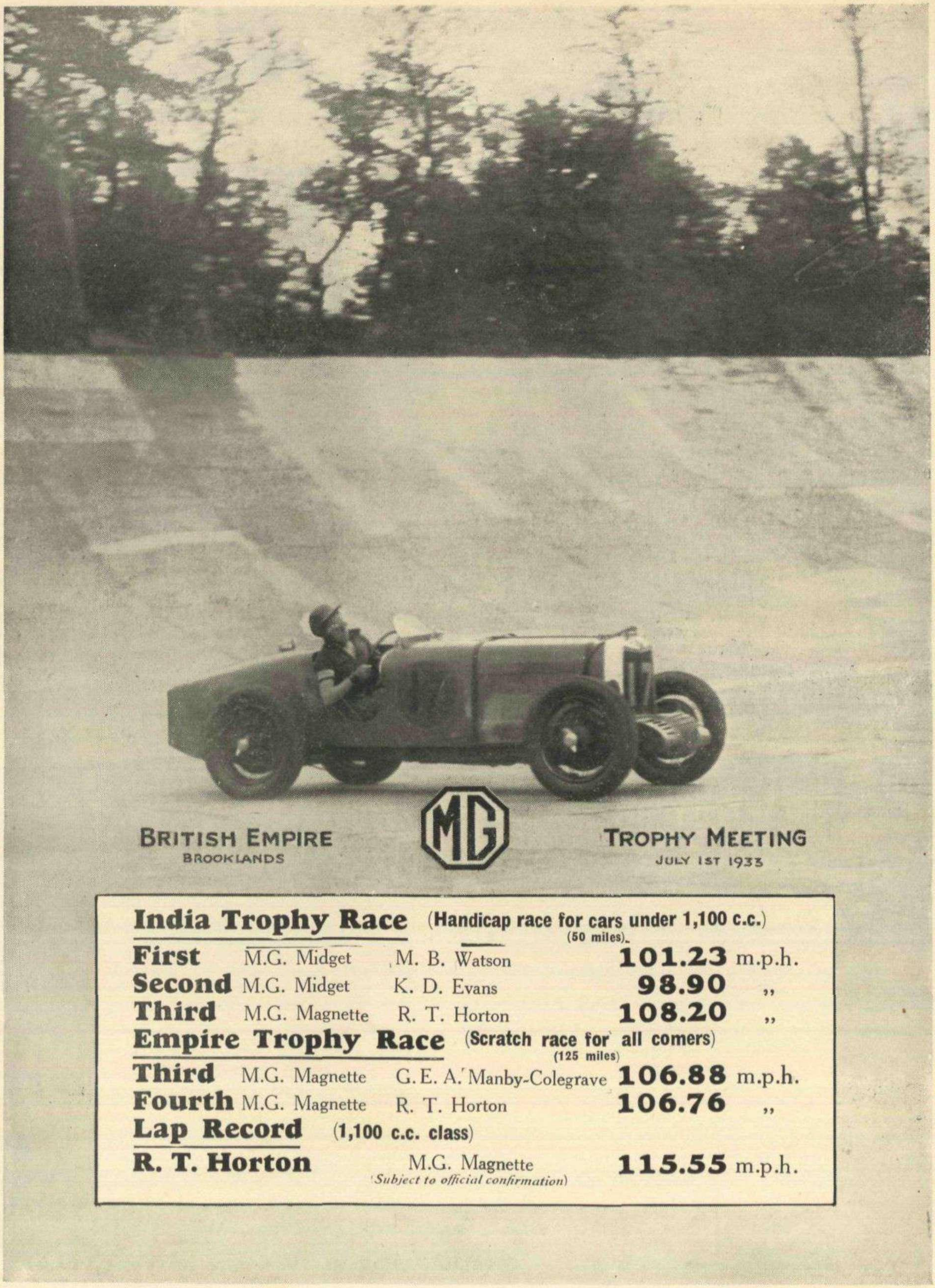
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First	M.G. Midget	M. B. Watson	**101.23** m.p.h.
Second	M.G. Midget	K. D. Evans	**98.90** ,,
Third	M.G. Magnette	R. T. Horton	**108.20** ,,

Empire Trophy Race (Scratch race for all comers) (125 miles)

Third	M.G. Magnette	G. E. A. Manby-Colegrave	**106.88** m.p.h.
Fourth	M.G. Magnette	R. T. Horton	**106.76** ,,

Lap Record (1,100 c.c. class)

R. T. Horton	M.G. Magnette	**115.55** m.p.h.

(Subject to official confirmation)

THE M.G. CAR COMPANY LTD., ABINGDON-ON-THAMES, BERKSHIRE
EXPORT DEPARTMENT—STRATTON HOUSE, 80 PICCADILLY, LONDON, W.1