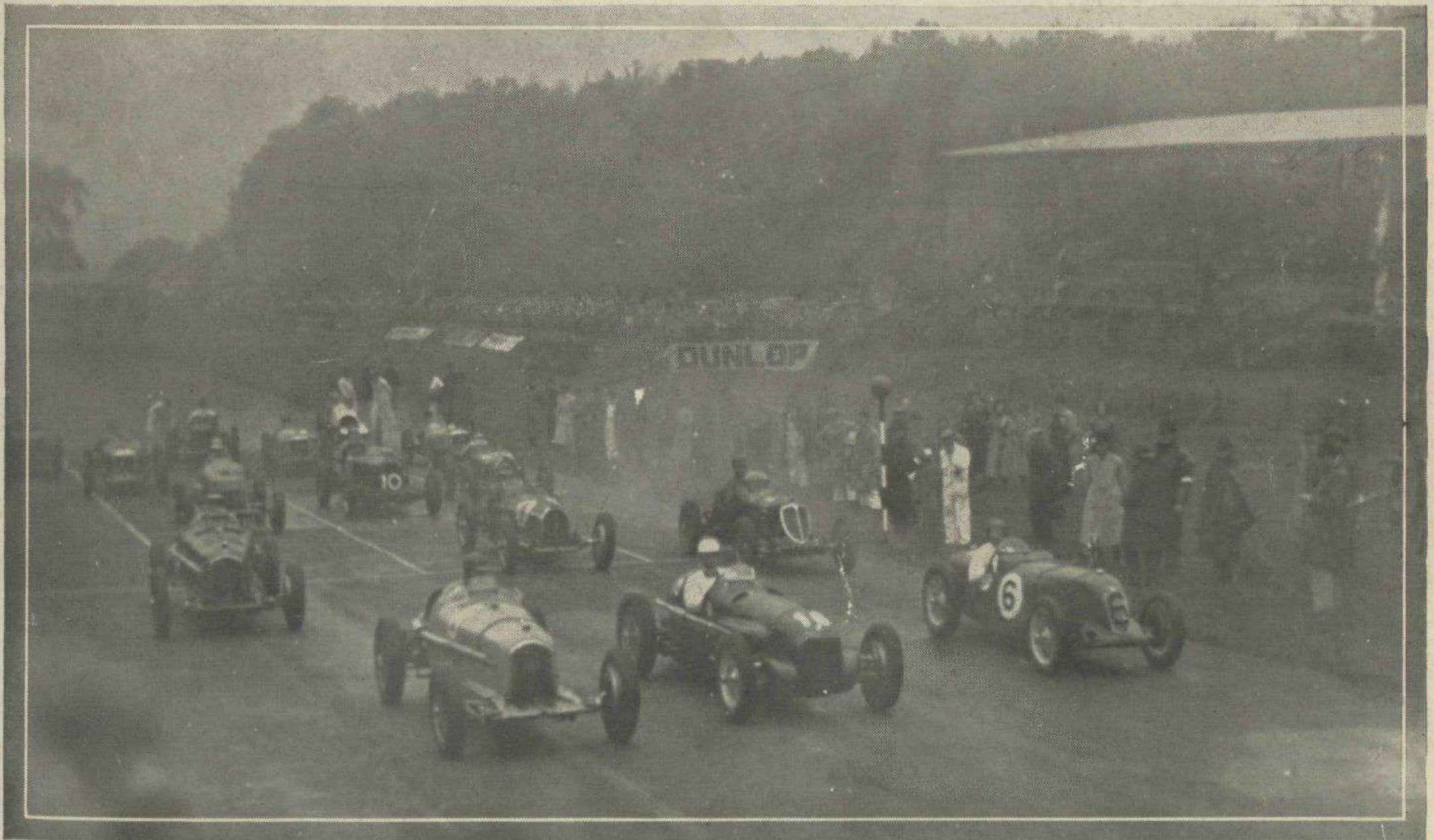


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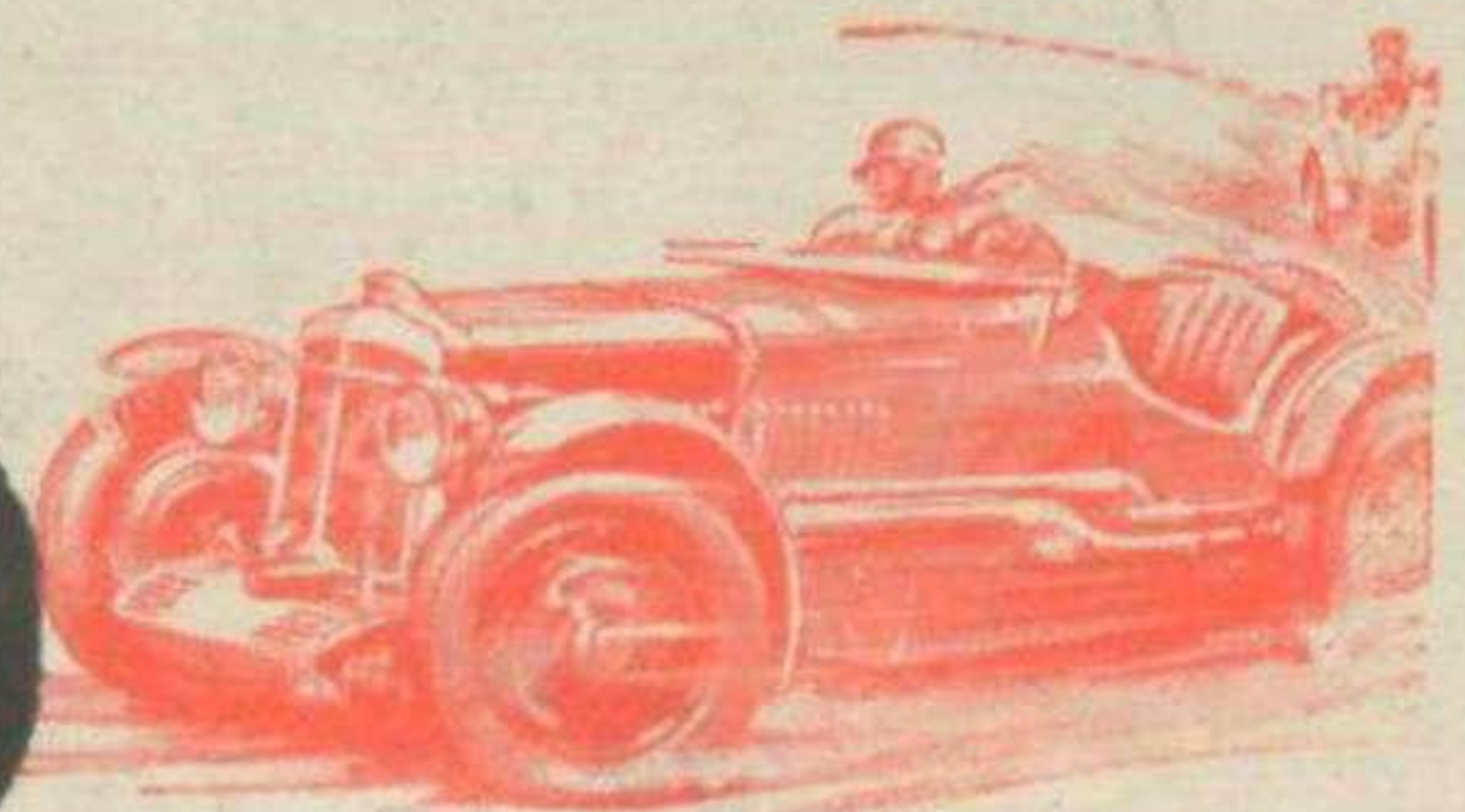
[Motor Sport Photograph

THE START OF THE DONINGTON GRAND PRIX.—In the front are Sommer (Alfa-Romeo), Farina (V8 Maserati) and McClure (Riley). Shuttleworth, the ultimate winner, Lord Howe and Featherstonhaugh are in the second rank.

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VOLUME XII.

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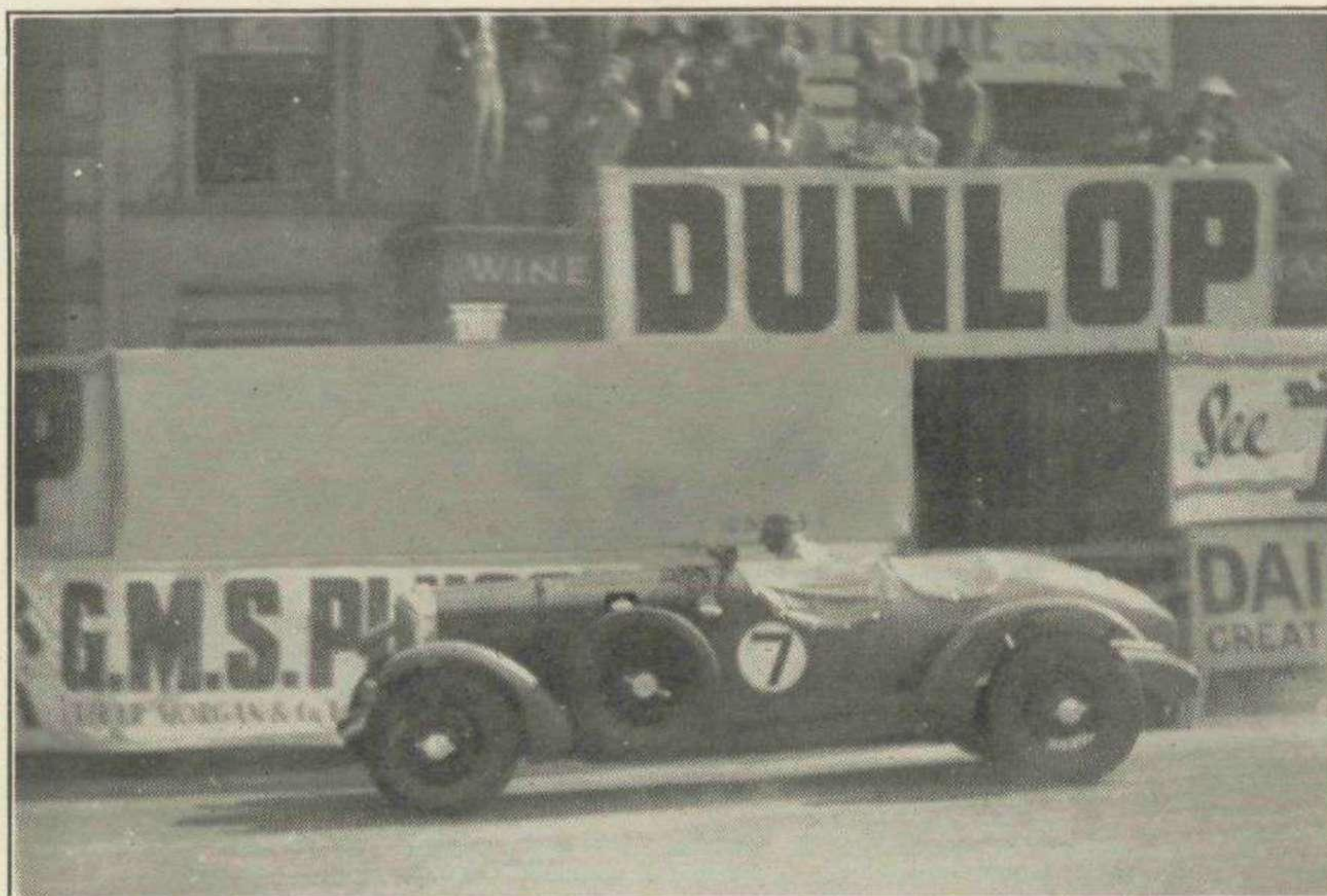
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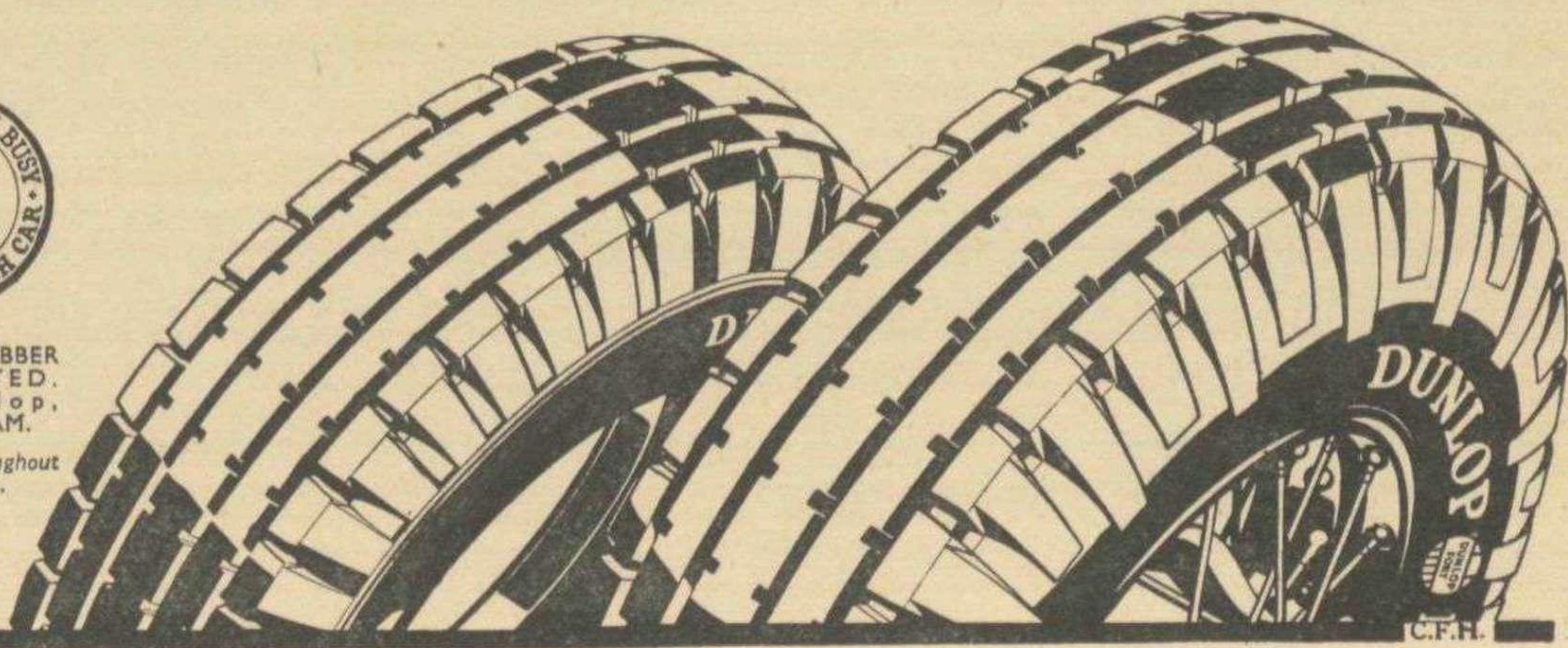
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THE MOVE TOWARDS DONINGTON

Next season Donington Park will become the centre of English motor-racing. The race for Grand Prix cars held there last month showed that we can at least claim to have a real road circuit, and one, moreover, which offers still further scope for development.

The success of last month's race convinced the B.R.D.C. that it would be better to hold their British Empire Trophy Race at Donington next year, and at the same time comes the news that the J.C.C. have accepted our suggestion of reviving their famous 200 Miles Race—at Donington.

The early announcements make it possible to review the prospects of racing in England next season, so that we can see whether races are being duplicated at Brooklands and Donington, and can form some opinion as to whether our national calendar is becoming too crowded with events.

At Brooklands the programme consists of five B.A.R.C. Meetings, which have an attraction all of their own and are assured of an adequate entry; the J.C.C. International Trophy, which by virtue of its unique handicapping system is in reality a scratch race; and the B.R.D.C. 500 Miles Race, which will presumably always please drivers and spectators alike as the only genuine track race in Europe. This appears to be the ideal fixture list, not too crowded, and no two races clashing. In our opinion the loss of the British Empire Trophy is more than compensated by the better balance of the calendar. Remember that Indianapolis only has one race a year!

The Donington programme will require careful handling. The addition of long distance races will automatically detract from the ordinary meetings of short races, which up to now have been the main-

stay of the fixture list. It would probably be better to reduce them to two per season, and to allow certain clubs to use the whole circuit for their meetings (which do not necessitate a large gate).

The biggest problem, however, is to sort out the four big events. It cannot be denied that the proposed J.C.C. 200 Miles Race would be a strong rival to the existing Nuffield Trophy race, and that the British Empire Trophy, if run as a scratch race in classes, would be very similar to the "Donington Grand Prix." The danger is that the entries might become divided between the two, with a consequent loss in spectacle to both races.

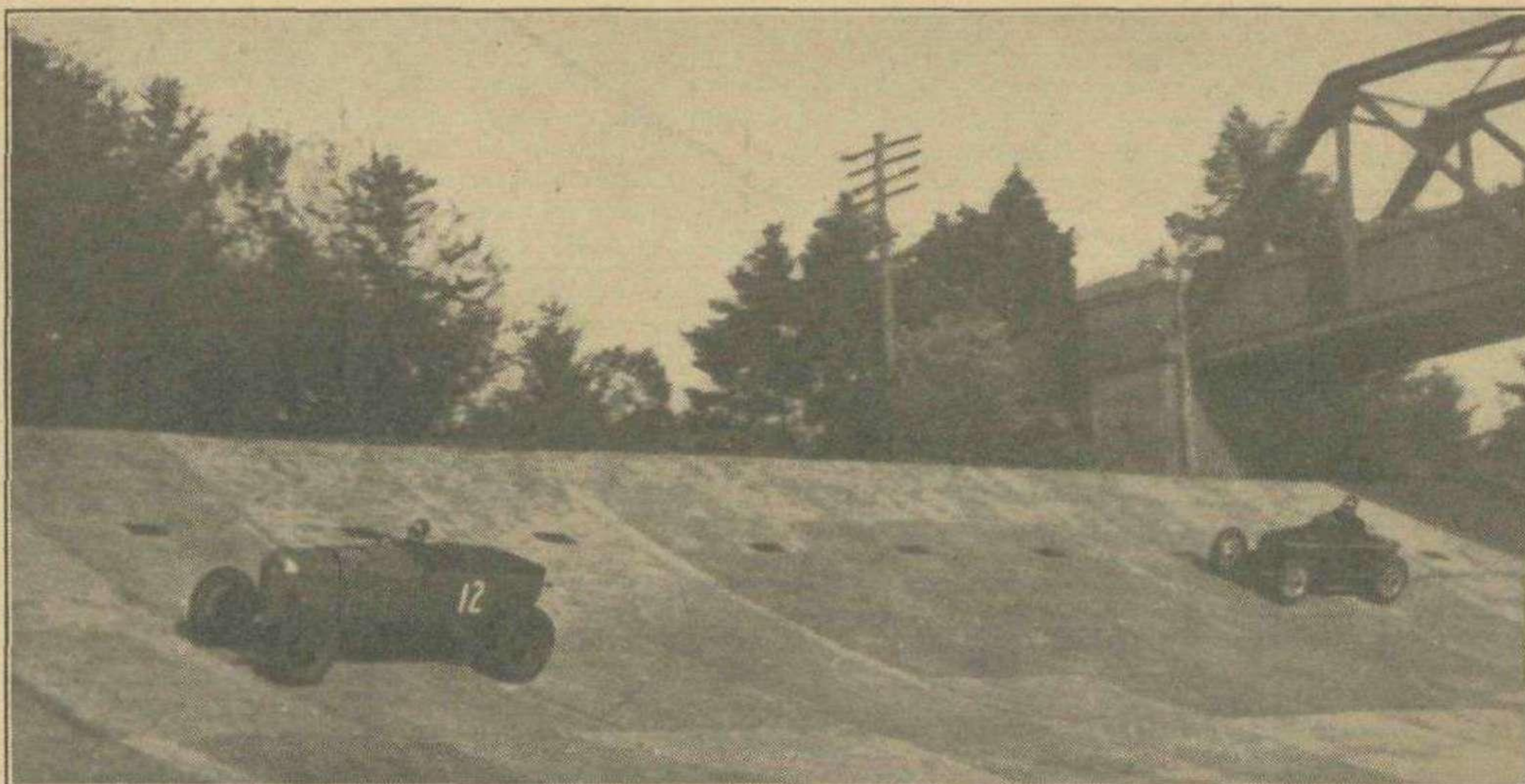
It is presumed that all the organising clubs will make every effort to raise tempting sums of prize money, both from their own funds and from the largesse of private individuals. How much better it would be if the races could be coupled to form two first-class events, with sufficient finances to cover travelling expenses for leading Continental drivers and really worth-while prize money!

We feel sure that we are expressing the views of motor-racing followers when we declare our preference for two outstanding races.

Such an ideal arrangement is not likely to occur, however, for the simple reason that the organising clubs would almost certainly prefer to take their chance of making their individual races a financial success. The chance may involve the sport of motor-racing falling into disrepute as a public spectacle, but in view of the fact that so many responsible people in this country refuse to regard motor-racing as a public spectacle, there is little likelihood of our warning being heeded.

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THE FINAL ROUND AT BROOKLANDS

MOUNTAIN CHAMPIONSHIP WON BY SHUTTLEWORTH (3-LITRE ALFA-ROMEO). HIGH WINDS MAKE CONDITIONS DIFFICULT ON THE OUTER CIRCUIT

There is always plenty for the enthusiast to see and do at a Brooklands meeting, but somehow the final or Mountain Meeting, which was deferred a week in order to give visitors to the Motor Show a chance of attending, did not seem to have quite its usual snap.

The cold weather no doubt had much to do with it. Approaching the track on that windy morning, one felt distinctly sorry for drivers such as Cobb and Bertram who would have to go all out in an effort to secure a place, and everyone who competed in the outer circuit events admitted to some awkward moments as they clung to the top of the home banking or steered with tails sliding round that slight but perilous bend in front of the Vickers Bend. In spite of the conditions some very high speeds were put up, Oliver Bertram for instance lapping at over 142 m.p.h. on the Hassan, but under the new ruling records made during the course of a race do not count, and only speeds set up with the track cleared are eligible as records. "Slip-streaming" and the difficulty of obtaining an accurate figure during the course of a race have no doubt influenced the authorities in making this decision, but it would add greatly to the interest of the proceedings if it were announced at least that "so-and-so has unofficially beaten the record."

The agitation which has been launched in these columns for better viewpoints for spectators has been answered handsomely by making raised banks along the inside of the Finishing Straight, and for the first time in the history of the track those people watching from the Public Enclosure were able to enjoy an unobstructed view of the finish of mountain races.

The October meeting opened with two October Long Handicaps. Bertram was scratch man in the first, giving Marker on the 6½-litre Bentley a start of 31 sec-

onds. Dent (Frazer-Nash) was limit man with 2 minutes 18 seconds start and got away well, but was overtaken in half a lap by J. C. Davis on the old 2½-litre Mercedes. Then Mrs. D. G. Evans (N-type Magnette) started to show surprising speed, catching Davis just after he had completed his first lap and Cushman on the new light Railton also came through to challenge the German car. Bertram was obviously lapping at tremendous speed but his chances of getting a place seemed remote, but Marker soon accounted for Eccles' 1½-litre Bugatti, which had four seconds start of him.

The second time round the Railton was second behind Mrs. Evans, followed by Oats in Dunham's Speed Twenty Alvis and the Mercedes, but Marker had been coming through in a way which meant business, and he passed Oats on the Railway Straight. On the third lap Mrs. Evans was only 30 yards ahead of Cushman and a hundred in advance of the Bentley, but a hundred yards before the line Cushman drew half a length ahead, only to be thwarted, again by half a length by Marker on the Bentley. This was the closest finish witnessed this season, and Bertram who was a hundred yards behind might easily have made it a quadruple dead-heat.

FIRST OCTOBER LONG HANDICAP About 9 Miles

1. R. R. K. Marker, (8,597 c.c. Bentley), 31s.
 2. L. A. Cushman, (4,168 c.c. Railton), 1m. 28s.
 3. Mrs. D. G. Evans, (1,287 c.c. M.G.), 1m. 34s.
- Fourteen Ran:** Won by 1-5s. (5 feet); 2-5s. (10 feet) between second and third. Speed: 117.33 m.p.h. Betting: 6/1, 4/1, 8/1.

In the second Long Handicap, Cobb on the Napier-Railton was scratch and like Bertram, he had to fight against a formidable handicap. D. S. Handley (747 c.c. M.G.) had a start of 2 minutes 29 seconds, and hummed down the Railway Straight hours, as it seemed, before Powys-Lybbe (Alvis) and Hughes (Frazer-

Nash), who had already passed Munday (Munday-Diesel), came into sight. Charles Follett very quickly picked up his twelve seconds deficit on Bowler's 3-litre Bentley, and again by the Railway Straight Cobb had made full use of his car's acceleration to overhaul Vickers (2.3-litre Bugatti) and Esson-Scott (2-litre Bugatti) who spent the rest of the race in a private duel of their own.

On the second lap Handley was still in the lead, followed by Miss Allen on "Tim Davies's" single-seater Frazer-Nash and Cobb's great wagon which were still a lap behind the limit car.

Charles Follett was now second on the field with Powys-Lybbe and Hughes third and fourth, and in another group behind Baker, who is usually seen on the wheel of a big Minerva, was pulling up well on the 5.3-litre Graham-Paige.

The third lap saw Follett close on Handley's tail and going on to the Byfleet banking he passed into the lead, sternly pursued by Baker. The Alvis continued to hold its speed however and crossed the line with a lead of 150 yards having averaged 95 m.p.h., an excellent performance for a car completely equipped except for lamps and hood.

SECOND OCTOBER LONG HANDICAP About 9 Miles

1. C. Follett, (2,762 c.c. Alvis), 1m. 39s.
 2. G. L. Baker, (5,387 c.c. Graham-Paige), 1m. 27s.
 3. A. Esson-Scott, (1,990 c.c. Bugatti S.), 35s.
- Thirteen Ran:** Won by 3 4-5s. (190 yards); 13s. (700 yards) between second and third. Speed: 95.51 m.p.h. Betting: 3/1, 5/1, 6/1.

The Record Holders' mountain handicap only produced a field of three, as Mays was reserving himself for the mountain championship. Driscoll (Austin) and Fairfield (1,100 c.c. E.R.A.) beat the starter and after a lap were recalled. At the second attempt Driscoll came down to the fork with a lead of a hundred yards, with "Bira" another hundred yards behind on the 1½-litre E.R.A.

THE FINAL ROUND AT BROOKLANDS—continued

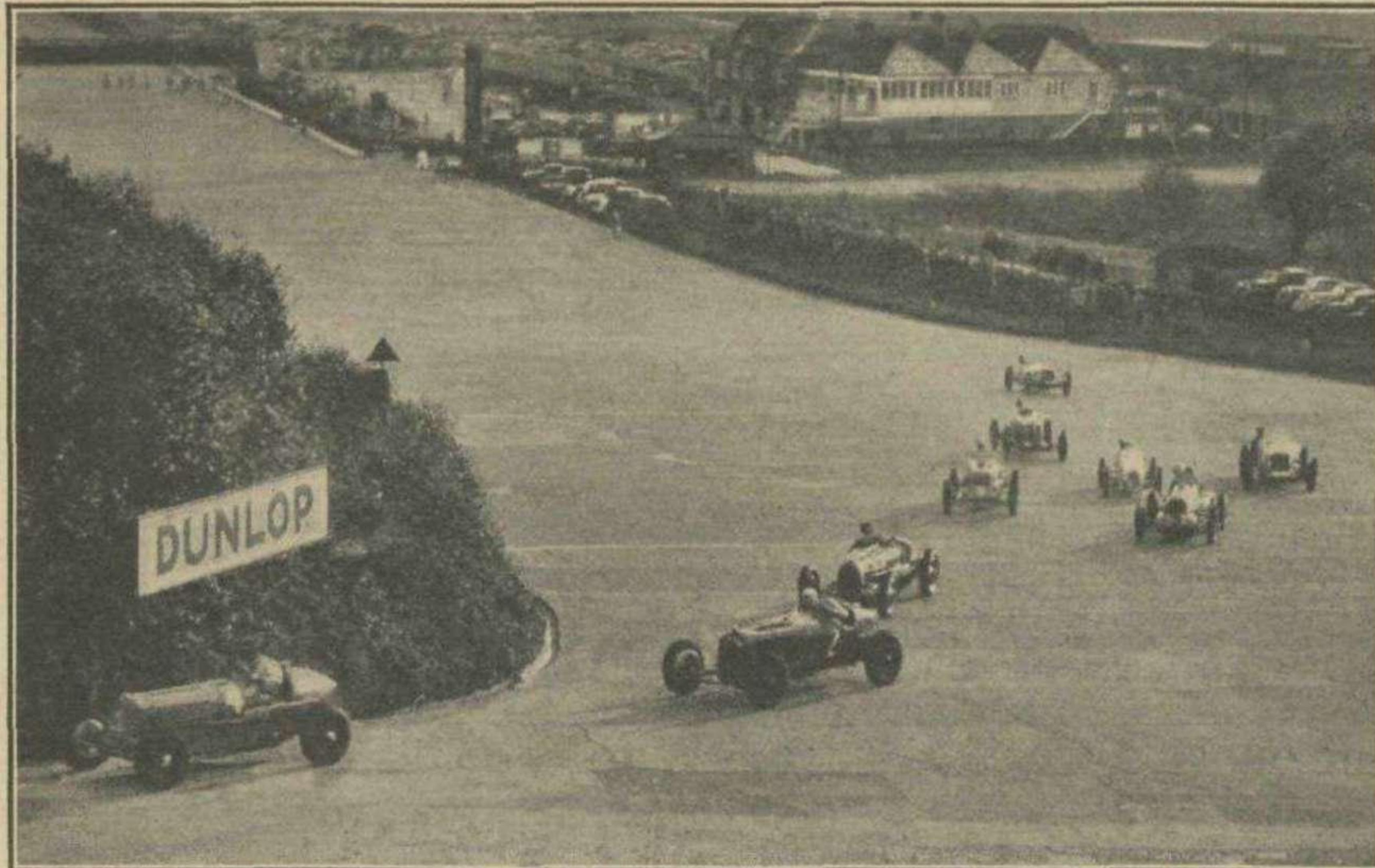
Driscoll and Fairfield were both very fast at the fork, skimming the protecting boards on the Finishing Straight each time, while "Bira" cut close to Chronograph Villa and obviously lost time by this manoeuvre. The third time round

3.3-litre Bugatti never seemed to be hurrying, but now taking the Fork hair-pin with calm deliberation, had moved in sixth place. On the last he was third behind Driscoll on the Austin and gauged matters very prettily to pass the white car

ship got everyone up on their toes. Raymond Mays made a phenomenal get-away and led the many-coloured pack of cars up on to the banking, and maintained his lead down to the Fork. He took the hair-pin fairly wide and Shuttleworth, who had gone far out towards the Vickers' sheds, swooped in and almost passed him, Next came Martin (Bugatti), Appleton, whose Special has become really formidable nowadays, and "Bira" on the 1½-litre E.R.A., all fighting for position to the tune of tearing exhaust sounds and squeals from the tyres.

Next time round Mays was still in the lead and this time kept close to the corner. Shuttleworth took it broad and much faster and amid loud cheers actually gained a lead of one length, only to lose it again as Mays kept close and made use of his acceleration running up the finishing straight, while there was another patch of excitement as Appleton, "Bira" and Featherstonhaugh on his veteran Maserati fought round the Fork nose to tail.

On the third lap Shuttleworth's efforts told and he came round with a 20-yard lead from Mays, with Martin close behind. In another lap Mays had dropped out with supercharger trouble and the Appleton Special disappeared for reasons unknown. Shuttleworth gradually pulled away from Martin, and he in turn had no difficulty in holding off "Bira's" challenge, and what promised to be a thrilling spectacle developed into a steady though extremely rapid procession. Harry Rose on one of the ex-Whitney Straight 3-litre Maseratis clung grimly to fourth place, strongly pursued till the end by Featherstonhaugh on the "2.5."



Raymond Mays leads the field at the start of the Mountain Championship. Behind him are Shuttleworth (Alfa-Romeo), Martin (Bugatti), "Bira" (E.R.A.) and Appleton (Appleton-Special)

Fairfield was only 20 yards behind the little white Austin and succeeded in catching it running up the straight, while "Bira" just held his own. His last lap he put much more zest into his cornering and crossed the finishing line only 10 seconds behind Driscoll.

RECORD HOLDERS' MOUNTAIN HANDICAP
About 6 Miles

1. P. G. Fairfield, (1,090 c.c. E.R.A. S.), 19s.
 2. L. P. Driscoll, (747 c.c. Austin S.), 22s.
 3. "B Bira," (1,486 c.c. E.R.A. S.) 10s.
- Three Ran: Won by 2 3-5s. (60 yards); 1 1-5s. (40 yards) between second and third. Speed: 73.13 m.p.h. Betting: 2/1 on, 3/1, 3/1.

In contrast to the last race, in the "First Mountain" there were no less than twelve starters and consequently a jostling crowd bearing down on the Fork, headed by the limit man, Goodson on his blown Austin Seven. Carr on the streamlined Singer Nine, Law (Frazer-Nash), Powys-Lybbe on the T.T. Alvis maintained their places, while T. P. C. Tapper (Bugatti) had no difficulty in overtaking Oats on the lengthy Speed Twenty Alvis, surely an unsuitable car for the Mountain circuit. The back markers charged up to the corner in a bunch, and Harker and Driscoll had some awkward moments avoiding Appleton (Appleton Special) who turned half round right in their path at the beginning of the Finishing Straight.

The three leaders remained the same on the second lap, with Tapper fourth. On the third he had taken third place, while Fane, who had been coming through the field in great style on his two-seater blown Frazer-Nash took fourth place. On the fourth lap his cornering at the top corner was inspired, and he came down to the fork actually in the lead, with Goodson and Carr now second and third. Charlie Martin, who started from scratch on his

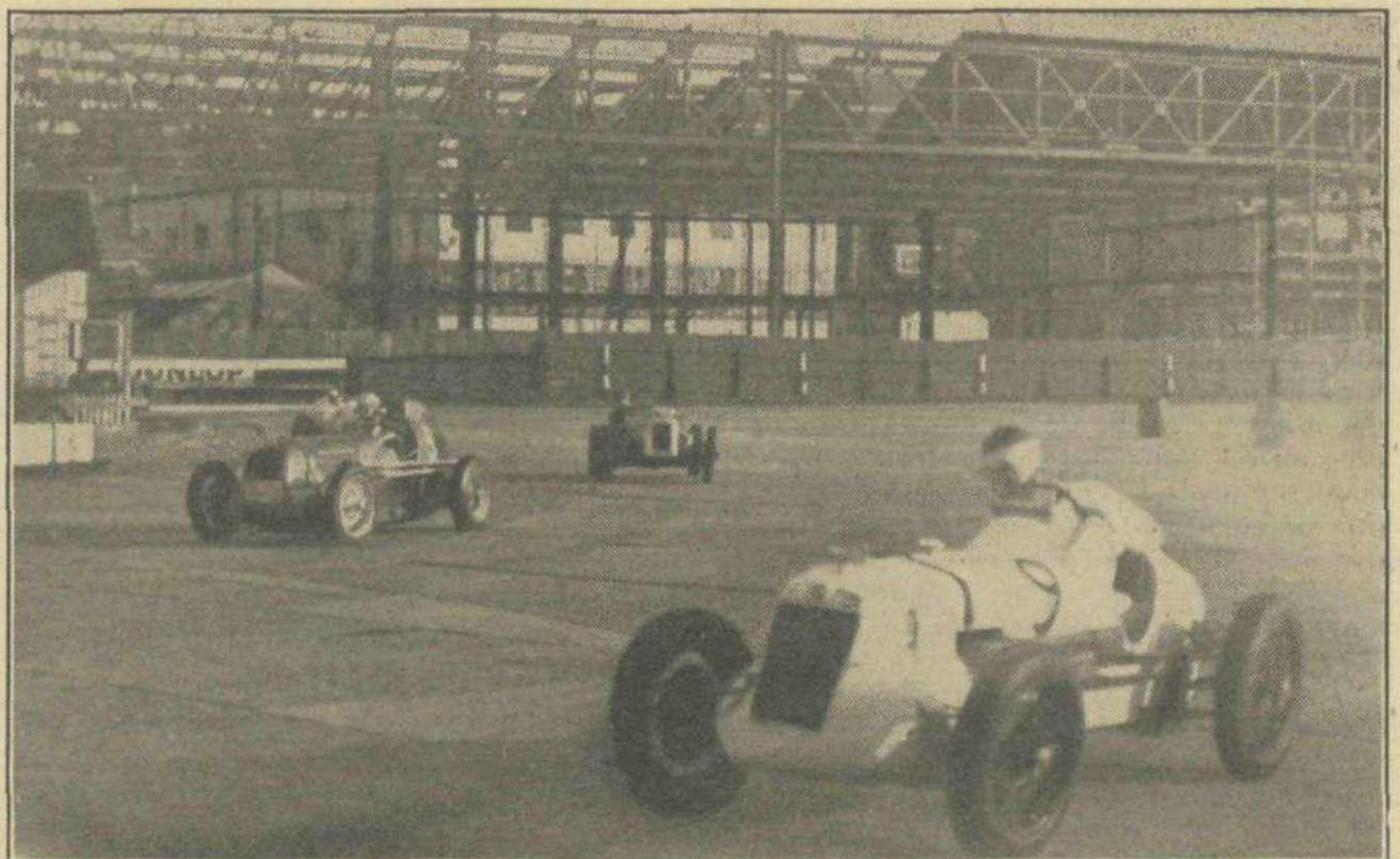
a few yards from the line, while Fane had already gained a well-deserved success. Powys-Lybbe, Carr and Goodman were the next to finish.

FIRST OCTOBER MOUNTAIN HANDICAP
About 6 Miles

1. A. F. P. Fane (1,496 c.c. Frazer-Nash S.), 23s.
 2. C. E. C. Martin, (3,255 c.c. Bugatti S.), scratch.
 3. L. P. Driscoll (747 c.c. Austin S.), 15s.
- Twelve Ran: Won by 4 4-5s. (120 yards); 4-5s. (7 yards) between second and third. Speed: 70.91 m.p.h. Betting: 8/1, 3/1, 5/1.

THE MOUNTAIN CHAMPIONSHIP
About 12 Miles

1. R. O. Shuttleworth (2,904 c.c. Alfa-Romeo S.)
2. C. E. C. Martin (3,255 c.c. Bugatti S.)



Near and far at the Fork in the First Mountain Handicap. Esplen's M.G. is in the foreground with Appleton (Appleton-Special) and Harker (Harker-Special) taking a shorter course.

There is nothing like a scratch race for excitement, and with nine really fast cars on the line the Mountain Champion-

3. "B Bira" (1,486 c.c. E.R.A. S.)
- 9 Ran: Won by 5 4-5s. (250 yards); 15 2-5s. (600 yards) between second and third. Speed: 78.20 m.p.h. Betting: 2/1, 5/1, 16/1.

THE FINAL ROUND AT BROOKLANDS—continued

Renewed icy blasts of wind greeted the end of the Mountain Championship, but the programme was running well to time, and the twelve cars entered for the Women's Mountain Race were soon on the line. Mrs. Petre on her supercharged Riley and Mrs. Stewart on the 1½-litre Derby-Maserati were both on scratch, two of Freddy Dixon's Rileys driven by Mrs. Wisdom and Miss Taylour were considered to have a good chance, and other fast cars were Miss Evans's R-type M.G. and Miss Ellison's Bugatti (1½-litre S.).

Miss Chaff on Austin Dobson's Ballila Fiat, which was the limit car, led the first time round the Fork with Miss Richmond (Frazer-Nash) and Mrs. Oxenden (1,100 c.c. Alta) who came perilously near the tubs, second and third. The second lap saw Miss Richmond in the lead 50 yards ahead of Mrs. Oxenden who had a similar lead from Miss Chaff. Mrs. Petre was now eighth and going well, the Rileys were slow, and Mrs. Stewart's Derby seemed almost too long to get round the Fork at all.

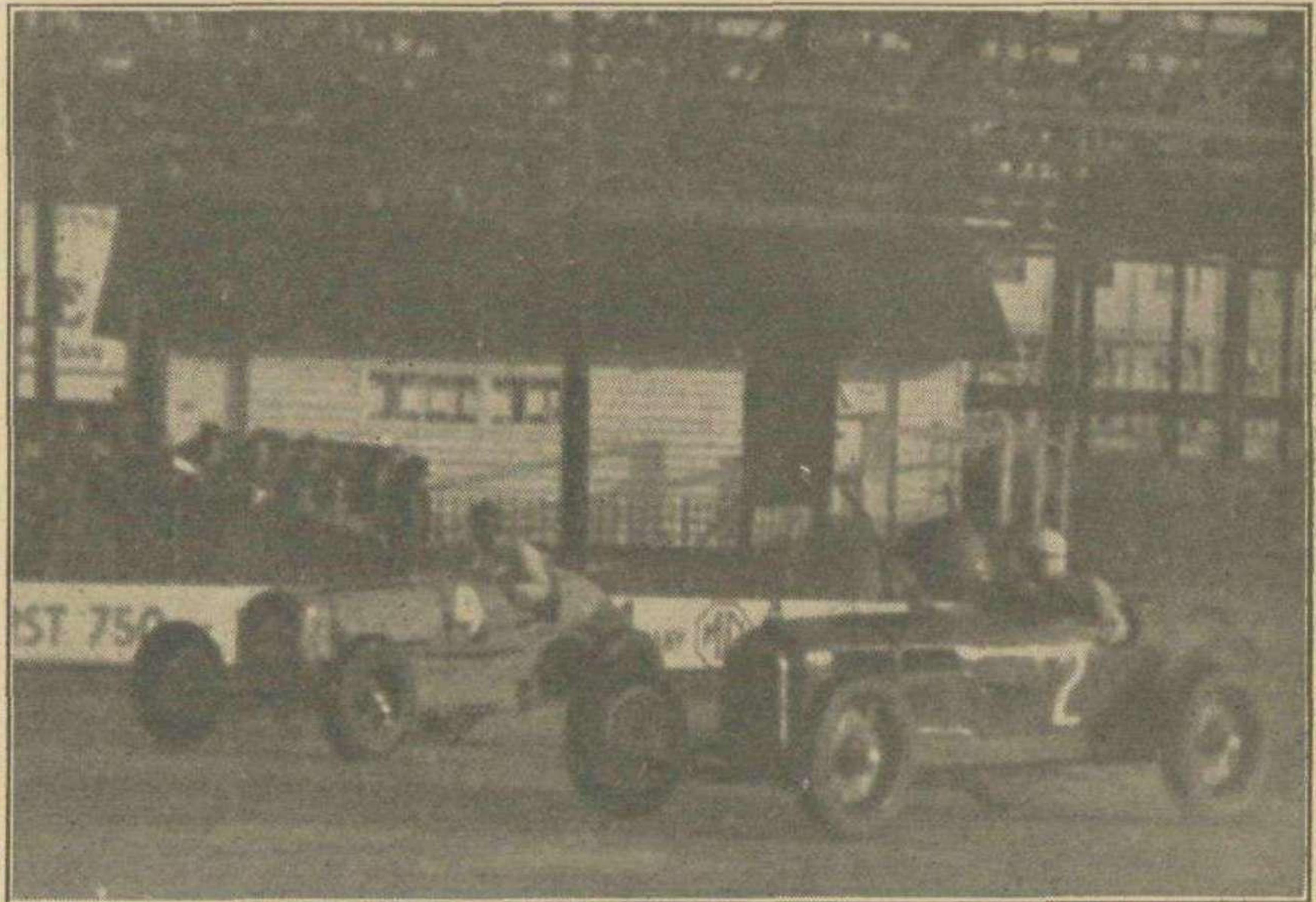
WOMEN'S MOUNTAIN HANDICAP
 About 6 Miles

1. Mrs. P. Oxenden, (1,074 c.c. Alta, S.), 53s.
 2. Miss I. Richmond, (1,496 c.c. Frazer-Nash), 58s.
 3. Mrs. K. Petre, (1,486 c.c. Riley S.), scratch.
- Twelve Ran:** Won by 5 2-5s. (200 yards); 4s. (150 yards) between second and third. Speed: 64.02 m.p.h. Betting: 4/1, 6/1, 2/1.

Motor-cycles then held the field, and with their penetrating exhaust notes and banked-over cornering looked faster than the cars, though the times they put up disproved this. Mobbs (Velocette) the limit man held the lead for half distance, to be displaced then by Christmas, who kept the lead to the end. The late starters were coming up well, but the race was too short for them.

There were twelve cars again in the eighth race, and with Lindsey Eccles' 3.3-litre Bugatti a non-starter, Lemon-Burton's bored out 3-litre was the heavily over-handicapped scratch car. All the cars except two, Bowen-Boscarlet's Riley

The four leaders, Bowen-Boscarlet, Smith, Briault and Fontes tore up the finishing straight not more than four lengths apart and the result was doubtful right to the end, but the two first-named just managed to hold their lead,



Close work in the Mountain Championship. Shuttleworth draws abreast.

which was from the Freddy Dixon stable and Phipp's Aston-Martin, were supercharged, but it was these two which led the first time round, followed by J. H. T. Smith (M.G. Magnette S.), Brockbank (1½-litre Bugatti S.) and Abecassis (Austin). Bowen-Boscarlet had a lead of 60 yards on his second lap and Smith moved into

with Fontes forging up a couple of lengths behind.

SECOND OCTOBER MOUNTAIN HANDICAP
 About 6 Miles

1. Sqn.-Ldr. W. A. Bowen-Boscarlet, (1,089 c.c. Riley), 52s.
 2. J. H. T. Smith, (1,087 c.c. M.G. S.), 37s.
 3. L. Fontes, (1,496 c.c. Squire S.), 9s.
- Twelve Ran:** Won by 1-5s. (8 yards). 1-5s. (8 yards) between second and third. Speed: 62.49 m.p.h. Betting: 8/1, 7/1, 7/1.

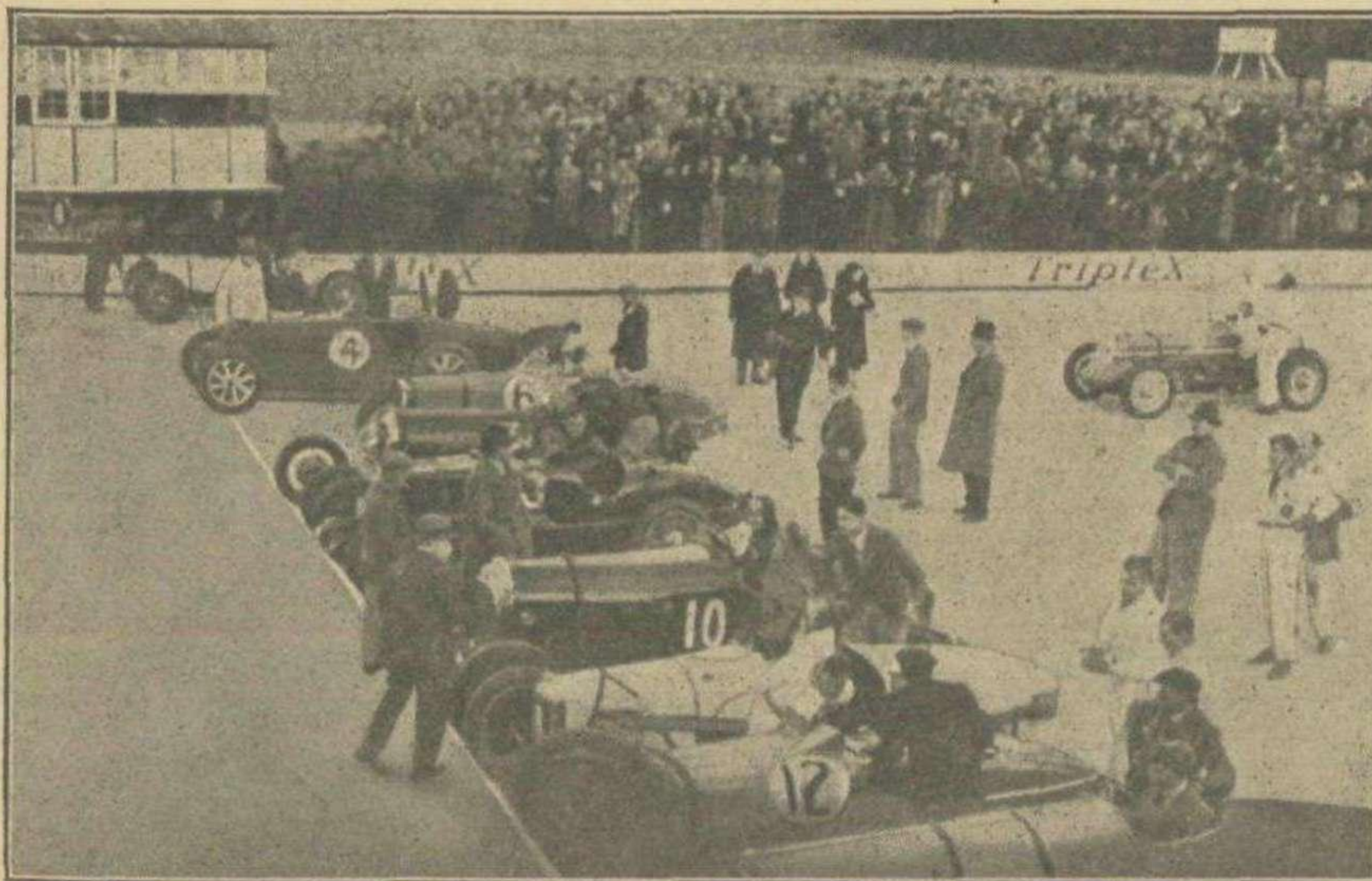
The shades of night were getting ready to fall as the last race began, with a stout entry of thirteen cars. Lewin, the limit man, on an Ulster Austin, retained his advantage for the first two laps, with Hughes (Frazer-Nash), Lloyd (N-type Magnette) and Bowler on his 3-litre Bentley in that order. After two laps Lloyd had forced his way to the front while behind him Hughes, Baker-Carr (4½-litre Bentley) and Henken Widengren on the long-bodied Amilcar, which he used for record-breaking attempts some years ago.

Meanwhile there was terrific excitement when Cadell (M.G. Magnette) hit the sandbank at the top bend, and hopeful spectators at the Paddock Stand declared that all four wheels had come off the car. This mistake was pardonable, as it was almost too dark to see, but in actual fact after attempting to leap the bank and trying to annihilate George Eyston, who was acting as flag-marshal, the car came down little damaged on all four.

THIRD OCTOBER MOUNTAIN HANDICAP
 About 6 Miles

1. N. Lloyd, (1,287 c.c. M.G.), 42s.
 2. E. G. Hughes, (1,496 c.c. Frazer-Nash) 47s.
 3. P. G. Fairfield, (1,090 c.c. E.R.A. S.), scratch
- Thirteen Ran:** Won by 9 3-5s. (300 yards); 2-5s. (15 yards) between second and third. Speed: 66.44 m.p.h. Betting: 4/1, 5/1, 3/1.

So the meeting ended, chilly but quite entertaining, especially the close finishes in the Long and the Mountain Races,



Lining up for the last race. Spectators are making full use of the sloping bank in the Public Enclosure.

MOTOR-CYCLE MOUNTAIN HANDICAP
 About 6 Miles

1. N. Christmas, (348 c.c. Velocette), 22s.
 2. R. Harris, (490 c.c. Norton), scratch.
 3. L. J. Archer, (348 c.c. Velocette), 11s.
- Thirteen Ran:** Won by 4 1-5s. (180 yards); 3 3-5s. (150 yards) between second and third. Speed: 67.50 m.p.h. Betting: Evens, 8/1, 6/1.

second place. Briault was coming up fast from the back regions, and on the third lap was third. On the fourth lap Fontes, on the Squire was seen doing great things on the Home Banking, and continued his spurt to catch K. D. Evans as they passed the paddock.

A NEW RAILTON

LIGHT SPORTS TOURER WHICH WEIGHS ONLY 19 CWT.

Some months ago we announced in these columns that a new special sports Railton was under construction. The first of the cars was entered for the T.T. but could not be completed in time. Its first appearance was at Shelsley when R. R. K. Marker secured second place in the 5-litre class with a time of 49.2 seconds, and the same car driven by L. A. Cushman scored a second place in an October Long Handicap at Brooklands at a speed of approximately 97 m.p.h.

The engine and chassis are similar to those of the standard Railton, but the compression of the engine has been slightly raised, though not far enough to preclude the use of ethylised petrol. The engine and gear-box unit have been moved farther back in the frame, and this in conjunction with high-g geared steering makes the car particularly good on corners. The gears are controlled by means of a short direct mounted lever. The only other chassis change is the use of larger brakes, while double Hartford shock-absorbers are fitted front and rear.

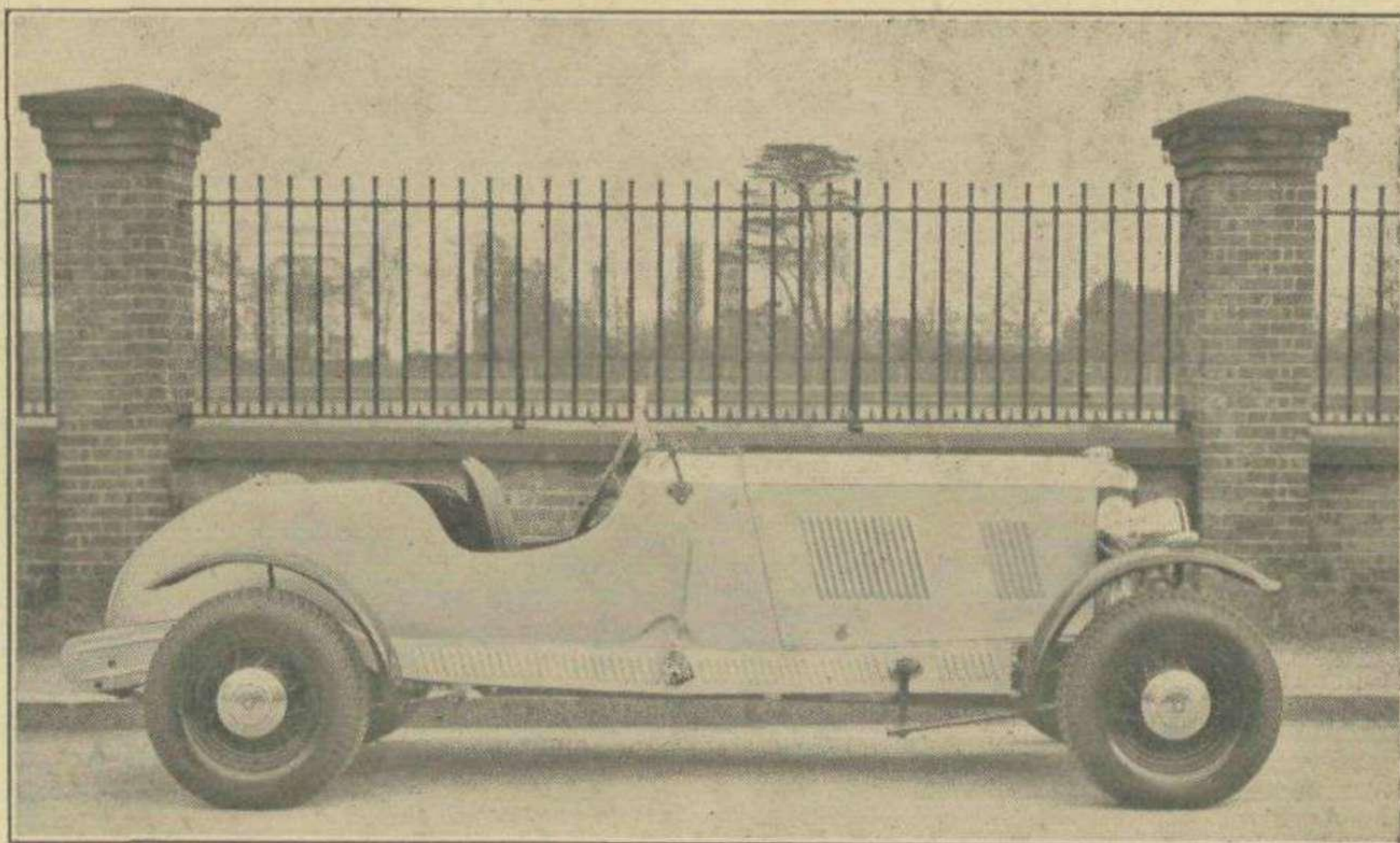
The body conforms to sports-car regulations and has been constructed by Messrs. E. J. Newns of Thames Ditton, Surrey. It is constructed throughout of aluminium and duralumin, and is mounted on rubber at three points. The whole body, mudguards and equipment weighs only one hundredweight, while the car complete turns the scales at the remarkably low figure, for a 4-litre car, of 19 cwt. The back-axle ratio is 3.6 to 1 and a speed of over 100 m.p.h. is guaranteed.

The acceleration figures as may be imagined are outstanding. The maker's figures are 10-30 in 2 seconds 0-70 in 13 $\frac{3}{4}$ seconds and 0-100 in 40 seconds, while a braking figure of 25 feet from 30 m.p.h. is claimed.

The body is of essentially sporting type with light but well-braced mudguards. The front seats are fitted with pneumatic upholstery, and afford an excellent driving position. The rear seats are well padded, though leg-room naturally is rather

limited, and there is also a small luggage boot at the rear.

A car obviously ideal for sports-car races such as Le Mans, the French Grand Prix under the new regulations, and of course the T.T., the new light sports Railton makes a strong appeal to the sportsman who demands really striking performance on the road. The price is £878, and the address of the makers is Railton Cars, Fairmile, Cobham, Surrey.



Smart and Snappy. The new light-weight Railton with a light four-seater body conforming to A.I.A.C.R. regulations.

ANOTHER FINE VICTORY FOR TADINI

Following on his magnificent win at Stelvio, when he beat the great Nuvolari, Mario Tadini scored another fine victory last month when he carried off the first Circuit of Lucca, in Tuscany.

This was a new race on the Italian calendar, run over a little circuit of 2 km. 350 on the outskirts of the city. There were two heats and a final, the former being over 20 laps and the latter over 50.

Thirty thousand spectators watched the racing from various parts of the course and the specially erected *tribunes* were filled to overflowing. The race was witnessed by the Countess Edda Ciano-Musolini, Constant Ciano and the Countess Maria Ciano.

Seven cars lined up for the first heat, and when the flag fell there occurred an incident which might easily be more frequent. Corsi (Maserati) fouled Barbieri (2.6 Alfa-Romeo), and the latter charged into the straw barrier. The other cars were stopped, and it was found that both the cars involved in the incident were damaged too badly to continue. Barbieri had something to say to Corsi in consequence.

A fresh start was given, and the race passed off uneventfully. Pintacuda had

the biggest and fastest Alfa-Romeo in the race, and he won quite comfortably by a minute and a half from Balestrero (Alfa-Romeo).

RESULT OF 1st HEAT

20 Laps : 47 km.

1. Pintacuda (Alfa-Romeo) 31m. 36.8s.
2. Balestrero (Alfa-Romeo) 32m. 57s.
3. Fontana (Alfa-Romeo) 33m. 15.8s.
4. Dusio (Maserati) 33m. 45s.
5. Pages (Alfa-Romeo) 1 lap behind.

Fastest lap : Pintacuda on his 7th, 91.956 k.p.h.

In the second heat the favourites were Tadini and Comotti, on a brace of 3-litre Alfa-Romeos. They finished the race in this order, although Siena put up a good fight with a 2.6-litre Maserati.

RESULT OF 2nd HEAT

20 Laps : 47 km.

1. Tadini (Alfa-Romeo) 30m. 33.4s.
2. Comotti (Alfa-Romeo) 30m. 33.6s.
3. Siena (Maserati) 31m. 10.1s.
4. Minozzi (Alfa-Romeo) 31m. 55s.

Fastest lap : Tadini at 97.024 k.p.h.

Also Ran : Landi (Maserati); Mallucci (Maserati); Romano (Bugatti); Ghersi (Maserati).

The final was contested by Pintacuda, Tadini, Comotti, Siena, Balestrero, Fontana, Dusio and Ghersi.

The pace soon began to tell. Balestrero went out on the fifth lap with ignition trouble, Siena fell out on the tenth with petrol feed difficulties, and Fontana's engine burst on the nineteenth.

At half distance Tadini was leading Comotti by eight seconds, who in turn was 21 seconds ahead of Pintacuda. These three are lesser members of the Scuderia Ferrari, and all of them were anxious to win, thereby proving themselves to be "No. 1 reserve."

Tadini steadily drew ahead, and finally finished some 15 seconds ahead, of Comotti. Pintacuda was third, but had the consolation of making the fastest lap.

RESULT OF FINAL

50 Laps : 117 km. 500

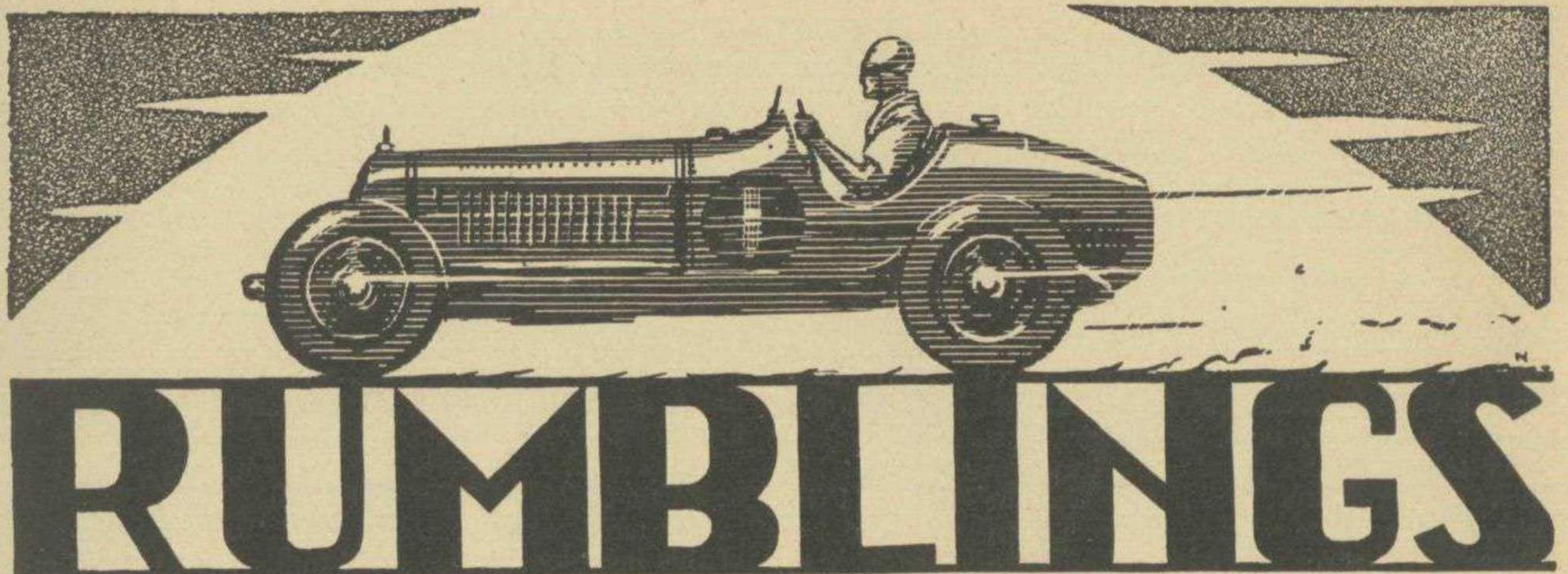
1. Tadini (Alfa-Romeo) 1h. 15m. 5.2s. 93.891 k.p.h.
2. Comotti (Alfa-Romeo) 1h. 15m. 20s.
3. Pintacuda (Alfa-Romeo) 1h. 15m. 58.6s.
4. Dusio (Maserati) 1h. 16m. 24s.
5. Ghersi (Maserati) 1h. 16m. 37s.

Fastest lap : Pintacuda on his 7th, 1m. 25.4s. 99.063 k.p.h.

Also Ran : Siena (Maserati); Fontana (Alfa-Romeo); and Balestrero (Alfa-Romeo).

**HAVE YOU A CAR
FOR SALE?**

Turn to Page 37



The British Grand Prix

Everyone I spoke to up at Donington seemed to be enjoying themselves thoroughly, in spite of the unfortunate weather, and the event was such a success that no one can have any doubt that Grand Prix racing can become popular over here. The only possible alteration I can think of is that the length might be reduced from a hundred and twenty to one hundred laps. Drivers and spectators began to get a bit dizzy towards the end.

One of the best features of the course, I think, is that everyone gets a perfect view of the racing from a number of points, better in fact than on the average Continental circuit. Unfortunately the crowds watching down at the old start got a little too eager and pushed down the railings. Next year Mr. Craner will have to be more careful about his de-fences (sorry).

The "200" Once Again

The Junior Car Club, always an enterprising body and one full of good ideas, has just made an important announcement. The 200 Miles race is to be revived, Gold Cup and all, and will take place on the Donington circuit on the 29th August next year. Those exciting affairs down at Brooklands, in which Sir Henry Segrave used to figure so prominently on his Talbot Darracq were limited to cars up to 1½-litres. A special recognition of this class will be made in next year's race, but I gather that Grand Prix cars of all sizes will be eligible for the main event.

Strange Suspension

Reverting to the Donington Grand Prix, the rear suspension of the V8 Maserati driven by Farina was a new departure even for the highly original Bologna factory. The differential casing was bolted to the chassis and the half-axles were free to move up and down the torque being taken by external rods with universal joints. The actual suspension was by leaf springs, with two-way shackles front and rear a little reminiscent of those on the family dog cart. The prop-shaft drive came in at the bottom of the casing, but whether the drive was by hypoid-bevels or a double-reduction gear, as on the Grand Prix Bugattis, I was unable to learn.

The car was impressively steady and displayed fine acceleration, and with another winter's experimenting behind it, next season's V8s will be worth watching.

Taxi-cab Corners

Raymond Sommer, who has sampled a variety of Grand Prix circuits since he bought his Monoposto Alfa-Romeo, found the Donington course much to his liking. "I don't mind it being narrow. It's amusing to drive on, plenty of fast bends and not what I call taxi-cab corners, where even the best driver can do nothing but brake almost to a standstill and go off again." The Derby circuit is similar in plan to the Comminges course, on which Sommer won this year against Ferrari opposition, but there of course the straight is over two miles long instead of less than one, with a kink in it.

Flexibility at Speed

The Alfa chassis is so flexible that you can lift one wheel quite a long way without raising the other three, and consequently plenty of wheel-winding is needed on a bumpy course. If driven with care, however, the modern G.P. car can be surprisingly reliable, and Sommer finished in 12 out of the 14 races he competed in this year. There was a rumour at one time that he was lining up with Fairfield next year, but I was told that this will not happen.

An interesting point about the Alfa is that the makers advise that the blowers should be sent back to the works after every few races to have new rotors fitted. This is required because of the road dust sucked in, which wears them away and reduces their efficiency, but being an amateur Sommer is not able to indulge in such luxuries.

Molsheim Prospects

No French driver escapes from this country, I should imagine, without being asked the latest about Bugattis, especially in view of the rumour that an independently sprung 4.9-litre racing car is on the way, but I gather there is not much hope of it. The engine is in existence and you will remember was fitted into a 3.3-litre chassis for the French Grand Prix. The transmission remained that of the "3.3" and Benoist's orders were "two-five in the gears and put your foot down in top." The car was pretty fast on the straights and the engine will be the basis of a good car, if Le Patron ever gets his subsidy from the racing car fund.

RUMBLINGS—continued.

Super Rolling-Stock

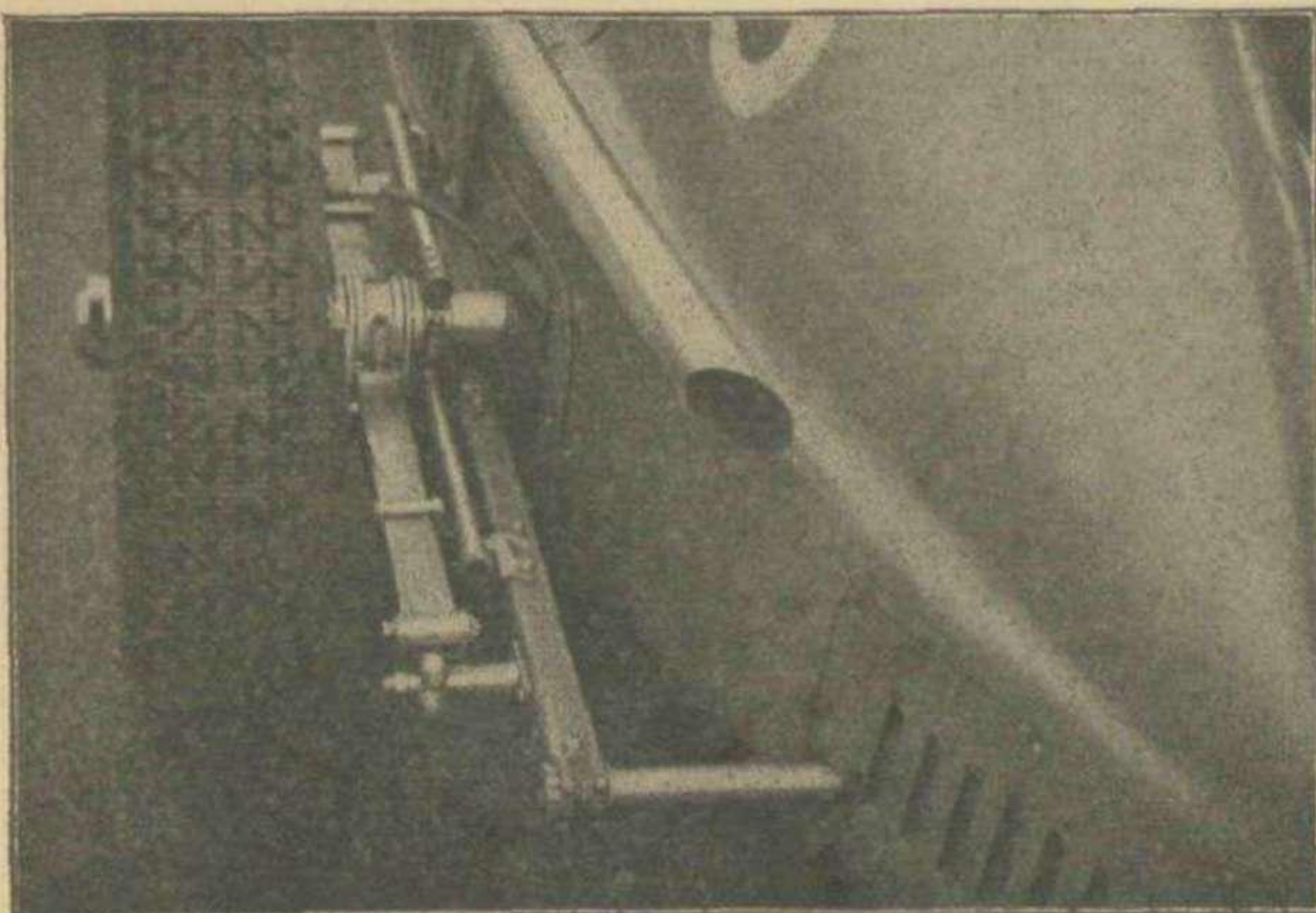
Bugatti rail-cars are being produced at the rate of one a week, and as each of them is driven by four of the Golden Bug type engines, it is naturally more lucrative to concentrate on this sort of vehicle rather than to produce racing cars, which cost a great deal to develop and then may not be quite fast enough.

All the same, Ettore has kept one eye lifting over the racing situation, and now that the Automobile Club de France has made its decision, which was forecast in last month's issue, that the national event should be for sports cars only, he has produced the Competition Model of the popular 3.3-litre sports car. This has a four-carburetter engine in the Grand Prix chassis, complete with two-piece front axle and De Ram shock-absorbers. One of these chassis was exhibited at Olympia fitted with a most unorthodox body panelled in elektron, but the full sports version will have a streamlined open body of racing type. The rear seats will conform, but only just, to A.I.A.C.R. regulations. They are carried in the pointed tail, and are normally covered with a flush-fitting lid.

Very Independent

The new Alfas when they did finally arrive at Olympia provided a variety of surprises in the way of springing. The naughty looking two-seater "Two-nine" which was rated at a pleasing 115 m.p.h., had its front wheels suspended on links swinging parallel to the chassis, Auto-Union fashion, the other ends of the links being connected to enclosed coil springs. The gear-box and differential casing were in one, bolted down to cross-members at the rear of the chassis. The swinging half-axles were suspended on a transverse leaf spring.

The front suspension of the 2.3-litre 6-cylinder car is similar to that used on the 2,900-A, as the supercharged model is called, but for the rear wheels torsion bars running parallel to the chassis side-members are used. No doubt there are subtle reasons for the employment of three different systems on two cars.



The rear end of the "Maser." The wheels are independently sprung, but semi-elliptic springs are still used.

Seeing the Sights

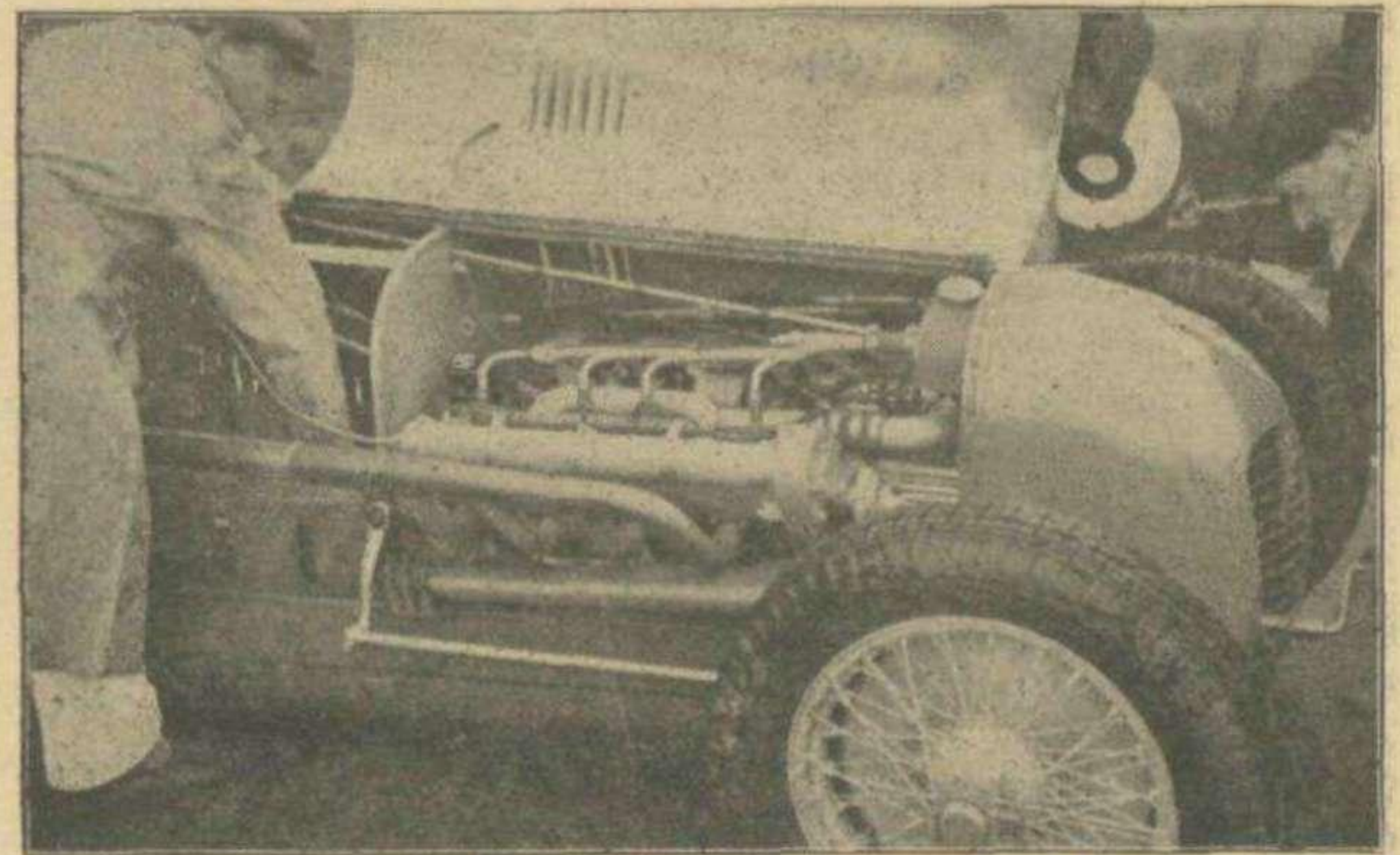
The Motor Show never fails to bring over some of the best-known Continental racing drivers, and this year Caracciola, Chiron and Wimille amongst others paid a visit to Olympia. Caracciola told me he was very thrilled with the shock-absorber control fitted on recent Rolls-Royce and Bentley models—"from smooth up-and-down to dead-hard in a second" as he put it. He was also much impressed with the finish of English coachwork, and liked the new centre-hung door which Messrs. James Young have just brought out.

Dr. Porsche was over too, busy it appears with the new cam-differential which I mentioned in these notes last month. Raymond Mays has "advance-models" of this ingenious device fitted to his E.R.A.s and must find them of tremendous value in getting away cleanly at Shelsley and in other sprint events. I hear that Dr. Porsche was asked by the E.R.A. people to design a chassis with torsion-bar suspension, but his fee was rather more than they could afford.

Incidentally the history and racing successes of the E.R.A. are fully dealt with in a beautifully produced and illustrated handbook which has just been published. Copies cost two shillings and the booklet has a loose-leaf back so that you can take out pages and frame them without damaging the rest. E.R.A., Bourne, Lincs., is the address in case you want one.

No Forced Draught

One of the surprises of the Monte Carlo Rally "regs" is that supercharged cars are no longer eligible. This will come as a considerable disappointment for enthusiasts like Whalley who has been busy since last year fitting a blower to his Ford. Donald Healey tells me he had rebuilt the Triumph Dolomite, which of course was extensively damaged in the collision with the railway train in Denmark, and was looking forward to having another shot in it. As an experiment he has also tried boring out the engine to 2.5-litres, and found that with two carburetters he could get nearly 95 m.p.h., with a petrol consumption of 20 m.p.g. The Dolomite chassis was magnificent on



Starting the V.8 Maserati. The torsion bar for the front suspension is in the casing beneath the exhaust pipes.

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RUMBLINGS—continued.

slippery roads—Healey averaged 48 m.p.h. from Stockholm to Helsingborg, over roads which for the first hundred miles were coated with ice—and then had seven hours sleep before taking the ferry to Denmark.

With the change in markings however, there is little hope of winning from Sweden, so next January our Cornishman will probably be starting from Tallinn on a 6-cylinder Southern Cross Triumph with the usual huge wheels.

Greece Not Favoured

He does not fancy Athens as a starting point, considering that a car heavy enough to stand the roads from there will lose all its advantage in the final test against a lightweight from some less ambitious "départ." If there is fog in the Rhone valley those who take that route may easily have the greatest difficulty in maintaining the average of 35 m.p.h., and in that case the Rally might well be won by some semi-racing car starting from John o' Groats.

At the Motor Show I met Jean Trévoux, winner of the Rally from Athens two years ago. He intends to chance his arm again from Athens, driving a Hotchkiss. H. E. Symons is another of the Athenians and will pilot one of the new big Wolseleys.

Down South

While Rally enthusiasts (unkind friends call them Ralletomaniacs) are thinking of dicing with death on ice and snow, the South African Grand Prix will be taking place in blazing sunshine at East London, Natal. Wimille talked of going out there on the Bugatti, Chiron has been asked, and of British drivers Lord Howe, Shuttleworth, C. E. C. Martin and Richard Seaman, have all been approached. The starting money is about £250 but South Africa is a long way away. Fairfield has decided to take part on his 1,100 c.c. E.R.A. and being a South African himself should get a specially good reception.

Shuttleworth plans taking his 3-litre Alfa, and combining business with pleasure by flying out there and delivering an aeroplane to a client. On the way he intends visiting a friend in Aden, and is fitting enormous petrol tanks to avoid having to land in Eritrea or Abyssinia.

Super stop press is that Lord Howe and Wimille are both competing. In addition to his 3.3-litre Bugatti Lord Howe is taking his 1½-litre Delage, just in case the handicap is too overpowering for the bigger car.

Knocking Them Down

In spite of criticisms that Brooklands is out of date and unsafe the lap and mountain records continue to be broken. Bertram, on the Hassan Special, has proved a worthy rival for John Cobb, but the Napier-Railton recovered the laurels last month when Cobb raised the record lap to 143.44 m.p.h. Bertram is going to try again, but anyone who has watched the Hassan at the Fork must feel that the limit for this astonishing 8-litre car has nearly been reached.

On the Mountain Raymond Mays has given another demonstration of the qualities of the 2-litre E.R.A. by lapping in 51.82 seconds, a speed of 81.28 m.p.h. Whitney Straight's record on the 3-litre Maserati was 52 seconds dead. The 1½-litre record has suffered a series of assaults. First "Bira" (E.R.A.) took it at 54.74 seconds, then Cormack with the Alta brought it down to 54.61 m.p.h. and now as we go to press comes the news that Mrs. K. Petre has captured on Raymond Mays' old White Riley, a much heavier car than the other two, with a speed of 77.87 m.p.h. (54.02 seconds). A. F. P. Fane is now planning to attack it with a single-seater Frazer-Nash.

Fin de Saison

With the racing season just ended, drivers are all already making their plans for next year. I have been hearing of quite a number of interesting cars for sale, amongst them some of the M.G.s from the Bellevue stable. The famous Magic Magnette is on the market again, and also a Monoposto Q-type, one or two "Rs" and two of the Ulster "Ns." If you like something bigger there is the Hon. Jock Leith's 2.3-litre single camshaft Bugatti, and also the double camshaft car which C. E. C. Martin drove so swiftly up Shelsley last month.

M.G. Car Club Makes Merry

Always one of the most cheerful of the Club dinners the annual reunion of the M.G. Car Club at the Park Lane Hotel last month was attended by nearly 400 guests. The membership of the Club incidentally is now close on four figures.

Lord Nuffield, the chairman, was full of appreciation for the achievements of their most famous members, Lord Howe, Sir Malcolm Campbell and George Eyston. Continental drivers too were making history on M.G. cars, the best known being perhaps Maillard Brune, winner of this year's Bol d'Or, Bobby Kohlrusch, 750 c.c. Champion of Germany, and Cecchini, who has been doing great things in Italy. In reliability trials the famous "Cream Crackers" team, Toulmin, Bastock and McDermid, have been conspicuously successful, whilst among the ladies Miss Doreen Evans has distinguished herself at Shelsley and Brooklands.

After dinner came dancing and a fine cabaret programme, ending up with the inimitable Western Brothers. Altogether a very cheery evening.

1934 K.3. Supercharged M.G. Magnette

2-Seater body with full road equipment.
100 m.p.h. Completely overhauled and in
first-class condition for racing or fast touring.
New Tyres.

Apply Box N.41, c/o "Motor Sport"

BIG CAR PERFORMANCE IN A SMALL COMPASS

The Frazer-Nash-B.M.W. displays exceptional acceleration, speed and riding comfort without losing the charm of easy handling

Before driving the Frazer-Nash-B.M.W. we found it difficult to believe that real comfort and effortless long-distance travel could be achieved on a car with a wheelbase of only 8 feet. Having tried a variety of these cars ranging from the open two-seater to the four-seater saloon, we can only express complete agreement with Mr. H. J. Aldington, the managing director of the Frazer-Nash cars, who has been responsible for bringing their virtues to the notice of the English motoring public.

Mr. Aldington was so impressed by their performance in the Alpine Trial two years ago that he was determined to introduce them into England as light touring cars which would form an alternative to the full-sports models of the Frazer-Nash range.

A large number of body-styles are available, and the cars with Continental bodies are still built in Germany, while those which have English bodies are assembled over here, but it is hoped that by next year all cars for the British market will be assembled in this country. The English B.M.W.s differ from the Continental ones principally in having right-hand steering with a special high gear-ratio and a different type of gearbox.

The car owes its success to three points of design, independent front-wheel suspension, a rigid chassis and a high-power weight ratio, and as in the case of most motor vehicles conceived as a whole and built under one roof, these virtues are to some extent interdependent.

The two side-members of the chassis are tubular with only three light cross-members and the frame tapers towards the front almost in the form of a capital "A." To the front of this is fitted the front-wheel suspension assembly, a light triangulated structure of pressed steel on which is mounted a transverse leaf spring and tubular stays supporting the steering pivots. Into this chassis is fitted a remarkably compact 1½-litre or 2-litre engine. The two-seater car complete only weighs 15 cwt., and consequently with an efficient but straight-forward engine running on "No. 1" fuel one obtains remarkable acceleration and an all-out speed of over 80 m.p.h. A comfortable four-seater saloon only weighs 17½ cwt., which should be an object lesson to those of our manufacturers who burden a 1,100 c.c. engine with a ton-weight of chassis and coachwork.

We began our test on the two-seater sports model, an attractive little car with bodywork of typically Continental design.

The moment we took the wheel we decided that here was a car which was definitely "the goods." Fairly bounding away on the gears, it was necessary to keep a close look-out on the speedometer needle, particularly in view of the high top gear fitted. Even on top gear from 25 m.p.h. one experiences a real surge of power. True to its ideal of being first and foremost a flexible touring car, however, the B.M.W. runs quite happily

BRIEF SPECIFICATION

Engine: 6-cylinders. Bore 65 mm., stroke 96 mm., capacity 1,911 c.c. R.A.C. rating 15.7 h.p. O.h.v., pushrod operated. Coil ignition. Three Zenith carburettors.

Gearbox: Four speeds and reverse. Central change. Synchro-mesh on third and top gears. Ratios 3.9, 5.4, 9.8 and 16 to 1.

Suspension: Front wheels independently sprung on transverse leaf spring and radius rods. Rear springs ½-elliptic.

Brakes: Mechanical, operated by encased cables.

Dimensions: Wheelbase 8 feet.
Track. Front: 3 ft. 10 ins.
Rear: 4 ft. 3 ins.
Weight: Open 2-seater 14½ cwt.

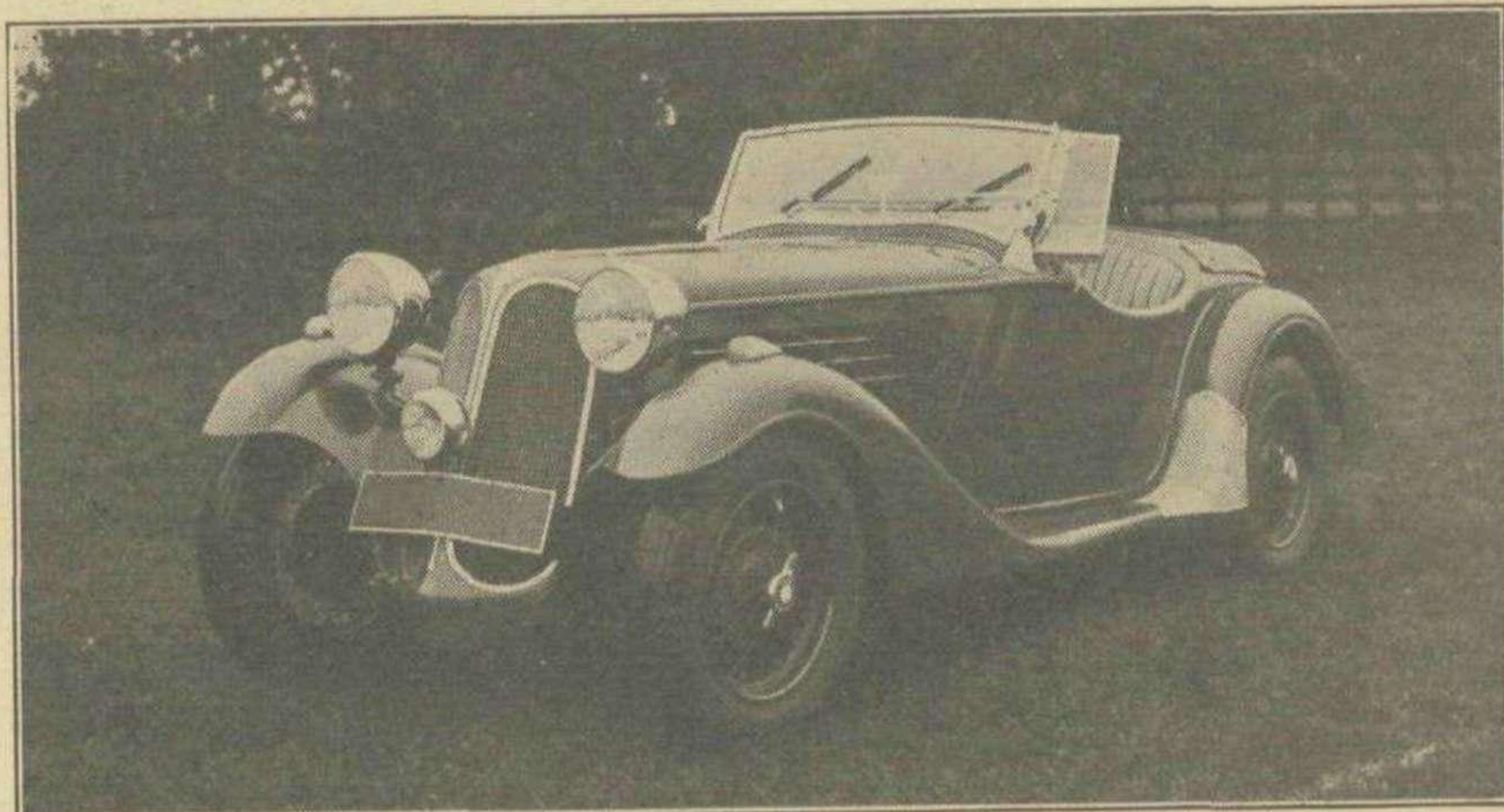
Price: £460.

on its 3.9 gear at 8 or 10 m.p.h. The exhaust note is almost inaudible on top gear, and just pleasantly "sporting" on third and second.

Reaching Brooklands, we had an

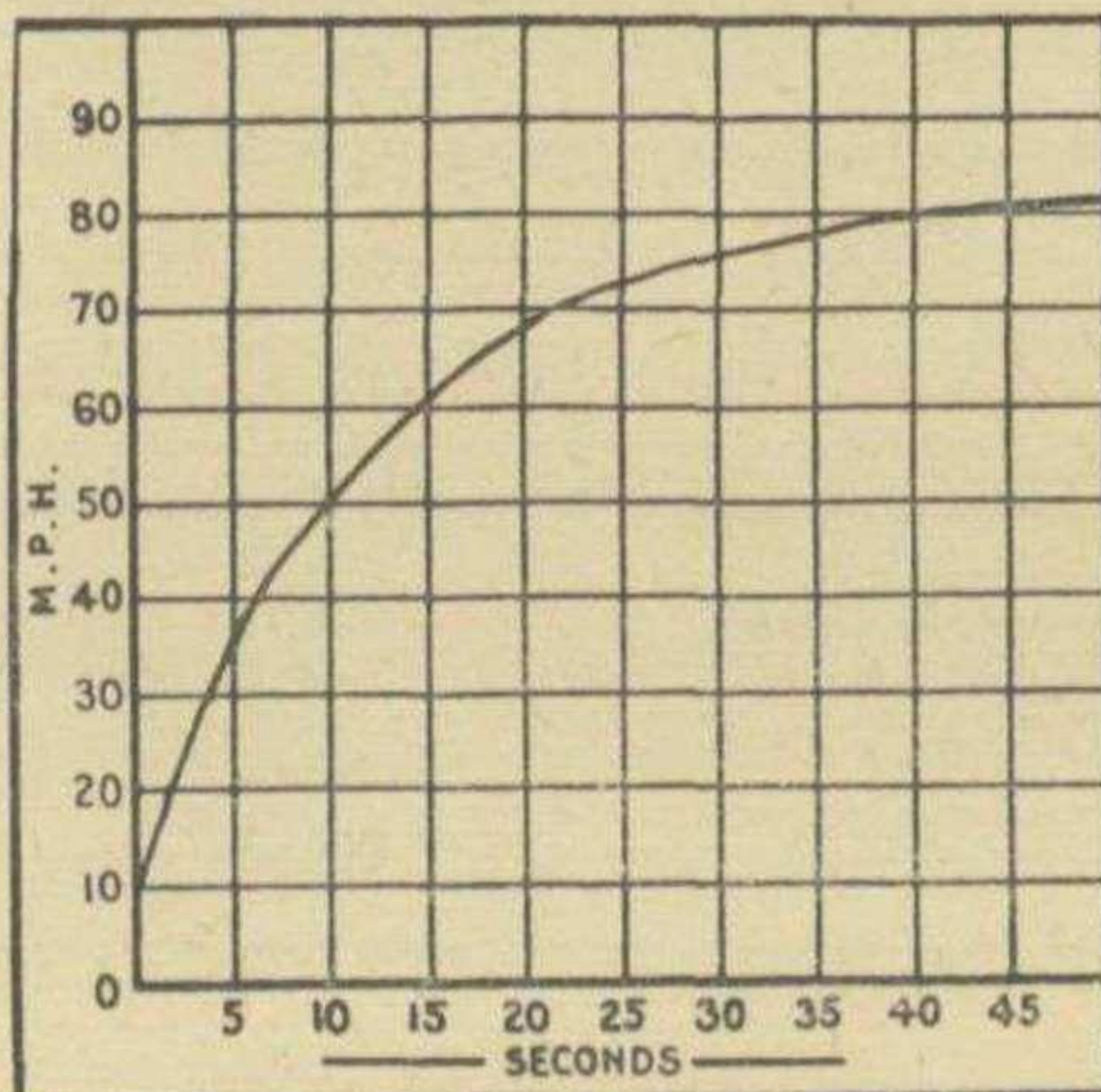
was really striking, the figure of 10-60 in 14½ seconds being particularly good for an unsupercharged car. All figures up to 70 m.p.h. were actually put up in the finishing straight, and thanks to the very efficient brakes, there was no difficulty in pulling up with plenty of room to spare before reaching the barriers outside the paddock. The brakes are progressive in action and the full power is only felt when the pedal is fully depressed, but under those circumstances it is possible to pull up in 51 feet from 40 m.p.h. without any sign of locking or instability, a figure which speaks for itself.

The gear-change between first and second is quick, instantaneous between second and third, and as fast as one wants between third and top. The engine runs up without a murmur to 4,500 r.p.m., at which the speeds on the indirect gears



This three-quarter front view gives a good idea of the lines of the open two-seater body. The side screens can be removed, and the main screen folds flat.

opportunity of trying the car's performance against the stop-watch, and as will be appreciated from the acceleration chart reproduced below, the acceleration



The acceleration chart of the Frazer-Nash-B.M.W.

are 26, 48 and 68 m.p.h.; for short periods 5,000 r.p.m. does no harm. The timed speed over a flying half-mile worked out at 82.6 m.p.h., a really creditable figure for a car with a comparatively "soft" engine. With the windscreen raised the maximum is about 79 m.p.h.

For the road section of the test we drove a car fitted with a two-seater cabriolet or drop-head body, otherwise identical with the open car. On the way to the Great West Road we surprised a good many owners of American cars famous for their performance by the way that this quiet-looking little car shot away after traffic stops, and then adjourned to a notorious section of pot-holed road to test the suspension.

On a normally sprung car 10 m.p.h. is about the safe (or sane) limit but the B.M.W. cruised over it without the slightest discomfort at 40 m.p.h., and even at 10 m.p.h. which is the critical speed with some suspensions it was only by the thud of the wheel as they struck the various obstacles that one realised that the car was running on anything but a

THE FRAZER-NASH-B.M.W.—continued.

normal road. The front wheels are of course independently steered and there was not the slightest tremor from the steering wheel.

Continuing in the same vein we took the car over a variety of unnamed lanes in the Chilterns and were struck by the way the car proceeded with one front wheel in a rut and the other high on the bank without tending to deviate from the intended path. Shillingridge Wood and Maidens Grove, two minor test-hills in those parts, were also climbed. Half throttle on bottom gear sent the car rushing up at 20 m.p.h. or so, and ruts and stones did not prevent the car and its passengers from having a "boulevard ride."

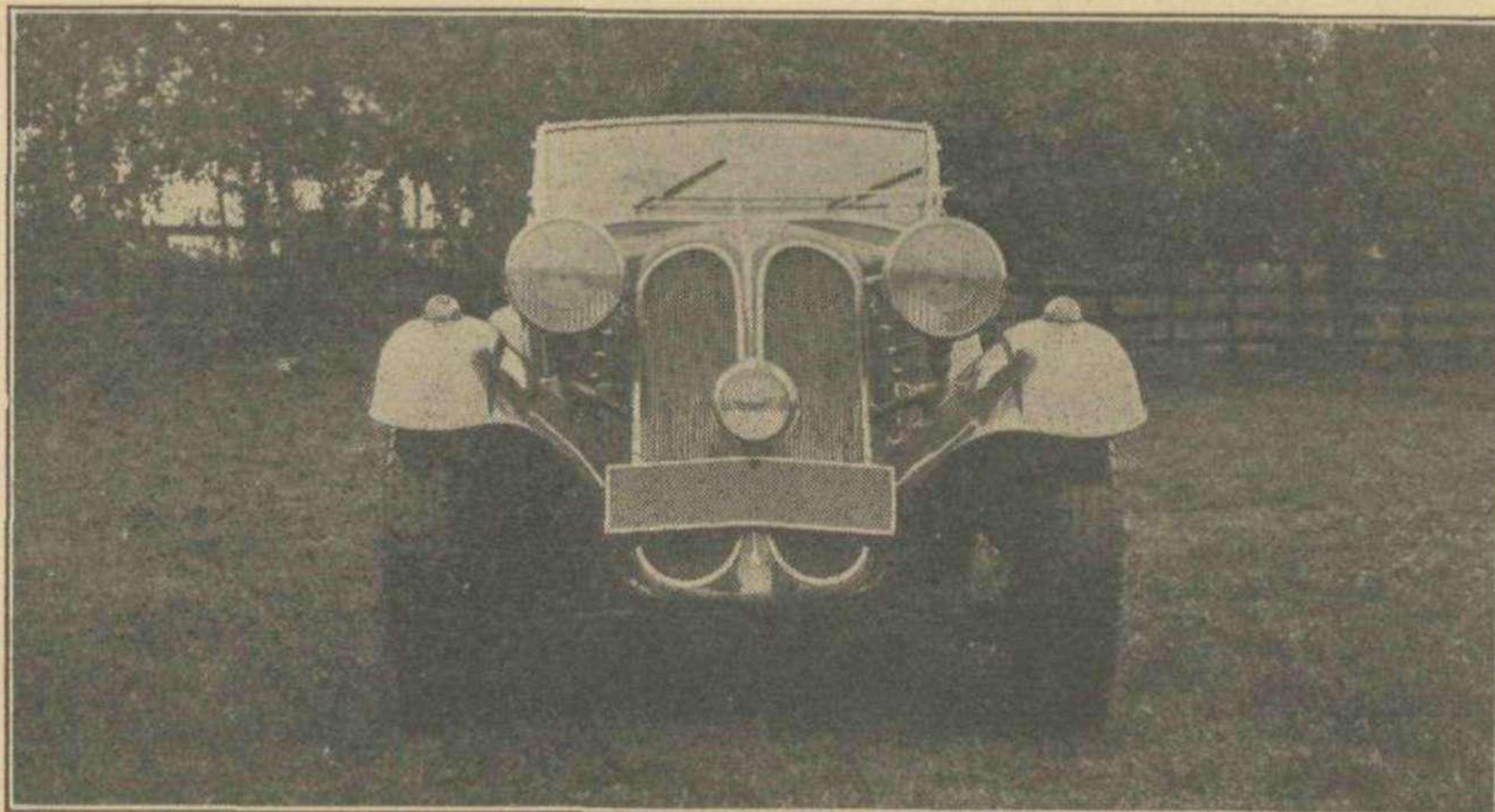
On the same day as we were out, incidentally, a team of Frazer-Nash-B.M.W.s were engaged in winning the N.W. London Team Trial, a fact which surprised us not at all after our own experiences. Trials enthusiasts will be glad to know that the cars have a ground clearance of 8 inches, while the differential casing is made of cast iron instead of aluminium, to avoid possible damage when passing over unmade roads.

It might be supposed that springing sufficiently flexible for really rough roads might make the car difficult to hold when travelling fast over normal highways, but this is far from being the case. We found it possible to corner with the B.M.W. as fast if not faster than on the most firmly sprung racing cars we have driven, and the amazing thing is that there is apparently no sway even with the tyres, which are 16 by 5.25 Fort Dunlops, inflated to a mere 15 lbs. It can only be accounted for by correct weight distribution and an unusually stiff chassis.

cycles, and the wrists are completely isolated from road shocks. Two turns swing the wheels from lock to lock, and the steering circle, 30 feet, is worthy of a London taxi.

The cruising speed of the car is really high, and without really making any particular effort to drive fast, we found ourselves always maintaining a steady

On twisty roads of course the short wheelbase and perfect balance of the car are of the greatest value, and it can be held into bends until the tyres scream or brought round more gently with a touch of brake and accelerator. Between bends the car quickly leaps up to 60 m.p.h. Third gear, which is silent-running, is a most useful ratio and we employed it



Powerful head-lights and good mud-guarding are features to be appreciated.

70 m.p.h., at which the engine speed is a smooth 3,600 r.p.m. On down-hill slopes we let the speed rise to over 80 m.p.h., and even then, with the car closed, no sound could be detected from the engine. As a result the B.M.W. may be driven just as hard as the driver wishes without any feeling of fuss or hard work, and one is inclined to give it just as much

frequently just for the pleasure of feeling the surge of power, while the engine is sufficiently flexible to do most of its work on top gear if one required. The synchromesh mechanism makes it impossible to make a bad change, but we found the long lever fitted to the closed car less easy to handle than the short one standardised on the sports two-seater.

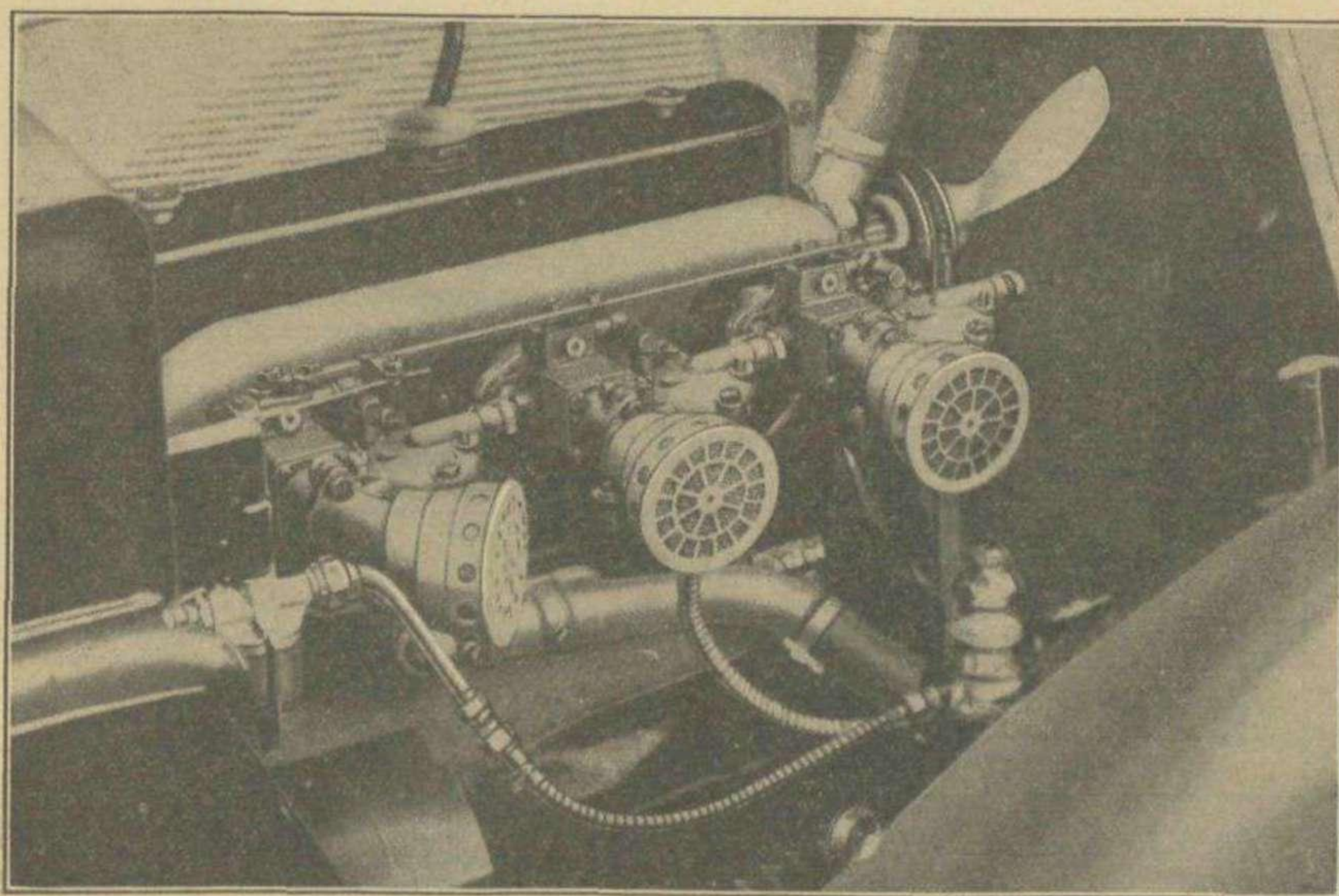
Second gear, which runs with a quiet hum, is rarely required. It is low enough to be used for starting on the level and keeps the car going in fine style on a steep hill.

The driving position was well thought out, and there was plenty of room round the pedals. The gear-lever is right under the hand, and the hand-brake, though further away, is readily found when one knows where to feel for it. The dipper switch is operated with the heel of the left foot. The head lamps are really powerful, and after dark 70 m.p.h. can still be maintained without straining.

The cushions afford good support for the legs and back, but we found those on the closed car rather hard after a hundred mile run. On the open car pneumatic upholstery is fitted and the cushions in this case were rather more yielding.

The only criticism we can offer of this excellent little car is that the petrol tank is mounted under the bonnet. The danger of fire in such a position is slight, but there is the annoyance of the petrol slopping over if the tank is overfilled, and when a full complement of fuel is taken on, the petrol is inclined to spurt out through the vent-holes with consequent smell in the driving compartment. A more efficient venting arrangement would no doubt overcome this defect.

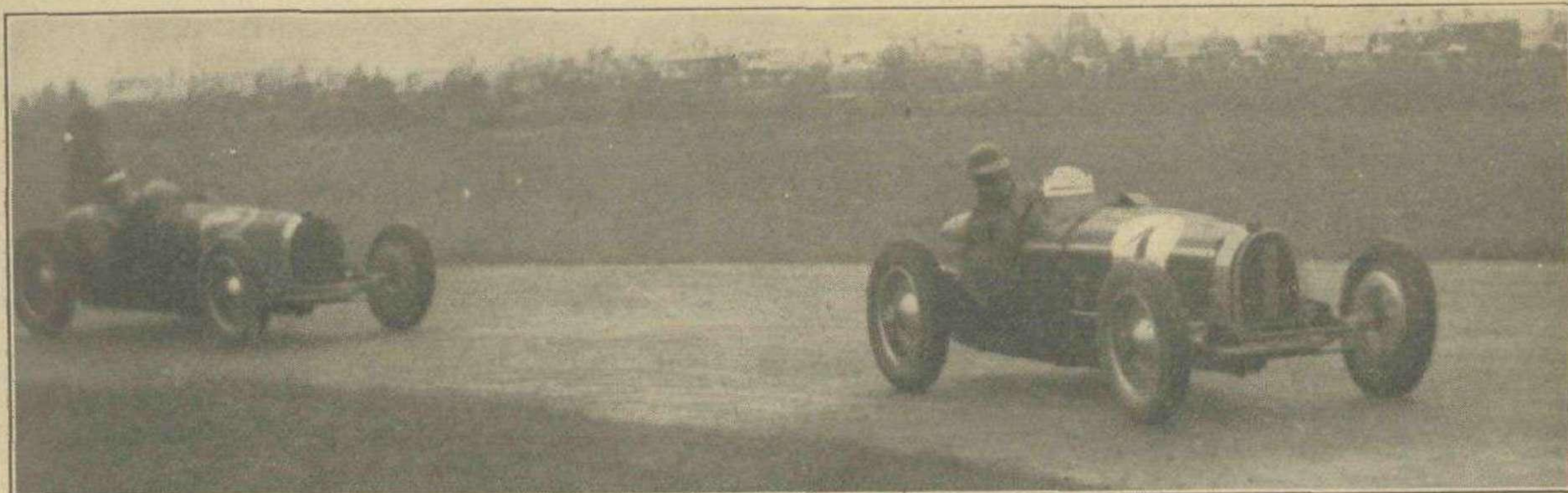
Continued on page 31



The six-cylinder sports engine is neat and compact. The oil filler on the overhead-valve cover is a good feature.

The steering is quite unlike any other we have tried. It is at once high-g geared, light, and provided with ample caster. On curves steering is instinctive, by slightly turning the shoulders, as it used to be in the days when one rode motor-

throttle as road conditions will permit. Even so the passengers arrived at the end of the journey without feeling that the car has been pushed or the driver engaged in rather a strenuous contest with the clock.



Lord Howe and Charlie Martin cornering at Starkey's on their 3.3 litre Bugattis.

SHUTTLEWORTH WINS THE DONINGTON GRAND PRIX

Foreign stars make the running in first half of the race, but retire after half distance. C. E. C. Martin loses first position through last minute skid

At last the ambition of the Donington organisers has been achieved, and a 300 mile race run under Grand Prix rules run off on England's only road-circuit. It was a most successful affair from every angle except that of the weather, for which Mr. Craner and his staff of helpers could hardly be blamed. Even the wet roads were not without their uses, as they prevented higher speeds being attained, so that there were no less than nine out of fifteen cars still running at the finish.

Foreign cars and drivers always add to the interest of a race over here, and for once all three whose names appeared on the programme did actually take part in the race. Farina was at the wheel of a 4.5 Maserati, the new V8-cylinder car, his partner Rovere had brought a 6-cylinder 3.7-litre car, the one which Nuvolari drove last year, while Raymond Sommer, twice victor of Le Mans, was seen on the 3-litre Alfa-Romeo which he drove so successfully at Comminges.

Against them were ranged three 3.3-litre Bugattis driven by Lord Howe, Martin and Eccles, Shuttleworth's 3-litre Alfa and Rose's 2.3, and also Featherstonhaugh on an ex-Whitney Straight 3-litre Maserati and Austin Dobson on a similar car. Last and not least of the supercharged cars was "Bira's" 1½-litre E.R.A.

Besides these there were two 2-litre Rileys entered by Freddy Dixon and driven by the two pairs Brian Lewis-Cyril Paul and Pat Driscoll-Wal Handley, Pat Maclure on the 500 miles race 2-litre Riley and Dobbs on his off-set single-seater.

Farina showed the paces of the new Maserati by lapping in 2 minutes 8 seconds during practice, a second faster than Eccles' record, and Sommer did 2 minutes 14 seconds. While Maclure astonished everyone by equalling this on his unblown Riley. Conditions were as depressing as they could be on Saturday morning. The sky was overcast and there were several heavy showers within an hour of the start.

The covered stand at Starkey's Corner was much in favour, in spite of the con-

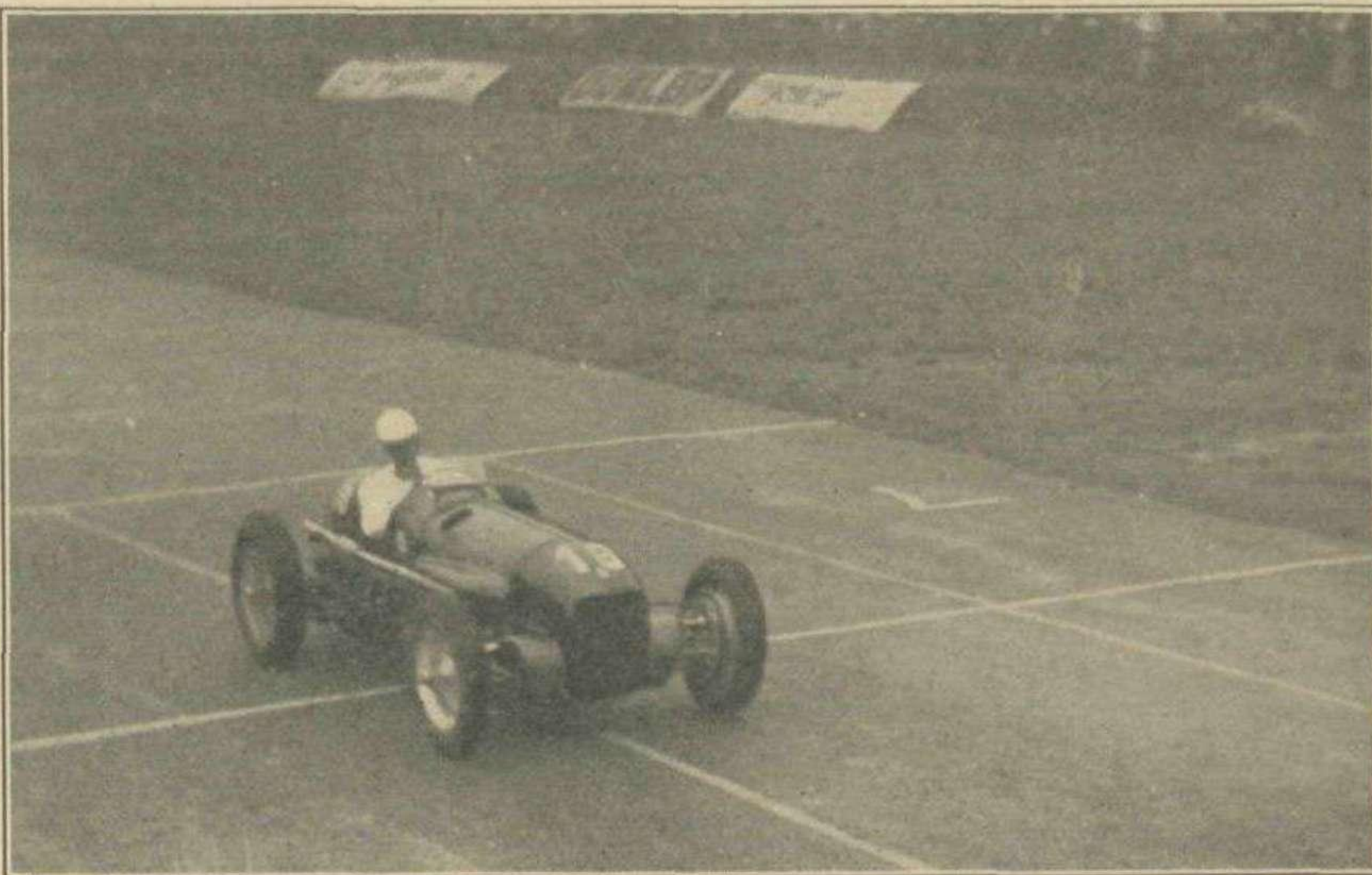
fusion caused by the numbers of the seat tickets issued not corresponding with those that were free. Footbridges spanned the course at three points, making it possible for spectators to move about freely, and everyone seemed determined to make the best of a wet day. Crowds lined the fences below the grand-stands watching last-minute preparations and listening to the roar of the various cars being warmed up.

With fifteen minutes to go, the rain ceased, and drivers, mechanics and officials marshalled the cars into their starting positions. Waterproof sheets were removed, and the many-coloured racing machines could now be seen in all their glory. In the front rank were the blue Alfa-Romeo of Sommer, Farina's bright-red Maserati, beautifully streamlined and very low, and next to it Maclure's Riley. Behind them the rest of the field was drawn up in threes according to the lap speeds put up in practice. The order

was:—Featherstonhaugh, Earl Howe, and Shuttleworth; Martin, Rose, and "Bira"; Brian Lewis, Handley, and Austin Dobson; and in the last row Dobbs, Rovere, and Eccles.

It was a splendid sight to see in England, even with the slight anti-climax when it was announced that there were still spectators on the course, which held up proceeding for a quarter of an hour. At last the Union Jack was raised, and the exhaust notes of the cars mounted to a culminating pitch, followed by a headlong rush for the first corner at Old Starkeys. Farina got there a car's length ahead, with Shuttleworth and Sommer jostling for second position. After that there was a regular dog-fight of Bugattis and Maseratis, while it was noticeable that not a single car was left on the starting grid.

All eyes turned then to the top of the long slope leading down to Starkey's Corner. A red car was the first to come into sight over the brow of the hill, and



The V.8 Maserati displayed amazing acceleration and Farina led the field with the greatest of ease during the first part of the race.

DONINGTON G.P.—continued

was, as one had expected, Farina's Maserati. In a single lap he had gained eighty yards on Sommer, while Shuttleworth on the green Alfa was some fifty yards to the rear. The rest of the cars were fairly well strung out, the order being Featherstonhaugh, Howe, Martin, "Bira," MacLure, Rose, Dobson, Lewis, Everitt who was taking the first spell on Rovere's Maserati and passed Eccles on the hairpin, and finally Dobbs and Brian Lewis. It was Lewis's first experience of the Riley and he found it difficult to fit into a cockpit arranged to suit Freddy Dixon's measurements.

On the second lap the order remained the same but Farina had increased his lead to a hundred yards, and then 150 yards on the following one, while Shuttleworth found the French-owned Alfa a little too quick for him, and lost ground each lap. On the fifth lap Farina was nearly a quarter of a mile ahead of Sommer, while Martin passed Lord Howe coming down to Starkey's Corner, and thus moved up into fifth place.

On the seventh lap Farina lapped Lewis, and two laps later overhauled Dobbs. Charlie Martin had quickened his pace in pursuit of Featherstonhaugh, but had an anxious moment when braking at Starkey's Corner. He shot off on the grass and turned completely round but got away immediately, while "Bira" had a similar experience with his E.R.A. at Red Gate, but lost two laps in extricating himself.

Farina's average speed after ten laps was 64.55 m.p.h., which was pretty quick considering the state of the roads. It was obvious all the same that he was not hurrying, just rolling round the corners and "wuffling" away like a V8 Ford, and keeping Sommer at a comfortable 150 yards.

Rain showers fell from time to time, but Farina did not seem to be worried by them and his speed mounted to 66.61 m.p.h. at the twentieth lap. Featherstonhaugh took to the grass on the hairpin to avoid a car in front of him and Martin passed into fourth place, but a few laps later braked heavily when in hot pursuit of Shuttleworth, who was running steadily third, and spun right round at Starkey's Corner. Eccles was cut in the face by a flying stone and had to come in and hand over to Fairfield.

On the thirty-fourth lap Shuttleworth came roaring down to Starkey's Corner in company with "Bira" on the E.R.A. He found that the latter, whose car bore the legend "Siam" in large letters in case anyone should mistake his nationality, had no intention of giving way, and had no option but to charge straight on to the grass, just pulling up in time to avoid hitting the bank. He came into the pits two laps later to enter a protest, but the only result of this was that he lost third place to Charlie Martin on the 3.3 Bugatti.

"Forty laps at 65.47 m.p.h. and no retirements," said the announcer, but he was only just right. A few moments later Farina was reported as having stopped near McLean's Corner with a broken half-shaft in the back-axle, which was most disappointing after Farina had shown what the car could do. At the same time Rose (2.3-litre Alfa-Romeo)

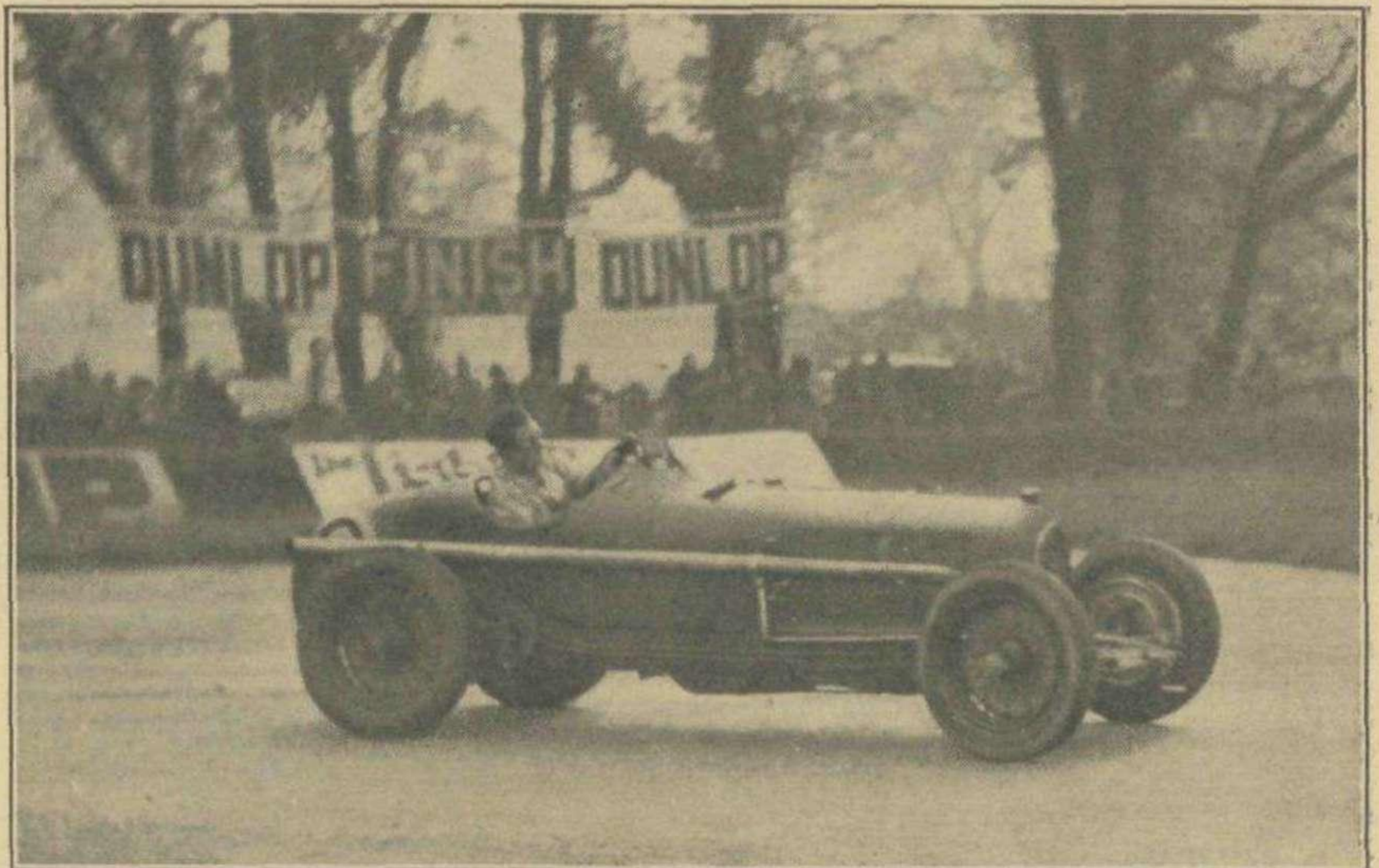
came coasting down to the pits and retired with engine trouble.

With Farina's retirement Sommer moved into the lead, and at 50 laps C. E. C. Martin (3.3-litre Bugatti) was second, 1 minute 40 seconds behind, and Lord Howe on a similar car was only 10 seconds in the rear. Shuttleworth who was fourth was within four lengths of being lapped by Sommer, but now decided the time had come to make a stand. The two Alfas were perfectly matched and after a time the English driver widened the gap to forty yards. This contest was ended by Shuttleworth having a terrific skid at the hairpin corner shooting up the bank, and Sommer was past before he got back on to the road. Featherstonhaugh on his 3-litre Maserati was lying fifth, and Everitt on the 6-cylinder model, which he found very difficult to handle, sixth. The brakes squealed unpleasantly

Romeo, and on the seventieth lap was seen to come slowly into the pits. A mechanic jacked up a back wheel and twisted it this way and that—another broken half-shaft. Sommer kicked the offending bonnet strap and left the course. The second most dangerous car in the race was hors-de-combat.

This left Martin in the lead, while Everitt now lay second even after a 1 minute pit-stop. This erstwhile driver of M.G.s was making a splendid impression on a car which proved a real "handful" on the twisty Donington course, and Rovere was quite content to let him continue the good work. Shuttleworth was back in third position and Lord Howe conserved his car and held on to fourth place.

Incidents were reported from various parts of the course, the most serious when Dobson (Maserati) crashed at the hairpin



Shuttleworth and his Alfa have been a force to contend with this season. Here we see him taking it steadily on Starkey's Corner.

each time the car came up to a corner, suggesting bother in that department very soon.

On his fifty-ninth lap Sommer came into the pits, and besides refuelling changed all eight plugs, possibly as a result of his duel with Shuttleworth. This stop cost him over 3 minutes and so Martin passed into the lead, having completed 60 laps at a speed of 66.04 m.p.h. Lord Howe then came in and Shuttleworth jumped up into second place.

Sommer set off again with renewed speed and at the sixty-fifth lap had pulled up to second place. Shuttleworth refuelled and adjusted his brakes all in the record time of 1 minute 10 seconds, but his stop pulled him back to fourth, while Everitt had been doing wonders with the 6-cylinder Maserati and had taken third place.

Just as Sommer looked like catching Martin, his bonnet strap broke and he was flagged into the pits to remove it, and again four laps later to fit another on in its place. These delays so infuriated Sommer (bonnet straps are not compulsory on the Continent) that he lost all restraint and started to overdrive the Alfa-

and retired, with the driver O.K. Featherstonhaugh, who had been in sixth place, dropped out at Coppice Corner with transmission trouble. Dobbs had lost second gear on his Riley, and came in to hand over to von der Becke, while Eccles was in trouble with his brakes once again.

Brakes of course were the main trouble, and Everitt and Driscoll both gyrated at Starkey's as the result of "stoppers" which did unexpected things. Apart from that, the vibration on the Maserati was so great that Everitt's feet became quite numb, and he had to come in and hand over to Rovere.

With a hundred laps completed the order was Martin, Shuttleworth, Lord Howe and Everitt, each separated by a lap, then "Bira" (95 laps) whose 1½-litre E.R.A. seemed as fast as ever, and Eccles (Bugatti) with 93 laps. Ten cars were still running after over 250 miles of speed and corner work, a state of affairs which few people would have prophesied before the event.

Before he finished Martin was due to call at his pit for a small quantity of fuel and at lap 104 a mechanic hung out a board marked "In." Next lap

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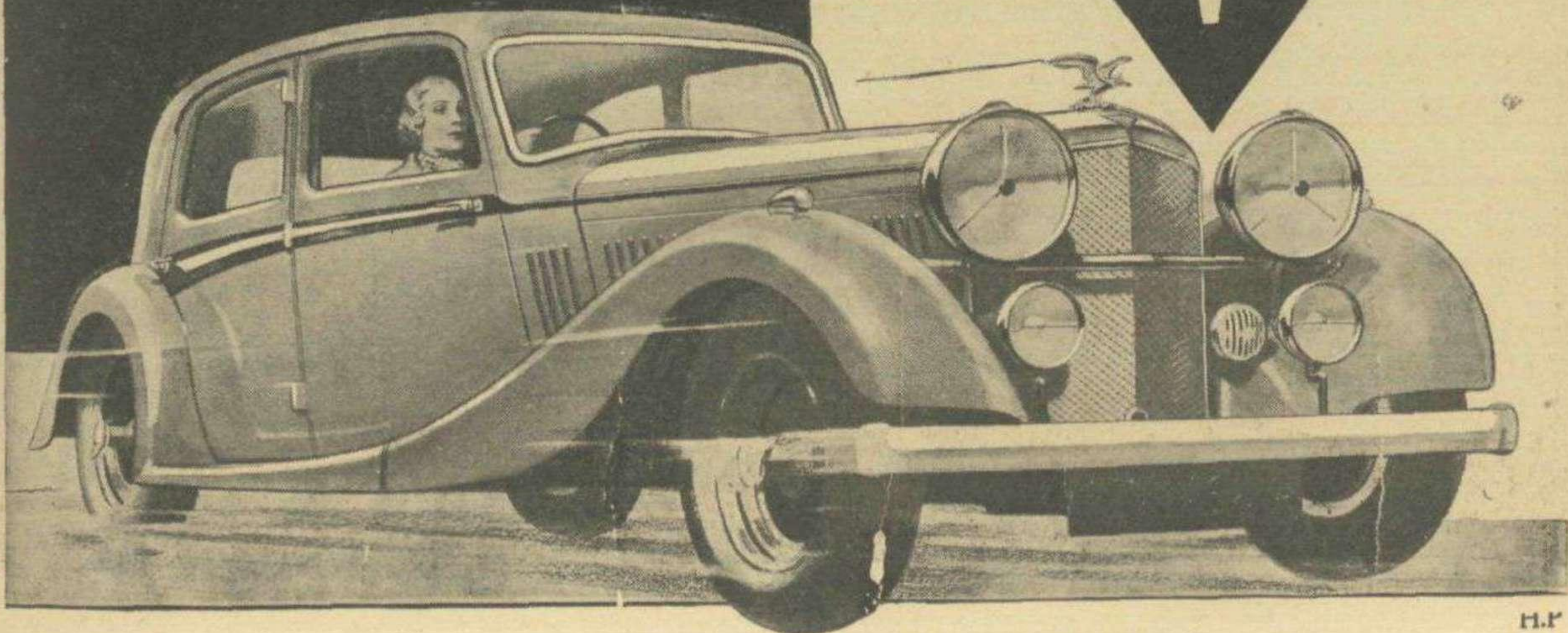
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DONINGTON G.P.—continued

the car pulled in and eight gallons of fuel was dumped in in a twinkling. "You've got about two minutes" said Kensington Moir, who was acting as pit-manager, and Martin rumbled off again after a stop of only 34 seconds.

A win for the Bugatti seemed a foregone conclusion but next time round No. 2 failed to appear. Shuttleworth, Lord Howe and the rest continued on their way and it was not until they had gained two laps on Martin that news came through—he had gone off the road at McLean's Corner and was unable to start the car. Officials came to his rescue and gave him a push, but with only ten laps to go it was obviously impossible to catch up Shuttleworth or Howe. It was very hard luck, but a

thing which is always liable to happen when a last-minute stop upsets the rhythm of driving.

The final laps were enlivened by a duel between Driscoll and Dobbs on their Rileys. Driscoll's brakes had almost ceased working, while Dobbs had lost second gear, and time and again they rushed down together to Starkey's Corner three of four lengths apart. Lord Howe made great efforts to catch Shuttleworth, whose brakes were not functioning too well, but the Alfa managed to get home with less than a minute to spare. It was a splendid finish after three hundred miles of fine driving, and the spectators were not slow to show their appreciation of these two and the unfortunate Martin who came in a lap behind. Rovere and

Eccles finished in time in spite of the various troubles which they had experienced, while "Bira's" performance on a 1½-litre car was a tribute both to his skill and to the stamina of the car.

RESULTS

1. R. O. Shuttleworth (2,904 c.c. Alfa-Romeo, S), 4h. 47m. 12s. 63.97 m.p.h.
 2. Earl Howe (3,255 c.c. Bugatti, S), 4h. 47m. 57.8s. 63.80 m.p.h.
 3. C. E. C. Martin (3,255 c.c. Bugatti, S), 4h. 49m. 47.4s. 63.39 m.p.h.
 4. G. Rovere and W. G. Everitt (3,700 c.c. Maserati, S), 4h. 53m. 59s. 62.49 m.p.h.
 5. "B. Bira" (1,488 c.c. E.R.A., S), 4h. 58m. 16s. 61.59 m.p.h.
 6. A. H. L. Eccles and P. G. Fairfield (3,255 c.c. Bugatti), 4h. 59m. 33s. 61.33 m.p.h.
- Still running at the finish: Hon Brian Lewis and C. Paul (1,808 c.c. Riley), 117 laps; W. L. Handley and L. P. Driscoll (1,986 c.c. Riley), 115 laps; H. G. Dobbs and A. W. von der Becke (1,808 c.c. Riley), 119 laps.

NEW "COLD-PROOF" PETROL

A new petrol, which has been rendered "cold-proof," ensuring summer starting in winter weather, is now being delivered from all Esso pumps throughout the country, announce the Anglo-American Oil Co., Ltd.

This new Esso petrol should prove a boon to motorists this winter, for it gives double-quick starting, however cold the day may be. The quickest starting petrol, however, cannot function if the lubricating oil is so thickened by cold that the self-starter cannot swing the engine quickly enough to cause a spark. The company

accordingly market winter grades of Essolube Motor Oil which remain fluid even at zero.

* * *

R.A.C. RALLY, 1936

The invitation of the Mayor and Corporation to hold the R.A.C. Rally at Torquay in 1936 has been accepted by the club.

The date of the Rally will be Tuesday, 24th March, to Saturday, 28th March, and the R.A.C. is now engaged in drawing up the regulations and making the necessary arrangements. Copies of the regulations and entry forms were available at the end of October.

FOR WINTER MOTORING

You put on heavier clothes when the Winter comes, but you must put lighter petrol in your car if you want to make it easier to start up on a cold morning.

Winter Shell is a specially blended fuel for use in cold weather. It means that it has a greater proportion of lighter and more volatile petroleum fractions.

The need for a special Winter petrol was first recognised some years ago by the makers of Shell, and since then "Winter Shell" has become an established popular petrol.

The advertisement for Booth's Dry Gin is set against a dark background. On the left is a large, detailed illustration of a bottle of Booth's Finest Old Dry Gin. The bottle has a white label with a red lion logo and the text "SPECIALLY SELECTED AND MATURED. Supplied in bottle only", "BOOTH'S", "FINEST OLD DRY GIN", and "LONDON". Below the bottle is a tall, elegant glass filled with gin. To the right of the glass is an hourglass, symbolizing the long history of the brand. At the top left of the ad is the Royal Coat of Arms with the motto "BY APPOINTMENT". The brand name "BOOTH'S" is written in large, bold, white letters across the top. Below it, in a smaller font, is "THE ONLY Matured DRY GIN". Further down, the text "1740-1935 THROUGH THREE CENTURIES HAS REIGNED SUPREME" is displayed. At the bottom, a white banner contains the slogan "DISTILLED BY BOOTH'S - MATURED BY TIME".

Club News

BUGATTI OWNERS' CLUB

The rally and trial in Wales was a great success. Fifteen entrants rallied from any point they cared to choose, to Bala, this part of the test having to be completed at a minimum average of 26 m.p.h. Sleepy Bala was thoroughly awakened by the arrival of the first telegrams and the checking-in marshal in a smart Aston-Martin. About 5 p.m. the first competitor arrived, driving a Brescia Bugatti, and finally, at 12.45 p.m. the last man—Lemon-Burton in an Isotta-Fraschini—checked-in, having been on the road 6½ hours. The club stayed at the "White Lion," where George Borrow stayed in 1855. At 9 a.m. on the Sunday the trial proper started, led by Col. Giles on the double-camshaft "3.3" Bugatti. The course was particularly stiff, six hills being tackled in the morning, including the Horse Shoe Pass, and six more after lunch at Shrewsbury, amongst them Ferris Court. The trial ended at "The Swan," Bibury, and it is a tribute to the club that only five drivers failed to gain First-Class Awards. The successful cars were:—The Bugattis of Col. Giles and K. W. Bear, Baines' Humber, Good's Lagonda, Keevil's Aston-Martin, Mayo-Smith's O.M., Mrs. Lind-Walker's Lagonda, Lemon-Burton's Isotta-Fraschini, and Stapleton's and Monro's Invictas. Team Prize:—Baines (Humber), Good (Lagonda) and Burton (Isotta). The next event is the truly adventurous West-Country Night Trial on November 23. Hon. Secretary: Eric Giles, 2, Queen Street, W.1.

STANDARD CAR OWNERS' CLUB

The life of a trials organiser is a high one. Hills which are notorious for wholesale stoppages suddenly lose their sting, others which are generally innocuous develop an impossibly difficult surface on the very day of the trial.

Something of this kind occurred in the second Cotswold Trial organised by the Standard Car Owners' Club on Saturday, October 12. Secretary Mrs. Richards had carefully arranged for teams of horses to deal with failures on Gypsy Lane and Ham Mill, the two tit-bits of the trial, but neither of these hills gave a great deal of trouble. Instead, it was Iles Lane, that short, thirsty hill which in recent times has lost most of its former reputation.

Twenty-nine Standards of various types and vintages assembled at the starting point in The Square, Chipping Campden, and after forty minutes of motoring arrived at the first hill, Kinton. A. J. Borkett was the first arrival, and he made light of the gradient, while others who made convincing climbs were W. P. Rhodes, E. L. Hatfield, A. Goldman, A. H. Oxenford and F. E. Salter. Un-

doubtedly the finest performance on this hill, however, was made by C. E. Truett, who rocketed up in magnificent style. Altogether there were six failures on Kinton, mostly through rushing the water-splash at the bottom.

Guiting Wood and Gypsy Lane were both fairly easy, and it says much for the high level of driving skill that the latter only stopped two out of the twenty-nine entries.

Then followed a special test on Langley Hill, to decide ties for the team award. The test took the form of accelerating and breaking downhill, with some most spectacular results.

The competitors then tackled a succession of hills, Piccadilly, Greenway Lane and Stancombe, of which only Greenway stopped three people.

Just when everyone was thinking in terms of Premier Awards, Iles Lane put a stop to most of their rosy hopes. The first comers managed it, but in doing so they churned up the surface for the others. The real difficulty lay in the fact that there is no turning back at Iles Lane, even the most hopeless failure must be manhandled over the summit somehow. Horses there were none, and the marshals and some willing spectators had a busy time for many hours. Sixteen failed out of 29, and the percentage of successful climbs in the circumstances was very creditable.

Iles Lane upset the time schedule completely, and most of the competitors had to face Ham Mill in the darkness. However, all's well that ends well, and once

the seven failures had been pushed over the rocky steps at the top the welcome hospitality of the Bear Hotel on Rodborough Common, only a mile away, soon made them forget their troubles.

RESULTS

Premier Awards: A. J. Borkett; A. G. Jones; H. A. Thewles; W. P. Rhodes; G. Olive, Jr.; R. Blake; E. L. Hatfield; A. H. Oxenford; C. E. Truett.

Second Class Awards: R. W. Whale; E. L. Hart; C. C. King; H. J. Holbrook; D. C. C. Roberts; A. S. C. Dodd; A. C. Constantine; B. S. Cox; W. F. W. King; A. A. Garlick; F. E. Salter; C. D. Phillips; E. Baneroff; A. Goldman; W. O. Meek.

Third Class Awards: L. C. Nichols; R. A. Williams; Miss Whiteley; K. Rogers; F. A. Fuller.

Team Prizes—

1st "C" team—H. A. Thewles; W. P. Rhodes; G. Olive, Jr.

2nd "I" team—A. H. Oxenford; W. F. W. King; A. A. Garlick.

3rd "A" team—A. J. Borkett; R. W. Whale; C. D. Phillips.

M.C.C.

The Sporting Trial on October 5 was a distinct success. Run in the Derbyshire district, it embraced such hills as Jenkins Chapel, Blackermill, Litton Slack, Bamford Clough and the Winnats. These hills caused rather more havoc than is usual in present-day trials, and prize winners had every reason to feel proud of themselves. The results were announced at the dinner at Palace Hotel, Buxton, to which over 350 people sat down, many of the tables being enthusiastically decorated with the flags of competing teams. The M.G. team gained the team prize, this trio comprising J. M. Toulmin, J. A. Bastock and R. A. Macdermid, who all drove the new PB Midgets. The team championship went to the Denton-Chetwynd-Thomson Ford V8 team, with the M.G. team as runners-up.



H. A. Thewles (10 h.p. coupé) entering the observed section on Gypsy Lane in the Standard Car Owners' Club Cotswold Trials.

CLUB NEWS—continued

THE AUSTIN MOTOR CLUB

The trial for the Cavendish Cup was extremely successful, the chief award being won by Cane (Austin 7), with Cooper (Austin Ten) as runner-up. Best time in the acceleration test was made by an Austin 7, while Keamey, Adams, Miss Stephens and Dr. Livingstone-Smith were eligible for silver medals.

VETERAN CAR CLUB

The annual run to Brighton for motor-vehicles built prior to 1905, will this year be staged on Nov. 17.

As before, the R.A.C. is in charge of the general organisation.

So much interest does this run arouse, that the police make a special effort to keep the entire route clear, and spectators in modern cars are asked to do everything possible to ensure the competing cars a free passage. Overcrowding has been rather too evident of recent years. There is nothing quite like this run anywhere else on the calendar. Those who are becoming a trifle blasé of trials in modern motors should procure a veteran and attempt to reach Brighton on November 17. No doubt the Hon. Brian Lewis, Malcolm Campbell, Karlake, Shuttleworth, John Cobb and other well-known drivers will once again take their annual "busman's holiday" on that date!

GENERAL NOTES

The Sporting Trial of the M.C.C. was especially interesting, on account of the hills which had to be tackled. In these days trials competitors can usually be stopped on gradients only by slime or boulders, or a combination of both. Slime provides a test of "drivership," inasmuch as excessive wheel-spin and hedge climbing will stop the most powerful of

motors. Boulders, if abnormally large or intentionally pre-positioned, are hardly good policy. Entrants whose cars remove sumps and silencers on such obstructions will not regard a club's future events with very great enthusiasm. So, in the main, slime it has to be. But in their Derbyshire trial the M.C.C. introduced a new factor—steepness of the gradient itself—albeit the hills were all well known to Derbyshire trialsmen. If these hills hardly resulted in fountains of water from filler-caps, dull-red sumps, and buckled thermometer needles, at least Litton Slack stopped about half the entry, in most cases without the excuse of wheel-spin, and Jenkins Chapel and Bamford Clough proved thoroughly useful to the M.C.C. "grease" being allied to "steepness" in these instances.

* * *

The plight of light-cars in the old Scottish Six Day Trials is but a dim memory, now that modern cars even make light of the Alps when properly prepared. But I sometimes wonder what support would be accorded to a club organising a really stiff trial over the "best" hills of N. Wales or Scotland, and, moreover, attempting to make up for the comparative "easiness" of British grades by imposing severe special tests in plenty just before the real fun commenced. It has to be remembered that in these days private owners constitute a large proportion of the entries, and they are not anxious to break good and expensive motor-cars. But would a trial of this sort be any more "expensive" to the majority of non-finishers than a blind for one hour round Brooklands at over 80 per?

By the time this issue is in print the Mid-Surrey "Experts" Trial will have been run off. As "experts" were specified as (a) holders of nine first-class awards or (b) holders of six first and six second-class awards the stoppages on hills should have been phenomenally few—or the course a remarkably interesting one!

Additional interest attaches to the results of this trial, as solid axles and "comp" tyres were banned.

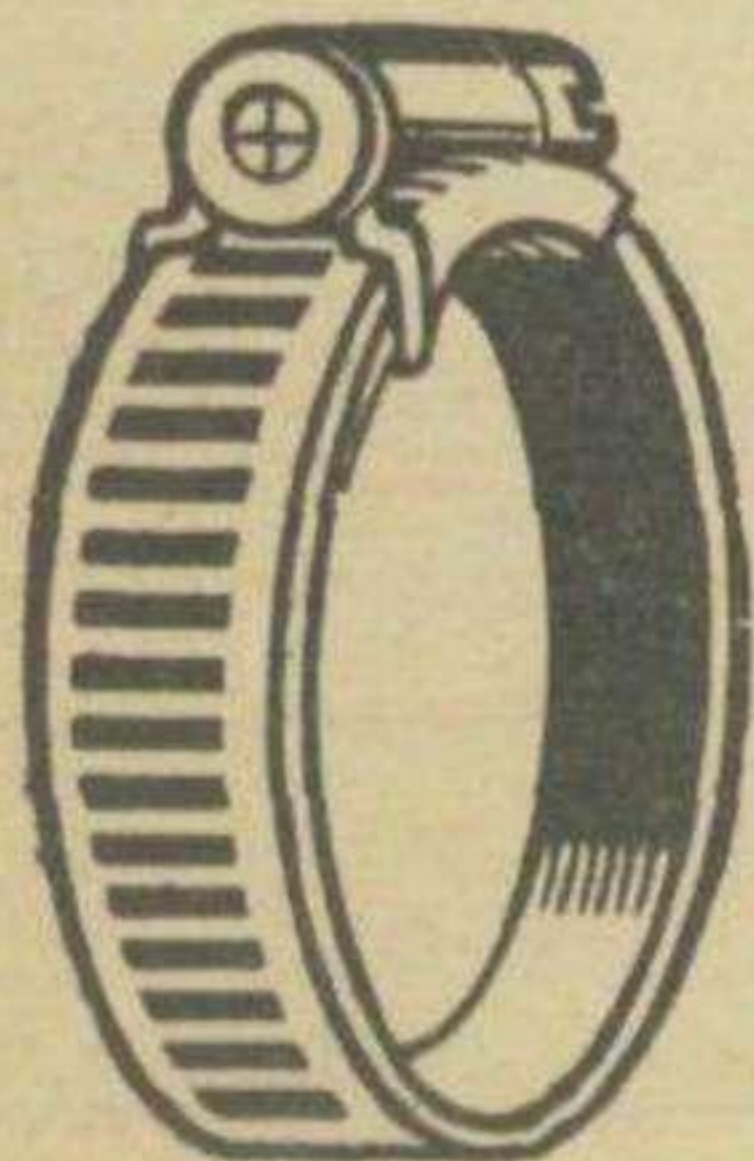
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"Blowers banned" say the Monte Carlo Rally organisers. I sincerely hope that trials organisers will not follow suit. Those persons who have evolved the present, silent and foolproof blower installations deserve to achieve commercial success, and trialmen's motors should constitute a quite extensive market, valuable as such installations undoubtedly are for ordinary road-use. I have heard blower-enthusiasts say that they are willing to compete with unblown motors of twice their capacity, using ordinary tyres and axles against "comp." covers and locked "diffs." And since I was passenger to an M.G. driver who won the Premier Award with his blown Midget in competition with unlimited V8 engines and solid axles ("comps." barred to everyone), I am firmly convinced that supercharging counts a great deal in trials tussles.

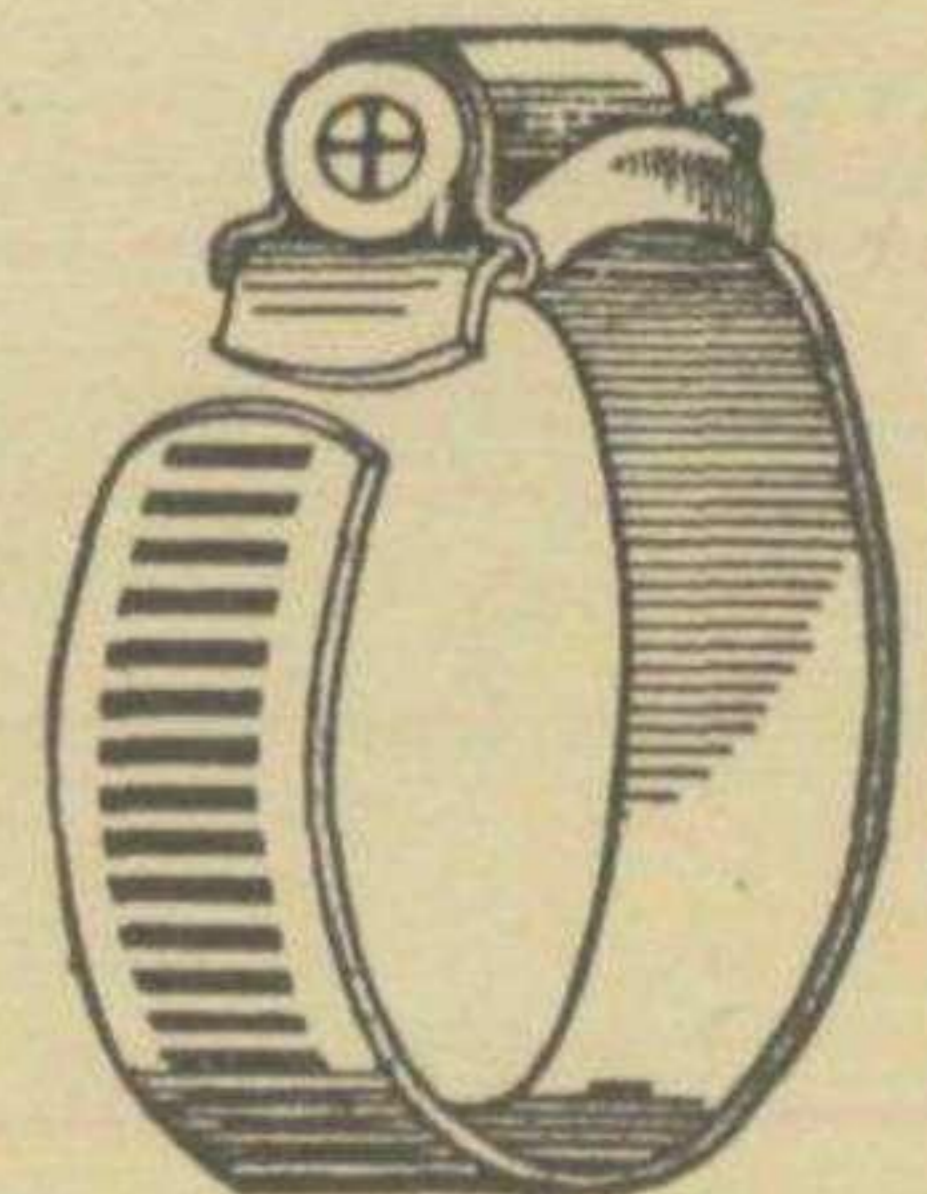
The Editor invites Club Secretaries to send details of their fixtures, sporting and social, for publication in these columns. These items should be sent to reach this office not later than the 16th of the month.

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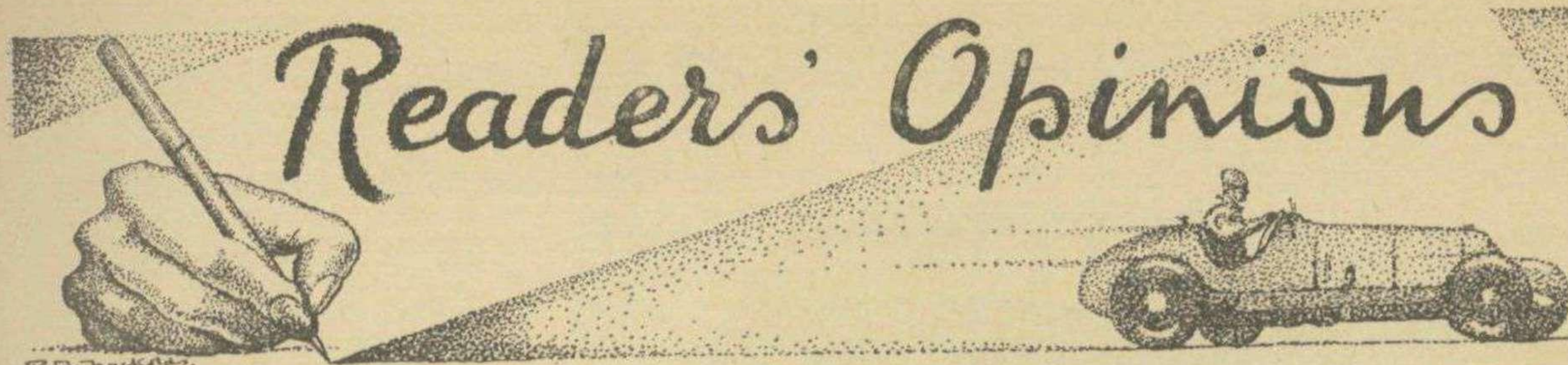
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Sir,—Great Britain, aware of her position in World leadership, led the way in world disarmament, jeopardising her very existence in the cause of humanity. Several nations, still unready for the practice of this ideal, reward us not with respect but with contempt, and, emboldened by our weakness, ignore our counsel.

The sacrifice on our part has been in vain, and years must elapse before the minds of all men are turned from war. If for no other reason than the ultimate achievement of World Peace, Britain must maintain her power.

During the Great War, the largest number of enemy machines which bombed this country in any one raid was not more than 30. The progress which has been made in the mass production of aircraft during the last 20 years will enable an air-minded enemy to attack our home towns in such vast numbers that it behoves us to take precautionary measures.

We are perilously weak, and the warning has been sounded. The Prime Minister has already promised the development of our air force to a level at least equal to that of any power within striking distance. Is this enough?

Our vast technical and engineering resources can provide the machines for an air force second to none. It remains to avail ourselves of that tremendous asset we possess in the youth of our country. There are many thousands of young men who turn to motor-cycling to satisfy their love of speed and sense of power, who rejoice in any sport providing an element of risk and demanding perfect and instant judgment, and complete co-ordination of nerve and eye.

The annual T.T. races in the Isle of Man watched by thousands of spectators and showing numerous examples of the highest skill and courage amongst the competitors, proves the point.

How much greater to youth is the lure of the air than the call of the road? Almost every town has its motor-cycling club—*every town must have its flying club*. The only barrier is that of expense—the way is open to the wealthy few—it must be cleared for the “motor-bike lad.” The B.B.C. by its broadcasts from Croydon is endeavouring to instil “air-mindedness” into the citizens of the future. Immediate steps should be taken by the Government to promote and foster facilities for civilian flying throughout the country by:—

1. Providing a machine for each club. (a) There must be large numbers

of obsolescent machines scrapped by the R.A.F. every year which are still perfectly airworthy and could be used for this purpose, and/or (b) The Flying Flea which has recently been demonstrated so successfully and appears likely, by reason of its low initial outlay and small flying cost, to become “the motor-bike of the air.”

2. Granting a bonus to each club for every member who qualifies for a pilot's certificate.

3. Providing petrol tax-free, or making a petrol grant.

By providing the R.A.F. with recruits already trained in flying, great economy would result.

In a short period, 50,000 trained civilian airmen, backed by our vast industrial resources, would quickly silence the war-like threats of ambitious or disgruntled states and would prove of untold value in the event of a national emergency. Moreover, such an organisation would hasten the development of civilian flying on international air routes, thereby uniting the nations of the world by the annihilation of distance which at present divides them.

In short, the establishment of civilian flying clubs throughout the country with a subscription within the reach of our working-class young people, would be of inestimable advantage from every point of view.

I am, Yours, etc.,

LEO H. WRIGHT.

Caldy, Wirral.

* * *

THE SIZAIRE-NAUDIN CAR

Sir.—Certain ancient owners of the single cylinder Sizaire-Naudin car were very interested in the article written in your August issue on the purchase of one of these cars. Between the three or four of us concerned, we had about eight of these cars altogether. I had three. We think your contributor has got his facts and history correctly, but there are one or two comments that we should like to add.

Your contributor gives the impression that no car was ever made with a greater bore than 120 mm., and to all intents and purposes he is correct, but they did make a special car for hill-climbing competitions with a bore of 140 and a stroke of 170, and I bought this car from Mr. Lwellyn Scholte about the year 1911 or 1912. This car would do down slopes about 65 m.p.h., and the ordinary standard model would do about 55 and they climbed hills almost like motor bicycles.

Your correspondent's description would not be complete without the mention of the throttle control by means of varying

the lift of the overhead inlet valve, and he correctly gives considerable space to this feature. We do not think, however, that he praises it quite enough. It was an extraordinarily simple and very satisfactory operation, and did away with a lot of small parts and made the carburettor very simple, and it was also a very economical method as regards petrol consumption.

His car is no doubt suffering from “anno domini,” but when in good order, there was no trouble about starting the engine on the half compression, it would fire indefinitely thus and one did not have to run round to the steering wheel to move the control over, through this position and to a point on the lower range of the inlet valve opening, when the engine would turn over very slowly, better than the best tuned up single cylinder motor-bicycle engine.

We do not remember dual ignition, and think this must have been fitted subsequently, to the best of our recollection there was only the high tension magneto which was mounted with exposed gear wheels as stated. This method enabled the magneto timing to be re-timed very quickly by loosening the strap and moving the wheel one tooth forward or back. Still, it had a drawback, because once the strap on my car broke and the magneto fell off on to the road and bounded into a thick snow drift between Royston and Baldock, and it took me (in the snow storm at night) nearly an hour to find it, another hour to bake it in a near-by cottage and a further hour making a means of holding it down in place of the broken strap!

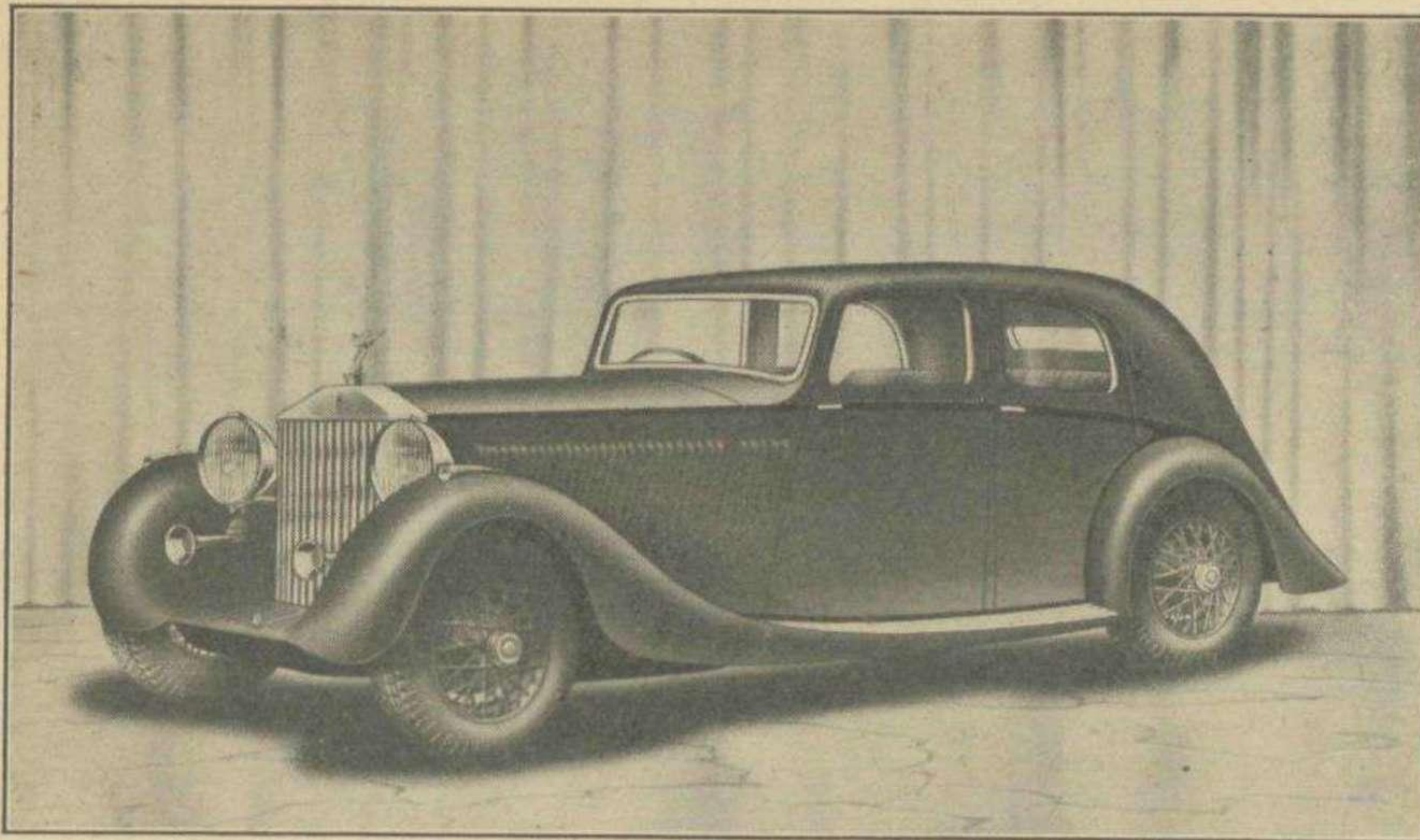
Your correspondent says he has not opened the back axle to find out how the gear works, but he is correct in his anticipation of what happens there. It was a very good control and, as he says, gave direct drive on all gears. One other point that deserves further mention is the clutch. Although the engine was only a single cylinder, one could start it on high gear up a slope without the least shudder, and that very simple clutch was just about the best clutch that has ever been fitted to a motor-car.

As your correspondent says, the car was extremely ingenious, far ahead of its time with the construction of the frame and independent front wheel springing, and it is quite fair to say that it was freer of trouble than the average modern car with all its gadgets. It was in fact, a glorified edition of the single-cylinder motor-bicycle.

I am, Yours, etc.,

G. R. N. Minchin.

50, Grosvenor Gardens,
London, S.W.1.



The dignified lines typical of Rolls-Royce products are worthily maintained by the Phantom III. The car illustrated above is a Barker Touring Limousine.

AN
OUTSTANDING CAR OF
MODERN DESIGN, WHICH
HAS A VEE ENGINE, A
BOX SECTION FRAME,
INDEPENDENT FRONT
WHEEL SUSPENSION
AND A GEAR-BOX IN
WHICH ALL THE GEARS
ARE SILENT RUNNING.

THE 12-CYLINDER ROLLS-ROYCE

Once again the unhurried policy and the unrivalled technical resources of Messrs. Rolls-Royce have permitted them to produce a masterpiece amongst motor-cars. 12-cylinder aero engines have been built at Derby for the last twenty years, and an experimental 12-cylinder car was tested on the road shortly after the war. This model was considered too advanced to be put on the market at that time, and so the 6-cylinder with successive improvements continued to be the favoured type. The 12-cylinder car was however by no means forgotten, and now when the time is ripe the Phantom III makes its bow, embodying all the modern developments which have been tried and found of value since the debut of the Phantom II.

In order to attain easy and luxurious travel with luxurious coachwork it is essential to have a large engine, and under these conditions a 12-cylinder unit offers important advantages. Light reciprocating parts can be used, the torque and acceleration are improved and more silent running results. The engine speed and with it the power output may be raised without increasing the stresses on the working parts and, even with a slight reduction in capacity, the 12-cylinder engine shows a gain of 12 per cent. over the 6-cylinder Phantom II engine.

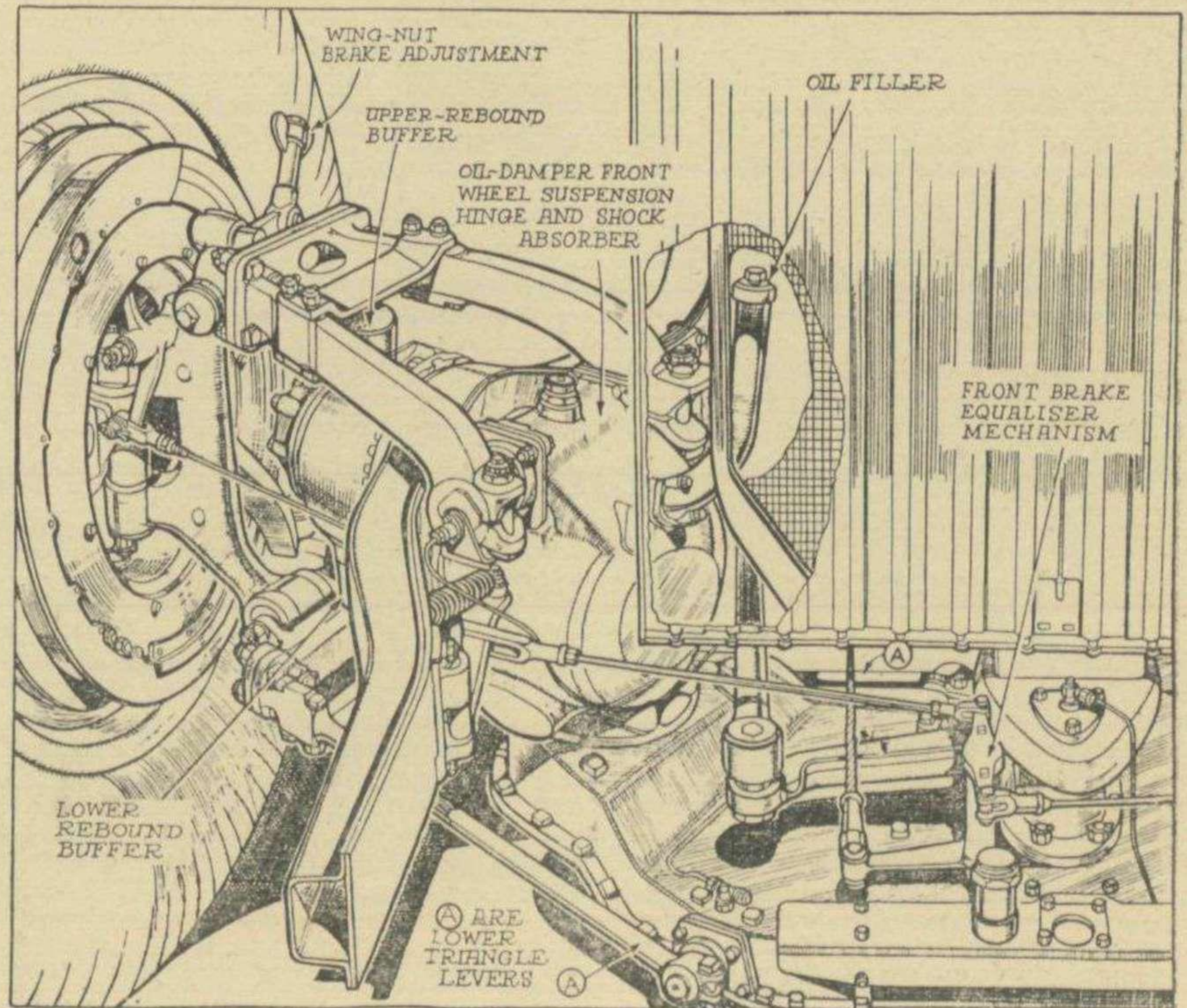
Apart from this a 12-cylinder engine is materially shorter than a 6-cylinder unit of the same capacity. The wheel-base of the Phantom III measures 11 ft. 10 ins., as compared with the 12 ft. 6 ins. of the older car, the amount of space available for mounting the body remains unchanged. The new car is actually 2 inches shorter than the Continental short-chassis model, and an increased steering-lock and light steering make for effortless driving in traffic and ease of manœuvring whether in confined spaces or on the hairpins of an Alpine Pass.

A well-designed system of independent suspension can be of the greatest advan-

tage, especially when traversing rough roads at speed, the improvement in springing being noticed particularly in the back seats, while another important point is that road-shocks are not communicated to the steering wheel. It is interesting to notice that Messrs. Rolls-Royce prefer to use semi-elliptic springs at the back, finding that it confers a steadiness often difficult to obtain when all the wheels are independently sprung.

A notable feature of the front springing is the fact that all working parts are enclosed.

In any survey of the new car the engine obviously comes first. The twelve cylinders are in two rows of six, forming a 60 degree vee, and their bore and stroke are respectively 3¼ inches and 4½ inches (82.6 mm. and 114.3 mm.) giving a capacity of 7,340 c.c. and an R.A.C. rating of 50.7 h.p.



The layout of the front suspension and the braking and steering mechanism.

THE 12-CYLINDER ROLLS-ROYCE—continued.

The dominant feature of the engine is the rigid box-like casting of the crank-case. The water-jackets are cast integral with this, and the cylinders are in the form of hard steel liners which have their outside surfaces in contact with the cooling water.

Two valves per cylinder are carried in detachable aluminium heads, and these are operated by push-rods from a single cam-shaft carried in the vee between the cylinder-blocks. The tappets are in two parts, one fitting inside the other, and oil under pressure forces them apart and keeps the valve clearance at a constant figure.

Two 14 mm. plugs are used for each cylinder, and there are two distributors and two coils mounted at the front end of the engine. There are two carburetters for each bank of cylinders and these are carried between the blocks and surmounted by a large air-cleaner and silencer. The carburetters, which are Rolls-Royce manufacture, are of the single-jet type with the orifice controlled by a piston which moves in accordance with the depression in the induction pipe. In addition there is a small independent carburetter which supplies mixture for easy starting and slow running. The petrol tank holds 33-gallons, and the carburetters are supplied by means of electric pumps.

The crank-shaft is fully balanced and is carried in seven main bearings. The lubricating oil is pumped through a pressure filter and then through a honeycomb cooler maintained at an even temperature by the cooling water from the radiator. This latter is of characteristic Rolls-Royce design, somewhat wider and less high than on the Phantom II model, and is fitted with shutters controlled by a thermostat.

The engine is mounted on rubber independently of the gear-box. The clutch is of the single dry-plate type, and is coupled up to the gear-box through two universal joints. Constant-mesh pinions are used for all the indirect gears and for reverse, and in addition synchro-mesh mechanism is fitted to second, third, and top gears.

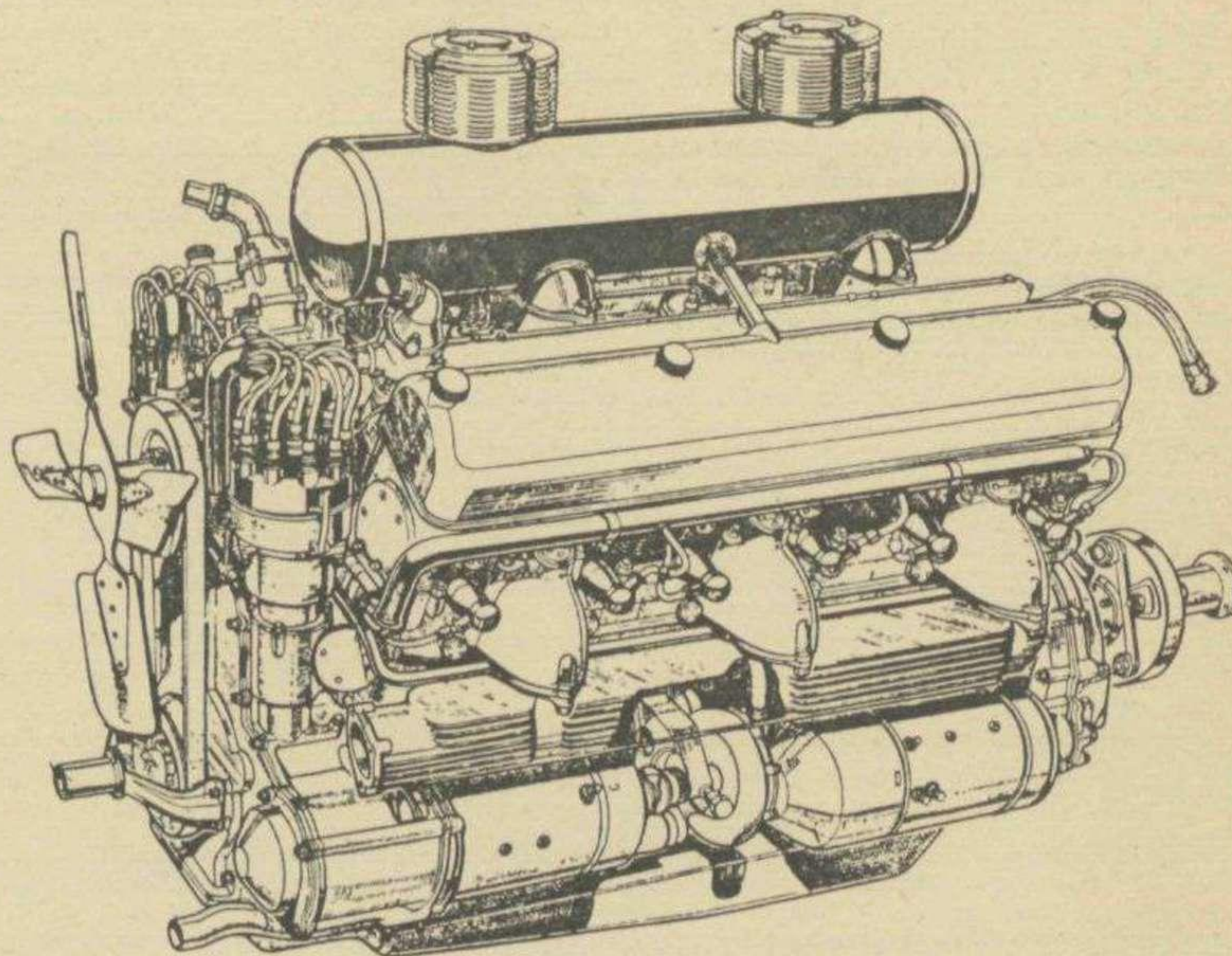
Torque reaction is taken by the back springs and so the propeller shaft is open, with needle-bearing universal joints at each end. The final drive is by hypoid spiral-bevel gears, which keep the propeller shaft well below the floor level, and the fully floating back-axle is built up with that multiplicity of bolts and smoothness of contour which has always distinguished this part of a Rolls-Royce car.

The chassis sweeps up from the front, is level amidships to form a rigid platform for the main weight of the body and is carried in a gentle curve over the

back axle. Immense strength is imparted to the side members by joining up the inner flanges to form girders of box-section. A box-section cross member beneath the radiator gives the rigidity needed for independent suspension, and an X-member of large dimensions braces the structure between the engine and gear-box, but in spite of all this the chassis

shock-absorbers of the well-known Rolls-Royce pattern are fitted and, like those on the front suspension, their action can be varied by means of a small lever on the steering wheel. A stabiliser consisting of a torsion bar and connecting links further stiffens the rear suspension.

The four-wheel brakes are applied by the familiar mechanical servo-motor



A near-side view of the new engine. The finned casing is one of the exhaust manifolds, and below it are the dynamo, water pump and the electric starter.

is actually 8 per cent. lighter than the one employed on the Phantom II.

Each front wheel is carried on two levers of "wishbone" formation, which swing in a plane not at right angle to the centre line of the chassis but slightly rearwards of this. In this way the track does not alter, nor does the car heel over when taking a corner. The motion of the upper lever is resisted by a helical spring carried horizontally and enclosed in an oil-filled chamber. This housing also contains the shock-absorber and the riding-control mechanism.

The steering gear is of the worm and sector type mounted in the normal position. The two wheels are steered by means of transverse rods from a central bell-crank system carried in front of the engine.

Long semi-elliptic springs are used for the back-axle, each leaf being ground to a perfect fit on its sliding surface. The spring gaiters are lubricated from the chassis lubrication system. Hydraulic

which is in fact a friction clutch driven by worm gears from the gear-box, and the pull is compensated by means of balance levers and miniature differential gears.

The wheelbase, as has been said, is 11 ft. 10 ins., while the track is just over 5 feet. This allows of back seats 49 ins. wide, giving ample room for three people abreast without detracting from the appearance of the car. The chassis of the Phantom III costs £1,850, a Continental touring saloon is listed at £2,535, while the striking open sports tourer depicted in the new catalogue is available at £2,510. The new catalogue incidentally is a beautiful production fully in keeping with England's finest car.

The Phantom III has come at a time when the prestige of Great Britain is at its highest in the world of motor-cars, and will set the seal on the exhibits at Olympia, which are viewed by visitors from every quarter of the globe.

THE "JACKALL" FOUR WHEEL JACKING SYSTEM

S. Smith and Sons staged a most interesting display of equipment and accessories at Olympia.

The "Jackall" four-wheel jacking system was of interest to trials and rally competitors, and prices range from £6 17s. 6d., for 10-12 h.p. cars, to £16 16s. for the special Bentley installation.

The new well-known Smith's Baby-Gripper inspection lamp and the "Thirti-

larm" audible warning device for built-up area motoring were keenly examined. The latter is priced as low as 12s 6d. complete, and functions electrically.

Sports-car owners found much to interest them. A wide range of fog and spot-lights was displayed, and the usual comprehensive exhibit of Smith's interior equipment. Every kind of instrument dial, from racing speedometers and rev.

counters to a 50s. car compass, could be examined. Smith's also have a fascinating range of chronograph watches. Monte Carlo Rally folk stayed long periods at this stand! We were interested in a very neat writing pad and pencil, for attachment to the steering wheel, offered at the attractive price of 4s. 3d. Known as the Smith Car Reminder, this is a really well finished accessory.

STIFFER CONDITIONS IN THE MONTE CARLO RALLY

55. K.P.H. OVER LAST 1,000 KILOMETRES. ENGINE CHASSIS AND AXLES SEALED TO PREVENT SUBSTITUTION. NO RELIEF CARS, SUPERCHARGERS BANNED

Hardly a point in the regulations for the 1936 Monte Carlo Rally, which were issued last month, has escaped alteration.

A higher average speed and a strict time-schedule for the last stages of the road section will make it difficult to arrive at Monte Carlo with a clean sheet, while elaborate precautions will be taken to prevent engines, axles and other vital parts being changed during the course of the run.

The cars are divided as before into two classes, unlimited and up to 1½-litres, but this year superchargers are banned. The average speed is the same for both classes, that is, 40 k.p.h. for the first part of the run, and 55 k.p.h. over the last 1,000 kilometres. A crew of two is considered the normal complement in both classes, so that ballast will no longer have to be carried unless the pair are under weight, which is not likely to happen as long as they retain the voluminous clothing one usually wears in the rally.

The starting points remain the same, but Athens has been restored to its premier position. The marks allotted to the principal points of departure and their distance in kilometres from Monte Carlo are as follows:—

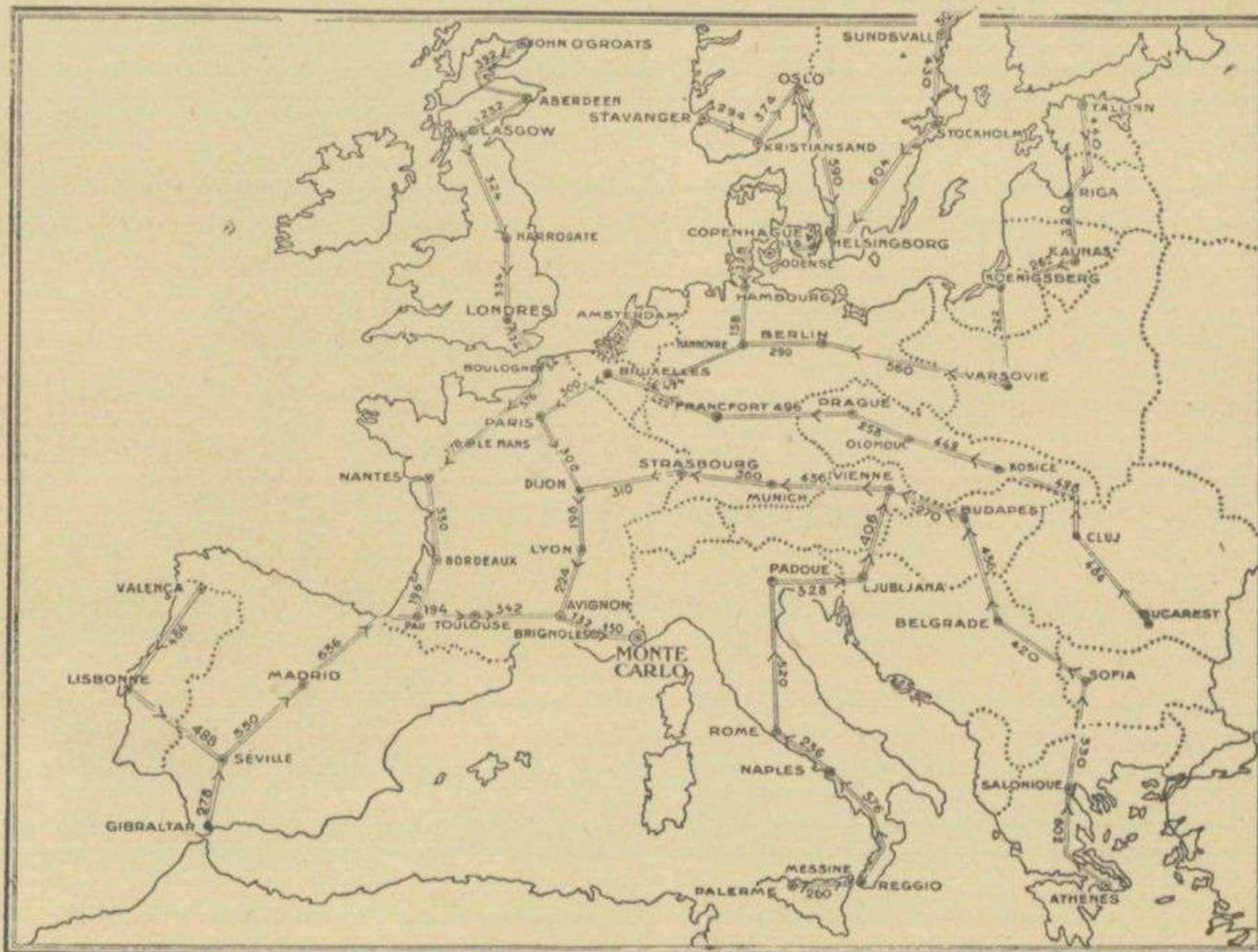
Athens ...	506	3,868
Bucharest ...	503	3,844
Tallinn ...	503	4,000
Stavanger ...	501	3,728
Umea ...	501	3,812
Palermo ...	501	4,136
Cluj ...	497	3,358
John o' Groats ...	496	3,338
Valenca ...	495	2,978
Gibraltar ...	485	2,282

This new rating corresponds very well with the severity of the routes to be traversed. The biggest alteration in itinerary is that fixed for competitors from Bucharest. Instead of making north for Warsaw they pass through the formidably named towns of Cluj, Kosice, and Olomouc, to Prague. Conditions over the high plateau of Czecho-Slovakia will be little less severe than on the northern route previously used, and Bucharest is still only to be recommended to those who enjoy motoring under difficulties.

Secret checks are mentioned, but they are only to see that no substitutions of essential parts of the car shall take place. Cars may be checked in up to five hours ahead of their schedule time, though of course they must not leave

really hectic. The penalty for early or late arrival is in each case .5 marks per minute.

Seals are to be placed on the chassis, the radiator and the front and rear axles, to ensure that they shall not be changed



The map of the 1936 Rally. The route from Bucharest now passes through Czecho-Slovakia.

until the time stated on their route book. Late arrival is penalised at the rate of .5 marks per additional minute.

As to the last part of the journey, the speed of the cars must be regulated so that they average between 55 and 60 k.p.h. Really hard driving will be required to maintain this average of 35 m.p.h. over the final stages between Avignon and Monte Carlo, particularly on

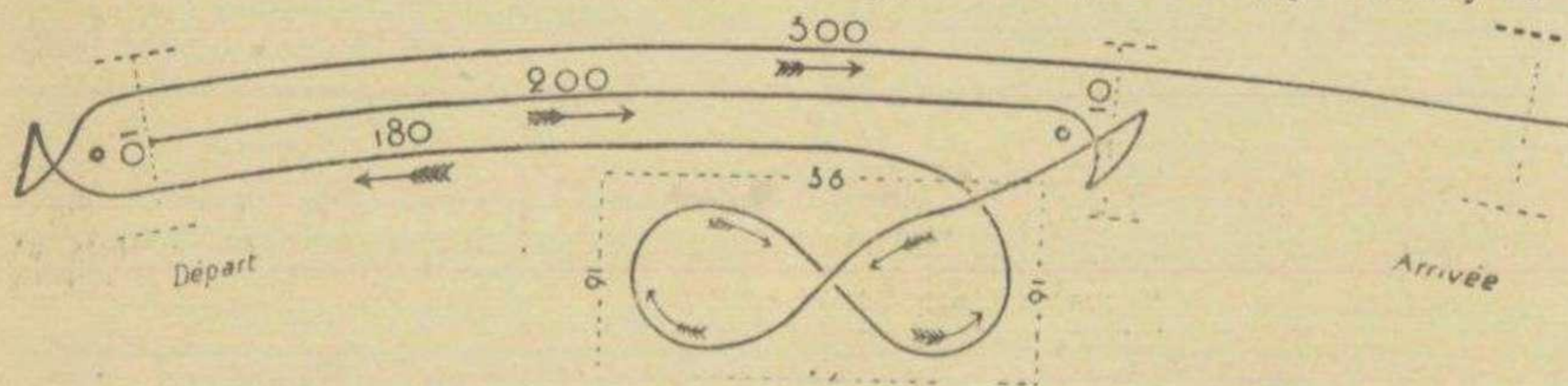
en route. In the case of the engine, the sealing wire is to be carried round from top to bottom. This will prevent all repairs and in most cases even the adjustment of tappet clearances, between the starting points and Monte Carlo.

Relief cars are taboo, and the regulations forbid "substantial and continual help from another car entered in the rally." Occasional help from other competitors is still permitted, which sounds a little vague, and in a doubtful case, presumably "the decision of the organisers is final."

Considered as a whole this year's regulations should make it possible for the private individual to compete on reasonably even terms with the factory driver and if strictly interpreted should prevent any more of the wholesale rebuilding of cars which took place in former years during the last stages of the road section.

There is the usual examination when the cars reach Monte Carlo, and then the bonnets are sealed in preparation for the starting test on the morrow. This has been much simplified, and all that is required is that the cars shall start in five minutes, with a penalty of five marks if they refuse.

The eliminating test is run on a course of the same dimensions as last year. The figure-of-eight evolution has to be made round a pair of posts 12 metres (Continued on the next page.)



The figure of eight test which will again decide the final order

The John o' Groats route now runs via Bordeaux and Pau instead of Bordeaux and Bayonne, and this alteration reduces the total length of the run by 44 km.

The average speed imposed over the first part of the routes, as has been said, is 40 k.p.h. (25 m.p.h.). Competitors who average more than 65 k.p.h. will be disqualified, though it is not clear how the average speed is to be determined.

the winding roads of the Estorels and in the built-up areas which extend onwards from Nice. Apart from that, the margin between arriving early and late on the last two stages is in one case 12 and in the other case 13 minutes, and accurate time-keeping will be required. What with having seals checked up at the control stations and taking on a final supply of fuel before reaching Monte Carlo, those last 150 miles are going to be

DIESEL RECORDS AT BROOKLANDS

R. J. Munday sets up flying kilometre with a 2.7-litre Perkins engine in a Thomas Special chassis
Starting a new series of records

Not so long ago one thought of the diesel or heavy oil-engine only as the propelling plant of ships and submarines or in a later development as the motive power of massive lorries and buses. It will be news to many people that diesel engines can be produced with a cylinder bore of only three inches, with a weight and power comparable with that of efficient petrol engines of the same characteristics.

This new development was demonstrated in a striking manner at Brooklands last month by R. J. Munday the well-known driver of Vauxhalls and other track cars. On this occasion he drove one of the famous underslung Thomas Specials fitted with a 4-cylinder 2.7-litre Perkins engine, and in spite of high winds set up a flying kilometre record at 94.7 m.p.h. Continuing his efforts later in the day, he established five other figures, which are as follows:—

50 kilometres (standing start)	...	88.11 m.p.h.
50 miles	" "	88.44 m.p.h.
100 kilometres	" "	88.38 m.p.h.
1 hour	" "	88.25 m.p.h.
100 miles	" "	88.125 m.p.h.

The earlier records set up by diesel-engined cars were all unofficial but a new ruling of the A.I.A.C.R. provides for the recognition of class and other records, so that Munday's speeds will rank as the first in the 3-litre category.

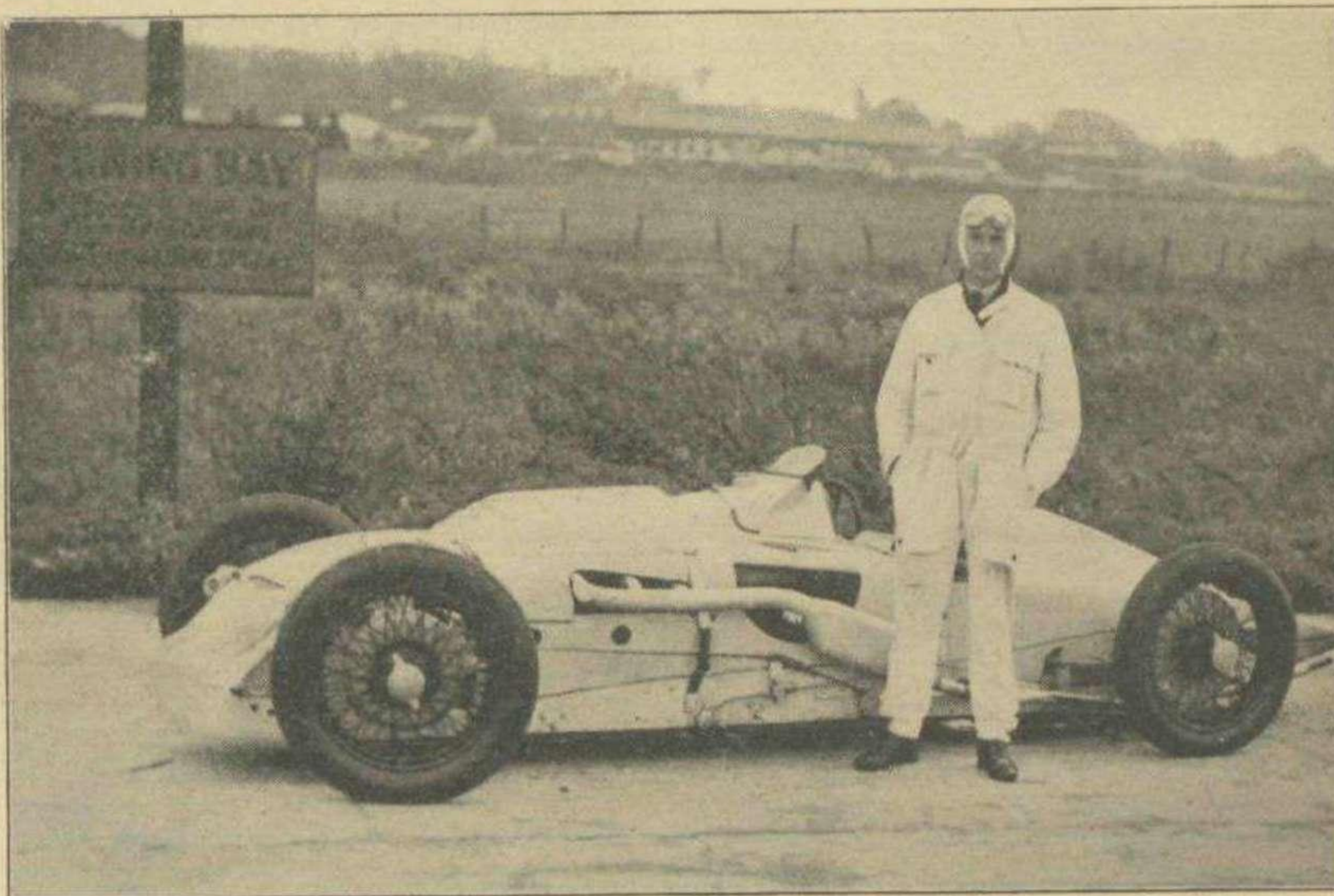
The engine used in the attempt, which is known as the "Wolf," is of moderate overall dimension, 2 ft. 9 ins. in overall height and 2 ft. 4 ins. in length, with a weight complete with flywheel and electrical equipment of 624 lb. The bore is 85 mm. and the stroke 120.6 mm. giving a capacity of 2.7-litres. The horse-power of the specially tuned engine is given as 65 h.p. with 45 h.p. as standard. For the flying kilometre a Zoller blower was coupled up, resulting in a gain of 33 per cent. The weight and power compare with those of the old 3-litre Bentley en-

gine, and with an oil-consumption of 30 m.p.g., using fuel costing 1s. 1d. per gallon, it is plain that the private car fitted with a heavy-oil engine is not far away.

The power-units used on modern commercial vehicles are of advanced design, and the Perkins engine is no exception.

Wolf engine has a wide range of engine speeds, starting from 300 r.p.m. It peaks at 3,000 r.p.m., and can be run up to 4,000 r.p.m.

The engine fitted to the racing car ran quietly and without detonation knock at low speeds. When driven all-out there was a certain amount of smoke from the



R. J. Munday with the record breaking car. The chassis is, of course, one of the old Thomas Specials, probably one of the lowest racing cars ever built

Aluminium alloy pistons are used, and forced lubrication to all parts, a five bearing crankshaft and a camshaft carried high up on the cylinder block are some other noteworthy points. The cylinder heads are flat, and the fuel is sprayed in at what may be termed the neck of a club-shaped ante-chamber. The

exhaust, but this could have been avoided by slightly reducing the fuel supply.

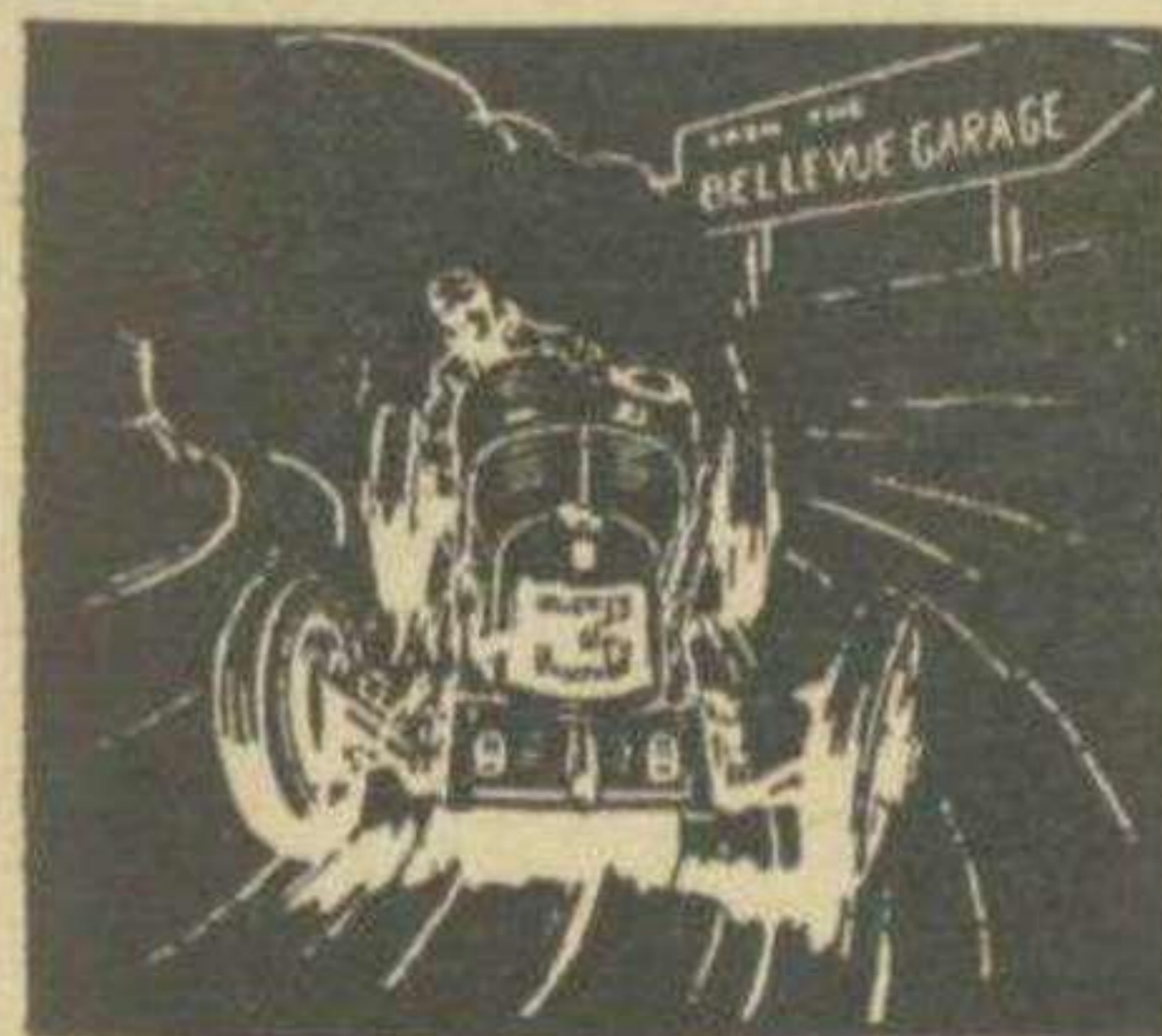
The Perkins engine will probably be shown in some of the car chassis at Olympia, and should also be suitable for marine use. The manufacturers are F. Perkins, Ltd., of 17, Queen Street, Peterborough.

MONTE CARLO RALLY—continued from previous page

apart, and cars which go outside the rectangle, measuring some 32 metres by 20 metres, which surrounds them lose five marks each time they cross the boundaries. A second attempt will be allowed to any competitor who applies for it.

After a day of rest the Comfort Competition takes place and there are also awards for engine appearance, which are decided on neatness, cleanliness, and accessibility to oil fillers, drain plugs and the like. The main awards remain as before, namely 50,000 francs (£670) for

the larger cars and 12,000 francs for those up to 1,500 c.c. The entry fee for the large cars is 800 francs and for the smaller ones 650 francs. Regulations are now available in English and can be had from the Royal Automobile Club, Pall Mall, London, S.W.1.



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CARACCIOLA IN ENGLAND

THE MERCEDES-BENZ TEAM LEADER GIVES SIDE-LIGHTS ON PRESENT-DAY RACING

There are many thousands of motor-racing enthusiasts in this country who have never been able to spare the time to see a Grand Prix race abroad, and it was an excellent idea on the part of the Mercedes-Benz company to bring over one of the racing cars which have been so successful all over Europe during the past two years, and to exhibit it in their new showroom at Park Lane. The occasion was celebrated by giving a "tea-party" to representatives of the motoring press. The guest of honour was Rudolf Caracciola, who had come to London straight from Paris after having received the Gold Medal of the A.I.A.C.R., as the most successful racing driver of the year.

During the course of his speech Herr Caracciola referred with pleasure to the splendid reception which had been accorded over in Ireland when he raced in the 1929 T.T. race and also at Shelsley Walsh, at which it will be remembered he won the sports-car class. He always looked forward to racing in England once again.

Speeds of course had risen enormously since those days, he went on to say, but the driver's outlook had not changed much even though the racing car built under the 750 kg. formula is capable of 200 m.p.h. Every competent driver calculates his chances before the start and drives accordingly, and thanks to independent springing it is very little harder to hold one's course at a speed of 200 m.p.h. than it used to be at 130 m.p.h. in the old days. At the same time luck must still play a considerable part in the final result.

As an example of the way things worked out he dealt with his experiences in the Spanish Grand Prix this year, in which the Mercedes team finished first, second and third.

The starting positions were settled by drawing lots and he had the misfortune to be placed in the last row. The tactics he follows are always to get in front as quickly as possible, thus forcing his rivals to drive all-out in order to keep at grips with him. The acceleration of modern racing cars is so tremendous that this is extremely difficult to accomplish if the car is not well placed.

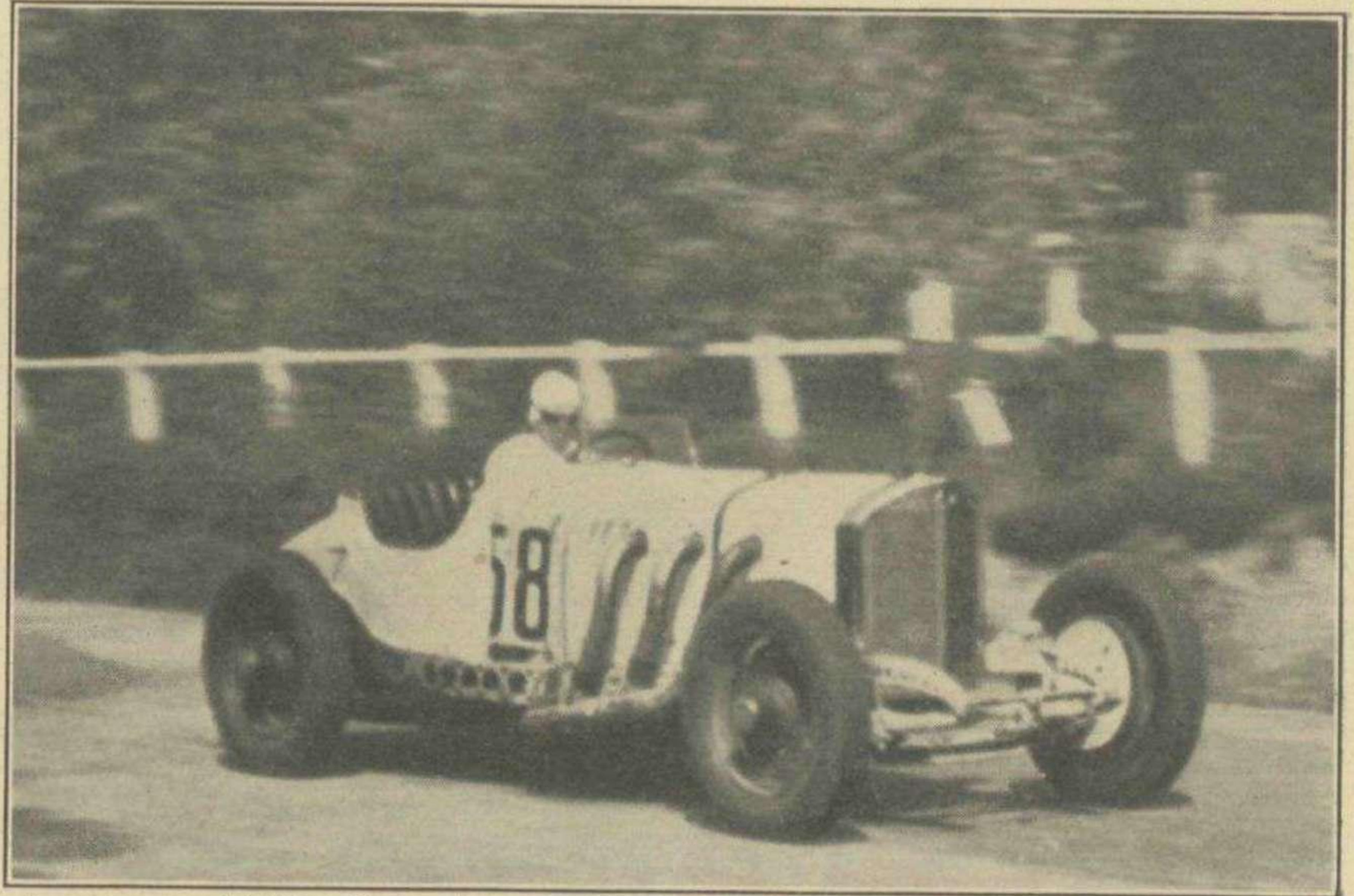
As it happened, he got off the mark in fine style and roared up to the first bend at a great pace in company with three other cars. None of the drivers looked like giving way till the last possible minute, but a chance mistake on Caracciola's part settled the issue. Confusing the position of the pedals for a moment with those of his 5-litre touring car, he stepped firmly on the accelerator instead of the brake pedal and shot up to the corner at such a speed that the other drivers took fright and let him past. Luck or skill kept the car on the road and after three laps he had moved up to ninth place and further fast and steady driving brought him into the lead.

"Apart from incidents like the accelerator one" Herr Caracciola continued, "we have had very few awkward moments, but there are bound to be some at the speed at which the cars travel. One of

the worst was when I was making an attempt at the World's Hour Record on the Avus track. The car was running quite happily at just over 200 m.p.h. along the nine kilometre straight when

time. The first of these, naturally, was to ask what alteration he thought ought to be made in Grand Prix formula.

"Increase the weight limit to 400 kg." was the reply. "We've got plenty of



A memory of 1932. Caracciola at speed on the S.S.K. Mercedes-Benz in the French Grand Prix.

suddenly there was an appalling noise and the car started to jump about as if it had gone mad. I realised at once that a rear tyre had gone.

"The car was travelling at 340 feet a second on a 20 foot road, and if I had been asked what chance there was for the driver to escape alive under these circumstances I would have said 'impossible.' In an emergency like this, one simply acts by instinct, and somehow or other I kept the car on the road. It was 1½ kilometres before I brought it to rest, and people who had seen and heard the accident were amazed to see the car and myself undamaged."

Following the reception, a MOTOR SPORT representative interviewed Herr Caracciola and obtained his views on a number of questions which are much to the fore in racing circles at the present

speed for all present-day circuits, and the extra weight would go to building stronger chassis and strengthening other parts of the car which are near the limit. With these alterations the 1935 cars would be perfectly safe in the hands of experienced drivers. I don't see any reason for cutting down the capacity to 1½-litres.

"At the same time it is extraordinarily difficult to find drivers who are fit to handle these light and very fast cars. Next year we shall have the same team, Fagioli, von Brauchitsch and myself, though Fagioli I think would like to return to Italy if he could get a suitable car. Lang has done quite well, but he is not as fast as the best of the French and Italian drivers, and poor Geier was badly shaken up in that crash when he was practising for the Swiss Grand Prix.

"I don't think there is any chance of our attacking either Sir Malcolm Campbell's records or the long-distance ones set by Eyston. Tyres are what worry me for the World's Record, and I think long-distance records are better left to people who specialise in them. I believe that Auto-Union plan to do something in November or December on the new Darmstadt Autobahn, where there is 15 kilometres of perfect surface."

The racing cars, it was learnt, will not be sold to private individuals next year. In the first place they are too complicated and difficult to tune to be of any use to anyone but the factory, and with an engine running at 6,000 r.p.m. replacements are frequent. Apart from this Caracciola reckoned that each car cost the Daimler-Benz Company some £8,000 to build, so the selling price would put



A little worried before the French Grand Prix—but he won it. A picture taken this year at Montlhéry.

CARACCIOLA IN ENGLAND—continued.

them out of the question. No less than 2½ million marks (£200,000 at present exchange rates) were spent by the racing department in 1935, one million marks of this being contributed by the German Government.

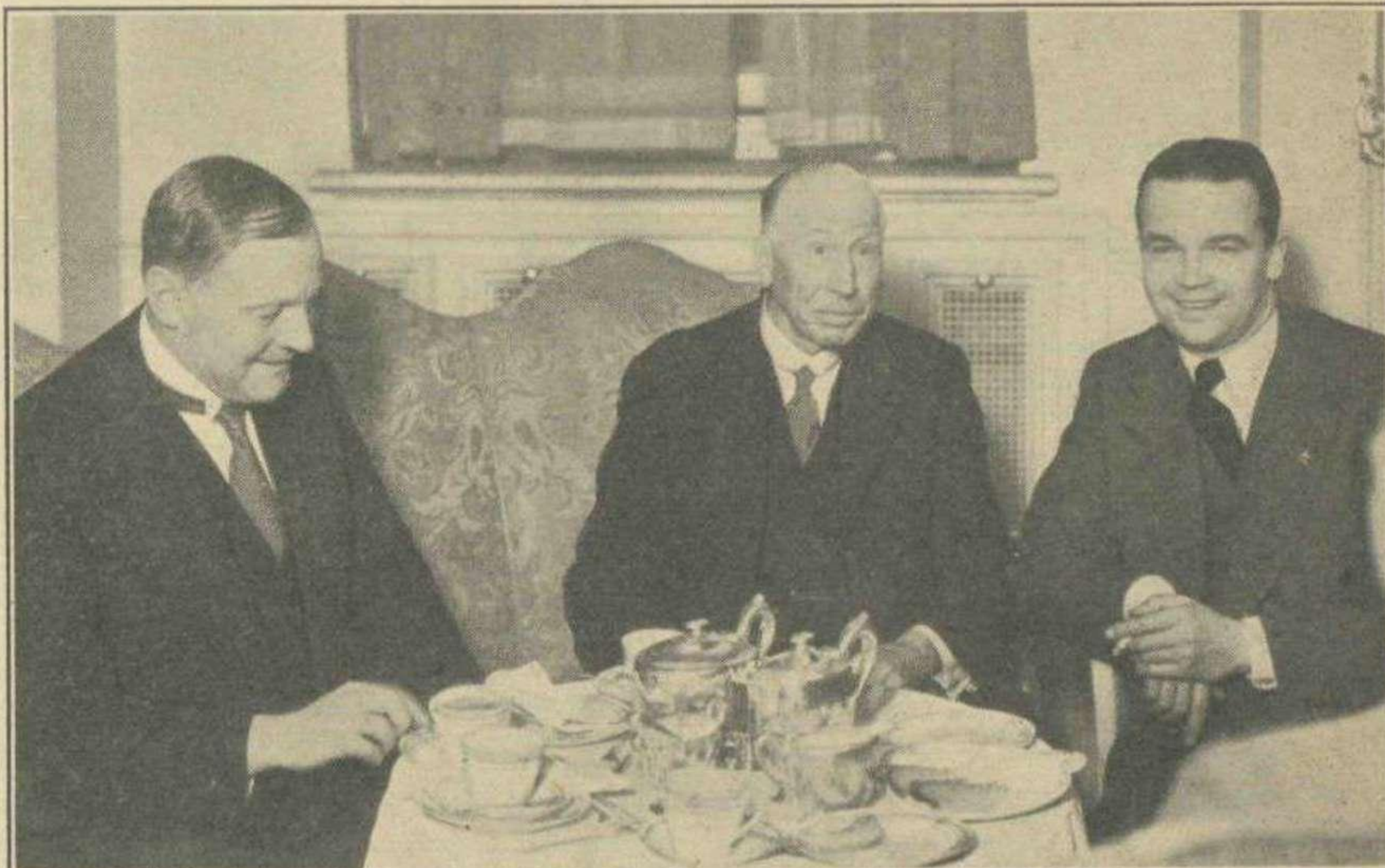
"What I want to know," said Caracciola, "is why England cannot have a Grand Prix of her own." Donington was mentioned but the trouble was that the first draft regulations called for silencers, though this rule was later abolished. The back pressure from silencer would of course make short work of the exhaust valves of the Mercedes-Benz engines. Another reason, which did not come up at the interview, was that the Daimler-Benz Company, wanted £400 starting money, which was more than the Derby Club could manage.

The MOTOR SPORT representative then endeavoured to explain why it was not possible to hold a Grand Prix on English roads although there was no speed limit outside the towns, and furthermore pointed out that in spite of England's alleged sporting instincts the authorities here were not anxious to promote races in which English cars had no chance, though countries like Spain, Belgium and Czecho-Slovakia do not seem to feel the same way about it. "I've got a way of getting over that," said the German driver, "I suggested to the R.A.C. Racing Committee that the regulations should include a proviso that one out of the three cars nominated by each manufacturer should be handled by an English driver." It was interesting to learn that, if a Mercedes-Benz team were entered under these conditions, Richard Seaman was the driver favoured by Caracciola,

wheels they would be perfect. The only other thing which they might add is a streamlined fairing behind the driver's head. We got nearly 10 m.p.h. extra speed on the Grand Prix car by doing that. Besides, if the car turns over, all you have to do is to tuck your head

10 m.p.h. All next year's racing cars will be of this type.

"The maximum speed of this year's cars?—oh about 205 m.p.h. The Auto-Unions are just a fraction faster, which you would expect with a 5½-litre engine, but our cars have better brakes and are



Herr Werlin, a director of the Daimler-Benz Company, Mr. Thornton Rutter of the "Times," and Rudolf Caracciola have tea together at Grosvenor House.

down and the fin protects you and saves your neck. Several of our drivers have found it useful." Apropos of small cars there is no intention at the moment of building 1½-litre Mercedes-Benz racing cars.

easier to handle, and we gain on them both going into a corner and coming out. The new Maserati does probably 187 and the 4-litre Alfa-Romeo 190, so they should be quite formidable next year."

"What happened at Monza?" was the next question. "A piece of bad luck," was the reply. "We generally change the brake drums before each big race, but in this case the mechanic who was entrusted with the job forgot to do this on my car and Fagioli's and the old drums just chewed up the linings. Anyhow it was a silly course. The straw bales which formed the chicanes, which I hate anyway, were so wide apart that they hardly checked your pace at all."

Caracciola still walks with a limp as a result of the accident at Monte Carlo two years ago, but the leg gives no trouble when he is driving. All the same the interview was concluded with a question about his rumoured retirement. "I haven't really thought about it yet," said "Caratsch." "All I said was that I was now at the zenith of my career, and wondered whether I ought not to drop out before I get on the down-grade. As it is I look forward to driving again next year, with a car faster than ever."

This decision will bring great satisfaction to his friends and admirers who were afraid that they had seen him race for the last time. A charming, smiling, and cheerful personality who talks about his exploits with a modesty characteristic of one of the world's best drivers, he must be one of Germany's best ambassadors abroad, and it was with real sincerity that the interviewer wished him on behalf of MOTOR SPORT and its readers the best of luck in next year's racing season.



The "Mercs" will be lower and slimmer than ever next year. Here is the advance model which was used as a practice car in the Swiss Grand Prix.

who had had plenty of opportunity of studying his style at Pescara and elsewhere.

"Remarkable cars those E.R.A.s. If they only had independently sprung

"During the practice for the Swiss Grand Prix we tried for the first time the new lowered chassis and coachwork. It was a great success and with the same 4-litre engine gave us another 8 to

Continental Notes and News

By

HAROLD NOCKOLDS

Rumours and Reports

With racing season practically finished, we now start the annual game of saying that so-and-so will drive such-and-such a car next year—and contradicting it in the following issue.

Caracciola was said to be retiring at the end of this season, but as it happens he is one of the few drivers whose plans are already decided. He has renewed his contract with Mercedes-Benz for another season, and is the only existing member of the team to have done so at the moment. Von Brauchitsch may go over to Auto-Union, while Fagioli is said to be retiring. I was told that he would probably join Bugatti, but his financial requirements could not be satisfied by an unsubsidised firm. In any case Bugatti has denied that Fagioli is to join him.

Stuck was said to be leaving Auto-Union for Mercedes-Benz. On the face of it this seems doubtful, and one of my "sources of information" has written to say that there is no truth in the rumour.

Varzi is definitely leaving Auto-Union. He has never fitted in well with the German team, and here again money has been the bone of contention. Rosemeyer will presumably stay, with Pietsch and possibly Loof as second strings. Varzi may retire, but will most likely drive a Maserati.

On the Italian side, René Dreyfus has signed a new contract with Ferrari. He likes driving Alfas, and gets on well with the rest of the team. Nuvolari has not actually committed himself, but will no doubt lead the scuderia again next year. Louis Chiron is undecided. I have an idea he would like to drive a German car, but a Frenchman in a German team is unthinkable. Someone told me that he was negotiating with Bugatti, which seems more than likely. Ettore denies it, however, so you can draw your own conclusions.

Bugatti Plans

Finally, Bugatti. On top of rumours that he would not race next year comes the official announcement that the Molsheim factory is to build six new cars to run in the big races of 1936. Details so far available show that the cars will have engines of about $4\frac{1}{2}$ -litres, developing 400 h.p., with entirely new gear-boxes. The chassis and brakes will be the same as on the present cars. Sound good, don't they? Here's wishing them the very best of luck. It's high time Bugatti had a break.

As for drivers, Jean P. Wimille will continue to be in the team, and with a really adequate motor-car I believe we shall see him do big things next year. He has had some most attractive offers, especially from Ferrari. Robert Benoist will also drive, in between doing his job for the commercial side of the firm. Veyron has been named as the third driver to drive both in the big races and in 1,500 c.c. events as well.

What will happen to the remaining three cars? I rather doubt whether they will find purchasers in England. Perhaps Etancelin will run one as an independent.

Caracciola the Champion

Talking of drivers reminds me that the A.I.A.C.R. has awarded the 1935 European Championship to Rudolf Caracciola. Here are the final placings:—

1. Caracciola (Mercedes-Benz) 16 pts.
2. Fagioli (Mercedes-Benz) 22 pts.
3. Von Brauchitsch (Mercedes-Benz) 31 pts.
4. Dreyfus (Alfa-Romeo) 35 pts.
5. Nuvolari (Alfa-Romeo) and Stuck (Auto-Union) 37 pts.
6. Chiron (Alfa-Romeo) and Varzi (Auto-Union) 40 pts.

It is worth pointing out that these results were obtained from five races, the G.P. of Germany, Italy, Belgium, Spain and Switzerland. The French G.P. is not included, but it makes no difference to the results, for the Mercs finished one, two, three. The reason for this omission is that the idea was originally suggested by the German club, and was then submitted to all the national clubs who run Grand Prix. The A.C.F. did not approve of the idea, and so the championship was decided on the races of those who did.

The championship is to be held again next year, on the same lines.

Britain a Nation of Motor Racing Fans?

The C.S.I. of the A.I.A.C.R. has approved 81 events for the 1936 International Calendar, of these, 20 are French, 16 British, 15 Italian, 8 Swiss, 4 German, 4 American, 4 Belgium, 2 Austrian, 2 Spanish, 2 Swedish, 1 South African, 1 Hungarian, 1 Rumanian and 1 Czechoslovakian.



Hans Stuck winning the Feldberg Hill Climb on the Special Short-chassis Auto-Union.

Record Laps

Reverting to the championship and the results of races, if one includes Monaco with the six national G.P. races, we find that Caracciola has won four out of seven, and Stuck, Nuvolari, and Fagioli one each.

The record laps give a different reading. Caracciola and Nuvolari both hold two, Fagioli, von Brauchitsch and Varzi one each.

Record Attempts

After his visit to England, Caracciola is going to Gyon, in Hungary, for some record attempts with a specially prepared Mercedes-Benz. Bobby Kohlrausch has also announced his intention of taking part in the proceedings at Gyon with his M.G. Midget. Kohlrausch, incidentally, caused quite a flutter at the Feldsburg hill-climb by practising on an E.R.A. He may run one next year.

Meanwhile Count Lurani is due to make a record attempt even while I write, on the Florence-Viareggio autostrada. His mount is the "Nibbio," a queer little machine powered by a 2-cylinder Guzzi 500 c.c. motor similar to those used in the T.T. motor-bikes.

The French Bombshell

Coming right on top of the announcement that Bugatti would definitely race next season, the news that the A.C.F. had decided not to hold the French Grand Prix in 1936 was all the more astonishing.

A.C.F. has, by this decision, aroused a storm of protest in France. People have openly written that a nation might just as well cancel an international football match because you are sure you are going to be beaten. Club officials and drivers alike are as one in their condemnation. Best of all I liked the comment of Wimille, "*Ce n'est pas élégant de la part de l'A.C.F.*" Sommer pointed out that he personally was not inconvenienced, because the A.C.F. have not allowed independents to run in the French G.P. for two years, but he regretted it from a general point of view. Etancelin says that the A.C.F. seems to be doing its best to kill motor-racing in France.

The Sports-car Race

And so, instead of the French Grand Prix, a race for sports-cars will be held at Montlhéry next year, over a distance of 1,000 kilometres. Cars in classes A to G will be eligible, with the proviso that at least twenty similar cars must have been manufactured between January 1 and June 1, 1936.

In order to justify their decision, and to make the race an instructive one, the rules are framed to exclude "pseudo-sports-cars," or racing cars in disguise. Blowers are banned, only normal fuel supplied by the club may be used, and no major alterations to engine or chassis are permissible.

Prize money totals 210,000 francs.

CONTINENTAL NOTES AND NEWS—continued

Champion of Rumania

Such is the glorious title awarded to the Hungarian, Laszlo Hartmann for winning the Féleac hill-climb with his Maserati, averaging 123 k.p.h. The previous Rumanian champion was Hans Stuck who reigned from 1930 to 1934 by virtue of averaging 113 k.p.h. on his old Austro-Daimler.

All this reminds me of Ernest Hemingway's classic remark about the chances of winning a war. "Sometimes you have allies; sometimes you have Rumania."

The Formula to Continue

No one seems to be very surprised that the International Formula is to continue during 1937, instead of giving way to the new one after 1936. The Germans and Italians have it all their own way at the meetings of the A.I.A.C.R., and as they provide the entries for the big Grand Prix races this is only as it should be. The present move was suggested by the Italians, and endorsed by the Germans.

Why the Klausen Hill-climb will not be Held

The Klausen hill-climb will not take place next year, partly owing to the difficulty of coming to terms with the local authorities and farmers, and partly to the fact that the road is in a very bad state and could not possibly be resurfaced in time. Efforts are being made to arrange the hill-climb in 1937, because the Swiss authorities are anxious to uphold the reputation of the Klausen hill-climb as the finest in the world, particularly as the Grossglockner road in Austria is a dangerous rival.

Stars on the Air

I happened to turn on the Eiffel Tower programme the other night and heard Mlle. Hellé-Nice being interviewed about

her experiences of road-racing (on the continent. The interviewer was a Mlle. Suzy Mathis.

Stuck wins at Feldberg

The annual Feldberg hill-climb held in the Taunus hills, near Frankfurt, was won by Hans Stuck, on the special short-chassis Auto-Union. There was some doubt about his being able to race, owing to the injury sustained when a bird (feathered) hit him in the eye during the Masaryk race.

The distance was lengthened this year from 8 to 12 kilometres, climbing 600 metres and including 50 corners.

Stuck's time was 6 minutes 22.3 seconds, and he was the only driver to beat 7 minutes. Kohlrausch did extraordinarily well to clock second fastest time of the day with his 750 c.c. M.G., beating all the 1,500 c.c. and 3,000 c.c. cars.

In the sports classes fastest time was made by Berg (Mercedès-Benz) in 7 minutes 41.4 seconds. The 1,500 c.c. class was a massed victory for B.M.W.s.

The event was marked by a vindictive outburst against Stuck. Notices were pinned to the trees and hung across the road to the effect that Hans must be spat upon, and that he is a traitor to Hitler—for marrying a Jewess.

The Frankfurt district is particularly venomous in its treatment of the Jew problem. A few months ago I saw from my hotel window a young Jew being marched through the streets for having walked out with a German girl. One village I passed through had a banner strung across the street bearing the words "The road to Palestine doesn't lead through this village!"

Here are the results of the hill-climb:

Sports
1,100 c.c.—1. Brendel (N.S.U.-Fiat), 8m. 42s.;
2. Beyer (Fiat), 8m. 49s.
1,500 c.c.—1. Illmann (B.M.W.), 8m. 14.4s.;

car, providing the speed of the car used in conjunction with either the reading on a Ferodo Efficiency Indicator or the actual stopping distance in feet. If you did not procure one of these useful calculators at the show they are available from Ferodo, Limited, at Chapel-en-le-Frith. Ferodo linings were used extensively by racing drivers during 1935, featuring in Sir Malcolm Campbell's record runs, Dixon's T.T. victory, Cobb's win in the 500 Mile race, etc.

THE "MELLOTONE"

Messrs. Joseph Lucas showed a complete exhibit of well finished, practical

2, Rooser (B.M.W.), 8m. 36.2s.; 3, Krings (B.M.W.) 8m. 43.3s.

2,000 c.c.—1, Hasse (Adler), 8m. 4.4s.
Over 2,000 c.c.—1, Berg (Mercedes-Benz), 7m. 41.4s.; 2, Stolze (Bugatti), 7m. 44.2s.

Racing
1,100 c.c.—1, Kohlrausch (M.G.), 7m. 5.3s.;
2, Baumer (Austin), 7m. 18.3s.; 3, Brudes (M.G.), 7m. 23s.

1,500 c.c.—1, Steinweg (Bugatti), 7m. 31.4s.;
2, Seibel (Bugatti), 7m. 50.4s.
3,000 c.c.—1, Wimmer (Bugatti), 7m. 12.1s.
Over 3,000 c.c.—1, Stuck (Auto-Union), 6m. 22.3s.

Voiturettes at Monaco

Everyone will be pleased to hear that the Monaco authorities have decided to hold a 1,500 c.c. race on the eve of the big event—and none more than the folks up at Bourne, Lincs. The race ought to be a good thing for an E.R.A., and it would be a fine sight to see an English car roaring to victory on that famous circuit. Maserati has already stated that he will enter.

This 1,500 c.c. race is to be called the Coupe du Prince Rainier de Monaco, and will only be open to drivers other than those taking part in the Monaco Grand Prix.

Incidentally, there is going to be a sweepstake held on the result of the latter race.

Do you know Dobogokoe?

A hill-climb was held in Hungary last month at a place called Dobogokoe, rather a fine name, I think. Fastest time was made by Hartmann (Bugatti) in 4 minutes 21.88 seconds for the 7 kilometres. Biré (Alfa-Romeo) was second, and a gentleman named Singer who surprisingly drove an Alfa-Romeo was third.

Racing in Norway

The Momarken meeting near Oslo, also produced some fine names. Fastest time was made by Olav Paulson (Hudson), ahead of O. Skedsmo (or Skidsmore) on a Ford, and Borre Sveen on a Chev. The 2-litre class was won by a B.M.W., with a Singer third.

electrical equipment. Battery equipment for every requirement was of interest to winter motorists, and Lucas batteries now have a very convenient, automatic acid-level indicator. The new Lucas wind-tone "Mellotone" dual electric horns were in great demand amongst purchasers of new sports-cars, and enthusiastic long-distance drivers were examining the wide variety of lighting equipment.

Some particularly useful bulb-carriers were shown. Dynamo and ignition sets, screen-wipers, and trafficators for every type of car formed an important part of the Lucas display.

THE FERODO CHART

At Olympia the Ferodo people showed a complete range of Ferodo brake and clutch linings, and a very ingenious working model of a saloon car, equipped with miniature brake drums and Ferodo brake linings, with which the working of the Ferodo Brake Efficiency Indicator was easily demonstrated.

The well-known Ferodo Chart of Braking performance, compiled by Mr. F. J. Field, director and chief engineer of the company, was available in a new form, so that it can be carried in a coat pocket and adjusted to indicate stopping distances and braking efficiencies for any

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INTERNATIONAL MOTORING FIXTURES, 1936

THE R.A.C. Club has issued the list of fixtures comprising the International Calendar for 1936. For next year, Great Britain has fifteen International dates, the R.A.C. taking two for the Tourist Trophy Race in Ireland and the Mannin Races in the Isle of Man. Brooklands has four meetings, the Junior Car Club, two—the International Trophy Race at Brooklands and the Club's classic 200 Miles Race, which is being revived, with Donington as the venue; the B.R.D.C. will run the Empire Trophy Race and the 500 Miles, there will be the customary two meetings at Shelsley Walsh; the Derby and District Club will have two International meetings, the Nuffield Trophy Race having secured a place on the Calendar as well as the Grand Prix in October, and the County Down Trophy Race has again been allotted to the Ulster Automobile Club, making two car races in Northern Ireland.

Following is the complete list of dates:—

Jan. 1	South Africa	South African Grand Prix.	May 2	Great Britain	International Trophy Race at Brooklands.	July 12	France	Circuit de Vitesse de l'Albigeois.
" 25-30	Monaco	Rallye de Monte-Carlo.	" 3	Italy	Tour de Sicile.	" 19	Austria	Grossglockner Hill Climb.
Feb. 9-16	Switzerland	Rallye International et Semaine Internationale de l'Automobile de St. Moritz.	" 6	Italy	Rallye de Tripoli.	" 19	Switzerland	Develier-Les Rangiers Hill Climb.
" 23	Sweden	Grand Prix D'Hiver de Suede.	" 10	Italy	Grand Prix de Tripoli.	" 19	Germany	German Grand Prix.
Mar. 1	France	Grand Prix de Vitesse de Pau.	" 17	France	Grand Prix Automobile de Tunisie.	" 30	Germany	International Rally to the Olympiade, Berlin, 1936.
" 4-8	France	Paris-Vichy-St. Raphael Feminin.	" 21-24	Italy	Rallye Automobile International de San Remo.	Aug. 2	France	Grand Prix International Automobile de Nice.
" 20-29	Switzerland	Semaine Automobile Suisse (Geneve).	" 24	Czecho-Slovakia	Grand Prix Masaryk.	" 2	Italy	Coupe Ciano.
April 4	Great Britain	British Empire Trophy Race.	" 27-29	Great Britain	Mannin Races in the Isle of Man.	" 3	Ireland	Limerick Race.
" 4-9	France	Criterium International de Tourisme Paris-Nice.	" 30	U.S.A.	Indianapolis 500 Miles Race.	" 3	Great Britain	Race Meeting at Brooklands.
" 5	Italy	Mille Miglia.	" 31	Switzerland	Grand Prix Automobile de Geneve.	" 4-9	Belgium	Championnat d'Endurance Liege-Rome-Liege.
" 9	France	La Turbie Hill Climb.	" 31	Belgium	Grand Prix des Frontieres.	" 9	France	Grand Prix du Comminges.
" 11	Monaco	Coupe Prince Rainier de Monaco	" 31-1 June	France	Bol d'Or Automobile.	" 9	Italy	Targa Abruzzo 24 Hours Race.
" 13	Monaco	Grand Prix de Monaco.	June 1	Great Britain	Race Meeting at Brooklands.	" 15	Italy	Coupe Acerbo.
" 13	Great Britain	Race Meeting at Brooklands.	" 6	Great Britain	Shelsley Walsh Hill Climb.	" 16	Sweden	Grand Prix d'Ete de Suede.
19	Italy	Circuit de la Superba	" 7	Brazil	Grand Prix de la Ville De Rio.	" 19-26	Switzerland	Coupe Internationale des Alpes.
26	Italy	Targa Florio.	" 7	Spain	Grand Prix Penarhin—Coupe de Barcelona.	" 23	Switzerland	Grand Prix de Suisse
			" 7	France	Grand Circuit des Vosges.	" 29	Great Britain	200 Miles Race at Donington Park.
			" 14	Germany	Internationales Eifelrennen.	" 30	Germany	Grosser Bergpreis von Deutschland.
			" 13-14	France	24 heures du Mans, Grand Prix d'Endurance.	" 30	Italy	Course Internationale du Stelvio.
			" 14	France	Grand Prix d'Algerie	Sept. 5	Great Britain	Tourist Trophy Race.
			" 20	Great Britain	County Down Trophy Race, Northern Ireland.	" 6	France	Course de Cote du Mont-Ventoux.
			" 20-21	Austria	Tour International des Cols Autrichiens.	" 9-22	France	Grand Criterium d'Endurance de la F.N.C.A.F.
			" 21	Italy	Circuit de Biella.	" 12	Great Britain	Shelsley Walsh Hill Climb.
			" 21	France	Circuit de Peronne.	" 13	Italy	Grand Prix d'Italie.
			" 21	Hungary	Grand Prix Automobile De Hongrie.	" 19	Great Britain	500 Miles Race at Brooklands.
			" 27	Switzerland	Rheineck - Walzenhausen-Lachen Hill Climb.	" 26	Ireland	Phoenix Park Race.
			" 28	France	Grand Prix de L'A.C.F. Voitures de Sports.	" 27	Spain	Grand Prix d'Espagne.
			July 4	U.S.A.	Vanderbilt Cup.	" 27	Switzerland	Course de Cote du Monte Ceneri.
			" 4	Great Britain	Nuffield Trophy Race, Donington Pk.	Oct. 3	Great Britain	Race Meeting at Donington Park.
			" 5	Italy	Course Suza-Moncenisio.	" 4	Rumania	Course de Cote de Feleac.
			" 5	France	Grand Prix de la Marne Vitesse et Tourisme.	" 10-11	Italy	Circuit de Naples, Coupe Princesse de Piemont.
			" 12	Belgium	Grand Prix de Belgique.	" 12	U.S.A.	Grand Prix of America at Mineola.
						" 17	Great Britain	Race Meeting at Brooklands.
						" 18	Austria	Grand Prix d'Autriche.

R.A.C. TOURIST TROPHY RACE, 1935

The brochure customarily issued by the Royal Automobile Club in connection with the Tourist Trophy Race, containing the lap times of all of the competing cars, is now available for the 1935 event. In addition to the lap times, the finishing order of all cars that completed the course is given, together with times taken and the average speed; also the fastest lap, number of laps completed, and the leaders on handicap at half-hourly intervals throughout the race.

Copies of the brochure have been circulated to all entrants and drivers, and a limited number are available to the general public, price 5s., on application to the Secretary, R.A.C., Pall Mall, London, S.W.1.

SOUTH AFRICAN GRAND PRIX

So small were the proceeds obtained from South Africa's last year's Grand

Prix on Prince George track that special precautions are to be taken this year on January 1st, to ensure better financial returns. It was estimated that although a record crowd of 70,000 spectators enjoyed the race, only about 10 per cent. paid the compulsory fee.

The race cost the city over £2,000 the Council having subscribed only £300, the other expenses expecting to be cleared by the "gate" money.

The course will now be shortened, and toll gates erected so that a view can only be obtained by payment.

This year the prize money has been trebled and to help meet expenses the organisers have asked the City Council for £1,000. Over £750 has been subscribed by other city bodies and private individuals and it is estimated that the new arrangements will result in a good return this year.

The lap has been cut down to just under 12 miles—last year it was just over 15.

Expectations are running high as to whether Lord Howe or Jean Pierre Wimille, the French champion, both of whom are driving identical 3,300 c.c. Bugattis, will beat Whitney Straight's last S.A. Grand Prix record.

CHANGE OF ADDRESS

A. Arnold & Co., sports and stop watch manufacturers, of 122, St. John Street, have removed to larger premises, at 19, Clerkenwell Road, London, E.C.1, where they will be pleased to see their numerous customers.

At the same opportunity, Messrs. Arnold have now issued a new catalogue and showcard, which will be sent to any reader on request.

The telephone number remains as previously, Clerkenwell 6240.

COACHWORK TENDENCIES

SOME OUTSTANDING EXAMPLES SEEN AT OLYMPIA

Fashions in sports coachwork have gone full circle and once again at Olympia one saw on every sports-car stand cars with definitely open bodies, usually of the two-door type. Ingress and egress had been well studied, upholstery was in nearly all cases comfortable without being "floppy," windscreens, hoods and side curtains were of practical type, and luggage accommodation was provided in nearly every case, cleaning up the unsightly rear elevation formerly considered inseparable with the open and indeed the closed car.

This tendency towards open cars was seen even on the more sedate chassis, and most makers seemed content to allow the claims of the open air to speak for themselves without trying to pretend that the cars took on racing characteristics by virtue of the change in coachwork. Partly because of this the number of open bodies shown by specialised coachbuilders was less than last year.

The spate of exaggerated "streamlined" tails on closed cars has definitely been stopped. Instead, gracefully flowing rear panels are general, providing room for two or more suit-cases, with the spare wheel half-sunk in the lid and protected by a metal half-cover.

One of the most striking closed cars was the two-seater coupé mounted on the Bugatti "competition" chassis.

Many people referred to it as the "battle-ship car," from the appearance of the body which was constructed in halves with raised flanges riveted together, but this method of construction was not only done merely for effect. The panels were made of the extremely light metal elektron, which cannot be welded; the same metal and method of construction are used on the racing body on the Grand Prix "3.3." This car was stated to be capable of 125 m.p.h., and the saving of weight is of material assistance in making this possible.

The drop-head coupé continues to gain ground, and the cars exhibited at Olympia were fully as neat and ingenious as those produced on the continent, and are in many cases better finished. Unfortunately in their efforts to give a good shape to the rear quarters a few makers have introduced a multiplicity of hood sticks or hoops, and in more than one case one of these passes just over the heads of the luckless rear passengers, ready

to strike them a severe blow if the car is driven fast over rough roads.

On the saloon cars head-room is on the whole much better this year, but there are still a few examples in which a six-foot passenger is within millimetres of the roof without headgear and when sitting in the posture intended by the coachbuilders.

In most departments, therefore, real progress has been made and the cars of 1936 will be more comfortable and a more practical means of transport. It only remains for designers to co-operate with coachbuilders in providing readily adjustable driving positions, by embodying such improvements as telescopic steering column, and good visibility by avoiding high bonnets and low and reclining seating positions, and massive roof pillars on closed cars, for the millennium to be upon us. Perhaps we can expect it in 1937.

ABBOTT

F. D. Abbott Ltd., Farnham, Surrey.

For 1936, Messrs. Abbott are supplying a variety of convertible bodies of various types, one of the most interesting being the Hartley Grimston, which has already been reviewed in these columns, and which was shown mounted on a 27 h.p. Vauxhall chassis.

As may be recalled, the roof is a rigid one made of aluminium panelling. In the full open position it slides back on runners on the tail of the car, the number plate being visible through what is the rear window when the top is raised. To close the car, the roof is slid up the rails with the aid of thin supporting pillars, and clips without further ado on to the windscreen, when the windows may be wound up to give the effect of a full saloon car. The roof is counter-balanced and is readily raised or lowered from within the car and is positively locked in the raised or lowered positions. This body costs £230 complete and is suitable for almost any chassis.

Neat drop-head coupés on the Talbot Ten and the Frazer-Nash-B.M.W. were also shown, and a new open four-seater on the latter chassis.

BARKER

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

Two distinctive four-door sports saloons were shown on the Barker stand, one of

them a 25 h.p. Rolls-Royce finished in grey with grey leather upholstery, and the other a Bentley finished in green with an untarnishable metal moulding. Both these cars were noticeable for their beautifully finished interiors and the comfortable riding position. A spacious luggage trunk was built into the rear panel of the Bentley.

Another type of body which is very practical for the driver who usually travels alone or with a single passenger is the coupé cabriolet, also fitted to the 3½-litre Bentley chassis. This type of body seats two people inside, with a large well under the hood for small luggage and a two-seater dickey with generously upholstered seats in the tail. In fine weather the top may be opened as with the ordinary two-seater, and when conditions are less favourable the drop head and the winding glass windows allow one to enjoy the worst of weather from the warm driving compartment.

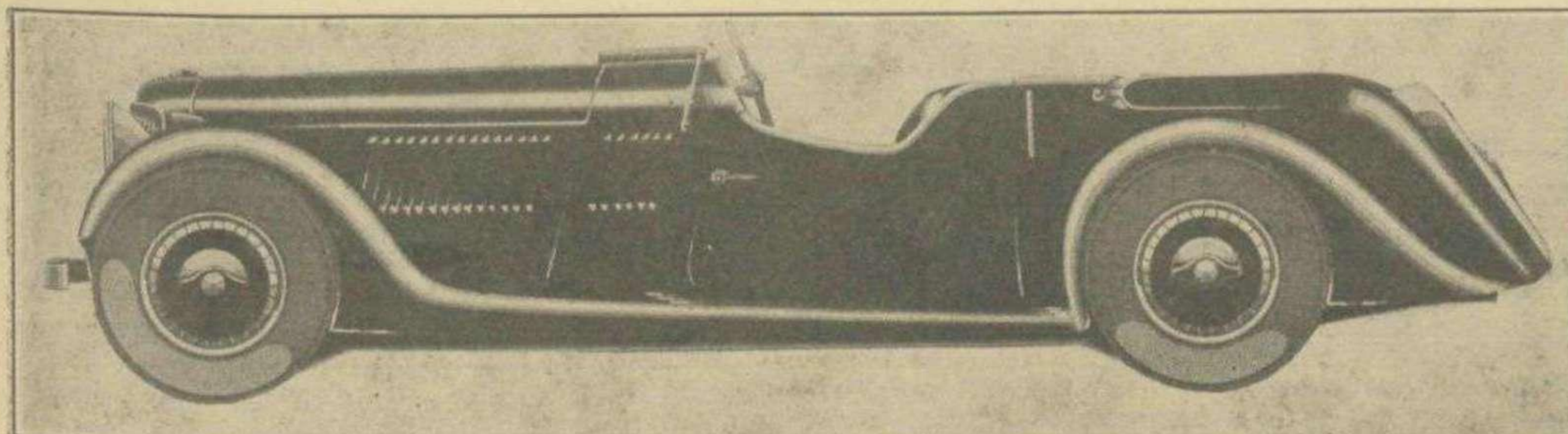
FOLLETT

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

Specialising in Alvis cars, Messrs. Follett this year find increased scope for luxurious and striking sports coachwork on the new 3½-litre car. On the open four-seater car the bonnet, the scuttle and the rear part of the body are in one unbroken line, except for the cut-away for the elbows of the front passengers. This gives the car a most striking appearance, while the passengers sit low in the body and have excellent weather protection. The hood is recessed into the rear part of the body and the spare wheel is blended with the rear panel.

Luggage accommodation is always a strong point on Follett coachwork, and on both the open and the closed models there is ample space for suitcases for all the passengers. The rear panel can also be kept in the half-open position and in this case one can also utilise an extra flap suitable for carrying a small trunk.

The graceful pillarless saloon costs £1,225, while the Speed Twenty open car, which is only slightly smaller than the 3½-litre model, is priced at £795.



Clean lines which indicate speed on a Charles Follett sports four-seater on the 3½-litre Alvis.

COACHWORK TENDENCIES—continued

GURNEY NUTTING

J. Gurney Nutting & Co., Ltd., Lacland Place, King's Road, Chelsea, S.W.10.

For really clean sweeping lines the open air saloon exhibited by Messrs. Gurney Nutting on a 3½-litre Talbot would be hard to beat. The wings expand out of the dumb-iron cover in a graceful sweep and following the front wheels, where they are valanced, form first the running boards and then the prolonged rear wings. The tail sweeps down on a similar curve, with the spare wheel partly sunk in it and there is a luggage compartment with two large suitcases.

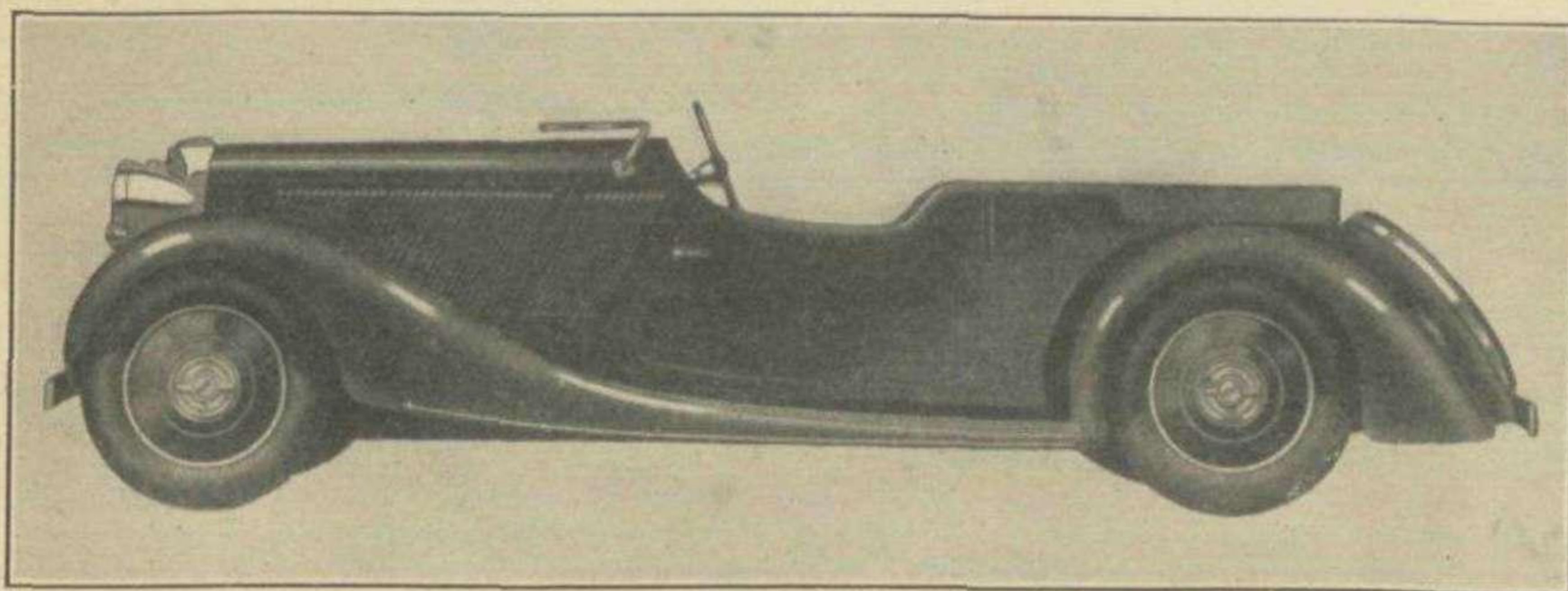
There are three frameless windows on each side, the large centre one winding down while those in the quarters can be wound back to give ventilation. A sliding roof is fitted, and despite the apparently low line of the roof there is ample headroom in the luxurious back seats.

MAYFAIR

Mayfair Carriage Co., Ltd. The Hyde, Edgware Road, N.W.9.

A luxurious 4-5-seater sports saloon constructed to the designs of Mr. Frank Hallam, the well-known Midland motor-agent, on a 3½-litre Alvis chassis was one of the outstanding exhibits on the Mayfair stand. The long bonnet gave the car a fine bold appearance, and a domed roof merging into a sweeping tail allowed a sporting line to be kept without any "shut-in" feeling.

A four-door is used, with very narrow centre pillars, and swivelling panels in front and behind the main windows provided ample ventilation without draft; a sliding roof is also fitted. The luggage accommodation is outstanding. The compartment is arranged in the form of a drawer which slides into the tail. When fully extended an area measuring at least five feet by three is available. The tools are stored in the hinged back flap.



The open body, built by Messrs. Offord of South Kensington, which is available on the new 3½-litre Talbots.

The car was finished in pale grey with a chromium waist-line. The leather upholstery was grey to match, and with a Dunlop Latex overlay the passengers were most effectively insulated from road shocks.

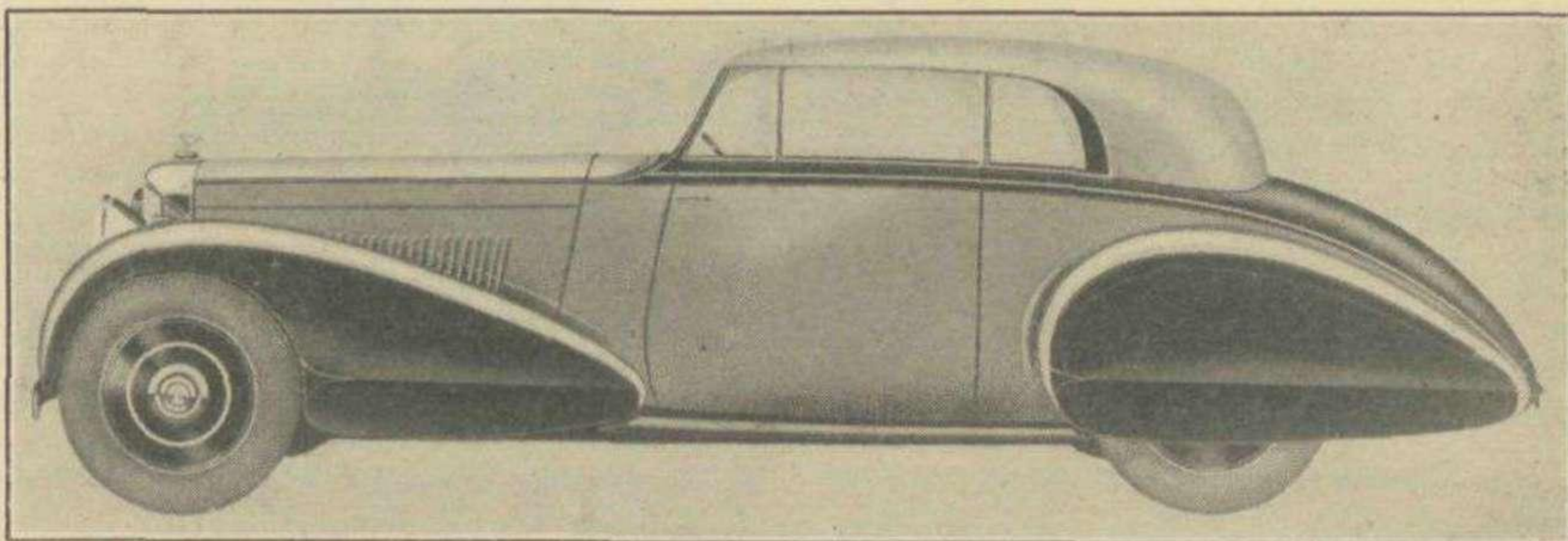
H. J. MULLINER

H. J. Mulliner & Co., Ltd., Bedford Park Works, Bath Road, Chiswick, W.4.

It is not always easy to provide good head-room and leg-room in a sports sal-

oon, but this has been done most successfully in a four-door Mulliner saloon mounted on a 3½-litre chassis. The four large windows ensure a light interior, and there is a sliding roof for use when sunshine returns to these parts.

Turning to the exterior, we admired the unusual wings which were, so to speak, fluted instead of having just one curved surface, while the rear ones ended with a streamline fairing. The spare wheel was sunk into the sloping rear



This three-quarter drop-head coupé by James Young has special doors which open parallel with the running boards. It is mounted on a 3½-litre Bentley chassis.

panel, which swings back to give access to the two suitcases and the tools which are arranged in fitted trays. The panel can be locked back when it is intended to carry an extra amount of luggage.

This car which was finished in metallic blue with blue leather upholstery costs £1,650.

NEWS

E. J. Newns, Eagle Coach Works, Portsmouth Road, Thames Ditton, Surrey.

The "clou" of the coachwork exhibited by Messrs. E. J. Newns is the new light sports tourer on the Railton Terraplane which is fully described elsewhere in this issue. Apart from this a neat coupé de ville body was shown on the

Railton, with special folding and disappearing cant-rails and a built-in luggage compartment; the car complete costs £668.

British Salmson chassis were also shown, one fitted with a neat foursome drop-head coupé with streamlined wings and running boards. The other was a two-seater open body with a large luggage compartment behind, upholstered so that it could be used for carrying occa-

sionally a third passenger. The price of the 4-cylinder car with this body was £395.

OFFORD

Offord & Sons, Ltd., 94, Gloucester Road, London, S.W.7.

The low rigid chassis of the "105" and 3½-litre Talbots lend themselves particularly well to open coachwork. The standard bodies of this type are now built

by the old-established firm of Offord of South Kensington.

The sloping line of the new radiator is followed by the louvres in the long bonnet and scuttle and the wing treatment is modern without being *outré* and affords the maximum of protection. The folding windscreen has the wiper motor mounted under the bonnet.

Particularly rigid side-curtains are fitted and are stored in a special pocket in the luggage compartment. This latter occupies the whole of the tail, and is reached by hinging forward the rear seat squab.

OXBORROW & FULLER

Oxborrow & Fuller, Ltd., 11, Curzon Street, London, W.1.

The Oxborrow and Fuller convertible body has already won recognition (this year in coachwork competitions and Concours d'Elegance, and on the latest models the details have been perfected so that the top can be stowed as quickly and neatly as on an open tourer with full saloon protection in the raised position.

The canvas top is secured in the usual way to the sloping windscreen. Rectangular winding windows are fitted in the two doors, with triangular panels which act as side-screens remaining permanently in position. The quarter lights are mounted on hinged struts, and when it is desired to open the car completely, panels in the inside of the body are swung out and the quarter-lights hinge down into the recesses. The stowing of the top itself has been much simplified, and all that is now required is to undo two press-studs and to release a short zipp fastener running along the quarter on each side of the body.

The standard body price is £450 and the distinguished looking car we inspected on a 3½-litre Alvis costs £1,225. A lighter version of the same body may be obtained on the Speed Twenty chassis for £895.

COACHWORK TENDENCIES—continued

PARK WARD

Park Ward & Co., Ltd., 473, High Road, Willesden, N.W.10.

Undoubtedly the most interesting body shown on the Park Ward stand is the new coupé de ville on a 3½-litre Bentley chassis. The de ville extension consists of a rigid panel with two movable cant rails. With the extension in position it is impossible to detect that the car is not an orthodox two-door saloon, but by moving a small lever above the windscreen the cant rails are drawn in beneath the panel, which is at the same time released from the windscreen. The panel can then be slid into the fixed head and the opening closed by a hinged flap. The forward sloping line of the quarter lights rear panel is unusual; a similar body is available on the 40-50 h.p. Rolls-Royce but this has four-doors and quarter light of orthodox shape. The Rolls-Royce costs £2,666, while the Bentley is priced at £1,655.

Needless to say Park Ward closed coachwork, the standardised saloon and drop-head coupé, are still available on the 3½-litre Bentley chassis. The saloon costs £1,460 and the coupé £1,485.

WHITTINGHAM & MITCHEL

Whittingham & Mitchel, Ltd., 126, New King's Road, Fulham, S.W.6.

An open body on the new Talbot Ten chassis will appeal to all prospective owners of the light sports car, and Messrs. Whittingham and Mitchel have succeeded in retaining the dignified and quality line of the larger cars of the range without any feeling of heaviness. The car complete costs £260.

The Regent drop-head coupé on the 14 h.p. Rover is a particularly successful attempt notable as giving comfortable accommodation for four six-foot passengers on a chassis of medium wheelbase. There is ample head-room, the screen pillars are of steel and so can be made unusually thin, and the head is spring-

loaded and folds down flush into a recess in front of the luggage compartment. The Regent Rover provides first-class all-weather motoring at the reasonable price of £398.

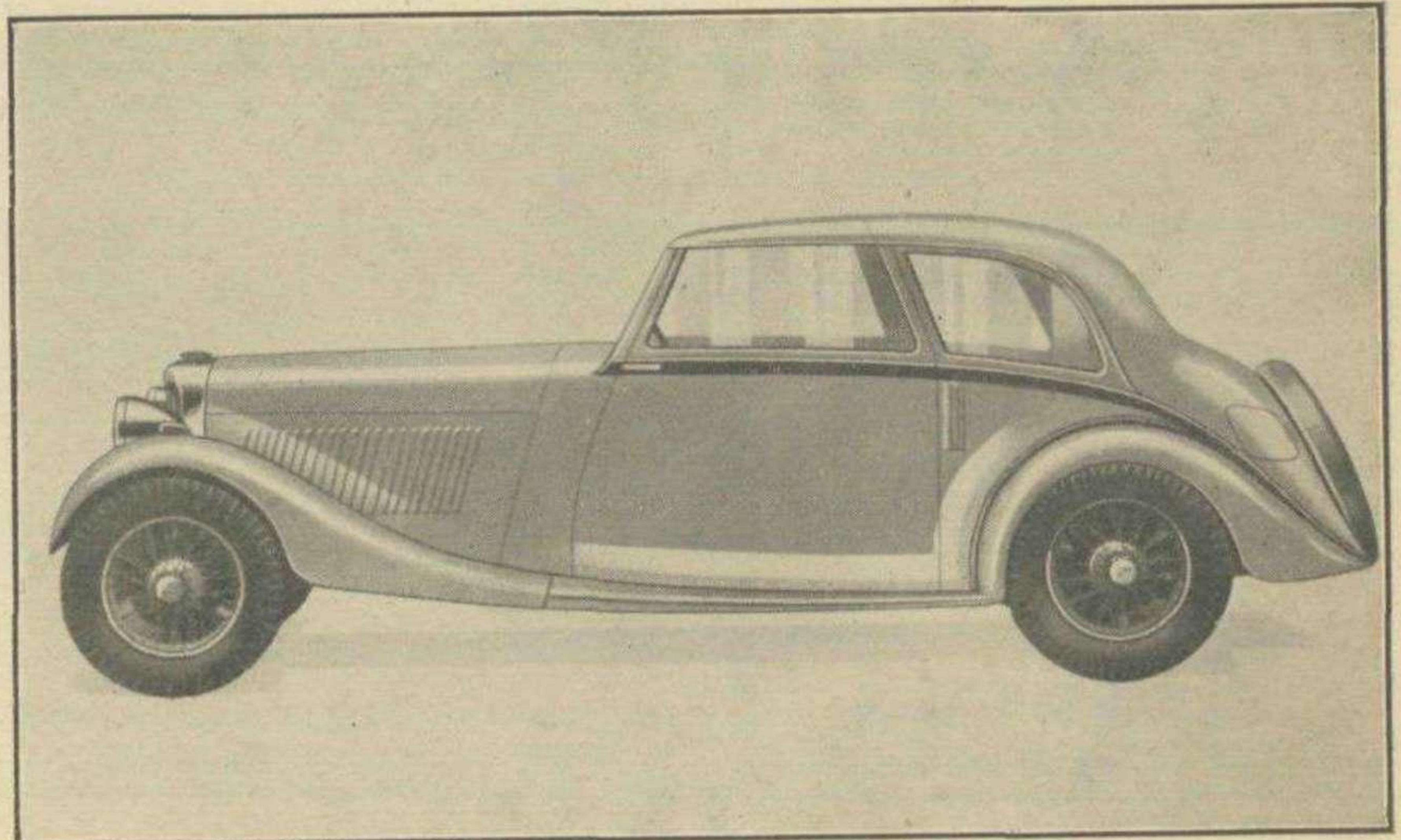
YOUNG

James Young & Co., Ltd., London Road, Bromley, Kent.

One of the most advanced bodies seen at the Motor Show was the Young "Bromley" ¾ drop-head coupé mounted on a 3½-litre Bentley chassis. In the first

mounting the two doors. Instead of being hinged either at the front or the rear, they were carried at the centre on two arms swinging on ball-bearings and connected up so that the door moved parallel with the body instead of swinging out from it. In the rearward position the front and rear seats could be entered without difficulty, and provision was also made for locking the doors slightly open to ventilate the interior of the car in hot weather.

The body was finished in grey, with green upholstery, and the wings of sport-



At first sight this attractive body by Park Ward looks like a close-coupled saloon, but the front portion of the roof can be slid into the fixed head to give a coupé de ville effect in fine weather.

place, the window area was unusually great for a car of this type, and besides the central window in each door no-draught ventilating windows were fitted in front and additional windows in the quarters.

A unique feature was the method of

ing design with "paddle-box" covers over the rear wheels strengthened the sporting line given by the low roof and the tapering line of the windows. This fine car is priced at £1,595 and the body alone costs £495.

FRAZER-NASH-B.M.W.—continued from page 12.

Turning to the mechanical side and starting with the engine, the valves are overhead-push rod operated, and the oil filler is located in the centre of the cover. The cylinder head is made of close-grained grey iron, and the compression of the sports engine is 6.8 to 1.

The balanced crankshaft runs in four main-bearings and the steel connecting rods are drilled to give positive lubrication to the small end bearings. An easily detached pressure filter is incorporated in the lubrication system.

Coil ignition is used, with automatic advance, and like the sliding armature starter and the constant-voltage dynamo is of Bosch manufacture. Three Zenith carburettors are standardised on the sports-car, and are fitted with rich mixture control for easy starting and copper gauze air filters. As fuel we found Shell No. 1 suited the engine very well and

the consumption worked out at 18-20 m.p.g. when the car was driven hard. Petrol feed of course is by gravity from the dash tank.

A water impeller and fan assist cooling, and a thermostat is included which maintains the water temperature at a constant figure.

The clutch is of the single dry plate type with an automatically lubricated thrust bearing, and the gear-box, which is bolted up in unit with the engine, has synchro-mesh on third and top gears. An open propeller shaft is used, and the final drive is through spiral-bevel gears.

The chassis lay-out has already been referred to and also the front and rear suspension. Hydraulic shock-absorbers are used on both axles, and all spring shackles, brake, steering joints and brake bearings are lubricated by means of a "one shot" tank mounted on the dash.

Of the bodies little need be said except that they have pleasant lines, ample mud-guarding and are robustly constructed. In the case of the open car we should have liked a little more "cut-away" in the door on the driver's side, but the cabriolet was amply wide enough to give plenty of elbow-room inside the body. In each case there is a large luggage space inside the tail, reached by tilting forward the seats, while the spare wheel is carried in a well and protected by a flush fitting circular cover.

Summing up one's impressions of the Frazer-Nash-B.M.W., one can truthfully say that here is a light car which for performance and comfort can hold its own with any large car on the market, and it is only when a long bonnet, body space or de-luxe coachwork are of importance that one need go further afield to find the ideal fast-touring car.

A GUIDE TO 1936 HIGH PERFORMANCE CARS

Continued from the October Issue of "Motor Sport"

THIS LIST OF SPECIFICATIONS AND DATA HAS BEEN COMPILED TO ASSIST THE PROSPECTIVE PURCHASER OF A FAST CAR IN THE DIFFICULT MATTER OF CHOOSING HIS MOUNT FOR THE COMING SEASON.

ALFA-ROMEO

Italian. Soc. Anon. Alfa-Romeo, Via M.U. Traiano 33, Milan.

2,300 Gran Turismo. 6 cyl., 70×100, 2,309 c.c., 18.2 h.p. Tax £14 5 0. 76 b.h.p. at 4,500 r.p.m. O.h.v. Coil ignition, one Solex carburetter. Pump cooling. 4-speed gearbox, central control. Free wheel. Independent suspension front and rear. 14½ gallon fuel tank. Wire wheels. Tyres 18×6. Wheelbase 9' 7". Track 4' 8". Weight of chassis 18½ cwt. Speed 81 m.p.h. Price, saloon £1,280.

2,300 Pescara. As Gran Turismo but with 2 Solex carburetters. 95 h.p. 18×5.50 tyres. 18½ gallon rear tank. Wheelbase 9' 6". Weight 17½ cwt. Speed 90-93 m.p.h.

2,900 A.S. 8 cyl., 68×100, 2,904 c.c., 22.9 h.p. Tax £17 5 0. O.h.v. operated by overhead camshafts. 180 b.h.p. at 5,000 r.p.m. Supercharged. 2 Weber carburetters, Vertex Magnets. Pump cooling. 4-speed gearbox, central control. Independent suspension front and rear. 22 gallon fuel tank. Wire wheels. Tyres 5.50×19. Wheelbase 9'. Track 4' 0½". Weight of chassis 14½ cwt. Prices: Racing 2-seater £2,725. Sports 2-seater £2,725.

2,900 A racing. 220 h.p. at 5,400 r.p.m. 31 gallon fuel tank. Weight 14 cwt.

The 2.3-litre supercharged Alfa-Romeo was justly famous for flashing acceleration, high speed and lightness of control and the 2.9-litre car which replaces it is a car which appeals even more strongly to every sporting enthusiast. Developed directly from the 3-litre Monoposto car which has such a magnificent record in Grand Prix racing, it has the same double-overhead camshaft engine, double blower and fixed cylinder head, all beautifully cast from light metal.

Independent suspension is used all round, by swing links and coil springs in front, and swinging axles and a transverse leaf spring at the rear. The gear-box is combined with the back-axle casing.

The speed of the two-seater tourer is given as 115 m.p.h. while the streamlined racing version is rated at a conservative 143!

The 2.3-litre 6-cylinder car also has independent suspension, torsion bars being used at the rear. Two models are listed, the Pescara and the Grand Turismo. The specification differs chiefly in the faster car which is capable of over 90 m.p.h. having two carburetters.

BUGATTI

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

Type 46. Unsupercharged, 8 cyl., 81×130, 5,350 c.c., 32.5 h.p. Tax £25. O.h.c. 9 bearing crankshaft. Pump and fan cooling. Smith Bariquand carburetter. Ferodo and steel multi-plate clutch. Gearbox with rear axle, central control. Ratios, 1st 9.8, 2nd 5.45, top 3.9 to 1. Road speed at 1,000 r.p.m., 1st 9, 2nd 17, top 25 m.p.h. Open prop. shaft. ¾ floating rear axle. ¼-elliptic front springs, ¼-elliptic rear. Hartford shock absorbers front, Delco-Reiny rear. Mechanical brakes, cable operated. Battery 2/6v. 112 a.h. 23 gallon rear tank. Electric fuel pump. Consumption 12/14 m.p.g. Wire Wheels. Tyres 6×20. Wheelbase 11' 6". Track 4' 7". Chassis weight 23 cwt. Price, chassis £975.

Type 57. Unsupercharged, 8 cyl., 72×100, 3,255 c.c., 25.7 h.p. Tax £19 10 0. 2 O.h.c. 6 bearing crankshaft. Pump cooling. Single Dry plate clutch. Gearbox central control. Ratios, 1st 11.6, 2nd 7.5, 3rd 5.37, top 4.17 to 1. Silent second, third and top gears. Open prop. shaft. ¾ floating rear axle. ¼-elliptic front springs, ¼-elliptic rear. Hartford shock absorbers, dash control. Mechanical brakes, cable operated. 22 gallon rear

tank. Consumption 18 m.p.g. Speed 90 m.p.h. Wire wheels. Tyres 5.50×18. Wheelbase 10' 10". Track 4' 5". Chassis weight 19 cwt. Price, chassis £875.

Tourist Trophy Model. Back axle 14×54 (3.86). Lowered steering. Otherwise to same constructional specification. Speed 100 m.p.h. Price, chassis £930.

"Competition" Model. General particulars as above with following modifications. Multiple carburetters (2 or 4). Gear-ratios, 1st 10.37, 2nd 6.95, 3rd 4.98, top 3.85 to 1. Two-piece front axle. Tyres front 5.50×18, rear 6.00×18. Petrol tank 26 gallons. Wheelbase 9' 9". Track 4' 5". Speed 120 m.p.h. Price, chassis £1,200.

The 3.3-litre double-overhead camshaft chassis is now the strong point of the Bugatti range, and the touring chassis, which nevertheless has a speed of over 90 m.p.h. with closed coachwork, has earned an enviable reputation for fast and effortless travel. The suspension is outstandingly good, and the old "musical" gear-box is replaced by an easily controlled unit on which the three higher gears are silent-running.

A more highly tuned version of the same chassis, appropriately termed the Ulster model as a result of Lord Howe's fine run in Ireland this year is particularly suitable for open coachwork, while the new "Competition" model which has four carburetters has the startling speed for an unsupercharged car of 120 m.p.h. Being in effect the Grand Prix chassis with an unsupercharged engine, it forms a good illustration of how the lessons of road-holding and light construction learnt in racing may be applied directly to the production of super-sports cars.

For those who require a dual-purpose car with de-luxe coachwork the Type-46 has a strong appeal. This magnificent chassis has a top-gear range of from 4 to 85 m.p.h. An unusual feature is that the gear-box is combined with the back-axle casing, an arrangement which prevents gear-noises from becoming prominent with closed coachwork.

GRAHAM

American. Cleverlys Ltd., 32, St. Mary Abbot's Terrace, W.14.

British Special. 8 cyl. 3¼×4", 2,654 c.c., 33.8 h.p. Tax £25 10 0. S.v. Comp. ratio 6.7 to 1. 5 bearing crankshaft. 160 b.h.p. at 4,800 r.p.m. Pump and thermostat cooling. 1 Stromberg down-draught carburetter. Flexible engine mounting. S.d.p. clutch. 3 speed gearbox synchro-mesh top and second. Central change. Ratios 12.22, 7.02, 4.27 to 1. Road speeds at 1,000 r.p.m. 1st 7.3, 2nd 12.7, top 20.9 m.p.h. Maximum speeds 1st 35, 2nd 61, top 100 m.p.h. Hotchkiss transmission. Spiral bevel rear axle. Semi-elliptic springs. Spicer hydraulic shock absorbers. Cam and roller steering. Turning circle 43'. Hydraulic brakes. Battery 6 v. 100 a.h. 15 gallon rear tank, electric pump. Consumption 15 m.p.g. Tyres 16×7.00. Wheelbase 123". Track 61". Ground clearance 8¼". Weight 29 cwt. approx. Price, 2 door saloon £685.

American cars of the present-day are acknowledged to have extremely good top-gear performance and phenomenal acceleration, and to do their work with an entire lack of effort and fuss. In the Graham-British-Special, Cleverlys, Ltd., have taken the 34 h.p. Graham straight-eight chassis and modified it to conform to the requirements of the British sportsman and

to give an even more sensational performance than that possessed by the normal Graham models as imported from America. 160 b.h.p. is developed at 4,800 r.p.m. which gives a genuine road-speed of 100 m.p.h. at peak revs. Bodywork is provided that is in keeping with British ideas. The coachwork is by Bertelli, Ltd., of Feltham, which is a guarantee of quality.

HILLMAN

British. The Hillman Motor Car Co. Ltd., Coventry.

Minx. 4 cyl., 63×95, 1,184.5 c.c., 9.8-h.p. Tax £7 10 0. S.v. Comp. ratio 5.78 to 1. 3 bearing crankshaft. 30 b.h.p. at 4,100 r.p.m. Thermo-siphon and fan cooling. Zenith down-draught carburetter. 3 point rubber engine mounting. S.d.p. clutch. 4 speed gearbox, synchro-mesh all gears, central change. Ratios 19.6, 13.5, 8.4, 5.44 to 1. Maximum speeds, 3rd 40, top 65 m.p.h. Hardy-Spicer open shaft, needle bearing universals. Spiral bevel rear axle. Semi-elliptic springs. Luvax hydraulic shock absorbers. Worm and nut steering. Turning circle 36'. Bendix brakes, cable operated. Battery 6 v. 63 a.h. 7½ gallon rear tank, pump feed. Consumption 40 m.p.g. Wire wheels. Tyres 5.25×16". Wheelbase 7' 8". Track 4'. Ground clearance 6½". Weight of complete car 18 cwt.

Hawk. 6 cyl., 75×120, 3,181 c.c., 20.92 h.p. Tax £15 15 0. S.v. Comp. ratio 6.0 to 1. 4 bearing crankshaft. 73 b.h.p. at 3,400 r.p.m. Pump and fan cooling. 1 Stromberg down-draught carburetter. 3 point rubber engine mounting. Borg and Beck s.d.p. clutch. 4 speed gearbox, synchro-mesh top and 3rd. Ratios 1st 16.8, 2nd 11.2, 3rd 6.65, top 4.54. Speeds at 1,000 r.p.m. 1st 5.0, 2nd 7.5, 3rd 12.5, top 18.5 m.p.h. Maximum speeds 1st 20, 2nd 30, 3rd 50, top 73 m.p.h. Open prop. shaft. Semi-floating rear axle. Luvax shock absorbers. Burman-Douglas Worm and Nut steering. Turning circle 39'. Bendix brakes. Battery 12 v. 63 amp. 14 gallon rear tank. Pump feed. Consumption 18 m.p.g. Tyres 6.50×16". Track front 4' 9", rear 4' 11½". Wheelbase 9' 0½". Ground clearance 7½". Weight 33 cwt.

"80." Specification as Hawk, with following exceptions. Ratios 1st 18.1, 2nd 12.1, 3rd 7.16, top 4.89 to 1. Speeds at 1,000 r.p.m. 1st 4.5, 2nd 7, 3rd 11.5, top 17 m.p.h. Maximum speeds 1st 19, 2nd 28, 3rd 48, top 70 m.p.h. Turning circle 45' 4". Consumption 17 m.p.g. Wheelbase 10' 6½". Weight 35 cwt.

The well-known Hillman "Minx" chassis has been so thoroughly revised for the 1936 season as virtually to constitute a new car. The side valve, 4-cylinder engine has a 3-bearing crankshaft, and develops 30 b.h.p. at just over 4,000 r.p.m. A road speed of 65 m.p.h. is available, and the annual tax is only £7 10s. The four-speed gear-box is provided with synchro-mesh on all speeds, a commendable refinement on a car in this price-class.

The remaining Hillmans are 6-cylinder chassis with the newly-introduced "Even Keel," transverse independent system of front-wheel suspension. An attractive car in this range is the "Hawk" sports saloon, which has flowing modernistic lines and can reach 73 m.p.h.

HISPANO-SUIZA

French. J. Smith & Co., (M.A.) Ltd., 27/28, Albemarle Street, London, W.1.

54/220 H.P. 12-cyl. Long Type (Double Six) Coupe. Motor 100 mm. bore × 100 mm. stroke, 9420 c.c. Tax £56 5 0. Wheelbase 13' 2". Track 4' 11". Overall length 17' O.h.v. Single camshaft. 2 carburetters. Coil and battery Ignition. 3 speeds forward, silent 2nd and 3rd, right-hand change. Multiple disc clutch. Spiral bevel final drive. Internal expanding brakes to all 4 wheels, operated by Servo motor. Tyres 7×19. Chassis £2,750

A GUIDE TO 1936 HIGH PERFORMANCE CARS—continued

30/120 H.P. 6 cyl. Motor 100 mm. bore × 110 mm. stroke, 4,900 c.c. Tax £28 10 0. Wheelbase 11' 3". Track 4' 9". Overall length 15' 2". O.h.v. 7 bearing crankshaft. Coil and battery ignition. 3 speeds forward, silent 2nd and 3rd change. Single disc clutch. Spiral bevel final drive. Internal expanding brakes to all 4 wheels operated by Servo motor. Tyres 16×45. Complete with lighting and starting sets. Motor operated petrol pump. Chassis £1,375.

30/120 H.P. 6-cyl. Motor 100 mm. bore × 110 mm. stroke, 4,900 c.c. Tax £28 10 0. Wheelbase 12' 3". Track 4' 9". Other specifications as above. Chassis £1,450.

is rated at 27.5 h.p. and has a 7-bearing crank-shaft. Chassis refinements include synchro-mesh on three of the four forward ratios, a very rigid frame, hydraulic shock-absorbers, Bendix brakes, and Marchal electrical equipment. The results of long-distance rallies during the past few years have shown that the Hotchkiss engine retains its tune when driven hard for extensive periods. This year the

springs. Worm and lever steering. Turning circle 42'. Girling brakes. Battery 12 v. 75 a.h. 20 gallon rear tank, electric pump. Consumption 16 m.p.g. Wire wheels. Tyres 6.00×18. Wheelbase 10' 9". Track 4' 9½". Ground clearance 7". Weight of complete car, tourer 33 cwt., saloon 37 cwt., coupe 36 cwt. Price chassis £795, tourer £975, saloon, £1,050. D.H. coupe £1,125.

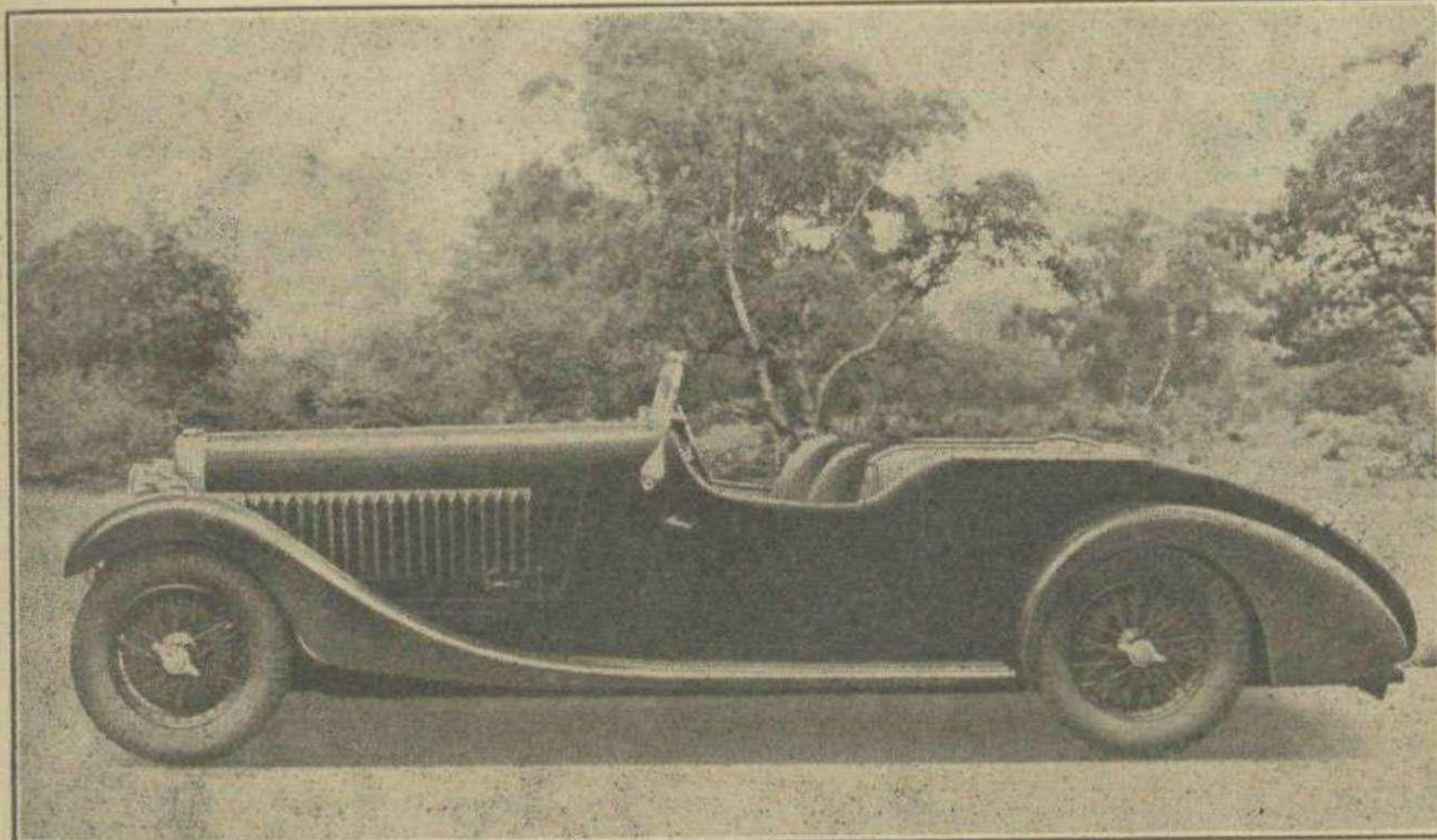
L.G. Cars Ltd. who are the successors to the Lagonda Company have just announced the new 4½-litre Lagonda which promises to be one of the leading British sports cars in a season which has already seen many striking announcements. With a power of 140 h.p. the car should attain a comfortable 100 m.p.h. with open or closed bodywork, while particular attention has been paid to the springing and road-holding.

LANCIA

Italian. Lancia (England) Ltd., Alperton, Near Wembley.

Dilambda. 8 cyl., 79.37×100, 3,960 c.c., 31.2 h.p. Tax £24. Pushrod o.h.v. Comp. ratio 5.25 to 1. 8 bearing crankshaft. 1,100 b.h.p. Pump and fan cooling. 1 Zenith double-type carburetter. Engine mounted rigid, bolted into chassis. Dry single-disc clutch. 4 speed gearbox, silent third, central change. Ratios 13.62, 8.86, 6.28, 4.58 to 1. Maximum speeds, 1st 30, 2nd 40, 3rd 60, top 85 m.p.h. Two-section prop. shaft. Hypoid gears, rear drive. Springs, front independent, rear ½-elliptics, Telesnub shock absorbers. Worm and sector steering. Turning circle 38' 9". Servo brakes. Battery 2 6v. 75 a.h. 22 gallon rear tank, autopulse feed. Consumption 15 m.p.g. Rudge wheels. Tyres 16×45. Wheelbase, long 11' 5", short 10' 9½". Track 4' 8½". Weight of chassis 23½ cwt. Price, chassis £895. Special bodies to order from £250.

Astura. 8 cyl., 74.6×85, 2,972 c.c., 27.6 h.p. Tax £21. O.h.c. Comp. ratio 5.35 to 1. 8 bearing crankshaft, 82 b.h.p. Pump and fan cooling. One Zenith carburetter. Engine mounted on laminated springs with rubber buffer. Dry single-disc clutch. 4 speed gearbox, silent third, central change. Ratios 15.83, 9.92, 6.46, 4.54 to 1. Maximum speeds, 1st 30, 2nd 45, 3rd 65, top 85 m.p.h. Two-section prop. shaft. Hypoid gears rear drive. Springs, front independent, rear ½-elliptic. Telesnub shock absorbers. Worm and sector steering. Turning circle 35'. Servo brakes. Battery 12 v. 75 a.h. 14 gallon rear tank, electric pump. Consumption 18 m.p.g. Rudge wheels. Tyres 15×45. Wheelbase, long 10' 11", short 10' 2". Track 4' 7½". Ground clearance 7½". Weight of chassis 18½ cwt. Price, chassis £695. Saloon 4/5 or 6/7 seater £895.



The Tourist Trophy 3.3-litre Bugatti which is capable of 100 m.p.h.

Those who value speed combined with absolute refinement will do well to examine the 54/220 h.p. V12 cylinder Hispano-Suiza. Naturally, the 9.4-litre, overhead valve engine makes extremely high-cruising speeds possible without a four-speed gear-box being considered unnecessary. The brakes are operated by the well-known and proven Hispano frictional servo-system.

For Hispano followers who find the V12 beyond their means, a range of high-class 6-cylinder models, rated at 30 h.p., is listed. Push-rod operated overhead valves are used, and this model, also, has the mechanical servo system of brake actuation, which provides very powerful and graduated action with the lightest pedal pressure.

HOTCHKISS

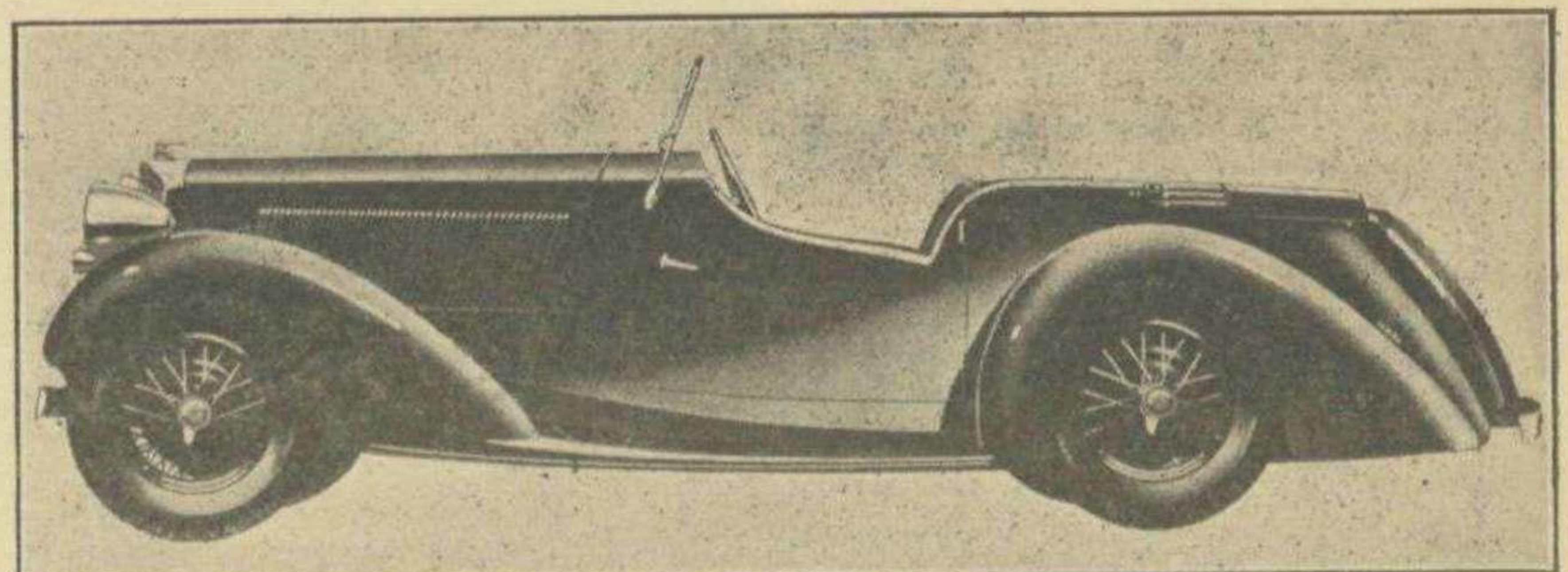
French. Sole Concessionaires J. Smith & Co. (M.A.) Ltd., 27/28, Albemarle Street, London, W.1.

3½-litre. 6 cyl., Special Sports type Paris Nice Motor 86 mm. bore × 100 mm. stroke (Treasury rating 27.5 h.p.). 7 bearing counter-balanced crankshaft. O.h.v. operated by push rods from high cam lift. Pump water circulation. Forced feed lubrication. Bosch coil ignition with automatic advance. 2 Solex type 40-1-1 mounted on specially designed manifold, fed by petrol pump driven from camshaft. 4 forward speeds with synchro-mesh on 2nd, 3rd and top speeds, central change. Single plate clutch. Spiral bevel final drive. Dunlop tyres 650×17. Wheelbase 10' 10". Track 4' 8½" front, 4' 9" rear. Overall length 15' 3". Overall width 5' 10". Chassis frame embodies cruciform sub-chassis, carried forward to reinforce front cross member. 4 wheel brakes, Bendix shoes. Semi-elliptic springs front and rear. Hydraulic shock absorbers to both front and rear axles. Chassis price £585.

The 3½-litre Hotchkiss is a car that provides an excellent performance and a high-degree of control, allied to smooth and silent operation, with a medium-sized engine. The push-rod o.h.v. power-unit

chassis frame has been lowered more than three inches, which makes a material difference to stability and also renders the frame very convenient from the coach-builder's point of view.

Of greater interest to sportsmen, perhaps, is the super-sports version of the 3½-litre Paris-Nice chassis, which has a wheelbase of 9 feet 2 inches, or 1 foot 8 inches shorter than the standard chassis. The car generally is designed for greater



Talbots have re-entered the small car market with this shapely "Ten," which costs £260.

performance without loss of the silence and smooth-travel for which Hotchkiss products have long been noted.

LAGONDA

British. Lagonda Ltd., Staines, Middlesex,

4½-litre. 6 cyl., 88.5×120.64, 4,467 c.c., 29.1 h.p. Tax £22 10 0. 140 b.h.p. at 3,800 r.p.m. Pushrod o.h.v. Comp. ratio 6.8 to 1. 4 bearing camshaft. Pump and fan cooling. Two S.U. carburetters. Floatex engine mounting. S.d.p. clutch. 4 speed gearbox, silent third, right-hand change. Ratios 1st 11.49, 2nd 6.2, 3rd 4.76, top 3.66 to 1. Road speed at 1,000 r.p.m. 1st 7. 2nd 14, 3rd 18, top 24 m.p.h. Maximum speeds on each gear 1st 30, 2nd 55, 3rd 75, top 100 m.p.h. Open prop. shaft. Semi-floating rear axle. ½-elliptic

Artena. 4 cyl., 82.58×90, 1,924 c.c. 16.9 h.p. Tax £12 15 0. O.h.c. Comp. ratio 5.25 to 1. 4 bearing crankshaft. 54 b.h.p. Pump and fan cooling. One Zenith carburetter. Engine mounted on laminated springs with rubber dampers. Dry single-disc clutch. 4 speed gearbox, silent 3rd, central change. Ratios 16.4, 10.3, 6.09, 4.7 to 1. Maximum speeds, 1st 20, 2nd 35, 3rd 50, top 75 m.p.h. Two-section prop. shaft. Hypoid rear drive. Springs, front independent, rear, ½-elliptic. Friction shock absorbers. Worm and sector steering. Turning circle 33' 6". Mechanical brakes. Battery 12 v. 75 a.h. 14 gallon rear tank, electric pump. Consumption 23 m.p.g. Disc wheels. Tyres 14×45. Wheelbase, long 10' 3½", short 9' 8". Track 4' 7½". Ground clearance 7". Weight of chassis 16½ cwt. approx. Price, chassis £495, saloon 4/5 or 6/7 seater £695.

A GUIDE TO 1936 HIGH PERFORMANCE CARS—continued

Augusta. 4 cyl., 69.85×78, 1,196 c.c., 12.1 h.p. Tax £9 15 0. O.h.c. Comp. ratio 5.4 to 1. 4 bearing crankshaft. 35 b.h.p. at maximum revs. Pump and fan cooling. 1 Zenith carburetter. Engine mounted on laminated springs with shock absorbers. Dry single-disc clutch. 4 speed gearbox, silent third. central change. Ratios 15.5, 9.9, 7.21, 4.87 to 1. Maximum speeds, 1st 20, 2nd 35, 3rd 48, top 70 m.p.h. Single tubular prop. shaft. Springs, front independent, rear $\frac{1}{2}$ -elliptics. Hartford type shock absorbers. Worm and sector steering. Turning circle 34'. Lockheed brakes, independent hand brake. Battery 6 v. 60 a.h. 9 gallon front tank, automatic feed. Consumption 28/30 m.p.g. Rudge wheels. Tyres 140×40. Wheelbase 8' 8 $\frac{1}{2}$ ". Track 3' 11 $\frac{1}{2}$ ". Ground clearance 6 $\frac{3}{4}$ ". Weight of complete car 11 cwt. Price, chassis £295. Standard saloon £390. Cabriolet £450.

Independent front-wheel suspension has been a feature of Lancia construction for the past fifteen years and still helps to make these distinctive Italian cars amongst the best sprung and most road-worthy in the world. The two larger models are of the de luxe type capable of high speeds with luxurious coachwork, but the smaller Augusta inherits their qualities of fast, comfortable travel with a stamina which permits it to be driven all out over long distances. The chassis price has been reduced to £295, and the car is now available with attractive English-built open 2 and 4-seater bodies which extend its appeal for sporting motorist.

M.G.

British. The M.G. Car Co., Ltd. Abingdon-on-Thames.

Midget P Type. 4 cyl., 57×83, 847 c.c., 8.05 h.p. Tax £6. O.h.c. Comp. ratio 6.2 to 1. 3 bearing crankshaft. Thermo syphon cooling. 2 S.U. carburetters. 3 point rubber engine mounting. S.d.p. clutch. Normal gearbox, central change. Ratios 22.47, 12.46, 7.31, 5.375 to 1. Road speed at 1,000 r.p.m. 1st 3.52, 2nd 6.34, 3rd 10.8, 4th 14.7 m.p.h. Hardy Spicer prop. shaft. $\frac{3}{4}$ floating 4-star diff., spiral bevel. $1\frac{1}{2}$ -elliptic springs. Hartford shock absorbers front, Luvax rear. Bishop cam steering. Turning circle 34'. Cable brakes. Battery 12 v. 51 a.h. Rear tank, 12 gallons 2-seater, 6 gallons coupe. Rudge wire wheels. Tyres 19×4. Wheelbase 7' 3 $\frac{1}{2}$ ". Track 3' 6". Ground clearance 6". Weight, 2-seater 14 $\frac{1}{2}$ cwt., airline coupe 15 $\frac{1}{2}$ cwt. Price, 2-seater £199 10 0, airline coupe £267 10 0.

Midget P.B. Type. 4 cyl., 60×83, 939 c.c., 8.9 h.p. Tax £6 15 0. O.h.c. Comp. ratio 6.8 to 1. 3 bearing crankshaft. Thermo syphon cooling. 2 S.U. carburetters. Rubber engine mounting. S.d.p. clutch. Normal gearbox, central change. Ratios 19.24, 11.50, 7.31, 5.375 to 1. Road speeds at 1,000 r.p.m. 1st 4.1, 2nd 6.8, 3rd 10.8, 4th 14.7 m.p.h. Hardy Spicer needle bearing prop. shaft. $\frac{3}{4}$ floating 4-star diff., spiral bevel rear axle. $\frac{1}{2}$ -elliptic springs. Hartford shock absorbers front, Luvax rear. Bishop cam steering. Turning circle 34'. Cable brakes. Battery 12 v. 51 a.h. at 10 hour rate. Electric pump fuel feed. Consumption 32 m.p.g. 12 gallon rear tank 2-seater, 10 gallons 4-seater. Airline coupe 6 gallons. Wire wheels. Tyres 4.00×19. Wheelbase 7' 3 $\frac{1}{2}$ ". Track 3' 6". Ground clearance 6". Weight chassis 10 $\frac{1}{2}$ cwt. 2-seater 14 $\frac{1}{2}$ cwt. 4-seater 15 $\frac{1}{2}$ cwt. Airline coupe 15 $\frac{1}{2}$ cwt. Prices. Chassis £175. 2-seater £222. 4-seater £240. Airline coupe £290.

Magnette N Type. 6 cyl., 57×84, 1,287 c.c., 12.08 h.p. Tax £9. O.h.c. Comp. ratio 6.2 to 1, 4 bearing crankshaft. Pump cooling. 2 S.U. carburetters. Rubber engine mounting. S.d.p. clutch, 4 speed gearbox, central change. Ratios 21.5, 11.9, 6.98, 5.125 to 1. Road speeds at 1,000 r.p.m. 1st 3.8, 2nd 6.8, 3rd 11.6, top 15.8 m.p.h. 4-star diff., Shock absorbers, Hartford front, Luvax rear. Bishop cam steering. Turning circle 30'. Batteries, 2 6 v. 63 a.h. 10 gallon rear tank on 2 and 4-seaters, 6 gallon on coupe. Consumption 24/28 m.p.g. Tyres 18×4.75. Wheelbase 8'. Track 3' 9". Weight of 2-seater 17 $\frac{1}{2}$ cwt., chassis 12 $\frac{1}{2}$ cwt., 4-seater 18 $\frac{1}{2}$ cwt., airline coupe 18 $\frac{1}{2}$ cwt. Price, chassis £210., 2-seater £280, 4-seater £285, 2/4-seater £330, airline coupe £355.

The successful P. type Midget is being continued in its 2-seater form, and a similar car, designated the PB and fitted with a 939 c.c. engine, will also be available. This car is fitted with closer and higher ratios, and with the additional power

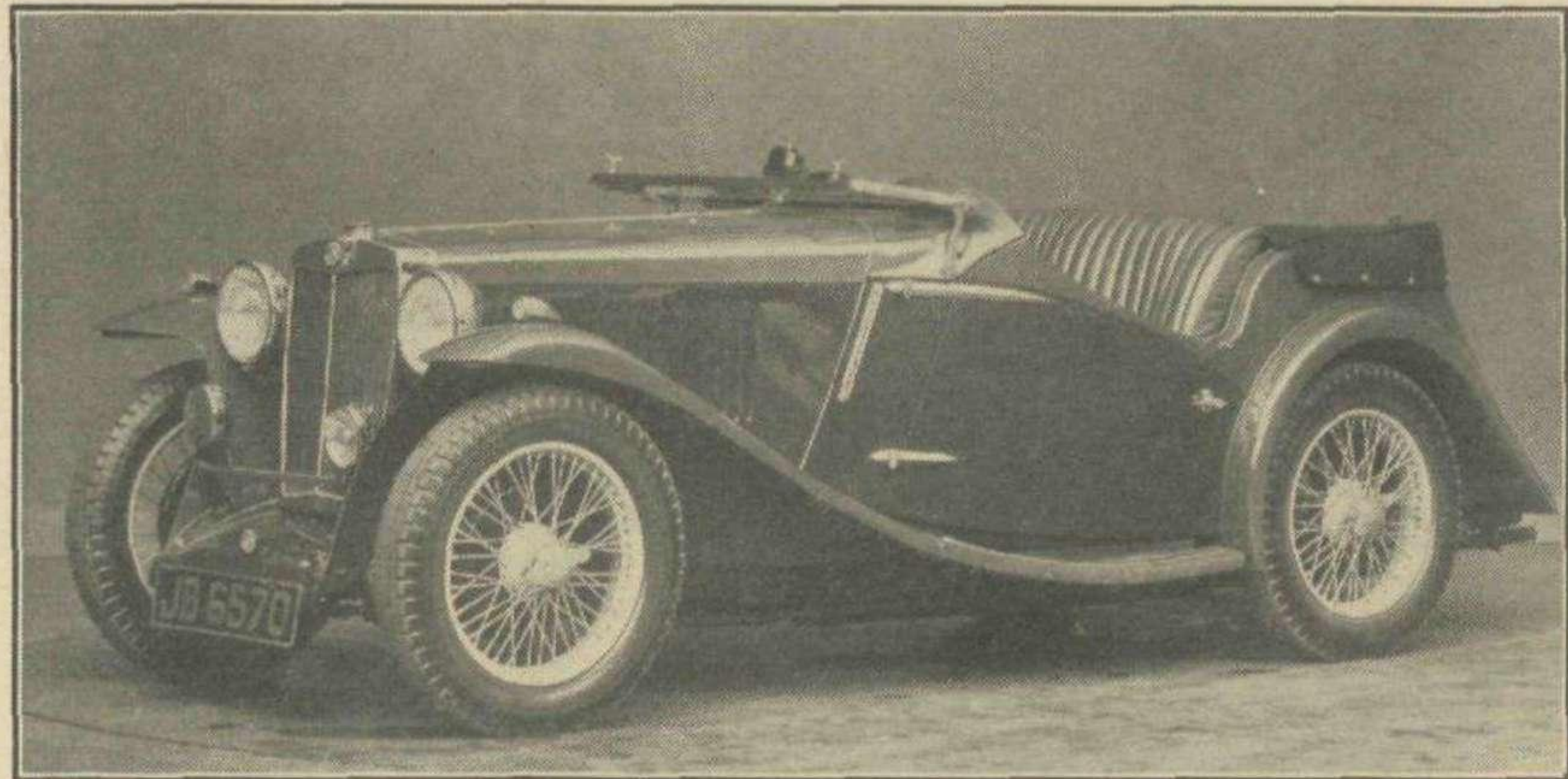
available will increase the pleasure of driving both in trials and on the road. The 4-seater body is fitted only on the PB. chassis, which incidentally may be distinguished by its unusual slatted radiator guard.

The N. type car proved so satisfactory during 1935 that no alterations are contemplated during the coming year. The bodies have been improved in appearance by lowering the scuttle flares, while the doors are hung on substantial hinges which should resist the most strenuous of "colonial sections."

RAILTON-TERRAPLANE

Anglo-Canadian. Fairmile Engineering Co., Cobham, Surrey.

8 cyl. 76×114, 4,168 c.c., 28.8 h.p. Tax £21 15 0. S.v. Comp. ratio 7.5 to 1. 5 bearing crankshaft. 113 b.h.p. Pump cooling. 1 Carter carburetter. 3 point rubber engine mounting. S.d.p. clutch. Synchro-mesh gearbox. Central change. Ratios 2.42, 1.61, 1 to 1. Road speeds at 1,000 r.p.m. 1st 7.5, 2nd 12.5, top 20 m.p.h. Maximum speeds,



A smart two seater body on an N type Magnette which costs £280.

1st 35, 2nd 56, top 88 m.p.h. Open prop. shaft. Spiral bevel final drive. $\frac{1}{2}$ -elliptic springs. Both hydraulic and friction shock absorbers. Cam steering. Turning circle 42'. Bendix brakes, cable operated. Battery 6 v. 120 a.h. 13 gallon rear tank, mechanical pump. Consumption 16/18 m.p.g. approx. Wire wheels. Tyres 16×6.25. Wheelbase 116". Track 4' 8". Ground clearance 8 $\frac{1}{2}$ ". Weight of saloon 25 cwt. Weight of tourer 22 $\frac{1}{2}$ cwt. Coupe 24 cwt. Prices: tourer £553, saloon £568, special £598, coupe £598.

A high-power weight ratio coupled with a smooth flexible engine gives the Railton-Terraplane a performance better than all but the very "hottest" small sports cars, and when this is allied to a chassis which is well sprung and holds the road admirably, the increasing popularity of the cars is no surprise.

The car described above is the only one so far announced this year, but there is a specially light version of the Railton, weighing only 19 cwt., which is described elsewhere in this issue. Its performance should be even more striking than that of the standard model.

RILEY

British. Riley (Coventry) Ltd., Coventry.

Nine. 4 cyl. 60.3×95.2 mm., 1,089 c.c., 9.02 h.p. Tax £6 15 0. O.h.v. at 45°, operated by pushrods on each side of the block. P.R. h/c cyl. head. 2 bearing crankshaft. 41 b.h.p. at 5,000 r.p.m. Thermo-syphon cooling. 2 carburetters on Special Series engine. 3 point rubber engine mounting. 4-speed, pre-selective gearbox, steering wheel con-

trol. Automatic plate clutch. Spiral bevel rear axle. $\frac{1}{2}$ -elliptic springs front and rear. Hydraulic shock absorbers. Worm and segment steering. Turning circle 30'. Mechanical brakes. Battery 12 v. 9 $\frac{1}{2}$ gallon rear tank, 30-35 m.p.g., electric pump feed. Automatic chassis lubrication. Knock-on wire wheels. Tyres 4.50×19. Wheelbase 8' 10". Track 4'. Ground clearance 7". Price, saloon £279.

1 $\frac{1}{2}$ -litre. 4 cyl., 69×100, 1,495 c.c., 11.9 h.p. Tax £9. O.h.v. at 45° operated by pushrods on each side of block. P.R. h/c head. 3 bearing crankshaft. 54 b.h.p. at 5,000 r.p.m. Thermo-syphon cooling. 2 carburetters. 3 point rubber mounting. 4-speed epicyclic gearbox, pre-selective control on steering wheel. Spiral bevel rear axle. $\frac{1}{2}$ -elliptic springs front and rear. Hydraulic shock absorbers. Worm and segment steering. Turning circle 30'. Mechanical brakes. Battery 12 v. 10 gallon rear tank, electric pump feed. Consumption approx. 28 m.p.g. Knock-on wire wheels. Tyres 4.75×18. Wheelbase 8' 10 $\frac{1}{2}$ "—9' 4 $\frac{1}{2}$ ". Track 4' and 4' 3". Ground clearance 5 $\frac{1}{2}$ ". Weight of complete car 23 $\frac{1}{2}$ cwt. Price: "Merlin" saloon £335. "Falcon" saloon £362. "Kestrel" saloon £377. "Lynx Concours" 4-seater £398.

Six. 6 cyl., 62×95, 1,726 c.c., 14.2 h.p. Tax £11 5 0. O.h.v. at 45° operated by pushrods on each side of the block. P.R. h/c head. 3 bearing crankshaft. 50 b.h.p. at 4,500 r.p.m. Thermo-syphon and impeller cooling. Single carburetter. 3 point rubber engine mounting. 4-speed epicyclic gearbox

with pre-selective control on steering wheel. Spiral bevel rear axle. Enclosed prop. shaft. $\frac{1}{2}$ -elliptic springs front and rear. Hydraulic shock-absorbers. Worm and segment steering. Turning circle 30'. Mechanical brakes. Battery 12 v. 10 gallon rear tank, electric pump feed. Consumption approx. 25 m.p.g. Automatic chassis lubrication. Wire wheels, knock-on. Tyres 4.75×18. Wheelbase 9' 4 $\frac{1}{2}$ ". Track 4' and 4' 3". Ground clearance 5 $\frac{1}{2}$ ". Weight of complete car 24 $\frac{1}{2}$ cwt. Price: "Falcon" saloon £365. "Adelphi" saloon £380. "Kestrel" saloon £380. "Lynx" tourer £375.

Eight-Eighty. 8 cyl. V., 60×95 mm., 2,178 c.c., 18 h.p. Tax £13 10 0. Inclined O.h.v., operated by pushrods. P.R. h/c cyl. heads. 3 bearing crankshaft. Twin carburetters. 5 point rubber engine mounting. Centrifugal clutch. 4-speed epicyclic gearbox with pre-selective control on steering wheel. Enclosed prop. shaft. Spiral bevel rear axle. $\frac{1}{2}$ -elliptic springing front and rear. Hydraulic shock absorbers. Worm steering. Mechanical brakes. Battery 12 v. 10 gallon rear fuel tank, electric pump feed. Wire wheels, knock-on. Tyres 4.75×18. Wheelbase 9' 4 $\frac{1}{2}$ ". Track 4' 3". Estimated b.h.p. of new engine 80-100. Prices, "Adelphi" saloon £450. "Kestrel" saloon £450.

Riley cars have had an outstanding racing season. Amongst their more important successes are numbered first place in the Ulster T.T., third place at Le Mans, in the Rudge Cup, the first three places in the International Trophy Race, second place in the Mannin Beg, second place and Team Prize in the 500 Mile Race, etc. In every instance the Riley cars ran unblown, though, incidentally, it is this engine that forms the basis of the E.R.A. power-unit. The pro-

A GUIDE TO 1936 HIGH PERFORMANCE CARS—continued.

duction cars combine modernistic lines and a very good performance for their engine size, with a high degree of refinement and ease of control. The famous "Nine" is continued, now having a very strong box section chassis frame. It is no longer available in open form, but the new "Merlin" steel saloon and the "Kestrel" saloon, both semi-streamlined, are attractive cars. The preceding specifications apply to the Special Series engines, which have double carburettors, two-port inlet manifolds, special pistons and other aids to high efficiency. The open "Lynx" bodywork is available on the 1½-litre and "Six" chassis. The new 8/80 V8 car, which is based on the Riley Nine power-unit, should provide an exceptional performance, as the engine is light, compact, and is said to develop nearly 100 b.h.p. At Olympia a surprise exhibit was the "Sprite" sports model, with unusual streamlined radiator cowling, which is a 2-litre edition costing £550. Centrifugal clutches and pre-selector gearboxes are a feature of all Riley models, likewise automatic chassis lubrication.

ROVER

British. *The Rover Co., Ltd., Coventry.*

Twelve. 4 cyl., 69×100, 1,496 c.c., 11.8 h.p. Tax £9. Pushrod o.h.v. Comp. ratio 5.7 to 1. 3 bearing crankshaft. 48 b.h.p. at 4,200 r.p.m. Maximum revs. 5,200. Pump, fan and thermostat cooling. One S.U. carburettor. Rubber engine mounting. S.d.p. clutch. 4 speed constant mesh gearbox, central change. Ratios, 19.8, 11, 7.45, 4.88 to 1. Road speed at 1,000 r.p.m., 1st 3.9, 2nd 7.2, 3rd 10.6, top 16.2 m.p.h. Maximum speeds, 1st 21, 2nd 37, 3rd 55, top 70 m.p.h. Hardy-Spicer open prop. shaft. Spiral bevel rear axle. ½-elliptic springs. Hydraulic shock absorbers. Worm and nut steering. Turning circle 39'. Girling brakes. Battery 12 v. 53 a.h. 10 gallon rear tank. Mechanical pump. Consumption 28 m.p.g. Wire wheels. Tyres 18×4.75. Wheelbase 105" (saloons 112"). Track 51½". Ground clearance 6½". Weight of complete car 21 cwt. to 24 cwt. according to body. Price, sports saloon £298, open 4 seater £288, saloon £278.

Speed Fourteen. 6 cyl., 65×90, 1,577 c.c., 13.8 h.p. Tax £10 10 0. Pushrod o.h.v. Comp. ratio 6.7 to 1. 4 bearing crankshaft. 54 b.h.p. at 4,800 r.p.m. Pump fan and thermostat cooling. Three S.U. carburettors. Rubber engine mounting. S.d.p. clutch. 4 speed constant mesh gearbox, free-wheel. Central remote control. Ratios, 19.8, 11.1, 7.45, 4.88 to 1. Road speed at 1,000 r.p.m., 1st 3.9, 2nd 7.2, 3rd 10.6, top 16.2 m.p.h. Maximum speeds, 1st 19, 2nd 34, 3rd 51, top 80 m.p.h. Hardy-Spicer open prop. shaft. Spiral bevel rear axle. Independent front springing, ½-elliptic rear. Hydraulic shock absorbers. Worm and nut steering. Turning circle 40'. Girling brakes. Battery 12 v. 53 a.h. 11 gallon rear tank. Electric pump. Consumption 22 m.p.g. Rudge wire wheels. Knock-off hubs. Tyres 18×5.00. Wheelbase 115". Track 51½". Ground clearance 6½". Weight 25 cwt. Price, streamline coupe £415.

The small Rovers and particularly the Speed Fourteen have a remarkably high performance in proportion to their engine capacity, and never fail to make a good impression in rallies and other competitions in which they have taken part. One of their special features is the Girling mechanical brakes, with which it is possible to stop in distances materially under the theoretical minimum.

Apart from their mechanical efficiency, the latest Rovers are fitted with attractive open and closed bodies which have been several times prize-winners in coachwork competitions during the past year, and with standard bodies whose features will appeal to the motorist who uses his car all the year round.

S.S.

British. *S.S. Cars Ltd., Holbrook Lane, Coventry.*

SS I. 6 cyl., 65.5×106, 2,143 c.c., 16 h.p. or 73×106, 2663.7 c.c., 19.84 h.p. Tax £12. S.v. 53 b.h.p. at 3,800 r.p.m. Pump and fan cooling. S.d.p. clutch. 4-speed gearbox. Top gear ratio 4.5 to 1. ½-elliptic suspension. Turning circle 40'. 12 gallon rear tank. Wire wheels. Tyres 4.75×18. Wheelbase 9' 11". Track 4' 5½". Ground clearance 8". Weight of complete car 24 cwt. Price, saloon £320.

2½-litre Jaguar. 6 cyl., 73×106, 2,663 c.c., 19 h.p. Tax £15. O.h.v. pushrod operated. 104 b.h.p. at 4,500 r.p.m. 7 bearing crankshaft. Pump cooling. S.d.p. clutch. 4-speed, synchromesh gearbox. Ratios, 15.30, 8.98, 5.83, 4.25 to 1. Central gear lever. Open prop. shaft. Spiral bevel rear axle. ½-elliptic suspension front and rear. Luvax double-action hydraulic shock absorbers. Burman-Douglas worm and nut steering. Turning circle 38'. Girling brakes. Battery 12 v. 17 amp. 12 gallon rear tank. Electric pump feed. Wire wheels, racing pattern. Tyres 5.50×18. Wheelbase 9' 11". Track 4' 6". Ground clearance 7½". Weight 19½ cwt. SS "100" model: Wheelbase 8' 8". Turning circle 36". Prices: tourer £375. 4-door saloon £385. "100" 2-seater £395.

1½-litre Jaguar. 4 cyl., 69.5×106, 1,608 c.c., 12 h.p. Tax £9. S.v. 42 b.h.p. at 3,800 r.p.m. 3 bearing crankshaft. Pump cooling. Single Down-draught carburettor. S.d.p. clutch. 4-speed, synchromesh gearbox. Ratios, 19.18, 11.80, 7.06, 4.86 to 1. Open prop. shaft. Spiral bevel rear axle. ½-elliptic suspension. Luvax double-action hydraulic shock absorbers. Burman-Douglas worm and nut steering. Turning circle 38'. Girling brakes. Battery 12 v. 17 amp. 8 gallon rear tank A.C. mechanical pump feed. Wire wheels, racing pattern. Tyres 4.75×18. Wheelbase 9'. Track 4'. Ground clearance 7". Weight of saloon 24 cwt. Prices, 4-door saloon £285.

The S.S. II and S.S. I have been improved in detail for next year, and retain their impressively low build and handsome lines. Incidentally, these models are also available with 12 h.p. and 20 h.p. engines, respectively. The new Jaguar models appeal especially to sporting enthusiasts.

The 1½-litre model has a side valve engine and carries a very attractive, four-door coachbuilt saloon body. The 2½-litre car has an o.h.v. power-unit with Weslake combustion chambers, and gives over 40 b.h.p. per litre. The open 2-seater "100" model on the short wheelbase chassis is claimed to be capable of speeds approaching 100 m.p.h. and to accelerate from 0-60 m.p.h. in under 12 seconds. Its lines are distinctly sporting, the screen folds flat and there is a luggage tonneau behind the seats. The equipment includes telecontrol shock absorbers and an 18 gallon rear fuel tank. The price is only £395.

SINGER

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

Nine. 4 cyl., 60×86 mm., 972 c.c., 8.93 h.p. Tax £6 15 0. O.h.v. operated by overhead camshaft. 28 b.h.p. at 4,000 r.p.m. 2 bearing crankshaft. Thermo-syphon and fan cooling. 2 S.U. carburettors. S.d.p. clutch. 4-speed gearbox, helical 2nd and 3rd gears. Ratios, 24.4, 12.4, 8.7, 5.57 to 1. Semi-floating rear axle, spiral bevel. ½-elliptic springs front and rear. Hartford friction shock absorbers. Patented worm and nut steering. Turning circle 32'. Lockheed hydraulic brakes. Battery 12 v. 51 a.h. 7 gallon rear tank, electric pump feed. Wire wheels, knock-on. Tyres 4.5×18. Wheelbase 7' 7". Track 3' 9". Ground clearance 7". Price, Sports four-seater £195. Special Speed Nine two-seater £215.

Le Mans "Replica." 4 cyl., 60×86 mm., 972 c.c., 8.93 h.p. Tax £6 15 0. O.h.v. operated by overhead camshaft. 41 b.h.p. at 5,500 r.p.m. 4-speed gearbox. Ratios, 10.25, 7.15, 5.36, 4.77 to 1. Speed at 5,500 r.p.m., 1st 45, 2nd 62, 3rd 74½, 4th 90 m.p.h. 15 gallon rear tank, double electric pump feed. Tyres 4.5×18. Price, chassis £425. "Replica" 2-seater £525.

1½-litre Six. 6 cyl., 59×91 mm., 1,493 c.c., 12.95 h.p. Tax £9 15 0. O.h.v. operated by overhead camshaft. 63 b.h.p. at 4,800 r.p.m. 4 bearing crankshaft. Pump and fan cooling. 3 S.U. carburettors. S.d.p. clutch. 4-speed unit gearbox. Ratios, 17.7, 9.08, 5.64, 4.44 to 1. Semi-floating rear axle, spiral bevel. Open prop. shaft. ½-elliptic suspension front and rear. Hartford friction shock absorbers. Patented worm and nut steering. Lockheed hydraulic brakes. Battery 12 v. 51 a.h. 15 gallon rear fuel tank, electric pump feed. Wire wheels, knock-on. Tyres 4.75×18. Wheelbase 7' 8". Track 3' 9". Ground clearance 6½". Weight of complete car, 17½ cwt. Price, Special Speed 2-seater £350.

Singer cars have established a splendid reputation in trials and speed events. For 1936 the 9 h.p. four-cylinder and 1½-litre six-cylinder models are continued. The chassis frames are now underslung at the rear, while special, racing pattern brackets are used for mounting the shock absorbers. The popular 9 h.p. sports four-seater is continued, and the Special Speed model 2-seaters on the 9 h.p. and 1½-litre chassis should prove especially suited to trials work and long distance tourings. These special models have twin spare wheels neatly mounted behind compact rear tanks, the screens fold flat before wind-deflecting scuttle cowls, and very roomy luggage tonneaus are provided. Radiator stone guards are standardised, cubby-holes are provided in the instrument boards, and the 1½-litre model has bonnet straps, fog lamp, sump thermometer and dual electric horns, etc. Special trials and touring equipment is available from the makers at reasonable extra cost. Incidentally, the 9 h.p. chassis has self-lubricating road springs, while silent bloc bushes feature in the 1½-litre.

The lightweight bodywork of the "Replica" conforms to A.I.A.C.R. requirements and throughout racing requirement have been carefully studied. The 972 c.c. engine is intended to run up to 5,500 r.p.m., giving a genuine road speed of 90 m.p.h. The annual tax is £6 15s.

SQUIRE

British. *The Squire Car Manufacturing Co., Ltd., Remenham Hill Works, Henley-on-Thames.*

1½-litre Supercharged. 4 cyl., 69×100, 1,496 c.c. 11.9 h.p. Tax £9. Twin o.h.c. 4 bearing crankshaft. Comp. ratio 6½ to 1. 110 b.h.p. at 5,000 r.p.m. Water pump. 1 S.U. carburettor. Prescriptive 4-speed gearbox, steering column control. Ratios 1, 1.35, 1.95, 3.8 to 1. Road speed at 1,000 r.p.m., 1st, 5.27, 2nd 10.3, 3rd 14.85, 4th 20. Maximum speed 1st 26.4, 2nd 51.25, 3rd, 74, 4th 100 m.p.h. Open prop. shaft. (Needle roller). Semi-floating rear axle. Semi elliptic springs. Length of springs, front 27½", rear 40". Turning circle 34'. Squire-Lockheed hydraulic shock absorbers. Battery 12 v. 110 a.h. Twin electric pump. Consumption 25 m.p.g. Rear tank 12½ gallons. Wire centre lock nut (Racing type) wheels. Tyres 500×18 short chassis. 525×18 long chassis. Wheelbase 8' 6" short chassis, 10' 3" long chassis. Track 4' 6". Ground clearance 6" short chassis, 6½" long chassis. Weights from 18 cwt. Prices from £995.

Built of the finest possible materials, and making no concessions in regard to cost of production or the finest workmanship, the supercharged Squire attains the magic figure of 100 m.p.h. with a mere 1½ litres of capacity.

In addition to the De Luxe 2-seater, which costs £1,150, a Lightweight model with an all-metal body and cycle-type wings will be available at £995, also a Standard model with large luggage accommodation behind the two front seats.

The long-chassis model is continued, and the open 4-seater costs £1,150.

A GUIDE TO 1936 HIGH PERFORMANCE CARS—continued.

TALBOT

British. Clement-Talbot Ltd., Barlby Road, London, W.10.

"Ten." 4 cyl., 63×95, 1,185 c.c., 9.8 h.p. Tax £7 10 0. Side-by-side valves. 3 bearing crankshaft. Thermo-syphon and fan. 1 Downdraught Zenith carburetter. Single dry-plate clutch. Four speed gearbox. Synchro-mesh all forward gears. Ratios 18, 12.65, 7.5 and 5 to 1, or 19.6, 13.77, 8.16 and 5.44 to 1. Road speeds at 1,000 r.p.m. 1st 4, 2nd 6, 3rd 10, top 15 m.p.h. Maximum speeds 20, 30, 50 and 70 m.p.h. Open prop. shaft. Spiral bevel back axle. Semi-elliptic springs. Underslung chassis. Duo-servo brakes. Turning circle 35'. Wheelbase 7' 9". Track 4'. Ground clearance 5½". Price. Sports Tourer £260. Saloon £285.

"75." 6 cyl., 69.5×100, 2,276 c.c., 17.9 h.p. Tax £13 10 0. Pushrod o.h.v. Comp. ratio 6.5 to 1. 7 bearing crankshaft. 70 b.h.p. at 4,500 r.p.m. Pump and fan cooling. 1 Zenith carburetter. Rigid engine mountings. Single dry-plate clutch. Synchro-mesh. Steering wheel control. Ratios 19.31, 12.87, 7.65, 5.22 to 1. Road speeds at 1,000 r.p.m., 1st 4, 2nd 6.3, 3rd 11.25, top 16.5 m.p.h. Maximum speeds, 1st 20, 2nd 32, 3rd 52, top 74.5 m.p.h. Torque tube. Spiral bevel rear axle. Springs, ½-elliptic front, ¼-cantilever rear. Luvax shock absorbers. Turning circle 39' 10". Self-servo brakes. Battery 12 v. 105 a.h. 19 gallon rear tank, pump feed. Tyres 18×6.00. Wheelbase 10'. Track 4' 8". Ground Clearance 7½". Price, £485 to £565.

"105." 6 cyl., 75×112, 2,969 c.c., 20.9 h.p. Tax £15 15 0. Pushrod o.h.v. Comp. ratio 6.6 to 1. 7 bearing crankshaft. 100 b.h.p. at 4,500 r.p.m. Automatic "Traffic" clutch. Pres-selector gearbox. Gear ratios 5.64, 8.69, 6.27, 4.6 to 1. Road speed at 1,000 r.p.m., 1st 6, 2nd 10, 3rd 14.2, top 19.5 m.p.h. Maximum speeds, 1st 25, 2nd 45, 3rd 62, top 84 m.p.h. Hartford shock absorbers, plus Luvax hand-controlled shock absorbers. Battery 12 v. 150 a.h. 19 gallon rear tank. Wheelbase 10'. Price, £585 to £665.

"105" Speed Model. Chassis specification as "105" except tyres 19×5.50. Gear ratios 13.6, 7.56, 5.44, and 4 to 1, or 14.8, 8.24, 5.9 and 4.36 to 1. Road speed at 1,000 r.p.m., (4.36 axle), 1st 5.75, 2nd 10.25, 3rd 16, top 19.75 m.p.h. Maximum speeds, 1st 26, 2nd 47, 3rd 65.5, top 88 m.p.h. Price, Open tourer £615. Saloon £645.

3½-litre. 6 cyl., 80×112, 3,377 c.c. Tax £18. Specification as "105" except: 120 b.h.p. at 4,500 r.p.m. Road speed at 1,000 r.p.m., 1st 6, 2nd 11.5, 3rd 16, top 22 m.p.h. Maximum speeds 1st 28, 2nd 51, 3rd 71, top 97 m.p.h. Price, Tourer £750. Speed saloon £825.

Talbot cars are renowned for good finish, a high performance and "thoroughbred" qualities of control. The new "Ten" represents a high-grade small car, capable of a noteworthy performance—a maximum speed of 70 m.p.h. is claimed—and carrying compact, modern bodywork. The chassis is underslung and has duo-servo braking. A sports tourer is available, priced at £260.

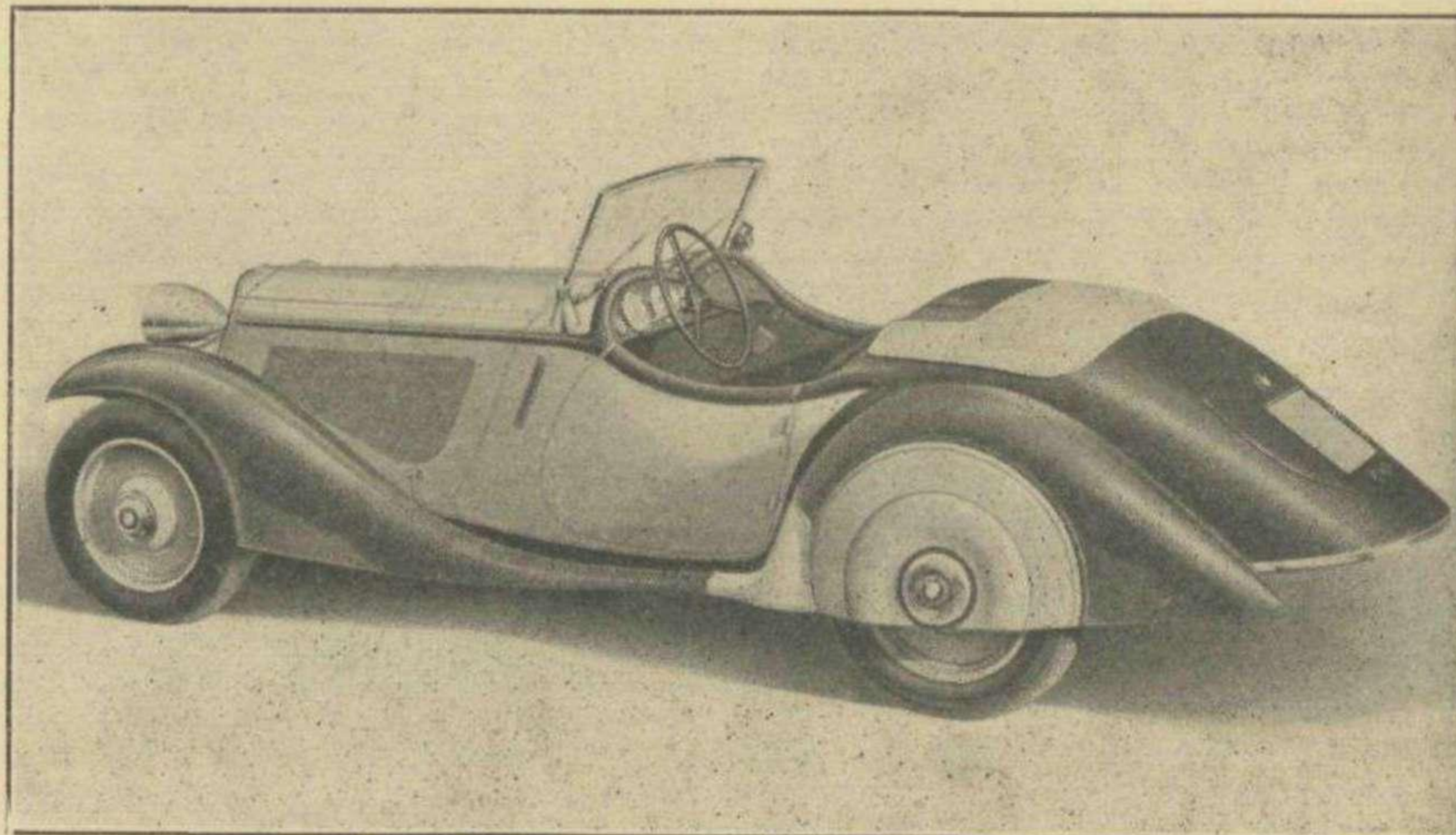
Turning to the larger models, these are the well-known and thoroughly well-established 6-cylinder cars. Sportsmen will be chiefly concerned with the "105" model and the 3½-litre car. The general layout is unchanged but a chassis of double-channel section is now used in conjunction with an X-member in front of the rear spring-mountings. As a con-

sequence the chassis are now extremely rigid, while at the same time the weight has been reduced by about one cwt. in every case. The power output from the "105" and 3½-litre has been slightly raised.

TRIUMPH

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

Gloria 4 cyl. 66×90, 1,232 c.c., 10.8 h.p. O.h. inlet, side exhaust valves. 50 b.h.p. at 5,000 r.p.m. (chassis). Pump and fan cooling. 2 S.U. carburetters. 3 point resilient engine mounting. S.d.p. clutch. Silent third gearbox with free wheel and automatic reverse-connector. Central change. Comp. ratio 5.22 to 1. Open prop. shaft. ¾-floating rear axle, spiral bevel. ½-elliptic springs. Luvax hydraulic shock absorbers. Turning circle 38'. Hydraulic brakes.



Independent front-wheel springing is a feature of the B.M.W. which is now made under licence in England. Large mudguards and an adequate windscreen do not detract from the sporting lines of this Continental two-seater.

Battery 12 v. 53 a.h. 12 gallon rear tank, electric pump. Wire wheels. Tyres 5×17. Wheelbase 9' standard. Turning circle 36'. Track 4' 2½". Ground clearance 6". Weight Southern Cross 18 cwt. Prices: Southern Cross £295. Vitesse tourer £325. Coupe £325. Foursome £335. Vitesse Foursome £365.

Gloria Six. 6 cyl., 65×100, 1,991 c.c., 15.72 h.p. O.h. inlet, side exhaust valves. 4 bearing crankshaft. 55 b.h.p. at 4,500 r.p.m. Pump and fan cooling. 5 point resilient engine mounting. S.d.p. clutch. Silent third gearbox, with free wheel, central change. Comp. ratio 4.75 to 1. Transmission springs, brakes and steering as 4 cyl. 12 gallon rear tank, electric pump. Battery 12 v. 53 a.h. Wire wheels. Tyres 6.00×16. Wheelbase 9' 8" standard. Track 4' 2½". Ground clearance 6". Weight of complete car saloon 23½ cwt. Prices: Six light saloon £395. Foursome £415. Vitesse Foursome £445.

VALE SPECIAL

British. Vale Engineering Co., Ltd., Portsdown Road, London, W.9.

10 h.p. 4 cyl., 60×90, 1,098 c.c., 9.8 h.p. Tax £10. O.h. inlet, side exhaust valves. Comp. ratio 8.5 to 1. 3 bearing crankshaft. 47 b.h.p. at 4,250 r.p.m. Pump and fan cooling. 2 Solex carburetters. 4 point Silent bloc engine mounting. S.d.p. clutch. 4 speed gearbox, silent third, central change. Final drive to choice, from 4.5 to 5.25 to 1. Maximum speeds, 1st 30, 2nd 42, 3rd 65, top 85 m.p.h. Hardy-Spicer needle-bearing open propeller shaft.

Those who like their cars to be really "special," can submit their own designs and have cars built accordingly, the cost being in strict accordance with the specification required.

DEATH OF E. A. ELDRIDGE

We regret to announce the death of Ernest A. Eldridge, at one time holder of the Land Speed Record on the famous old Fiat Mephistopheles. Mr. Eldridge had several spectacular accidents in the course of his racing career, notably when his Miller car overturned at Monthéry some years ago. Except for taking part in occasional long-distance attempts on records in conjunction with his friend George Eyston, Eldridge of late years devoted himself principally to tuning and

designing, and was responsible for the lay-out of the front drive car "Speed of the Wind" on which Eyston put up no less than fifteen world's records only a month ago at Salt Lake, Utah.

His sudden and untimely death from pneumonia was a great shock to his many friends, and his funeral which took place on the 29th October, was attended by many of those who had been associated with him on his record-breaking attempts.

THE MOUNTAIN CHAMPIONSHIP

We are informed by Mr. T. Murray Jamieson that the E.R.A. car driven by Mr. Raymond Mays in the Mountain Championship at Brooklands was fitted with a supercharger of other than Jamieson manufacture.

THE COPPA MICHELE BIANCHI

This race was run on very similar lines to the Circuit of Lucca, reported elsewhere in this issue and was held in the town of Cosenza, in the "toe" of Italy. There were three heats and a final, but in this case the first heat was confined to 1,500 c.c. cars. The circuit, too, resembled Lucca, for the Cosenza lap measures only 2.5 km. The events were remarkable for the small entries—a result of the Italo-Abyssinian conflict.

The first heat was a well-deserved win for Bianco, with his Maserati. This driver will be remembered for his performance in the Mille Miglia this year, when he won the 1,100 c.c. class. At Cosenza he won quite easily from Bilotti, who drove one of the old G.P. Talbots.

RESULT OF 1st HEAT

20 Laps : 50 km.

1. Bianco (Maserati) 38m. 46.4s. *77.400 k.p.h.
2. Bilotti (Talbot) 39m. 36.4s.
3. Marro (Fiat) 41m. 56.2s.

Fastest lap : Bianco, on his 2nd, in 1m. 53.4s.

There were again only three starters in the next heat, Pintacuda and Balestrero on Alfa-Romeos, and Gherzi on a Maserati. The race was such a fierce one that no one cared about the small entry, and in the end Pintacuda won for Ferrari by nearly two minutes.

RESULT OF 2nd HEAT

20 Laps : 50 km.

1. Pintacuda (Alfa-Romeo) 34m. 56.6s. 85.853 k.p.h.
2. Gherzi (Maserati) 36m. 25.2s.
3. Balestrero (Alfa-Romeo) 37m. 35.8s.

Fastest lap : Gherzi, on his 5th, in 1m. 41.4s.

The third heat was another Alfa-Maserati duel, Brivio and Mallucci on the former, Siena on the latter. Brivio and Siena had a terrific scrap for the whole distance, the Ferrari man getting the best of it in the end. Both clocked the same fastest lap, which shows that there was little to choose between them.

RESULT OF 3rd HEAT

20 Laps : 50 km.

1. Brivio (Alfa-Romeo) 33m. 58.2s. 88.313 k.p.h.
2. Siena (Maserati) 34m. 4.4s.
3. Mallucci (Alfa-Romeo) 38m. 1.6s.

Fastest lap : Brivio, on his 10th, and Siena, on his 15th, in 1m. 40.4s.

The final was a grand battle between the Ferrari and Subalpina scuderias. Pintacuda and Brivio were the Alfa-Romeo representatives, while Siena and Gherzi defended the Maserati colours.

A very fast pace was set, and on the eleventh lap Pintacuda had to retire. Brivio had the legs of the Maseratis, however, and finally ran out a winner by a whole lap from Gherzi.

RESULT OF FINAL

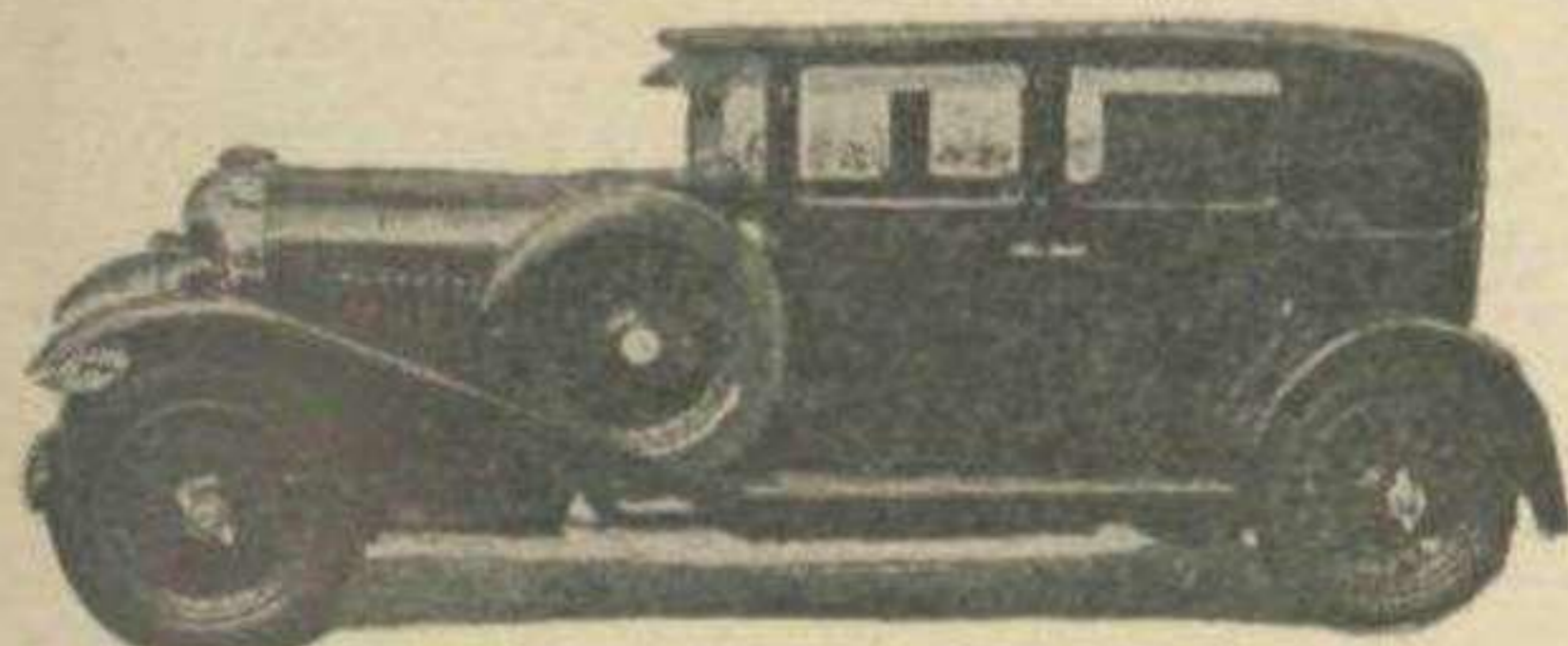
50 Laps : 125 km.

1. Brivio (Alfa-Romeo) 1h 26m. 57s. 86.256 k.p.h.
2. Gherzi (Maserati) 1 lap behind.
3. Bianco (Maserati 1,500 c.c.) 3 laps behind.
4. Balestrero (Alfa-Romeo) 5 laps behind.
5. Bilotti (Talbot) 9 laps behind.

Motor Sport Classified Advertisement Section

CLOSING DATE first post on the 23rd of the month, for publication on the 1st of the following month.

BENTLEY



4 1/2-litre, super condition, Bentley, report with pleasure, chromium plated radiator and fittings, fog lamps, spot lights, new tyres, improved universals, a delightful machine ... £195 maintained by an enthusiast ...

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6, KENDRICK PLACE, SUSSEX PLACE,
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BUGATTI 2,300 Supercharged Special 3/4 seater. Small mileage, carefully driven, in absolutely new condition. Smartest "2.3" on the road. See 'Specially Selected Bargains.' Hampton.

L. B.B. MOTORS offer—1 1/2-litre Bugatti, specially built for next season's racing at £175. Racing Dept., Brooklands Track. Weybridge 1415.

FRAZER-NASH

FRAZER-NASH Cars, Falcon Works, London Road, Isleworth (Hounslow 0011) have for disposal a number of reconditioned cars.—Full particulars on application.

ITALA

FOR SALE. 1908 authentic Grand Prix "Itala" 4-cly. 12,000 c.c. old-time 4-seater sporting body. Perfect condition mechanically and otherwise. Still extremely fast. Very easy starter—entirely repainted. Looks magnificent. Probably the best conditioned antique vehicle on the road. F. G. Smith (Motors) Ltd., High Road, Goodmayes, Ilford. Seven Kings 1000.

LOMBARD

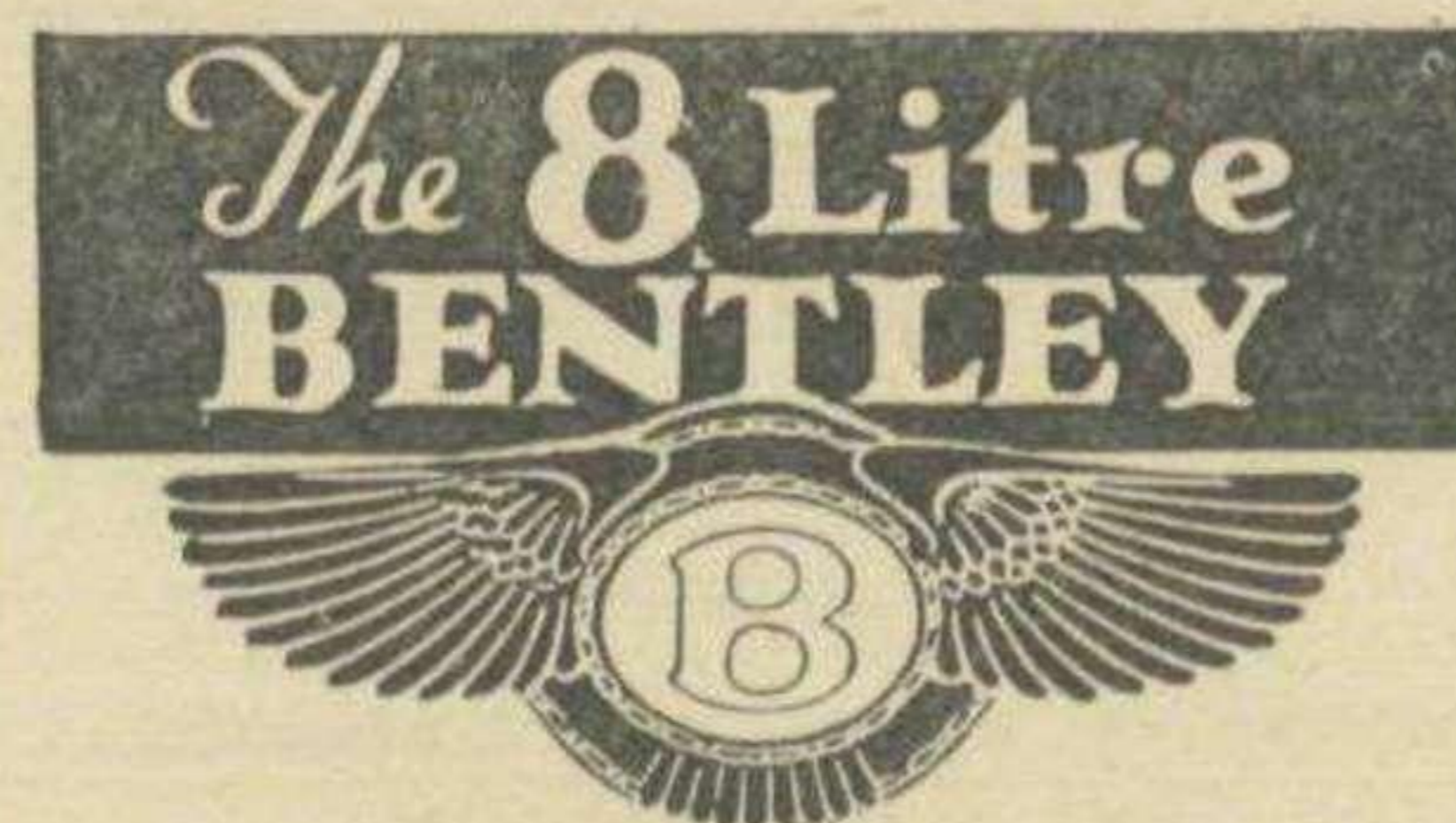
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M.G.

SPECIAL low chassis 4-str. Sup. Midget, Moss gearbox, outside exhaust, just been tuned at cost of £70. Invoices shown, genuine reason for selling, best offer. Butcher, 66 Cowley Road, Ilford.

MAGNA

1933 L. Type Magna, specially tuned and winner of various speed events, good condition £160. Box S.44, c/o "MOTOR SPORT."

ENGINE

FOR SALE. 9 h.p. s.v. 192P Amilcar engine and Gearbox. Offers. Wants new Timing Gears. 86, Taunton Road, Ashton-u-Lyne.

SUPERCHARGERS

STREET & DULLER offer for sale 2 large Power Plus superchargers, specially built for Duesenberg at cost of £600. Brand new, complete with 2 down-draught Weber carburettors. No reasonable offer refused. 22 Rodmarton Mews, Baker Street, W.1. Welbeck 9809.

WHEELS

AEROPLANE wheels complete with axle. Ideal for trailers, etc. From 30/- per pair. All sizes in stock. Aircraft Supplies, 437a High Road, Willesden, N.W.10. Willesden 5619.

SPORTS CARS

VINTAGE SPORTS CARS

BUGATTI, BENTLEY, ALVIS, ETC.

MERCEDES 1½-litre blown chassis and engine late property of Raymond Mays £27
30/98 VAUXHALL Special 2-seater O.E. chassis, has been overhauled for racing £65

BUGATTI 1½-litre Full Brescia "Corden Bleu" type body, 103 m.p.h. in 3rd gear. Suitable for hillclimbs. 1st in handicap class at Chalfont this year, £105

Several other sports cars in stock from £20-£150

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Bentley 3-litre speed model, short chassis, coachbuilt 4-seater, all new low pressure tyres, Carl Zeiss headlamps £130

1929 Vernon-Derby super sports streamline 2-seater, black and silver, 4-speed close ratio, fitted last year with 16 h.p. Sunbeam engine, colossal acceleration with reliability. Taxed £55

1932 Marendaz special 13-70 h.p. s.v. sports 2-3-seater, sunshine roof coupe, black and chromium, outside exhaust pipes, cost over £400 new £95

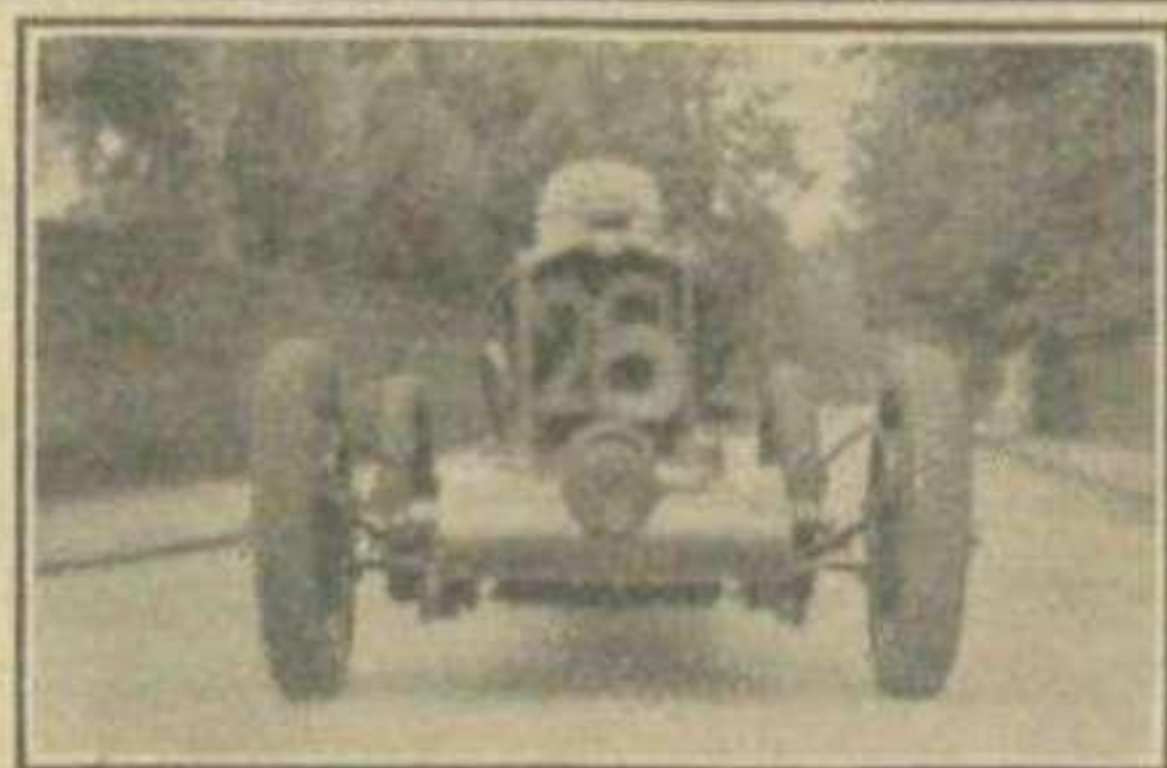
Frazer-Nash 2/3-seater with special Anzani s.v. engine, just had overhaul at works, outside exhaust, and folding flat screen, numerous extras £85

Front wheel drive Alvis supercharged 12 h.p. open 4-seater, in exceptional condition, with new hood, side curtains, etc., the property of an enthusiast, 10-85 m.p.h. in top £85

1928 Lagonda speed model, open 4-seater, chromium plating, 25 m.p.g. £50

Open on Sundays by Appointment.

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(Subject to being unsold)

M.G. Magnette, 1934, special single seater, complete overhaul since last raced, now ready for next season—£100 spares. Also similar car, 2-seater. Standard Le Mans equipment.

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ALFA-ROMEO, 1933, 100 m.p.h. 2.3-litre 8 cylinder, special Le Mans 4-seater £750

ALFA-ROMEO, 1934, 1½-litre 6 cyl., supercharged 2-seater, mileage 6,000, as new £595

ALFA-ROMEO, 1933, 1½-litre 6 cyl., supercharged, special Le Mans 4-seater £595

ALFA-ROMEO, 1933, 1½-litre, 6-cyl., supercharged, drophead coupe ... £345

ALVIS, 1933, Speed Twenty. This car has been specially tuned and fitted with a specially built 4-seater sports body of particularly attractive appearance; genuine road speed 90-100 m.p.h. ... £245

ASTON-MARTIN, 1933 series, 1½-litre special T.T. 2-seater ... £245

ASTON-MARTIN, 1931, 1½-litre International sports 4-seater ... £165

DELAGE, special hand built 27 h.p. O.h.v. 6-cyl. racing chassis, official Brooklands lap speed 118 m.p.h., recently fitted with coachbuilt close coupled sportsman's coupe body; a really unique car with a genuine road speed of 110 m.p.h. ... £175

FRAZER-NASH, 1935, T.T. Replica, one owner, small mileage, indistinguishable from new £345

FRAZER-NASH, 1933, 1½-litre T.T. Replica £245

LAGONDA, 1934, 4½-litre speed model, 4-seater ... £395

LAGONDA, 1932, 2-litre Speed model, Continental sports 4-seater, small total mileage, exceptionally fine condition ... £225

MERCEDES, latest series 38/250 S.S. 100 m.p.h. supercharged Sports saloon. Complete with every conceivable extra including wireless. Just overhauled by well-known firm of racing engineers. ... £495

MERCEDES, special 100 m.p.h. supercharged low chassis 38/220 drophead coupe ... £480

M.G., 1,100 c.c. special racing K.3. Magnette, unused since specially tuned and prepared for racing ... £350

RILEY 1932, specially tuned 1,100 c.c. 2-seater ... £95

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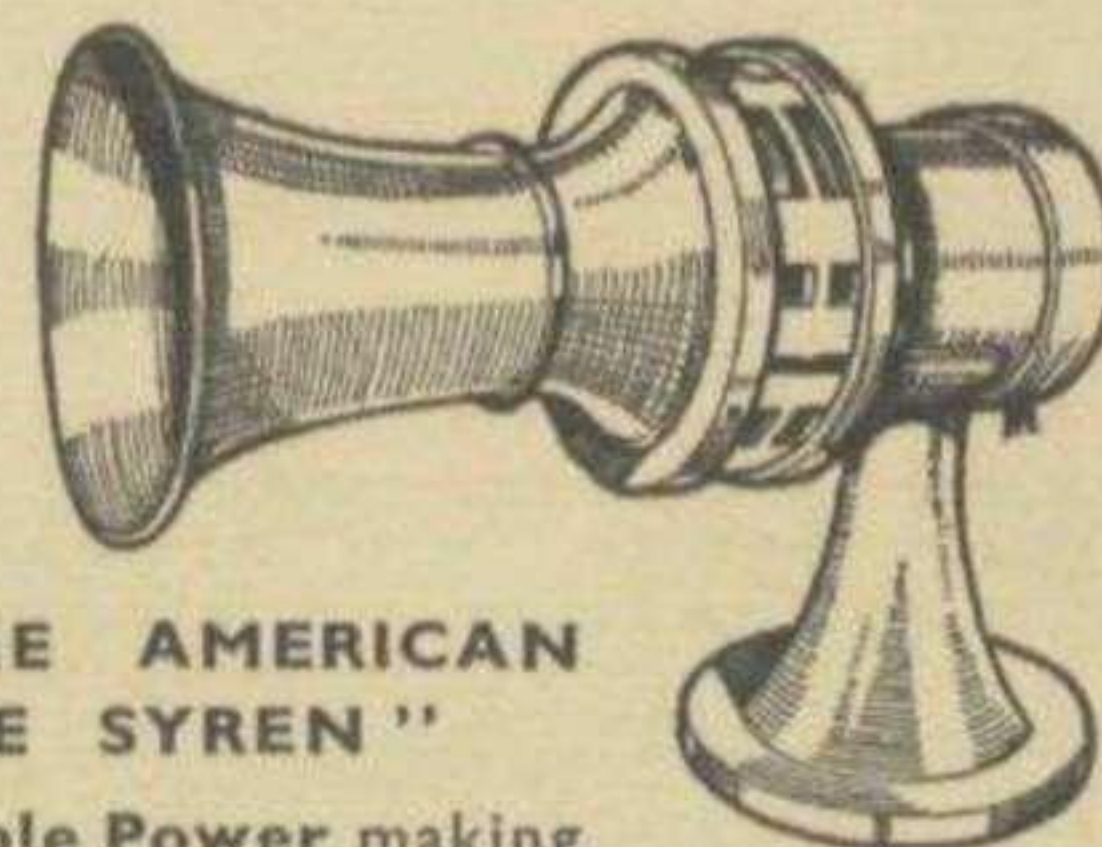
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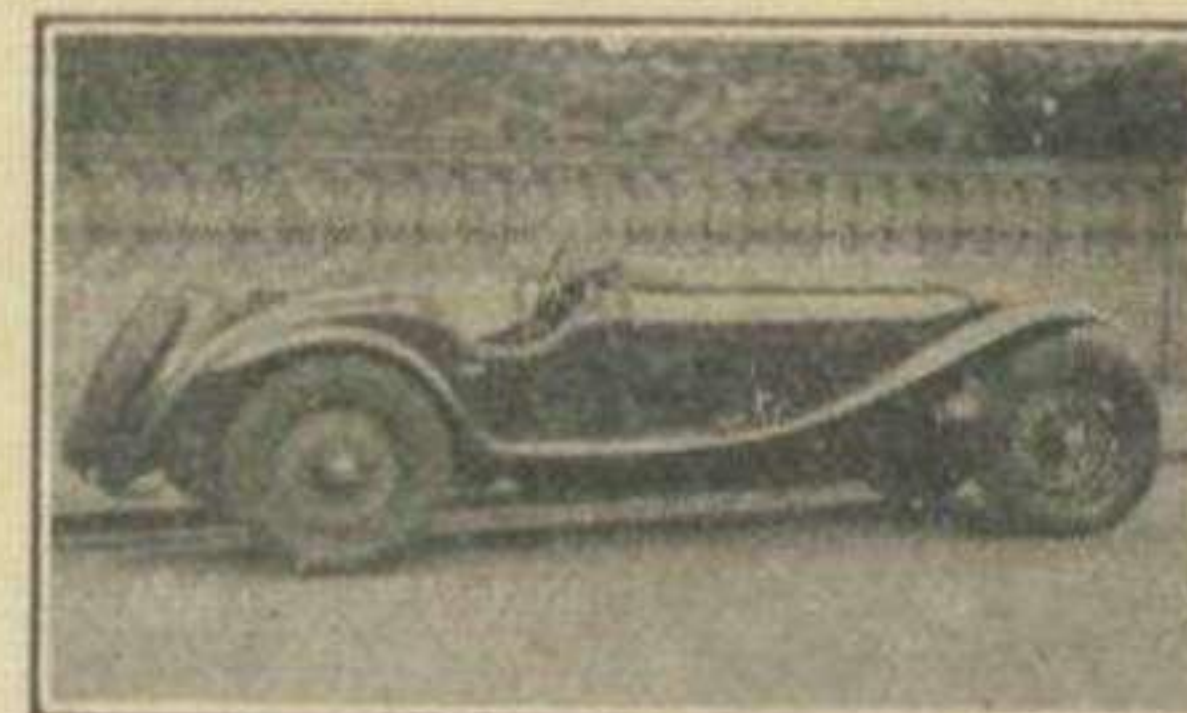
With Variable Power making this signal suitable for both town and country use. Sireno Type M-2 entirely chromium plated. Price:—£12-17-6.

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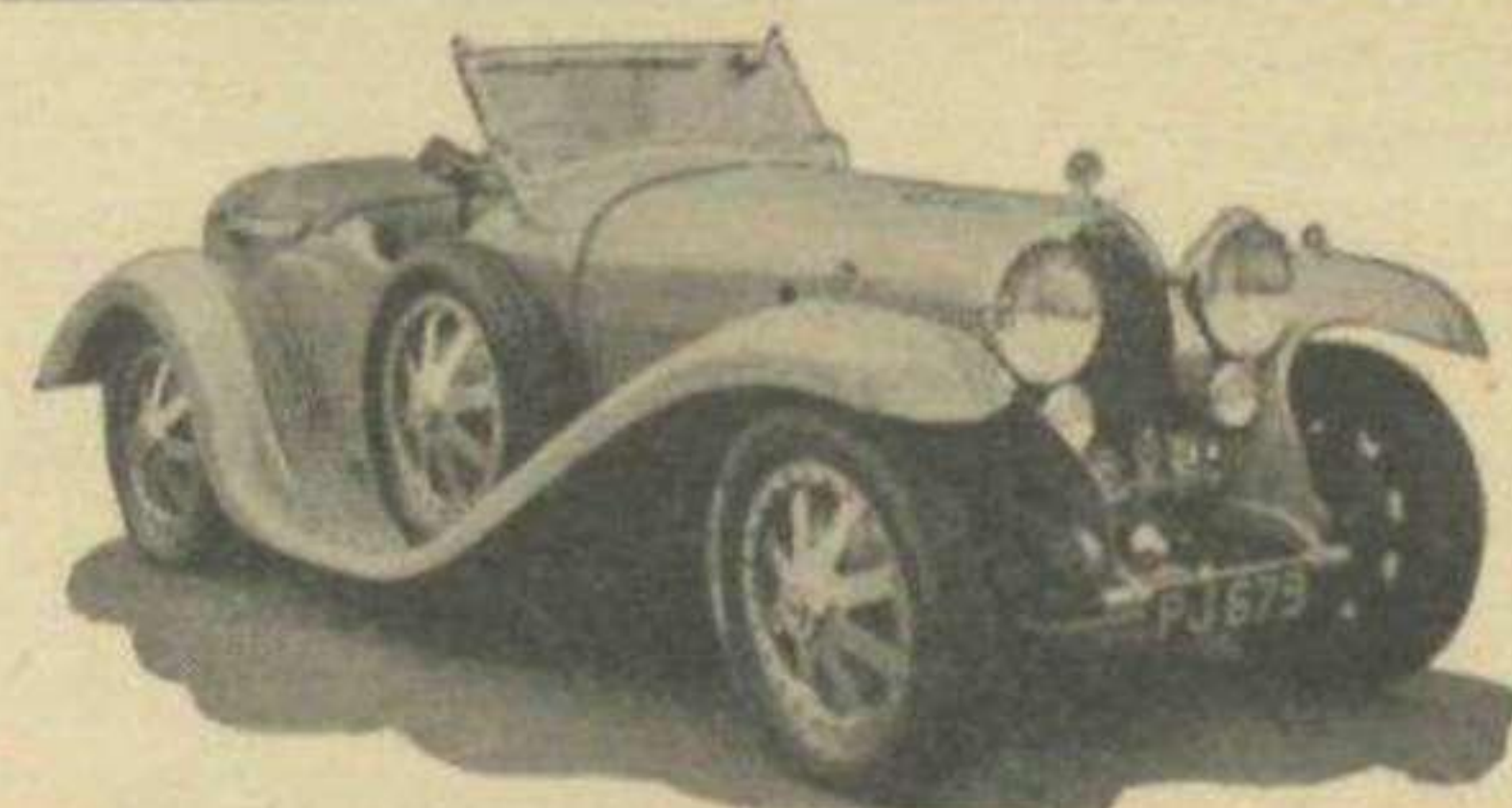
'Grams: Ciccatenor, Wesdo, London.



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2,300 c.c. Supercharged, fitted special 3/4 str., first Reg. 1931, Cellulosed Bugatti Blue, silver grey hide upholstery, chromium throughout including front axle, etc. £100 worth of extras. Full tonneau and hood in blue mohair. Recently had brakes relined, new gearbox and axle and serviced by Bugatti expert only. In immaculate condition and possessing terrific performance. Low price for quick sale—£400. Seen and tried by appointment.

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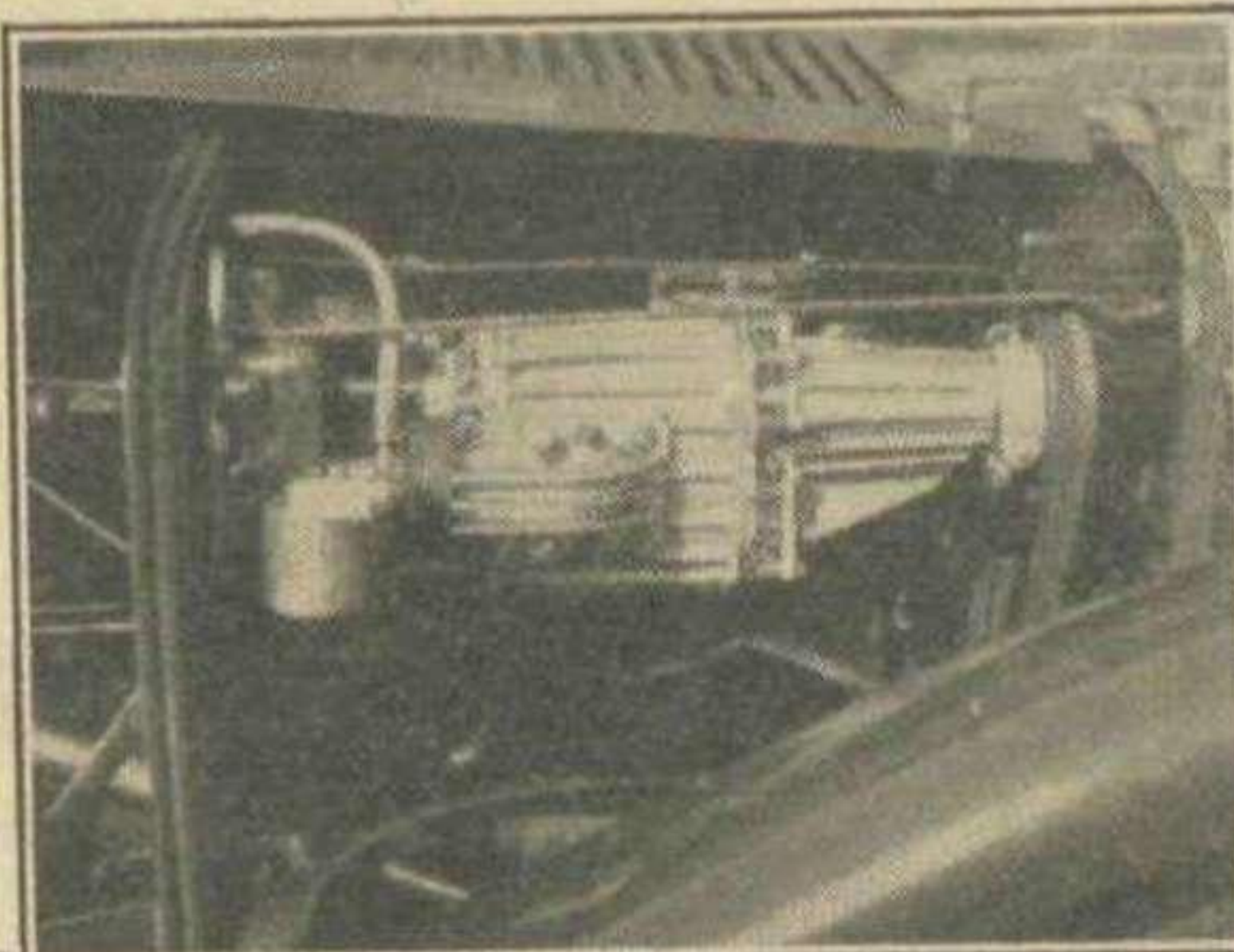
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