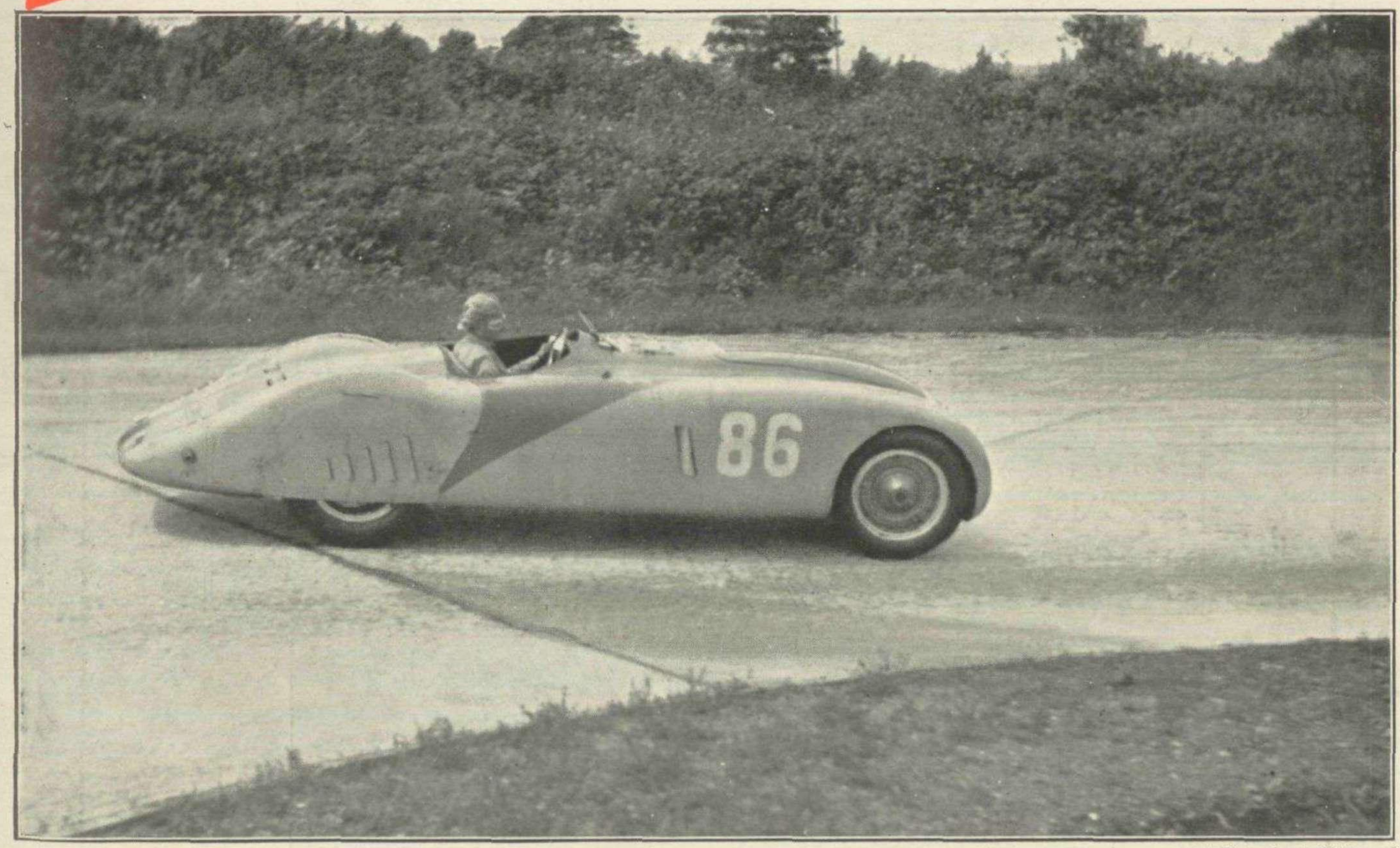
Vol. XII. No. 10 **French Grand Prix, Nuffield Trophy, and Continental Events** *August, 1936*

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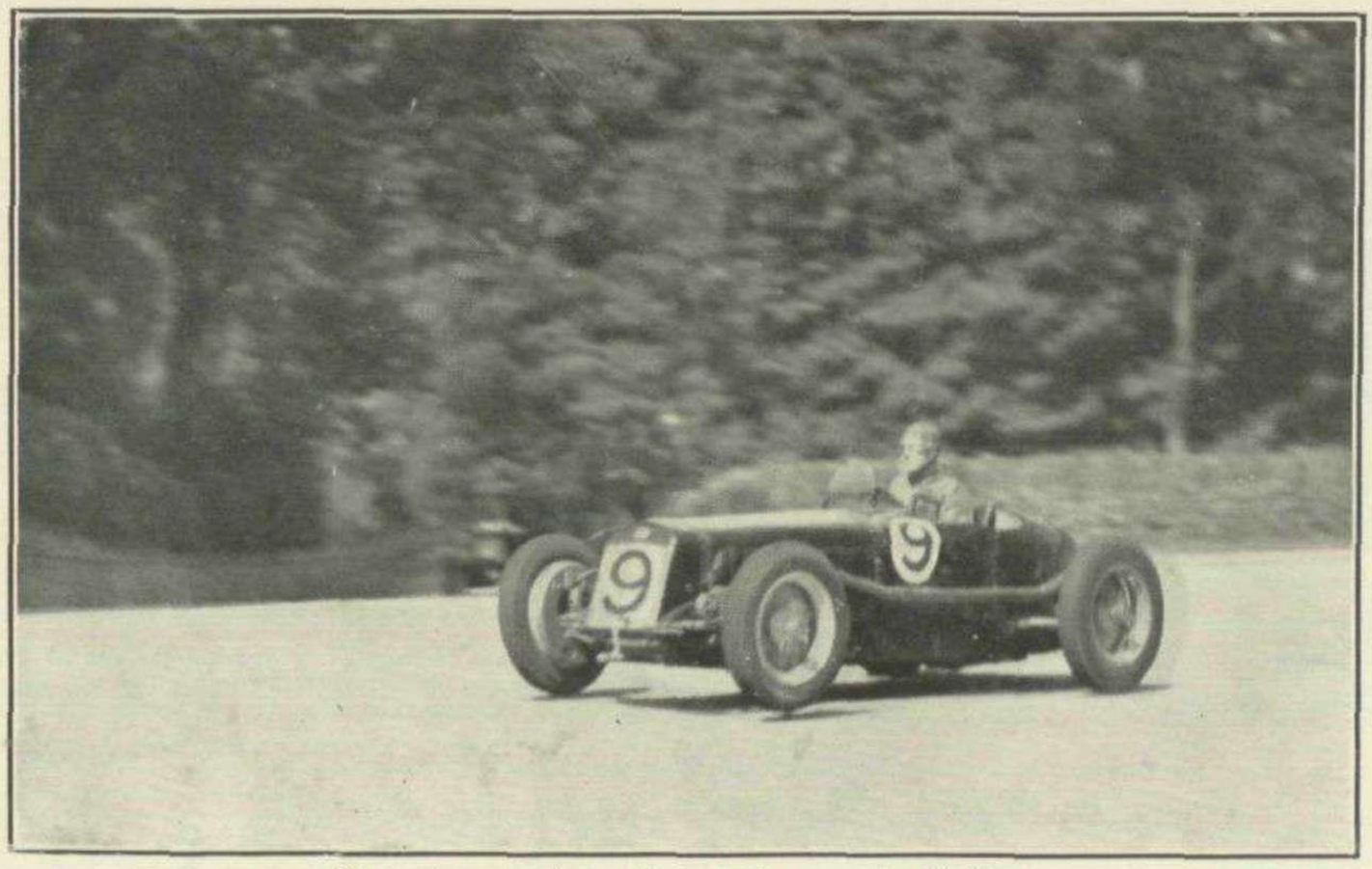


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Editorial Reflections

The month has been a sad one for many of us. Marcel Lehoux had been racing for so many years, and with such great regularity, that the thought never entered one's head that he might be involved in a fatal accident. Fortunately—if one can apply the word to such a tragic affair—his death must have been instantaneous.

Lehoux will be remembered as one of the most pleasant personalities the racing-game has produced. He had his heart and soul in motor-racing—at least so much as could be spared from his business, which took a great deal of his time. He was one of those men who simply could not keep away from racing.

He was probably at his best when the 2.3-litre Bugatti was in its prime, and he handled that car like a master. When he joined the Scuderia Ferrari he never had any "breaks," but was placed in several races.

Following a period of free-lancing, with a Maserati, Lehoux was invited to join the official E.R.A. team, and it was while making what would have been his best performance on the British car that the tragedy occurred.

Yes, we shall miss Marcel Lehoux, with his cheerful smile and modest demeanour. A grand little sportsman has passed away.

* * *

Recent events have brought into prominence, once more, the old question of "when is a sports-car not a sports-car?"

In the heated discussions which have been waged on the relative merits of sports-cars and racing-cars, the advocates of the former type, particularly in France, have always stressed the value of racing with stock cars, and the interest shown by spectators in seeing cars "the same as you can buy" performing in competition.

If the experts in question are sincere in this argument, and are not just using it as a weapon against real racing-cars, it is only fair to demand that they take steps to see that the sports-cars in races are genuine production models. It is our own opinion that a car cannot be called a stock car unless at least 20 identical cars have been constructed before the race, and that it is possible in actual fact to purchase a car similar to those in the race.

So far as sports-car racing in Great Britain is concerned, our R.A.C. has shown itself in the past to be alive to the dangers of disguised racing-cars running in the Tourist Trophy race. We can therefore rest assured that the rules defining the eligibility of sports-cars for this race will be rigidly adhered to. Foreign competitors who are used to the accommodating interpretation of rules by their own race organisers, can be warned in advance that they can expect no such leniency in Great Britain.

* * * *

A lesson to be learned from the German Grand Prix last month is that a new generation of young drivers is at last giving a definite challenge to the "old brigade." It was a stirring sight indeed to see Berndt Rosemeyer and Herman Lang, the youngest drivers of the Auto-Union and Mercédès-Benz team, out in the front, waging a glorious battle which thrilled every one of the 350,000 spectators round the course. It looks as though only Nuvolari, that evergreen genius, will be able to resist the challenge of youth, thereby earning for himself, without qualification, the position of the greatest driver in the history of motor-racing.

CONTENTS

British Cars do well at Spa - - - - - - 371
Continental Notes and News - - - - - - 374
The U.S.A. promotes a Road Race - - - - - 376
Ford V. 8 wins Leinster Trophy Race - - - - 378
Value for Money at Brooklands- - - - - - 379
A *Different Kind of Motoring* - - - - - - 380
Rumblings- - - - - - - - - - 382
French Grand Prix - - - - - - - - 387
Nuffield Trophy- - - - - - - - - 391
Speed Trials at Madresfield Court - - - - - 394
Club News - - - - - - - - - 395
A Fine French Sports Car - - - - - - - 398
G. E. T. Eyston captures 24 hour Record- - - - 402
Racing in South America - - - - - - - 403
G. P. Formula for 1937-1939 - - - - - - 404
S. S. wins a Continental Race - - - - - 406
Two Drivers killed at Deauville- - - - - - 408

BRITISH CARS DO WELL AT SPA

LAGONDA, ASTON-MARTIN, SINGER AND TRIUMPHS ALL SCORE MERITORIOUS PERFORMANCES

FERRARI ALFA-ROMEO COVERS GREATEST DISTANCE

Last year, it will be remembered, the Belgian G.P. was held at Spa, and the 24-Hour race due to take place on the same circuit was cancelled. This year the opposite state of affairs occurred.

An entry of international character was secured, and competing cars came from Italy, France, Great Britain, Holland, Germany and Belgium. There is no general classification at Spa, and the cars are divided into two main categories of blown and unblown, with the usual sub-divisions according to engine size.

The most regretted non-starter was the 4½-litre Bentley entered by E. R. Hall, who had intended to drive the car for the whole distance single-handed. A. R. Phipps, the American, had entered a specially blown Aston-Martin, not realising at the time that his non-standard car would not comply with the regulations.

The weather was unsettled throughout the race, and occasional rain made demands on the drivers' skill. From the very start there was only one car in the race so far as the supercharged cars were concerned, namely the big Alfa-Romeo entered by the Scuderia Ferrari, and driven by Raymond Sommer and Severi. All that remained was to see whether this car could stand up for 24 hours, and this it did with consummate ease, averaging 77.67 m.p.h. Its fastest lap, and the record for the race, was covered at 85.69 m.p.h. The second Alfa from the same stable retired after nine hours, with a broken valve.

In the over 4,000 c.c. unsupercharged class the 4½-litre Lagonda driven jointly by R. J. B. Seaman and F. E. Clifford was easily the fastest car. The only opposition came from more or less standard American cars, which put up some extraordinarily creditable performances. A big Buick saloon, for example, averaged 69 m.p.h. against the 72 m.p.h. of the Lagonda. One of the cars in this class, an eight-year-old Chrysler driven by De la Fontaine, caused some excitement when it caught fire at the pits. It was later able to continue, and averaged 59 m.p.h. for the 24 hours.

The 4-litre class was dominated by Delahayes, the winning car averaging 75 m.p.h. One of these cars, piloted by Daniell, had an amazing crash in the middle of the night. All the lights failed as he was approaching a fast corner, and the car ran off the road down a steep embankment. Daniell was unhurt. A standard Plymouth saloon finished a worthy third in this class.



Sommer, driving with Severi, covered the greatest distance and won the blown class on their Ferrari 3-litre Alfa-Romeo.



Some of the smaller cars at the start. The Aston-Martin in the foreground was driven by Headlam and Wood who won the 1,500 c.c. class. Behind are Sarret's Fiat, Collier's Singer and Gordini's Fiat, the latter car a winner in its class.

The 2-litre class was probably the most interesting, for it contained one of the new 2-litre Aston-Martins which were all set to make their début at the cancelled Le Mans race. The drivers at Spa were J. C. Elwes and Sir A. Robert MacRobert. Against this promising car were pitted the three beautifully streamlined Adler-Triumphs, similar to the holder of the 24-hour record. In the race the Aston-Martin turned out to be much faster than the Adlers, even though the drivers were not trying hard. Just when everything looked set for a trouble-free run, and the nearest Adler was some 45 miles astern, the petrol tank split and the car was withdrawn. Elwes had to walk 3½ miles to the pits. This left the Adlers in undisputed possession of the class, and they came home first, second and third in team order.

An excellent performance in this class was made by a perfectly standard 2-litre Triumph driven by Elliott and Rolt. Without any elaborate preparation the car ran with great regularity, and actually covered the fastest 2-litre lap. It eventually finished fourth.

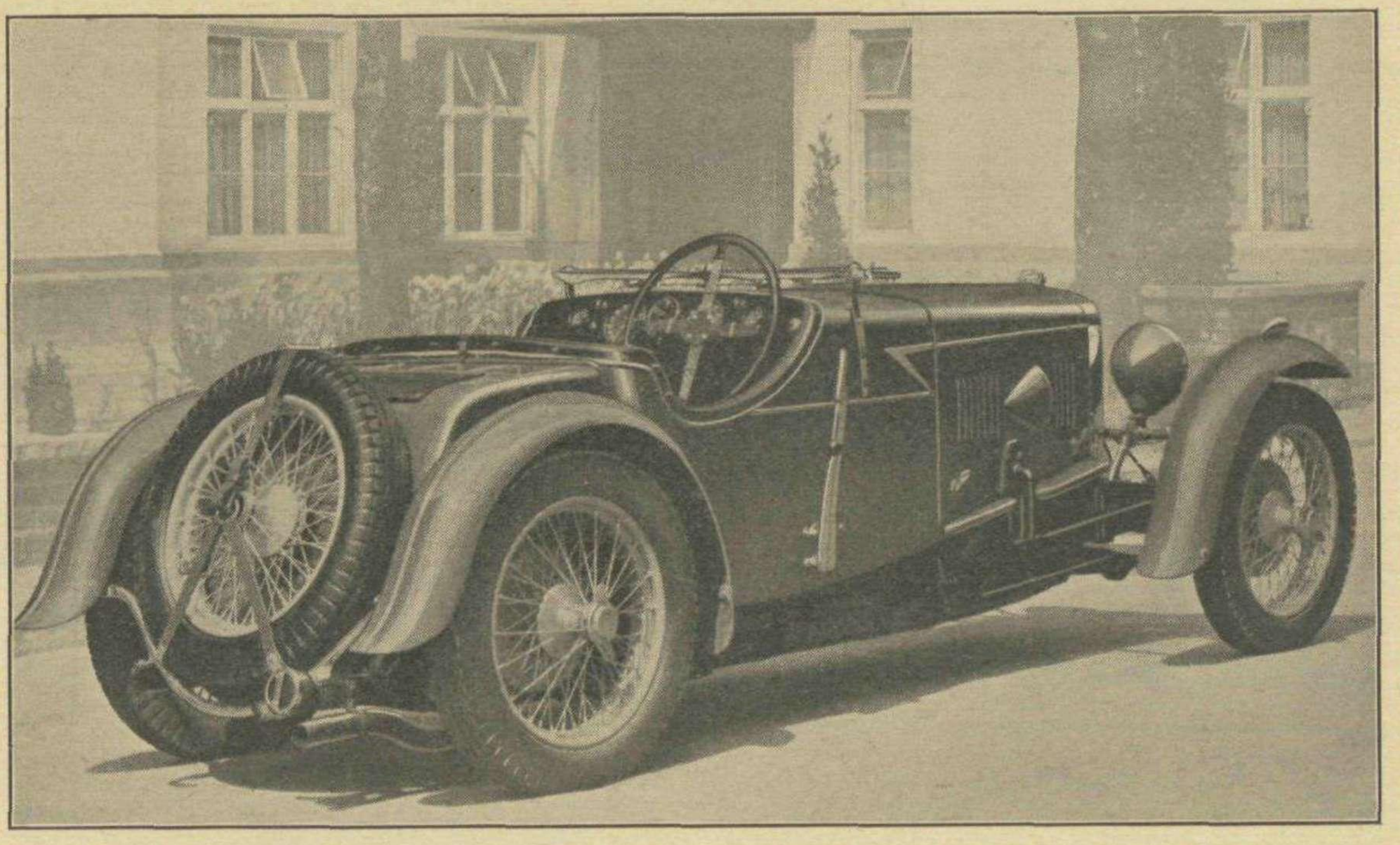
The Aston-Martins had it all their own way in the 1,500 c.c. class. W. Headlam and C. ("Happy") Wood drove a steady well-judged race, and were actually faster than the 2-litre Adlers. Their Aston, prepared by Wood, never faltered for an instant. M. Falkner and A. N. L. Maclachlan, on the old Mille Miglia car, lost gear after gear until only top was left. This proved sufficient to gain second place. The team of Imperias, Belgian-built Adlers, with special sleeve-valve engines, all suffered some internal complaint and retired.

The 1,100 c.c. class was won, according to expectations, by Gordini with his Simca-Fiat. He was chased all the way, however, by a Singer driven by two Dutchmen, who finally finished second in the class.

One of the most coveted awards in the Belgian 24-Hour race is the King of the Belgian's Cup, presented to the winning team. Aston-Martins had great hopes of winning this until the 2-litre

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The Frazer-Nash is a car of marked individuality, and so makes a vivid appeal to owner-driver enthusiasts who want a car that is definitely "out-of-the-ordinary." We are happy at all times to modify specifications to comply with owners' individual requirements. In these days of mass-production cars built to a stereotyped pattern, the Frazer-Nash is, as it has always been, a car of refreshing individuality and the most famous of the few cars still built by hand.



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All Frazer-Nash models have the well-known transmission system—a brief description will probably not come amiss. From the single dry-plate clutch the drive is taken by a tubular clutch shaft of large diameter, by means of a Hardy joint, the centre of which is ball-spigotted to ensure the true running of the clutch shaft, through the spiral bevels of chrome-nickel steel to the bevel shaft—the bevels are of ample proportions and run noiselessly. The chain sprockets which give the various gear ratios, are mounted freely on the bevel shaft, and gears are obtained by dog-clutch engagement of the different sprockets which drive the rear axle by chains. The back axle (1⅝ in. diameter) is of high tensile steel. Silent and direct drive on all gears—ratios to choice (standard 11.6, 7 to 1, 4.8 and 3.8). The gear change itself is one of the most outstanding features of Frazer-Nash design—changes can be made with ease and certainty at any speed either up or down.

Frazer-Nash high-geared steering—adjustable for rake and height, and degree of castor action. Spring-spoked steering wheel. The drag rod from steering bevel box to front axle has spring-loaded ball joints, completely absorbing any shocks, even over the roughest roads. New design vertical radiator with "Vee-type" stoneguard (integral with radiator) and "quick-action" filler cap. Chromium-plated gear lever and ratchet racing type hand-brake. Bosch electrical equipment throughout.

Two-seater sports body, of new design, hand-built throughout at our works; frame of English ash panelled in best aluminium; body cut-away both sides. The wings afford excellent protection in inclement weather, and are immediately detachable for competition work. Driving cockpit upholstered in hand-buffed leather—pneumatic cushions to seats and back squabs. Flat-folding windscreen (Triplex plate safety glass). Detachable hood and rigid side-curtains carpets, etc.

Note: A new Frazer-Nash catalogue will shortly be available, and we shall be pleased to hear from anyone interested who would like a copy.

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BRITISH CARS DO WELL AT SPA—continued

car passed out, and then it was a fight between Adler-Triumph and Simca-Fiat, victory going to the former.

RESULTS

Supercharged cars :

1. R. Sommer and F. Severi (Alfa-Romeo) 202 laps. Speed 77.67 m.p.h.

Unsupercharged cars :

Over 4,000 c.c. : 1. R. J. B. Seaman and F. E. Clifford (Lagonda) 190 laps. Speed 72.91 m.p.h.

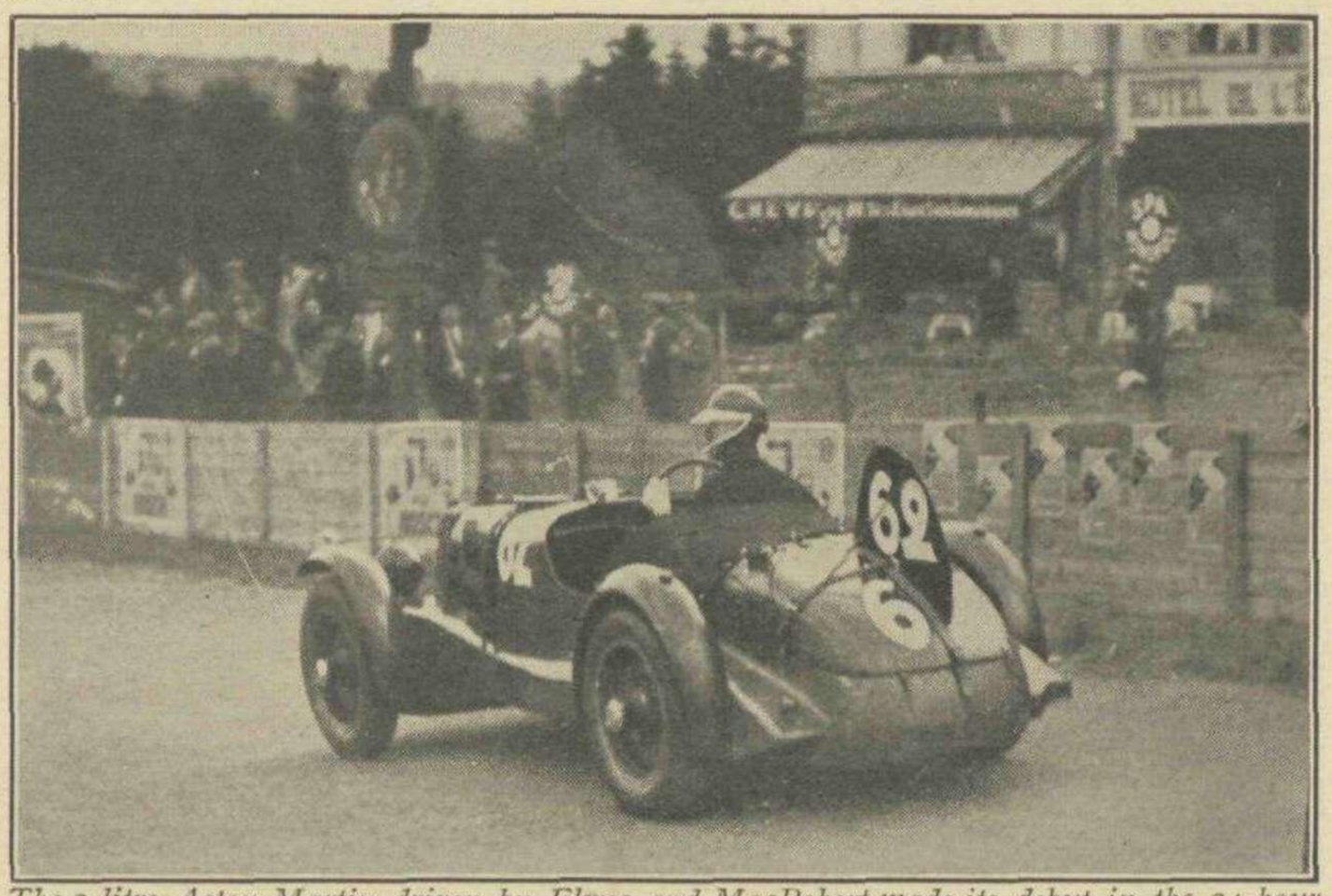
2,001 c.c. to 4,000 c.c. 1. R. Le Begue and M. Mongin (Delahaye) 195 laps. Speed 75.06 m.p.h.
2. L. Schell and R. Carriere (Delahaye) 195 laps.
3. Deboy and Thirion (Plymouth) 156 laps.

1,501 c.c. to 2,000 c.c. 1. R. Sauerwein and Graf Orsich (Adler-Triumph). Speed 64.23 m.p.h.
2. O. Lohr and P. von Guilleaume (Adler-Triumph) 163 laps.
3. Schaumberg-Lippe and H. Boetzkes (Adler-Triumph).
4. A. Rolt and J. Elliott (Triumph) 153 laps.

1,101 c.c. to 1,500 c.c. 1. W. Headlam and C. H. Wood (Aston-Martin) 171 laps. Speed 65.81 m.p.h.
2. M. F. L. Falkner and A. N. C. Maclachlan (Aston-Martin) 141 laps.

Up to 1,100 c.c. 1. A. Gordini and R. L. N. (Simca-Fiat) 140 laps. Speed 57.19 m.p.h.
2. Alexandraff and P. Goldschmidt (Singer) 139 laps.
3. Zanardi and Alin (Simca-Fiat) 133 laps.

Team Prizes : 1. Adler-Triumph.
2. Simca-Fiat.



The 2-litre Aston-Martin driven by Elwes and MacRobert made its debut in the 24-hour race.

RALLYING TO WALES

Rallies continue to attract certain sporting motorists in spite of the expenses involved, and the entry for the Welsh Rally to Cardiff was interesting, if smaller than that attracted last year.

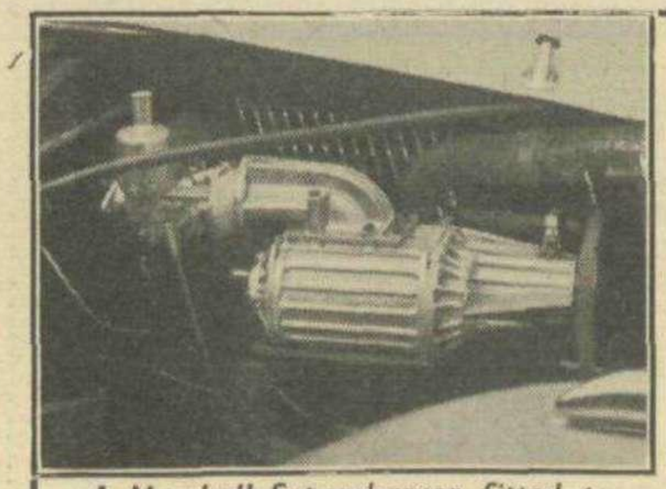
The London contingent started from the Ace of Spades eating-station on the Great West Road.

Gunnar Poppe was obliged at the last moment to drop out of the Talbot Ten team, his wheel being taken over by N. Garrad. A. G. Douglas Clease was first away from the London control with one of these cars. The Llandrindod control announced the non-arrival of A. G. Grimmond (S.S.), Miss Z. L. Burn (Riley) and A. P. R. Rolt (Ford). It was here that all the routes converged, and coloured lights greeted the competitors until mid-night, when the early arrivals were either replenishing their interiors or were well and truly dead to the world. With modern cars the road section is mainly a matter of keeping awake. A little rain fell in Southern England, and on the Welsh roads to Chester mountain ponies and sheep occasionally provided an impromptu test of brakes. The roads were good until beyond Chester, when they gave way to hundreds of miles of narrow country by-ways.

Six retirements actually resulted, the unfortunates comprising Don Impani's M.G., M. Kirby-Roberts' Armstrong-Siddeley, D. E. Harris' Singer with gear-box troubles, R. Sandford's Fiat, P. T. Gifford Nash's Frazer-Nash, and Grimmond's S.S. Mrs. Petre found water in the fuel and a radiator leak, but kept her Frazer-Nash-B.M.W. in it, and Alastair More had a frantic search for tyres in Swansea when his Humber burst two covers.

Two minutes were allowed for the starting test, which, coupled with a warm night, caused no serious concern. A driving-test followed, cars being required to start, turn round a pylon-marked island, continue down the course, turn into each of two bays and reverse into a third bay, and then accelerate to the finish. This is a test which shows up ultra-low-geared steering, queer clutch actions and hesitant carburetion. Very good performances were established by A. G. Imhof's "Candidus" Singer (1 min. 10 secs.), J. W. Naylor's blown M.G. (1 min. 6⅕ secs.) with Onslow Bartlett driving, and A. J. Chaston's M.G. Midget (1 min. 13 secs.).

Other fine efforts were :—H. Davis (Hillman Aero Minx) 1 min. 21 secs.; B. W. Fursdon (Wolseley Ten) 1 min. 17⅗ secs; G. C. White (Aston-Martin) 1 min. 14 secs.; Joan Richmond (Triumph S) 1 min. 11⅗ secs.; G. L. Boughton (Triumph S) 1 min. 5⅘ secs.; the last-named making the fastest run of the morning. J. D. Barnes, A. H. Langley and F. S. Barnes of the 1½-litre Singer team wanted 1 min. 9 secs., 1 min. 8⅕ secs., and 1 min. 11 secs., respectively and consistently. Mrs. Petre's Frazer-Nash-B.M.W. took 1 min. 16 secs., and A. C. Westwood (Fiat Balilla S) 1 min. 12⅕ secs. R. W. Shakespeare's time with the O.M. was 1 min. 19 secs. and Viscountess Chetwynd took 1 min. 15⅗ secs. with a Jensen V8 Ford. Mrs. E. M. Wisdom (2-litre M.G.) was amongst those who touched the posts. Rain greeted the drivers after lunch, but Alf Langley nevertheless made fastest time under these conditions in 1 min. 5 secs. while Westwood put his Fiat through its paces in 1 min. 7 secs. When the results were worked out Boughton was seen to have taken the Premier Award, driving a 2-litre Triumph tourer with blower and bonnet-strap. The 1½-litre crab-tacked Singer team, entered by the Singer M.C.C., took both Manufacturers' Team Prize, and the club Team Prize.



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Continental Notes and News

By

OUR CONTINENTAL CORRESPONDENT

Box Office Appeal

In spite of the violent assertions of the French sporting press and racing authorities that sports-car racing has caught the public's fancy, the fact remains that the car parks at Rheims for the Marne G.P. were lamentably empty. Gone, too, was the eve-of-the-race excitement in the town on the Saturday night.

The mistake has been of course, in trying to pretend that sports-car racing is a substitute for the real thing. Whereas no one can deny that as a different kind of motor-racing it has much to recommend it. It is interesting to observe, too, that even French victories do not guarantee good attendances in France.

Many people are asking what is the true definition of a sports car for such races as the French G.P., and in Germany some pointed remarks have been made about the super-streamlined Bugattis. After drawing attention to the fact that the cars have a maximum speed of 140 m.p.h., and that they lapped Montlhèry quicker than did Chiron's Ferrari Alfa-Romeo in 1934, the Teutons sum up the cars as being "Eve's with fig-leaves," in fact G.P. cars *sans* compressors, disguised with new bodies.

The French authorities have always been notoriously slack in interpreting the rules of a race—where their own people are concerned—and it was therefore not surprising to see the Bugattis getting away with it with single-seater bodies when the regulations stipulated two seats.

A Disgraceful Incident

Possibly the worst feature of the Rheims race was the slipshod organisation. Take the accident to Michel Paris, for example. The crash occurred on that fast down-hill curve to the right, beyond the *tribunes*. The Delahaye swung sideways, Paris over-corrected, and the next moment it had turned three somersaults into a field. Paris was thrown clear after two of the three inversions, and was badly injured. On the spot were three spectators, two gendarmes, a young *poilu*, and two so-called flag-marshals, of whom more anon.

Two people went off to telephone for the ambulance, while Paris lay where he had fallen. The ambulance did not appear, so more telephoning was done. Then it began to rain, so it was decided to shift the injured man to a barn, where he was made as comfortable as possible on some hay. There he was watched over by the soldier and a woman spectator. Finally, *fifty-five minutes after the accident* the ambulance turned up from its base, only three kilometres away.

A conversation with the aforesaid flag-marshals was enlightening. To begin with, they did not know the meaning of any of the flag-signals, and then they were very worried because some driver who was following another car kept on waving to them on every lap. They were most grateful when the proper signal was shown to them. It was not their fault, they were simply two farm labourers who had been roped in to do the job, being given no instructions whatsoever.

A Real Sports Car

Before we leave the subject of Rheims, however, it is pleasant to be able to recall the remarkably fine performance of the S.S. Jaguar, which won the 2 to 3-litre class. This car was entered and driven by Frank McEvoy, the bob-sleigh expert, without any previous preparation. The factory knew nothing about his intentions, and the car was supplied for ordinary motoring on the Continent.

In the race it proved to be fast, steady, and absolutely reliable. It ran with normal equipment, and had a completely no-trouble drive. When it began to rain McEvoy was the most comfortable driver in the race, and was the envy of some of the so-called "sports-car" drivers.

I am glad to report that the S.S. was greatly admired by the crowd, who gave it quite an ovation at the finish.

Congratulations to all concerned.

Spa Afterthoughts

The organisation of the Spa race was just as good as that of the Rheims race was bad. Everybody was kind and helpful, and the race was enjoyed by spectators and drivers alike.

Apart from the winning Alfa, which went magnificently, there were some extraordinarily fine performances put up by several cars. The big Buick saloon, less wings, which made fifth fastest speed, was a standard job, and averaged 69.5 m.p.h. for 24 hours. A Plymouth coupé and a two-seater Citroen were two more stock cars which did really well, while the eight-year-old Chrysler which finished at 58 m.p.h. (including a long pit-stop after catching fire) was probably the most meritorious show of the race. The 2-litre Triumph driven excellently by Rolt and Elliott was a stock-car effort of which we all felt proud. They had the honour of doing the fastest 2-litre lap.

The team of super-streamlined Adler Triumphs thoroughly deserved their team-prize success, for which they were awarded the King of the Belgian's Cup. Their fastest lap, however, was not as fast as that of the winning 1½-litre Aston-Martin, driven steadily and fast by Headlam and Wood.

Great interest was shown in the new 2-litre Aston-Martin, which was making its first appearance. The car was easily the fastest car in its class, and after ten hours was 45 miles ahead of the next car, an Adler. Then a hole in the petrol tank put an end to the effort. It was lying fifth in the whole race at the time, and had been merely touring round. Jim Elwes had some consolation for his three-mile walk back to the pits when he heard that the car had been awarded the Liedekerke Challenge Cup for the most meritorious performance put up by any car that does not finish.

Auto-Union Supreme

The German Grand Prix was a magnificent race in its early stages, but tailed off somewhat towards the end. The Auto-Unions were in perfect condition, and every car in the team had a no-trouble run—surely an unusual feat in these days of super-tuning. Their pit-work, too, could not have been better. As for Rosemeyer, he has proved himself to be the Nurburg champion without a doubt, and is a future world champion. This latter statement is not my own, I would hasten to add, but it is the considered opinion of Tazio Nuvolari, existing world champion.

A cloud hangs over the Mercédès-Benz camp. Apart from the fact that the cars are not completely reliable, all is not well with the personnel. Perhaps a too-rigid discipline has resulted in smouldering resentment, but whatever it is, the team does not seem to pull as a team.

Some people say that Caracciola is favoured above the rest of the drivers, and we all know that Fagioli has been a "rebel" in the past. Chiron does not like the behaviour of the new cars—he practised on one of the old type when he signed his contract. Von Brauchitsch seems to lose all interest as soon as his car gives the slightest trouble, Herman Lang, the youngster of the team, is the only member to appear at all happy.

Things are quite different *chez* Auto-Union. Stuck's schoolboyish wrestle with Rosemeyer when he congratulated his young rival on winning the race was typical of the friendly spirit which prevails in the team.

The scene outside the Eifelerhof Hotel in Adenau during the evening after the race was over reminded me of the fall of the Bastille. A vast horde of people thronged the narrow street, pressing so close to the hotel that the doors were perforce bolted and barred. "We want Caracciola" was their oft-repeated cry. Later, an entry into the hotel was made, and Von Brauchitsch was almost buried under a struggling mass of autograph hunters. Caracciola was sitting quietly in a corner, and told everyone who approached him that "his brother" had gone to bed!

Zehender's Chance

Probably the most disappointed man at the German Grand Prix was "Freddie" Zehender. After covering several practice laps in reasonable time on a Mercédès-Benz, he was told to hold himself in readiness as spare driver to the team during the race.

He thought his chance had come when Von Brauchitsch stopped at the pits, complaining of a sprained wrist. Neubauer gave the magic command "get into the car," and Zehender had got one foot in the cockpit when Lang appeared, having had his broken finger put into a splint.

CONTINENTAL NOTES AND NEWS—continued

A second command was barked, and this time it was " Get out ! " After that, whenever a spare driver was wanted, Caracciola always seemed to be at hand, and Zehender finally pulled off a perfectly clean suit of overalls and returned to Adenau.

But his chance will come.

An E.R.A. in Switzerland

An excellent performance was made by R. E. Tongue, the E.R.A. driver, in winning the 1,500 c.c. class of the Develiers-Les Rangers hill-climb in Switzerland.

The 7½-kilometre course, near Geneva, is a real test of skill, and Tongue made the second fastest time of the day. Opposition came, as usual, from a Maserati, which was soundly beaten by 16 seconds.

The unlimited class was won by the Italian, Biondetti, with an Alfa-Romeo, 22 seconds faster than the E.R.A.

RESULTS

Racing

Over 2-litres : Biondetti (Alfa-Romeo) 3m 29.9s.
1,500 c.c. to 2,000 c.c. : Christen (Maserati) 4m. 3.2s.
1,100 c.c. to 1,500 c.c. : Tongue (E.R.A.) 3m. 51.8s.

Sports

Over 2-litres : Stuber (Alfa-Romeo) 3m. 52.8s.
1,500 c.c. to 2,000 c.c. : Bertani (Alfa-Romeo) 4m. 33.8s.
1,100 c.c. to 1,500 c.c. : De Grafenriend (Alfa-Romeo) 4m. 48s.
Up to 1,100 c.c. : Basadonna (Fiat) 5m. 29.2s.

Berkhamsted M.C. & C.C. at Howard Park

Howard Park, Aston Clinton, conveniently situated within an hour and a half's drive from London, and originally discovered, we believe, by the Berkhamsted Club, has long been unique as a venue where, on payment of a reasonable fee, clubs may organise speed trials on practically any afternoon during the season. Since the course was first used some three or more years ago the Berkhamsted, Vintage C.C., United Hospitals, W.A.S.A., Cambridge University, Talbot C.C. and other clubs have arranged events there, taking advantage of a ¼-mile gravel-surfaced course on private ground in surroundings that are not only picturesque to a degree, but which provide excellent hotel facilities and more than ample parking space. It is, therefore, regrettable that grazing rights have interfered with the use of the original straight course, and that a new course, used by the " Berko " on Sunday, July 5th should have been pronounced too dangerous by the R.A.C. for the Cremian M.C. to use it again on July 19th. It is to be hoped that the meeting on July 5th will not be the last to be held at Aston Clinton, which village is proud of a strong speed-trial tradition, for in the pre-1925 days racing cars were not unknown on the road leading up from the entrance to Howard Park. At the July meeting a good crowd of spectators was somewhat disappointed by low speeds for a spectator cannot easily appreciate that a course of narrow width, on a continual curve, must be treated with respect, especially when many bumps abound. The Paddock was of decidedly more interest than the course. Rupert Instone had come down with the G.N. " Martyr" which was making a first appearance with a Zoller compressor, which feeds through plain pipes direct to each cylinder. Incidentally each cylinder of the special J.A.P. engine has individual valve-timing, compression-ratio, etc. Instone simply could not make use of the power available, broadsiding very badly in getting away on one occasion, though his acceleration for seconds at a time was simply breath-taking. Appleton ran his special in sprint trim, and made decided gear-changes. De Mattos (Singer) experienced steering intrigues and misfiring and R. Magnus (Emerysson-Special) had consistent wrestles with the gear-shift, during one of which his skeleton motor-car skidded broadside, rolled completely over, and then did its best to demolish some iron railings. Amazingly enough Magnus was merely scratched, but Bolster was not present to exchange a handshake—you recall that he once motored on his head for quite a while at Shelsley.

Baron's Brescia-engined G.P. Bugatti was fast and very steady. The Appleton-Special added excitement by " lighting-up," but without serious damage to its beautiful machinery. Sumner's Sumner J.A.P. was blipped all down the course and Symonds, too, had to use discretion at the wheel of the ex-Davenport G.N. " Spider." A Frazer-Nash-B.M.W., not in the programme, carried notices such as " Beer is Best " and similar inscriptions which are out of place at a speed trial. Some interesting motors were present.

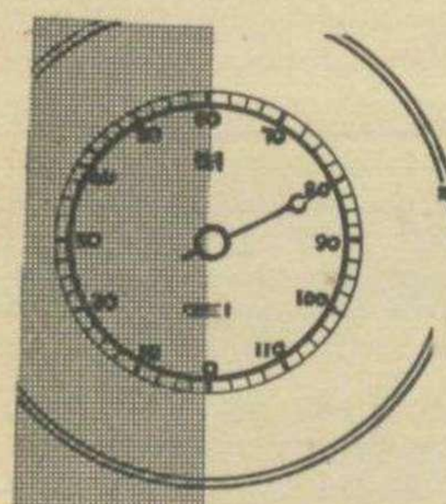
F. Groom produced a Morris Minor Special, and Jan Breyer had brought his f.w.d. Salome. Green ran an old Salmson, E. G. M. Wilkes had a 12-50 Alvis as well as his G.N., Almack the familiar Austin and a Riley-engined G.N., and W. G. Smith a single-seater long-tailed Lea-Francis. There were lots of M.G.s, of which B. Rogers' blown Midget made fastest time of the day in 16.5 secs. L. Christensen ran a very smart black " hybrid " Darracq, and G. R. Horn's Talbot had artillery wheels, a lowered 10-23 Talbot radiator and was fully stripped.

RESULTS

850 c.c. Sports cars : A. G. Sanderson (M.G.) 21.4s.
1,100 c.c. Sports cars : R. M. Sanford (Fiat) 20.7s.
1,500 c.c. Sports cars : G. Bagratouni (M.G.) 18.9s.
850 c.c. Racing cars : B. Rogers (M.G.) 16.5s.
1,100 c.c. Racing cars : B. de Mattos (Singer) 17.5s.
1,500 c.c. Racing cars : A. Baron (Bugatti) 17.6s.

Limerick Grand Prix

Another of those excellent Irish road-races was due to be run off on Bank Holiday Monday, August 3rd, the Limerick Grand Prix, over 55 laps, or 151¼ miles, of a 2¾-mile circuit. A handicap system based on a combination of credit laps and/or time allowances was arranged, and the awards list was most generous, with a silver trophy, replica, and £200 for the entrant of the winning car. Apart from trophies and replicas £550 of prize money was listed in the supplementary regulations. Single-fee entries were charged at £12 10 0. We foresee British drivers making a special feature of these Irish races in 1937. The organisers of the Limerick Grand Prix were the Irish Motor Racing Club, Ltd., with the co-operation of the Limerick Car Race Committee. The entries comprised Austin Dobson's 3-litre Alfa-Romeo, Powys-Lybbe's 2.3-litre Alfa-Romeo, I. F. Connell's famous 2.6-litre Alfa-Romeo, two Adlers, Boyle's 1½-litre Alta, Goodacre and Dobson's Austins, the Duke of Grafton's 3.3-litre Bugatti, a 2-litre Bugatti, " Bira," Manby-Colegrave, Whitehead and Dobson with 1½-litre E.R.A.s, two Frazer-Nashes, Toohey's amazing Ford Eight, Miss Eileen Ellison's Maserati, eight M.G.s, including Kenneth Evans' entry and McClure, Mrs. Wisdom and Mrs. Dobson with 1,100 c.c. Rileys.



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THE U.S.A. PROMOTES A ROAD-RACE

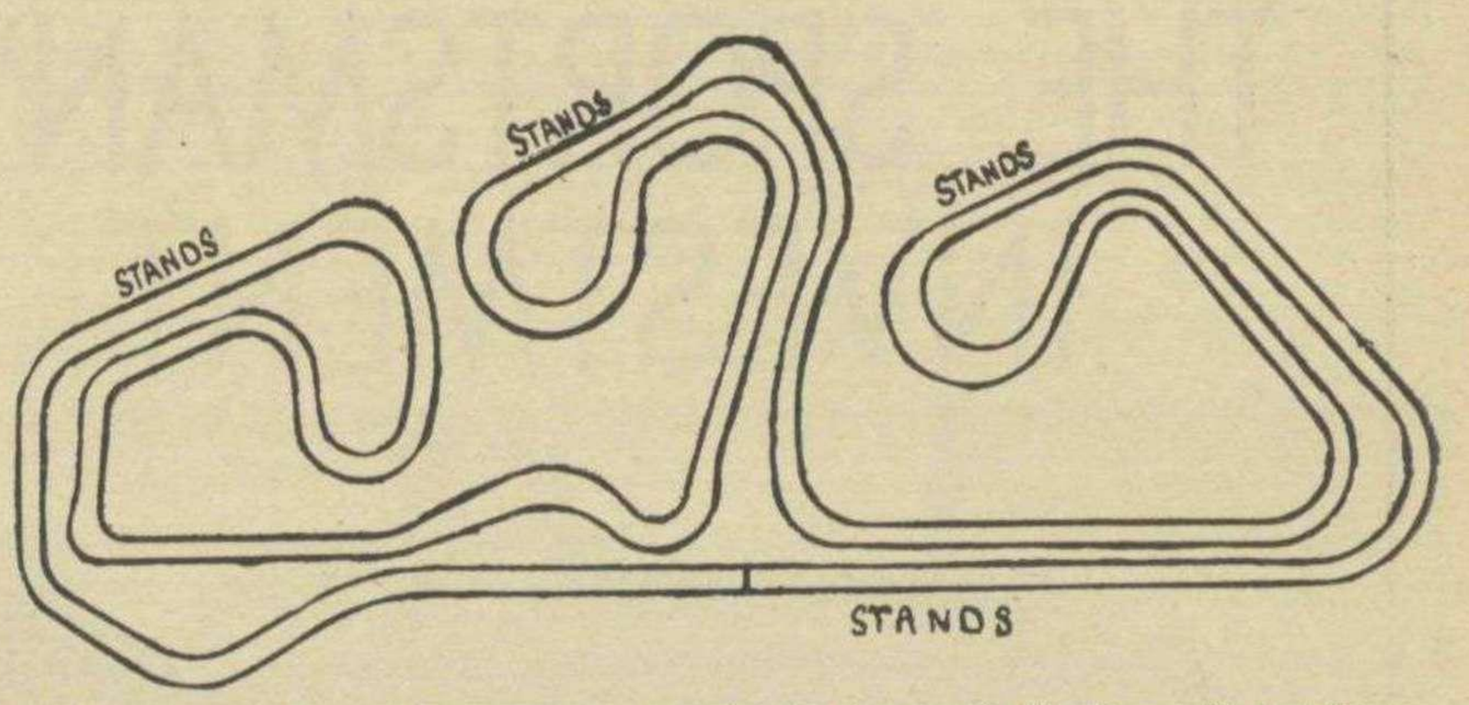
THE VANDERBILT CUP RACE IS REVIVED ON A FOUR-MILE ARTIFICIAL CIRCUIT ON LONG ISLAND

For twenty-five years the famous American classic, the Vanderbilt Cup race has been in abeyance. This autumn it is to be revived with honour and will be held on a specially prepared circuit at Roosevelt Field, Mineola, not far from the course of the famous races of the pre-war era. As will be seen from the plan, it is extremely twisty, with only one straight of any length.

The brakes fitted to the Millers and Duesenbergs, which compete at Indianapolis and other tracks, are almost devoid of brakes, and any American driver who wishes to compete will have to fall back on converted touring cars or secure a suitable racer from Europe. As it is, the principal racing teams have been asked to compete. Auto-Union and Mercédès-Benz have signified their intention of sending representatives and Ferrari will be entering four cars headed by the redoubtable Tazio.

Wimille expects to take his Bugatti and "Bira" has already entered an E.R.A., and probably two other E.R.A.s will be sent over from the factory.

The regulations are free from complications and cars up to 6-litres are eligible to compete. Cars must have a track of between 4 ft. 2 in. and 5 ft. 5 in., superchargers are allowed, and the cars must be 31 in. wide at the seat.



The artificial road-circuit constructed at Mineola, just beside the Roosevelt Aerodrome, should be one of the most severe of all time. Judging by the plan, it looks as if the drivers, if not the spectators, will be dizzy before the race ends. Start and finish are in the centre of the single straight section.

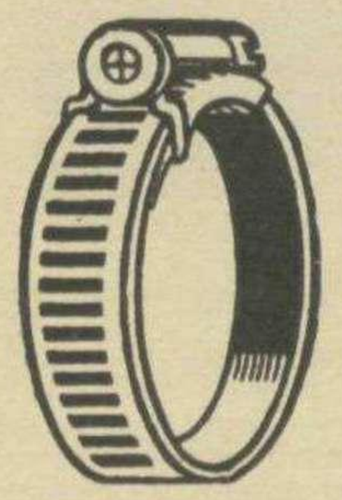
This last regulation alone might be troublesome to the "bolides" but no doubt there is some way out of it. The race is held over a distance of 400 miles, which will probably imply two pit-stops.

The prize money is substantial. £1,000 to be given to the winner and £10,000 divided amongst the first ten. The winner also gets the Cup and £40 per month for a year, which sounds almost like a sick benefit scheme.

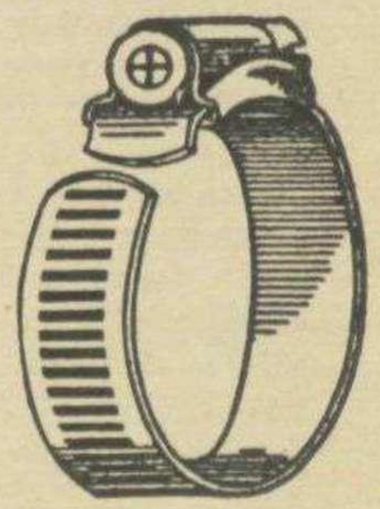
With New York only twenty miles away, and knowing the enthusiasm of the American public for a sporting event of this character, one can prophesy a terrific success for this new venture and a new and big demand for more road-races in the 1937 season.

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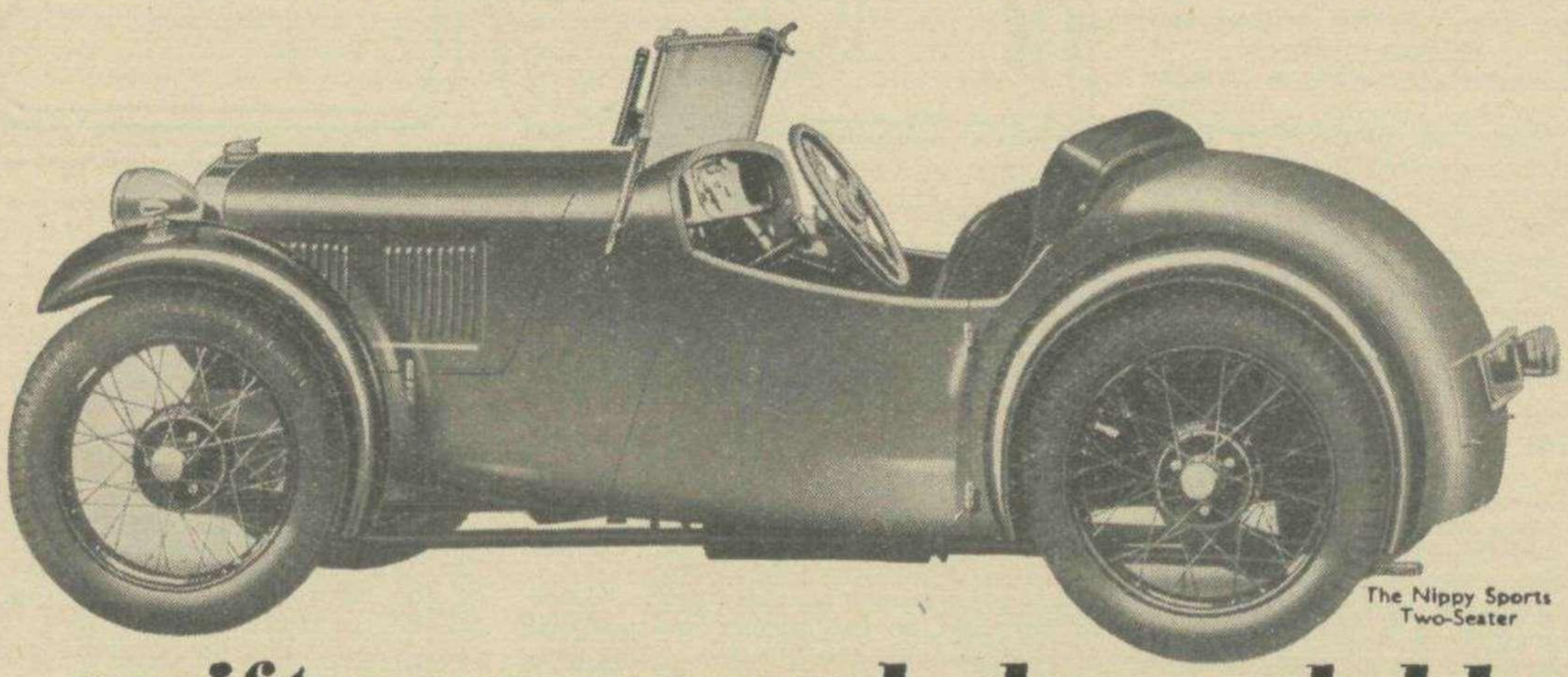
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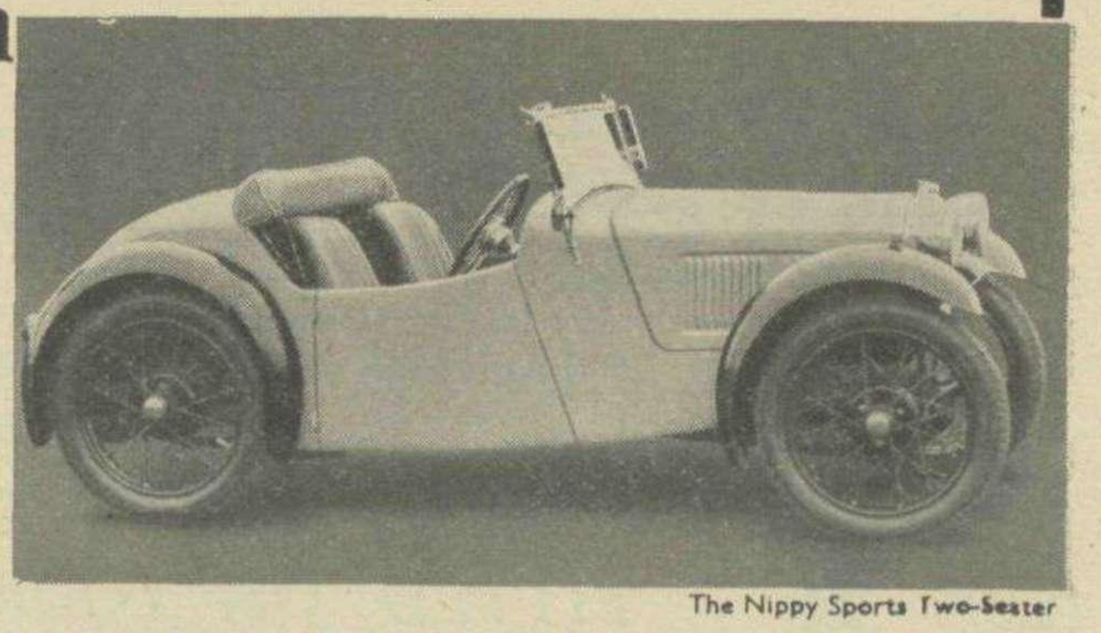


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NIPPY SPORTS TWO-SEATER: 7.8 h.p. developing 21 b.h.p. at 4,400 r.p.m. Special features include: high-compression engine with down-draught carburation: high-lift camshaft and special valves: bound road springs, spring arm steering wheel, sports front axle, etc. Gear ratios: 5.6, 8.38, 13.3 and 21.9 to 1. Price, at works, £142.



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RIPLEY SPORTS TOURER: A 10—4 four-seater developing 30 b.h.p. at 3,800 r.p.m. A smart and 'racy' car with all the special features of the Nippy and others besides. Price, at works, £215.

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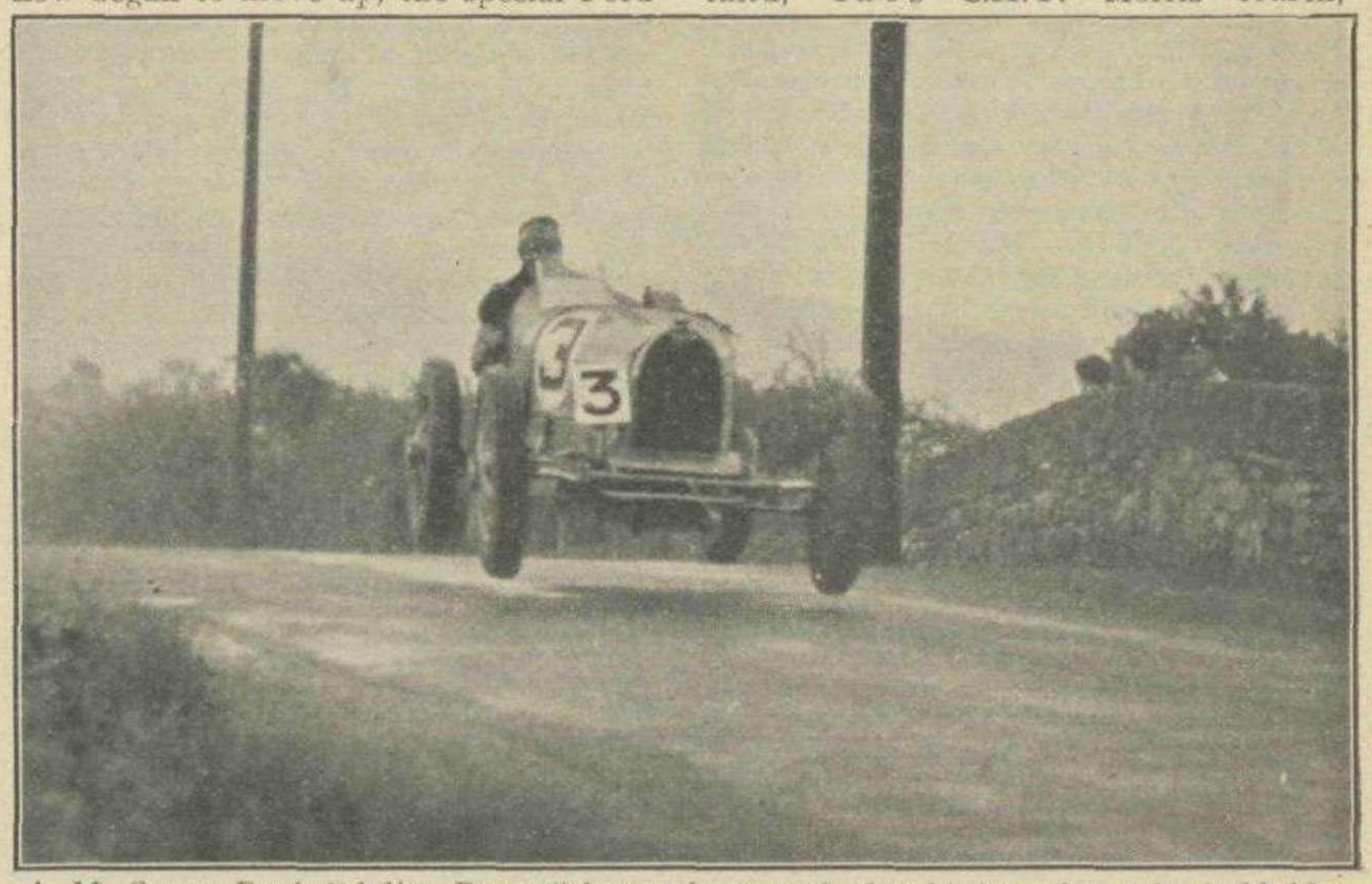
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FORD EIGHT AGAIN WINS LEINSTER TROPHY RACE

These Irish road-races are very good indeed, and the 154-mile contest over the Tallaght circuit for the Leinster Trophy, on July 18th, was no exception. The entries included some gloriously varied cars, of the sort about which an enthusiast might dream of in a field composed of mainly amateur racing men. For instance, R. J. Gallagher had a 1935 G.P. Bugatti powered with a V8 Ford motor which really possessed performance, and R. B. S. Le Fanu drove a 995 c.c. f.w.d. monoposto Adler. Then Yule had a blown Morris Eight, Miss Rich a Lea-Francis driven for her by W. F. Pearson, and Denis Conan-Doyle produced an S.S.K. 7-litre Mercédès-Benz. The last-named led for a while but on a rain-sodden road the big car was difficult to control on the corners and on a fast bend near Tallaght it skidded seriously, hit another retired car, and crashed badly. N. Barrington's Boulogne Frazer-Nash and Adrian Conan-Doyle's new 1½-litre Bugatti were close behind and got through somehow, whereupon Adrian pulled up and ran back to his brother, who for the most part was only shaken—and it takes something to shake a Conan-Doyle—and soon set off on foot to the pits. Accidents were fairly numerous, for Gallagher on the U.S.R. Ford-engined Bugatti did several curious things at the Templeogue Bridge turn, completing his exhibition by striking the wall for a second time and seriously damaging the car, which had been lapping at nearly 65 m.p.h., and was the fourth on handicap.

Le Fanu got into difficulties at the same spot with the f.w.d. Adler as a result of other cars placing him off his correct cornering line, and a rear wheel struck the wall. Officials wirelessed the news to the pits—Irish organisation is certainly an eye-opener—and the Adler was flagged in and withdrawn when it was discovered that the axle was damaged. At the time Le Fanu had just gone into first place after starting eleventh. Rain was falling heavily and spectators, especially the female element, watched from beneath dripping umbrellas. A further incident was provided for them when the Lea-Francis lit up, Miss Rich and Pearson getting out without injury.

Yule (Morris Eight) and Sheane (P-type M.G.) were leading on position, but on handicap D. M. Campbell's 1935 T.T. Aston-Martin was in the lead, followed by Barrington's Frazer-Nash, and Peters' sister car. Campbell then had to visit the pits twice for oil, and Peters retired with gear maladies. Toohey now began to move up, the special Ford



A. M. Conan-Doyle (1½-litre Bugatti) leaves the ground when hitting a hump-backed bridge in the Leinster Trophy Race.

Eight having previously been well back after a pit-stop on the initial lap to change plugs. Barrington lost speed, and I. F. Connell, driving a 2.6-litre Monza Alfa-Romeo, suffered from a tropical downpour, so that six laps from the end Toohey rather surprisingly went into the lead. The Ford, which won last year, was the winner by half-a-lap, at an average just one m.p.h. higher than its speed last year over dry roads. Toohey has every reason to feel pleased, because he was rehandicapped from five to three laps. He did one lap at 63.58 m.p.h., which is only 4½ m.p.h. slower than the fastest laps in the race, and the Ford has now finished in five successive races. It is a modified and "hotted-up" eight with rather skeleton bodywork. Campbell's Aston-Martin was second 3 min. 38 secs. later, and if it had not required the pit-stops it would have probably won by half-a-minute. Barrington was third, Yule's C.M.Y. Morris fourth, McArthur's M.G. Magnette fifth. Fastest time was made by I. F. Connell's Alfa-Romeo, at 65.86 m.p.h., which gained him sixth place and a special cup. Monaco Ltd. prepared the car. The best laps—at 68.05 m.p.h.—were made by this car and Campbell's Aston-Martin.

RESULT

1. J. Toohey (Ford 933 c.c.) 2h. 19m. 38s. Speed 60.20 m.p.h.
2. D. M. Campbell (Aston-Martin) 2h. 22m. 0s. 63.36 m.p.h.
3. M. Barrington (Frazer-Nash) 2h. 22m. 59s. 62.03 m.p.h.

SPEED TRIALS BY THE SEA

It would seem that the one-time popularity of sprint events is fast returning, and on August 15th there will be another new fixture in this category in the form of speed trials over a ¾-mile course along Eastern Road Extension at Southsea, commencing at the convenient hour of 2.30 p.m. Considerable interest is lent to this event by reason of the concrete-surfaced road being sufficiently wide to allow the running of cars in pairs, as at Brighton. Entries closed at double fees up to August 6th, at £2 for racing classes, 15/- for Southsea M.C. members and £1 for members of invited clubs, subsequent class entries being charged at £1 10 0, 10/- and 15/- respectively. Single-fee entries closed last post August 1st at half these prices. Third party insurance for drivers is included therein. The racing category is under open permit, divided into 850 c.c., 1,100 c.c., 1,500 c.c. and up to 3,000 c.c., blown and unblown, save that blown 3-litre cars are not eligible. Unlimited sports classes are included. Regulations are carefully included to assist in avoiding accidents and passengers may not be carried. Ladies compete on equal terms with the silent sex. Starting will be by coloured lights, the timing electrical, and it is hoped to provide two or more runs per car, the fastest to count, if all entrants have an equal number of tries. Wings, silencers and screens need not grace racing cars, and screens can be removed from sports cars and must be removed if of ordinary glass.

It is interesting that there will be a practising period on the Friday, from 2 p.m. to 7 p.m. Five cups or trophies are available for the quickest men, and £20, £10 and £5 are offered for a first, second and third respectively in each open racing class. The money totals, *vide* programme, £140.

The event is held with the permission of Portsmouth City Council, the Right Worshipful the Lord Mayor of Portsmouth, three other Aldermen and a Councillor. A. G. Reynolds Esq., will be in charge of the clocks.

This event deserves warm support, and make a note of August 15th and if you cannot compete go and "spectate"—the lady friend can bathe while you inhale Castrol R. Southsea is about 70 miles from London. Extra Paddock passes cost 2/6 each. Full details are available from L. Edgar Giles Esq., Southsea Motor Club, The Elms Club, Elm Grove, Southsea. Tel. Portsmouth 6477. The date is August 15th.

VALUE FOR MONEY AT BROOKLANDS

The J.C.C. Members' day at Brooklands is a really excellent day's sport in every way from the viewpoint of the competitor, and we have no excuse to offer for reporting the happenings of June 27th from that angle. It so happened that J. Eason-Gibson had shortly beforehand been deprived of his licence, and he accordingly suggested that a representative of MOTOR SPORT should drive his Frazer-Nash-B.M.W. saloon down to the track and subsequently ride as passenger with him through the second One Hour High Speed Trial. The short drive down to Brooklands gave us an opportunity of remaking the acquaintance of the Frazer-Nash-B.M.W., and we were able to appreciate that the effortless running, light controls, remarkable steering and fine braking of the type 45, twin-carburetter touring 2-litre are qualities as highly developed as those of the sports type 55. Arrived in the Paddock, competitors in the first High Speed Trial were seen to be circulating at promising speeds. Sub.-Lieut. R. B. Lakin, R.N., was picked out at once, by reason of his wonderful sun-hat and the brilliant blue hue of his L.M.B. V8 Ford. Miss Hedges' Frazer-Nash-B.M.W. was going well, likewise A. S. Whiddington's Frazer-Nash Six. The Le Mans Ford Ten driven by M. K. H. Bilney was not as fast as expected, but Miss Richmond's old Triumph was motoring nicely, incidentally carrying a supercharger which, however, was minus a driving chain, as she subsequently convinced the officials. Someone suggested that the chain was arranged to remove itself obligingly on the last lap!

Leterin's long-wheelbase Squire was running at Special Award speed, as were Hampton's Bugatti and Viscount Curzon's blown Alfa-Romeo likewise.

Then it was time for us to start. Gibson was not anticipating a Special Award and Hugh McConnell was dubious about one of our front tyres. But the watch showed that we were lapping at a fraction over 2 min. 25 secs., which later came down to about 2 min. 24 secs., whereas Special Award speed was 2 min. 27 secs. The little B.M.W. was holding 78 m.p.h. round the Byfleet, 80-81 m.p.h. (maximum a shade higher) along the Railway Straight, and going into the Finishing Straight corner from about three-quarters up the banking at 55-57 m.p.h., so that we were doing sixty before straightening out and 70 m.p.h. under the Paddock bridge. Gibson braked heavily for the second bend and went into third. After doing the required twenty laps we continued without slowing for three or four more to be quite certain, and when we finished the oil pressure was at the figure to which it had fallen after a few laps, the water temperature was at 160°, and, what did surprise me, the interior of the car was cool, though the passenger's window and screen had been shut throughout. Really, we had a very easy ride, conversation being easy, and although the suspension was supple enough for me to make notes from time to time, the B.M.W. was very steady going fast close-in round the Byfleet and through the bends. Indeed, the only time we had anything more than tail slides was when Gibson tried using the hand-brake on the second bend, and the doubtful front cover lasted the afternoon. For a small closed car of very refined character, and hard-used as this one had been, the showing was highly satisfactory. And going round in a car is the only way fully to enjoy this very excellent event.

Attempting to report the trial as a passenger, however, is not so easy, but we noticed that quite a number of people were in trouble. The Hon. P. Mitchell-Thompson had D. A. Aldington in the "mechanics" seat of his blue Alfa-Romeo, Aldington receiving polite enquiries before the start as to whether the chains were properly adjusted! But right from the beginning the car experienced fuel feed trouble that dogged it throughout the afternoon. Two Frazer-Nashes and a Singer stopped, and a Riley had tyre trouble. H. G. Symmons was motoring to some purpose in his Type 55 Frazer-Nash-B.M.W., though the rear wheels seemed inclined to wander. One round we tried without avail to use the slipstream of A. C. Fairtlough's A.C. Ace, and subsequently we shook off a Singer intent on motoring in our wake. An interesting duel developed with R. J. T. Marston's black twin-camshaft 3-litre Sunbeam four-seater, which boasted a truly immense fish-tail, set vertically. However we held it all down the Railway Straight and got ahead, so it seems to have lost some of its old-time thunder. Miss Morel's blown M.G. Midget was seen to have a loose rear number plate, and a Ford Eight saloon retired early with a leaking exhaust pipe gasket. And all the time W. M. Couper's Talbot was going steadily round and around at racing speed.

During the interval there was an opportunity of inspecting some of the cars in the Paddock, which on this day holds much of very practical interest to keen sports-car users. In one bay three majestic 30/98 Vauxhalls were parked side by side, T. H. Plowman's specimen having an external oil-cooler below the radiator and a streamlined scuttle cowl. R. M. Sanford's "Black Diamond" Balilla Fiat had a fire extinguisher mounted externally and a faired scuttle, while nearby we came upon Warburton's particularly lusty 30/98, with cut-down bodywork in the real old coachbuilt style. Although the only *racing* car present was a Rover-G.N., Shelsley contraption, Miss Richmond was working on the Centric blower mounting of her Triumph, seemingly without transferring any oil to her person, and the cylinder head of Miss McOstrich's Frazer-Nash was being replaced. C. H. Hanson's Alfa-Romeo had a curious radiator cowl, and P. Woollett's Montlhèry M.G. was named the Gresham Special.

The afternoon programme commenced with a very long series of one and two lap handicaps—real races started by "Ebby" who rehandicapped when necessary. Notwithstanding, A. May's fine old 30/98 Vauxhall had two easy victories, the passenger scanning the horizon for the rest of the field. Frazer-Nash-B.M.W.s had several successes, Symmons winning comfortably, while J. Eason-Gibson, heavily handicapped, made an excellent get-away in his saloon before being swamped. R. D. Gregory's Big Six Bentley saloon, with rear window removed and screen open, was a fine sight; two tons of motor-car thundering over the fork at upwards of 90 m.p.h.

The driving-test consists of making a series of fast swerves through the openings in a string of barrels. A. G. Westwood's Balilla Fiat won the first-class, his engine revving merrily and the flexible external exhaust pipe going through some very queer antics in time with the throttle movements. J. Eason-Gibson's B.M.W. saloon was as fast in the next category, which it won, carrying a passenger, and going through fast in a series of clean slides, during which the front tyres, at 35-lb. pressure, nearly left the rims. Hanson's supercharged Alfa-Romeo won the third-class.

Good, if slow, runs were made by C. D. Hibbard's M.G., R. M. Proctor's Ford, and E. Gillett's Ford, the last-named attempting the first turn very close up. A. E. Blades (M.G.) needed several reverses, H. C. Dryden's Ford heeled right over, and Jennings' Riley Sprite showed lurid tail slides. H. F. Burt's Triumph nearly lost its front tyres, R. D. Poore's blown Talbot got a trifle tangled, and a standard Austin 7 saloon set spectators into fits of mirth, and nearly rolled over more than once. The H.R.G., water pouring from the overflow vent, knocked a barrel down, though the front wheels were very rigid throughout, the L.M.B. Epoch was steady, but C. D. Weatherhead's blown M.G. had to be pushed away with serious transmission trouble.

So to the test hill, where cars made a non-stop timed ascent in the sweepstake. Gregory's big Bentley went up well, Lionel Martin remarking quietly on its good showing generally, and naturally Strang's Hudson made a vivid get-away.

Once again "Bunny" Dyer had given his patrons value for money, and there is no question that the High Speed Trials as served up nowadays are not only a very fine introduction to more serious competition, but are also a very severe test of standard motor-cars.

RESULTS

HIGH SPEED TRIAL

Event I

Up to 850 c.c.: Special awards: Nil. Standard awards: A. P. O. Rogers (M.G., S.); P. Wooller (M.G.).

Over 850 c.c. and under 1,100 c.c.: Special Awards: R. M. Sanford and A. C. Westwood (Fiats); R. D. Tong and N. E. Bracey (M.G.'s, S.). Standard Awards: T. G. Woollett (M.G., S.); J. R. Edwards (Singer).

Over 1,000 c.c. and under 1,500 c.c.: Special Awards: A. R. Phipps and A. P. Watson (Aston-Martins, S.); M. H. Morris Goodall and C. M. Anthony (Aston-Martins); M. K. H. Bilney (Ford); F. L. Cox and D. G. Evans (M.G.'s); V. Zeterin (Squire, S.) Standard Awards: G. K. Gout (Aston-Martin); W. B. Bryan (British Salmson); E. A. Holford (H.R.G.); F. W. Morgan (Lancia, S.); Miss Joan Richmond (Triumph, S.).

Over 1,500 c.c. and under 2,000 c.c.: Special Awards: M. W. B. May (Alvis); A. S. Whiddington (Frazer-Nash); Miss G. Hedges (Frazer-Nash-B.M.W.); C. V. Wells (Triumph); M. Constanduros (Singer). Standard Awards: Miss M. Allan (A.C.); A. Baker (Adler).

Continued on page 381

A DIFFERENT KIND OF MOTORING

WE TRY A SECOND-HAND 2.3-LITRE ALFA-ROMEO

Ask any Alfa-Romeo owner, particularly those who run the 1,750 c.c. model or the "two-three," what he thinks of his car, and ten to one he will say "it's a marvellous car to drive, once you get used to it." Made about a family saloon, where simplicity of handling and fool-proof operations are virtues of the highest importance, such a comment would be far from flattering, but in the case of the Alfa-Romeo, built by a firm which has taken an active part in racing from shortly after the war, it sums up its charm and attraction to the connoisseur of fast motor-cars.

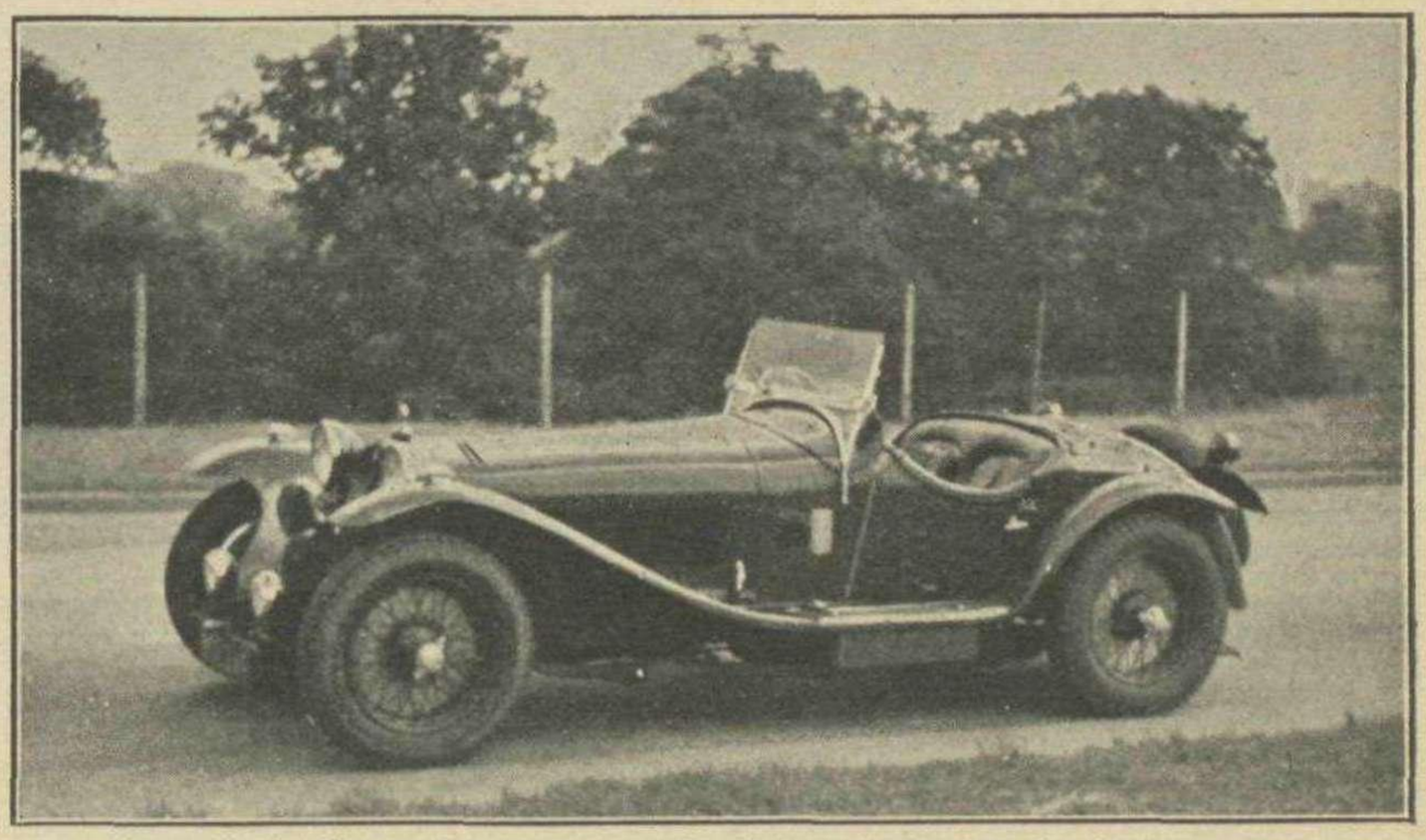
The matter can be summed up by saying that the car is made in the racing tradition, and the chassis, the steering, and everything else connected with the car is light in weight and responds to the slightest action of the driver. All out on a straight road the car felt a little disconcerting, and it swooped about in an unexpected way on fast corners. A little attention to tyre pressures and the adjustment of the shock-absorbers worked wonders, but it was not until we remembered the advice of a racing man with a long experience of Alfas that we really discovered the full joy of driving this individual car.

The advice we were given was unusual, but quite simple when you get the hang of it. "Don't grip the wheel, just rest your hands on it lightly and look where you want to go, and the car will take you there." Intended primarily for road racing, the "two-three" is a thoroughbred and does not need to be manhandled.

The car is perfectly docile on top, running along at 20 m.p.h. with only a powerful low-pitched rumble to suggest the power which can be conjured from the beautifully made straight-eight engine. Change down and give her the gas, and the car gets away with an excited yelp which delights the heart of the enthusiast heading for open country. Giving "3-5" on each gear, the car is in a few seconds travelling at 65 between traffic lights on the Great West Road, cruising silently then with the blower pressure back to zero.

Reaching the comparatively open spaces we tried the effect of a few more revs, 4,500 in the gears being sufficient for anything except flat-out driving. The needle went up to 80, 90, and 95, the exhaust sounds were swept away in the slip-stream, and there only remained the blower note, which was heard as a slight whine at full throttle above 4,000 r.p.m. Where road conditions are favourable the car can run very comfortably at 90-95 m.p.h. on about two-thirds throttle, but the 100 mark which takes 25 seconds to attain from 90 we only touched once. With the windscreen lowered of course, one could have reached it comparatively easily.

All-out speed is not the whole story, and the fact that one swoops up and down hill and round fast bends with just a gentle grip on the steering wheel is a source of even greater satisfaction to any one who is accustomed to fight his car with both hands at 80. On curves the car seems anchored to the ground, irrespective of the camber. Taking sharp bends the only thing to remember is not to force matters. The front wheels of themselves seem to take a path two inches from the gutter, and unless the driver is keen on fancy driving and wants to sweep the grass with the inside wheel, he can hardly steer more accurately than that. On one occasion, coming down at some speed to an unexpected right-angle corner, we had time for nothing except to spin the wheel half a turn. The tail of the car thereupon swung smartly through a right angle in answer to the helm, and we departed at speed as neatly as if the manœuvre had been planned beforehand. Truly an amazing car.



Attractive in line and performance, the eight-cylinder Alfa fitted with two-seater Mille Miglia coachwork is the ideal of sporting drivers.

The steering is above all, accurate, high-geared and yet beautifully light, with an unobtrusive caster action, and the car can be placed to an inch. To get maximum stability at speed the shock-absorbers have to be screwed up pretty tightly, which gives uncomfortable riding at 30 m.p.h. Fortunately one of the rear sets of shock-absorbers can be adjusted by means of a hand control by the driver's side, while if much town-work is contemplated the riding can be brought to normal standards of comfort by slacking off the front shock-absorbers one turn.

Continued heavy rain over the last hundred miles of our journey back to London gave a final opportunity of appreciating the road-holding of the Alfa. Except in towns the speed never fell below 65 m.p.h. and if it had been possible to see more clearly through the flooded screen, we should have been perfectly happy at 75 all the time. Anyhow the average worked out at 48 m.p.h., the standard figure which we attempt to reach with a fast car in fine weather, an throughout the run not the trace of a skid or a slide. Driving a car like that, one can understand more easily some of the averages put up in the Mille Miglia.

The gear-box on the Alfa is definitely meant to be used, though in normal touring only third and top are required, with second perfect for getting away from a sharp corner or hair-pin. The lever slips across the gate with two fingers, although, like other things on this individual car, the timing of the gear-change takes a little learning, and the clutch needs to be fully disengaged. First to second is quick, second to third a little slower and third to top almost instantaneous at low speeds. The engine revs up in a flash and changing down is a sheer joy. Straight pinions are used on all gears, and third makes a good deal of noise, though probably not more than when the car was new. At 5,200 r.p.m. with the back-axle ratio fitted, the speeds on the gears are 30, 55 and 78, while 5,000 on top is 100 m.p.h.

Enormous finned drums and a rod-operated mechanism make the Alfa brakes one of the finest features of the car. Unfortunately when we took the car over they were badly in need of adjustment, and it was not until the end of our run that we got them fixed to our satisfaction. Then we found it possible to use them with vigour even on wet slippery surfaces and if it had been possible to try them on dry concrete, they would have recorded a most creditable figure.

The supercharger on the Alfa is intended, needless to mention, to boost up the maximum power and not to give easy running at low speeds. Even so it is possible to run quite smoothly down to 20 m.p.h. on top gear, and then to accelerate away smoothly and without retarding the ignition, to any speed required. The top-gear acceleration, especially from 2,000 r.p.m. or 40 m.p.h. is really quite

A DIFFERENT KIND OF MOTORING—continued

striking, and the performance of the car is a powerful argument for the benefits of blowers on high-efficiency engines. The plugs were Champion R. 16s, distinctly a racing type, but there was no trouble about sooting or oiling in traffic. The car also started readily, hot or cold.

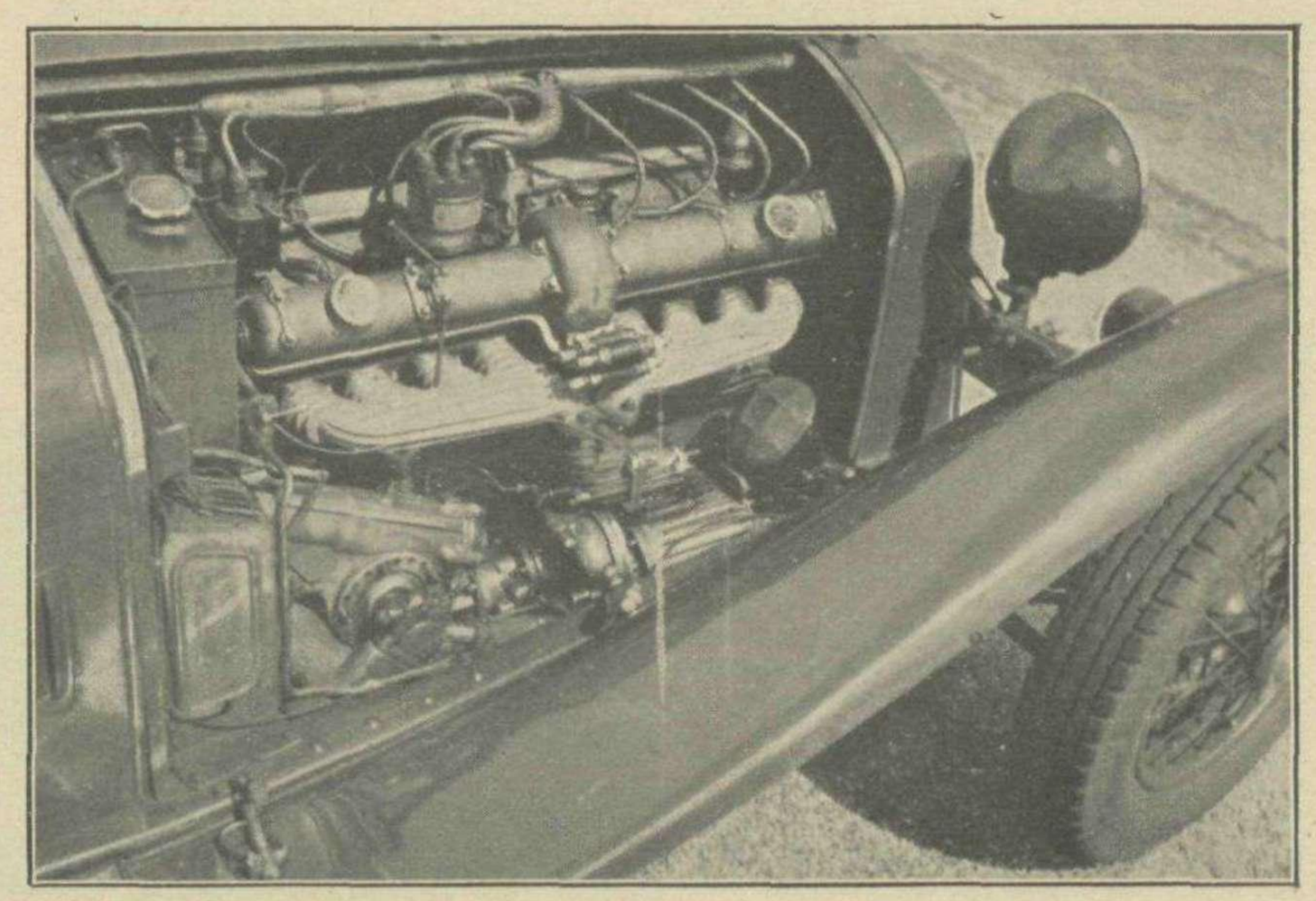
Included in our tests was a visit to Brooklands, but partly owing to the fact that no speedometer was fitted, and partly to a dislike of bumping about a light sports body on the uneven surface, the figures taken were less detailed than usual. Those set out in the acceleration chart were read off one of the two rev-counters, which were checked as closely as possible. Unfortunately the needles disappear beneath the scuttle at 5,000 r.p.m. (100 m.p.h. on top gear) so we did not take the car beyond this point. Maximum revs. are 5,200 r.p.m. or 104 m.p.h., which points to the car we drove having either a lower axle-ratio or smaller tyres than standard. With the standard ratios a speed of 112 m.p.h. should be possible with those revs, though possibly this speed would not be reached with the present compression ratio. The acceleration figures were taken with the windscreen raised..

Now as to the coachwork. The car we tried was fitted with a sleek two-seater Mille Miglia body by Zagato, painted the traditional red. The driving position was excellent and the seats well padded. The car is of course somewhat narrow, and the passenger has to keep well to his own side to avoid bumping the driver's elbow. The pedals are widely spaced, and the central gear-lever and the hand-brake come naturally to hand.

The hood is efficient when raised, and folds neatly into a covered well behind the driving seat. Unfortunately it takes ten minutes to assemble and erect, which leads one to believe that the Italians are either a more patient and painstaking race than one had previously supposed, or that they get ample warning of summer downpours. The windscreen is high enough for the tallest driver, and can be folded flat.

The space inside the tail is shared by the 24-gallon petrol tank, the batteries and the hood, leaving room for nothing more bulky than a waterproof. To provide luggage-room the owner has designed a detachable grid which is secured over the body just behind the hood, and capable of taking several suit-cases or a small trunk. Two spare wheels are carried in a recess in the back of the body.

A few details of the chassis may now be given. The engine, which has only run 1,500 miles since being rebored, is of course, a straight-eight, bore and stroke 65 by 88 mm., giving a capacity of 2,336 c.c. and an R.A.C. rating of 20.8.



A beautiful piece of engineering; the engine of the 2.3-litre Alfa-Romeo. The gauze-covered pipe in front of the supercharger is the air intake for the carburetter.

The crank-shaft runs in ten main bearings, and from the centre a train of gears drives the two overhead camshafts and also the supercharger. The carburetter is a pump-type Memini, and is fed from a two-gallon Autovac, which also acts as a reserve tank. Ignition is by coil. The gear-box is built integral with the engine, and the propeller shaft is enclosed in a torque tube.

The engine follows Monza specification, with a geared-up blower, but the compression ratio has been lowered to the middle of the three standardised on the "2-3." The blower pressure is about 9 lb.

The petrol consumption worked out at 15½ m.p.g. running at 65-70 m.p.h. Esso Ethyl is used for ordinary touring, 20% benzol being added if the car is to be driven hard for long periods. Dry sump lubrication is used, and the oil tank which holds over two gallons is carried on the near side. The wheelbase is nine feet and the total weight one ton.

Properly maintained and looked after, the life of a hand-built car like the Alfa-Romeo should be a long one. At any rate after three years of road-work this two-thousand-pound car which is now for sale at £700, appears as "good as new," and an attractive proposition at the price asked. The owner is Mr. G. W. J. H. Wright, whose name will be remembered in connection with M.G. Magnettes at Brooklands a couple of years ago, and we owe him our sincere thanks for a highly diverting week-end.

VALUE FOR MONEY AT BROOKLANDS—continued from page 379

Over 2,000 c.c. and under 3,000 c.c.: Special Awards: H. Kidston and Viscount Curzon (Alfa-Romeo, S.); C. W. P. Hampton (Bugatti,S.). Standard Awards: G. D. Coppen (Standard Swallow).

Over 3,000 c.c.: Special Award: A. May (Vauxhall). Standard Awards: J. C. C. Cavendish and S. M. Lawry (Fords); R. B. Lakin (L.M.B. Ford).

Outstanding Times: N. E. Bracey (M.G., S.), 44m. 10s., receives prize for most meritorious performance; Viscount Curzon, 43m. 11s.; C. W. P. Hampton, 42m. 55s.; A. May, 43m. 7s.,; H. Kidston, 44m. 48s.; A. R. Phipps, 45m. 27s.; R. D. Tong, 45m. 30s.

Event II

Up to 850 c.c.: Special Awards; G. H. R. Chaplin (Austin, S.); J. E. Nuthall (M.G.). Standard Awards: G. H. Goodson (Austin, S.); Miss Y. Morel (M.G., S.); K. Gammon (M.G.).

Over 850 c.c. and under 1,100 c.c.: Special Awards; C. E. Taylor (Alta); R. M. Andrews and H. E. Bradley (Singers); F. R. Gerard (Riley); Mrs. J. Jackson (M.G.). Standard Award: P. de F. C. Pycroft (Riley).

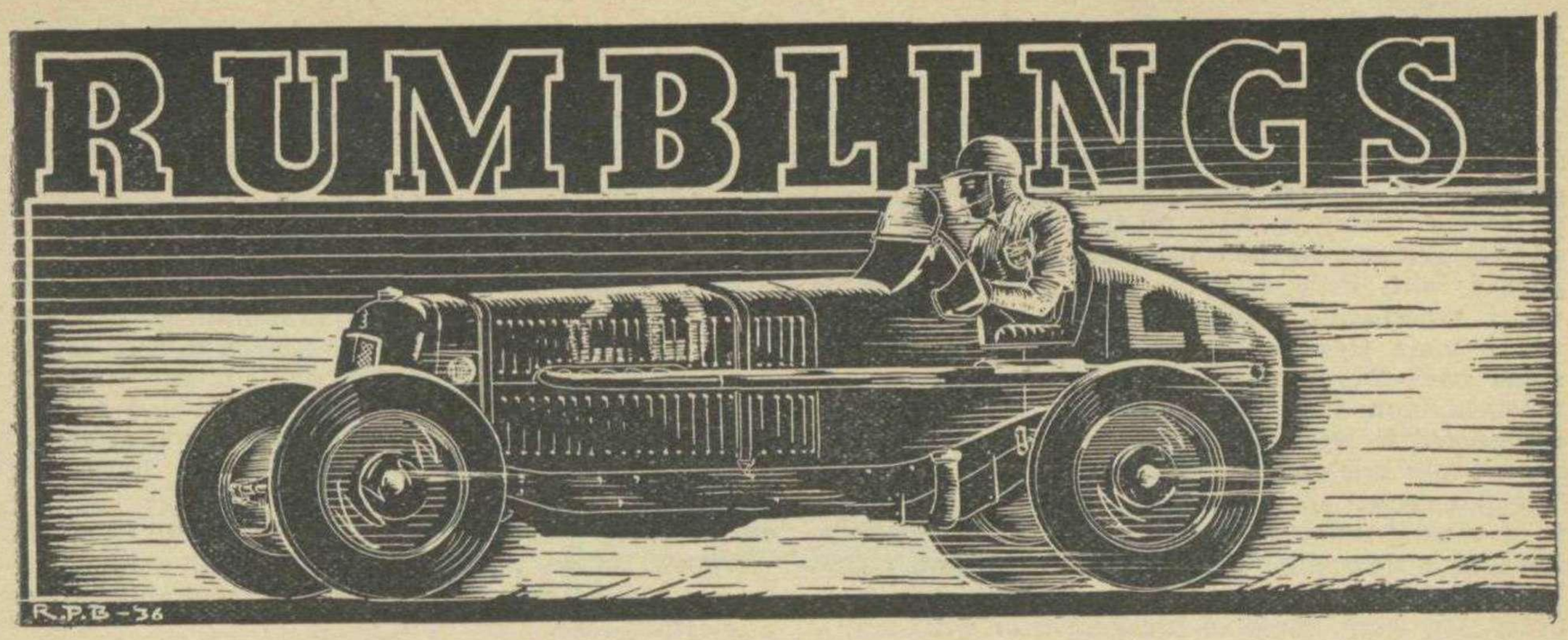
Over 1,100 c.c. and under 1,500 c.c.: Special Awards: A. E. Curtis and D. M. Campbell (Aston-Martins); N. V. Terry (Frazer-Nash); G. Bagratouni (M.G.); C. Maclean (M.G., S.); R. E. C. Jennings (Riley); Miss B. J. Haig (Singer). Standard Awards: V. H. Patterson (M.G.); W. A. V. Davis (Singer); H. F. Burt (Triumph).

Over 1,500 c.c. and under 2,000 c.c.: Special Awards: W. E. Herbert and A. C. Fairtlough (A.C.s); C. A. Hanson (Alfa-Romeo, S.); I. O. C. Samuel (Frazer-Nash); H. G. Symmons and J Eason-Gibson (Frazer-Nash-B.M.W.s). Standard Awards: Nil.

Over 2,000 c.c. and under 3,000 c.c.: Special Award: C. R. Watson (Talbot). Standard Awards: G. M. Symons (S.S.); R. J. T. Marston (Sunbeam).

Over 3,000 c.c.: Special Awards: W. M. Couper (Talbot); C. W. R. Windsor-Richards (Vauxhall); R. D. Tong (Ford). Standard Award: J. R. Lines (Ford).

Outstanding Times: C. R. Watson (Talbot), 42m. 5s., receives prize for most meritorious performance; W. M. Couper, 39m. 23s.; D. M. Campbell, 43m. 5s.; H. G. Symmons, 43m. 49s.; G. Bagratouni, 44m. 52s.; D. Maclean 44m. 57s.; C. W. R. Windsor-Richards, 44m. 46s.



At Montlhery

The French Grand Prix has demonstrated two things. One, that sports-car racing can be really exciting, and the other, that the French public think otherwise, at any rate judging from the attendance, which was less than one third of that in the two previous years. Next year perhaps, being guided by our learned colleagues Messrs. Charles Faroux and Maurice Henry of "L'Auto," the spectators will renew their patronage, determined not to miss the fine show they failed to see on June 28th.

For the Englishmen of course, the 17-mile run down from Paris, with private cars, taxis, and buses packed to the brim with enthusiasts ("Plateforme 5 fr.") is all part of the fun, and who can imagine one-way traffic down the Kingston By-Pass for a Brooklands meeting?

What sort of Sports Cars?

The snag about sports-car races is of course that with lenient regulations such as prevail at Le Mans and the French Grand Prix, manufacturers with plenty of money to spare are not afraid to build special cars with crank-shafts, carburetion, brakes, and other details very different from those on the cars which you or I can buy. The Frenchman is principally desirous that the cars should go fast, and as long as they have lamps, mudguards, and the same number of cylinders as is given in the catalogue, does not worry too much what is under the bonnet. One of the biggest arguments for regulations of this sort of course is that a manufacturer can try new ideas for improving his cars before releasing them on an innocent public. Otherwise I think the strict regulations which govern the entries in the Ulster T.T. are to be preferred. Certainly in this case the manufacturer has more right to advertise that his entry is "the same as you can buy."

For Ulster

It is encouraging to see that three Talbots and six Delahayes have been entered for Ulster. It is a pity that the Bugatti team is not taking part as well, but Le Patron is not at all keen on handicap events. On the first list the 4½-litre Bentley driven by E. R. Hall is the only English car in the small race, though I hear now that Lord Howe and Brian Lewis are driving Lagondas. Why does not W. O. Bentley build a 4½-litre Lagonda with a nine-foot six wheelbase for competition purposes? Perhaps the revival in sports-car racing will encourage the Lagonda Company to do something about it.

I am anxious to see what the new Frazer-Nash-B.M.W.s do on the Ards circuit. At the French Grand Prix they were by far the fastest in the 2-litre class as long as they were running. One of them dropped out with a broken oil-pipe but worse befell the other two. The engines were mounted on rubber, a method of construction which gave no trouble in the shorter Eifel race. After three hours of tearing round the Montlhèry course, however, the mountings disintegrated, and Henne found the fan mounted on the front of the engine, carving its way through the radiator. That won't be allowed to happen at Ulster.



A little plug cleaning on a Bugatti before the French Grand Prix. The radiator scoop forms a comfortable seat for the mechanic.

RUMBLINGS—continued

The Fourth Estate

Five score and ten steps bring you to the press stand at Montlhèry, a veritable aerie eighty feet above ground level. From there you can get a magnificent panorama, taking in part of the banking, the pits and the greenery in the centre of the Piste de Vitesse, packed with little crowds of spectators sheltering under tabernacles of green boughs.

The main track is forty feet wide and the pits stand back another fifty feet and consequently the excellent score board is so far away that binoculars are needed to read it. This year the authorities hit on a really bright scheme for spreading information. They connected up the pits, stands and various points to a central office with telephone cables and there installed a "teleprinter." This is operated from a key-board similar to that of a typewriter. The message, race order, lap score, cause of breakdown or what-not, is transmitted by wire to the various points and there the electric impulses work further machines which print out the messages.

In England I think the palm for the best press service must be awarded to the B.R.D.C., which issues frequent bulletins and lap orders and in addition every few laps put out a list showing the number of laps completed by every car in the race.

Reporting under conditions like this is quite a pleasant way of passing the afternoon. At the opposite end of the scale you get races like the Monaco Grand Prix, where the leading cars come round once every two minutes, and those early races over in Ireland where the score board was obviously all at sea and not even the officials knew how many laps had been completed. Probably worst of all is the Indianapolis Grand Prix, from which a colleague has just returned. At this race there is no press service, not even a list of cars, and as these cars are in any case effectively camou-flaged by such names as "Non-Cling Chewing Gum Special" the pressman's lot is not a happy one.

Burning up Salt Lake

George Eyston and Denly have added fresh lustre to their reputation as "Recordmen du Monde" with a magnificent series of new world records, eighteen in all, taken with the Rolls-Royce engined "Speed of the Wind" on Bonneville Salt Flats.

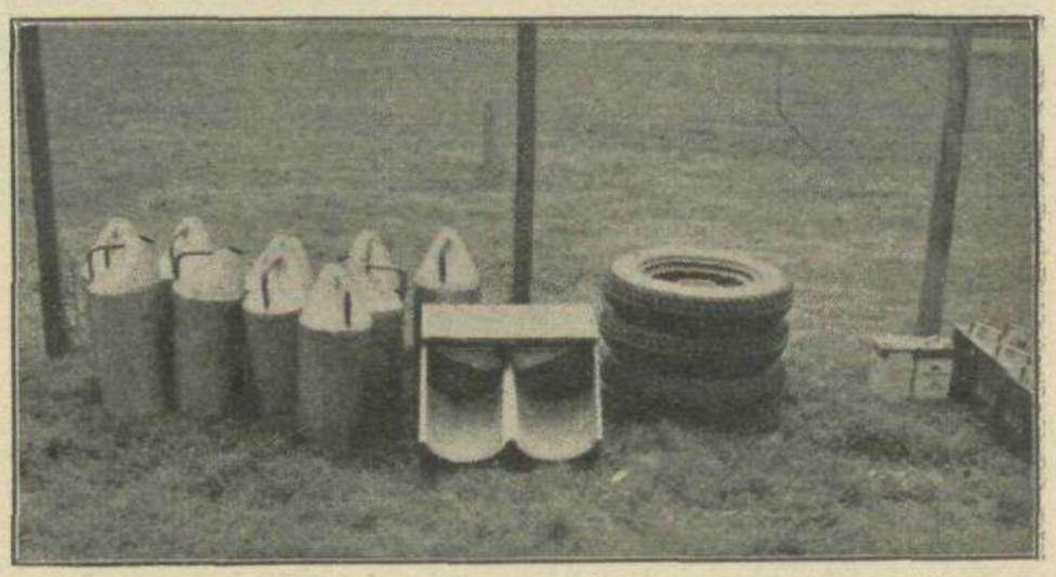
Those up to twelve hours were taken at a speed of over 149 m.p.h., but in spite of this the pair will have two challengers. Ab. Jenkins is building a twelve-cylinder car with which he hopes to make attempts later this year, and John Cobb is going over shortly with the Napier-Railton to try to win back some of his records, though I should imagine that the limits of this car, still only three years old, had just about been reached.

Meanwhile George or rather his assistants in England, are proceeding with the building of a still faster record-breaker, fitted with a Rolls-Royce Schneider Trophy engine and again making use of front-wheel drive. Sir Malcolm Campbell has deserted the track for the water and is rumoured to be piloting a speed-boat which will run on Windermere in the autumn in an attempt to win back the water speed record from America. Kaye Don is another fast motorist who is taking to aquatics after a lengthy absence from racing. He celebrated his return to the sport by winning, recently, the American Gold Club at Lake George, New Jersey, U.S.A.

Marcel Lehoux

After seeing and chatting with the ever-cheerful Lehoux in the Isle of Man and at Montlhèry, it was a great shock to me and to all his friends to hear of his death in the Deauville Grand Prix. It appears that he was lying second, just under a lap behind Farina on the Alfa, and just as the Alfa driver was overtaking him for the second time the cars touched. Both cars turned over and Lehoux was killed instantly; Farina escaped with a shaking. Lehoux's death will be much regretted by all who follow Continental racing, for he was a hard and keen driver who inevitably drove a sporting race.

Two other well-known drivers had narrow escapes from serious injury recently. One was Pat Driscoll, who crashed at the Bristol Speed Trials when driving the Austin. The other was Chiron who was thrown out when his Merc. overturned in the German Grand Prix. Both of them sustained head injuries, but I understand that they are both making satisfactory progress.



Study in still life. Special petrol cans, double funnel and large-section tyres in the Austin pit at Donington.

The Isle of Man Dispute

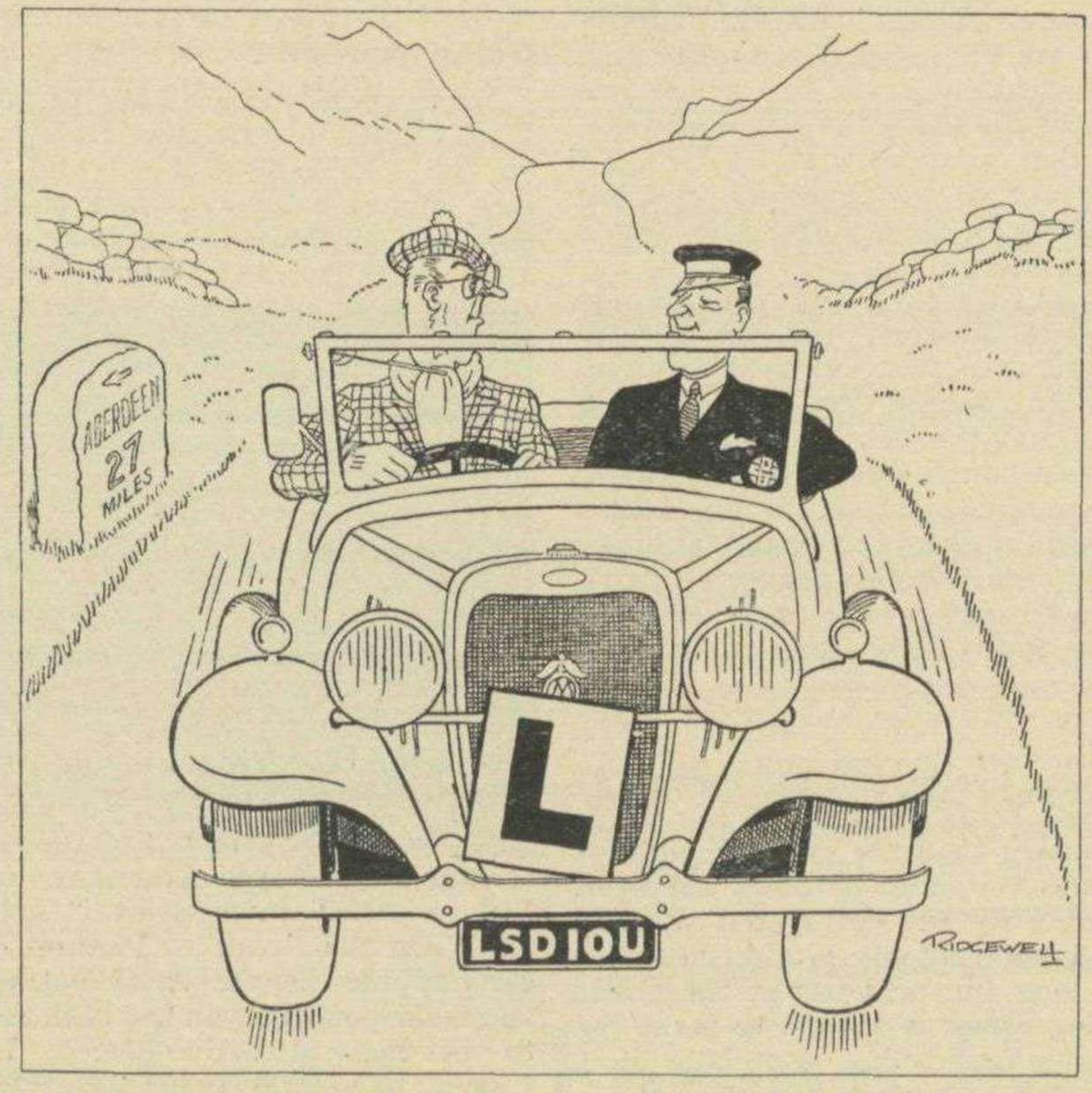
After the 1½-litre race in the Isle of Man several of the drivers made an appeal to the stewards of the meeting to be given the prize money advertised in the programme, which was higher than that offered in the regulations. The stewards turned it down, but a further appeal, this time to the stewards of the R.A.C., was successful and the drivers have now received their full reward.

This latter appeal was brought on the advice of Oliver Bertram, whose exciting runs round Brooklands on the Barnato-Hassan are only subsidiary to his work as a practising barrister. His racing performances were recognised last month, when he received the 1935 Track Star at a B.R.D.C. dinner. Lord Howe and Freddy Dixon dead-heated for the Road Star, so they got one each.

Vintage (S)ports

Three members of the B.R.D.C. were invited last month to take part in the Villa Real race in Portugal,

AD-MISSIONS OF AN OFFICIAL TESTER



OFFICIAL TESTER: *"The petrol's running low. What about filling up?"*

SANDY McHAGGIS: *"Dinna fash yersel', mon! The wee drappie left will mair than tak' us to Aberdeen—it's Esso Ethyl ye ken!"*

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RUMBLINGS—continued

run on a particularly twisty course in the upper reaches of the Douro valley. No news has yet been heard of them, and one hopes that they have not succumbed to the potency of the local vintage. Rayson, Manby-Colegrave and Briault are the three who were sent.

Briault's E.R.A. incidentally is the one which was raced at the beginning of the season by Dr. Benjafield. "Benjy" finds now that hard work at St. George's and Harley Street do not go well together, and has also sold his other racing car, the 2.6-litre Alfa, which is now being run by Connell.

Other well-known cars that have found new owners are Lord Howe's 3-litre Maserati and the 10-litre Delage which Cobb and then Bertram used to drive. Cholmondeley-Tapper has bought the Maserati and drove it at Deauville and the German Grand Prix, and the Delage has been bought by R. A. C. Sumner who will find it a complete contrast to his Austin Seven. He is running it at the Poole Speed Trials in August, and as the first corner on this course is a right-angle one with the sea beyond, I have advised him to add a swimming collar to his racing kit.

Better Main Roads ?

Die-hards (sometimes) like myself, are inclined to regret that the average British sports car nowadays tends to soft riding, rather than the stiff springing of heretofore. Sometimes I wonder if it has not been forced on manufacturers by the corrugated surfaces of our main roads. I know at any rate on my non-boulevard-ride car a long run on parts of the Great North Road or Watling Street is enough to make me distinctly uncomfortable amidships, especially if I have been unwise enough to have a hearty meal.

Under the circumstances it was good news to see last month that it had been decided to nationalise the chief trunk routes of Great Britain. These include the Great North Road, Watling Street, A.6 (London-Carlisle-Glasgow) and others, a total distance of 4,500 miles. More power to the Belishal elbow.

Quiet-Way Motoring

Most of us, I fancy, have our own ways of avoiding the more congested and built-up areas, and if one takes the trouble to write to them, the motoring associations are always ready to furnish routes of this kind. The ordinary touring maps of England, well produced as most of them are, are not concerned with showing the way to avoid heavy traffic, but last week I encountered an admirable publication designed to supply this need.

Entitled "Quiet-Way Motoring Maps," it consists of a strong canvas cover in which are two cellophane-faced pockets. In one are kept ten sectional maps, extending from the South Coast to Edinburgh and Glasgow, with a scale of 10 miles to the inch. Now for the cunning idea. Ordinary main roads are printed in green, while a series of forty routes taking in the best scenery and avoiding crowded roads is printed in black. The cellophane panel is also coloured green, so that when the map covering the area in which you want to travel is in position you see only the "quiet-way" route. Route cards giving very thorough directions are stored in the other transparent pocket. These ingenious maps are sponsored by Price's, the oil people of Battersea, London, S.W.11, and cost complete five shillings.

Going Abroad ?

Even when funds will not permit travelling abroad, I get tremendous pleasure from looking up old routes on the "Michelin Guide" and "Europa Touring." Last month I found a new publication which gives new zest to thinking out imaginary voyages.

The book is called "Aldors 1936 on the Continent," and it deals with the politics, sights, eats, drinks, habits, customs, and night-clubs of twenty-six European countries, not to speak of phrases in many of the languages. Looking up Poland, for instance, I found this apt paragraph. "Driving for pleasure in Poland would only be possible, however, from April to November. It is true that the Monte Carlo Rally competitors starting from Tallinn have to pass through Poland in the middle of winter, and they do so, but this feat should not be regarded as an encouragement to would-be imitators." The author of this section, Mr. A. T. Lutoslawski, has my entire agreement.

Art and Motoring

If you fancy your skill as a photographer of motor-cars you should get hold of the monthly publications of the Rolls-Royce Company and Bentley Motors Ltd., entitled respectively "Rolls-Royce Bulletin" and "On the Road." Pictures of these magnificent cars appear in the most entrancing surroundings, and make you wish you had both the cars and the leisure to visit these attractive places. In these publications I seem to see the influence of Mr. Millard Buckley, who is responsible for the tasteful and luxurious Rolls-Royce and Bentley catalogues. Mr. Buckley swings a very pretty Leica at times, and I expect that some of his pictures helped to swell the collection.

Marriage Bells

At the end of last month there was a big rally of motoring men and women at the wedding of Miss Doreen Evans, who was duly wed at St. George's, Hanover Square. The lucky bridegroom was Allan Phipps, who is going to sweep her off to Denver, U.S.A., after they have had a last race, at any rate for some time, in the T.T. at Belfast. I hope Miss Evans will not attempt any of that dirt-track stuff when she is over in America. According to most of the photographs we receive in the office the cars never run on more than three wheels at a time, conditions which are more than the most skilful English driver can cope with.

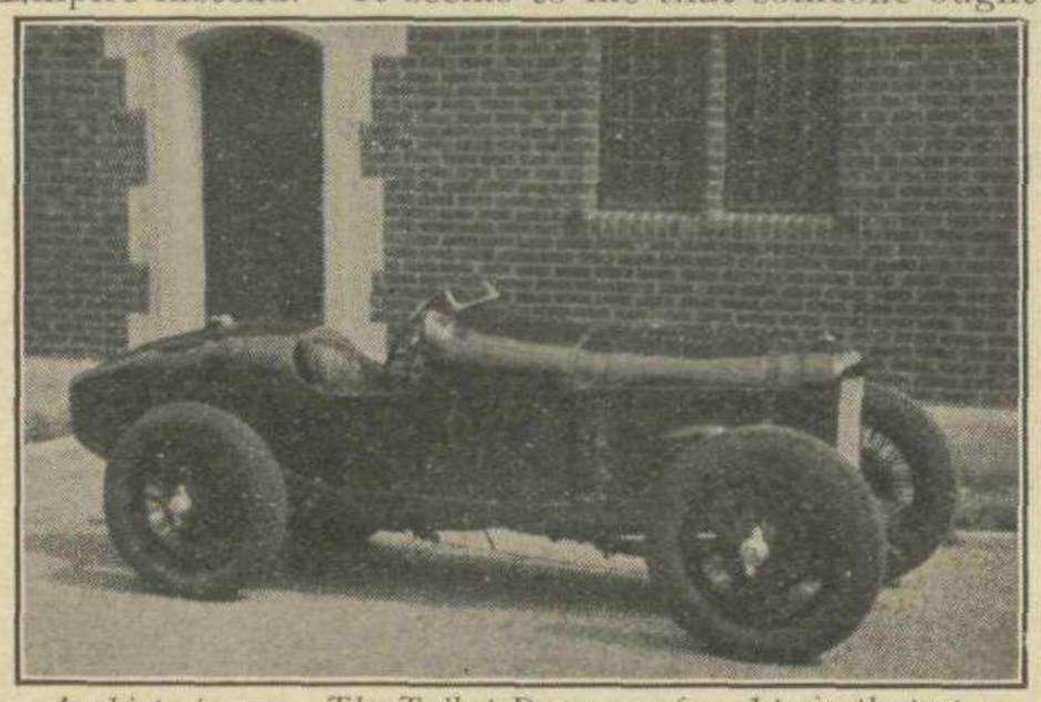
Another motorist who was recently married was Charlie Martin, and we offer him somewhat belated congratulations both on this and his second place in the Deauville Grand Prix.

Sole Survivor

I had a visit at the office the other day from J. R. Davenport, a distant relation of the Shelsley wizard, who is the owner of an historic motor-car. This is, in fact, the only remaining one of the four-cylinder

RUMBLINGS—continued

Talbot-Darracqs which used to sweep all before them ten or eleven years ago. Unfortunately this car had a very exciting career afterwards at Southport (Mr. Davenport is still finding sand in various parts of the chassis) and there was hardly anything left of the old engine. Nothing daunted, he fitted it with a blown Lea-Francis engine, and still has fun with it at speed trials. He had planned installing a V8 Ford engine in it during the winter, as the old Meadows does not seem to appreciate a No. 10 blower, but now finds he has to go abroad to Hong-Kong and defend the Empire instead. It seems to me that someone ought to make a collection of historic cars like this, the old eight-cylinder Ballot and other world-beaters of their time. Forward, enthusiasts with much money and a large garage in the country.



An historic car. The Talbot-Darracq referred to in the text.

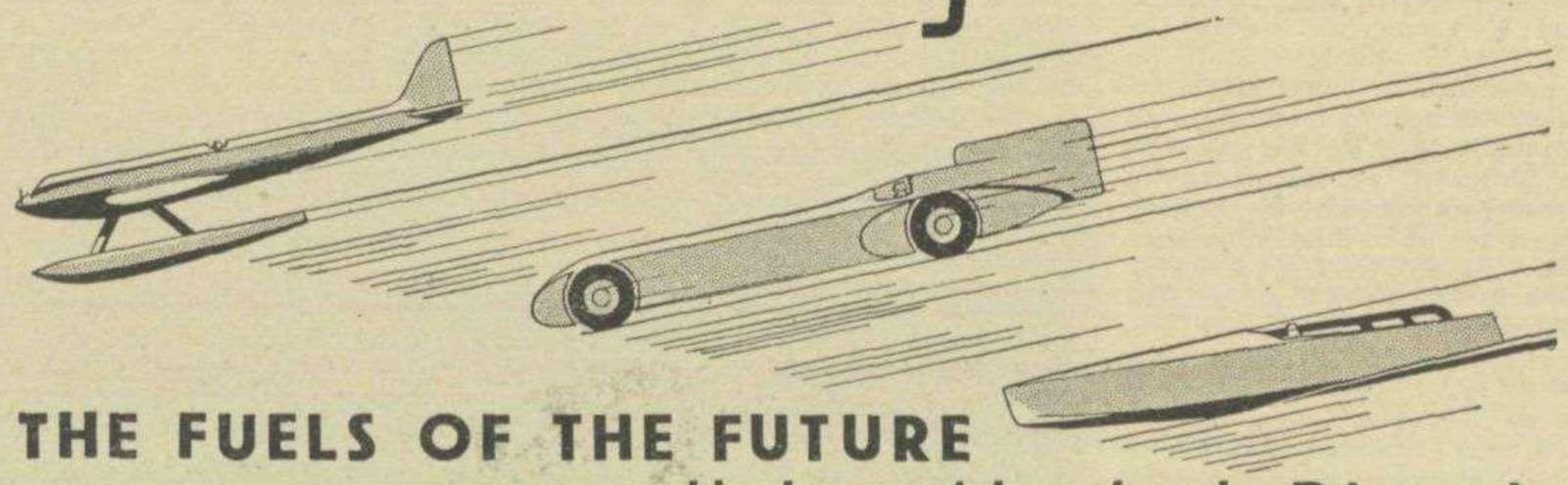
Five Hundred Miles

As happens in August, every year, the regulations for the 500-mile race form the tail-piece for these notes. The handicap times vary from 107.1 m.p.h. for the 750 c.c. cars, to 124.5 for the unlimited class, which is going some, and all cars have to be capable of lapping at over 100 m.p.h. First prize is the Wakefield Trophy and £250, entry fee is £16 up to August 4th, with a closing date of September 1st. The race takes place on Saturday, September 19th, and the small cars are sent off at 1 p.m.

Maserati Postscript

Hot from the postman I have a few particulars of the new 1½-litre Maserati. The bore and stroke of the six cylinders is 65 by 75 mm., giving a capacity of 1,493 c.c. A Rootes No. 1 blower is used, driven at engine speed and gives 18 lb. pressure, the compression ratio being 5.5 to 1. The engine gives 175 h.p. at 6,550 r.p.m., and the devastating thing is that the engine has only two main bearings, and these plain. The track is 4 ft. 1 in., and the wheelbase 8 ft. 2 in. ; unfortunately the Fratelli have omitted to furnish us with the weight. That will be all for the present.

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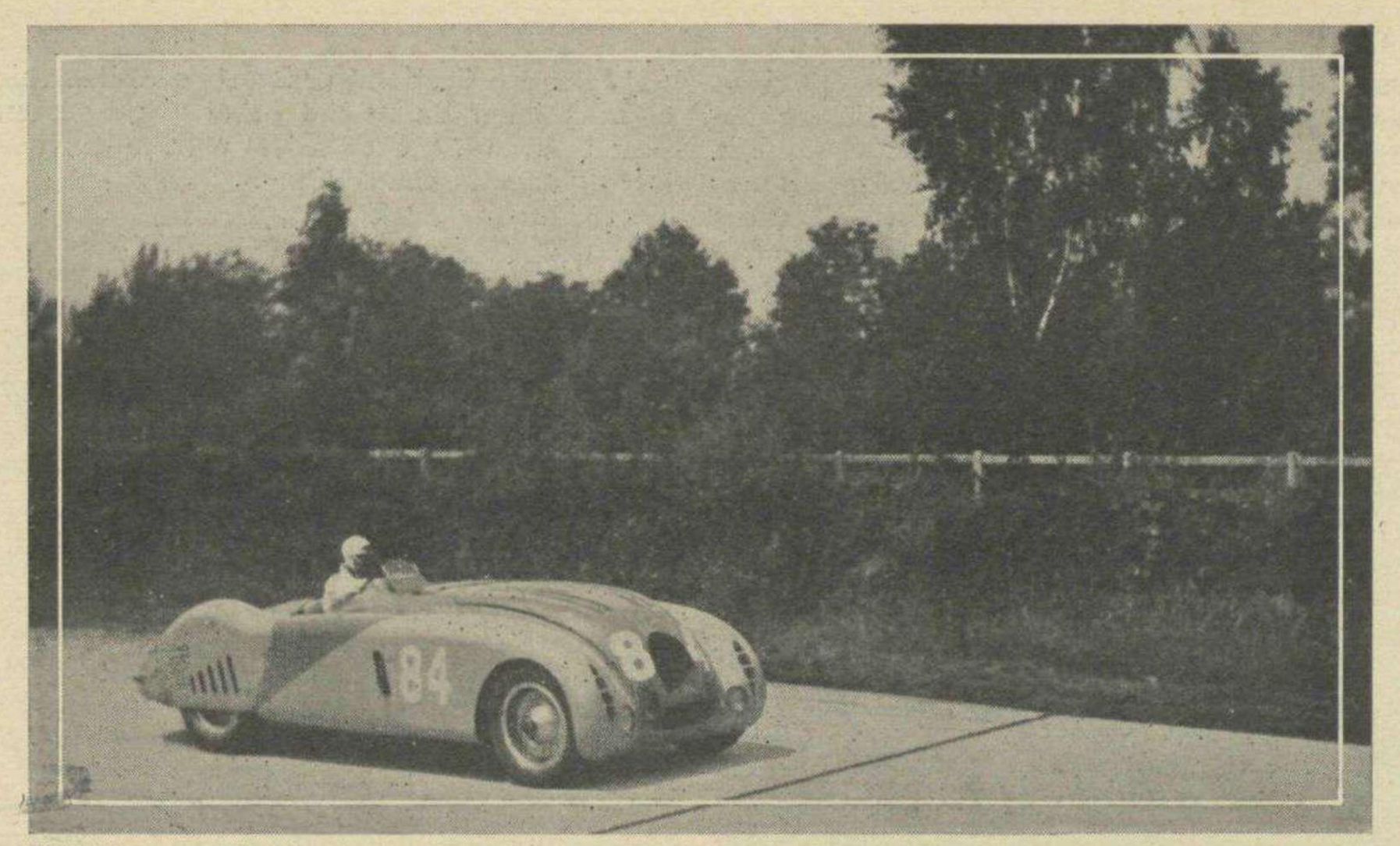
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Wimille at speed in the winning Bugatti. Note how the headlamps are let into the front wings. The openings on each side of them serve to cool the tyres.

BUGATTI REGAINS THE FRENCH GRAND PRIX

WIMILLE AND SOMMER THE VICTORS AT 77.85 M.P.H.—DELAHAYES PRESS CLOSELY—DREYFUS (TALBOT) MAKES FASTEST LAP—RILEYS TAKE FIRST FOUR PLACES IN 2-LITRE CLASS

LEOZ (4½-LITRE LAGONDA) FIRST IN GROUP THREE

It is now thirty years since the first French Grand Prix was run, and its long history and the prestige which attaches to a win entitle it to be considered the senior event of motor racing. After so many years of racing-car events the decision of the Automobile Club de France to substitute a 1,000 kilometre sports-car race was held by many to mark the end of its supremacy, but the spectacle which was presented at Montlhèry on May 28th was keenly fought to the end, and in many ways more interesting than the "formula" races of the last two years.

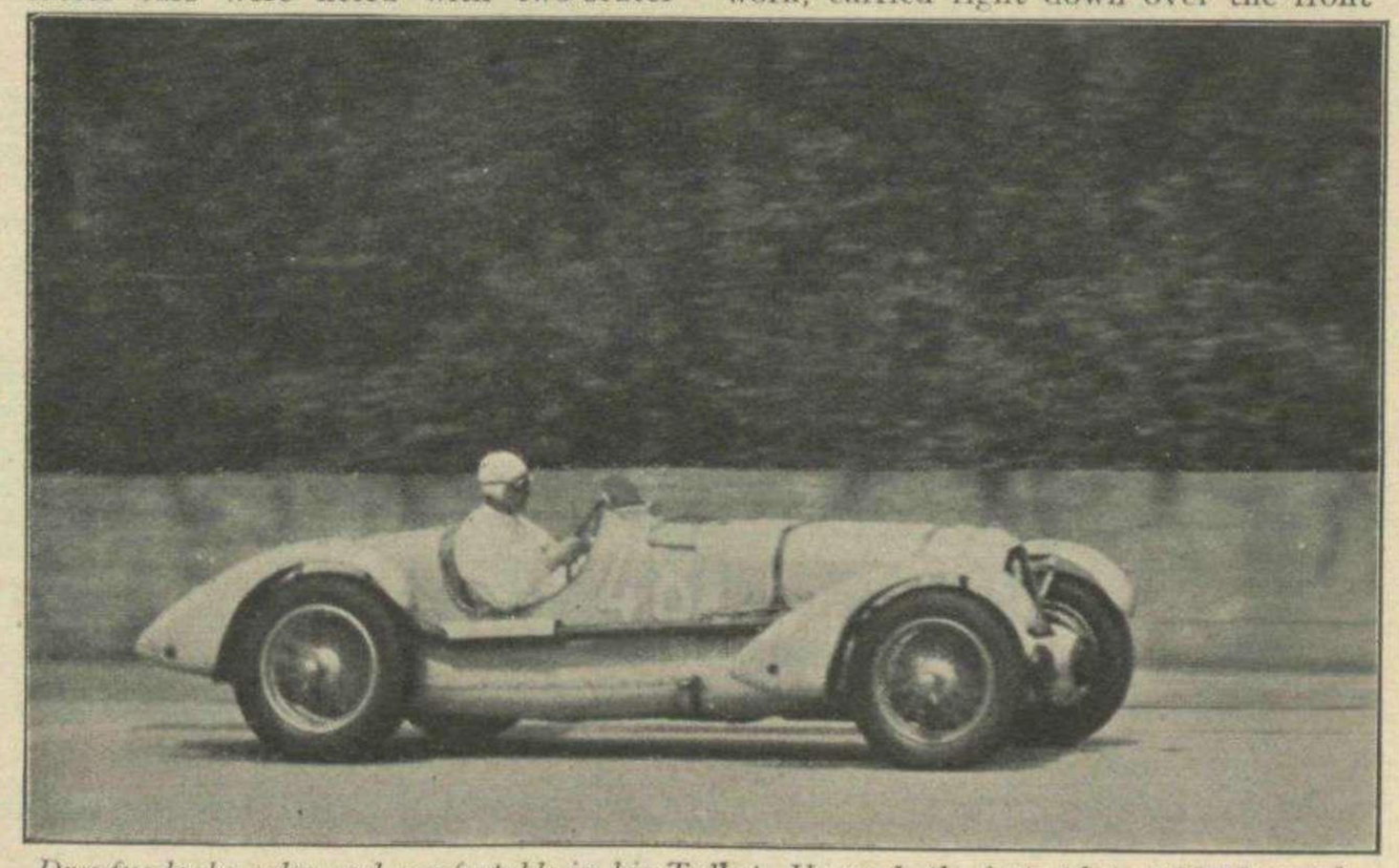
Truth to tell, the French sports car when modified for racing is now extraordinarily fast, as is shown by the winner's speed of 77.85 m.p.h., the record lap of Dreyfus on his Talbot in 5 min. 36 secs. as compared with Chiron's lap at 5 min. 6 secs. on the monoposto Alfa two years ago. Last year's figures are not comparable since the course was considerably slowed by the famous, or infamous, "chicanes."

The Delahayes made a most favourable impression, seven out of nine finishing the course, with Michel Paris and Mongin in second place, and Brunet, Schell and Perrot in the next three. The Talbots were fast but less reliable. The only English cars larger than 2-litres were the Lagondas driven by Lehoux and the brothers Leoz. Being standard cars, higher and a good deal heavier than the little Talbots and Delahayes, they were outclassed in respect of speed. As it happened, reliability was more important in the 4-litre class, and in spite of brake trouble, which was due partly to the impetuosity of the pilots, the Spanish *equipe* succeeded in beating the three Hudsons which were ranged against it.

The Rileys are deserving of all praise. The B.M.W.s showed themselves faster in the early stages of the race, but went out with engine-mounting trouble, and Trévoux and Maclure led their three team-mates to another triumph for the British small car.

There were in all thirty-eight starters. In the 4-litre class five cars took the field, two Lagondas and three Hudsons. These latter cars were fitted with two-seater bodies and for the first time in history, Rudge knock-on wheels. Four down-draught carburetters were used.

In the 2 to 4-litre class, Bugatti had entered three cars, with Benoist, Wimille and Veyron as first drivers. The chassis was the recently introduced Type 57 S, beautifully drilled and lightened, and with the rear axle passing through the side members. A double vertical Zenith carburetter fed the eight cylinders. The most striking part of the cars, of course, was their aerodynamic coach-work, carried right down over the front



Dreyfus looks calm and comfortable in his Talbot. He made the fastest lap at **83.19** *m.p.h.*

THE FRENCH GRAND PRIX—continued

wheels, and the rear ones being enclosed with removable covers. The racing disc-cum-spoke road wheels were used, and a spare was carried alongside the passenger's seat.

Eight Delahayes ran, two of them, driven by Perrot and Divo, being works cars, as were the three Talbots piloted by Dreyfus, Morel and Heldé. Both makes had neat low-built two-seater bodies of orthodox racing lines, both had six-cylinder engines with three carburetters, and both had independent front suspension. Like their name-sakes in England, the Talbots had self-changing gear-boxes. The labour disturbances which had recently ended prevented the Amilcars from running, and had also affected the preparations of the Talbots to some extent, while the Ferrari Alfas could not be got ready in time.

English cars again figured in the 2-litre class, with two official Rileys driven by Cyril Paul and von der Becke, and two entered and driven by Fairfield and Trévoux. Barnes and Eccles had 972 c.c. Singers, Lord Howe was driving a Marendaz and Clarke and Seaman an Aston-Martin. H. J. Aldington was making his return to racing on a Frazer-Nash-B.M.W., and Henne and Roth were driving the German version, the remaining entries being five French-built Simca-Fiats.

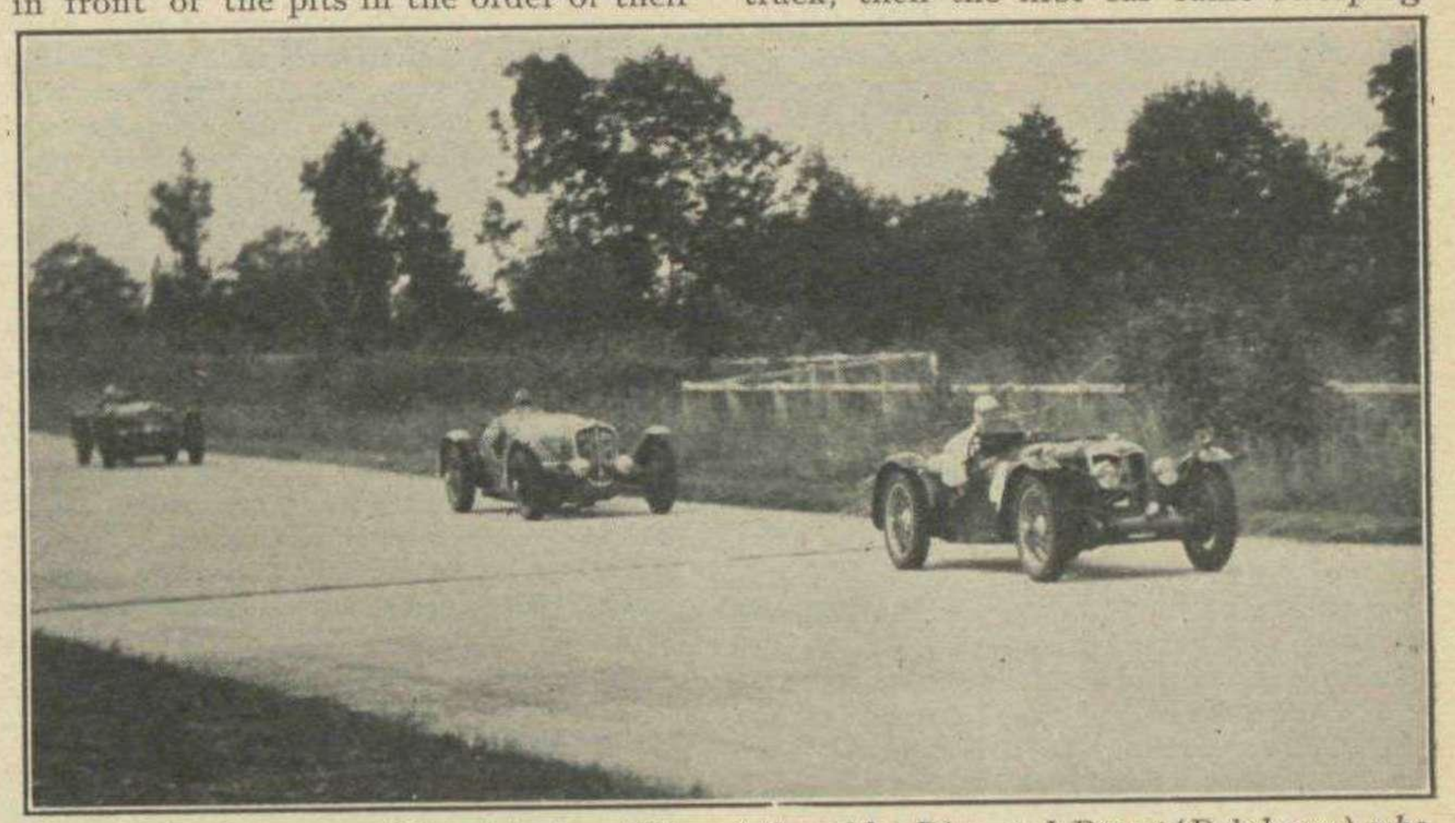
The race was due to begin at ten o'clock, and from eight o'clock onwards the usual stream of pilgrims on cars, bicycles and on foot were climbing the steep ascent which leads to the Autodrome. Unfortunately for the organisers the Grand Prix de Paris, the most important horse-race of the year was taking place that day at the Bois de Boulogne, and that must have diverted a good number of potential spectators. With zero hour only fifteen minutes away the enormous stands were only a quarter full, but after all this was an eight-hour race and there was plenty of time for them to arrive.

From our lofty perch in the press stand eighty feet above the track a magnificent view unfolded itself. A blue sky shaded with light clouds, the white banking of the Piste de Vitesse, the green of the bushes and grass in the Pelouse and the waving flags over the score-board, unfortunately so far away that one needed a pair of binoculars to read it, all formed a perfect setting for this contest of speed. Ten minutes before the start the cars were ranged diagonally in front of the pits in the order of their lap speeds with Benoist (Bugatti) Dreyfus (Talbot) and Le Begue (Delahaye) at the head of the line, an order which suggested a lively struggle. Cars painted in all shades of blue were ranged alongside, then the green of England first appeared in the B.M.W. of Aldington and the Riley of von der Becke.

There is of course no handicap in the Grand Prix and cars of all capacities go off together. "Le départ dans une minute" cried the starter, and engines were stopped The drivers took their stand twenty feet from the cars, then as the flag dropped they sprinted back, leaped in and pressed the starter buttons.

Dreyfus was first away, followed by Le Begue and Trintignant on one of the Hudsons. Cars jumbled between the high walls leading to the road circuit, Brunet (Delahaye) and Camarano (Fiat) were left on the line, but in a few seconds they too were off on the long and strenuous trail.

All was still for a few minutes, then Dreyfus was announced as leading at the Biscornes, at the far end of the road circuit. Soon the cars could be seen and heard on the far side of the banked track, then the first car came sweeping round. It was Dreyfus, then Benoist (Bugatti), Heldé (Talbot), Morel (Talbot), Le Begue and Michel Paris on Delahayes, Veyron (Bugatti) and Lehoux (Lagonda). Car followed car in a perfect avalanche of blue streaks and noise, sweeping off the banking past the stand at fully 120 m.p.h., no less slow to the eye though less shattering in exhaust note than the "bolides" of the year before. Henne and Roth (B.M.W.s) were the fastest of the 2-litre drivers, with Aldington the first English driver on his Frazer-Nash-B.M.W.

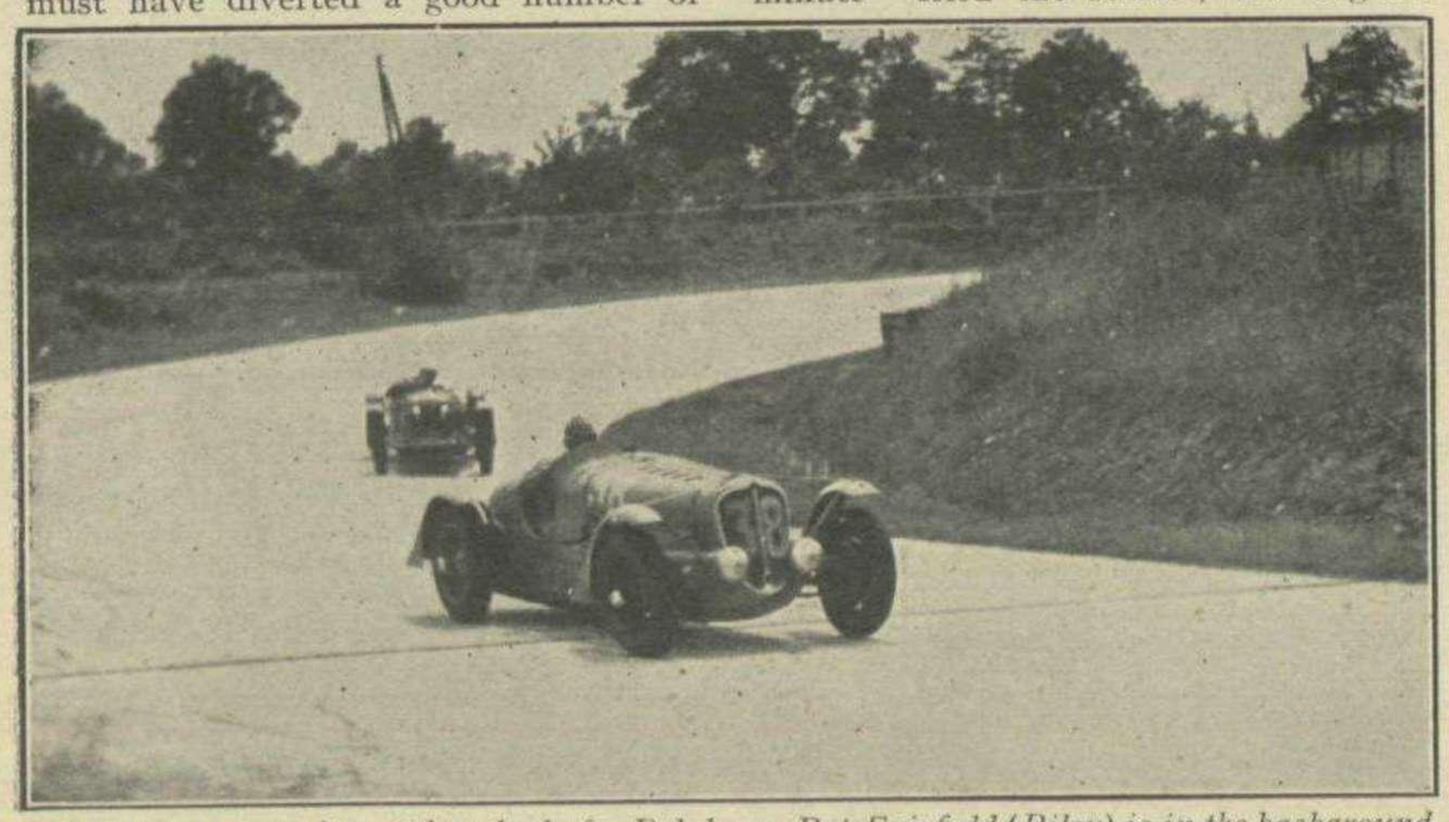


Von der Becke on one of the victorious Rileys followed by Divo and Perrot (Delahayes) who drove almost neck and neck for many laps.

Dreyfus had lapped in 6 min. 30 secs. (71.5 m.p.h.) from a standing start, but by the time the Biscornes was reached Benoist was in front. On his second appearance he had a lead of 300 yards from Dreyfus, the other two Talbots in close attendance, then Michel Paris and Le Begue leading the Delahaye attack. On the third lap Benoist had a lead of 15 secs. his speed now being 77 m.p.h., while on the fourth he had nearly lapped some of the smaller cars. This initial effort proved too much for the plugs and he was forced to pull into the pits where unfortunate mechanics pulled up the bonnet of this car and dived inside. Dreyfus was again in the lead, but Wimille and Veyron were second and fourth so the Maison Bugatti was "well covered." Morel and Heldé were third and fifth, and Brunet (Delahaye) sixth.

Wimille now opened up, and by the time he had reached the Biscornes was in the lead. Dreyfus was second and Brunet had forced his way up to third by the time the cars passed the stand on their fourth lap. Streams of cars in close formation still flashed past the stand and the spectators swung their heads to and fro as if watching a non-stop tennis match at Wimbledon.

In the 4-litre class Lehoux (Lagonda) was keeping ahead of Trintignant and



Divo returns to racing at the wheel of a Delahaye. Pat Fairfield (Riley) is in the background.

THE FRENCH GRAND PRIX—continued

Bravard on their Hudsons, but now Leoz on the other Lagonda was pulling into the pits. His brakes were evidently all astray and he overshot this depot by 50 yards, winding furiously meanwhile at the steering wheel. Trintignant came in with his Hudson shortly afterwards with smoke coming from one back brake-drum, so evidently the Circuit Routier was testing these components thoroughly.

Morel (Talbot) came in to change plugs, loosing 2½ minutes, but Wimille was going splendidly in first place, lapping at around 78 m.p.h. on the eighth lap. Brunet was now second and Dreyfus third. So far there had been little going on in the pits, but then there came a sudden rush of activity. Morel came in first and changed plugs and valve springs and played with the gear-box, remaining at his depot half-an-hour in all, then Dreyfus had two plug stops, losing third place to Williams on his Bugatti. Cadot (Talbot) came in with brakes pulling in all directions, dealt with these and the plugs, and then retired with a split petrol-tank. Lord Howe had been in to change a rear tyre and now Lehoux came in with brake trouble on his Lagonda. The brake mechanism had wilted under his vigorous use, one connector had stripped completely, and by the time another one was fitted he had dropped to last in the unlimited class. He retired a few laps later with gear-box trouble.

In the small class Henne-Kohlrausch and Roth-Kautz were still leading on their B.M.W.s with Aldington and Fane third. However Henne went out on the far side of the course with a broken oil-pipe, then Aldington overtook Roth and finally both cars came into the pits. Plug changing and adjustments to the carburetter took valuable time, and both Trévoux and von der Becke had passed before Roth got under way again. "Aldies'" trouble was more obscure and he retired shortly afterwards.

Order at 10 laps was as follows :

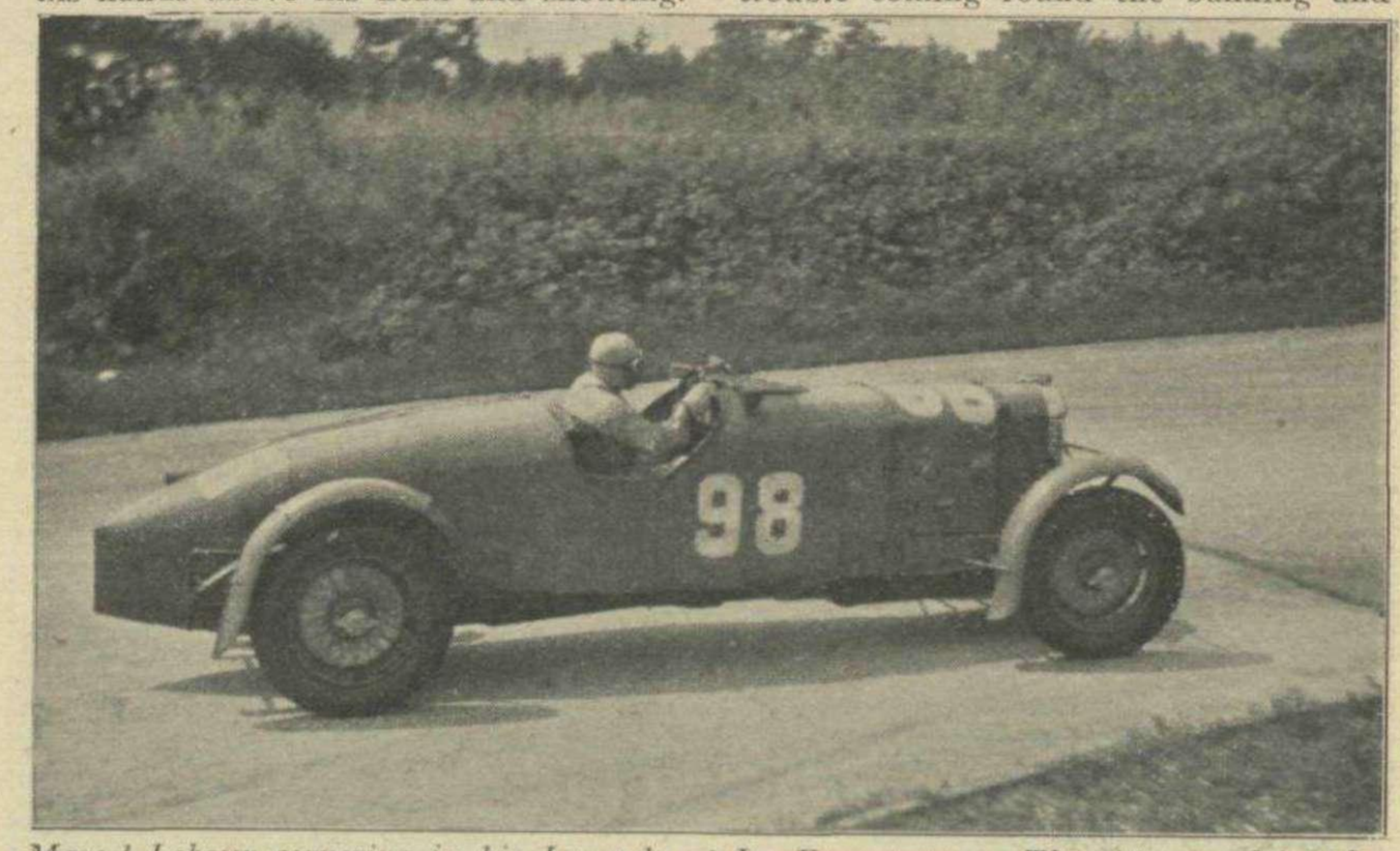
1. Wimille (Bugatti) 1h. 34m. 16s. Speed 81.1 m.p.h.
2. Brunet (Delahaye) 1h. 34m. 46s.
3. Veyron (Bugatti) 1h. 35m. 2s.
4. Perrot (Delahaye).
5. Divo (Delahaye).
6. Michel Paris (Delahaye).

Wimille was kept aware of the challenge of the Delahaye and reeled off a succession of record laps, at the 14th, 16th and finally the 19th lap where he achieved 5 min. 41⅘secs. (81.9 m.p.h.). In spite of this he was only 40 secs. ahead of Brunet at the 20th lap. Now the Delahayes were signalled in to refuel. Brunet was the first to come in and changed all four wheels, filled up, and handed over to Zehender in 2 min. 21 secs. Divo was fastest of the Delahaye team and his co-driver Girod was able to get away in 1 min. 42 secs. For the moment the three Bugattis, driven by Wimille, Veyron and Benoist, led the field. The Bugatti pit work was however, far from clever, and when in their turn the Molsheim cars came to change wheels and refuel, Wimille lost over four minutes. At the 32nd lap indeed the Bugattis had lost all their advantages, the first four then being Brunet, Paris, Divo and Perrot, all on Delahayes, and at the 40th, these same four cars led, only that Divo was now No. 1 and Brunet No. 4.

In the 2-litre class a keen struggle was still going on. Trévoux and von der Becke led for some time on their Rileys and then at 350 km. were in turn overhauled by Roth on the remaining B.M.W. Clarke and Seaman on their Aston-Martin and Lord Howe on the Marendaz were tailing the Rileys, while Eccles and Leitch were leading the Fiats with their Singer, only then to be delayed with carburetter trouble.

Trévoux received the signal to open out, and at 400 km. had moved into first place. 50 kilometres later the Roth-Kautz combination were once more in front, but by half-distance both Trévoux-Maclure and von der Becke-Dobbs had got in front of the German machine. There were therefore good prospects of British success in that direction.

Leoz had come up to second place behind the Trintignant brothers on their Hudson at 300 km, but once again the brakes gave trouble and No. 90 came shooting into the pits, the driver waving his hands above his head and shouting.



Marcel Lehoux cornering in his Lagonda at La Faye corner. The sister car driven by Leoz won the over-4-litre class.

After further brake adjustments the Lagonda got away, now fourth in the class at half-distance.

The order at 40 laps (500 kilometres) was the following :—

1. Divo (Delahaye) 3h. 58m. 26.6s.
2. Michel Paris (Delahaye) 3h. 58m. 26⅘s.
3. Perrot (Delahaye) 3h. 59m. 50⅕s.
4. Brunet (Delahaye) 4h. 0m. 46⅘s.
5. Wimille (Bugatti) 4h. 2m. 25⅘s.
6. L. Schell (Delahaye) 4h. 3m. 27⅘s.

Only four minutes covered the first five at 40 laps, and Sommer, who had replaced Wimille at the wheel of No. 84 Bugatti, was putting on speed. In nine laps he had overtaken three Delahayes, and on the 50th passed Brunet-Zehender to take the lead. In the course of the 53rd lap the record was beaten twice, first by Sommer and then by Benoist in 5 min. 38⅕ secs. (82.7 m.p.h.). Sommer did not hold his advantage long, however, for two laps later he came in again to refuel, change wheels and hand over to Wimille, which took 4 min. 41 secs.

Now came some important retirements. Bravard who was lying second in the big class on his Hudson retired with engine trouble. Then Roth, whose B.M.W. had been the only serious opposition to the Rileys, was pushed away after much work on the engine. The Marendaz Special came in with steering trouble and when the front axle was jacked up a front wheel fell off due to a defective bearing in the front hub. Luckily for Wisdom, who had relayed Lord Howe at the wheel it did not happen coming round the banking. The Aston-Martin went out shortly afterwards with brake trouble.

Wimille's pit-stop dropped him to third place and Brunet was now first and Paris second. Then Brunet had a pit-stop to change a wheel and Paris took the lead. Wimille had power in hand however, and pursued Brunet with a will, and pressed on relentlessly and gaining seven or eight seconds a lap succeeded in recovering the lead at 68 laps.

The race continued with no lack of incident. Colas on his Hudson had some trouble coming round the banking and shot right on to the grass. He left it there, walked back to the pits and was ordered out again to collect it. He brought it back to the depot, filled up, and handed over to his spare driver. Trintignant and Bravard had both been to the pits for adjustments, and Leoz made another dramatic entry, with hands waving, for brake adjustments. He got away in 3 mins., and his chances improved considerably when Colas' car, now driven by Zattzky, caught fire a kilometre down the road and had to be abandoned. The driver had an extremely lucky escape, being uninjured after a jump from the moving car.

Not much had been heard of the Talbots for a long time, the three team-cars running steadily and fast now that they had got over their difficulties with plugs and valve springs, and lying eighth, ninth and tenth. Dreyfus now created a diversion by putting up two record laps, in 5 min. 37⅘ secs., and 5 min. 36 secs., the latter at a speed of 83.2 m.p.h.

THE FRENCH GRAND PRIX—continued

This was the fastest lap of the day, but only operated to put him in front of his team-mate Heldé, into eighth place.

With twelve laps to go Wimille had a lead of 38 secs. over Paris and was 1 min. 38 secs. ahead of Brunet. Veyron on the second Bugatti lay sixth, so Jean-Pierre could not afford any mistakes, but his car seemed perfectly happy and he picked up two secs. a lap on the Delahaye. From half-distance four Rileys, driven by Trévoux, von der Becke, Cyril Paul and Fairfield held the leading positions in the 2-litre class, while a final pit-stop by Trintignant shortly before the end allowed Leoz to pass quite unexpectedly into first place in the 4-litre class.

At last the announcement came, "the leader has completed his 1,000 kilometres, and has passed the Biscornes." There was the usual false alarm as the Bugattis of Benoist and Veyron were sighted in the distance, then came high round the banking Wimille on No. 84. He waved triumphantly as he passed the chequered flag and switched off the course on a short-cut round the Piste de Vitesse.

As his car re-appeared again and came to rest it was surrounded by a dense mass of spectators and photographers, who stood an excellent chance of being mown down by the later finishers. But who cared about being run down, anyway? The French Grand Prix had been won again after five years by a French car, a Bugatti, so the prestige of France was restored. The few spectators from England were equally satisfied by the performance of the Rileys in the small class, and by the finish of the Leoz *equipe* two laps ahead of the only surviving Hudson.

The struggle between Bugatti and Delahaye had kept up an interest throughout the whole of the eight hours, and the Talbots when fully "*au point*" should prove dangerous rivals. The race was amply justified as a spectacle and doubtless will be the forerunner of many other sports-car events.

RESULTS

1. Wimille-Sommer (3,257 c.c. Bugatti) 7h. 58m. 53.7s. Speed 77.85 m.p.h.
2. Paris-Mongin (3,557 c.c. Delahaye) 7h. 59m. 44s.
3. Robert Brunet-Zehender (Delahaye) 8h. 1m. 35s.
4. Schell-Carriere (3,557 c.c. Delahaye) 8h. 3m. 7.1s. 79 laps.
5. Perrot-Dome (3,557 c.c. Delahaye) 7h. 59m. 20.8s. 78 laps.
6. Veyron-Williams (3,257 c.c. Bugatti) 78 laps.
7. Villeneuve-Viale (3,557 c.c. Delahaye) 76 laps.
8. Helde-Nime (3,998 c.c. Talbot) 76 laps.
9. Dreyfus-Bradley (3,998 c.c. Talbot) 75 laps.
10. Morel-Chinetti (3,998 c.c. Talbot) 75 laps.
11. Danniel-Marie (3,557 c.c. Delahaye) 74 laps.
12. Divo-Girod (3,557 c.c. Delahaye) 73 laps.
13. R. Benoist-Ph. de Rothschild (3,257 c.c. Bugatti) 73 laps.
14. Trevoux-Maclure (1,496 c.c. Riley) 71 laps.
15. Von der Becke-Dobbs (1,496 c.c. Riley) 71 laps
16. Cyril Paul-Sebilleau (1,496 c.c. Riley) 69 laps.
17. Fairfield-Dobson (1,496 c.c. Riley) 67 laps.
18. G. Leoz-E. Leoz (4,453 c.c. Lagonda) 67 laps.
19. H. Trintignant—R. Trintignant (4,160 c.c. Hudson) 65 laps.
20. Amedee Gordini—Querzola (995 c.c. Simca Fiat) 62 laps.
21. Leitch—Eccles (972 c.c. Singer) 60 laps.
22. S. Barnes—D. Barnes (972 c.c. Singer) 58 laps.

Race run over 80 laps of the 12.5 km. circuit. Total distance 621.4 miles.

R.A.C. TOURIST TROPHY RACE

The final list of entries for the Tourist Trophy race has closed with a total of thirty-six. Of this number eighteen are British cars and eighteen are foreign, this being the highest proportion of foreign cars that has ever been received for this event. The proportion of large cars to the total entry is also exceptional, there being no fewer than fifteen in the 3,000—5,000 c.c. class: of these, eleven are foreign and four British. All these cars will start together and will provide amongst themselves alone, a magnificent race.

The race takes place on Saturday, 5th September, over the Ards circuit, near Belfast. This year the length has been fixed at thirty laps—five less than last year—a total distance of 410 miles. This will enable the start to be at noon, whilst the finish should be soon after five. The complete list of entries is given at the end of this article.

The course is an arduous one and much depends upon the drivers. Arthur Fox has got together an experienced team, which consists of Lord Howe, the Hon. Brian Lewis and T. E. Rose-Richards. E. R. Hall and his 3½-litre Bentley have proved a factor to be reckoned with on the Ards circuit, finishing twice in second place. With the bigger engine he may well pull off his ambition of an absolute as well as a class win.

Dreyfus, Morel, and Heldé are the official Talbot drivers and as the cars are entered by the works, these drivers will almost certainly be seen in Ireland. Opposed to them is the official Delahaye team of five cars, which will be driven by Brunet, Carriere, Le Begue, Schell and Madame Schell, all of whom (except of course Madame Schell) took part in the French Grand Prix. George Field, the fifth member of the team, raced at Ulster some years ago, driving an Invicta. T. E. Clark will as usual be acting as Falkner's first driver. If it can be got through in time Embiricos will be driving a Type 57 S Bugatti, similar to the cars which won the French and La Marne Grands Prix but fitted with a normal sports body.

"B. Bira" is a notable name in the Frazer-Nash-B.M.W. team and Fane and H. J. Aldington are both good men at Ulster. Miss Evans, who is driving one of the 2-litre Aston-Martins with Allan Phipps, will make her first essay in the T.T., while Seaman's skill here and elsewhere needs no comment.

This year for almost the first time the official Riley team is unopposed in the 1½-litre class, the two Aston-Martins on the list being privately entered. Freddy Dixon, last year's winner is of course always able and ready to "tickle-up" the works team, and Trévoux, winner of the 2-litre class in the French Grand Prix, is another man who will be worth watching.

Baird, who is driving a Riley in the 1,100 c.c. class, is a Belfast man, and should have a good idea of the course by now, and judging from last year's form the Fiats and the Singers should be well matched. Everything points to a really successful race in all classes, and Britain's one International road-race should amply justify its place in the calendar of the year's events.

NAME	CAR	C.C.
A. W. Fox	Lagondas (3)	4,453
E. R. Hall	Bentley	4,250
Col. A. Lago (Societe des Automobiles Talbot)	Talbots (3)	3,985
M. F. L. Falkner	Delahaye	3,557
A. Selborne (Societe des Automobiles Delahaye)	Delahayes (5)	3,557
F. Monkhouse	Delahaye	3,557
N. S. Embiricos	Bugatti	3,255
H. J. Aldington	Frazer-Nash-B.M.W. (3)	1,970
Miss D. B. M. Evans	Aston-Martin	1,950
R. Seaman	Aston-Martin	1,950
V. Riley	Rileys (3)	1,496
A. C. Dobson	Riley	1,496
J. Trevoux	Riley	1,496
F. W. Dixon	Riley	1,496
J. O. Kenneth	Aston-Martin	1,495
F. Monkhouse	Aston-Martin	1,495
W. R. Baird	Riley	1,089
J. Chambers	Riley	1,088
A. C. Dobson	Fiat	995
F. H. ffrench Davis	Fiat	995
Major R. G. Heyn	Fiat	995
C. H. Masters	Fiat	995
F. S. Barnes	Singer	972
R. Eccles	Singer	972

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E.R.A.s REPEAT SUCCESS IN NUFFIELD TROPHY

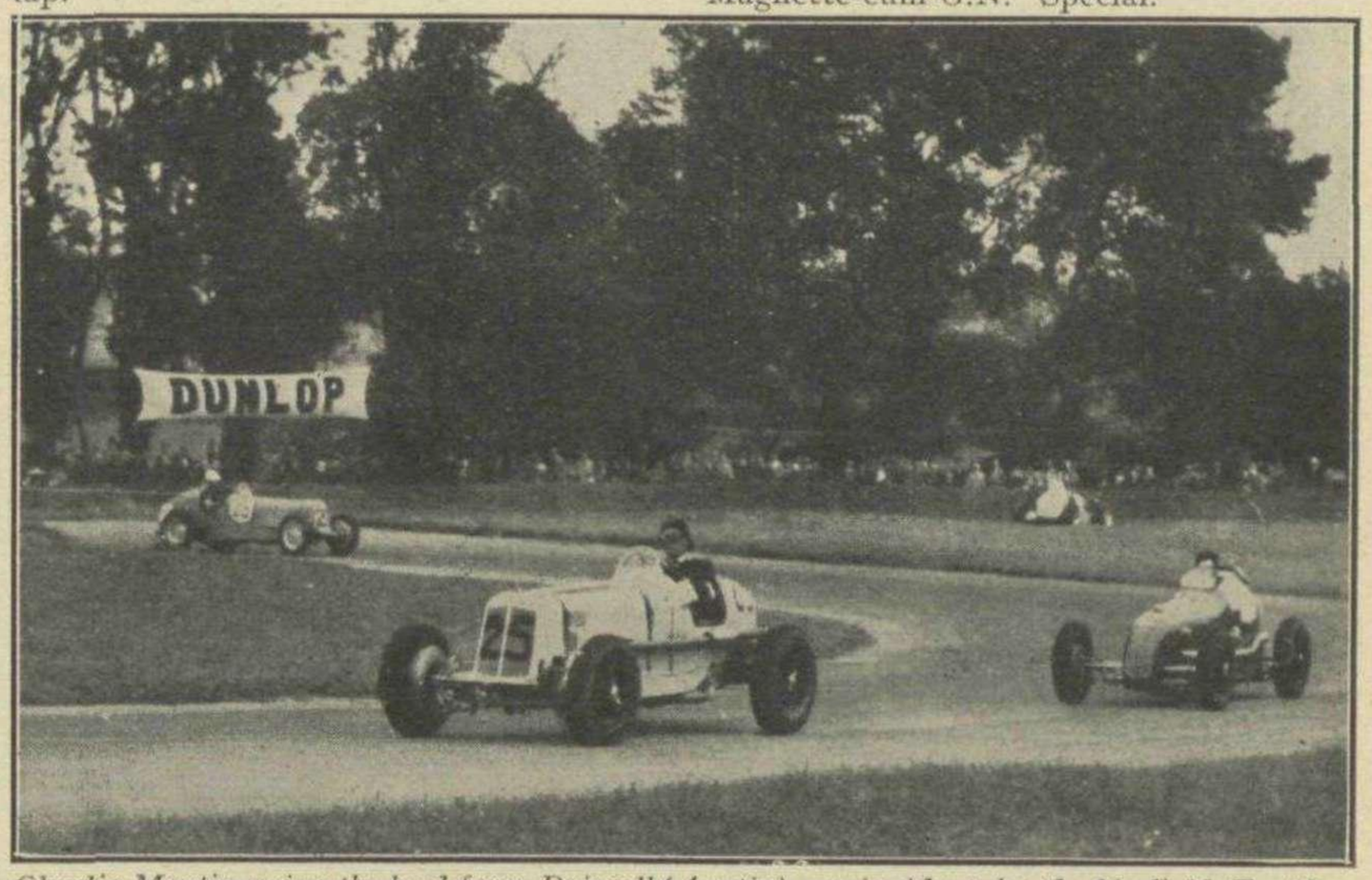
WON AT 68.5 M.P.H. BY C. E. C. MARTIN, WHO ALSO SCORED WITH THE ALFA IN THE SENIOR HANDICAP
DOBSON AND WHITEHEAD ALSO ON E.R.A.s FINISH SECOND AND THIRD
"BIRA" DOES GREAT THINGS ON A SIDE-VALVE AUSTIN

At the July meeting at Donington a triple bill was presented, the most important item of course being the Nuffield Trophy for cars up to 1½-litres. Here Driscoll on his double-camshaft Austin did all that was expected of him in the first part and led comfortably, only to drop out with an engine which refused to be started after a pit-stop. The tale was then taken up by Prince Birabongse, who proved as successful on Driscoll's old side-valve as he has been on his larger mounts. Meanwhile Martin and other drivers of 1½-litre E.R.A.s had been coming up fast and steadily from the scratch mark and eventually overhauled the little "750s."

The other two events were ten-lap handicaps. The Junior one was chiefly remarkable for the frequency with which the cars faced the wrong way. The Senior event was marked by some fine driving by Rayson on his 1½-litre Maserati. His compact little car seemed well adapted to the Donington circuit, and it took Charlie Martin all his time to catch him with the 3.2-litre monoposto Alfa-Romeo.

Turning to a more detailed view of the racing the Junior Handicap was for cars up to 1,100 c.c. blown and 1,500 c.c. unblown. These types started together from the scratch mark. 1,100 c.c. unblown cars received 30 secs., and blown and unblown 750 c.c. cars respectively 1 min. 10 secs., and 5 mins.

Bright sunshine greeted the twelve starters as they assembled in front of the pits for the first race. Three small cars were sent off the limit mark and Wharton (Austin) was leading as they rounded Red Gate Corner. First time round Else (M.G.) had established himself at the head of affairs with a fifty-yard lead from Handley (M.G.) and Wharton was now a hundred yards behind. On his second lap Else had increased his lead and passed the pits for the second time only 300 yards after the scratch men had been sent off which made a start of nearly two laps in a ten-lap race. Dobbs (1½-litre Riley) was leading the scratch cars on their first lap, followed by Parnell on a single-seater blown Magnette. J. H. T. Smith (Magnette) R. Bolster (Bolster Special) and Billy Cotton (Magnette) arrived in a tight bunch, while Eccles' blown Rapier gave up the ghost after a single lap.

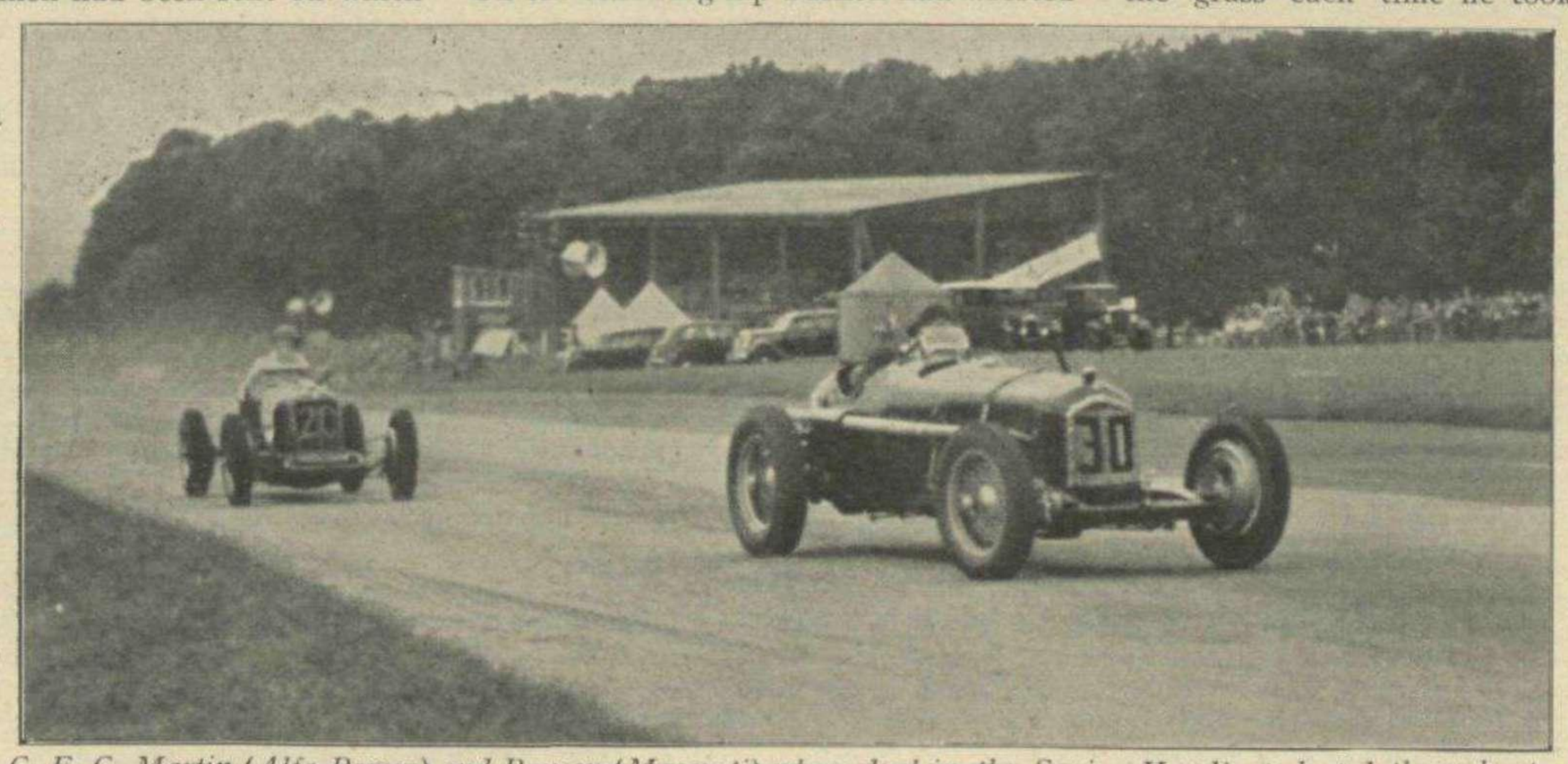


Charlie Martin gains the lead from Driscoll (Austin), an incident in the Nuffield Trophy. Fairfield is driving the E.R.A. in the background.

Else continued to pull away from his 750 c.c. rivals, Maclure (1,000 c.c. Riley), always a dark horse, had overtaken Stancer-Beaumont (Ford Special) and Dobbs led the scratch cars. Billy Cotton spun round on Starkey's, giving Richard Bolster, who was following close behind, a nasty moment, but Cotton kept his engine running and shot away again. On the following lap Parnell had wrested the lead of the bigger cars from Dobbs and was cornering with tremendous zest.

At half-distance Else was past the pits before any other car came into sight over Starkey's Hill. Maclure was next on the road, a lap and 25 secs. behind. Parnell was a further half-minute in rear, while Bolster was driving marvellously on his Magnette-cum-G.N. Special.

The winner was obviously going to be either Else or Maclure, with odds on the former, as the Riley only entered the same lap after the M.G. had completed six of the ten. There was plenty of excitement at the Stand however, for first Garman (Austin, S.) executed a *tete a queue* which embarrassed Stancer-Beaumont, and Parnell was going over the grass each time he took Starkey's



C. E. C. Martin (Alfa-Romeo) and Rayson (Maserati) whose duel in the Senior Handicap lasted throughout the race.

THE NUFFIELD TROPHY—continued

Corner. Finally his near-side front brake locked on, and he crashed straight over the bumpy grass. Luckily the car remained right way up and came to rest before it hit the safety wall, and the driver stepped out unscratched.

Immediately there was a great rush of pressmen and pit-attendants and someone would undoubtedly have been hurt had another car gone off the corner at the same place. Fortunately the race finished without further incident and Else took the chequered flag a comfortable minute ahead of Maclure, his car running perfectly from start to finish.

RESULTS
Junior Handicap
10 Laps (25 miles) up to 1,500 c.c.

1. N. J. Else (746 c.c. M.G.) 26 m. 48.4s. Speed 57.06 m.p.h.
2. P. Maclure, (1,089 c.c. Riley) 27m. 52.4s. Speed 65.50 m.p.h.
3. D. S. Handley (746 c.c. M.G.) 28m. 11.2s. Speed 54.31 m.p.h.
4. K. Wharton (747 c.c. Austin) 28m. 35.4s.
5. R. Bolster (1,087 c.c. Bolster Special) 30m. 14⅘s.

The Senior event was for cars up to five litres, but the biggest and fastest machines running were Charlie Martin's 3.2-litre Alfa-Romeo and Chris Staniland's 3-litre of the same make. They conceded 20 secs. to blown cars up to 1½-litres and unblown 2-litres, and 10 secs. to the supercharged 2.5-litre cars.

Rayson (Maserati) got smartly away at the fall of the flag and was round Red Gate Corner before Mrs. Petre (Riley Special) Griffiths-Hughes (Vale Special, S.) and Phipps (Aston-Martin) arrived there. John Bolster driving the 2-litre "Unmentionable Mary" lost all but top gear on the line, and was pushed off on the direct ratio of 3 to 1 just as Martin and Staniland roared away.

After one lap Rayson was pulling away from Mrs. Petre, and Embiricos (E.R.A.) now lay fourth. Martin was ahead of Staniland, and ran through the field with such effect on his second lap that he came right up behind Mrs. Petre. He found difficulty in getting room to pass but did so as they disappeared into the wood towards the Old Start. On the third lap he had moved into second place 300 yards behind Rayson, Embiricos was third and Staniland fourth.

Judging by its form in previous races, the little Maserati had no chance against the Alfa, but Martin gained little ground on the fourth lap. Staniland was doing his utmost 30 yards behind and had succeeded in overtaking Embiricos.

For two more laps Rayson was able to keep Martin at bay, then the superior speed of the big car told past Starkey's Hill and Charlie boomed through into the lead. Rayson still relaxed nothing of his efforts and managed to hold out till the end against Staniland, and Embiricos proved himself fourth fastest after a fast and consistent run. Altogether a highly diverting race and a good preparation for the Nuffield Trophy.

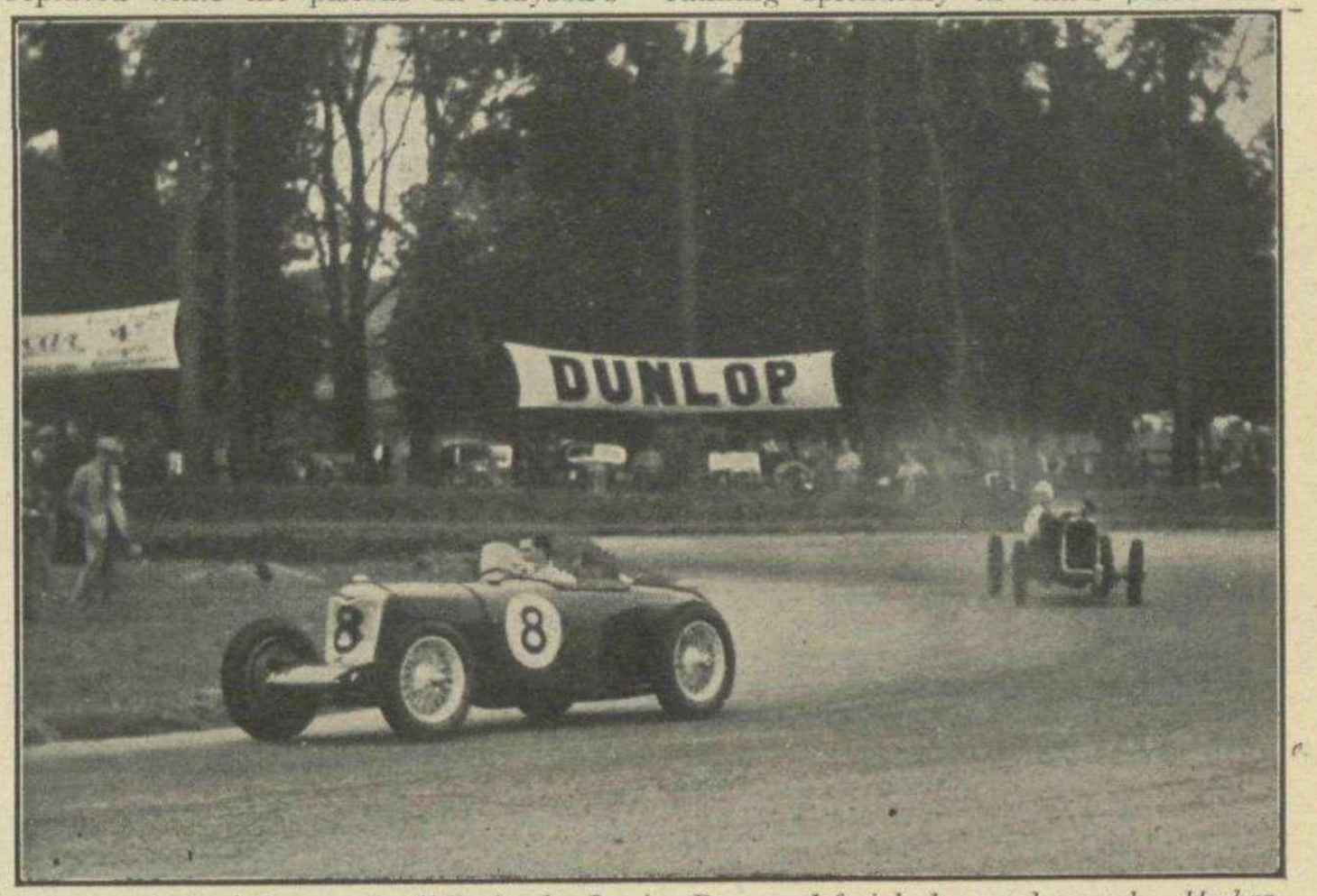
RESULTS
Senior Handicap
10 Laps (25 miles) up to 5,000 c.c.

1. C. E. C. Martin (3,205 c.c. Alfa-Romeo, S.), rec. 10s., 22m. 39.2s. Speed 68.58 m.p.h.
2. E. K. Rayson (1,496 c.c. Maserati, S.), rec. 30s., 22m. 42.2s. Speed 67.43 m.p.h.
3. C. S. Staniland (2,990 c.c. Alfa-Romeo, S.), rec. 10s., 22m. 50.8s. Speed 68 m.p.h.
4. N. S. Embiricos (1,488 c.c. E.R.A., S.), rec. 30s., 23m. 10.1s.

Thirteen ran.

As in previous years, the Nuffield Trophy was run over 60 laps of the Donington circuit, a total distance of 150 miles. The handicap was as follows: 750 c.c., 11 min.; 1,100 c.c., 7 min.; 1,100 c.c. s/c and 1,500 c.c., 4 min., and 1,500 c.c. s/c cars, scratch.

There were twenty-one starters, and of these the o.h.c. Austins driven by Driscoll, Dodson and Goodacre were considered to have the best chance. Maclure (Riley) had beaten his handicap time by 3 sec. in practice, and Charlie Martin, who was making his début on an E.R.A. at the wheel of Scribban's car, had put up some excellent laps. The car had spent the night at Bourne having its gear-box replaced while the pistons on Rayson's Maserati had been changed the very morning of the race. The car has now been fitted with a Zoller supercharger blowing at 18 lb., which explains the improvement in performance over its earlier appearances at Donington.



Maclure (Riley) drove splendidly in the Junior Race and finished a good second. He has just passed Stancer Beaumont (Ford Special).

No fewer than six E.R.A.s, all 1½-litre cars, figured on the entry list, while another interesting car was Dixon's blown four-cylinder Riley.

The three works Austins went off with a fine roar as "Ebby" flagged them away, with "Bira," whose little side-valve car had been painted the familiar shade of blue, in fourth place. Dodson and Goodacre were in the lead the first time round and the fact that they had already established a lead of 250 yards from Hanson (M.G.) gave some indication of the speed at which they were running. Maclure's Riley was the only unsupercharged 1,100 c.c. car. After him went the middleweights, with Dobbs (1½-litre Riley), Jucker (1,100 c.c. Alta, S.) and J. H. T. Smith (Magnette, S.) in the van. The Austins had almost completed their fourth lap before the scratch cars were sent off. Rayson led first time from Martin, Dixon and Briault (E.R.A.) but Martin was on his mettle and stormed past Rayson on their second lap, and Lord Howe (E.R.A.) moved up to fourth place.

Misfortune soon came on the Austins, for first of all Dodson stopped at Starkey's Corner and had to be pushed to the pits, and then Goodacre pulled in Plugs were changed on both cars but in each case they lost over a minute. Driscoll was still flying round in splendid style and at five laps he held first place, "Bira" was second, Goodacre third and Maclure, fourth.

Dobbs continued to lead the middleweights and was fifth on the field, although already lapped once by Martin. The latter driver kept his lead from the other E.R.A.s. Fairfield had come up second, Rayson was running splendidly in third place and Dobson, Dixon and Whitehead swung round Starkey's lap after lap in close procession. Lord Howe alone of the E.R.A.s was in trouble and paid two visits to the pits for plugs. Kenneth Evans returned at last to the pits after retiring in the first lap, and Monkhouse (Amilcar) retired after turning round at Red Gate Corner.

The driving on the whole was of a high standard, though Jucker seemed to be unable to get round Starkey's without broadsiding on to the grass, and Freddy Dixon slid in front of Whitehead, but begged his pardon by raising his finger in salute.

Order at 30 laps :—

1. L. P. Driscoll (Austin) 1h. 10m. 9.4s. Speed 65.46 m.p.h.
2. "B. Bira" (Austin) 1h. 11m. 49.6s.
3. P. Maclure (Riley) 1h. 15m. 43.4s.

Up to half-distance Martin had only gained 2 min. out of Driscoll's handicap of 11 min. and if car and driver could keep up this astonishing performance the race would undoubtedly go to the Austin. Added to this the exhaust note of the E.R.A. was distinctly ragged, suggesting trouble ahead. However, the trouble when it came was for the smaller cars.

THE NUFFIELD TROPHY—continued

First "Bira" came in to fill up with petrol and lost 1 min. 10 secs. and his second place. He was driving under considerable difficulties for the tail pipe had come adrift from the exhaust manifold and his left arm was being continually scorched by the hot gases. Second misfortune, Driscoll pulled in at the same time. The bonnet was taken off and a new set of plugs fitted, and 15 gallons of fuel were slung in, which took in all 2¼ mins., but now complete tragedy. Mechanics pushed the car up and down in front of the pits but it refused to start, and there was nothing for it except to retire.

This left Maclure in the lead, but in a few laps his car also began to slow. Quick diagnosis at the pit traced the fault to the magneto, and a new one was fitted in four minutes, but this delay set him far behind the leaders. Dixon went out with clutch trouble about this time, but with the blown car he was never amongst the leaders.

"Bira" on the side-valve Austin thereupon gained the lead, the order at 40 laps being the following:—

1. "B. Bira" (Austin) 1h. 37m. 7.8s. Speed 63.22 m.p.h.
2. C. E. C. Martin (E.R.A.) 1h. 40m.
3. H. G. Dobbs (Riley) 1h. 41m. 5.6s.
4. A. C. Dobson (E.R.A.) 1h. 41m. 19s.
5. P. N. Whitehead (E.R.A.) 1h. 41m. 31s.

When "Bira" had completed his 45th lap Martin was still on his 44th and Dodson, the third man, was one further in rear: Martin was only pulling up on the Austin at the rate of two or three seconds per lap. and if the little car could stick it, "Bira" would finish comfortably in the lead. Then two laps later the shrill scream of the Austin became less healthy and on the 48th lap the Prince pulled into the pits, letting Martin roar by into first place.

"Bira" lost a further place on the 52nd lap, when he was overtaken by Dobson, and Fairfield was also close on his tail. In another lap Fairfield had gained third place, and Walker who had now taken over Whitehead's car was emulating Nuvolari in slide cornering, trying to close on the leaders. The finishing order now seemed firmly settled but then Fairfield had the misfortune to drop out in the last lap with oil-pump trouble after driving a splendid race.

Charlie Martin finished unflurried and cheerful as ever, and, being led to the microphone with some difficulty, paid a tribute to the E.R.A. and the mechanics who had made his success possible. Five out of six E.R.A.s figured in the awards list, which was a great achievement, and the team prize would also have gone to them but for Fairfield's last-minute retirement.

The Austins suffered, one felt, by being ordered to average an unnecessarily high speed, for after all, 150 miles of Donington is a long way, but in any case, do not the authorities say that a year of development is needed for perfecting any new design? "Bira's" performance at any rate left no doubt as to the capabilities of the chassis or of his own skill as a driver.



Billy Cotton (M.G. Magnette) turns round at Starkey's Corner much to the surprise of Richard Bolster (Bolster Special).

RESULT

The Nuffield Trophy

(150 miles)

1. C. E. C. Martin (1,488 c.c. E.R.A., S.) scr., 2h. 25m. 6s. Speed 68.50 m.p.h.
2. A. C. Dobson (1,486 c.c. E.R.A. S.), scr., 2h. 25m. 44s. Speed 68.18 m.p.h.
3. P. N. Whitehead and P. D. Walker (1,488 c.c. E.R.A., S.), scr., 2h. 26m. 35s. Speed 67.83 m.p.h.
4. H. G. Dobbs (1,486 c.c. Riley) rec. 4m., 2h. 27m. 1.2s. Speed 65.61 m.p.h.
5. "B. Bira" (747 c.c. Austin, S.), rec. 11m., 2h. 27m. 28.2s. Speed 62.29 m.p.h.
6. Earl Howe (1,488 c.c. E.R.A., S.), scr., 2h. 28m. 27s. Speed 66.83 m.p.h.
7. D. R. Briault (1,488 c.c. E.R.A. S.), scr., 2h. 31m. 25s. Speed 65.42 m.p.h.

Still running at finish: P. Maclure (1,089 c.c. Riley) rec. 7m., 59 laps.

J. H. T. Smith (1,087 c.c. M.G., S.), rec. 4m., 50 laps.

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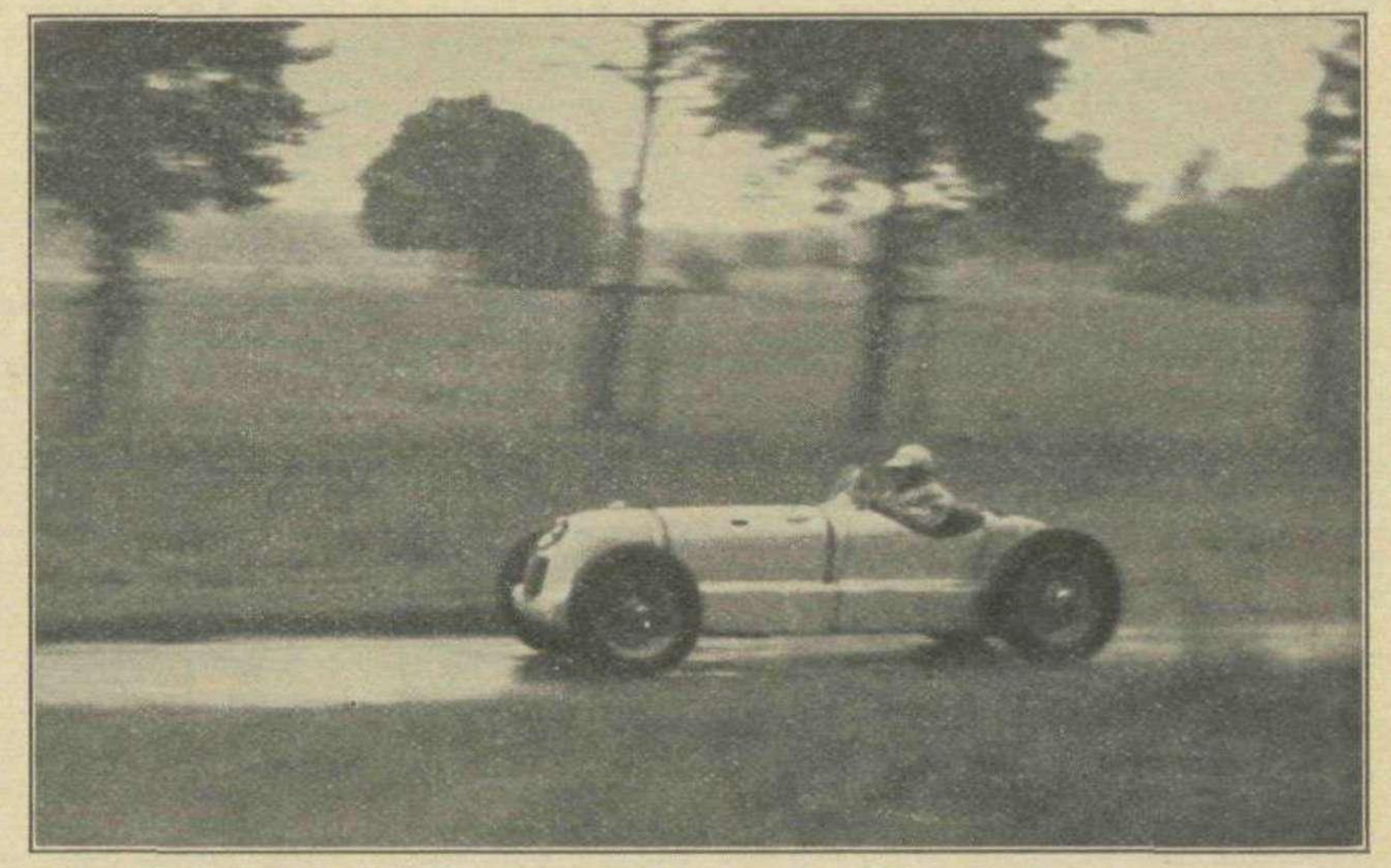
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SPEED TRIALS AT MADRESFIELD COURT

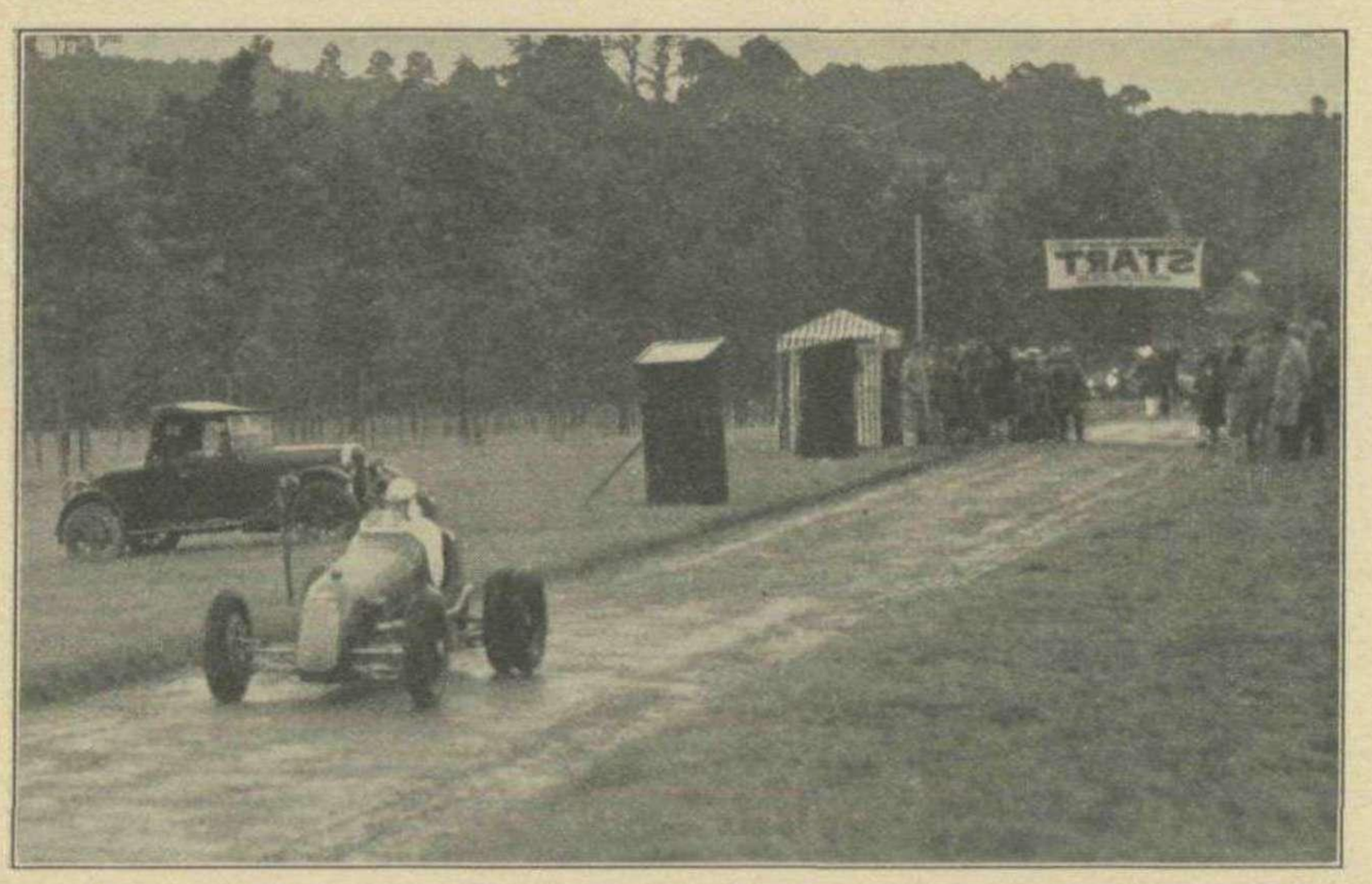
J. P. WAKEFIELD (1½ LITRE ALTA) MAKES FASTEST TIME ON A WET AND WIND-SWEPT COURSE

Ten years ago the Madresfield Speed Trials, organised on the Earl Beauchamp's estate near Malvern by the Worcester Motor Club, were a regular feature of the motor-racing calendar, and in those days they afforded good sport and good racing. With characteristic enterprise they were revived this year by the Midland Automobile Club. Unfortunately, or fortunately, the speeds of racing cars have greatly increased since the last meeting in 1929, at which, we seem to remember, Humphrey Cook made fastest time on his 30-98 Vauxhall, and the drivers of the faster cars needed all their skill to keep a straight course at the end of the kilometre. Two of them in fact met with accidents in practice, one being R. R. Jackson, who had won success there in the old days with motor-cycles and Morgans, and the other Mrs. Millington, who as Miss Cunliffe was prominent in racing circles at the same time. Both of them skidded into trees at the far end of the course when trying to pull up, but in each case the drivers escaped without injury.

The drive on which the trials were held was a mile in length and dead straight, but what it lacked in the way of corners it made up in the rise and fall of the ground. The start was on a gradient, and between there and the finish were two switchback humps, the second of these being far enough down the course to make the faster cars take off for some distance. Beyond the finishing line there was a quarter of a mile in which to pull up, but with a downward gradient, moss



J. P. Wakefield speeds through the rain on his Alta to make the fastest time of the day.



Here is Pat Driscoll getting away from the start. The Austins won the team prize.

on the road and a narrow gate to thread half-way along. This was a great deal more exciting than it sounds.

A strong side wind and frequent showers of rain made things thoroughly unpleasant throughout the day. The 750 c.c. cars opened proceedings, and Dennis Evans took his Montlhèry Midget down the course as far as the surface would let him, in 34⅕ secs. His sister Doreen who followed was driving an R.-type Midget and helped by the independent suspension of her car was able to keep her foot down hard all the time, to the tune of 33⅖ secs.

Driscoll on one of the double-camshaft Austins cut out within 150 yards of the finish, but Dodson's car was going well and he put up 32⅕ secs., fastest time yet, while Hadley did well to clock 33 seconds dead on the side-valve car.

Spikins on his cut-down and blown Singer Nine had some difficulty in pulling up at the end of his run, but most of the Shelsley Specials were filled with the prevailing damp and depression, and failed to function. The first bright spot was when Scribbans came to the line on his E.R.A. Giving his car all the throttle he dared he roared down the course, tail winging on the wet road in 31⅗ secs., a highly creditable performance under such conditions.

Barry Goodwin again had his unblown Frazer-Nash going well, and clocked 35⅘ secs., fastest unsupercharged 1½-litre. Last in the class was J. P. Wakefield's Alta, which was reputed to have reached some really surprising speeds when tuning up at Brooklands. Wakefield kept his foot hard down the whole way only to slow down with misfiring 50 yards from the finish. Even so his time was 31⅗ secs., equal fastest with Scribbans on the E.R.A.

John Bolster is too well accustomed to the peculiarities of twin-engined "Mary" to attempt any trick-driving in the wet, but goes well to record 33⅗ secs. Newsome was particularly good on his S.S. Jaguar two-seater with a time of 36⅕ secs., only ⅕ secs. slower than Bainton on his 2.3-litre Bugatti.

Weather conditions showed no signs of improvements as the cars were assembled for their second runs, Dodson, fastest man of the Austin team again made a magnificent run, and pushed up his time up to 31⅕ secs., thus equalling the speeds of Scribbans and Wakefield. Scribbans lost his chance of settling the tie with a slow start, which was not surprising on the wet surface. Wakefield's Alta this time ran without a falter and he made a well-deserved fastest time run, in 31 secs. dead.

The final and most exciting run in the 3-litre class was made by S. E. Cummings on the veteran Vauxhall-Villiers. On his first attempt the car had been rather unsteady, but now under the influence of even more throttle the

Continued on page 397

Club News

ULSTER A.C.

The July issue of the *Monthly Review* contains a good report of the County Down Trophy Race from various aspects together with several very excellent photographs. Those who were at the race and have not seen a copy should write for one—we can find no price on the cover, but no doubt club funds are open to fortification! The story of the teddy-bear that never looked other than straight to its front, recounted by the club's woman correspondent, has duly brightened the editorial outlook, and it is interesting to know that Miss Wright found that the light of her life had temporarily gone out when she had to put a big "R" after Charlie Dodson's number. As we have remarked previously, club journals provide stimulating reading.

The Knock All-Night Trial attracted over thirty car entries, and the light-car class was won by A. P. Hill (Hillman Aero Minx), who wins the J. C. Holland Cup and Miniature, while amongst the bigger stuff Miss D. Coates (S.S.) scored, winning the Sidney Hanna Vase and Miniature. The Ulster A.C. seems to comprise an efficiently run body of happy sporting motorists. Their road races, in particular, are excellent. The secretarial address is: 65, Chichester Street, Belfast.

MID-SURREY AUTOMOBILE CLUB

A very successful gymkhana was organised by Michael May and crew on Sunday, July 12th, at Moushill Manor, by kind permission of Mrs. Kinglake.

A. C. Fairtlough, through the medium of skill and his familiar A.C. Ace, won the musical chairs, egg and spoon, balloon bursting, and obstacle events. They used to name him "Andrew-what-a-secretary Fairtlough" at Cambridge, you remember, and he certainly displayed adaptability at Moushill. F. M. Shephery and Miss Morel persuaded their M.G.s to win the towing race. Miss Willcocks was in the news because her M.G. won the pilot race and took three second places. D. A. Webb (Vauxhall) won the hill-climb, and A. J. Brandt (A.C.) the mystic event.

Hon. Sec.: Carson Allman, 21-22, Walbrook, E.C.4.

BUGATTI OWNERS' CLUB

The Monte-Honiton-Carlo Rally resulted in a win for K. W. Bear (3.3-litre Bugatti) who climbed the hill in 38.15 secs. after driving to Honiton from London via Inverness. A dozen cars, most of them from far afield, arrived at Honiton, and second place went to Miss Enid Fawcett's 3.3-litre Bugatti. C. W. P. Hampton (2.3-litre Bugatti, S.) was third.

The speed hill-climb scheduled for June 20th was cancelled owing to difficulties in connection with the Dancer's End course—the first event to be cancelled since the club came into being in 1929. The usual Lewes meeting is due to take place on August 15th.

The July issue of "Bugantics," beautifully produced as usual, contains No. 15 of W. Boddy's special Bugatti type series, this instalment dealing with the L.M.B. Bugatti that R. J. B. Seaman drove at Brooklands on Whit-Monday; K. W. Bear's impression of winning the Honiton Rally with a special "3.3" Bugatti after a drive of some 1,250 miles in about forty-eight hours; J. Lemon Burton's contribution to the "Bugattis I have owned" series; and the "Pelmore Papers," wherein prominent Bugatti enthusiasts reply to Mr. Pelmore's announcement that old-school Bentleys inspire him whereas a Bug. does not.

Five new members were elected recently. On Sunday, July 12th, an amusing revival of the Rag Gymkhana was staged at Barnet Speedway, and was an enjoyable event in spite of the adverse re-action of the weather clerk. K. W. Bear (Bugatti) was the most skilful in landing potatoes in buckets from a moving motor-car. The towing race went to N. S. Brockelbank (Alfa-Romeo) towing R. L. Duller's Ford V8. In the parking competition B. Richardson, driving one of the Candidi Singer Nines, took only 25⅘ secs. D. Robinson certainly deserved second place, getting through the obstacles in 30⅘ secs. in a Morris 8 saloon. A. Dubar's G.P. Bugatti was third in 31⅘ secs., Mr. Gardner's Standard took 40⅘ secs., W. Boddy's L.M.B. Austin 7 saloon 41 secs., including a reverse to re-cross a mark line, and Birkett's Lamba Lancia 41 secs. also, though it was disqualified. Brockelbank's Alfa-Romeo needed 47⅗ secs., Mr. Miller's Austin 7 saloon 52⅗ secs., and a disqualification, and J. S. Steele's 14/40 Delage took 55⅗ secs.

Richardson won the tent-pegging contest and Duller a very exciting obstacle race, a very wet and consistently brave Miss Stewart coming in second on a man's bicycle of early vintage. Duller drove a Ford and Miss Stewart a Bugatti—with feet tied up. Dubar's Bugatti scored in the musical-chairs event after some high-speed lapping in company with Richardson's Singer. Bear won a relay race in which girl friends figured as "batons," and Miss Stewart was second. Nobody wanted to play in the ladies' shopping race, but a one-lap scratch bicycle race allowed Mr. Bethel to show his paces.

Hon Sec.: Eric Giles, 2, Queen Street, Mayfair, W.1. Mayfair 4701.

GENERAL NOTES

R. de Yarburgh Bateson, B.A., you will remember as a determined pilot of an interesting A.C. six in Cambridge University A.C. and other trials.

He has now exchanged the A.C. in favour of an L.M.B. Epoch—which is a Ford Ten tourer with independent front suspension and a Marshall supercharger, etc. Bateson is having some additional extras tacked on and has expressed his satisfaction with L.M.B. springing and L.M.B. service.

The writer of these notes was vastly pleased to read some more "Baladeur" on the subject of Veteran Types, in the July issue of this journal. You see, I well remember the article "Where are the Veterans?" which prompted me to write some enthusiastic letters to "Baladeur" telling him of the whereabouts of veteran racing cars, asking in return only that I might ride with him when he had negotiated with their owners. Alas, it was never to be, for elderly motor-cars are invariably largely in pieces, and hardly ever are they taxed, let alone insured. For all that, I enquired for MOTOR SPORT impatiently at the book-stalls each month and read with reverence and awe every single "Baladeur" instalment. Since then I have myself more than once slipped back for a time into a sterner age, and as a result have penned a few thousand words about the veterans, unashamedly stealing the "Baladeur" title "Veteran Types." All of which makes me very keen to see a rally arranged to attract owners of 1906—1920 veterans.

The Vintage Sports Car Club deserves, and has received, the very warmest congratulations, for providing a category for real veterans at its speed trials, which should gain increasing support in the future. But the fact remains, to my mind at any rate, that speed trials are apt to encourage those people who fit modern bits and bobs to historic veterans, and at the same time fail to attract those who have qualms about the rear axles and transmissions of their valued old motors. Now surely a rally would attract more than four veterans, and provide heaps of fun and amusement. The R.A.C. would, I believe, readily gives its consent if no minimum average speed were imposed, and all that really would be wanted would be somewhere at which hungry mortals could park their cars and feed. I doubt if a prize would be necessary, or any checks or divers complications. I am enthusiastic enough to visualise owners of motors of a sterner age rising eagerly in the a.m. and setting forth for a distant venue with oil-smoke and adventure in their wake. I have done it myself, when Shelsley was the object and Marcus Chambers' 1907 Renault the motor, and if we were some nine hours on the road I have never enjoyed a run more, before or since. And some reward for the drive would be provided in the case of a veteran's rally by reason of the interesting collection of cars that should assemble. Here I would make the point that adventure, as such, may be sought by attempting a lengthy journey in, say, an early small car, or a modern car with something

CLUB NEWS—continued

amiss with its machinery (such as Edinburgh to London with seven big-ends in an eight-cylinder motor !). The real veteran provides very material pleasure in addition, for the untamed beat of an immense power-unit, kept to its task by carefully controlled oil drips, the gale of wind over a massive bonnet, and, perhaps, the rattle of chains on the overrun, are characteristics that are unequalled by any present-day phase of motoring. Yes, I believe that there are quite a dozen mortals who would give a veteran's rally their support. Yet, curiously, I have so far failed to interest any club in the project. But if any body of enthusiasts does feel the scheme to be good, I would gladly help with organisation. You can get at me via MOTOR SPORT—the Club News scribe. And I think "Baladeur," if he would, should be on any committee formed for such a purpose. Charles Jarrott wrote of long avenues of trees, top-heavy with foliage, and gaunt in their very nakedness of trunk ; a long, never-ending white ribbon, stretching away to the horizon . . . English roads are very different but even so it should be possible to provide some adventure and pleasure thereon for those who still drive real motor-cars, by asking them to cover 130 miles or so between day-break and lunch. If you consider this suggestion bad you must blame the magic of "Baladeur's" pen and perhaps the owner of a certain very elderly touring car—make regrettably unknown—whom I saw yesterday devouring the Reading road at a speed quite beyond the capabilities of his car's snubbers. A stirring sight, my masters ! Perhaps it has carried me away ! And on the subject of old masters, not long ago when motoring an L.M.B.-Austin 7 to a Devon trials centre I espied a four-seater of about 1903 vintage, apparently discarded and at the mercy of the elements, standing outside a farm between Taunton and Milverton. First man there will probably get the prize !

Continuing to think of longish journeys undertaken just for fun, how, I wonder, do you get to distant motoring events, and can you, casting about in the recesses of your memory, recall any adventures in connection therewith ?

The classic Midland meetings—Shelsley and Donington—involve London enthusiasts in an early start, and some 250 miles of hard driving before they reach home again. Apart from that glorious journey to Shelsley with Chambers, on his 1907 Renault, I recall a run to the September meeting when, doubting the soundness of bearings and tyres of the 14/40 Delage that we had intended to use, a party of six undertook the trip in a Morris Eight and a Morris Ten. There was some delay at the start, because the crew of the Eight were fast asleep indoors when those in the Ten arrived, and when the armchair wallahs did awake they had much difficulty in arousing the others who, in turn, were at peace with the world in their car outside ! But we got going at last and drove to such purpose that the wee Morris seized up twice on the way.

Then there was the sudden decision, on a dull Saturday afternoon, to marshal a speed hill-climb at Honiton, and the subsequent start at 2 a.m. on the Sunday. We returned in brilliant sunshine, tired and unshaven, and it was well worth doing, though the car was an ordinary Singer Eighteen saloon.

Another marshalling job in a trial down in the West Country terminated in a fast night run home, vastly improved because the Bentley's radio dispersed dance tunes from Vienna and the driver knew his job. I remember going up to Malvern and back in a day, occupying the "tonneau" of a very lively Frazer-Nash the whole way, so that impressions of the type pump and jack were left on my person for weeks afterwards.

A 3.3-litre Bugatti provided another very satisfactory journey to the West Country and back on official trials duties, and the Brescia Bugatti contributes reminiscences, including the day of a Lewes meeting when we had every imaginable difficulty going down, whereupon the car's temperament underwent a complete change and the run home was terrific. Also the ditch-jumping episode in another Brescia, far from civilisation, at one o'clock in the morning. Curiously enough, an elderly Austin 7, with no tools aboard, and a flat spare tyre, has provided as much fun as anything, on a long drive to Devon to report a trial, and again when the writer set off alone in the a.m. bound for Bristol and the King's Cup competitions. It is pleasant to reflect, now that we are in the midst of summer, on how we found ourselves and the Frazer-Nash-B.M.W. on the frozen putting tee of a private golf-course shortly after abandoning a certain night trial ! And just recently, thanks to Mr. Windrum of Windrum and Garstin's, another job of work resulted in the loan of a truly imposing 6½-litre Bentley, the heavy fuel consumption of which was entirely compensated by the joys of cruising at 70 m.p.h. with plutocratic dignity, albeit the big Bentley responds to the controls and handles in a manner which belies its great size and satisfies the enthusiast to an extent not evident with other luxury cars. Yes, we were plutocrats for a day and worshippers of the "winged B" for all time.

Looking back is great fun, and have cast these miscellaneous motoring memories into print. I will point the moral, which is simply that even if you do not own a suitable motor for competition work there is still plenty of amusement to be had out of helping to run the show, derived from the pleasure of a really long drive, with that touch of adventure that results from having to be in a certain place at a certain time, together with some unique views of this beautiful country of ours that few of us sufficiently appreciate. I think club-men can be divided into two camps ; those who are only happy when they are carrying competition numbers and those who seldom compete, but attend all the big meetings. I should say the fun is roughly equally divided, but the expenses differ to a considerable extent. Incidentally, those of you who have friends and mothers-in-law who regard all sporting motorists as very much beyond the pale, might retort that if we were really incurable night-birds we should not find so much enjoyment in arising at times in the a.m. to motor through the night. Rather it is a case of living normally all the week and possessing a love of good cars and not a little boyish enthusiasm that prompts those weirdly-dressed, unshaven mortals to undertake those queer stunts.

Mention of the "winged-B" reminds me that Windrum and Garstin are converting an old 3-litre Bentley into a competition job for a client who was intrigued with Marcus Chambers' special Bentley. As with his car, the chassis will be shortened to provide a 9 ft. 6 in. wheelbase and a 4½-litre engine installed. This is interesting, because so often people evolve special cars with a view to building them to special order or in small batches, and the original model remains the only one of its kind. This is not the case with the Windrum and Garstin special 4½-litre Bentley, of which this second example will soon join the other car in the big trials.

Mrs. Garstin is now regularly using her open 8-litre Bentley and a short but exhilarating run in it was a wonderful experience, the equal of which I have only enjoyed on two occasions previously—once when I was taken for a hurricane ride north of London by a Mercédès-Benz demonstrator in a "36-220" and again when occupying the rear seat during a road test of the 3½-litre Rolls-Bentley. Indeed, performance and magnificence allied to this degree are only found in cars costing four-figure sums, and to the ordinary mortal or club-man even a brief association with this class of car is an intriguing experience, for if your Midget or Magnette driver seldom motors behind five feet six of bonnet, at least, when he does he thoroughly appreciates the qualities, character and performance of the aristocrat.

E.R.A. CLUB

During July a very successful meeting was arranged to the E.R.A. works at Bourne, when on July 12th 50 members turned out to see how Britain's premier 1½-litre racing car is made, after which the directors of the company gave the enthusiastic party tea. At tea the 100th member was obtained, as Mrs. H. W. Cook joined up. Car badges are now ready, at 10/6 each and another bulletin was issued last month. S. C. H. Davis has consented to deliver a series of lectures on pit-control, in the near future. Earl Howe is president, and the vice-presidents are Mrs. K. Petre and Pat Fairfield. The club has already handed a substantial sum to E.R.A. Ltd.

Hon Sec. ; A. F. Rivers-Fletcher, 25, Oakleigh Gardens, Whetstone, N.20.

KENT AND SUSSEX L.C.C.

Another speed-trial meeting on the downs above Lewes, near Eastbourne, 50 miles from London, is scheduled for August 22nd, open also to Brighton, J.C.C., Bugatti Owners', Frazer-Nash and M.G.C.C. club members. The meeting begins at 2.30 p.m. and the new Bachelier timing apparatus will be in use. There

CLUB NEWS—continued

are the usual classes, regulations and awards, and entries, at 7/6 per entry to club members and 10/- each to invited club members, close on August 17th. Full details from Mr. H. V. Warren, 51, Ringwood Road, Eastbourne. Phone No. 339.

YORKSHIRE SPORTS C.C.

Speed trials at Weatherby Grange attracted more than 3,000 onlookers, and resulted in fastest time being established by P. N. Whitehead (E.R.A.) and S. E. Cummings (Villiers Supercharged) who both returned a time of 30.6 secs. Miss K. Taylor (M.G.) put the women's record to 38.6 secs. The course had a concrete surface to beyond the first bend. The later runs were made under dismal weather conditions.

RESULTS

Sports cars : 850 c.c. (unsupercharged) : H. Prestwich (M.G.), 42.4s.
850 c.c. supercharged and 1,100 c.c. unsupercharged : R. Craig (Austin, S.), 42.8s.
1,100 c.c. supercharged and 1½-litre unsupercharged : G. Bagratouni (M.G.), 37.4s.
1½-litre supercharged and 3-litre unsupercharged : Miss Joan Richmond (Triumph, S.), 39.4s.
3-litre supercharged and 5-litre unsupercharged : J. K. Whittaker (Railton), 34.4s.
Racing cars : 850 c.c. supercharged and 1½-litre unsupercharged: E. J. Moor (G.N. " Wasp "), 31.8s.
1½-litre supercharged and 3-litre unsupercharged : P. N. Whitehead (E.R.A., S.), 30.6s.
5-litre supercharged and unsupercharged : S. E. Cummings (Villiers Supercharged, S.), 30.6s.

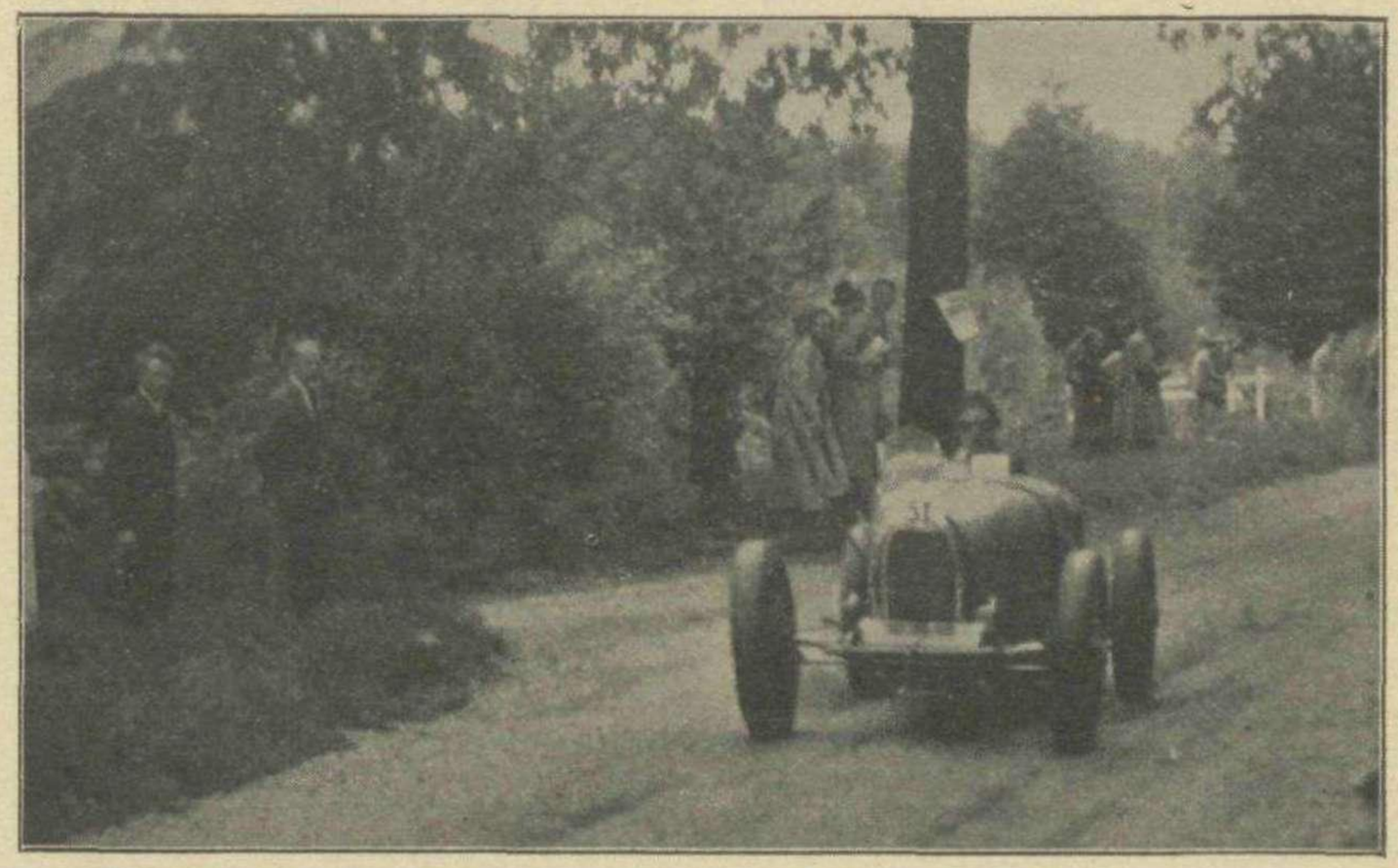
VINTAGE SPORTS C.C.

A ½-mile course in parkland surroundings was the scene of speed trials on July 11th at Bramshill near Hartley Wintney, Hants. In spite of rain a good meeting resulted. Interest attaches to the pre-1915 entries which included Eric Giles' 1914 5-litre chain-driven Bugatti " Black Bess," a 1911 Rolls-Royce break-down lorry, Clutton's 1908 12-litre Itala four-seater, E. K. H. Karslake's 1908 single-cylinder Sizaire-Naudin, Mrs. S. Darbishire's racing bodied, 6.1-litre 50 Merc., and a 1904 Darracq. The fastest veteran was Clutton's Itala (25.9 secs.). The best lady was Mrs. Garstin (8-litre Bentley) in 23.4 secs. and N. S. Brockelbank (Bugatti) established fastest time of the day in 20.0 secs.

RESULTS

Class Winners

1,100 c.c. racing cars : Dennis Evans (M.G.) 20.4s.
1,100 c.c.—1½-litre racing cars : A. Baron (Bugatti) 21s.
1½-litre—3-litre : N. S. Brockelbank (Bugatti) 20s.
Unlimited racing cars : F. R. G. Spikins (Hudson) 21.3s.



Brockelbank made fastest time at the Vintage Club Speed Trial near Hartley Wintney. Here he is seen at speed on his Bugatti.

Up to 1½-litre sports cars : Ivo Peters (Frazer-Nash) 23.6s.
1½-litre—3-litre sports cars : C. G. Fitt (Frazer-Nash-B.M.W.) 23.8s.
Unlimited sports cars : T. H. Plowman (30/98 Vauxhall) 24.4s.
Veterans : C. Clutton (1908 Itala) 25.9s.
Ladies : Mrs. L. Garstin (Bentley) 23.4s.
Handicap : A. S. Whiddington (Frazer-Nash) ——
Carson Award for Best 30/98 Vauxhall : T. H. Plowman, 24.4s.
Best Vintage S.C.C. Member : R. A. C. Sumner (Sumner J.A.P.) 20.6s.

The times collectively are very impressive.

CRAIGANTLET HILL-CLIMB

Regulations are now out for the classic Craigantlet Hill-climb due to be run off on August 29th.

The course comprises a road with seven bends, some of them acute, and an average gradient of 1 in 16.6, the steepest portion being 1 in 14.4—so that speed will not be restricted to any extent by nature.

There are classes for sports and racing cars up to unlimited capacity, sports cars up to 1½-litres having special classes for novices. The racing classes—in which blown sports cars will run—are divided into, up to 1,100 c.c. and unlimited capacity categories. There is a also a handicap class. Entry fees are 15/- per class for members of the Ulster Automobile Club, which is responsible for the event, and 30/- per class to non-members. There is a handsome cup or trophy available for each class winner.

SPEED TRIALS AT MADRESFIELD COURT—continued from page 394

rear wheels swung from one side to the other of the narrow road. At one time he went right down off the camber and for a moment it looked as if the car would turn broadside, but emerging safely from all this he crossed the line with a time of 31⅗ secs., which made him second to Wakefield on the Alta.

It would be too much to say that " A happy time was had by all " but at any rate the spectators were quick to show their appreciation of the hardy souls who were doing their hundred in the rain down this narrow road. Fortunately they were not without material reward either, and a useful collection of cups from the now defunct Worcester Club will find new owners.

RESULTS

S.T.D. Trophy : (Fastest time by a car of any type up to 3,000 c.c.) : J. P. Wakefield (1,496 c.c. Alta, S.), 31s.

Kay Cup (Fastest time by a non-supercharged car up to 3,000 c.c.) : John Bolster (1,962 c.c. Bolster), 32⅘s.

Townley Cup (Fastest time by a car of any type up to 1,500 c.c.): J. P. Wakefield (1,496 c.c. Alta, S.), 31s.

Committee Cup (Fastest time by a car of any type over 1,500 c.c. and up to 3,000 c.c.) : S. E. Cummings (2,996 c.c. Vauxhall-Villiers, S.), 31⅘s.

Ladies' Cup (Any type of car up to 3,000 c.c.) : Miss Doreen Evans (746 c.c. M.G., S.), 33⅘s.

Badgery Shield (Best aggregate by a club team of three cars of any type up to 3,000 c.c.) : 1. Lord Austin's team : L. P. Driscoll (744 c.c. Austin, S.), 32⅘s., C. J. P. Dodson (744 c.c. Austin, S.), 31⅘s., H. L. Hadley (747 c.c. Austin, S.), 33s., total 97s. 2, Midland A.C. : D. H. Scribbans (1,488 c.c. E.R.A., S.), 31⅘s., P. Maclure (1,087 c.c. Riley), 35⅕s., A. G. Bainton (2,261 c.c. Bugatti, S.), 35s. total 102s.

Class Awards

Up to 750 c.c. (supercharged) : C. J. P. Dodson (744 c.c. Austin, S.), 31⅘s. ; (Non-supercharged) K. Wharton (747 c.c. Austin), 44⅘s.

751 c.c. to 1,100 c.c. (supercharged) : F. R. G. Spikins (972 c.c. Singer, S.), 33⅘s. ; (non-supercharged) P. Maclure (1,087 c.c. Riley), 35⅕s.

1,101 c.c. to 1,500 c.c. (supercharged) : J. P. Wakefield, (1,496 c.c. Alta, S.), 31s. ; (non-supercharged) Barry Goodwin (1,496 c.c. Frazer-Nash), 35⅘s.

1,501 c.c. to 2,000 c.c. (supercharged) : Martin Wells (1,750 c.c. Alfa-Romeo, S.), 48⅕s. ; (non-supercharged) John Bolster (1,962 c.c. Bolster), 32⅘s.

2,001 c.c. to 3,000 c.c. (supercharged) : S. E. Cummings (2,996 c.c. Vauxhall-Villiers, S.), 31⅘s. ; (non-supercharged) S. H. Newsome (2,663 c.c. S.S. Jaguar " 100 "), 35⅕s.

A FINE FRENCH SPORTS CAR

THE 3.5-LITRE COUPE DES ALPS DELAHAYE, AT ONCE LIVELY AND EXTREMELY ROBUST, PULLS A HIGH GEAR, HAS AN ALL-OUT SPEED OF 94 M.P.H. AND IS CONSPICUOUSLY STEADY AT SPEED

During the past two or three years Delahaye cars have been making a great name for themselves in the hands of private owners, in competitions in France and abroad generally. Encouraged by this the makers decided that for 1936 they would enter the field of racing with an official team of sports cars. During the present year some really impressive successes have been shared by the private and official entries, the principal ones being the first five places in the Mirimas race, held near Marseilles, second, third, fourth, fifth and seventh places in the French Grand Prix, and the first two places in the unsupercharged class in the Belgian 24-Hour Race. Delahaye cars are now handled in England by Messrs. Selborne (Mayfair) Ltd., of Stratton Street, London, W.1, by whose courtesy we were able to test the car described below.

Before starting on the road-test it might be worth while giving some description of the sports cars in the Delahaye range. "Coupe des Alpes" is the name given to the standard sports tourer, and these cars are fitted with two or four-seater coachwork. Then there is the competition model, with higher compression and back-axle ratio, and finally the Special, which has a shorter and lighter chassis intended for two-seater coachwork and credited with an all-out speed of 125 m.p.h. The last-named model of course is the one used for road-racing. All three have 3.5-litre engines.

The car actually lent to us was a 1934 Coupe des Alpes car, which had covered 20,000 miles of strenuous life abroad as a demonstrator, and had just been sent back by road from Spain, just at the right time judging by the present state of affairs in that country. As will be appreciated from the account which follows, it was none the worse for the work it had performed. The 1936 models differ from the car we drove only in having synchro-mesh mechanism on second, third, and top gears.

Remembering that French main roads, if a little rough, are at any rate mostly straight and free from traffic, and that the French sports-car driver is a determined man who hates wasting time along the Routes Nationales, we expected to find a car built to suit its environment, and in this we were not disappointed.

We should characterise the Delahaye by saying that it is an extremely hearty and vivid motor-car. The engine, at any rate on the car we drove, is mounted rigidly, and its urge can be felt in a way almost forgotten in these days of rubber insulation. Even in a run "round the houses" the car leaps forward in a heartening way, and is clearly calling for straight roads and no hedges.

The shock-absorbers were wound up for fast road-work, so as soon as we reached open country we gave the car its head. We had already had considerable satisfaction from shooting up fast but unstable American saloons, an easy task with the extremely rapid gear change, and found the car bounded up to 60 m.p.h. at the slightest opportunity. At 60 m.p.h. on top gear the engine is doing just under 2,200 r.p.m., a figure one associates more with the days of the "30-98" than on a 1936 sports car. Needless to say running in this way is extremely restful, and the 3.5-litre engine pulled the high gear without the slightest suggestion of being over-geared.

A little more pedal pressure swings the needle round to 75, a really useful cruising speed. Crossing Salisbury Plain we kept the car running at a steady 80 m.p.h., which is 2,900 r.m.p., reaching the maximum (with screen raised) of 91 m.p.h. on the longer straights and dips in the road. The harder the car was driven the more it seemed to like it, and with a lighter accelerator spring we should have been tempted to keep it fully down all the time. Such is the use of a high top-gear, and we unblushingly admit to averaging 57 m.p.h. for some distance on the sweeping deserted roads of Hampshire. *On peut filer la-bas!*

The brakes gave one confidence, and quickly reduced speed to the 25 m.p.h. appropriate to the narrow villages of the Plain, burbling through gently on top or on the ever-useful silent third.

The steering is quite one of the best we have experienced, being very high-geared (1¾ turns from lock to lock), with sufficient caster to pull the wheel back through the hands after a sharp corner, and, with all that, light to handle. If these qualities are the results of independent front suspension, may it soon become universal in England! The springing, as has been said, was just right for fast running, and the car behaved beautifully on the various fast bends on which we tried it. It was in fact almost impossible even to make the tyres squeal, though some of the credit for this must be awarded to the Dunlop "90" tyres.

BRIEF SPECIFICATION

Engine : 6-cylinders, 84 mm. bore, 107 mm. stroke, capacity 3,557 c.c. R.A.C. rating 26.2 h.p. Push-rod operated overhead valves. Three Solex down-draught carburetters. Coil ignition.

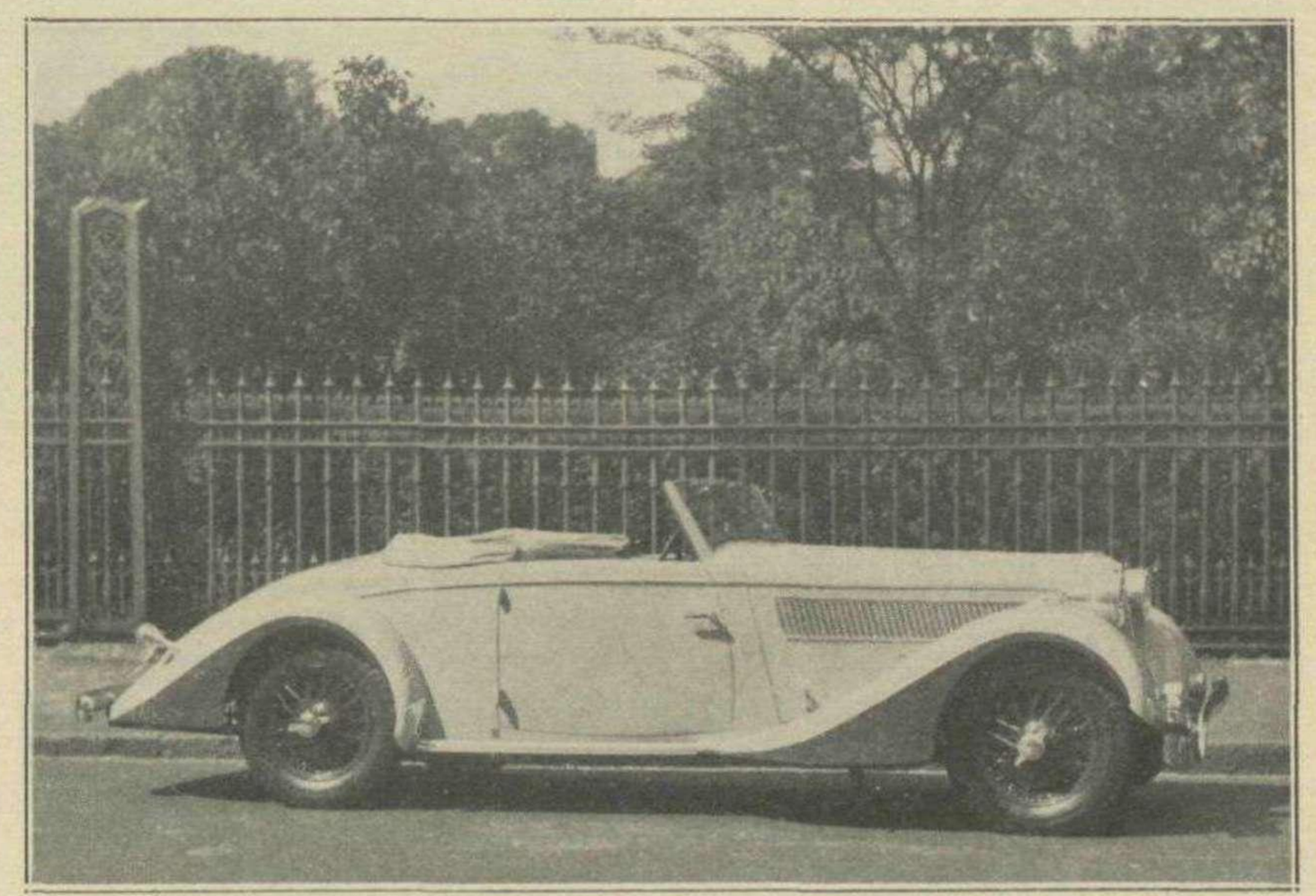
Gearbox : Four speeds and reverse. Synchro-mesh on second, third and top. Central gear-lever. Ratios 3.42, 5.6, 7.6 and 11.8 to 1

Suspension : Front independent, with transverse leaf spring. Rear half-elliptic.

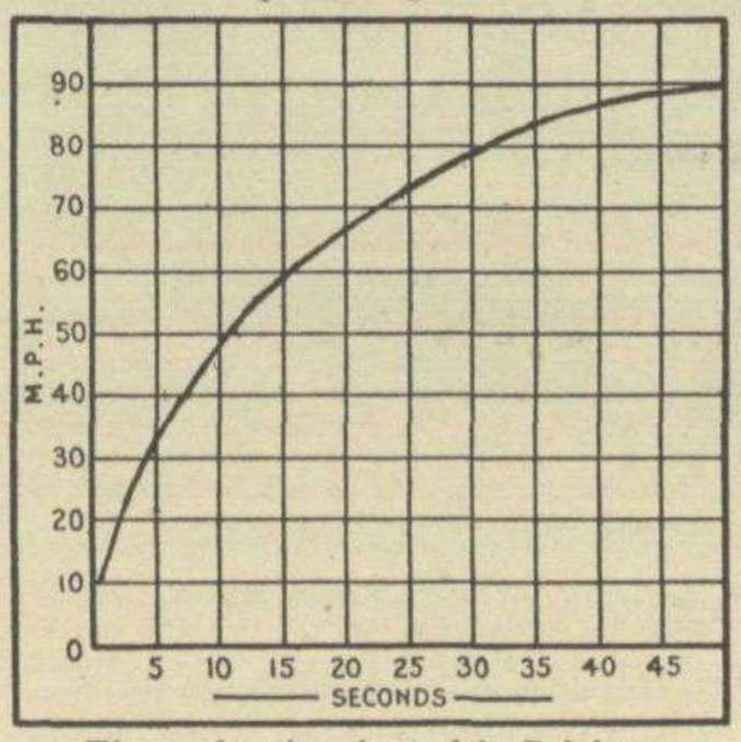
Brakes : Semi-servo, cable-operated.

Dimensions : Wheelbase 9 ft. 8 in.
Track : Front wheels 4 ft. 6 in.
Rear wheels 4 ft. 10 in
Weight : Chassis 18½ cwt.
With two-seater coupe body 25 cwt.

Price : with body as illustrated £540.



This handsome two-seater drop-head coupe body is even lower than is suggested by the illustration.



The acceleration chart of the Delahaye.

A FINE FRENCH SPORTS CAR—continued

The general impression was that of a tremendously strong stiff chassis, though as it only weighs 18½ cwt. against the 24 of its average contemporary in England, the stiffness must be due to design and not metal. Certainly one never realises on a corner that the wheelbase is nearly ten feet.

The gear-change seems tricky at first acquaintance and the clutch heavy. Actually as soon as one realises that only the shortest of double-clutch changes is needed between any of the gears when changing up to 30 all is well, and the long and slightly whippy gear-lever can be snapped through in a flash. At high speeds the change is still exceptionally quick, a point which the sporting driver appreciates. Third runs noiselessly and the same applies to second on the latest gear-boxes, which are also fitted with synchro-mesh.

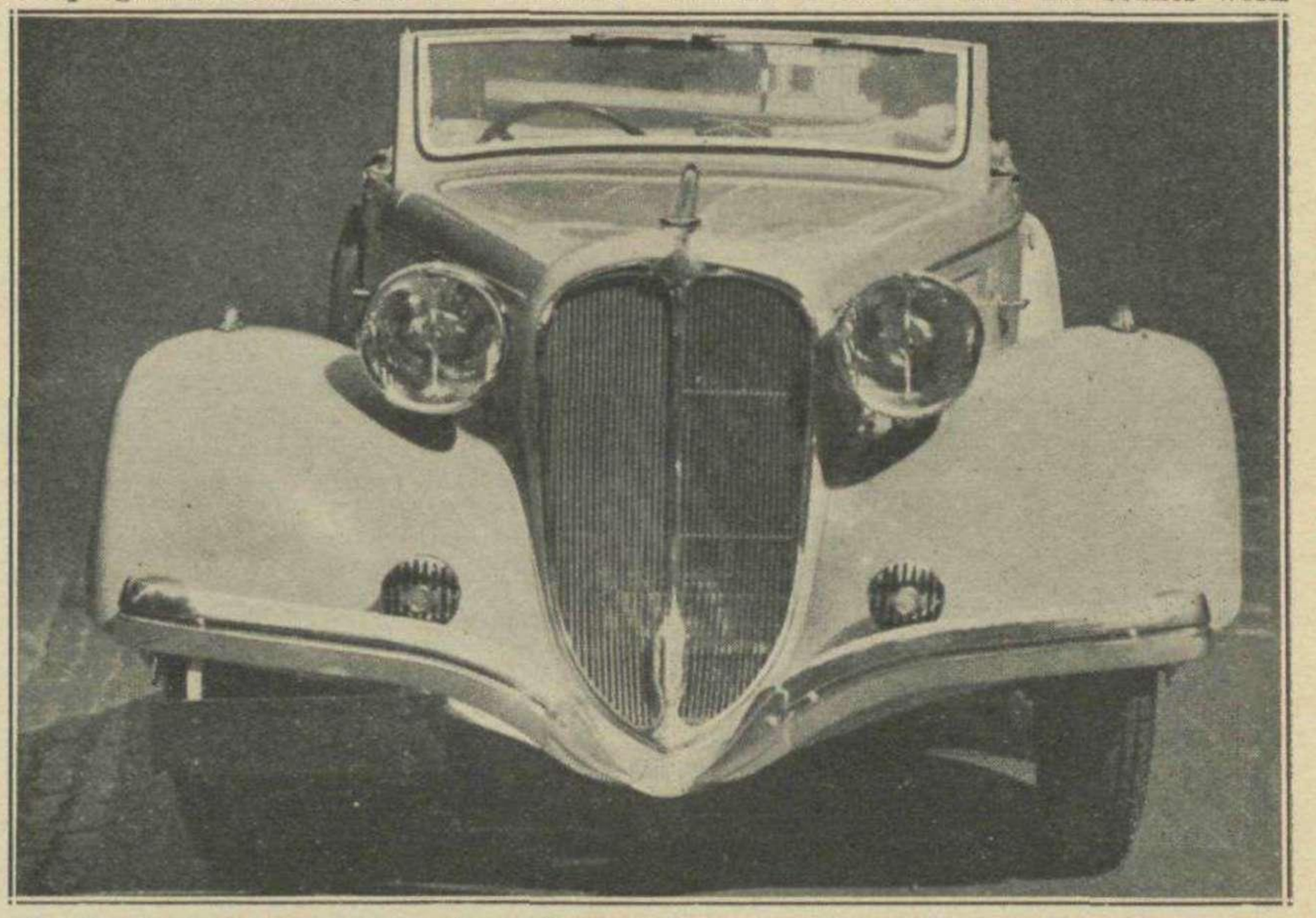
Another interesting point is the top-gear performance. The car will run quite happily down to 15 m.p.h. in the direct ratio, but if the accelerator is depressed hard the engine pinks loudly, and as the ignition control is a knob situated on the near side of the facia board one often forgets to retard it when attempting to get away in a hurry. "Use third gear" is the one answer, of course, but by using the throttle with a little more subtlety the car picks up really well on top, so that even the criticism that the car is not flexible on top, and many sports-car drivers expect this nowadays, is not justified.

Tested at Brooklands with the screen raised we found the maximum over a flying half-mile worked out at 91 m.p.h., with the speedometer showing 160 k.p.h. With the screen down it rose to 94 m.p.h., but unfortunately before we could get a timed reading one of the windscreen securing nuts came of and was lost at the side of the track. This necessitated taking all acceleration figures with the screen up, which means with the high top-gear fitted the loss of one or two seconds at the higher speeds.

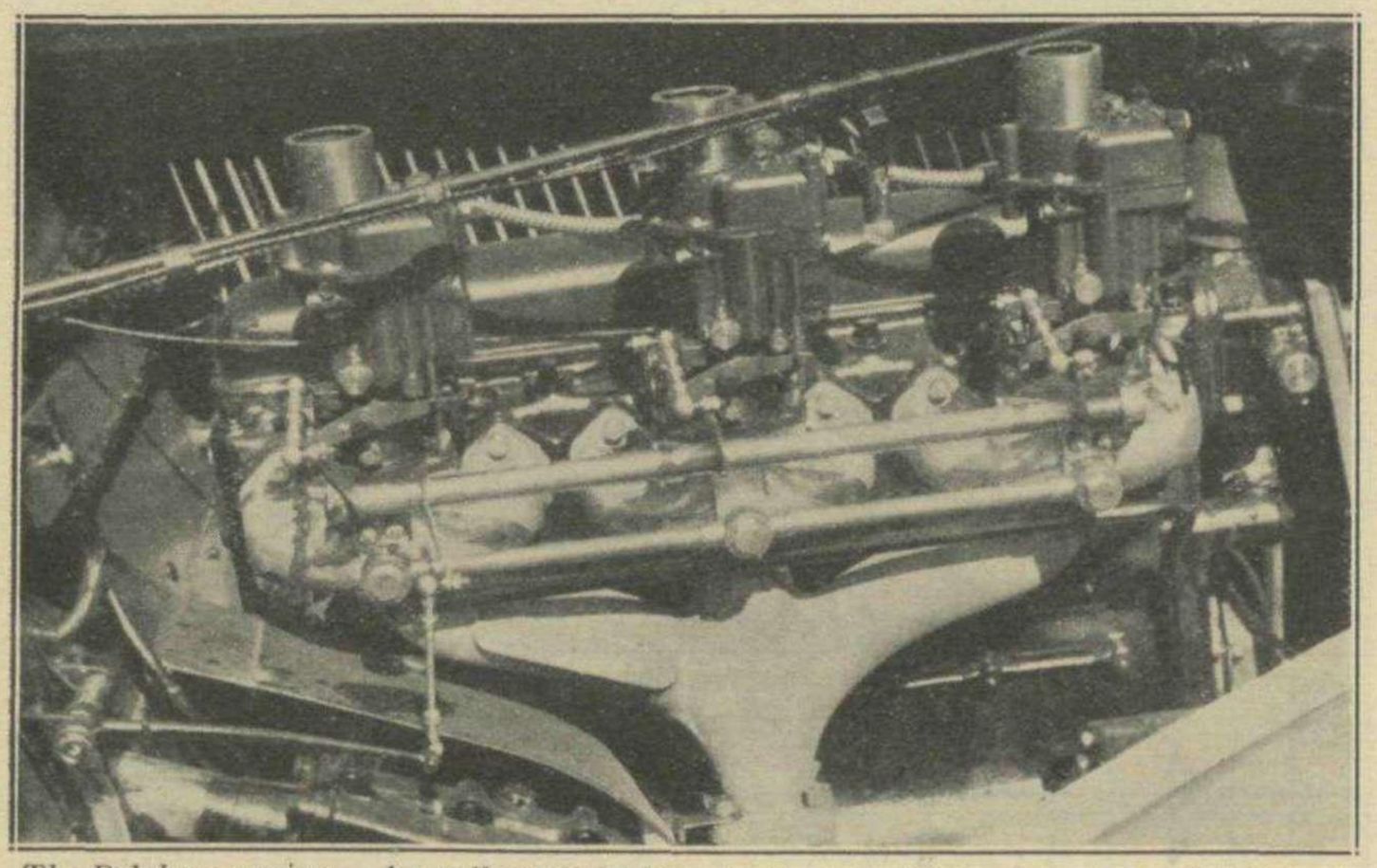
Another point was the maximum revs. used on the test. For some reason the engine seemed to ease up somewhat at over 3,600 r.p.m., and in the acceleration test was not taken over 3,500. Possibly the plugs were to blame, but we also found that the engine was running too cold, and we later found it necessary to blank off half the radiator to make it run at 70 degrees. A thermostat in the cooling system would have overcome this fault.

Limiting the engine speed to 3,500 r.p.m., as explained above, the maxima in the indirect gears were 28, 43, and 57 m.p.h., while at 3,000 on top the car is doing 82 m.p.h. Except for a slight period of 200 r.p.m. from 3,200 r.p.m. the engine ran smoothly at all speeds, and in any case the period is not noticed on top gear. The exhaust note is powerful at low speeds but disappears when under way and the engine is mechanically silent.

From 40 m.p.h. the car is brought easily to rest in 58 feet and the brakes work smoothly and in strict proportion to the pedal pressure.



The Delahaye displays the levelling effect of independent suspension with one wheel in the gutter. Like many French cars, it has right-hand steering.



The Delahaye engine. A small spotlight hung between the first and second carburetters is useful for making adjustments after dark.

The driving position is excellent, and though the driver sits low in relation to the bonnet, a man of normal height can see the lamp on the near-side wing. The steering wheel comes nicely into the lap, but a sprung wheel might have been an advantage in reducing the vibration transmitted to the wrists. The gear-lever works in a ball-housing on the top of the gear-box and the hand-brake is short and carried on the right. The horn and the dipping mechanism for the headlights are conveniently controlled by means of levers just below the rim of the steering wheel.

The facia board and trimming of the interior of the car are of polished wood and look particularly well. The facia board is dominated by the six-inch dials of the speedometer and the rev-counter, and within the large dials a comprehensive collection of instruments is installed, a volt and an ammeter, oil-pressure and temperature gauges, water-temperature and petrol gauges, and clock. Between the big dials are grouped the knobs for operating the choke-starter and other electrical fittings.

The standard coachwork is a two-seater drop-head coupé, low-built with rakish sweeping mudguards. The front seats are roomy and well upholstered in leather, and the rear squab can be moved to a limited extent to alter the driving position. The compartment in the tail is intended primarily for carrying luggage but being lined with carpet and of good size could easily be converted into a dickey seat. The top is a little more difficult to erect than a two-seater

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A FINE FRENCH SPORTS CAR—continued

hood, but in conjunction with the winding windows gives the protection of a closed car. A four-seater coupé is available at the same price, while an English drop-head foursome by Salmsons is actually cheaper, being priced at £895.

The engine is a neat and workmanlike unit with a rated power-output of 110 h.p. The principal feature of the offside is the three large Solex down-draught carburetters feeding into crescent-shaped induction pipes, each of which has a hot-spot where the three branches of the exhaust manifold pass underneath. The carburetters are fed by an engine-driven pump, the tank holds 13½ gallons and the petrol consumption worked out at just under 14 m.p.g. under full throttle conditions. The engine runs satisfactorily on any No. 1 spirit, but seemed smoother using the ethylised varieties. It starts instantly from hot or cold. Coil ignition is used.

The cylinder-head is detachable, but the block and crank-case are cast as one unit. Vertical overhead valves are operated by the usual rockers and push-rods, and the crank-shaft runs in four main bearings. The oil circulates through a radiator placed below the main one, but when running under wintery conditions it can be thrown out of circuit. The dynamo and the water-impellor, which carries a fan on the front end of its shaft, is driven from the crank-shaft by means of a rubber belt.

The gear-box is carried in unit with the engine, and a single dry-plate clutch is used. The open propeller-shaft has the usual two-universal joints and the back-axle is driven by means of spiral-bevel gears.

Independent wheel suspension is still sufficiently novel in this country to provoke interest, and the system fitted to the Delahaye certainly does all that its sponsors claim for it. In this case the lower ends of the king pins are shackled to a transverse leaf-spring and the top ends are steadied by short swinging links from the chassis. Steering and braking reactions are taken by long radius rods running from the centre of the king pins to pivots well back on the side-members. It is interesting to note that the track of the front wheels is almost five inches less than at the rear. In spite of this the turning circle is nothing exceptional for a car with a wheelbase of 9 ft. 8 in.

The rear springs are flat semi-elliptics and the chassis is swept over the axle. Friction shock-absorbers are used fore and aft. The brakes are Bendix semi-servo, operated by means of cased cables.

Looking back on our run on the Delahaye, our impression is of a hearty he-man's car with a fine turn of speed and a chassis which allows the driver to make the best use of it. It is a car which is thoroughly exhilarating to drive, and all we ask of the manufacturers, or their agents in this country, is that they let us take the wheel of the Special to try our hand at reaching 125 m.p.h. unblown.

EXPERIMENTATION

J. Granville Grenfell, of Brooklands Track, has evolved a very interesting form of supercharger, the drive of which incorporates no gearing of any kind. The first instrument is nearly complete, and will be applied to a racing Lagonda Rapier which Granville Grenfell recently fitted with special body and a modified cylinder-head. Another experimental job on which he is working is a Morgan fitted with two water-cooled 600 c.c. Scott Squirrel engines, which turn in opposite directions and drive the carden-shaft through a series of chain-drives. These engines weigh less than the V-twin unit they replace, have eight-cylinder torque, and develop about 30 b.h.p. more, so that a road-speed of about 100 m.p.h. is anticipated.

Subsequently, they will probably be supercharged.

Granville Grenfell has also evolved a special two-wheel trailer for a client, the 45 h.p. Renault axle of which is said to possess brake-gear capable of arresting the whole outfit without any assistance from the car's brakes. The tow-bar incorporates Morris, Lancia and D. H. "Moth" bits and pieces.



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G. E. T. EYSTON CAPTURES WORLD'S 24-HOUR RECORD

George Eyston has added yet further prestige to his world-wide reputation as a record breaker, aided by little Albert Denly. Far away, out at Utah Salt Flats, these drivers, circling an immense circuit marked out on the burning sand, have taken a long list of world's records, amongst them the two most coveted of the longer runs—the world's hour, at 162.529 m.p.h. and the world's 24-hour record, at 149.09 m.p.h. Recalling S. F. Edges' 24-Hour record set up in 1907 at Brooklands on a Napier at 65.91 m.p.h., Eyston's prolonged lappery under difficult conditions at almost 150 m.p.h. is a veritable milestone. Only ten years or so ago a brief dash at Pendine sands by Malcolm Campbell's big Sunbeam at around 150 m.p.h. occasioned world-wide comment and congratulation.

Apart from the trying conditions of immense heat, the Rolls-Royce engined "Speed of the Wind," ran short of fuel towards the end—a three-ton car far from the depot—while the difference in stature of Eyston and Denly necessitated the seat being changed between every run with a change of driver. The "hour" went first, then figures up to 24 hours were taken, and after a brief pause the 48-hour figure was established.

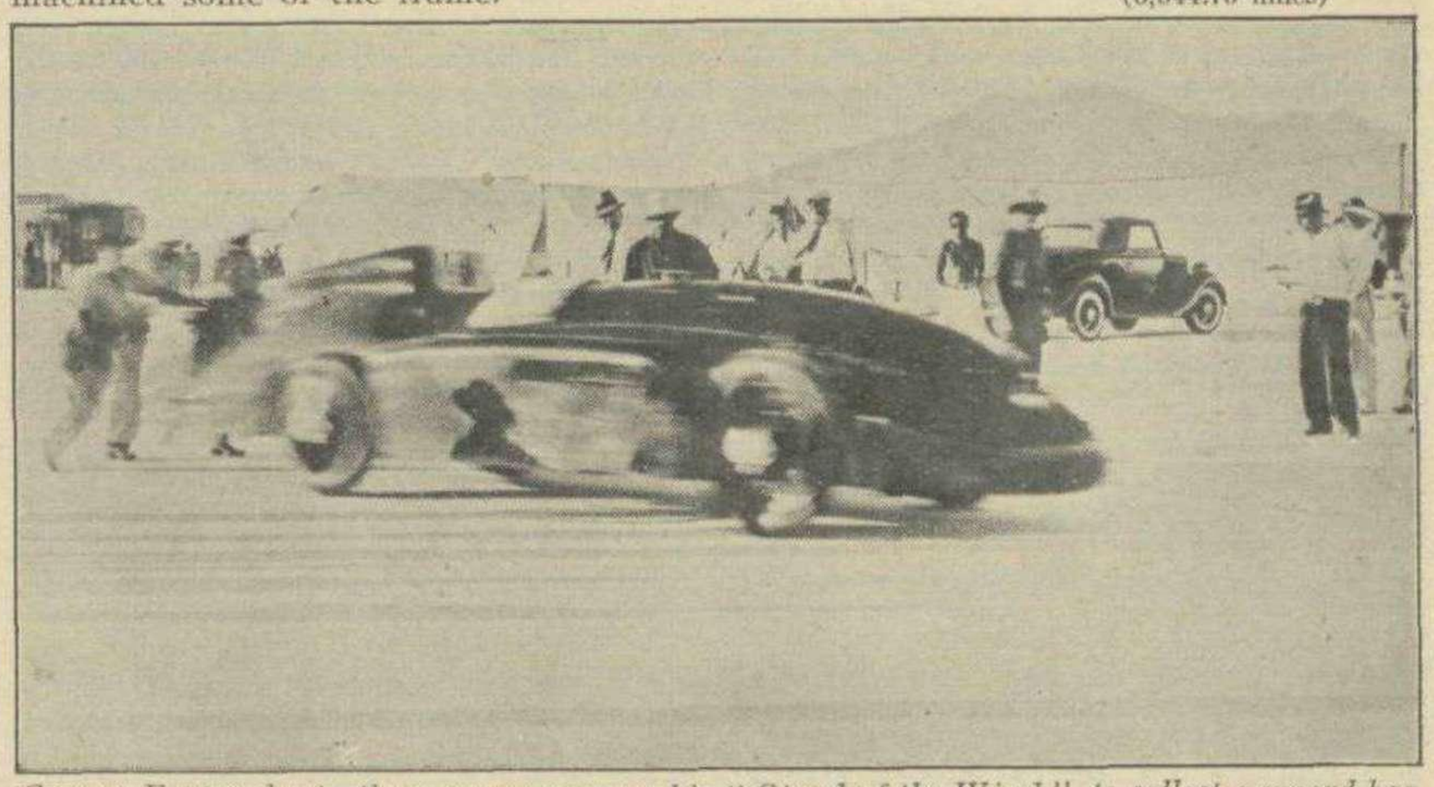
Difficult as it is to appreciate the immense troubles to be overcome, recognition must be given to the components that contributed to the big car's speed and stamina. The Rolls-Royce aero engine burnt B.P. Ethyl fuel fired by G. M. S. plugs, energised by B.T.H. magnetos. The power was faultlessly transmitted to the front wheels via an Armstrong-Siddeley gearbox, the Dunlop-shod wheels were kept in hand by Hartford shock-absorbers, and the big machine relied on Hoffman bearings. The drivers controlled it via a Dover steering wheel, seated on Moseley float-on-air upholstery, and they brought it to rest at the depots by grace of Ferodo lined Lockheed hydraulic brakes. Lucas batteries supplied the Lucas lighting equipment, and Castrol oil attended to the 400 h.p. engine. C. T. Delaney and Sons built the car and the Wolseley Motor Company machined some of the frame.

The ten-mile track became terribly cut-up and the closing laps were made at about 125 m.p.h.

After 1,300 miles 17 mins. were lost over a fuel stop, which cost the car the 200-mile record. After the 24 hours a 12-min. look-over was accorded the machinery. The day temperature was over 110 in the shade and Denly was all-in at the end of his spell. Yet the 48-hour average was 136.34 m.p.h. The chassis had front-wheel drive, specialised body-work, and independent front suspension.

The records taken comprise :—

1 hour:	162.529 m.p.h.
3 hours:	152.171 m.p.h.
6 hours:	151.72 m.p.h.
12 hours:	149.02 m.p.h.
24 hours:	149.09 m.p.h. (3,778.3 miles)
48 hours:	136.34 m.p.h. (6,544.75 miles)
500 kiloms:	153.302 m.p.h.
500 miles:	152.343 m.p.h.
1,000 kiloms:	151.522 m.p.h.
1,000 miles:	152.138 m.p.h.
2,000 kiloms:	151.944 m.p.h.
2,000 miles:	149.27 m.p.h.
3,000 kiloms:	148.819 m.p.h.
3,000 miles:	149.054 m.p.h.
5,000 kiloms:	149.242 m.p.h.
4,000 miles:	144.81 m.p.h.
5,000 miles:	142.61 m.p.h.
10,000 kiloms:	137.45 m.p.h.



George Eyston beats the camera-man on his "Speed of the Wind" to collect a record bag of world's records.

RALLY-CUM-TRIAL TO TORQUAY

After breakfast at Exeter, Windout Hill failed 24 cars, and the absence of horses or human towers resulted in much delay, especially as most of the unclimbables had normal tyres. One of the "Black Diamond" team of Fiat Balillas added to the fun by breaking an axle shaft.

The next hill, Doccombe, scored 26 failures, but a tow-rope gang was in attendance. A fast run courted success but also disturbed the motor, as one Vauxhall driver appreciated when he buckled a wheel. Orford, Sewell and Buckley, with Austins and superchargers, all did well, and Haward's Centric-blown veteran Bayliss-Thomas made amends for its performance in his son's hands in the "Beer." Debenham's Singer Nine shut its eyes to boulders and came up well. Pepperdon, Waterworks and Simms followed, and they gave tired drivers some respite. Journalistic back-pats must be delivered to Richardson, Lawson and Debenhan (Singers), Whalley (Ford Ten) Térromo (Standard) Norton (British Salmson Six) Denton, Viscount Chetwynd and Thompson (V8 Fords) and Allott (Ford). The other Ford Tens failed, Everett stopped in his Chevrolet near the summit of Simms, as did Goodenough's M.G. while Kay's blown M.G. very nearly got up with ordinary covers. At this, the last hill, a tractor was provided.

Rain was still falling when the competitors fetched-up at Torquay. Special test No. 1 comprised a run up a hill from Babbacombe beach with a corner of 1 in 3, a stop and restart half-way up, and a reverse farther on at a fork road, the distance being quite a quarter of a mile. Delay ensued over the unavoidable task of sending only eight cars down to the start at a time, while the high walls lining the narrow road made the wet surface distinctly unwelcome.

The final test was a super "wiggle-woggle" between a very long curving path of posts, to hit one of which meant complete failure. This was followed by a brake test, an acceleration test over 150 yards, and another brake test. Imhof lost all the gears on his Singer during this performance, but there is no truth in the rumour that but for his being able to coast over the finishing line he would have exchanged the remains for an ancient G.W.K., though as someone remarked, thus are chain-gangsters promoted. No times are available for these special tests, but the results are, and they are appended herewith for the edification and self-congratulation of those who took part and as a historic reference for those who know not the joys of "M.C.C. holidays."

RESULTS

Class Winners

(Up to £7 10s. Tax) : T. S. Weston (supercharged Midget).

(Up to £12 Tax) : J. A. Bastock (supercharged Magnette).

(Over £12 Tax) : W. C. N. Norton (British Salmson)

Team Award : R. A. Macdermid, J. A. Bastock and A. B. Langley (supercharged Magnettes).

Rally Route : N. W. Steib (Balilla Fiat).

Premier Awards

(Singers) : R. M. Andrews, W. J. B. Richardson, M. H. Lawson, A. T. K. Debenham, J. F. Montgomery, H. W. Johnson, J. Loader, A. G. Imhof, D. E. Harris, A. H. Langley, J. D. Barnes, G. T. I. Taylor and Murray Frame.

(Fords) : J. W. Whalley, G. M. Denton, Viscount Chetwynd, J. B. Thompson and F. Allott.

(M.G.s.) : D. J. Haesendonck, R. W. G. Collins, R. A. Macdermid, J. A. Bastock, A. B. Langley, A. J. Lambert, F. I. Allan, J. E. S. Jones, T. S. Weston and K. C. Delingpole.

C. D. Buckley (Austin), C. E. Stothert (Fiat), J. G. Orford (Austin), G. L. Boughton (Triumph), W. C. N. Norton (British Salmson), H. G. Symmons (Frazer-Nash-B.M.W.).

RACING IN SOUTH AMERICA

A READER'S ACCOUNT OF THE SAO PAULO RACE

A reader of your admirable motoring gazette, which covers racing in all parts of the world, and a follower of Grand Prix racing through your articles, it crossed my mind that an account of Sao Paulo's first G.P. event might be of interest to you.

As forecast in your magazine, the Rio de Janeiro G.P. was held for the fourth time on the 7th of June, and no doubt, by this time a full account of the race, more famous this year owing to the participation of two Scuderia Ferrari entries, will have appeared in your columns. Ferrari were represented by Pintacuda and Marinoni in independently sprung "Alfas" fitted with two-seater bodies. As you know, Marinoni never completed a lap of the "Circuito de Gavea" course, whilst his team-mate led until the 21st lap when he retired with differential trouble. Pintacuda was hotly chased by the Brazilian champion, Manuel de Teffé who drove an "Alfa" of '34 or '35 vintage. Teffé himself fell back into third place when the race seemed his and the honours eventually went to Coppoli of the Argentine who was driving a Bugatti. Mlle Hellé Nice who came out from Europe with the two Italians, never really got going, and she was (in some newspaper results) classed as the last finisher, eighth.

However, the reason of this letter was to touch on the matter of the Sao Paulo G.P., or as it is known locally, "Grande Premio Cidade de Sao Paulo." So great was the enthusiasm for the Rio de Janeiro race that it was decided to hold a similar race in Sao Paulo on the 12th of this month and to invite all entrants of the Rio G.P. The first prize was half that of the latter, being approximately £600 with appropriate secondary prizes. The Italians delayed their departure as did Mlle Hellé Nice.

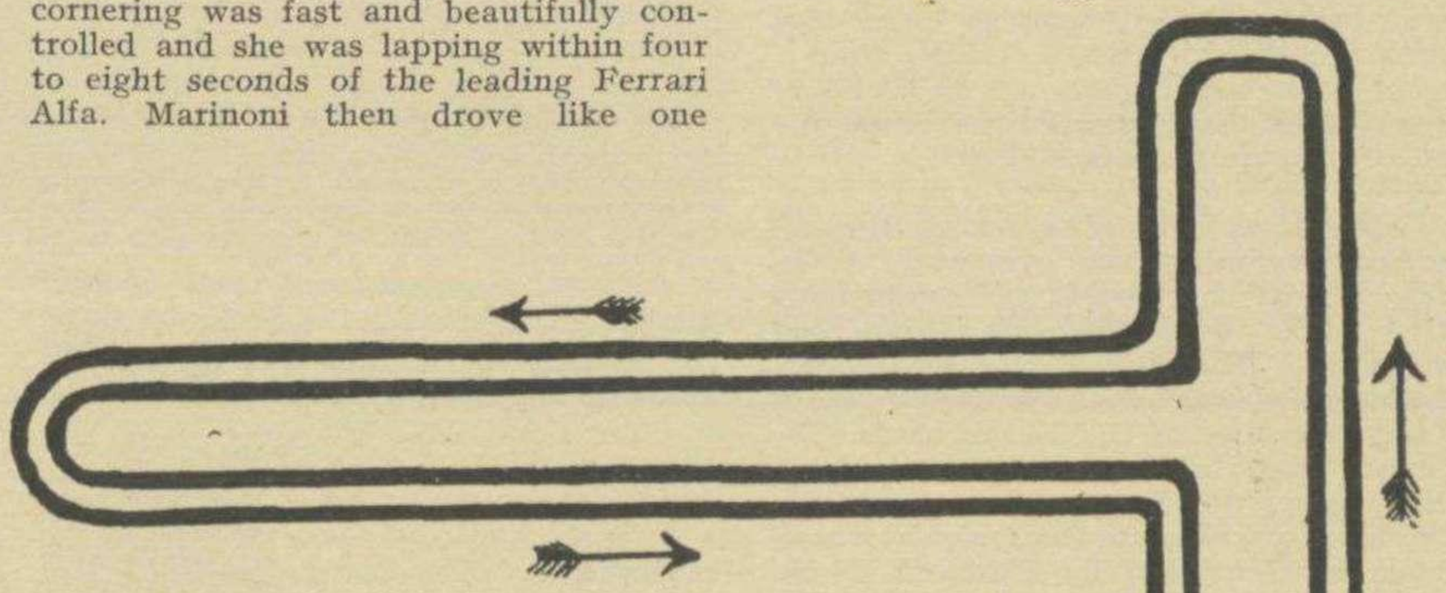
The course chosen, lay in the residential quarter of the city and consisted of 60 laps of a suitable 4.25 kilometre asphalt circuit.

Pintacuda and Marinoni on the red Alfa-Romeos were the main attractions the two older type "Alfas" of Teffé and Hellé Nice being fancied for a place. MaCarthy, Rosa and Coppoli arrived from the Argentine with the same cars they had used in the Gavea race and the local talent was made up of Bugattis and improvised American cars with Nascimento (V8 Ford) and Landi (Fiat monoposto) worthy of mention.

Public enthusiasm ran high. Three hundred thousand paid to see the race. From the beginning of the race, held in good weather conditions, Pintacuda and Marinoni forced their way to the front. The order at the end of the fourth lap was:—Pintacuda, Nice, Teffé, Landi, Coppoli and Marinoni, the latter having lost some time by skidding completely round on a curve. At quarter-distance the order was the same, but with Marinoni back in second place. So fast were these Italian cars that the interest of the race focussed on Hellé Nice and Teffé the local champion, the French girl delighting the crowd by the way she handled her "Alfa." These two passed round lap after lap with only yards separating them.

The first sensation of the race occurred when Marinoni skidded on a turn on the far side of the course, and could not restart his car. He had practically given it up as hopeless, having lost seven minutes, when his team-mate Pintacuda seeing his plight, placed the radiator of his car to the tail of the other "Alfa," and enabled it to start by means of a "push start" This action was later to cause bitter feeling amongst the other competitors, or some of them, and the outcome of this action was that Marinoni had to forfeit 40 per cent. of his place money. This money was allocated to an "accident fund" for people killed in a disaster which occurred later in the race.

Marinoni's misfortune let Hellé Nice into second place which she held against all Teffé's efforts to displace her. Her cornering was fast and beautifully controlled and she was lapping within four to eight seconds of the leading Ferrari Alfa. Marinoni then drove like one possessed, breaking the lap record with 2 min. 12 secs., an average speed of 115 kilometres for the lap. This was to remain unequalled and on the 40th lap Marinoni once more passed into second place which he was to hold for the remainder of the race.



The course of the Sao Paulo Grand Prix looks simple, though the drivers didn't think so! The stands and pits were situated between the two arrows on the "handle" of the T.

And now came the Nice-Teffé duel which was to drive the crowds into a frenzy. When leading by half a lap, Hellé Nice made a pit-stop which let Teffé into third place behind Pintacuda and Marinoni. Coppoli had dropped out and Rosa the Argentine, driving an "Hispano Suiza," entered the leader board with Nascimento in his amazingly speedy V8 Ford close behind. Landi after ten stops for water fell farther behind in his monoposto Fiat. Out of a field of 20 only a dozen cars were now running.

After a pit-stop, Hellé Nice found herself half a lap behind Teffé but this deficit she commenced to cut down lap by lap. The race neared its final stage, Pintacuda finishing a lap ahead of his team-mate, the two "Alfas" crossing the line side by side. Pintacuda was over three laps ahead of Teffé. On the 59th lap Teffé led Hellé Nice's blue "Alfa" by about 300 yards and was apparently driving at his limit. Corner by corner the blue car closed down on the yellow "Alfa" ahead and the 60th lap was entered upon with only 200 yards separating the two cars. Yard by yard as the finish drew near, Hellé Nice still further reduced Teffé's advantage. With two kilometres to go the French girl was only 100 yards astern, and as Teffé entered the final hairpin bend 800 yards from the finish Hellé Nice was almost at his tail. The excitement of the crowd beggars all description, it was one continuous uproar. Hellé Nice hung on to Teffé and 200 yards from the finish she was accelerating to such an extent that it was obvious that she would overtake him—to do this she had to pull her car out to the left which she did. The crowd went wild, those behind pushed those in front in an attempt to see the finish. What followed is hard to describe so quickly did it occur but a barrier of straw bales was toppled on to the course. A soldier was trying to keep the crowd back off the road and was caught by Hellé Nice's car. Her car then hit the bales of straw which were in the road, turned completely round at nearly 100 m.p.h. and swept people off the foot of the grandstand, Hellé Nice herself being thrown over the heads of the crowd.

Four days after the race, Hellé Nice, was still in hospital and progressing satisfactorily, after a miraculous escape, suffering from severe shock but with no fractured bones. Three spectators were killed outright, four have since died, and there were 33 injured, of whom several are in a dangerous condition. It is satisfactory to note that the subsequent police report absolved Hellé Nice of all blame.

The final results were:—Pintacuda, 2 hrs. 25 min. for the 255 kilometres, Marinoni second in 2 hrs. 27mins. 17 secs. Manoel de Teffé third four laps behind at the time Pintacuda finished his 60th. Hellé Nice (awarded) fourth place with Vittorio Rosa and Nascimento Junior in fifth, and sixth places respectively.

THE GRAND PRIX FORMULA FOR 1937-1939

CAN IT DEVELOP THE SMALLER RACING CAR AND THE UNSUPERCHARGED ENGINE?

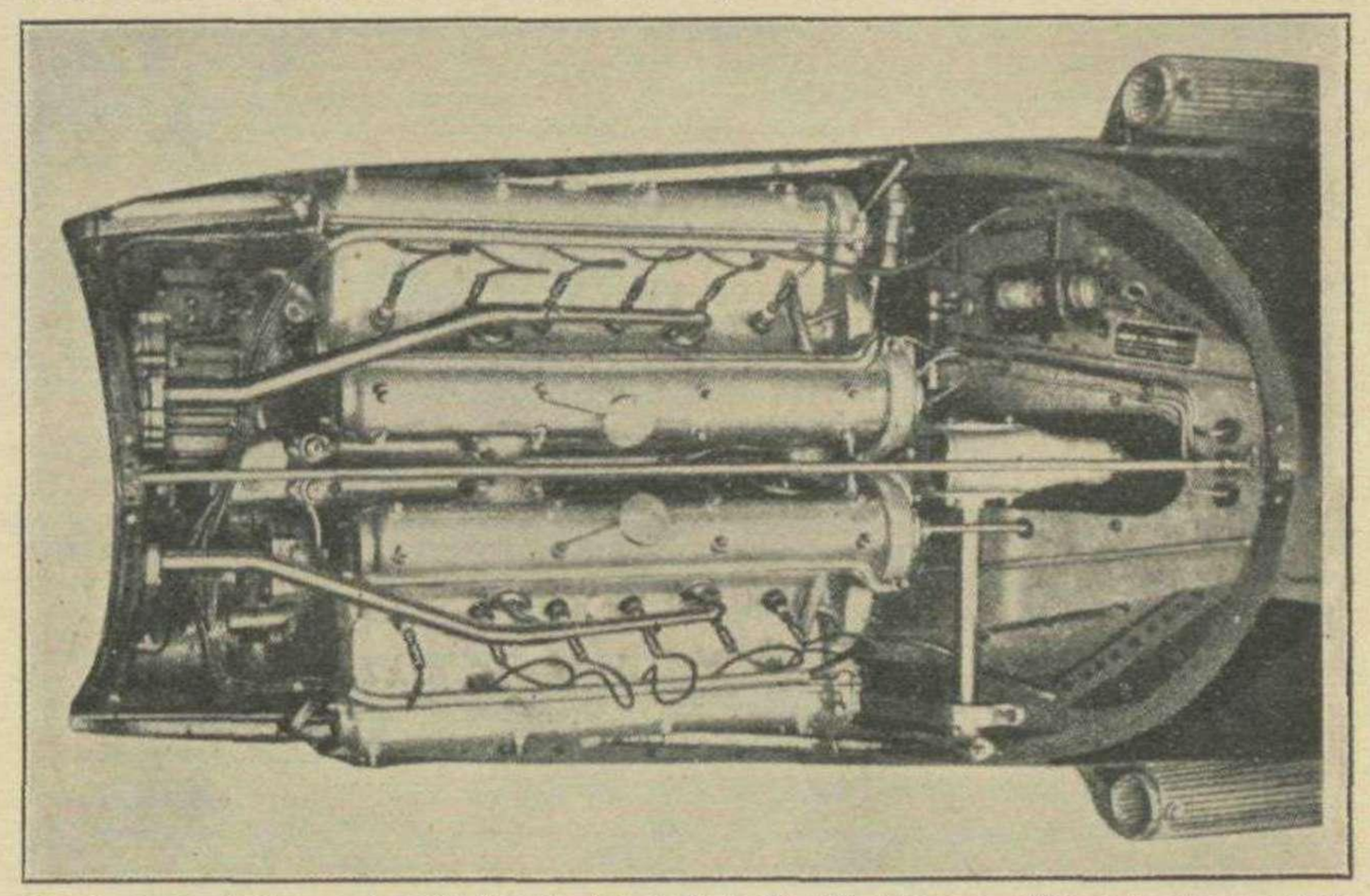
Six months have passed since the announcement by the A.I.C.R.C. of next year's racing formula, and the most important races in the 1936 calendar have already been held. It is, therefore, unlikely that any new cars other than, possibly, those semi-mythical vehicles the 1½-litre Bugattis and the Mercédès-Benz will appear this year. There may, of course, be some totally new cars on the stocks (rumours that Fiats are to build a national Italian racing car have been broadcast and then emphatically denied) but the experience of the last few years has been that it takes six months to overcome the initial faults of any new design. This being the case we can reasonably assume that we have sufficient data to consider the prospects for next year's racing under the new rules.

We may well begin by re-stating the 1937-9 formula. In the first place cars must have one- or two-seater bodies with an inside width measurement of 85 cm., which actually is 5 cm. wider than is required for sports cars running at Ulster. Any type of fuel is permissible, as has always been the case in Grand Prix racing, though at one time of course there was a restriction on the consumption. The most striking change has been in the regulations relating to weight. For the last three years a maximum limit of 750 kgs. has been in force. The new formula, which provides for minimum weights according to the capacity of the car, limits the capacity of a supercharged car to 3,460 c.c. and furthermore differentiates between supercharged and unsupercharged cars by setting lower minimum weight-limits for the latter cars. The ratio of weights is in the proportion of .77 to 1 and as the supercharged engine is considered to give anything up to twice the power of the unblown unit, the unsupercharged car does not seem to stand much chance. On the other hand, the larger unsupercharged sports cars have been showing an amazing turn of speed in the road-races held during the past few weeks in France and Belgium, and the chances of the unsupercharged engine are worth examining.

First of all let us look at the supercharged cars, as the formula embraced all capacities from 770 c.c. upwards, for, at first sight at any rate, even the 750 c.c. racers have to be taken into consideration. To facilitate this a table is given below setting out the minimum weight allowed by the new formula, the actual weight of the cars, the horse-power (as supplied by the makers!) and the power-weight ratio, in this case horse-power divided by weight in pounds, the dividend being multiplied by 100 to make it easier to compare.

Car	Min. Weight	Actual Weight	Horse-Power	P/W.
Austin 750 c.c.	880	1092	116	10.6
E.R.A. 1500 c.c.	1148	1500	180	12
Maserati 1500 c.c. 4-cylinder	„	1280	125	11.7
Maserati 1500 c.c. 6-cylinder	„	1460	175	12
E.R.A. 2-litre	1331	1500	220	14.7
Alfa-Romeo 3.2-litre	1782	1650	270	16.3
Alfa-Romeo 4.2-litre	—	1650	330	20
Auto-Union 5.3-litre	—	„	350	21.1
Mercedes 4.2-litre	—	„	300	18
Maserati 3.4-litre	—	„	300	18
Bugatti 3.3-litre	—	„	240	14.5

Considering the list from top to bottom, first of all we have the amazing little Austin. In spite of its tiny engine its power-weight ratio is not far behind those of the larger cars and in the Isle of Man, Dodson held his own with the 1½-litre cars. On the other hand, on the typical Grand Prix course there are always one or more straight stretches, and then it is engine-power rather than power-weight ratio that counts. In the case of the Austin even the increased horse-power, which will accrue when the engine is taken up to the full 12,000 r.p.m., will not make up for its smaller size.



The twelve-cylinder engine fitted to the latest Type C Alfa-Romeos. The supercharger and the magneto are situated at the front of the engine. This engine will not be eligible to run under next year's rules.

At first sight the regulations of the formula seem to be intended as a handicap favouring the smaller cars, but in this case practical considerations prevent any such event. As will be seen from the table, in the case of the Austin the minimum weight may be brought down as low as 880 lb. There is, however, very little chance of getting down to this figure.

The weight has been brought as low as possible at every point by the use of light alloys and as a result of using a wheelbase of 6 ft. 4 in. Many of the components—the wheels, tyres, the petrol-tank, and of course the drivers themselves—must remain almost as heavy as on cars of twice the capacity. Add to this the extra weight of a body 85 cm. wide and the 750 c.c. car has lost any chance it had in a Grand Prix race. However that is not likely to worry Lord Austin and his designers very much as they never intended the "seven-fifty" to take on anything bigger than cars of double its capacity!

In the 1,500 c.c. class pride of place must naturally be taken by the E.R.A. When the cars appeared two years ago the racing public had almost forgotten what could be done with 1½-litres, and that 180 h.p., in conjunction with a total weight of only 1,500 lb., has brought victory to a number of English drivers at home and abroad. It is interesting to note that even the E.R.A. with its light chassis and frame weighs over 350 lb. over the minimum, while the four-cylinder Maserati comes within 140 lb. of it. As it happens, however, the saving in weight is more than balanced by the lower power output, though, as Rayson demonstrated the other day at Donington, a greater boost can, with advantage, be applied. It is difficult to tell where the Maserati can save the weight, but one presumes it must be on using four cylinders instead of six, a clash-type gear-box instead of the self-changing type, and also by using a slightly shorter chassis.

The latest and most interesting addition to the 1½-litre cars is the new six-cylinder Maserati. As will be noted, the maker's horse-power figure is only 5 h.p. behind that quoted for the E.R.A.s. The factory do not disclose any figures for the weight, but now that they have gone over to six cylinders there must be an increase, and the independent springing probably brings it higher. A figure which gives the same power-weight ratio as the E.R.A has, therefore, been assumed, and cannot be far wrong, for drivers who have competed against the "sixes" say that they

THE GRAND PRIX FORMULA FOR **1937-1939**—*continued*

are no faster than the E.R.A.s, and the "Maser's" advantage on a course like the Eifel is explained principally by the fact that the Italian cars have independent suspension. Nothing has been said about Seaman's Delage, but as it is a little heavier than the E.R.A.s, and, at any rate in its present owner's hands, more than a match for them, the horse-power must be in the neighbourhood of 200.

Except for May's exploits at Shelsley the 2-litre E.R.A. has been but little raced, though, assuming the transmission would stand the strain, its power-weight ratio and total horse-power would be worth exploiting in a Grand Prix race. It is not, however, until we reach the 3-litre class that we find cars that beat the 1937-9 formula. The 3-litre and 3.2-litre monoposto Alfas come easily within the necessary 810 kgs., and even with a two-seater body the 3-litre two-seater cars which ran in this year's Mille Miglia were within the magic 750 kgs.

The 4.2-litre 12-cylinder Alfa has been included in the list for the sake of comparison, though it is not eligible under next year's rules, the maximum for a supercharged car being 3,460 c.c. The combination one expects for next year's events, therefore, is an eight-cylinder engine reduced in capacity from 3.9-litres, the size of the present "eights," to 3,460 c.c. Quite how Signor Jano will utilise the hundred kilogrammes difference between the 750 kgs. of the present two-seaters and the 850 kgs. which they will have to weigh next year is not clear, but no doubt some of it will be utilised in strengthening chassis and transmission and some perhaps as ballast to provide better adhesion for the rear wheels. After three years of anxiety to keep below the limit, it will be a pleasant change to have 220 lb. in hand in an upward direction.

What of the Auto-Union? It looks as though, just when their engineers have started to make the 5.7-litre sixteen-cylinder function properly, their labours will be thrown away. Certainly it will be no easy task to get from a 3.4-litre sixteen-cylinder that power which can be obtained from an eight, and this was shown very clearly by the way in which the capacity of the engine was increased from 3.1-litres first, to 4-litres, and now to 5.3 or even 6, as they were at Tripoli. Rosemeyer and the other drivers have now mastered the control of the rear-engined chassis, so that presumably will be retained, but one would expect to see an eight-cylinder engine in place of the present one. It seems a shame to fit a two-seater body in place of the torpedo-shaped bodywork which at present adorns the P-Wagon, but one must move with the times, or rather, expand in accordance with the rules of the formula.

Mercédès-Benz have lately been conducting a number of experiments both with engines and chassis. In some races the engine-size has been increased from 4.1 to 4.9-litres, though neither of these types will be eligible under the new regulations. The original capacity was 3,800 c.c., and it will not be difficult to reduce this to the maximum allowed for next year's race.

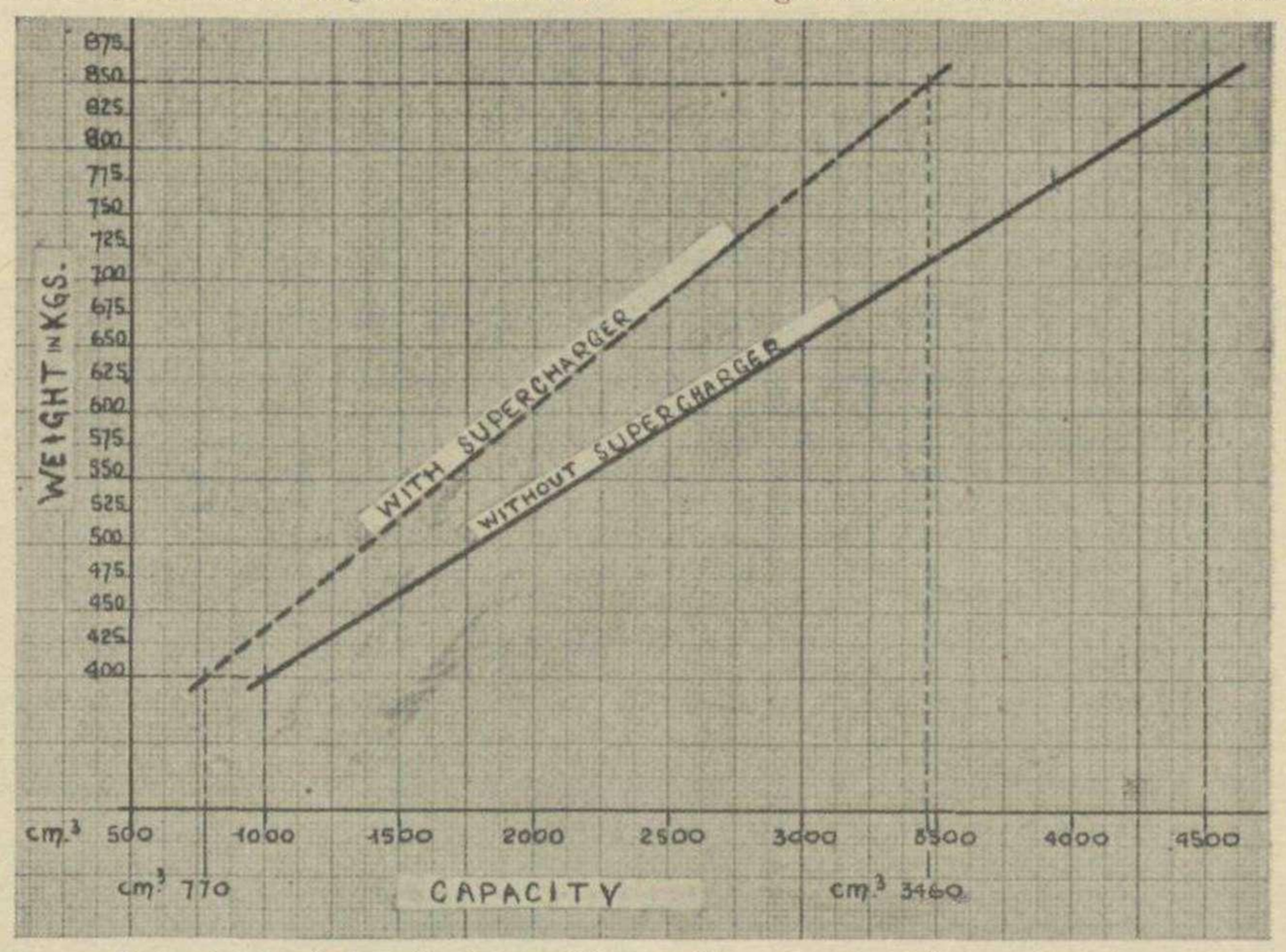
The lower coachwork which was introduced at the beginning of the year has been a great success as regards higher speed and better visibility for the drivers, but shortening the chassis has had an adverse effect on the road-holding. We should therefore expect a return to the longer wheelbase when it comes to installing two-seater bodywork.

As regards the 4.4-litre Maserati, the same considerations hold. The capacity of the engine will have to be reduced to comply with the formula, but this should not be difficult with an eight. The Bugattis built under the 750-kg. regulations have always had the equivalent of a two-seater body, so the designs of Monsieur Le Patron will for once be in a favourable position when the formula is changed, and will in fact call for no alteration except the addition of ballast.

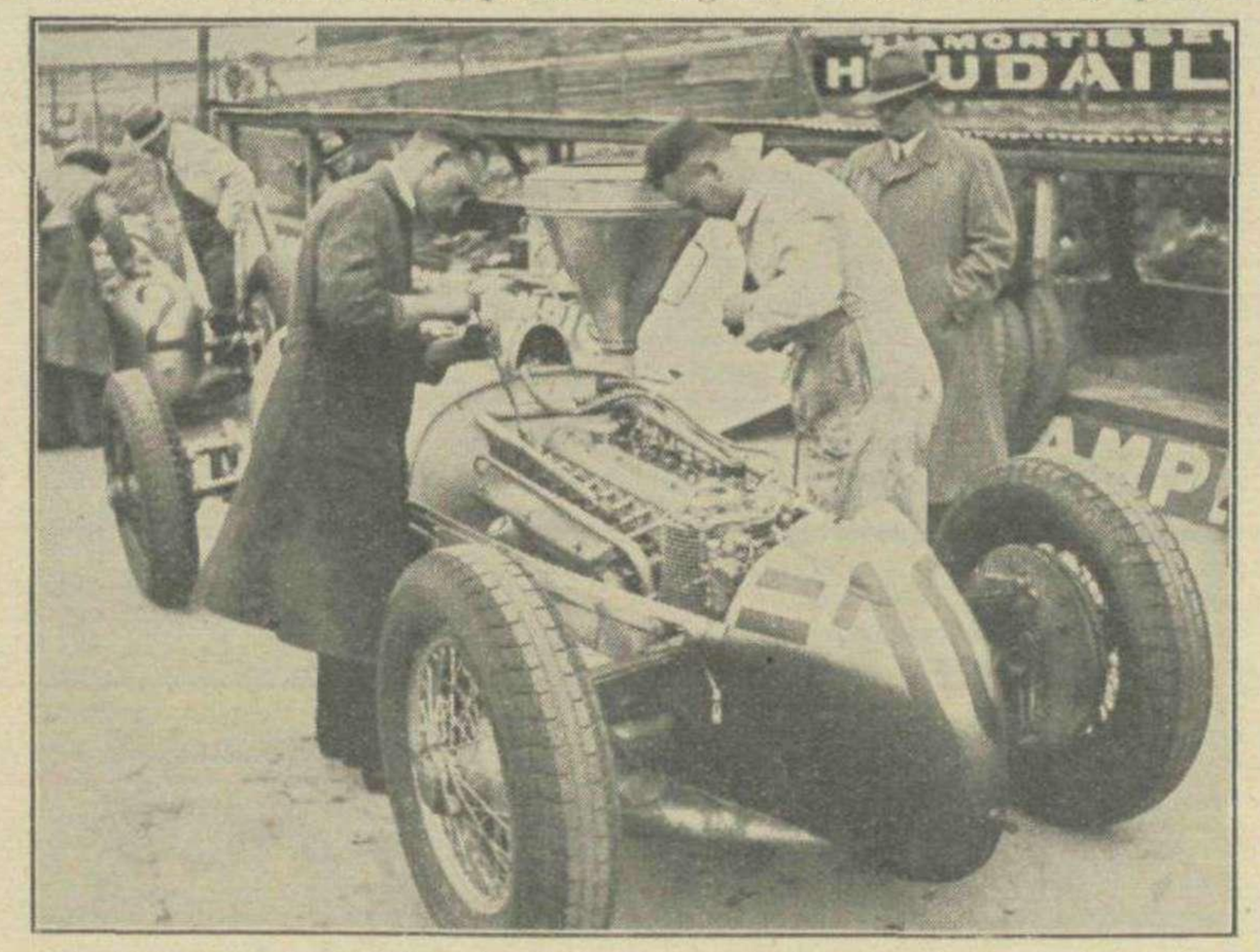
Little has been said so far about the actual effects of the formula but the figures in the table tell their own tale. The small cars have no hope of getting down to a power-weight ratio which will allow them to compete with the "bolides," at any rate with present methods of construction, while the greater horse-power of the big cars also gives them a superiority in speed which will be more marked with two-seater bodies.

The effect of the formula is therefore simply to reduce the speed of the future

Continued on page 406



The weight and capacity limits of the new Formula set out in graphical form.



Another engine excluded by the **1937-39** *formula, the* **16***-cylinder Auto-Union.*

S.S. WINS A CONTINENTAL RACE

FRANK McEVOY'S VICTORY IN THE MARNE G.P. WIMILLE REPEATS HIS MONTLHERY SUCCESS WITH THE STREAMLINED BUGATTI

The Rheims permanent circuit, once the scene of stirring Grand Prix races, is now the stage on which sports cars fight out their battles. The change has had its inevitable effect on the number of spectators, but as the starting and prize money question has been simplified, the organising club are presumably satisfied.

This year the Grand Prix de la Marne, as the race is still called, was divided into two categories, 2 to 3-litres, and 3 to 5-litres. In the first the field consisted of some Amilcar "Pegasus" sports models, a Citroen, a French Talbot and an S.S. "Jaguar" entered by the Australian, McEvoy. The cars in the bigger class were the three streamlined Bugattis, the team of Talbots, and a flock of Delahayes.

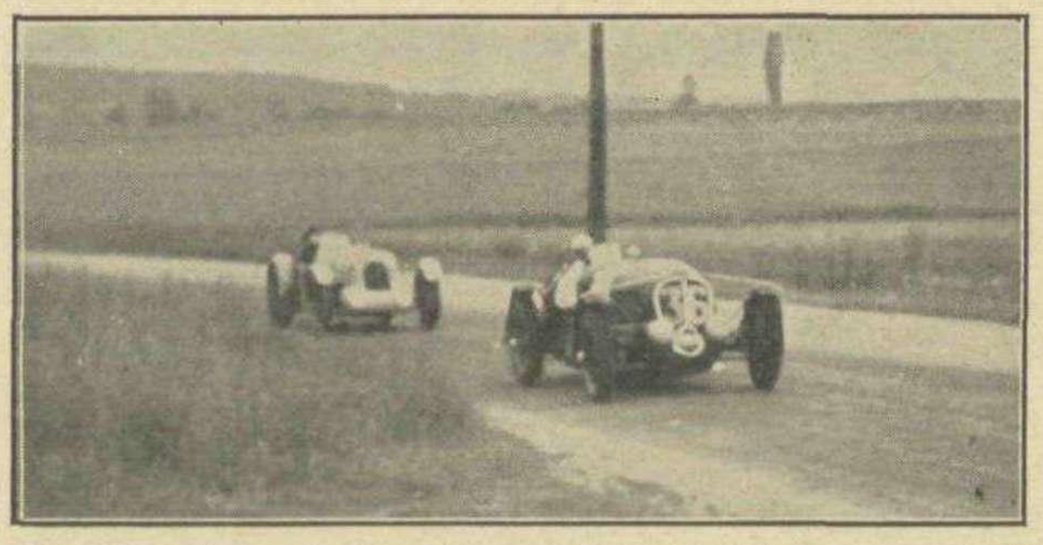
A simultaneous start was given, and René Dreyfus, head of the Talbot team, immediately took the lead. The Talbots seemed to possess better acceleration than the Bugattis, but were not so quick down the long straight. Wimille and Benoist pressed Dreyfus hard, but half-distance found the lead in its original hands.

Meanwhile Morel, on the second Talbot, had been delayed soon after the start, but was gradually regaining the lost ground, and Heldé on the third car was going well until a puncture put him back.

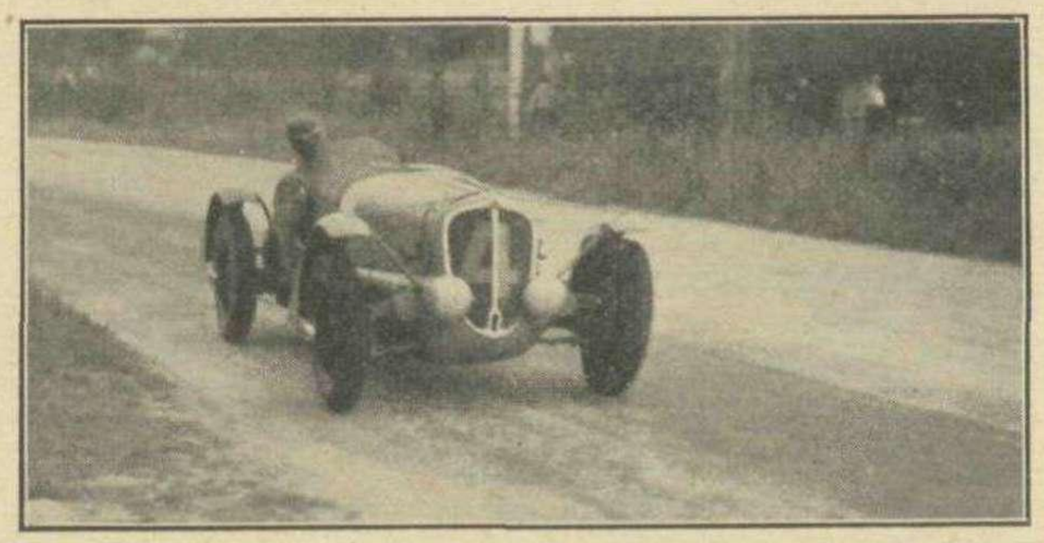
Soon after half-distance Dreyfus had to retire with ignition trouble, and from that moment a repetition of the Bugatti victory the previous week-end at Montlhèry was assured. Dreyfus took over Heldé's Talbot when the latter came into the pits for a wheel change, but even his most rapid driving could not wipe out the lead of the Bugattis, and Wimille finally came home first, just over a minute ahead of his team-mate Benoist. Dreyfus and Heldé were third, and Veyron, on the remaining Bugatti, fourth.

It was not a good day for the Delahayes, which failed to gain a place. Michel Paris, winner of the Miramas race, had a bad accident on the curve beyond the stands, and was taken to hospital with serious injuries, while Albert Perrot also crashed, fortunately without injury to himself.

In the 3-litre class a great duel was waged between the two Amilcar drivers, Cadot and Cortet, but the pace proved their undoing and both stopped at the pits. McEvoy had been playing a waiting game with his S.S. "Jaguar," just behind the leaders but ahead of the rest. He thereupon stepped into the lead, and from then on was a clear winner. He was at a particular advantage when it rained in the latter half of the race, for his car was completely standard and had normal equipment.



Helde (Talbot), driving with Dreyfus, finished third to the Bugattis. Here he is seen close on the heels of Le Begue (Delahaye).



The veteran Divo has taken up racing again. Here he is seen on his Delahaye just after the Virage De Gueux.

RESULTS

(3 to 5 Litres)

1. J. P. Wimille (Bugatti) 400 kilometres in 2h. 50m. 45.3s. Speed 87.15 m.p.h.
2. R. Benoist (Bugatti) 2h. 51m. 48.1s.
3. Helde and Dreyfus (Talbot)2h. 52m. 55.6s.
4. P. Veyron (Bugatti) 2h. 53m. 34.1s.

(2 to 3 litres)

1. F. J. McEvoy (S.S. Jaguar "100") 2h. 54m. 14.8s. Speed 66.98 m.p.h.
2. Mme. Roux, (Amilcar) 2h. 50m. 55.4s.
3. Cortet (Amilcar) 2h. 55m. 18.6s.

THE GRAND PRIX FORMULA FOR 1937-1939—*continued from page* 405

Grand Prix car by increasing the frontal area, limiting the capacity, and to improve road-holding and safety by insisting on a chassis weight two hundredweight greater than has been permitted on Grand Prix cars during the past three years. There is no question that these two objects are well worth attaining, and if the new formula does nothing else but produce safer racing cars, it will have justified itself. Whether makers of smaller-engined cars such as E.R.A.s, and Maseratis will think it worth while trying to reduce the weight of their cars to the minima allowed under the formula is another matter. Even if they do not, this will not worry greatly either the Grand Prix organisers or spectators. The big cars for them every time!

The future of unsupercharged cars demands an article to itself, and will be discussed in next month's issue.

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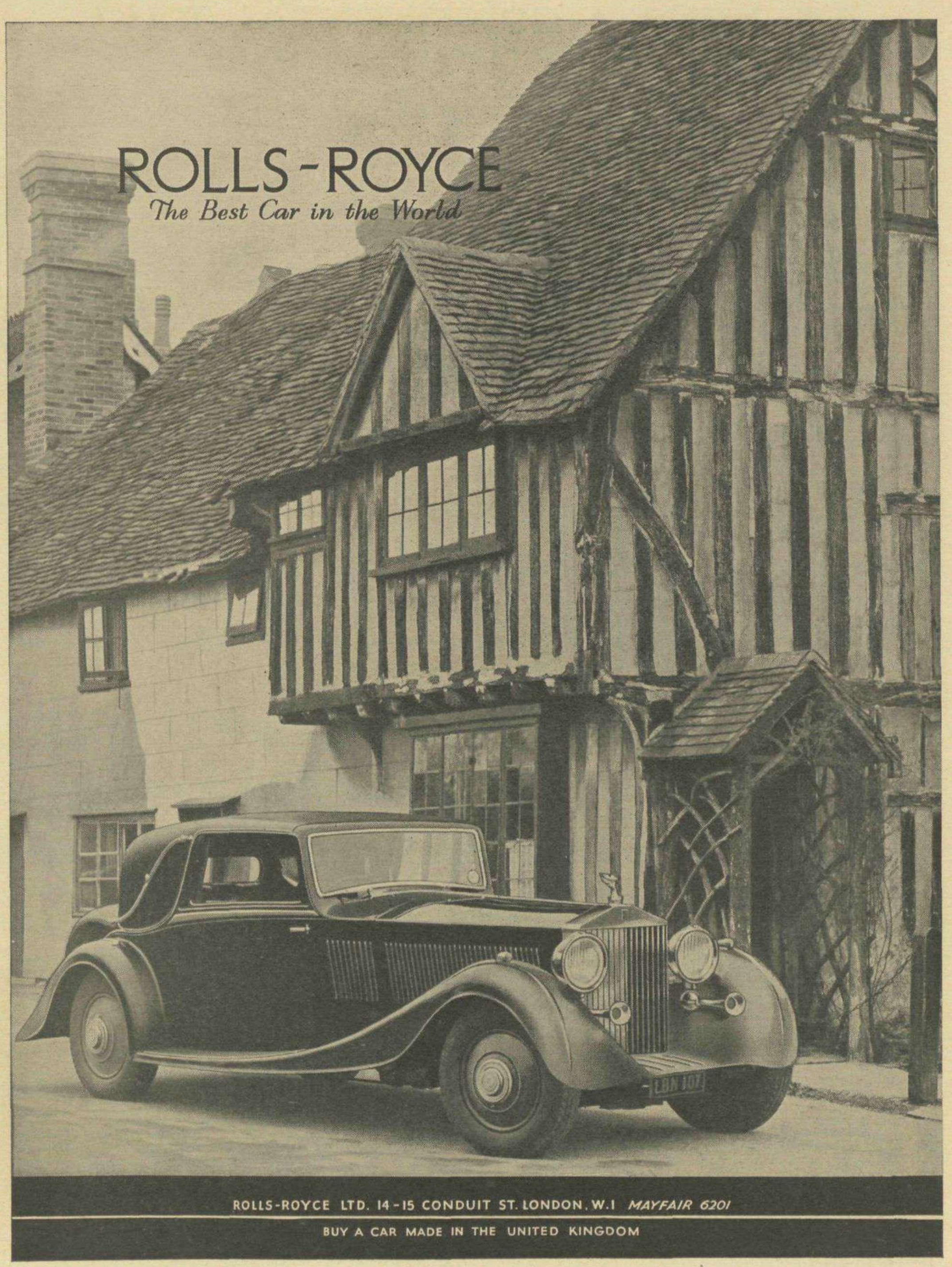
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TWO DRIVERS KILLED AT DEAUVILLE

MARCEL LEHOUX DIES IN A TRAGIC ACCIDENT. CHAMBOST ALSO KILLED. A DANGEROUS CIRCUIT.

The first Deauville Grand Prix, organised on July 19th, was a disastrous affair. A circuit badly suited to fast cars was chosen, and criticism of it was forthcoming from both drivers and spectators before the race. And then, to crown everything, came the tragic accident to Marcel Lehoux.

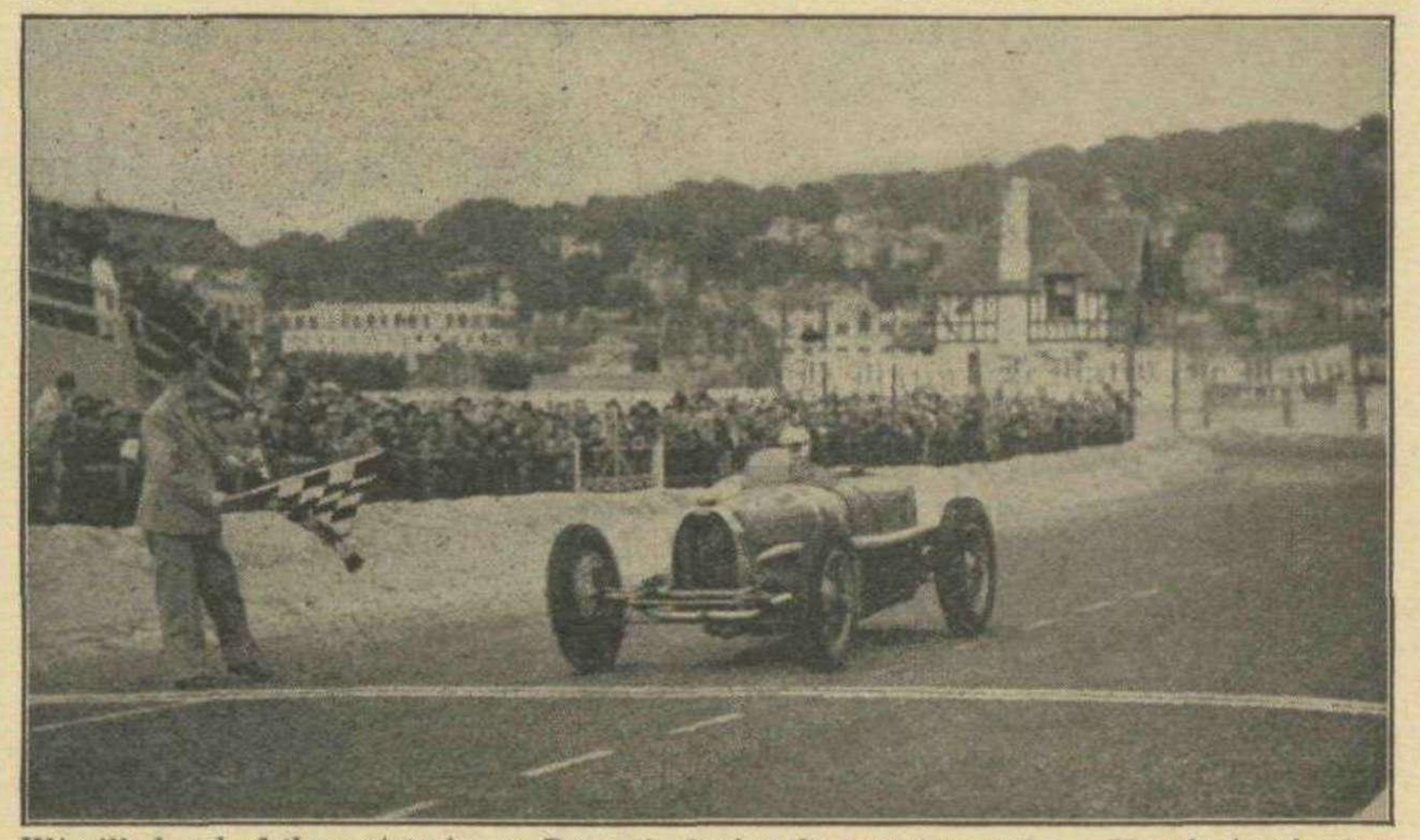
A good entry had been received, two Ferrari Alfa-Romeos, to be handled by Farina and Dreyfus, Wimille's Bugatti, Lehoux's 2-litre E.R.A., Chambost's, McEvoy's, Cholmondeley-Tapper's and Raph's Maseratis, and Alfa-Romeos entered by Charles Martin, Sommer, Austin Dobson and de Villapadierna. The officials decided that Cholmondeley-Tapper's brakes were not up to their work, and he was refused permission to start.

As was expected, Guiseppe Farina shot ahead at the start, but Wimille was not far behind. Then, to the great joy of the British spectators, came Marcel Lehoux on the 2-litre E.R.A., which for once was on its best behaviour. Dreyfus (Alfa-Romeo) and Sommer (Alfa-Romeo) were lying third and fourth.

Lehoux's performance was no mere flash in the pan, for he proceeded to hold his position with regularity, and when Wimille dropped back with a quick pit-stop, the English car moved into second place. Meanwhile Benoist, on his works Bugatti, had rammed the sandbags on a difficult hairpin corner, thus joining Austin Dobson, who had previously done the same thing.

It was roughly after three-quarters of the race that the catastrophe occurred. Farina had gained one lap on Lehoux, and was about to pass him. The road was winding at the point when the big Alfa came up behind the E.R.A.

Suddenly the spectators (they were mercifully few at that point) saw a front wheel of the dark red Italian car touch the rear wheel of the E.R.A., and in an instant both cars gave a mighty leap before rolling over and over. They finished up one on each side of the road, and the E.R.A. was soon enveloped in flames.



Wimille has had three victories on Bugattis during the past few weeks. Here he is winning the Grand Prix de Deauville.

Of the two drivers, poor Lehoux was killed outright, while Farina, who apparently did everything in his power to avert the accident, was not seriously injured. There is no doubt that passing is the most dangerous phase of motor-racing, and one sometimes wonders that accidents from this cause are not more frequent.

The collision between Lehoux and Farina was only the second accident of the day, for early in the race Raymond Chambost had overturned his Maserati on a corner. He was seriously injured, and a few days later succumbed to his injuries in hospital.

Interest in the race abated considerably after the news of Lehoux's death, for he was one of the most popular drivers in France. Wimille was now leading, followed by Sommer, de Villapadierna and Martin. When Sommer retired with his usual back-axle trouble there were only three cars left in the race, which had almost degenerated into a fiasco.

RESULT

1. J. P. Wimille (Bugatti) 2h. 57m. 44.6s. Speed 77.73 m.p.h.
2. C. E. C. Martin (Alfa-Romeo) 2h. 59m. 11.6s. Speed 76.89 m.p.h.
3. J. de Villapadierna (Alfa-Romeo) 2 laps behind.

THE ALBIGEOIS GRAND PRIX

Winning races has become almost a habit with "B. Bira." After carrying off the Prince Rainier Cup at Monaco, the International Trophy at Brooklands, and the Picardie G.P. at Peronne—to say nothing of being placed in the Isle of Man race and at the Eifelrennen—this remarkable driver gained first place in the Albigeois G.P.

The Albi race is a curious affair, unlike any other race in the world. It is limited to 1,500 c.c. cars, and consists in reality of two races. The same field takes part in each, and the final placings are calculated by adding the times taken in each race. The chief drawback to this system lies in the lack of excitement in regard to the final finishing order, but this is compensated by the spectacle of two massed starts.

As was to be expected, E.R.A.s figured prominently in the entry list, and in the absence of Seaman's Delage, and the works Maseratis, the ultimate winner was certain to come from their ranks.

Most of the competitors were able to put in plenty of practice, and the fastest pre-race lap was made by Earl Howe with one of the official E.R.A.s.

Thirteen cars lined up for the start of the first race, each of which, incidentally, was held over 20 laps of the 5.6-mile circuit. There were six Maseratis, five E.R.A.s. and two Bugattis.

When the flag fell it was the French member of the E.R.A. team, Marcel Lehoux, who immediately shot to the front. Hard on his heels came "B. Bira," and these two drivers dominated the race. For 14 laps Lehoux kept ahead, but then the Siamese saw his chance and slipped ahead. Earl Howe, expected to be their most dangerous rival, had been forced out of the race with gearbox trouble after one lap.

Lehoux and "B. Bira" continued their scrap, but the latter was gaining rapidly in the closing stages of the race. He finally finished an easy winner at 93.43 m.p.h., some 37 seconds ahead of Lehoux. Pat Fairfield had never settled down, and was nearly two minutes behind Lehoux in third place. Then came the first of the Maseratis, driven by Bianco, the Italian 1,500 c.c. champion, and he was followed by last year's winner, Pierre Veyron, the Bugatti driver.

The sensation of the race was the terrific smash which befell Frank McEvoy's Maserati. The car turned over several times near the grandstand, and burst into flames. The Australian, who seems to bear a charmed life in all spheres of speed, was quite uninjured.

The second race was disappointing. There were only six starters, and Lehoux was regrettably absent. The engine of his E.R.A. refused to start in time for him to get to the starting line.

"B. Bira" was practically unchallenged. The two remaining E.R.A.s driven by Fairfield and Tongue, both had to retire, and Bianco also fell out. "B. Bira" thus came home an easy winner at 92.06 m.p.h., ahead of Veyron and Ruesch (Maserati), the only cars left on the circuit.

The result of the combined races was as follows:—

1. "B. Bira" (E.R.A.) 1h. 13m. 8.4s. Speed 93.43 m.p.h.
2. P. Veyron (Bugatti) 1h. 13m. 52s.
3. H. Ruesch (Maserati) 1h. 14m. 27s.

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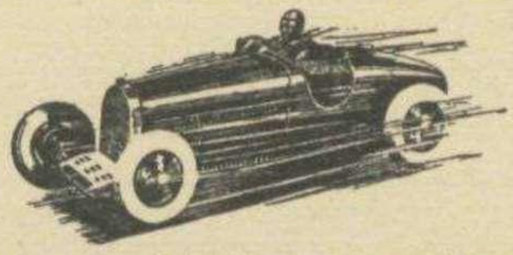
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INDEX TO ADVERTISERS

	PAGE
Anglo American Oil Co., Ltd.	384
Bellevue Garage & Service Stations Ltd.	406
Booth's Dry Gin	401
Cleveland Petroleum Products Co.	386
Dunlop Rubber Co., Ltd.	369
Ferodo Ltd.	front cover
Fort, A., & Co.	409
Frazer-Nash Cars	372
Hedge End Motors	409
Invicta Motor Engineering Works, Ltd.	410
Lemon Burton, J.	409
Lewis, S.	411
McKenzie's Garages	410
Marshall Drew & Co., Ltd.	373
Malloway Motors	410
Monaco Garage	375
National Benzole Co., Ltd.	400
Raymond Way Motors	409
Robinson, L., & Co.	376
Speed Models	409
Sports Spares	411
Vintage Sports Cars	410
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