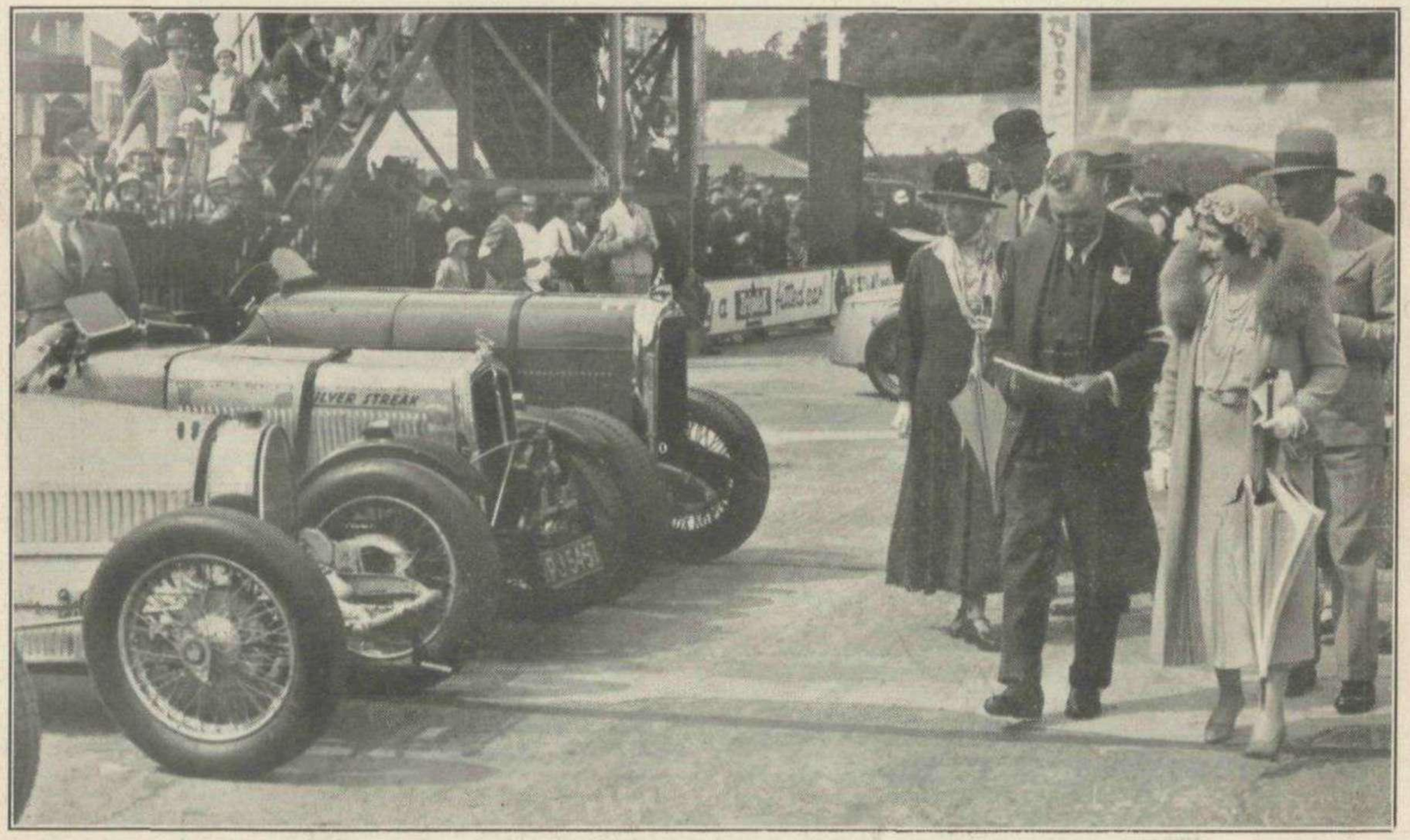
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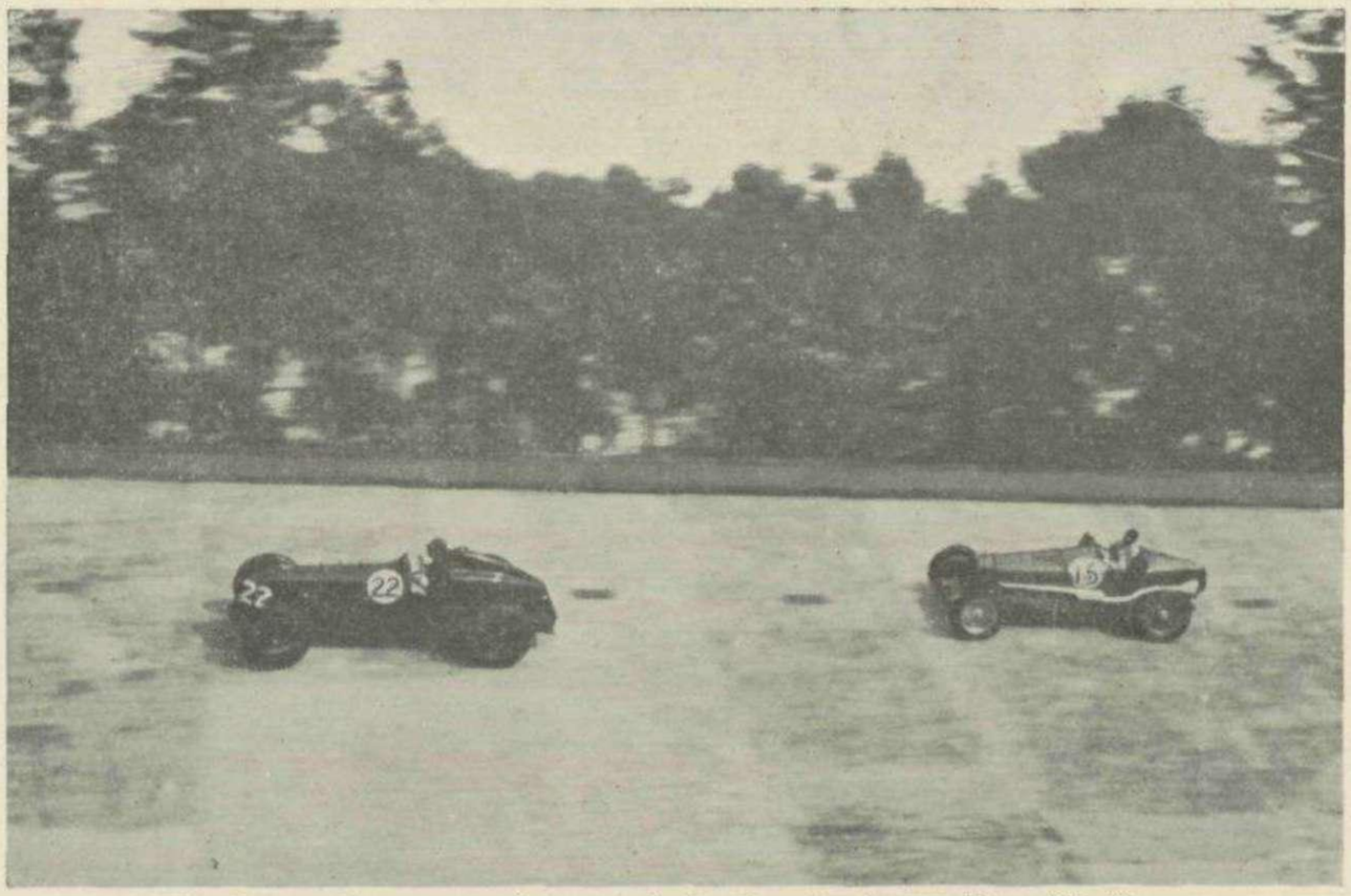
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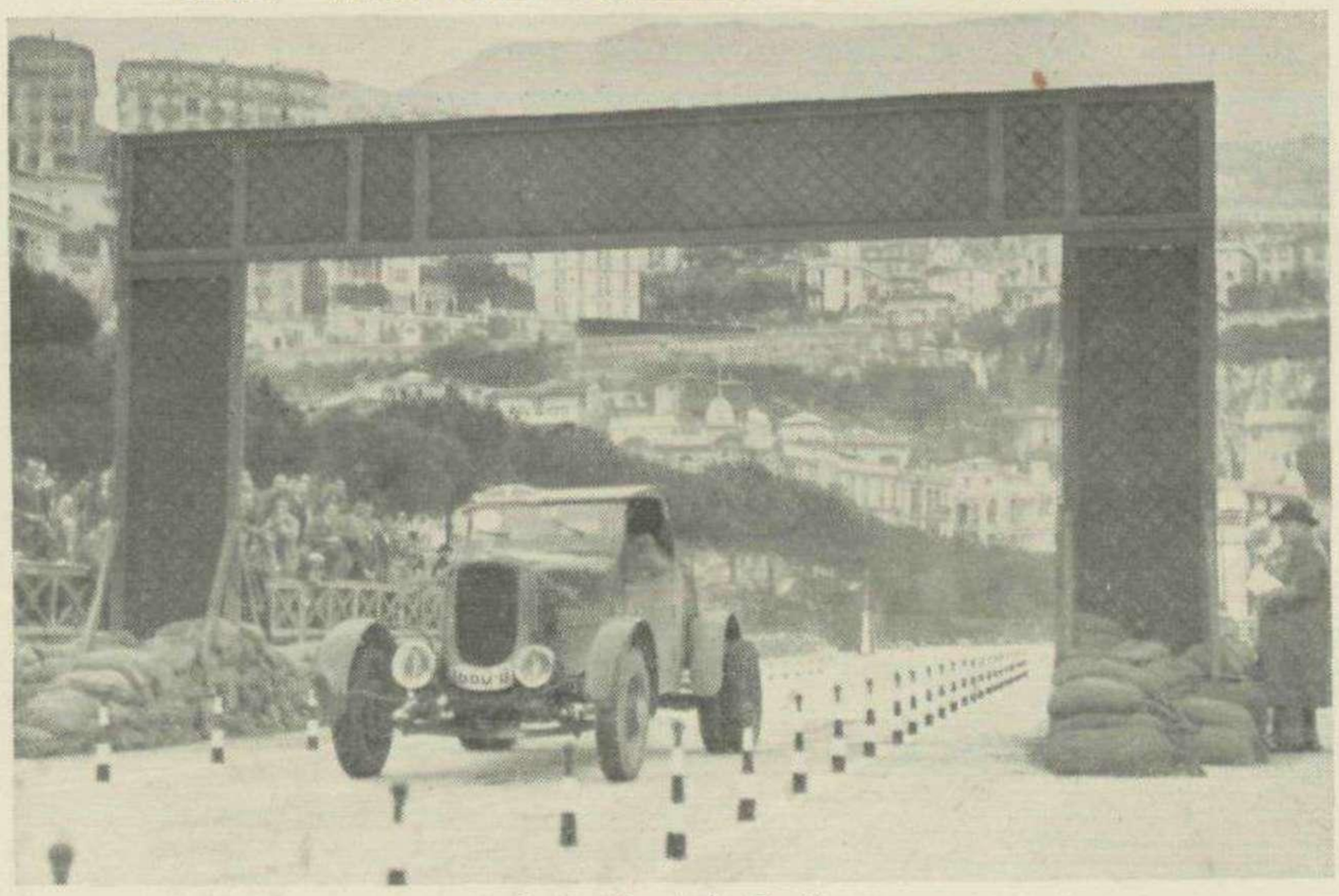
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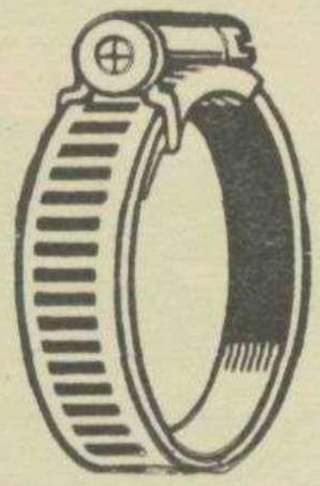
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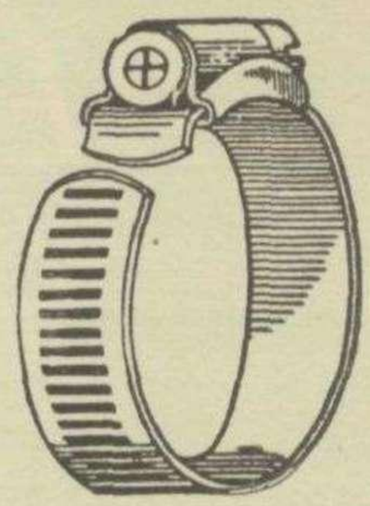
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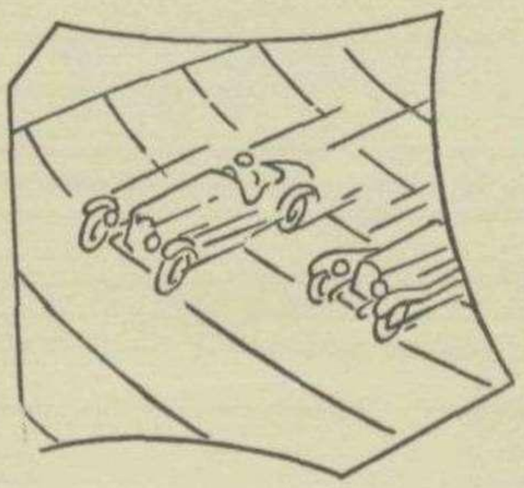
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MATTERS OF MOMENT

The June issue of MOTOR SPORT is due to appear on the 12th of next month and consequently before it is ready the first of the 1937 Shelsley-Walsh Hill Climbs will have been held, the date being June 5th.

Every reader who can do so should attend this important British fixture. Leslie Wilson, secretary of the Midland Automobile Club, organisers of the climb, has brought the thing to a fine art and Shelsley presents one of the finest spectacles extant, to be viewed after driving through very pleasant country to the venue. At a meeting of this kind you can sit and study carefully the individual methods of our great professional drivers and most noted amateurs, which is not so easy during a race, comparing their performances by means of the times for their ascents, which are always broadcast and displayed with commendable promptness. The nature of the course emphasises to the full driving abilities and car capabilities, and that Shelsley is very definitely the "real thing" is evident if you view the road from afar and so gain a vivid impression of the astonishing speeds at which drivers enter the bends. This year a new system of timing necessitates an entirely new series of records, which adds interest. And the "paddock" in the picturesque orchard now has a decent surface. This year's climb commences at 10 a.m., with the real excitement reserved for the afternoon, which gives an even more adequate excuse than before for a start in the early a.m., which so many southern enthusiasts habitually associate with the Shelsley-Walsh Hill Climbs.

* * *

The very important and extremely vexed question of "trade" competition in club events has cropped up again. The only good reason for eliminating the trade element from club competitions is that "pots" put up for amateur drivers should be won by amateurs. We agree that often the trade driver has too great an advantage in trials and scrambles and might well be eliminated, though the difficulty here, as with the provision of separate trade and non-trade classes in bigger events, is the correct and comprehensive definition of an "amateur."

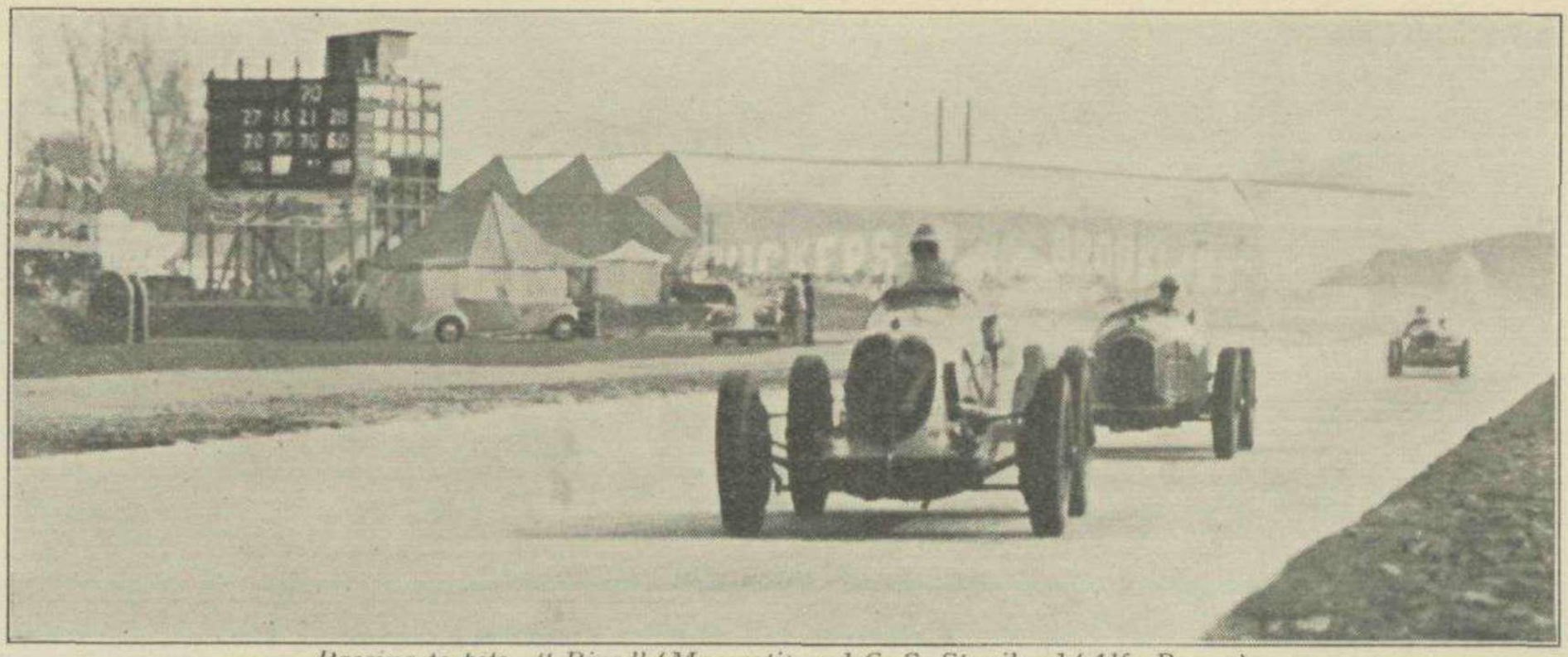
However, the article in the "J.C.C. Gazette" does not advance this view, merely saying that trade competitors would do well to remember that events run under closed permits are organised primarily for the entertainment of the ordinary club member, who, it is suggested, treats such events as "sport" and does not worry whether or not he, or she, nets an award.

Possibly the article is a gentle hint that trade entries will not be welcomed in future J.C.C. fixtures, but, while this might beneficially apply to trials and lesser events, the Brooklands Rally and High-Speed Trials offer too good an opportunity for the demonstration of new and existing sports-cars for the J.C.C. to wisely adopt such an attitude. To many people this fairly serious competition in the Brooklands fixtures is most instructive, and the trade element therein must be taken by the Club as a well merited compliment. In any case, the J.C.C. can hardly claim to be a purely amateur organisation, as many members of its council have associations with the trade, and its International Trophy and 200-Mile Races depend upon trade and professional support.

It would, therefore, be interesting to have the J.C.C.'s fuller opinion on this vexed subject, and we invite them to submit a more complete view, as the matter is one of very general interest to readers of MOTOR SPORT, because if gossip points to a wrong judgment a nasty taste is left with all.

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Passing to pits—" Bira " (Maserati) and C. S. Staniland (Alfa-Romeo).

MASERATI WINS THE B.A.R.C. CAMPBELL TROPHY RACE

VICTORY FOR " B. BIRA." RAYSON'S SPLENDID DRIVE. LORD HOWE INJURED.

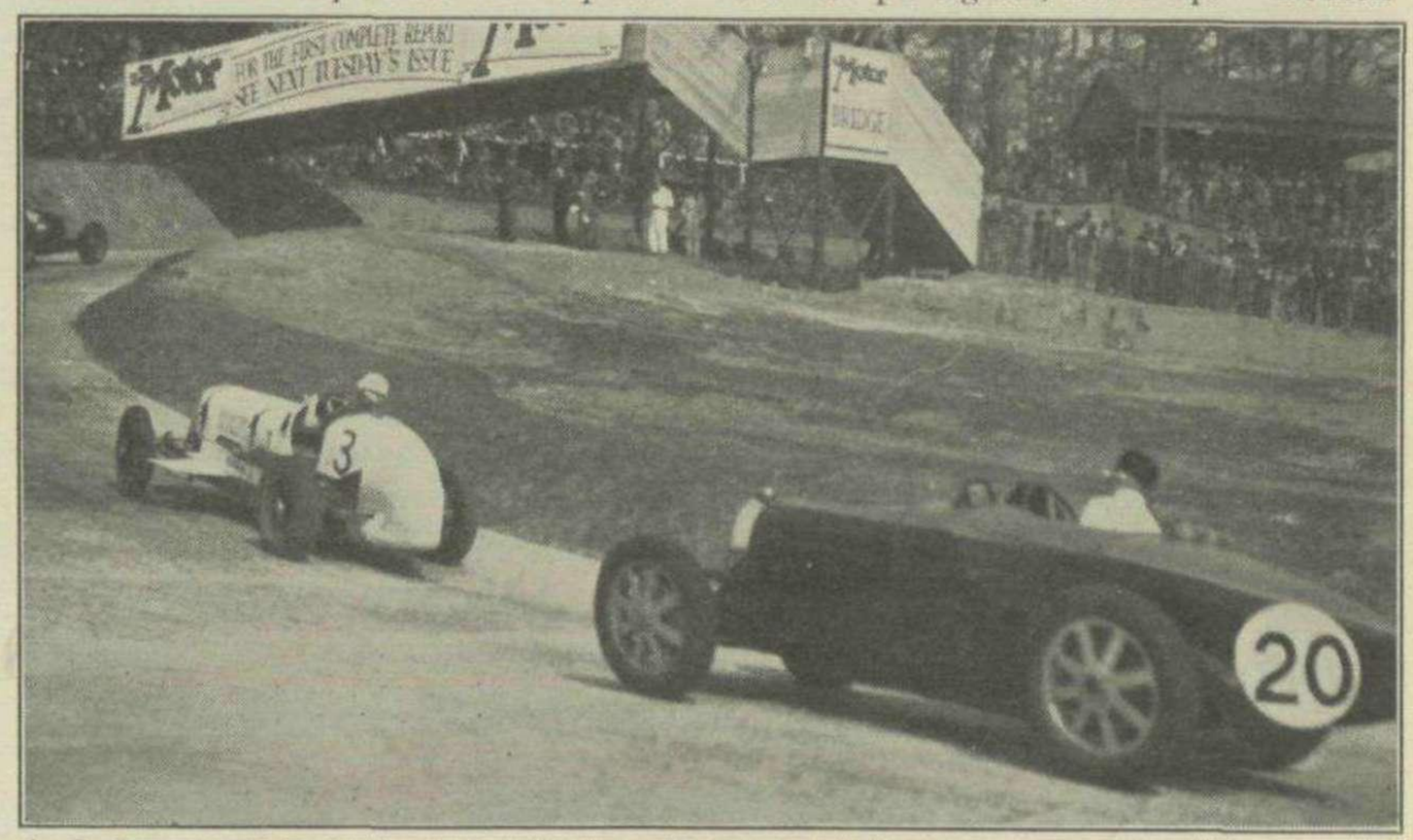
Before the first scratch road-race over the new Brooklands road-course on May 1st the experts knew that brake troubles would be prevalent, particularly amongst the Alfas, and they knew the *Bimotore* would be a handful but, also, they expected E.R.A. to win. It is now history that victory went to " Bira's " 3-litre Maserati, while E. K. Rayson drove a magnificent race to come in second with his 1½-litre Maserati—in a scratch contest. We saw something of Rayson's thoroughness in tuning and preparation some years ago when he was racing the Bugatti and are not altogether surprised at his success.

The race was run in fine, warm weather, before a not very extensive crowd, over 100 laps, equal to approximately 220 miles. Notably enough all the big cars started, the non-runners being confined to W. E. Humphreys' M.G., which suffered transmission maladies a week earlier at the Palace, " Bira's " Delage, that was not ready in time, although out for practice, Fairfield's E.R.A., which had incurable brake weaknesses, Andrew Leitch's 1½-litre Maserati, Mrs. Hawkes's Derby, and J. H. Bartlett's Alta. The practice period had seen some very fine laps by Lord Howe, Dobson gyrating with the *Bimotore*, which Leitch thought positively frightening, Tongue fitting a new piston to his E.R.A., and Jucker attempting to find some more brakes on his new 1½-litre independently-sprung Alta. Connell had gearbox trouble with his E.R.A. on the Thursday, but repaired it in time to run.

Lined up in rows of three, very Continental, before the new concrete pits, the twenty-two cars got away vividly after Mr. Bradley had called the minutes to the waiting drivers. Charles Brackenbury crept forward to try and swing round his opponents, and everyone went into the first bend in a bunch, Walker (E.R.A.) leading Earl Howe (E.R.A.) and " Bira " (Maserati). The Hon. Peter Aitken's 1½-litre Maserati was left on the line, to get going after rather half-hearted efforts at push-starting. Past the pits after one lap, into a blinding dust-screen, " Bira " led Howe with Walker third and Mays (E.R.A.) fourth. Tongue (E.R.A.) called at his pit, to get away as " Bira " passed on lap three, and after eight hectic laps Walker came to rest on the Aerodrome Road with his gearbox *hors de combat*.

Then there was excitement as Charlie Dodson brought Dixon's blown Dixon-Special in with bad overheating and slack tappets, a shower of water shooting up to spray the spectators on the pit roof and both Dixon and Dodson proceeding to cut away part of the very obstructive radiator cowling, a pit-marshal finally assisting in re-strapping the bonnet. Lord Howe now lay behind " Bira " in a really tremendous duel, Howe driving superbly. After ten laps " Bira " led the De Ram damped E.R.A. by a mere 2 secs., at 70.71 m.p.h. By fifteen laps " Bira " had speeded up to 71.59 m.p.h. with Howe absolutely on his tail. Then four laps later Howe passed and for seven laps kept 1-2 secs. ahead, drawing " Bira " faster and faster. On lap twenty-six this stirring duel finished and finished sadly, for the blue E.R.A. struck the bridge over the river, went up onto its nose and rolled over sideways. Howe was thrown out and suffered a broken wrist, broken rib and smashed shoulder, his helmet saving more serious injury. " Bira " got by safely. The ambulance was a very long while in reaching the accident. There will not be an enthusiast in the country who will not be intensely sorry about this unfortunate accident, but at least there is the consolation that it occurred as one knows Howe would wish, in the full flight of battle. Early reports indicated that things were not too severe, but we regret that as we go to Press rumour has it that a brain specialist has been called to Weybridge Hospital.

" Bira " now led and, advised by his Siamese pit signals, eased up. Dobson



A. C. Dobson (E.R.A.) leads C. Mervyn White (Bugatti) at the turn on the Members' Hill. Mervyn White was still running at the end of the race and completed ninety-one laps.

THE CAMPBELL TROPHY RACE—continued

was now running second with the *Bimotore* Alfa, very impressive to watch. Mays had been in, worried by brakes and his recent fuel burns, and Fairfield took over. Connell, too, had a lengthy pit stop, removing his helmet and waiting patiently while work went on beneath the bonnet and the E.R.A.'s engine was tried on the handle. At the same time D. Scribbans (E.R.A.) was in, mechanics looking over the engine as he cleaned his visor. At sixty laps "Bira" led by 2 min. 44 secs., and it was Rayson who was second, the *Bimotore* Alfa vanishing on the thirty-first lap, near the Members Hill turn, with what was officially given as transmission trouble. Its brakes were still inadequate to the course. Brackenbury held third place in Martin's Alfa, using top gear all the way round and having frequent worrying stops to refuel and adjust brakes.

The small Maseratis were in and out, Hanson, who was faster than anyone through the Hill Bend according to a spectator friend's timing, looking distinctly worried and leaving the cockpit for a quick drink. Men with brooms swept the course at the Hill turn, and Jucker snaked at times in his mis-firing Alta. At thirty-five laps Chris Staniland's beautiful Alfa-Romeo got third place as Brackenbury stopped, but he, too, had to come in for frequent brake adjustment, to retire on the seventy-ninth round with no stoppers at all.

A. C. Dobson (E.R.A.), who had seemed a likely winner, spent a very long time at his pit while work proceeded on the near-side front brake plunger, which Dobson took with characteristic good humour. He eventually got going again but came in several times and gave best to the brakes after thirty-two laps. Powys-Lybbe in his Alfa-Romeo was driving a splendid race, occasionally making worried signs to his tank filler, and at forty-six laps he took third place, later to be repassed by Brackenbury.

Ashby in the big Ferrari Alfa came in to hand over to R. L. Duller, water being poured over the exhaust pipe before the fuel was put in. Ashby was fearfully excited, yelling to Duller to pump up the pressure when he was well out of sight. The rear brakes were taken up about four turns. Although Duller professes not to like courses with corners he drove remarkably well and at sixty laps was fifth. Still Rayson on the little Maserati ran on like clockwork, keeping at bay his bigger pursuers. On lap fifty-seven he came in to re-fill, taking just under one minute. Charlie Martin was now keeping an anxious eye on Charlie Brackenbury, though he had also been looking after the *Bimotore*, which came in once before its retirement for fuel, Martin also adjusting the brakes.

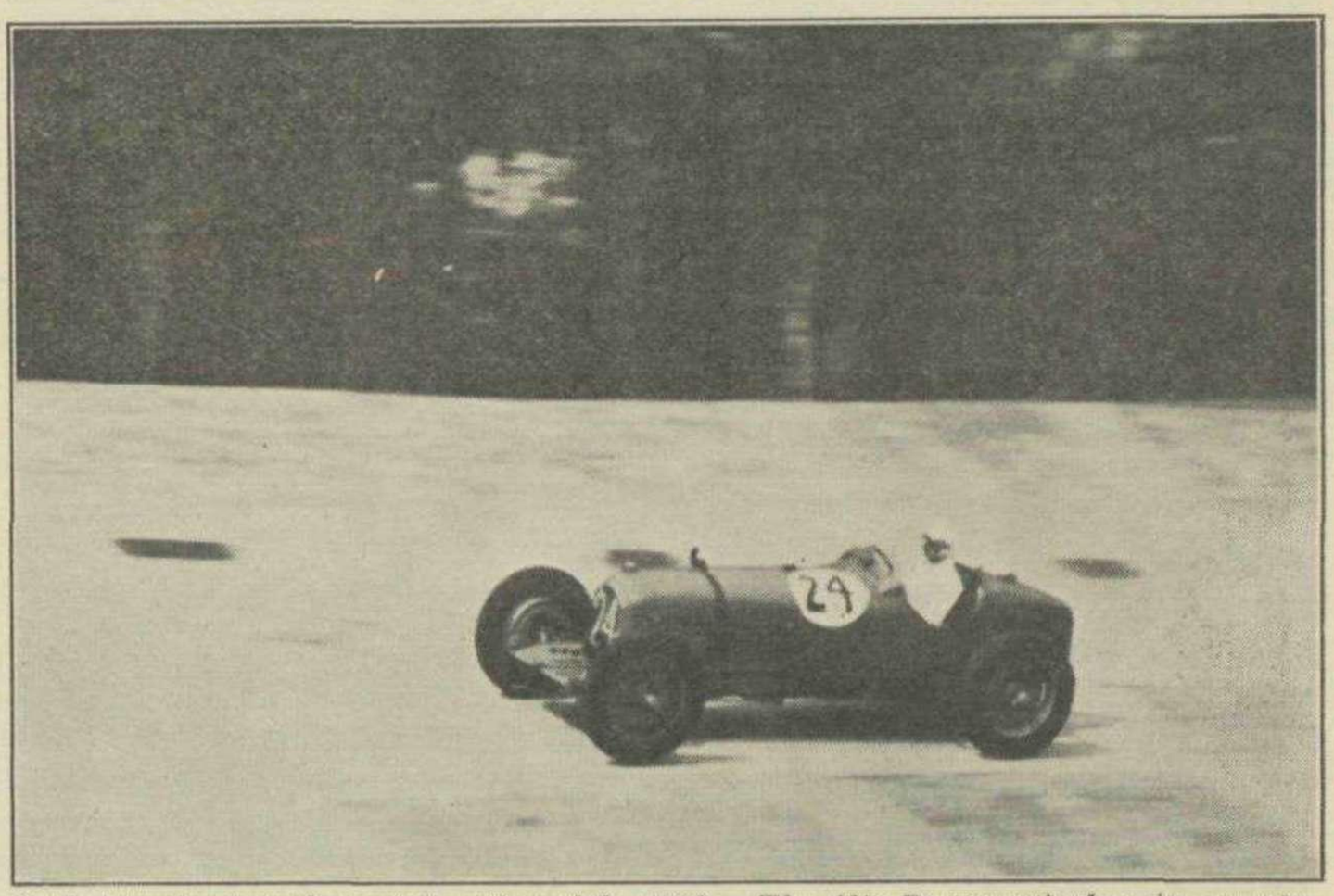
The cornering at the turn into the straight past the pits was very interesting. Brackenbury cut it very fine, "Bira" not quite so close, and Rayson was doing very rapid stuff after his refuelling stop. Staniland was also very masterly, the Alfa's near front wheel lifting appreciably, as with Wilkinson's Alfa and several E.R.A.s and others. Jucker now came in, the Alfa's bonnet being quickly lifted, though no one in the pit seemed sure which of the spare plugs to put in, so that work was not rapid.

Scribbans's E.R.A. was now going well, emitted a most curious noise from the engine, but poor Jucker went off still suffering from misfiring, feeling for goggles that were not there! Meanwhile the calm Staniland chewed contentedly.

Brackenbury came in again, work was calmly done, and the Alfa was re-started on the handle. Wilkinson then handed the Monza Alfa over to its owner, R. C. Fleming, after worried conversation. The brakes were taken up by "Wilky" himself, who had smote a bank and knew they needed it, but very soon the car was out with the gearbox useless.

Certainly the course was gruelling, as almost immediately K. D. Evans, on Dobson's Alfa, stopped by the Hill Bend on his seventieth lap with transmission trouble, the car having hardly any brakes. It had been sounding horrible for many laps.

Lybbe then visited the pits and went away with dispatch, after which Mervyn-White incurred the wrath of Hugh McConnell by arriving beyond his pit in a both-ways broadside. Fairfield was now cutting out very early before the corners.



C. S. Staniland on the fastest section of the track. The Alfa-Romeo retired on its seventy-ninth lap with clutch trouble.

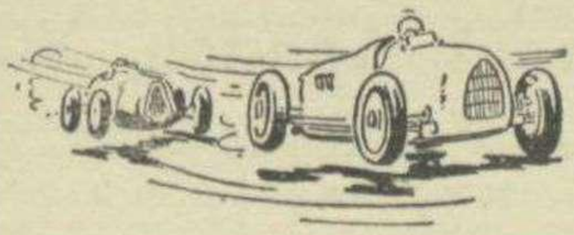
The three leading positions remained unchanged—"Bira" (Maserati), Rayson (Maserati), and Powys-Lybbe (Alfa-Romeo). On lap sixty-five "Bira" did a very smart re-fill, which dropped him back by 1 min. 55 secs., though he soon caught Rayson, pulling up his lead to 2 min. 20 secs. Duller was now in fourth place before Scribbans, but on lap ninety-seven he had infernal luck, as the Alfa-Romeo died well and truly. So the E.R.A. was a well-deserved fourth, with Brackenbury a lap away when Follett had finished his flagging-in. Hanson, Mervyn-White and Jucker had some "moments" when they cornered wrongly and the Bugatti had once turned completely round at the Railway Straight corner.

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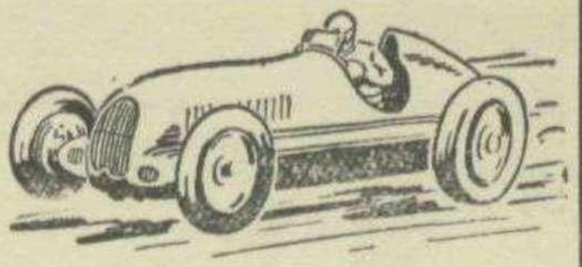
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THE CAMPBELL TROPHY RACE—continued

The new course is excellent in every respect, and provides a fine view for the public. The new scoreboard was slow in functioning, depending as it did on a fisherman who hooked information on a string. "Bira" stopped at his pits on finishing but was called up and sent off on a lap of honour, bare-headed. The crowd showed more than usual appreciation. Rayson's drive was really magnificent, Lybbe was splendidly consistent, and Scribbans fully deserved his place. The winner's average was 69.06 m.p.h., falling from 70.97 at thirty laps, and no lap record has been announced. Four cars finished, six were flagged in, and the remainder retired, including Peter Aitken's Maserati with fuel feed trouble and A. P. Hamilton's Alfa with engine trouble, apart from those already mentioned. "Bira" wins the Campbell Trophy and replica, and £250 cash, Rayson took £250, Powys-Lybbe £100, and Scribbans £100. The course was very gruelling to both cars and drivers. "Bira" wore helmet, glasses and visor, with spare goggles round his neck, Mervyn-White goggles only, Fairfield, Ashby, Duller, Staniland, Dobson and Aitken helmet and goggles, Powys-Lybbe his famous back-to-front cap and goggles, Brackenbury drove bare-headed with goggles, and most of the others favoured helmets and visors, Wilkinson using a big visor and a bigger helmet behind a large windscreen. The new pits are a great improvement and will be more so if pressure-refuelling equipment is installed. The three leading cars all had twin o.h. camshaft blown engines and the E.R.A. had push-rod operation of o.h. valves set in hemispherical cylinder heads.

RESULTS

1. "B. Bira" (2.9 Maserati), 3h. 16m. 52⅘s., 69.06 m.p.h.
2. E. K. Rayson (1,496 c.c. Maserati), 3h. 19m. 29⅘s., 68.25 m.p.h.
3. A. Powys-Lybbe (2.3 Alfa-Romeo), 3h. 24m. 53⅘s., 66.40 m.p.h.
4. D. H. Scribbans (1,488 c.c. E.R.A.), 3h. 27m. 7s., 65.65 m.p.h.

Winners of 1,500 c.c. Class Prizes

1. E. K. Rayson (Maserati)
2. D. H. Scribbans (E.R.A.)

Still Running at End of Race
(Distance : 100 laps)

C. Brackenbury (2.9 Alfa-Romeo), 99 laps; R. E. Tongue (1,488 c.c. E.R.A.), 98 laps; A. F. Ashby and R. L. Duller (3.2 Alfa-Romeo), 96 laps; P. G. Fairfield and Raymond Mays (1,488 c.c. E.R.A.), 92 laps; C. Mervyn White (2.3 Bugatti), 91 laps; Robin Hanson (1,490 c.c. Maserati), 91 laps.

Retirements

A. C. Dobson (E.R.A.), 32 laps, brake trouble; P. D. Walker (E.R.A.), 8 laps, gearbox; Lord Howe (E.R.A.), 25 laps, crashed; Hon. Peter Aitken (1,500 c.c. Maserati), 48 laps, fuel feed trouble; P. F. Jucker (Alta), 43 laps, blower release valve; C. J. P. Dodson (Dixon Riley Special), 11 laps, engine trouble; A. P. Hamilton (2.3 Alfa), 44 laps, engine trouble; W. E. Wilkinson (2.6 Alfa), 74 laps, gearbox; C. S. Staniland (2.9 Alfa), 79 laps, brakes; K. D. Evans (2.9 Alfa), 70 laps, transmission; Austin Dobson (5.8 Alfa), 31 laps, clutch and transmission; R. L. Duller (3.2 Alfa), 97 laps, engine.

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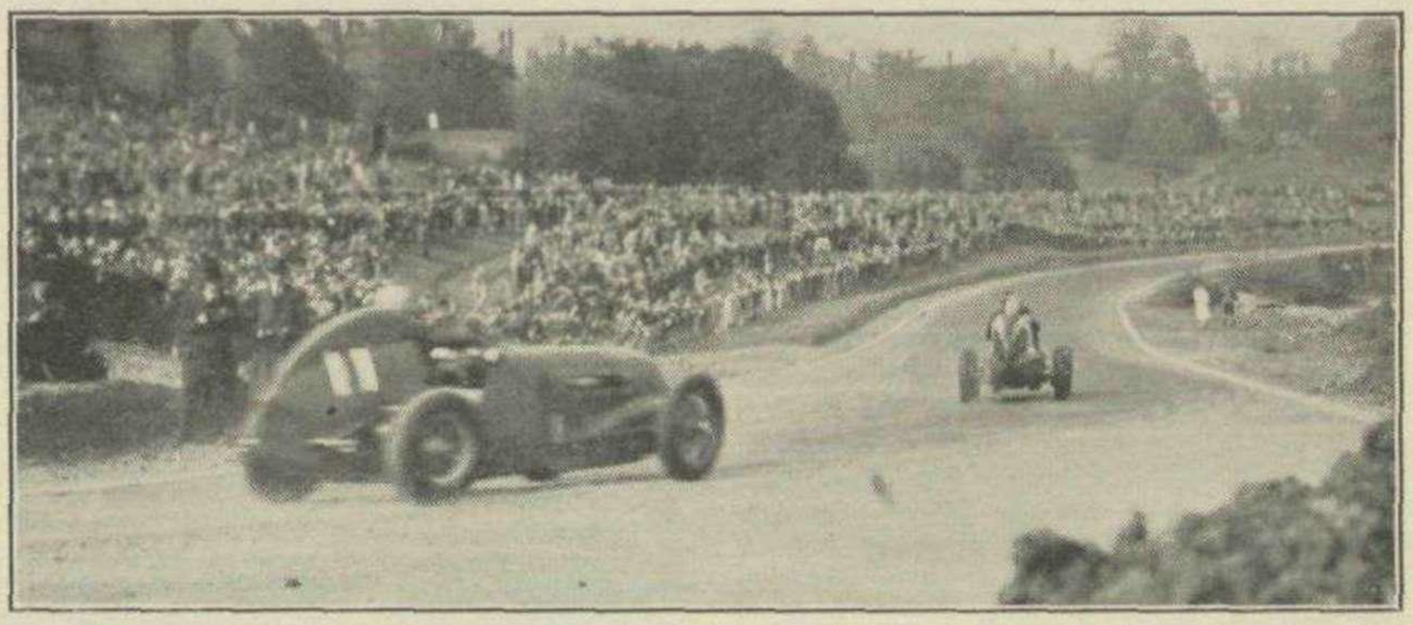
PAT FAIRFIELD'S SUCCESS AT OPENING CRYSTAL PALACE MEETING. SLOW SPEEDS.

On April 24th the first meeting was held at the new Crystal Palace Road-circuit, watched by some 30,000 people, probably a record crowd at a long car race in this country. E.R.A. cars were outstandingly successful.

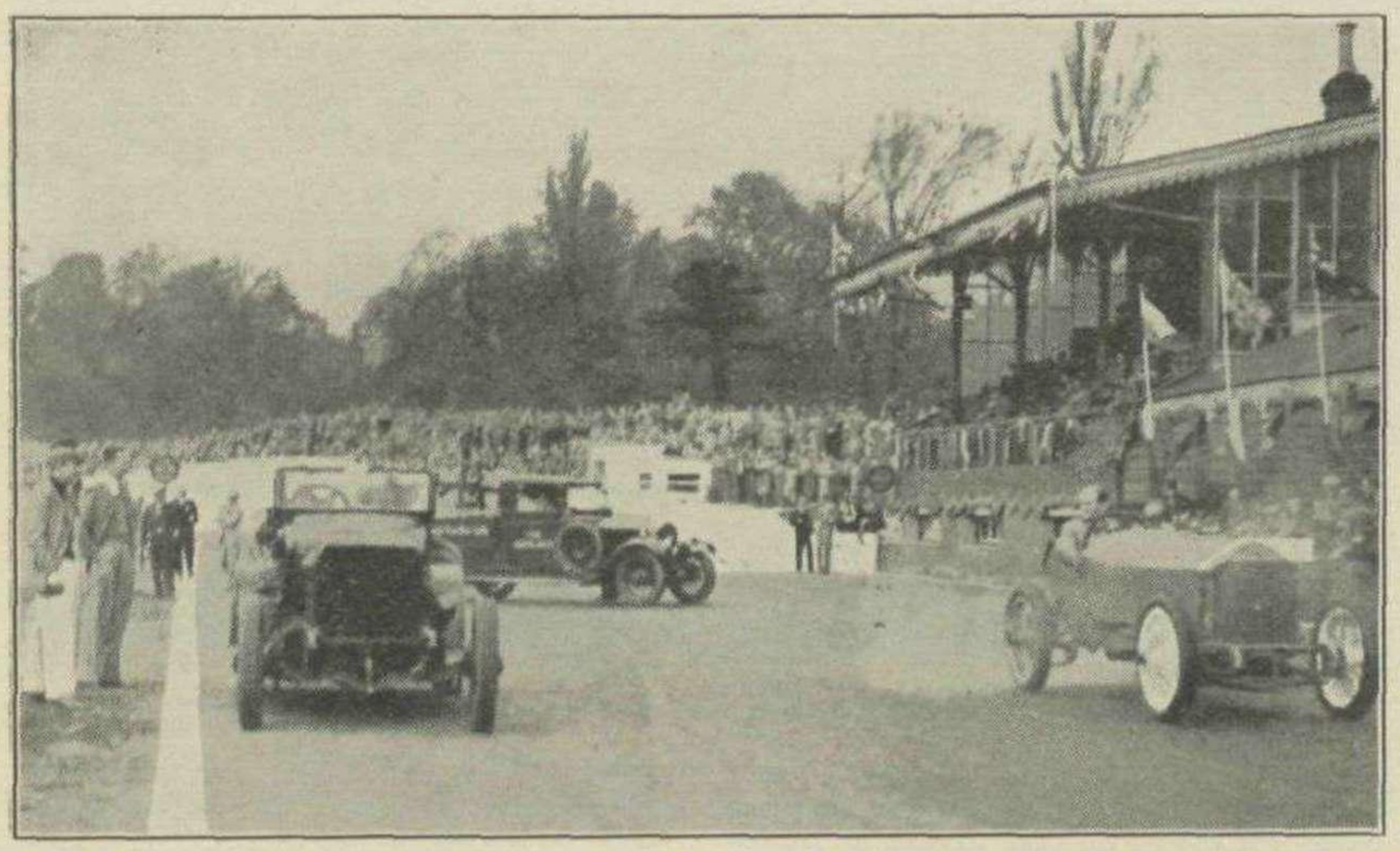
The first heat for the Coronation Trophy, limited to 1½-litre cars, was over twenty laps of the two-mile circuit and attracted seven starters, the absentees being P. F. Jucker's new Alta, Austin Dobson's Maserati that crashed a fort-night before at Donington, and Freddie Dixon's very interesting supercharged Riley. This left three E.R.A.s, driven by D. H. Scribbans, Ian Connell and Pat Fairfield, E. K. Rayson's Maserati handled by Charles Brackenbury, Percy Maclure with the unblown 1,087 c.c. Riley, W. E. Humphreys's 750 c.c. M.G. and A. M. C. Jameson with the Hon. Peter Aitken's "Shelsley" single-seater Frazer-Nash. Starting positions on the Continental type of starting-grid before the flag-bedecked stands were determined by practice times, so that five cars occupied the front row, Fairfield on the inside, and Connell (E.R.A.) and Humphreys (M.G.) were behind. Motor-cycle patrols rode round the course and Charles Follett completed an initial lap in his Lammas-Graham, while a very veteran Rover chugged about advertising future meet-tings and the Antifyre Vauxhall fire tenders took up their positions. The Stadium Dip was black with onlookers, the grandstand and directors' stand nicely filled.

The Frazer-Nash caused some delay but at last came to the start and Harry Edwards was able to drop the Union-Jack and release the pack. In the first rush Scribbans's E.R.A. got ahead, with Fairfield's E.R.A. after him, followed by Brackenbury (Maserati), Connell (E,R,A.) and Maclure (Riley). But after one lap Fairfield had obtained quite a nice lead from Scribbans, with Connell about an equal distance away in third place. The average for the standing lap was 51.3 m.p.h., Fairfield's official lead being 5 secs. After three laps, or six miles, Connell experienced carburetter trouble and retired, letting Brackenbury into third place. Maclure's Riley had passed the M.G., which gave up after twenty-eight miles with serious back-axle trouble. By ten laps, or half-distance, Fairfield had a lead of 40 secs. Right at the end Scribbans had the wretched luck to find his exhaust pipe coming adrift. He stopped on the Terrace Straight and again before the stands, where, there being no real pits, his mechanics strolled over to him and Scribbans himself tried to tie things up with rope, finally going on holding the hot pipe in place as well as he could. Fairfield (E.R.A.) won by 21 secs. with Charles Brackenbury (Maserati) second and the Frazer-Nash third, with Maclure's Riley fourth. The winning E.R.A. averaged 52.63 m.p.h. Scribbans failed by 1 minute 52 seconds to qualify for the final as fifth finisher—extremely tough luck but essentially part of the game, for even exhaust pipes should not work loose! The winner was feebly clapped. The weather was warm and sunny, which was lucky in a number of ways, and especially as there appears to be no covered accommodation for competing cars and drivers nearer than the Paddock. Humphreys wore helmet and goggles, Fairfield, Scribbans, and Jameson used helmets and visors, Brackenbury drove bareheaded, with goggles, and Maclure as usual wore nothing on his head and had his goggles up. The Maserati had a neatly faired front axle.

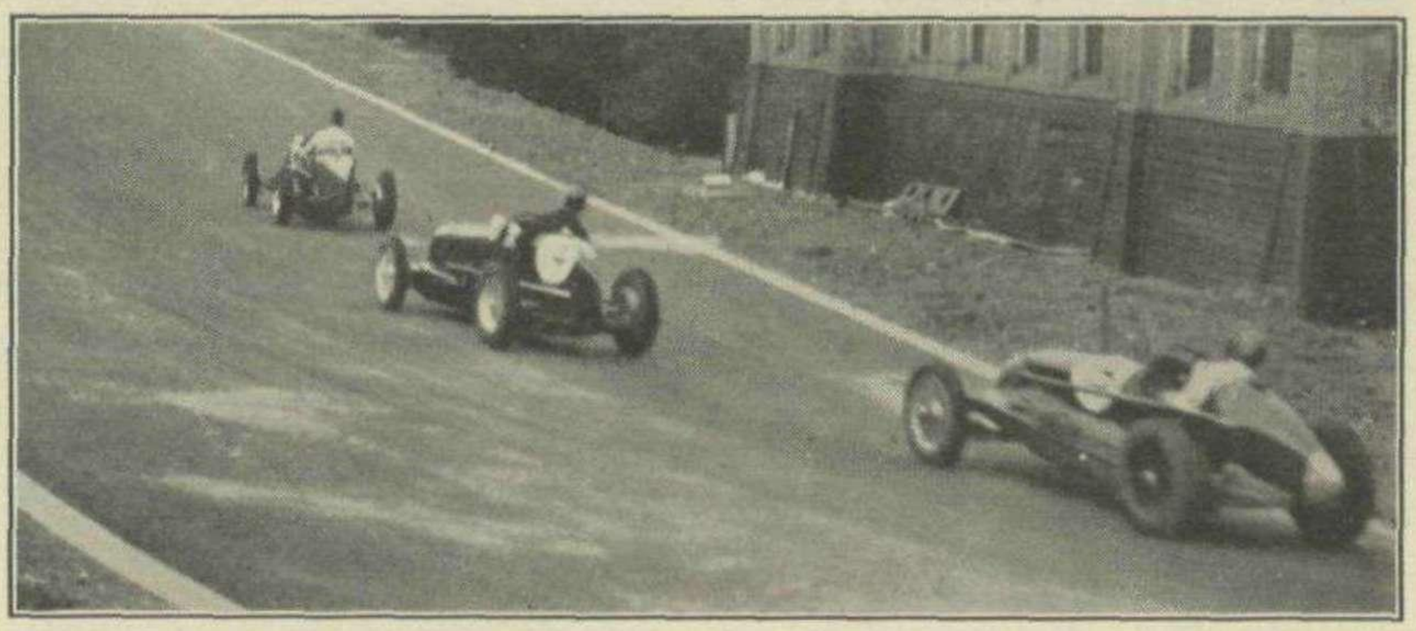
For the second heat, also of twenty laps, Aitken's Maserati and A. G. Sin-clair's 1,074 c.c. Alta were non-starters,



A duel which thrilled the crowd. A. Esson Scott (Scott-Bugatti) closely followed by R. J. W. Appleton (Appleton-Riley) at Stadium Dip.



The start of the "Old Crocks" run. C. Clutton (1933 12-litre Itala) is on the left and R. G. J. Nash (15-litre Lorraine-Dietrich) on the right.



E. K. Rayson (Maserati), R. Hanson (Maserati) and W. E. Humphreys (M.G.) corner closely at South Tower Corner.

THE CORONATION TROPHY RACE—continued

leaving Whitehead, A. C. Dobson and Raymond Mays with 1½-litre E.R.A.s, R. J. W. Appleton (Appleton-Special), Robin Hanson, sufficiently recovered from his Donington crash to drive Mrs. Hall-Smith's new Maserati in place of K. D. Evans, W. E. Wilkinson driving Billy Cotton's unblown 1½-litre Riley, R. Parnell (M.G. Magnette) and A. Esson-Scott with his newly-bodied twin cam-shaft Bugatti straight-eight. Incidentally, one wonders why a number of drivers' names did not figure in the programme, inasmuch as such drivers' nomination was required not later than April 6th, except when subject to special conditions. Incidentally, the idea that lady drivers will not be allowed at the Palace is refuted by regulation No. 5 which reads " . . . but the Club reserves the right to invite selected female drivers if it so desires."

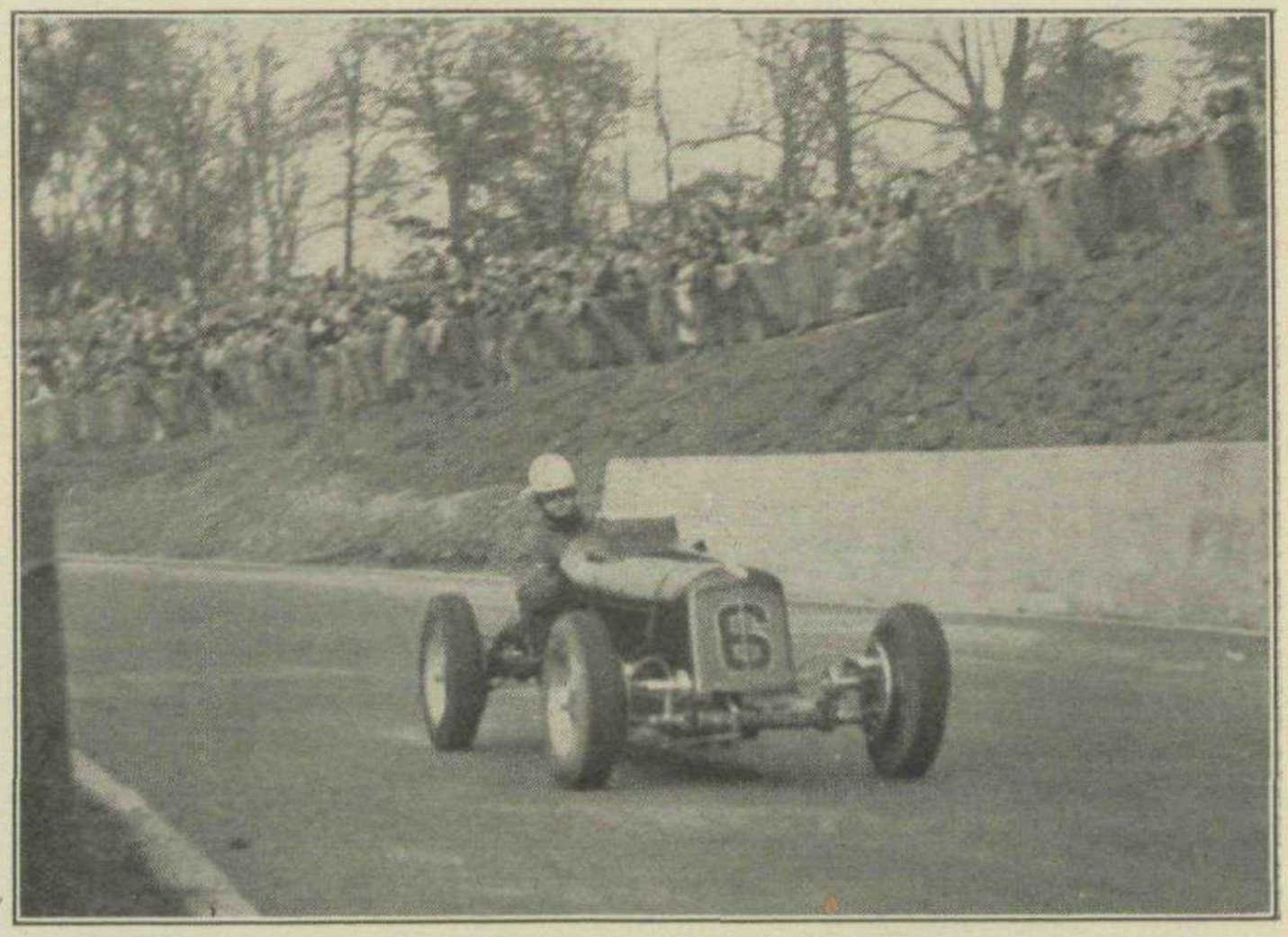
Before heat two started Appleton, who had been conspicuous by reason of a resplendent hat decoration and his many lady supporters, oiled plugs in driving the Appleton-Special to the line, but Esson-Scott, attired in his usual black overalls and helmet, was actually the last driver to take up his position on the grid. As they got into position Connell's E.R.A. was towed in from its sojourn in the country during the previous heat.

Follett marked off the remaining seconds with his upraised fingers and the flag fell. Mays simply streaked away, with Whitehead nearly as rapid, and Dobson a good third. After the first lap Mays led from Dobson with Whitehead third, the last E.R.A. sounding not entirely *au point*. At first Esson-Scott was last, but he eventually passed the Appleton-Special, a duel of which the crowd obviously approved. It was not to last, however, because after twenty miles Appleton found queer things about his steering and drew to rest before the stands, where he excitedly demonstrated that the wheel went round and round without actuating "the works," which Earl Howe confirmed. Then, three laps later, Esson-Scott, the slowest driver in the race, got into difficulties at Stadium Dip and shot in highly spectacular manner backwards over the bank in clouds of dust. Fortunately all the Press camera-men save one got clear, and that one was only very slightly hurt, but it could have been a lot worse. Others got some excellent "shots" of the Bugatti thus going off the road and out of the race. The car was afterwards driven in, and apparently only its new tail had suffered.

Raymond Mays led throughout, leaving a trail of blue oil-smoke behind at the bends, and working hard at the steering-wheel. He slowed after a time, possibly because, as at Donington, the brakes proved temperamental, which allowed Dobson's white car to close with the black one. But at the very end the Zoller-blown, torsionally sprung car regained its former speed, to win by just over a second at 52.55 m.p.h. Dobson was second, having done a record lap at 53.69 m.p.h., Whitehead was third, W. E. Wilkinson, in an outsize crash-hat, a very creditable fourth, and Robin Hanson fifth. Parnell's M.G., still running with the crumpled tail it sustained in practice, failed to finish.

The Coronation Trophy still sat on its table opposite the stands, and the official Triumph saloon was also intact, but though this is a comparatively safe part of the course, the ways of a racing-car out of control are incalculable, and we hope the sides of the course will in future be kept absolutely clear.

The two lap demonstration runs by R. G. J. Nash's 1912 15-litre Lorraine-Dietrich " Vieux Charles Trois " and C. Clutton's 1908 12-litre Itala " Floretta " then took place, the announcer shamefacedly calling them old crocks, though two more immaculate and potent veterans it would be difficult to imagine. The



The winner of the Coronation Trophy. P. G. Fairfield (E.R.A.) on Ramp Bend.

Lorraine ticked over faultlessly, and Scott-Moncrieff took the Itala to the line. Nash got away in vast clouds of smoke and showed very masterful handling and fine acceleration, eventually to " win " by quite a margin. It is significant of the impression these big cars made that the crowd actually seemed more awed than amused, though undoubtedly the best fun of all was had by the drivers, who will long remember those four miles ! No doubt present-day drivers marvelled, as we always do, at the men who used to race such monsters over 400 or so miles of unknown road, doing repairs to tyres and machinery anywhere as occasion demanded. Harry Edwards deserves praise for putting on this show when many organisers, for one reason or another, would have said " No ! "

The final, over thirty laps or sixty miles, saw the following drivers and cars come to the start. Raymond Mays with the latest E.R.A., having the Porsche front suspension, twin downdraught S.U. carburetters feeding the rear-placed Zoller compressor and a Bosch magneto ; Pat Fairfield's similar E.R.A., P. N. Whitehead's E.R.A., A. C. Dobson's E.R.A., Hanson's Maserati, all in the front row, with C. Brackenbury's Maserati entered by E. K. Rayson, Wilkinson on Cotton's Riley, Maclure's Riley and Aitken's Frazer-Nash, Jameson up, in the row behind. The get-away was terrific, Mays and Dobson being all but neck and neck, with Dobson in the lead before they were out of sight. As they repassed the stands Dobson led from Fairfield with Mays a close third. Mays went past Fairfield almost at once in acceleration up Stadium Straight, and on lap three he went into the lead and Fairfield passed Dobson to run second. On lap five Brackenbury, who was holding the Maserati ahead of Wilkinson (Riley) and Hanson's newer Maserati, had brake trouble at the Dip and just got round the corner, to hit a sand-bank on the inside of the next bend. He retired forthwith. Mays had a lead now of over 2 secs. with Fairfield about 7 secs. behind Dobson and the bare-headed Whitehead fourth. Then on lap seven the leading E.R.A. started to pop back and soon Fairfield passed into the lead, clapped by the spectators, and shortly afterwards Mays retired with serious engine trouble and weakening brakes.

Wilkinson, doing wonders with the Bellevue-tuned unblown Riley, skidded into the bank on the outside of the road just after taking Stadium Dip bend, a big-end having come through the sump to disconcert him. Billy Cotton ran right across a field and over the railings to him—evidence of enthusiasm and agility. The Frazer-Nash came in to retire on its fourteenth lap, the reason being given as a broken oil-pipe, though it also misfired.

Fairfield built up a useful lead, lapped Maclure's Riley and eased up. He opened the taps again for the final lap, to set the Crystal Palace course record at 54.59 m.p.h. (2 min. 11.9 secs.) winning a

Continued on page 233

E.R.A. WINS THE EMPIRE TROPHY RACE

VICTORY FOR RAYMOND MAYS WITH THE 1,100 C.C. CAR AT 62.96 M.P.H.

The B.R.D.C. opened the British racing season with the Empire Trophy Race at Donington on April 10th, when the race was attended by a crowd variously estimated at from 12,000 to 15,000, a larger attendance than Donington has ever had before, and a very fine augury for the 1937 season.

A very fine entry was obtained, but unfortunately some of the most interesting cars were non-starters, as seems inevitable in any motor-race. Austin Dobson had come to the conclusion that Donington is no place at which to extend the *bimotore* Alfa-Romeo, P. Wimille was too busy at Montlhèry with the Grand Prix Bugatti to put in an appearance, the French Talbot had not turned up, Lord Howe's E.R.A. was not ready in time to run, likewise Mrs. Dobson's Riley and Sinclair's 1,100 c.c. Alta, while two of the 1½-litre Maseratis and A. F. Ashby's Ferrari Alfa-Romeo were additional non-starters. However, the reserves were called in and quite a fine field came out for this handicapped contest over eighty laps, equal to approximately 204 miles. Raymond Mays with the 1,100 c.c. E.R.A., Pat Fairfield with the 1½-litre E.R.A., both with the new torsional independent front suspension, " B. Bira " with the 2.9-litre Maserati with which Seaman had won the race the previous year, using 2.6-litre cylinder blocks, and Hans Ruesch with the 8-cylinder 3.8 litre Alfa-Romeo with which he and Seaman had won the 1936 Donington Grand Prix, were sharing the attention of the onlookers. Heavy rain that morning cleared before the start and under a threatening sky cars parked and spectators slithered on the slimy fields, the grandstand at Starkey's slowly filled and the Almack aeroplane sought a landing ground.

As 2 p.m. approached the cars were lined up before the pits, which had the name of each driver and car clearly displayed, and above which flew the flags of the contesting nations. Work was going on beneath the bonnet of " Bira's " Maserati until nearly time to start, and Querycoe stalled the engine of Peter Aitken's 1½-litre Maserati and seemingly punched in a gear very brutally to restart, but Ruesch's Alfa-Romeo stood majestically alone.

A. C. Dobson's E.R.A. was pushed to the line by a band of enthusiasts, " Bira's" Maserati was cranked furiously and finally given a push-start and a Standard saloon full of humanity set off round the course, while " Ebby," Reynolds and Charles Follett strolled up to the start together, as the sky took on a thundery hue.

At last the flag fell, and the little fellows left in a bunch, except Mrs. Petre's Austin, pushed in reverse to start, and C. H. Manders's R-type M.G. Midget which had oiled its plugs and was firing spasmodically. Hadley also had a bit of bother with the Austin and got away from behind the line as the other babies were released. Meanwhile A. C. Dobson's E.R.A., in the next group, had been run back from its place on the line for an examination of the engine.

Just then the rain descended in torrents, which must have sold quite a few more grandstand tickets and which was beastly for the drivers. Down to Starkey's came the group of small cars, blowers whining and spray flung to high heaven, and passing the pits the order was: Dodson (Austin), Maclure (Riley), Hadley (Austin) with Kenneth Evans (M.G.) just moving past him, followed by Mrs. K. Petre, whose Austin came to rest at its pit to have a stuck throttle dealt with, trouble which had caused Mrs. Petre an exciting moment at Starkey's. Mrs. Petre left as the 1,100 c.c. groups went off, Manders getting away as well



At Starkey's Corner—D. G. Evans (M.G.) closely following Hadley on the supercharged Austin.

with his M.G., nearly two laps behind. Meanwhile Hadley was in at his pit for carburetter adjustments, the engine being run fast, then " blipped," and the car soon dispatched.

As the bigger cars came round Parnell's silver, double-camshaft M.G. led from Raymond Mays (E.R.A.), W. Hughes (1,087 c.c. M.G.), W. E. Wilkinson (Riley) and Faulkner (M.G.). Only a few moments before the big fellows left the rain became appalling, " Bira " sheltering beneath a " Bira-blue " umbrella with mouse designs thereon and Ruesch's Alfa remaining in its shroudings of tarpaulins, while even Brackenbury, in C. E. C. Martin's Alfa-Romeo, also got what protection he could. Brackenbury and " Bira " were creeping forward noticeably on the line and got away together, the Alfa-Romeo showing the better acceleration. Ruesch left in a jerky display of acceleration. On lap five the unfortunate Schell was hit in the eye by a stone, his injuries being sufficiently severe to justify the retirement of the Delahaye on the next lap, which indicates the value of appointing a reserve driver. Cotton's Riley left a smoke trial round the Starkey hairpin and Aitken brought in his Maserati because his goggles were hanging down his back. A. C. Dobson's E.R.A. appeared light at the front end. The next retirement was that of Mrs. Petre's Austin, the carburetter needle of which broke after seven laps. The spectators who had picked Starkey's as a vantage point had much to interest them. On one lap Scribbans cornered his E.R.A. slowly in the middle of the road and Evans passed him, then Aitken (Maserati) treated Dodson, who was following, to a display of sliding, while Ruesch, closing with " Bira," did some rapid overtaking of Dreyfus's Delahaye, to accelerate after the Maserati. Walker was getting fiercer and fiercer in his dirt-track tactics with Whitehead's E.R.A., and most of the drivers had slides of some sort or another, though Dreyfus came round as if on rails, beautifully regular, and Powys-Lybbe looked essentially calm and safe in his Alfa-Romeo, while Dobson and Hadley appeared to make excellent use of the Austin's stability in getting round Starkey's. Evans was having a tough time driving the cut-down M.G. in the wet and Aitken had an evolution at Starkey's that slowed him considerably. Things cheered up as the rain ceased, and the big cars became easier to handle on the still slippery road.

Dodson had the brave little Austin in the lead, with Mays and Parnell worrying him on handicap. Faulkner had dropped out with brake trouble On lap sixteen Dodson discovered that he needed more fuel and duly came into his pit for an examination of the situation. With the

THE EMPIRE TROPHY RACE—continued

engine still running a mechanic commenced to fill the tank, and in a moment everything before the pit was a mass of yellow flame. Dodson struggled out of the cockpit and ran across the course, to roll in the wet grass before any help arrived. Fortunately the damp grass did the trick and put out his flaming overalls and helmet, and Dodson was led to the ambulance tent suffering a bleeding nose where he had fallen, and bad burns. A broadcast appeal had to be made for the necessary first-aid materials and later Dodson left for Derby, whence he was joyfully sent back to the course by the hospital authorities. The fire raged fiercely in the road, and two pits had to be evacuated, but at last it was got under control. The Austin appeared to be undamaged, but there was again no co-driver to carry on.

Maclure, driving bareheaded and without goggles in the unblown Riley, led at quarter distance, with Evans's M.G. second and Mays third, until, on the twenty-eighth lap, the M.G. was abandoned on the grass by its pit, the fuel tank having split, which rendered things most exciting, especially for members of the E.R.A. Supporters' Club in their special enclosure, though Fairfield's E.R.A. was unexpectedly slow, Connell's was misfiring, Tongue had fuel-feed trouble and Dobson and Scribbans were not having altogether good drives. Walker continued his fantastic tail slides out of the corners and Jucker pushed on manfully with a very sick Alta, which should have been most potent, judging by its performance in this condition. Maclure still led, with Mays now second and Parnell, rather irregular, third with the M.G. After twenty-three laps some of the heavier opposition faded as Ruesch retired with a faulty gearbox, the Alfa's engine having been out of tune for the last few laps. Ruesch, incidentally, was almost a non-runner on account of a heated argument with the organisers before the race, when he found that pressure-refuelling was not to be allowed.

Mays now came in to refuel, his stop being very brief, though sufficient to allow Parnell to move into second place. A big special funnel was placed over the E.R.A.'s tail, Mays was shrouded in a fuel-proof sheet and five churns emptied in before fuel overflowed onto the tyres and road. Water had meanwhile been added and three mechanics push-started the car.

By half-distance Mays had made up for his stop and the leaders were Maclure (Riley), Mays (E.R.A.), Parnell (M.G.).



One of the most difficult corners of the circuit. P. G. Fairfield (E.R.A.) corners closely in the deluge at the commencement of the race.

On lap fifty-one Mays went through into the lead amid signs of great enthusiasm from those who could tell what was happening. Hereabouts Robin Hanson slid backwards off the road with the 1½-litre Maserati, ending in a field with shoulder injuries and a slightly bent motor-car. Then Parnell slid at a bend, Dobson could not avoid him, and that put another Maserati out of the contest, while the M.G. had to have the near-side rear wheel changed, which took over a minute, and let "Bira's" big Maserati up into third place.



Hans Ruesch (3.8-litre Alfa-Romeo) who retired after 28 laps with a broken gearbox.

Five laps afterwards there was a stir as Mays drew into his pit, but only radiator water was needed and Maclure stayed in second place. At three-quarter distance Mays led from Maclure with "Bira" third. Cotton's Riley, making horrible noises, retired with bad engine derangements, Hadley's Austin was delayed by unexpectedly heavy fuel consumption, Scribbans's E.R.A. was dropping behind with continual misfiring, and Ian Connell's E.R.A. experienced mis-firing also, largely due to a leaking fuel tank, so that his pit held aloft a funnel to fetch him in and did snappy work. Pat Fairfield and P. D. Walker were engaged in a very lively duel, that only ended when Fairfield came in for oil.

On its sixty-fourth lap "Bira's" Maserati succumbed to the trying Donington circuit when the gearbox gave out, so that there was no further use for Prince Chula's Siamese pit-signs and he at last had time to gulp down a drink as mechanics went in search of the Maserati.

Scribbans's E.R.A. came in to refuel, took five churns, and got away; A. C. Dobson's E.R.A. seemed very sick and was tried on the starting handle.

Mays was now happily in the lead and although he seemed likely to come in again to his pit by his gestures, this did not prove necessary. So the little 1,100 c.c. E.R.A. gained a very popular victory, after a trouble-free run. The new braking system was subject to teething troubles and was not fully effective towards the end, but the new independent suspension was fully worth while. Mays averaged 62.96 m.p.h.

Second came Percy Maclure, after a very fine drive with the unblown 1,100 c.c. Riley, at 60.67 m.p.h. Walker had worked creditably through to third place with P. N. Whitehead's normally sprung 1½-litre E.R.A., to set the highest average for the race, at 64.17 m.p.h. Pat Fairfield (E.R.A.) was fourth, at 63.72 m.p.h., and René Dreyfus, the Ferrari driver, gave a remarkably fine demonstration of steady handling, consistent cornering and reliability by bringing the unblown sports Delahaye home fifth, at 63.77 m.p.h.

Powys-Lybbe (Alfa-Romeo), Ian Connell (E.R.A.), R. E. Tongue (E.R.A.), W. Hughes (M.G.), R. Parnell (M.G.), H. L. Hadley (Austin) and P. F. Jucker (Alta) all deserve the credit due for finishing such a hard race—they were flagged off when Dreyfus crossed the line. Thus ended an exciting and instructive race with an extremely popular victor—an excellent opening for our 1937 season. E.R.A. carried off the team prize.

THE EMPIRE TROPHY RACE—continued

RESULTS

Position, Driver, Car, and Speed

1. R. Mays (E.R.A.), 62.96 m.p.h.
2. P. Maclure (Riley), 60.67 m.p.h.
3. P. D. Walker (E.R.A.), 64.17 m.p.h.
4. P. G. Fairfield (E.R.A.), 63.72 m.p.h.
5. R. Dreyfus (Delahaye), 63.77 m.p.h.

FLAGGED OFF

Driver, Car, and Laps

A. Powys-Lybbe (Alfa-Romeo), 79.
I. F. Connell (E.R.A.), 78.
R. E. Tongue (E.R.A.), 78.
D. H. Scribbans (E.R.A.), 76.
W. Hughes (M.G.), 76.
R. Parnell (M.G.), 75.
H. L. Hadley (Austin), 74.
P. F. Jucker (Alta), 71.

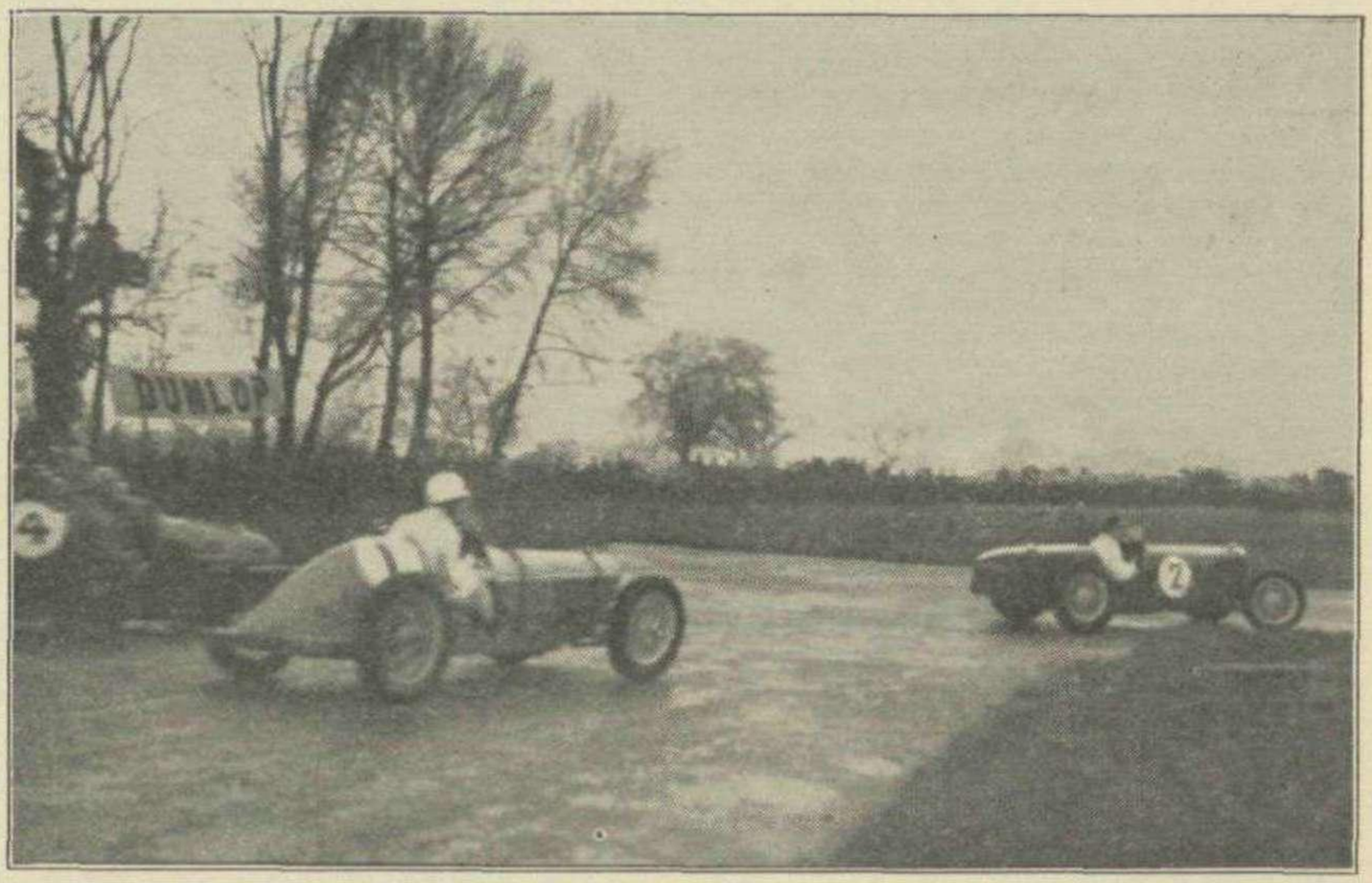
RETIREMENTS

Driver, Car, Laps, and Cause

"B. Bira" (Maserati), 64. Gearbox.
W. Wilkinson and W. Cotton (Riley), 55. Engine.
C. H. Manders (M.G.), 56. Back axle.
Hon. P. Aitken and A. Dobson (Maserati), 41. Crashed.
A. C. Dobson (E.R.A.), 40. Fuel feed.
R. Hanson (Maserati), 33. Crashed.
C. Brackenbury (Alfa-Romeo), 30. Engine.
H. Ruesch (Alfa-Romeo), 28. Gearbox.
K. D. Evans (M.G.), 23. Fuel tank.
C. J. P. Dodson (Austin), 16. Fire.
M. Falkner (M.G.), 9. Brakes.
Mrs. K. Petre (Austin), 7. Carburetter.
L. Schell (Delahaye), 6. Driver injured.

Team Prize

E.R.A.: R. Mays, P. G. Fairfield, and D. H. Scribbans.



Maclure, who drove his Riley throughout the race without helmet or goggles to finish second, is seen leading D. Evans and Hadley (Austin S.) at Starkey's.

"BIRA'S" BIOGRAPHY—1936

"Road-Racing—1936." by Prince Chula of Siam. (Printed for Private Circulation by the Sun Engraving Co. Ltd.) 8/6d.

"Road-Racing—1936," as all our readers should know, is Prince Chula's story of "Bira's" 1936 season with the E.R.A., M.G., Austin and Frazer-Nash-B.M.W. cars. He tells his story in a most fascinating way, with plenty of hitherto unpublished detail concerning the cars and *equipe*. He even tells us about the hotels at which "Bira" stayed, the exact times he visited his garage, who attended his eye after the Donington crash, and so on. While one feels that Chula is, perhaps, not the 100 per cent. motor-racing enthusiast from the purely "mechanical" aspect, he is very obviously an ardent follower of the game, viewed as a sport and played in the Grand Manner, and all who are really anxious to see the glory of motor-racing upheld must rejoice that he has written this excellent sequel to "Wheels at Speed." We thoroughly enjoyed the book and, rather than criticise, we would merely pick out the bits that seem needful of comment. For instance, "Sammy" Davis and F. J. Findon, invited to "Bira's" cocktail party, are described as "two delightful journalists," though we wonder if S. C. H. D. does not prefer, and deserve, to be called a racing motorist. Of Freddie Dixon it is said, rather delightfully, that "Further *tinkling* with the magic hands had done wonders before and might do so again."

There are one or two places in which the proof-readers have been careless, though we appreciate that "people in glasshouses, etc. . . . ! This has resulted in the astonishing statement by the author that . . . "I have no doubt whatever . . . that any driver or car other than the actual winner could have won that race." This applies to the Isle of Man race, and other sentences fortunately make it clear that Prince Chula did *not* really believe that Seaman's fine non-stop victory with the old Delage was just a mere matter of chance. Incidentally, from this account one realises what immense mileages at high average speed are expected annually from the cars of a racing driver and his *equipe*—in "Bira's" case Rolls-Royce and Bentley cars and a Ford lorry, the former frequently used also for practice circuits of various circuits. This charmingly written and very reasonable book is also a valuable reference for students of motor-racing history, while it shows yet another aspect of the game, distinct from those presented by "The Lure of Speed," "Ten Years," "Full Throttle," "Motor Racing," and the other classics. The printing and illustrations are truly excellent.

THE TOURIST TROPHY FOR DONINGTON

As we close for Press we learn that the R.A.C. has announced that Donington has been chosen as the venue for the T.T. race on September 4th.

As the I.O.M. courses proved impractical, the decision lay between Brooklands, Donington and the Crystal Palace, and in view of Mr. Fred Craner's offer to extend the Donington circuit, and its resemblance to a true road course, the R.A.C.'s decision should be a popular one.

At present the Donington course has a lap of just over two miles, but by taking the road straight on at Starkey's hairpin for half-a-mile, constructing a new hairpin turn, and continuing the course at Red Gate Corner to rejoin the existing road between Red Gate and Holly Wood, a lap of about four miles will be provided. Work has already begun and an ample practising period is anticipated. With two important sports-car races as well as its Grand Prix, Nuffield Trophy and 200-Mile Races, Donington becomes a remarkably important motoring centre and we hope that Derby, Leicester and Ashby will cater for a flood of visitors and prosper accordingly.

Naturally the English course will not be on a par with the old Ards circuit, but it is the best of those available, and well situated from the viewpoint of both competitors and spectators. Capt. Phillips of the R.A.C. inspected the alternative courses in Ireland, but roads were mostly of inadequate width, very flat, or not formed so as to constitute a complete circuit. Mr. F. H. Rogers, Chairman of the T.T. Race Committee, endeavoured to sanction the by-passing of the populated portions of the Ards circuit and hoped for the support of the Government of Northern Ireland, especially as the Prime Minister had invited in his official capacity the R.A.C. to hold the 1937 race on the Ards circuit. The value of the race from the research point of view, and the particularly successful showing of British production-type cars in past T.T. races was clearly emphasised, apart from the financial gain to the surrounding district. However, the proposition was rejected on April 2nd by the Finance and Law Committee of the County Council.

There is a strong sense of resentment at the loss of the T.T. in Ireland that extends beyond the motoring circles, and the position is admirably summed up in the March and April issues of the Ulster A.C. "Monthly Review."

In the meantime congratulations to Mr. Fred Craner on Donington getting our most important fixture.

Continental Notes and News

By OUR CONTINENTAL CORRESPONDENT

HOW THEY WILL LINE UP

Most of the manufacturers and Scuderias have completed their teams for the coming season, and we are now able to take stock of the position. One or two well known drivers are still disengaged, but it is generally agreed that the constitution of the various teams will be as follows :—

Grand Prix

Mercedes-Benz : 1, Rudolf Caracciola; 2, Herman Lang; 3, Richard Seaman; 4, Manfred von Brauchitsch. Reserves : Baumer, Brendel, Hartmann, Kautz, Zehender.

Auto-Union : 1, Berndt Rosemeyer ; 2, Hans Stuck ; 3, Luigi Fagioli ; 4, von Delius. Reserve : Hasse.

Scuderia Ferrari : 1, Tazio Nuvolari ; 2, Marchere Antonio Brivio Sforza (Brivio to you) ; 3, Guiseppe Farina. Reserves : Carlo Pintacuda, Clemente Biondetti, Mario Tadini, Severi, Eugenio Siena, Raymond Sommer, and, occasionally, Count Carlo Trossi.

1,500 c.c. and Sports

E.R.A. : 1, Raymond Mays ; 2, Pat Fairfield.

Maserati : 1, Amobono Tenni ; 2, Ettore Bianco ; 3, Count Carlo Trossi ; 4, René Dreyfus (last two only occasionally).

Scuderia Ambrosiana : 1, Count Giovanni Luvani ; 2, Luigi Villoresi ; 3, Eugenio Minetti.

Scuderia Impero : 1, Mario Colini ; 2, Agostino Prosperi.

Scuderia Volta : 1, Piero Taruffi ; 2, Luciano Uboldi ; 3, Luigi Carnevali ; 4, Emilio Carnevali. Reserves : Orsete Cortese, Franco Ghioldi, Guelfo Parravicini, Angelo Marelli, Gigi Soffietti.

Scuderia Helvetia : 1, De Graffenreid ; 2, Armando Hug ; 3, Leonardo Quadri. Reserves : Pietro Durio, Georgio Bellia, Ciro Basadonna.

Scuderia S.R.G. : 1, G. Hummel ; 2, E. Troeltsch ; 3, H. Wimmer ; 4, H. Kessler.

Talbot : 1, Albert Divo ; 2, Raymond Sommer ; 3, René Le Begue. Reserve : Alfred Morel.

Ecurie Bleue : 1, René Dreyfus ; 2, L. Schell ; 3, René Carrière.

Bugatti : Jean Pierre Wimille.

It will be seen that the most recent team news is that Manfred von Brauchitsch has renewed his contract with Mercédès-Benz, after a good deal of discussion, and that Fagioli the Burly has switched over to Auto-Union. His retirement to a farm has apparently been postponed for at least a year.

Two famous names are absent from this list, Louis Chiron and Achille Varzi. It was hoped that Chiron would return to Ferrari, but the rumour came to nothing. Apart from his energetic bicycle rides in the Bois, and his equally energetic winter-sporting, there is no real news to report of the French *as du volant*. His plans are largely dependent at the moment on the decision of Delage, who is probably going to return to racing with some twelve-cylinder sports-cars. If this plan matures, I think we shall see Louis Chiron leading the Delage attack.

As for Varzi, his future is even more undecided. Italians do not seem to thrive in the atmosphere of a German team, perhaps because they are not allowed to. Anyway, Varzi has not been in the limelight for the last year or two, and this has given rise to the usual talk about his being " finished." This is not so, as an occasional meteoric lap in some of the Grand Prix races last year revealed. The old fire is there, and Varzi at his best is, in my opinion, as good as Nuvolari. (That will bring some letters, Ed.)

The number of 1,500 c.c. teams is most satisfactory. So long as cars are reasonably fast and are evenly matched it does not matter whether they are big or small (" heresy ! " did I hear you say ?). Anyway, there are going to be some real battles in the 1,500 c.c. races this year, which is just what everybody wants. In addition to the official team, E.R.A. will have various independent drivers in the field, such as Prince Birabongse, Ian Connell, P. N. Whitehead, and possibly Earl Howe.

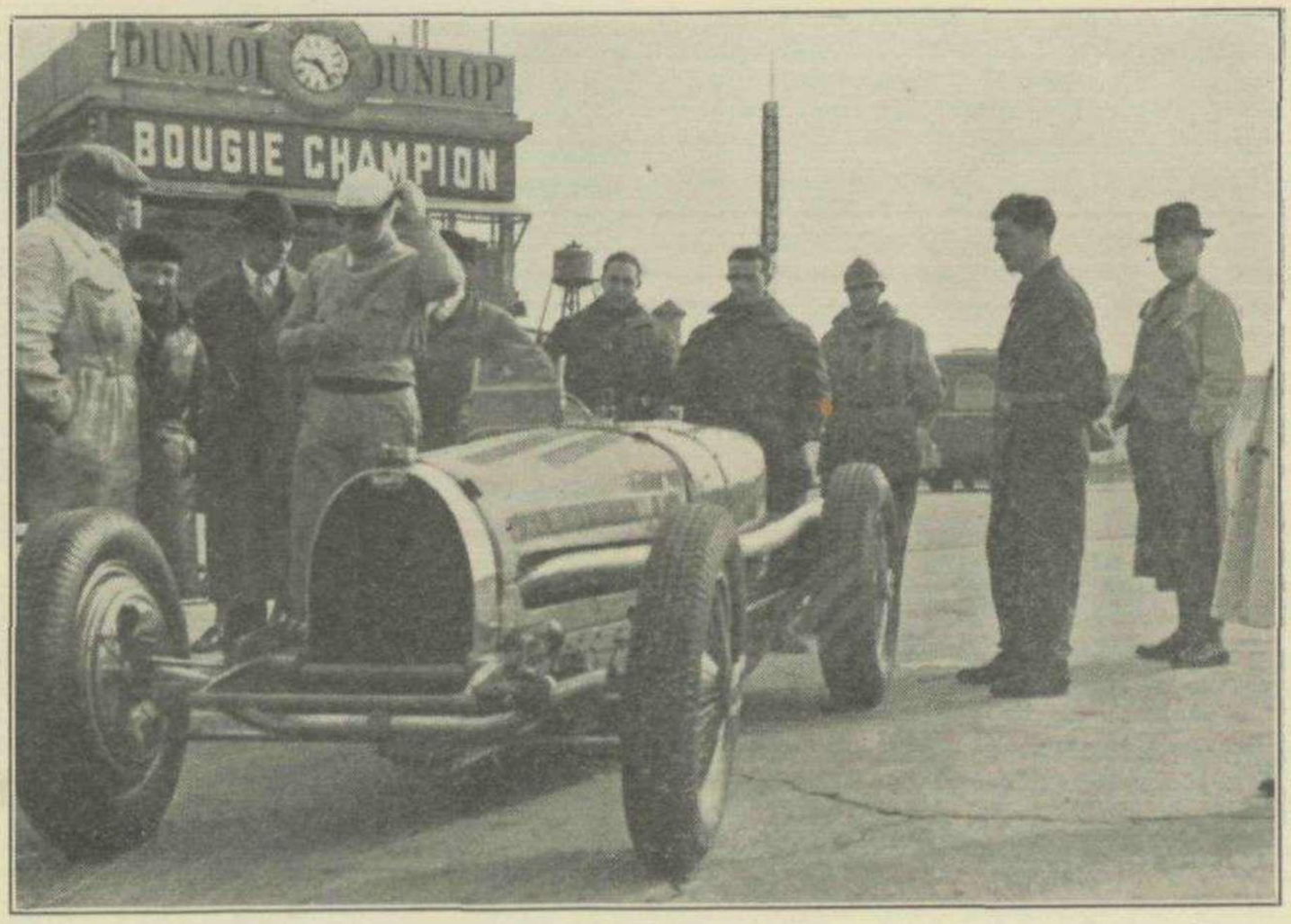
Hans Stuck, of course, wanted to race a small Maserati occasionally, but what with his contract with Auto-Union, and the difficulty of getting money out of Germany, he has had to abandon the project. There is just a possibility that Varzi may tire of " spectating " and do some dicing with a Maser.

Big Stuff

Reverting for a moment to the G.P. teams, it appears that Auto-Unions have been taking precautions against the Mercédès-Benz challenge to their maximum speed supremacy. More power has been extracted from the already extremely potent engines which are now 6½-litres, and the trials at Monza have been completely satisfactory. The gearbox has been docked of one speed, and now provides four gears, and the rear tyres are bigger than ever. Rosemeyer, Stuck and Fagioli make a formidable team, and I should not be surprised to see Auto-Union capturing most of the big prizes again this year.

Mercédès-Benz have also been down at Monza again, and this time it was Seaman's turn to invert a car. Fortunately he did not hurt himself, and no doubt his driving will benefit by the experience, as he will know just how far to go before things begin to happen. I think the outstanding member of the team this year will be Herman Lang—even though he will probably finish behind Caracciola in accordance with team tactics. Seaman will not reach the top of his form until he has had a full season with the team. Then we shall see. The cars are now 6-litres in size, with oval tubular frame. Weight saving everywhere has been carried out, coil springing in front, torsion bar at rear.

The Alfas, too, have been searching hard for a little more speed. The compression ratio of the twelve-cylinder engines has been raised to 7 to 1, the all-time high in Alfa history, I believe. The bolides now develop 370 h.p. at 5,800 r.p.m., which seems to be good, but not good enough to beat the Germans. Accordingly a V16 engine is being planned for the Italian Grand Prix.



J. P. Wimille just before qualifying at Montlhery for the prize of 400,000 francs offered by the French Government.

CONTINENTAL NOTES AND NEWS—continued

Porsche Plans

There is a strong rumour that the amazing Dr. Porsche will shortly leave Auto-Union to go to Mercédès-Benz. In contradiction of this, however, there is an equally strong rumour that he is at present hard at work designing a car to beat the flying mile and kilometre records at present held by Sir Malcolm Campbell, and that this car will carry the name of Auto-Union.

As one would expect the car will not depend upon brute force in order to achieve a speed higher than 300 m.p.h. It will in all probability be an enlarged and completely enclosed version of the present G.P. car. Two points on which Dr. Porsche is concentrating are a small frontal area and low weight—the latter in order to simplify the tyre problem.

News from Everywhere

Eifelrennen sports-car race to be international, thanks to efforts of "Aldy," who will drive a 2-litre B.M.W. Last year's race was a B.M.W. field day.

* * *

Old-timers will be glad to hear that Chenard-Walchers are returning to racing with 1,100 c.c. model. Three cars have been tested at Montlhèry, where they lapped track circuit at nearly 100 m.p.h. Destined for Bol d'Or and Le Mans, in which race Chenards used to be regularly victorious a decade or more ago. (How time flies!) May go out for 1,100 c.c. records up to 24 hours.

* * *

A Frenchman named Rocati is building three racers for 1,500 c.c. events. Advance details mention eight cylinders and independent suspension, with Decaroli as one driver.

* * *

France is full of new cars in the process of being constructed. Violet, previously associated with Simca, is building a team of new A.V.A.s for A.C.F. Sporting Commission Cup. The more the merrier.

* * *

Not to be outdone, Italy has her new car too. Count Castelbarco (I believe there are several of their ilk) is building a composite car from sundry bits and pieces. Engine will be on lines of famous Talbot-Darracq straight-eight 1,500 c.c., and car will have independent suspension.

* * *

Entries for French "G.P." on July 4th: one Amilcar, one Delage, four Talbots, two Bugattis, three Delahayes. A.C.F. Sporting Commission Cup has attracted three Rileys, three A.V.A.s, one Singer, one Aston-Martin, and one Amilcar. Only one British driver, Collier with the Aston.

* * *

Tunis, being French colony (geography, very good), has changed its erstwhile Grand Prix into a race for sports-cars, with French G.P. rules. Three heats of sixty-two miles on 7.8 mile circuit. 78,000 francs to be won. Wimille (Bugatti) and Sommer (Talbot) will compete with various Delahayes, Talbots and Bugs.

* * *

Le Mans perennially popular. Fifty-one entries at time of scribbling. Extended maximum from fifty to sixty. Approximately one-third are British.

* * *

Frontières Race to be held on May 16th, at Chimay. Classes for racing and sports, over and under 2-litres. Fifteen laps, 102 miles in all.

* * *

So Wimille has won that 400,000 francs for Bugatti, after all. First attempt at lapping road circuit at Montlhèry for 124 miles at 91 m.p.h. was quickly ended by broken rear axle. Time limit for attempt extended, and next time Wimille was successful. An extraordinarily fine effort, because speed represents a shade under G.P. record, made with two artificial *chicanes*.

* * *

Delahaye, another twelve-cylinder convert, with new 4½-litre sports model to run at Miramas 3-Hour Race and French G.P. Firm is allied to Delage, so design may be similar.

* * *

Farther ahead, Talbot is planning six cars for 1938 G.P. formula. Idea is to have alternative engines for same chassis, power-units will be 3-litre blown and 4½-litre unblown. Both will have twelve cylinders. Present cars to continue for 1937 unchanged, and will be seen at Tunis, Montlhèry, Miramas, Reims and anywhere else where they fit the rules.

* * *

Scheme for running meetings of short races at Montlhèry, on lines of B.A.R.C., is still under discussion. Delorme, young French independent, tried hard to inaugurate regular series some time ago.

FORTHCOMING EVENTS

MOTORING FIXTURES FOR 1937

MAY

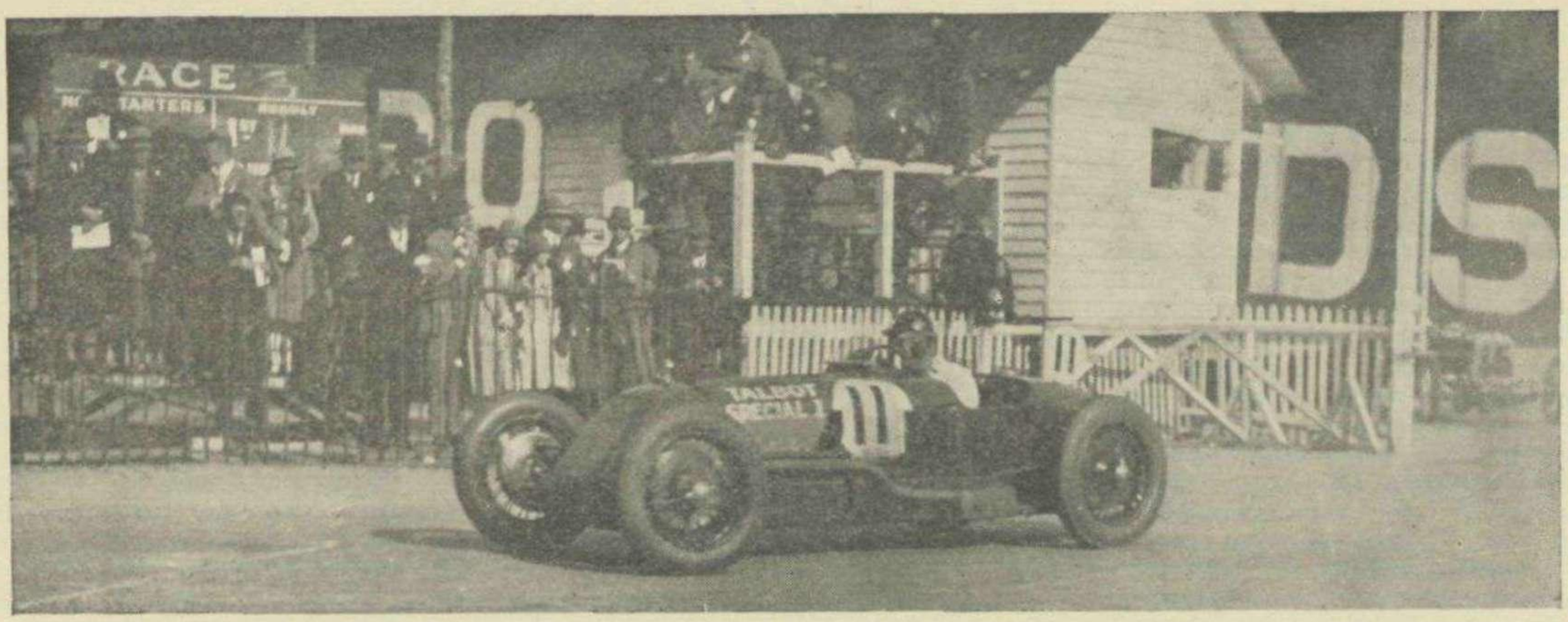
12th. *Derby and District Coronation Handicap.*
14th-15th. *M.C.C. London Edinburgh Trial.*
15th. *Southport Meeting.*
16th. *Bristol M.C. Plain-tyre Trial.*
Bugatti Owners' Club Monte-Honiton-Carlo Rally.
16th-17th. *Bol d'Or. France.*
16th. *Frontieres G.P. Belgium.*
16th. *Tunis G.P. France.*
17th. *Plymouth M.C. 200 Miles semi-sporting Closed Invitation Trial.*
17th-21st. *Scottish Rally.*
22nd. *Cork Race.*
22nd. *Scottish Sporting C.C. Closed Invitation Team Trial.*
23rd. *Harrow C.C. Cotswold Trial.*
Margate and D.M.C. Wing Cup Trial.
West of England M.C. Trial.
Grand Circuit des Vosges. France.
Targa Florio. Italy.
26th. *"Sunbac" Evening Trial.*
30th. *Avus Races. Germany.*
R.P.M.M.C. Closed Invitation Trial.
West Hants and Dorset M.C. Trial.
29th-30th. *Newbury M.C. Westward Ho! Trial.*
31st. *Indianapolis 500 Miles Race.*

JUNE

3rd. *R.A.C. International Car Race.*
4th-6th. *Blackpool Rally.*
5th. *Shelsley Walsh Hill Climb.*

JUNE

6th. *Southsea M.C. Cannon Cup Trial.*
Grand Prix of Ville de Rio. Brazil.
Marseilles 3 Hours Race. France.
9th. *J.C.C. Surrey Evening Trial.*
Talbot Owners' Club. Chilton Trial.
12th. *Nuffield Trophy. Donington Park.*
M.G.C.C. (Scottish Centre) Rally.
13th. *Margate and District M.C. Montgomery and Mount Trial.*
West Hants and Dorset M.C. Stock Car Rally.
Circuit of Florence. Italy.
Eifelrennen. Germany.
18th-20th. *S.S.C.C. Annual Rally.*
19th. *County Down Trophy.*
19th-20th. *Le Mans Races.*
Brighton and Hove Motor Club Brighton to Beer Trial.
Cossington A.C. Skegness Rally (Closed Invitation Event).
Epreuve d'Endurance. Austria.
20th. *Circuit of Milan. Italy.*
20th-26th. *Concours International de Tourisme. Poland.*
20th. *Circuit de Villa Real. Portugal.*
20th-30th. *Rallye International de l'Exposition 1937.*
25th-26th. *Riley M.C. Scarborough 24-Hour Trial.*
26th. *Bexhill Concours d'Elegance.*
Scottish S.C.C. 24-Hour Trial.
L.C.C. Relay Race.
26th-27th. *Rochester, Chatham and D.M.C. Closed Invitation Night Trial.*
27th. *Picardy G.P. France.*
G.P. of Hungary.
30th-July 3rd. *S. Wales A.C. Welsh Rally.*



J.C.C. introduced artificial bends at Brooklands for the first time on the occasion of the **1925 200-Mile Race.**

THIRTY YEARS OF BROOKLANDS

Thirty long years have elapsed since the late Mr. H. F. Locke-King built Brooklands Track for the British Motor Industry, an undertaking paid for privately by this far-sighted sportsman, and for which he never received any congratulation or compensation by the Government, either of that day or the years that followed.

This year the new road circuit designed by Sir Malcolm Campbell is the primary attraction and obviously it will from now on provide unrivalled thrills for the tens of thousands who spectate at each big Brooklands Meeting, and provide, too, extremely instructive racing for the ever-increasing number of competitors. More than that, it will constitute a remarkably valuable testing ground, over which every part of a normally-constructed car can be tried to destruction if needs be, whereas in the past such testing could only be done when artificial barriers had been planted on the concrete saucer, and then only to a limited degree.

But useful as the new road course must prove in a variety of ways, the outside circuit of Brooklands will continue to see active service and at this period of casting back on meritorious achievements, I wish to devote this article to a brief consideration of the part which the Weybridge course has played from its earliest days in the wonderful evolution of the automobile.

If you except the German *Autobahn* and the splendid motor roads of Italy, which are of quite recent origin, you must concede that very, very few roads exist where cars are habitually held at full throttle for a distance anything like equivalent to five or six laps of the Brooklands full circuit. Even on the long, tree-lined straights that abound on the Continent there is usually some reason for a driver every now and again to ease his throttle-foot, with all that that means to a hard-driven power-unit. Not so at Brooklands . . . Which is why the old Track constitutes such a very notable testing-ground, at which, over a period of nearly thirty years, divers masses of tortured machinery have given their clue to the designer, fitter, metallurgist or chemist in search of knowledge.

Certainly S. F. Edge rather confounded that view when he so sensationally opened the Track in 1907 by driving his 60 h.p. Napier round for twenty-four hours at an average speed of over 60 m.p.h. But if this performance was a colossal attribute to Napier design and construction, I still believe that many valuable lessons must have been learned in preparing for the attempt, and I think S. F. Edge would be the first to concede that he chose a powerful six-cylinder car having a maximum quite a deal higher than the average he set out to maintain. The tyre makers, too, had their products' failings clearly pointed out to them, and this very first piece of potted research witnessed at Brooklands might well have been productive of even more extensive lessons had Edge not damaged the newly-laid surface of the Track sufficiently to prevent Charlie Jarrott having his return match, with a four-cylinder car, in the form of his beloved de Dietrich.

At all events, when the Brooklands meetings themselves were held much trouble was rife amongst competitors. Entries were confined to Grand Prix road-racing machines, such as the 120 h.p. 175 × 150 m.m. four-cylinder Mercédès with which J. E. Hutton won the Montague Cup Race at the opening meeting, and to ordinary touring chassis running practically unmodified and stripped of lamps, wings, screens, even their bonnet sides, in an endeavour to find more speed. Is it any wonder that many weird troubles developed, the like of which had never been encountered before in racing over roads? Consider the power these early power-units had to pour out to propel these totally unstreamlined cars round the course at full speed and it is easy to picture the failings common amongst the inefficient, T-head, splash or drip-feed lubricated touring engines of that period. In particular, attention was early drawn to the inadequacy of cooling and lubrication systems—and faults that developed therein at Weybridge could accordingly be forestalled from occurring under conditions of more leisurely motoring in the Apennines or the Alps. In these very early days, too, scratch races were staged for cars of one particular make or type, which must have directed attention to the possibilities of speed increase by ordinary careful assembly and tuning, as distinct from drastic modification. Speeds of over 100 m.p.h. were already being realised by special cars, and in 1908 Nazzaro's Fiat bettered 121 m.p.h. for a lap. Even for the very first Brooklands meeting someone had fitted an airship-shaped nose to his racing-car, and between 1907 and 1910 it was commonly realised that streamline body-work was of vast importance for racing at Weybridge. Consequently, by the latter date very narrow, single-seater bodies were the vogue, and included such extreme examples as the racing Austin which had a bonnet narrower than its radiator, faired axles and side-members, a streamline exhaust system, narrow disc wheels, and an open-ended tail, and Percy Lambert's Talbot with its narrow radiator cowl and extensively faired front and rear dumb-irons. It is doubtful whether many of these bodies approached very closely to the ideal streamlined shape, and it must not be overlooked that lightweight construction was not nearly so far advanced then as it is now, but certain it is that by 1912 touring bodies were beginning to benefit from these racing endeavours and those historic wing-resistance tests carried out with a 40 h.p. racing Napier at Brooklands in 1907.

Road-holding, or, more properly, track-holding also forced itself onto the notice of the technician, and "snubbers" of divers sorts were experimented with, forebears of our present-day driver-controlled friction and hydraulic dampers.

Research in the engine department also had its part in pre-war Brooklands racing, though there is insufficient space here to go into things at all fully. You will recall that Laurence Pomeroy was getting exceptional results from the big 25 h.p. side-valve four-cylinder Vauxhall units, that Coatalen was doing big things with eight and twelve-cylinder Sunbeams, and that Tuck's normal, T-head Humber developed quite surprising speeds. Water-spraying of the exhaust valves assisted the late Percy Lambert's ordinary T-head, four-cylinder 25 h.p.

THIRTY YEARS OF BROOKLANDS—continued

Talbot to achieve the first 100-miles-in-one-hour run and about the same time Robert Brewer was busy with his remarkable experiments with corks stuck in inlet-tracts, that culminated in his book on inlet manifolding which directed many designers' attention to the possibilities of curing distribution ills on production multi-cylinder engines. Yes, there is a whole heap of experiment and research evident in the records of pre-war Brooklands, and remember that even lines of investigation that never merit universal development add just a little more to our growing store of knowledge. Even in these pre-war times the small car had its place at Brooklands. Indeed, at that fateful August Bank Holiday Meeting held on the very day when war was declared, a Light Car Handicap was won by Mr. Lambert's 1,327 c.c. Bugatti, while this Bugatti and Lionel Martin's much-tuned Singer Ten between them won the two 75 m.p.h. handicaps.

With the outbreak of war Brooklands was handed over to the Government and became the haunt of heavy lorries that played havoc with the surface and of Vickers, Sopwith and Martinsyde aircraft. On May 24th 1920 it was re-opened to the public and the B.A.R.C. races were revived, in the form of 75, 90, 100 m.p.h. and Lightning Long and Short Handicaps, that, indeed, still figure in the present Bank Holiday programmes, though they are now more limited in variety.

Immediately after the Armistice two distinct trends were evident, one, the steady development of the small car, the other the popularity of aero-engined monsters. The latter did not, perhaps, add very much to the quota of useful knowledge amassed from Brooklands racing, but it is interesting to note that some very sensational speeds were attained by this means. Thus Chitty-Bang-Bang I lapped at 113.45 m.p.h., the Wolseley-Viper at 112.68 m.p.h., the Isotta-Maybach at about 118 m.p.h., and the Thomas "Babs" at 125.77 m.p.h. These big cars were heavy on tyres and difficult to cool, but they were cheap and reliable, and it is one of the writer's pet theories that most of them would have been faster still had they been even higher geared. That the trend has not altogether passed is evidenced by the 23-litre Napier-Railton which won the Broadcast Trophy Race at Easter at 136.03 m.p.h. Pre-war Grand Prix cars such as the Lorraine-Dietrich "Vieux Charles Trois" and Warde's Fiat were likewise in demand on account of their high lap and low engine speeds, and usually they ran poorly streamlined, "Vieux Trois" actually sporting a faired front axle beneath its immense expanse of flat-fronted radiator. Generally, bodywork took on a more sober outline, but streamline experiments continued, such as that of the amazing A.C. which could be driven flat out over a newspaper without moving it, on account of the undershield formation, the late Tommy Hann's tandem-seated, all-enclosed Lanchester "Hoieh-Wayareh-Goointotoo" with tail of compressed air, and the very razor-blade Aston-Martin with bodywork designed by the De Havilland Aircraft Co. Ltd. Much experimenting went on in the early post-war days. Parry Thomas achieved a speed of 100 m.p.h. with a practically standard Leyland Eight luxury car, and thereafter set about development work that resulted in the evolution of one of the fastest track cars in the world. The Sunbeam people developed the ultra-large engine idea by experimenting with an 18.3-litre V12 boat engine in a simple shaft-driven chassis carrying a single-seater body, with which the late Lee Guinness covered the half-mile consistently at 135 m.p.h. while racing at a 1921 meeting and the following year achieved over 140 m.p.h. on the Track. These increasing speeds found new weaknesses in tyres, and the late Mr. Lionel Ropson had a special 40 h.p. Lanchester built, with which he conducted a series of long-distance tyre tests, Paul Dutoit doing the same thing for Dunlop at a later date with an Alvis. In those times Thomas used twin rear tyres on the record-breaking Leyland and even so often had to wait for a shower of rain to cool the Track before he started his attempts. To-day Dunlops last the duration of a 500-mile outer-circuit race on heavy and fast cars.

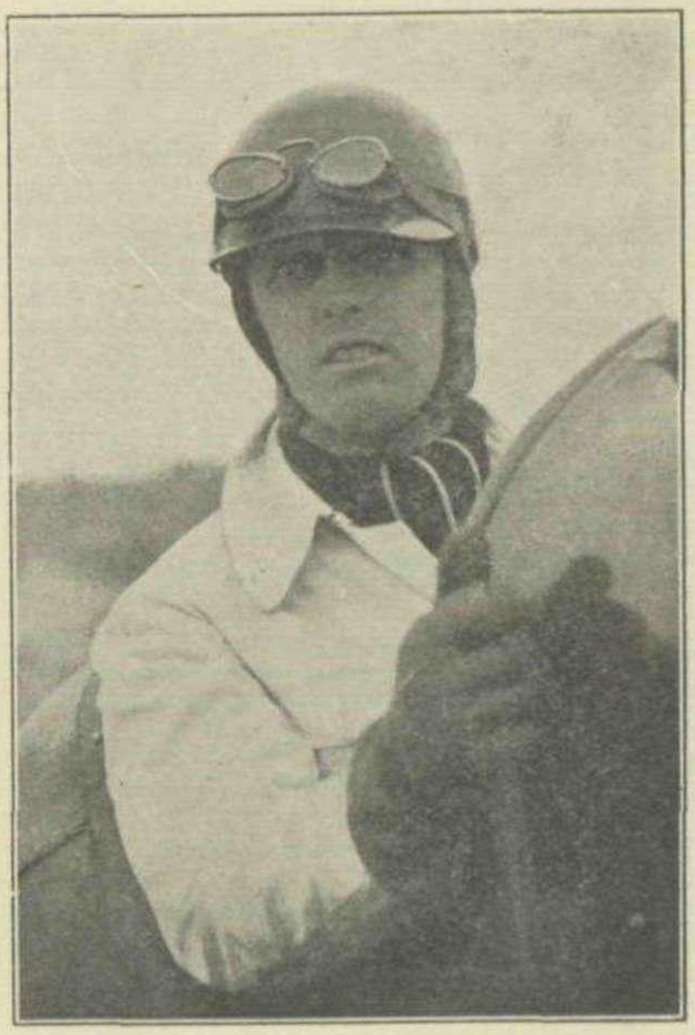
In 1923 two supercharged Fiats came over for the 200-Mile Race and both retired, but in the following year supercharged Darracq cars finished first, second and third. Brooklands contributed its share of supercharger research, H. Hagens of the British Anzani Engine Co. having supercharged Horstmanns running there in 1924-5, of which Major Coe's example lapped at 103 m.p.h., while in the previous year a blown Austin Seven successfully broke records. Amherst Villiers did much experimenting there on the supercharging of the 4½-litre Bentley and with a curious "New Phantom" Rolls-Royce that had an Austin Seven engine driving the supercharger.

Perhaps most remarkable of all has been the development of the small car. Immediately after the War there were two schools of thought, one of which raced hotted up editions of production light cars, such as the late B. S. Marshall's Hampton, Oats's Lagonda and Cushman's Brescia Bugattis, while the other maintained that it was desirable to build entirely special cars, such as the Hillmans raced by Bedford and Mays, and the 1.2-litre razor-blade Calthorpe built by Calthorpes or the Wolseley "Moth" cars of the Wolseley Co. In the days when the cycle-car was struggling for supremacy against the conventional light car the type was well represented at Brooklands, Capt. Archie Nash's G.N. being one of the fastest, with a maximum of around 90 m.p.h., while Eric Longden, Crouch, Douglas, Morgan, S. & C., Little Carden, and A.V. were well represented. In those times there was much competition as to who would first exceed 100 m.p.h. in an hour, with a light car, which honour eventually went to A.C. in 1922, while in the same year an Aston-Martin actually took a world's, or unlimited capacity, record.

In October the J.C.C. organised the now famous 200-Mile Race for cars up to 1½-litres, for which a remarkably fine entry was secured. A Talbot-Darracq won at 88.82 m.p.h., with a G.N. victorious in the 1,100 c.c. division at 72 m.p.h., and by 1924 the speed of the winner, a Darracq, had risen to 102.27 m.p.h., and that of the 1,100 c.c. class winner, a Salmson, to 85.70 m.p.h. In 1925 the J.C.C. introduced artificial corners into the 200-Mile Race, and they have since figured in the 1926 and 1927 British Grand Prix, the Double-Twelve Races, the 1000-Mile Race, the Empire Trophy Races, International Trophy Races, etc. The speed increase of small cars at Brooklands



One of Brooklands most prominent driver designers on the outside circuit—the late J. G. Parry-Thomas.



The late Sir Henry de Hane Segrave served his racing apprenticeship at Brooklands in 1920 with a pre-war Opel.

THIRTY YEARS OF BROOKLANDS—continued

is appreciated by comparing the fastest lap speed of the winning 1½-litre Darracq in the 1924 200-Mile Race with the present 750 c.c. class lap record held by Austin—106.65 m.p.h. and 121.2 m.p.h. respectively. Reflect, too, that the Darracq averaged 102.27 m.p.h. for the race, whereas a 1,087 c.c. M.G. won the 1933 500-Mile Race at 106.53 m.p.h. Goutte startled everyone in 1926 by lapping at 114 m.p.h. with a Salmson—the present 1,100 c.c. lap record is M.G.'s at 124.4 m.p.h. And in 1931 a 1½-litre Delage lapped at over 127 m.p.h. Another aspect of Brooklands racing has been the remarkable development of particular makes of car, such as Felix Scriven's 94.99 m.p.h. from an Austin Twenty, Woolf Barnato's lap at 91.3 m.p.h. with a Wolseley Ten, R. J. Munday's 115 m.p.h. 30/98 Vauxhall and Freddie Dixon's 132 m.p.h. from unblown 2-litre Rileys.

Nor has production car racing been neglected. Selling Plate races figured in some of the early fixtures, and in 1926 the J.C.C. Production Car Race with artificial-turns in the circuit, was won by a Salmson at nearly 63 m.p.h. In the following year the same club ran a Sporting Car race won by an Alvis at over 63 m.p.h., and the now defunct Essex M.C. held a Six Hour sports-car contest, won by an Alvis at 62 m.p.h. This latter event was repeated in 1928 and in 1929 the J.C.C. introduced the "Double-Twelve" for production style cars, which race was continued in 1930 and became the 1,000-Mile Sports-car Race in 1931. Recently races for pukka racing-cars have been more popular, such as the J.C.C. International Trophy, B.A.R.C. Campbell Trophy and B.R.D.C. "500," but it seems likely that we may see the Tourist Trophy classic run at Weybridge this year.

Quite apart from the outstanding technical experiments and advancements very briefly touched upon in this article, Brooklands has been the scene of countless long-duration test runs conducted by petrol, oil, tyre and accessory companies, R.A.C. observed special tests conducted both from the viewpoint of publicity and research, not to mention the use made of the Track by motoring writers in obtaining test-report performance figures, including those that appear in MOTOR SPORT. That quite apart from actual world and class record attempts, which, representing higher speeds under given conditions than have ever been achieved before, are certainly a highly concentrated form of research, whether you are considering the long-distance records by Argyle before the war, when pit-routine was used seriously for the first time, or Major Gardner's short-distance figures established at Brooklands last year with the supercharged single-seater M.G.

It is, I think, a reflection on the study and preparation that have marked Brooklands endeavours spread over thirty years that at the few small workshops within the Estate is done some of the finest work to be found anywhere in the world—Sir Malcolm Campbell's 301 m.p.h. Rolls-Royce engined "Blue Bird," for example, originated at the Track. What is true of the motor-car is equally true in respect of the motor-cycle and the aeroplane, and I can only conclude with the hope that to a modern public the sporting aspect of Brooklands does not entirely overshadow its value as an exhaustive and unequalled testing ground. Very definitely has the enterprise of the late Mr. Locke-King been justified down those decades since curious-looking cars first rolled along the dusty Surrey lanes to turn in at the entrance to the new and then still very mysterious concrete saucer. We are apt to take all successful undertakings too much for granted, but any grumbles you may have respecting the Track should be aired in the knowledge that its sponsors intended it to function primarily as a proving-ground. Though now the new road-course is open those grumbles should evaporate . . .

THE FUTILITY OF SPECIAL TESTS

AND A SUGGESTION FOR RALLY PROMOTERS

Road races, "Mountain" circuit races, speed hill-climbs and, to a lesser extent, speed-trials, undeniably test those qualities of a car that are of vital importance in ordinary fast road driving. The same cannot be said of the circus-like tests that figure at the finish of our big rallies, at club meetings at Brooklands, and in certain trials. The reason lies in the distances between obstacles being far too short. For example, in the test that should have been held on the seafront at Hastings at the conclusion of the R.A.C. Rally, the maximum length of run was 200 yards, and in the hill test 100 yards, the latter distance also applying to the test staged on the Thursday. At the J.C.C. Brooklands Rally the "Monte-Carlo" test, which was also used as a means of elimination in this year's Monte Carlo Rally, involved an uninterrupted run, allowing for braking, of less than 218 yards, although the "Wiggle Woggle" embraced a more useful length of 327 yards on one uninterrupted run. We maintain that on these shorter runs cars cannot reach really high speeds and that acceleration up to a reasonable cruising speed and braking and cornering from such speeds simply does not figure in such tests. If this is doubted, let it be borne in mind that in the first Hastings test a time of *forty seconds* was *slow*, likewise a time of *forty-five seconds* in the second R.A.C test, and these times included *manœuvres that necessitated running to the car, some reversing, and a complete stob*, in each case. Even cars of the calibre of the 4¼-litre Bentley or 4½-litre Lagonda ask somewhere about *half this time* in which to reach a speed of 70 m.p.h., which is around the pace that we feel should be achieved in these tests if they are to be an informative test of different cars. We cannot even agree that rapid gear-changing, good clutch action, and so forth are emphasised by such tests, because shortcomings in this respect can be largely masked by brutal handling, which is possible in a brief run but which might not prove quite so satisfactory if it had to be resorted to throughout, shall we say, the 400 miles of the T.T. race. The only praiseworthy feature of these circus-tests seems to be the emphasis laid on brisk restarting from rest, which is a vital matter in this Belisha regime. But, generally speaking, we believe that far better results of considerably enhanced value could be got by substituting a simple restarting from cold test, a slow-running test, and a speed hill-climb along a course where the corners would impose a natural test of road-holding, gear-changing, braking and acceleration to cruising speeds.

If this is impracticable, at least let the distances between obstacles in these pylon-dodging parties be increased, that cars will work up a decent gait before having to brake and manœuvre. If this is done, a system of average time, with award or penalisation in accordance with corresponding competitors' times, would level things up satisfactorily as between sports and utility cars, and in the more important events the proportion of 1937 models competing would keep up the standard of performances.

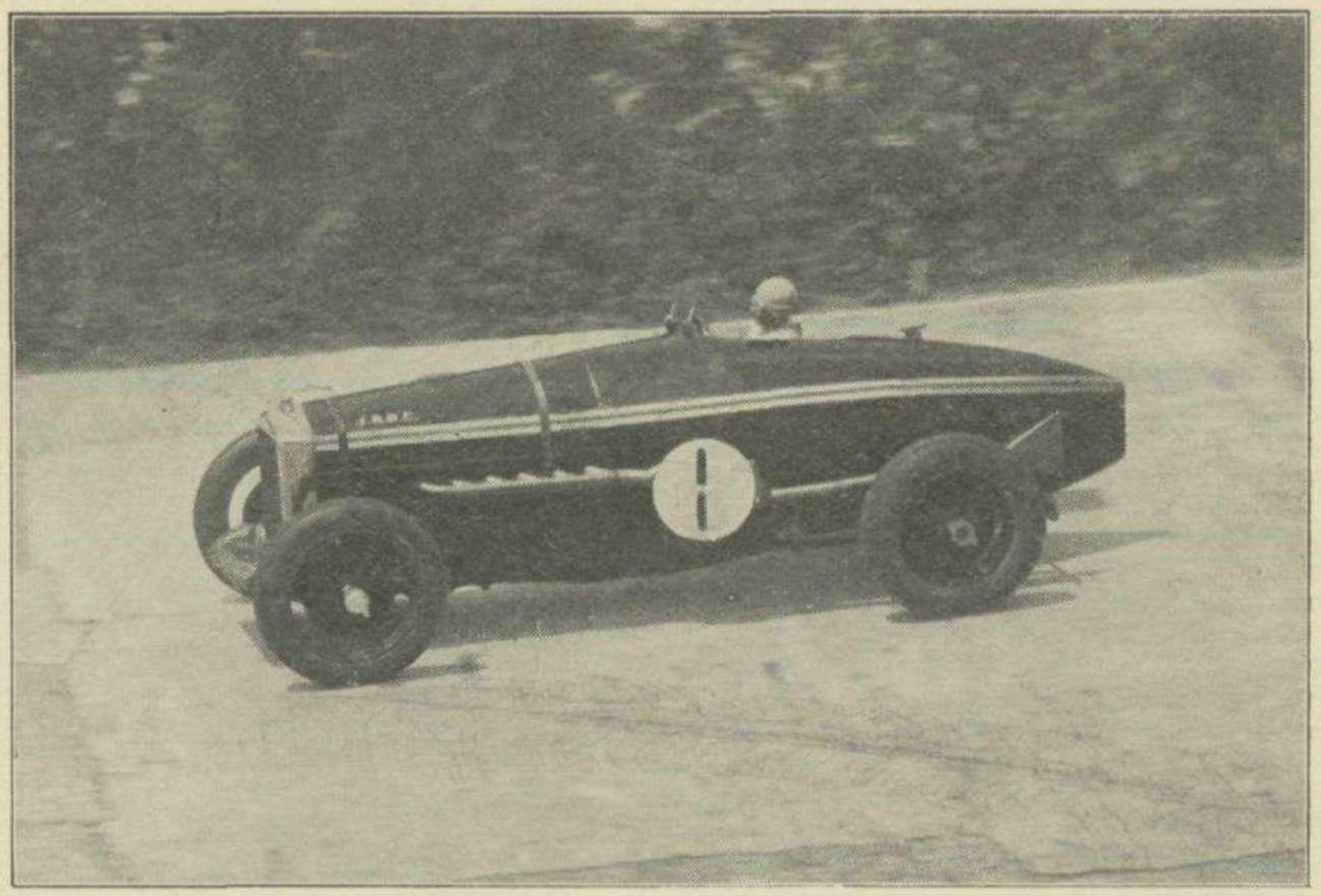
Actually, an idea we should like to see developed in future rallies is that of having some trials-type hills in one district, a speed trial at someone's private grounds in another, a speed hill-climb (perhaps at Shelsley) and a slow-running and speed test (say at Brooklands), all linked by road sections of 200, 300 or even 400 miles. Such a rally would constitute a remarkably fine test, given a reliable marking system, it would be a competition of intense interest to the competitors, and it would attract public interest over a wide area. Arrived at the finish, the traditional coachwork competition and beer-parties could still be staged, together with that starting-from-cold test. An examination for car condition we do not advocate for reasons outlined in the Hastings Rally report. Incidentally, in the Hastings Rally one car had a device that switched on the starter and released the brake when the driver's door was opened, special gear-gate stops were in evidence, and some of the American cars had starter switches combined with their throttle pedals—things that would be unnecessary if the circus element were to be decreased. In connection with the foregoing, it is interesting that the Bugatti Owners' Club "Monte-Honiton-Carlo" Rally always concludes with a speed hill-climb which constitutes a good all-round test of speed, braking and acceleration, etc., while we believe that in the forthcoming Blackpool Rally, a special test and regularity test will figure in the road section. The Scottish Rally, of course, embodies one special test a day, but the road section in this case is punctuated by a rest each night, which is not quite the same thing.

ON GETTING INTO THE GAME

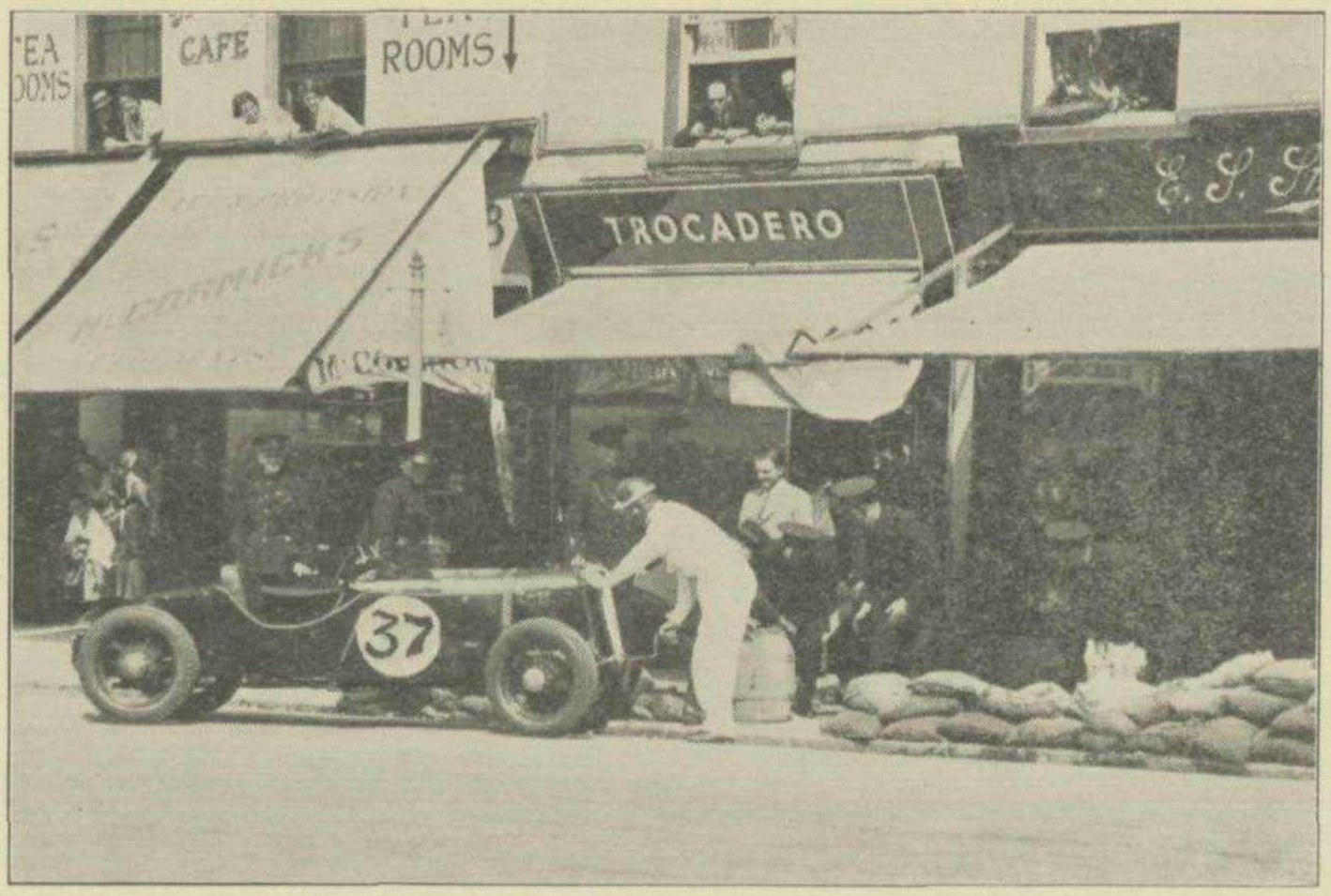
If you were born a motoring enthusiast it is not your fault, and, indeed, I sometimes wonder if we are not to be pitied. Because, while enthusiasts for most of the other sports have only to go out and buy a pair of shorts or white flannels and a vest and some quite simple bats and balls or rods and lines and so forth, you cannot very well motor-race until you have a racing-car, the cost of which is out of all proportion to that of the equipment needed for active participation in so many other pastimes. I suppose we have only ourselves to blame, however, for Grand Prix racing certainly wasn't taught on the playing-fields of Eton. And at the other end of the scale, how many middle class and working class men and women care who has won the Donington Grand Prix, or, for that matter, the T.T., by means of which they are supposed to access the merits of the cars which they will buy or on which the first instalment will be staked?

Yet, if motor-racing is in your blood nothing can be done about it, not even by Dr. Benjafield (who should understand the symptoms), especially as you will probably have surreptitiously read "The Lure of Speed" and "Motor Racing" and "Full Throttle" and "Ten Years" and "Road Racing, 1936" and all the other matter on which the germ feeds, during our youth.

You may get some satisfaction out of associating yourself with the sport by wielding a Watermans or a Contax, but that will give only partial satisfaction, and all the time the burning question is how to drive a racing-car in a reasonably important race—a question that must be discussed every day of the year in every one of our schools and colleges. Yet, I rather feel that the humane thing to do is to advise young enthusiasts to forget real racing unless they, or their parents, have bags of money to forfeit. It seems to me that the chances of driving professionally for a firm are very slight to-day—with only Austin and Riley competing officially and their teams already well served. It was difficult enough when Segrave and Davis began, when Sunbeam, A.C., and Bentley, with others, spent every summer week-end courting publicity and learning lessons, for drivers who could claim some experience in other spheres when interviewed by the Great White Chief. And there are so many more experienced drivers about nowadays.



The 10½-litre Delage taken over by the J.R.D.C., when Oliver Bertram acquired the Barnato Hassan. Hardly a novice's car.



Mistakes at speed do not always end so happily.

Certainly a man may be especially good at some aspect of the racing game, such as chart-control or wheel changing and then, if he is noticed by someone who is inclined to pull strings and has really good strings to pull, he may get where he wishes to get without untold expense.

But, taking it generally, the chances of driving other persons' cars in races, or even in rallies or trials, is not a thing to count on when deciding on one's career.

You will remember that when Segrave begged Coatalen to give him a place in the Sunbeam team he had no sort of reception until he bought the Opel and raced it for a season or so on his own. Even to do that to-day is beyond the means of most of those who would willingly back the sport with their lives, but who cannot do so with hard cash.

Indeed, even those optimistic plans to run cars in minor speed trials and hill-climbs so very often fail from this reason.

A G.N. frame at 30/- with a rather hot engine dropped in sounds easy meat, but even modifications of this sort burn the brass, and invariably leave nothing with which to meet entry fees, insurance, transport and repair charges.

If you really haven't thought about how expensive this pastime is, just jot down some items for, say, the Land's End Trial—fuel, oil, hotels, entry fee, additional insurance, etc. And if you think that a syndicate of half-a-dozen enthusiasts is the watertight solution, I can only say that I have never known it to work satisfactorily yet—or not after the man who won the toss has blown every bit of the power-unit to atoms on the first trial run.

Perhaps I am a super-pessimist, but to those who cannot back their ambitions with much money, I can only say—forget serious racing. There is a heap of fun to be had just driving as many different makes as you can, keeping a rough log of your mileage on each. There is a good deal of satisfaction to be had in visiting as many big fixtures as you can possibly attend and in following closely the technical and sporting aspects of the game, so that you make up in knowledge something of what you lack in practical experience. Surely we can all take heart from the young enthusiast who every day lifted a bar loaded to a

ON GETTING INTO THE GAME—continued

weight equivalent to that of his favourite racing-car, so that when his big chance came he might dispense with a jack during his pit-stops. Unfortunately he had apparently forgotten that the driver invariably remains in the cockpit during a quick wheel-change, but it was better than playing with Schucos on the bathroom floor.

When you have made your fortune selling pigs or property, behind a desk or on the Stock Exchange, then you can follow your ambition and enter the sport, remembering that the better class of trial and sprint event is an excellent introduction to serious racing. Even £6/6/0 spent on joining the B.A.R.C. and £20 on an old 80 m.p.h. chassis with which to commit lappery on non-race days, until Mr. Bradley tires of the noise or saves you from yourself, will not, in my opinion, be money wasted. An extremely keen enthusiast who once raced a Brooklands Riley in a small way, and who has temporarily given up racing for financial and other reasons, tells me that he never misses an opportunity to compete in any event, no matter how humble, or how normal the automobile he enters. In this he is following out advice given by one of our best known drivers, and the enthusiast in question left school quite a while ago. It is so very true that continual practice is invaluable.

So to those readers of this paper who are not racing drivers and who have not the sum of £1,000 a year to spend on racing, I suggest a week composed of five and a half days hard labour and one and a half days spent in seriously driving any and every car you can lay your hands on, until you can afford to spend eight days a week in or under a racing-car of your own. Don't retort that lots of people who are not rich men drive every week-end in competition and appear to be making money by doing so—because how they do it is one of those major mysteries that you and I will never solve.

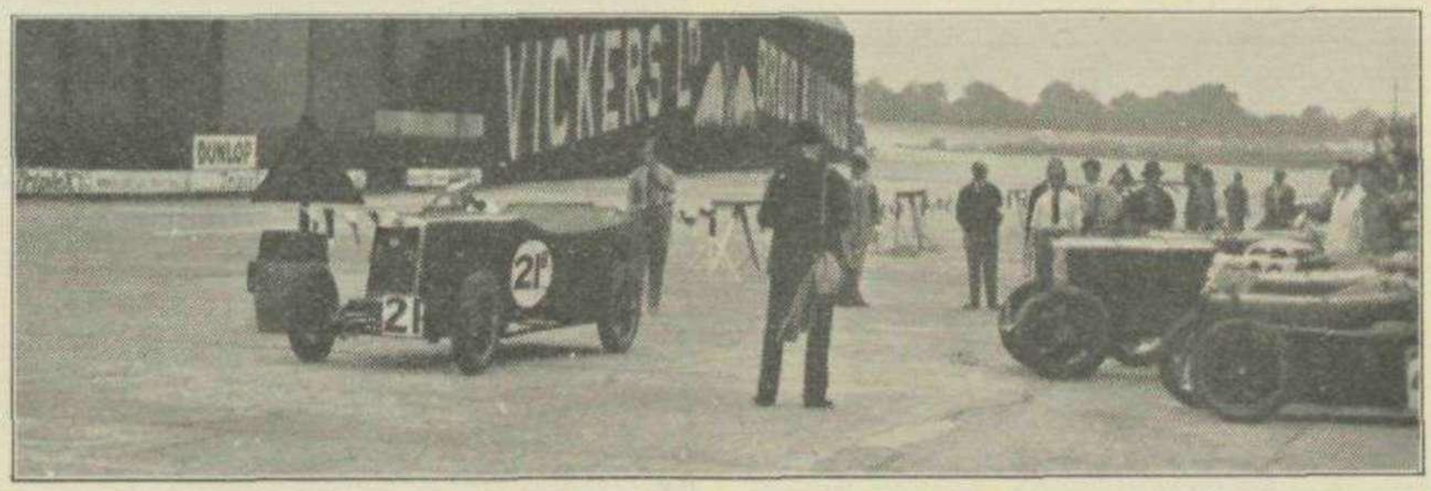
Up to this point I might as well have called this outpouring "On Banishing those Dreams" or "On Dispelling an Illusion," so we will now think about the difficulties that confront the young man or woman who really can afford to enter the game but who is doing so without any previous experience of racing. I do feel that in cases of this kind it is a thousand pities that there is no approved way of learning a few lessons. Of course, some folk, who have practically lived under a sump, will be able to drive anything well in any conditions and this plea for any easy means of gaining experience will naturally leave them cold—all they ask is the car and the chance to race it. But I do feel that there are numbers of persons who do not wish to become slaves of the motor-car, but who drive on account of sporting, engineering and social interests, and who could do with some advice during their initial races. If a start is made at Lewes and Shelsley and similar venues with a comparatively slow car this is not so necessary, but what of an enthusiast able to commence his racing career with a secondhand E.R.A., or Maserati, or Alfa, or a reasonably potent Bugatti or a new Alta, and desires to compete in events like the Donington Grand Prix, Manx G.P., Empire Coronation and Campbell Trophy Races, etc? A good car can easily be ruined by lack of experience or temporary forgetfulness, so that a novice running a *mono* Alfa in a big race is rather akin to Auntie or the lady-friend taking their driving lessons on your 1937 Bentley or Lagonda—not too pleasant to contemplate. Apart from which, young lives have been lost before now at Brooklands and on road-courses, purely on account of cars proving too fast for their inexperienced pilots.

I am not suggesting for a moment that mere teaching will produce drivers of the calibre of Seaman, Straight, Segrave or Birkin, because obviously such men possess indefinable qualities that few other drivers possess. And I do not particularly like the idea of a "School of Motor-Racing" because the fascination of the sport is largely bound up with its versatility, and it cannot be parrot-taught to perfection like mere games of bat and ball. But some preliminary instruction to safeguard lives and machinery is long overdue. However long you spend behind the wheels of sports-type cars, always will the truly "pur sang" racing automobile be a different, much sterner proposition. Moreover, up to the present there has been far too little opportunity for a beginner to practise over road-circuits or even to a sufficient extent round the Mountain at Brooklands. Perhaps all that will change with the opening of the Southern road courses, and I hope it will, for, disrespectful of the law as sports-car folk are alleged to be, few of us would attempt cornering practice on public roads, even with nice, sober motors in the most God-forsaken parts of this country. And even though a man may own a racing motor-car and possess the means wherewith to exercise it, that does not necessarily imply that he has the time or chance to serve a racing apprenticeship abroad with a recognised stable, or his own experienced helpers, as Straight, Seaman, Hamilton, and "Bira" did with M.G. Magnettes, before they turned to the heavier metal.

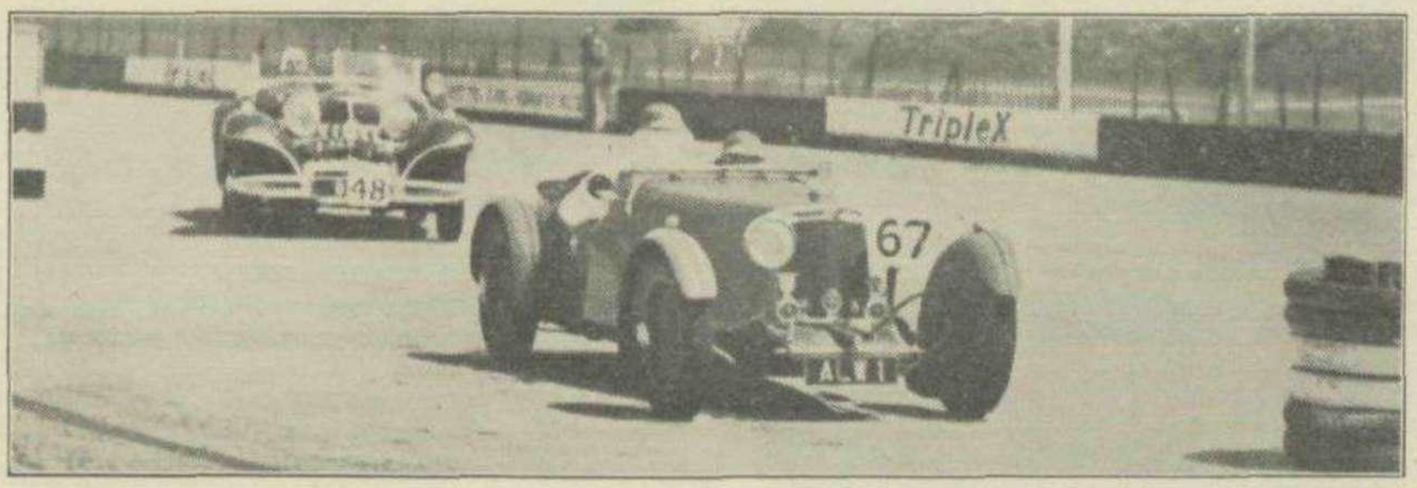
Thus there is scope for a club whose primary aim would be to provide racing tuition. It was a great pity that the Junior Racing Drivers' Club came to nothing, for definitely this was the right idea, though Klemantaski tells me there is no intention of reviving it.

Poor Tommy Hann attempted something of the same sort on a more humble scale when he formed the Amateur's Car Racing Club a few years back, but this, too, was unsuccessful, though "Softly Catch Monkey II," now in Scotland, would have made an excellent training mount, consisting as it did of a practically untuned 16/60 Mercédès with racing bodywork. Then, the year before last, Captain D. B. K. Shipwright, who raced an Armstrong-Siddeley at Brooklands in 1921, returned to Weybridge and opened premises with this tuition-idea in mind. He got as far as erecting a big map of the Track in his office, stuck all over with little flags to indicate where the bumps are. But he did not proceed with the idea.

However, I believe that there *is* scope for an organisation on these lines, and I think it could successfully command quite substantial subscriptions if it could ensure genuine advice from recognised authorities. Standardised equipment



The second car of a team leaving the start in the L.C.C. Relay Race.



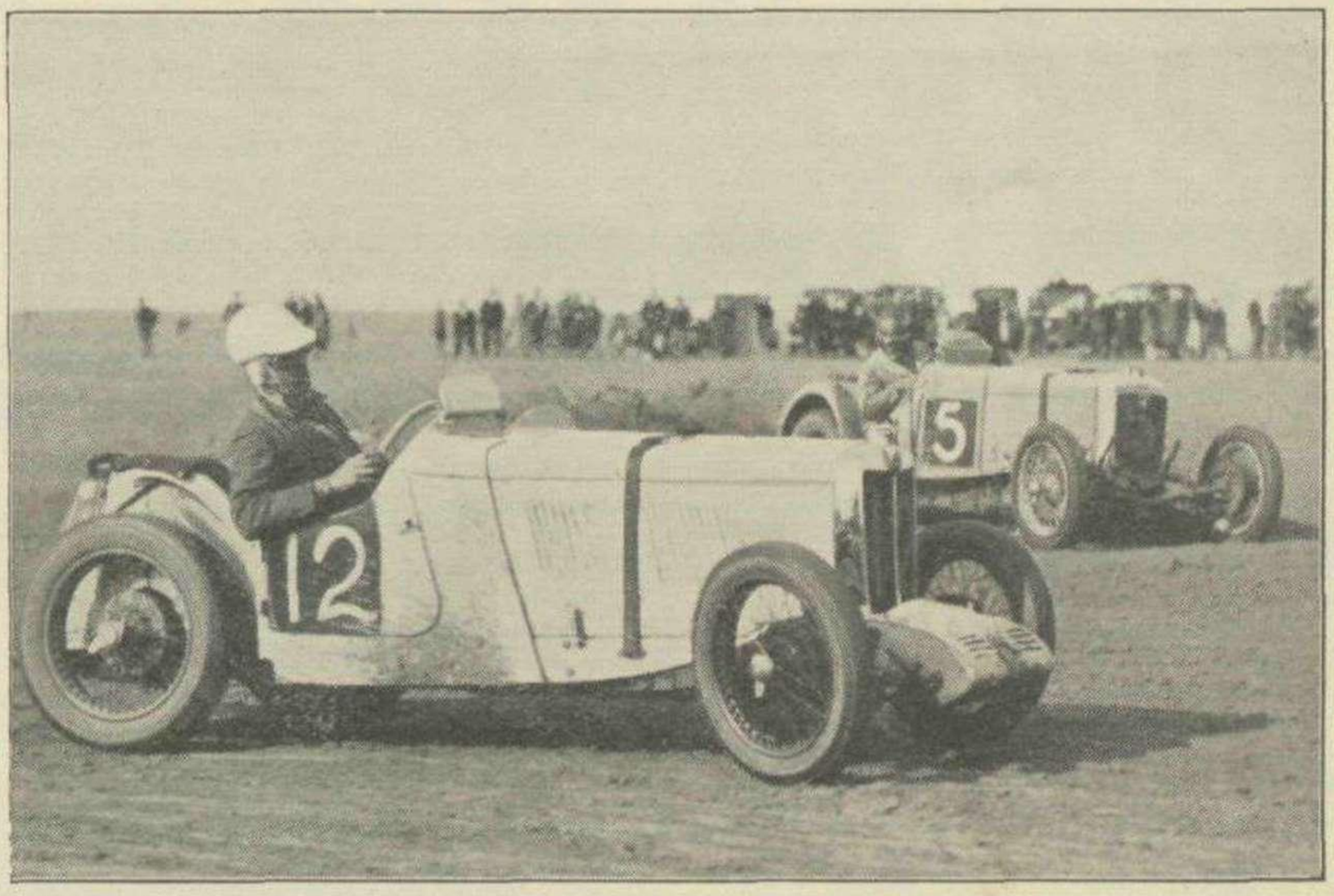
Competitors in the M.C.C. High Speed Trial at Brooklands. This event and the L.C.C. Race are ideal events for the beginner.

ON GETTING INTO THE GAME—continued

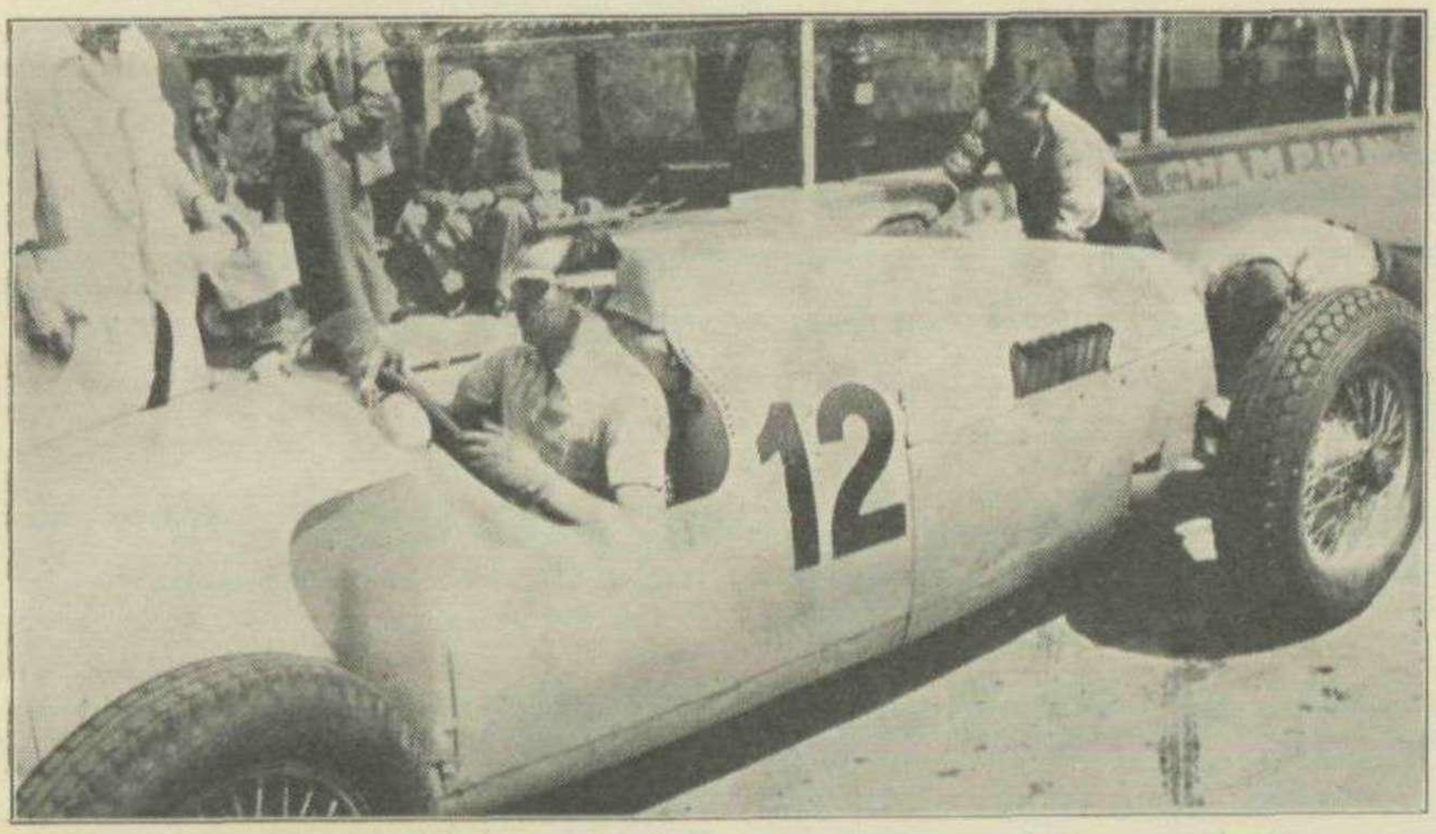
usually pays, so if I were starting a club on these lines I should try to get hold of some racing M.G. Magnettes and a few Grand Prix Bugattis, picked as much for reliability as for maximum speed abilities, which would call for sufficient skill in handling, would not be too costly to maintain and would have two-seater bodywork. And I should endeavour to get the younger and more impecunious members going on wheel-changing, plug-changing and general pit-work. Run on the lines of our Flying Schools, I think a body of this sort might pay its way and even prosper, even without a subsidy. But I should draw the line at actually entering club cars for races, and would charge a small fee for any services rendered to members while running their own cars. A possible profitable development is that of hiring racing-cars to beginners. Bellevue Garage appeared to work the scheme quite satisfactorily last year with an M.G. Magnette, and Almack does a certain amount of this sort of thing with his Austins, a Riley and the Abbott-Nash, while I believe John Bolster had his first taste of competition motoring when he drove a hired Brooklands Riley in a Mountain Handicap.

As a means whereby someone who cannot afford to build even a sprint special can enter racing, hiring is doubtless doomed to failure, but I think it might prove satisfactory in cases where a driver is anxious to go through a season's racing before investing in a racing-car of his own, in which case he can afford to book a car for a series of events and come to some agreement that will cover "blow-ups"—though the latter is a matter in which the whimsical will at once see tremendous possibilities!

Incidentally, although it has no connection with tuition, one of the biggest annoyances that confronts anyone who is taking up racing at Brooklands, or even just running in club meetings at the Track, is that of getting hold of a silencer that will satisfy the scrutineers. Consequently, I am rather surprised that nowhere within the Weybridge estate can one find a firm specialising in silencers, doing nothing else but make up silencers at a few hours' notice, repair burst silencers, stock Brooklands silencers for popular sports-cars, and design Brooklands silencers in a few minutes from the time of receiving clients' exhaust-port rubbings and pipe-diameters. I present the idea to anyone who loves living at the Track and must work there if he is to do so.



Another training ground. Sand racing at Southport.



Would you change places with him?

Reverting to tuition, it occurs to me that there are lots of first-rate mechanics about the country who in their day have served with well known racing teams, as, for instance, with the Bentley boys at Le Mans, and that some of these men could earn sound money very pleasantly by forming a club of the sort I have visualised, or by helping those racing enthusiasts who are fairly rich and very serious, but not rich enough to employ a Ramponi to manage their pits and service their cars.

In conclusion, is it too much to hope that before another season is over we shall have such an organisation, to which newcomers to the game will go (if they are wise) and be taught how? There are lots of ultra-fast racing cars in the market, the new road-circuits have come into being, enthusiasm looks like peaking these next few years, and young drivers are likely to run needless risks and burst much first-rate machinery unless a little valuable tuition is available. Motor-racing is a complicated game and there remains the satisfaction of knowing that, however much you teach a would-be driver, it will never make the driving of a good racing-car anything like as simple as batting a ball out of a bunker . .

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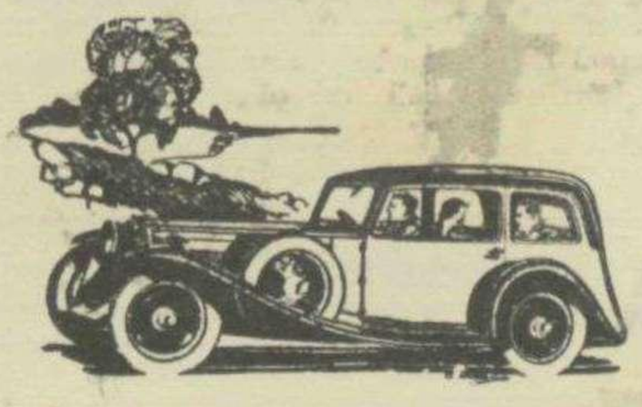
Club News

BUGATTI OWNERS' CLUB

An extremely successful opening rally was held on April 11th. Thirty-two cars gathered at "The George," Huntingdon, where lunch was taken in a very pleasant room reserved for the club, and dominated by the club radiator badge. The Bugattis present were drawn up along one side of the hotel yard, and comprised the following: "Black Bess," the 1913 chain-drive 5-litre, which had come up from London at an average speed of approximately 39 m.p.h., Col. G. M. Giles's Type 57 3.3-litre Thérèse, with W. Boddy an honoured passenger, E. L. Giles's blown 4.9-litre coupé as a surprise item, on its first long run, G. Harris's Type 44 saloon C. L. Clark's Grand Prix, L. G. Bachelier's Type 55, M. Radford's Type 44, F. Sergeant's Type 40, another Type 40, S. Reynolds's Type 43, Miss Enid Fawcett's 3.3-litre saloon, C. W. P. Hampton's Type 55, R. A. Cookson's 3.3-litre Type 49, Col. Sorel's 5-litre, K. Bear's 3.3-litre, and Cookson's 5-litre. "Black Bess" claimed over 150,000 miles, Harris's Type 44 150,000 and the blown "4.9" and Radford's Type 44 60,000 miles each. Drawn up opposite the Bugattis were:—a 4½-litre Bentley saloon, Stapleton's T.T. Aston-Martin, J. D. Aylward's Aston-Martin, Crowther's Scuderia of four Lancias—an Augusta saloon, a Dilambda saloon, a Dilambda two-seater of most imposing aspect and an Astura saloon—Monro's 4½-litre Invicta, a Humber saloon, a Hillman saloon, Mrs. Lind-Walker's 4½-litre Lagonda, Bachelier's modern Alfa-Romeo saloon, Walsham's Railton, Dubar's Riley, Steele's 14/40 Delage, and Miss Stewart's Bentley. Few clubs could stage such an imposing array of motors!

After lunch a judging committee composed of Miss Fawcett, J. Lemon Burton and J. D. Aylward awarded the Scuderia prize to Crowther's immaculate Lancias and the Best Car Prize to the venerable "Black Bess," which latter thereafter started up and spluttered off to London.

A number of members then went on to the "Duke's Head" at King's Lynn to an excellent tea, L. Keevil winning a £2 sweepstake by arriving within 40 secs. of the time shown on the club clock, in his Hillman Fourteen saloon. After tea the meeting dispersed. The next event is the Monte-Honiton-Carlo Rally at Whitsun week-end, for which an excellent entry was anticipated. There *are* more prizes this time and, to obviate any possibility of an accident at the speed hill-climb, two stop and restart tests will be used. If you wish to welcome the competitors at the finish and see some fast motoring into the bargain, note that they arrive around 10 a.m. on Sunday, May 16th at M. Richard Marker's Estate at Honiton.



The May issue of "Bugantics" contains some interesting matter, including W. Boddy's impressions of the Type 57 Bugatti.

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

INVICTA C.C.

Another very successful meeting was held last month, fifteen cars leaving Portland Place for Aston-Rowant, the T.T. 4½-litre, an S.S.C. tourer, and Whale's apple-green 4½-litre coupé amongst them. Maidens Grove and Crowell were tackled, after which dinner was taken at the "Lambert Arms," followed by a colour film-show. This club rallying to well known trials hills strikes us as quite a good thing, provided the party behaves itself and the secretary makes a point of using hills to which no trial has been for some weeks past. Since its initiation the club has gathered forty-eight members. Three Invictas were formed into a club team for the Westminster School Motor Racing Society's Test Hill Handicap.

Hon. Sec.: D. Monro, 4, Tavistock Place, London, W.C.2.

LIVERPOOL M.C.

The Jeans Cup Trial was a victory for A. B. Langley's M.G. R. J. Richardson's Austin Seven won the Wade Cup for best performance in the opposite class. The Team Award went to A. B. Langley and J. A. Bastock, both driving model T M.G. Midgets. First-class awards were gained by G. Tyer (Singer), N. V. Terry (Frazer-Nash-B.M.W.), C. A. N. May (PB M.G.), P. B. Panner (750 c.c. M.G.) and T. C. Wise (Ford V8).

The entry list comprised sixty cars and sixty motor-cycles, with many returned entries, evidence of the popularity of trials in the Midlands. G. S. Watson overturned his M.G. Midget on one hill but the occupants escaped injury. A class for touring cars was incorporated, in which H. Fishwick, using a Ford V8 as his "touring car," won the Sir James Reynolds Cup, while W. S. Underwood's Frazer-Nash-B.M.W. took the Timson Cup and the Team Award went to H. K. Crawford and F. D. Gibson with M.G.s.

BRISTOL M.C. & L.C.C.

Speed trials, open also to the Bugatti Owners' Club and C.U.A.C., will be held on May 22nd on a private road at Bristol Airport, over a course reputed to be long and very fast. London enthusiasts should bear in mind that it is a pleasant 130-mile run to Bristol over the Plain and Bristol Airport is situated amid the hills in pleasant country. It is a pity that this fixture clashes with the previously announced speed trials of the Vintage S.C.C. at Littlestone-on-Sea, where there will be the additional attraction of the pre-1915 class. Personally, we are going to toss up for it! The Backwell Hill Climb date is July 3rd.

Hon. Sec.: E. W. Densham, "Kaihin," Overdale Road, Downend, nr. Bristol.

HERTFORDSHIRE COUNTY AUTOMOBILE AND AERO CLUB

The Annual General Meeting of the Hertfordshire County Automobile and Aero Club was held recently at the Club's headquarters, the Spider's Web on the Watford By-Pass road.

The Rt. Hon. Earl of Clarendon was re-elected President, while Mr. Armand Blackley once again was re-elected Chairman and Mr. Frank Potter the Treasurer. Mr. Norman Lone, who for so many years has been associated with the Berkhamsted Motor Club, consented to accept office as Hon. Secretary in addition to his duties with his old organisation.

The Club is now attracting many new members. It is, incidentally, the oldest motoring organisation in the County of Hertford and was one of the first County Clubs to be formed in this country. It is associated with the R.A.C. so that members may enjoy certain benefits of the latter body.

The Club also has the advantage of being in a strong financial position, the accounts showing a very good balance in hand.

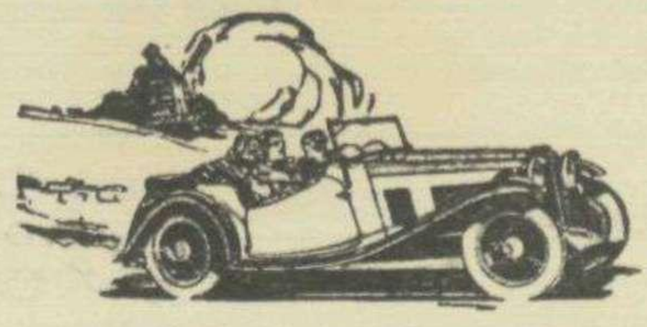
The Club has accepted the invitation of the Bushey Hospital Week Committee to organise a motor car Treasure Hunt on June 14th in aid of that charity. The event will start and finish at the Spider's Web, the competitors being invited to a dance afterwards.

A list of forthcoming events will be announced shortly.

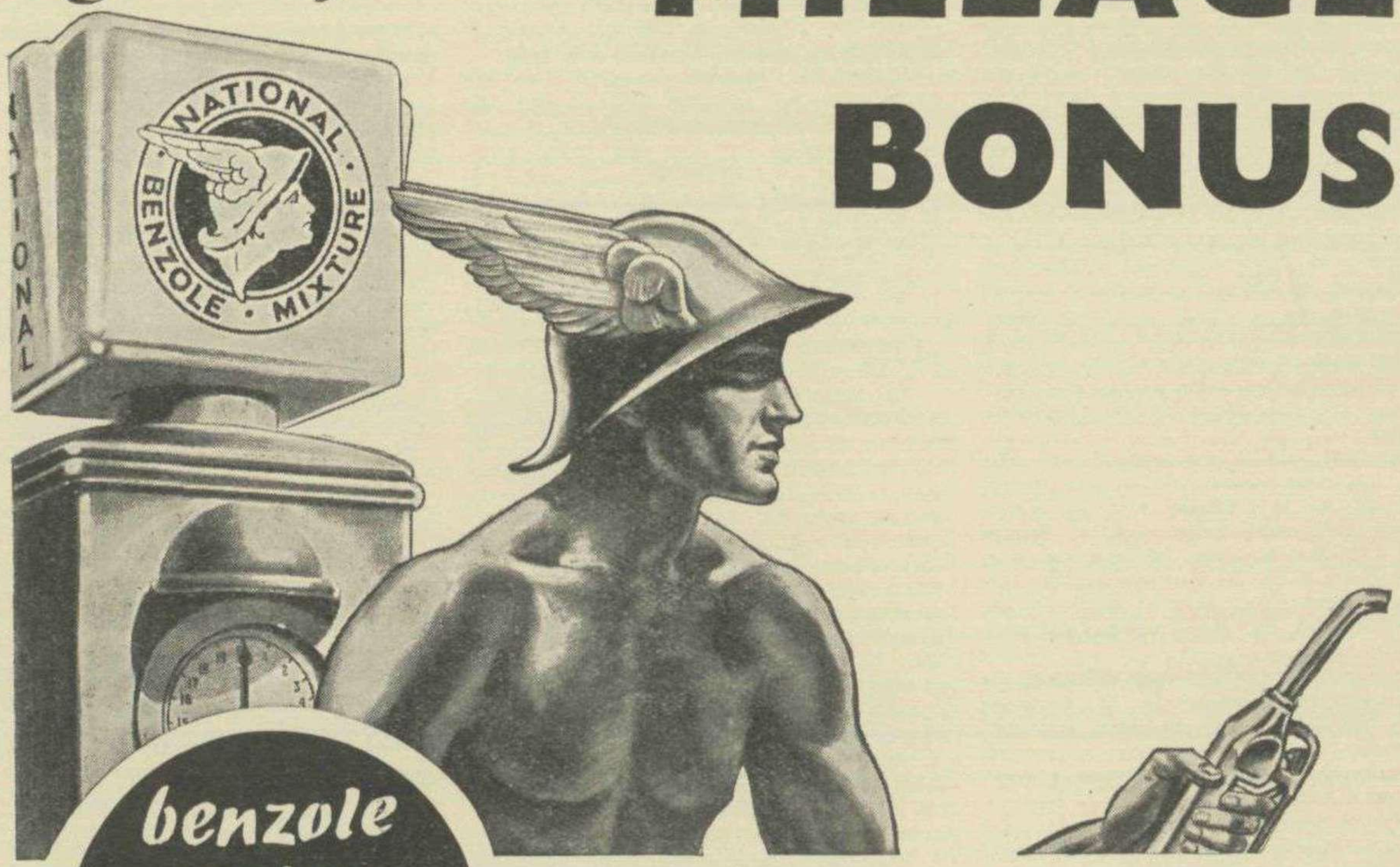
Full particulars of this club may be obtained from the Hon. Secretary, Mr. N. C. Lone, 57, Marlowes, Hemel Hempstead, Herts.

STANDARD CAR OWNERS' CLUB SOUTHERN COUNTIES TRIAL

A course of exceptional severity in the Kent hills was used by the Standard Car Owners' Club for their Southern



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CLUB NEWS—continued

Counties Trial recently. The condition of the various hills was not improved by the efforts of the W.A.S.A. competitors to climb the same hills on the previous day, and a steady downpour throughout Saturday finally reduced them to an almost impossible state. It says much for the versatility of the modern saloon car that twenty-three out of the twenty-seven competitors managed to check in at the finish. Of these twenty-seven starters, seven were members of the Club of Nomad Motorists, who co-operated in the organisation of the trial.

After a last-minute inspection it was decided to eliminate the first three hills, Stowting, Watsole Street and Shrub's Wood, and a move was accordingly made to Postman's Walk, near Brook. As it turned out, this hill might well have been cut out too, because no one succeeded in reaching the summit—although H. G. Dryden was credited with a climb in recognition of the most gallant assault on the hill.

Limeworks Hill had to be tackled next, and in spite of being deeply rutted and almost under water in parts, was vanquished by the majority of the competitors.

Allington Hill was supposed to come next, but was found to be totally impassable, so the timed test on Coldharbour Hill came next. A. P. Squire made the fastest time in 22.2 seconds, followed by N. J. N. Robinson with 24.8 seconds, and then W. P. Rhodes, A. Goldman and D. B. Burrage all with 26.2 seconds.

A second eliminating test was held on Thornham Hill, where D. B. Burrage made the best time in 18.2 seconds. Robinson was one-fifth of a second slower, while W. P. Rhodes was a good third with 19.2 seconds.

Hognore was also in a bad state, and only two clean ascents were registered, the stalwarts in question being Robinson and A. P. Squire. Cotman's Ash, the next hill, was correspondingly easy, and was climbed by the whole field. Finally, Beechy Lees brought five people to a standstill through wheelspin at the top. Thence, it was only a short run to Sundridge, where experiences were exchanged over tea at the Old Hall.

The Brierley Challenge Trophy for the best performance by an S.C.O.C. member was won by W. P. Rhodes, who drove a Flying Standard "Twelve." The Novices Prize went to E. Begg-Robertson.

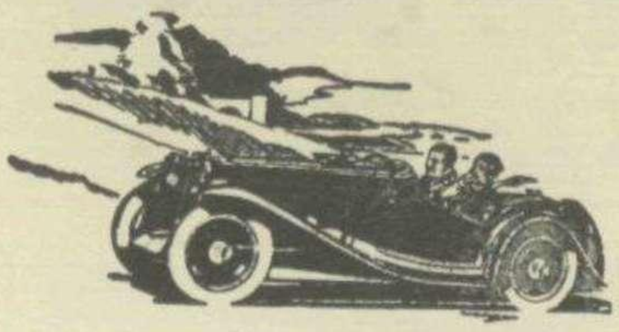
RESULTS

Brierley Challenge Trophy : W. P. Rhodes.

Novices Prize : E. Begg-Robertson.

Second-Class Awards : N. J. N. Robinson, A. P. Squire, H. G. Dryden.

Third-Class Awards : D. B. Burrage, R. E. Blake, B. S. Cox, K. Whiteley, P. R. Brierley, J. Torrome, A. R. West, A. T. Gamble.



TORBAY AND TOTNES MOTOR CLUB

The seventh Annual Dinner and Dance and presentation of awards was held at the Victoria and Albert Hotel, Torquay on April 9th.

Members of the West of England, Plymouth, Exeter, and Exmouth Clubs attended, as did the S.W. Centre A.C.U. secretary. The usual speeches were made, the secretary and sports committee coming in for special praise, and a telegram from the Editor of "Motor Cycling" (wishing success to the club) was read.

During the dance the Mayor of Torquay presented the awards won during the season. They were as follows :

RESULTS

Premier Awards : J. Luck (2) ; J. Flambert (1) ; H. Kingwell (1) ; G. H. Law (1) ; D. A. Simes (1).

Runner-up Awards : J. Luck (1) ; J. Flambert (1) ; F. C. Rolfe (1) ; L. Chard (1) ;

First-class Awards : J. Luck (1) ; J. Flambert (2) ; H. Kingwell (1) ; G. H. Law (1) ; F. C. Rolfe (2) ; J. Watts (2) ; D. J. Holliday (1) ; P. Slade (1).

Passenger Awards : J. Williamson ; Miss K. Manning.

The third Annual Trial for the d'Espiney Trophy was run off on the 11th of April over a 45-mile course. This consisted of two circuits and contained a total of ten observed sections, two tests, and a secret test.

It was organised with a view to attracting those who do not usually enter trials and the course did not contain any "rough stuff." In fact most of the competitors stopped in sections which were not observed. The hills in spite of the recent rains were easy, and caused few failures. A fine afternoon favoured the drivers. "Whilborough" caused two failures and a retirement, L. Chard ran a big end and although finishing the climb he retired. J. E. West (M.G.) made the best performance.

"Lenda" caused three retirements due to wheelspin although it seemed the easiest hill.

"Mudstone" was the worst hill, being fairly steep, muddy at the bottom, and loose at the top. Bowerbank (Singer) charged down too late and failed, while the exhaust pipe of Bartlett's Standard saloon came adrift and stopped him. Kingwell on a Wolseley Nine saloon with four up was good and quite fast.

"Daccombe" in spite of its steep and severe "S" bend only caused one failure.

RESULTS

Premier Award (d'Espiney Cup) : H. J. Kingwell (Wolseley 9 Saloon), no marks lost.

F. C. Rolfe	Singer	1 mark lost
J. E. West	M.G.	2 marks lost
G. Turnbull	Riley 9 Saloon	6 ,, ,,
P. Slade	Singer	7 ,, ,,

Brake Test Times :

H. J. A. Kingwell	Wolseley 9	13⅜ secs.
P. Bowerbank	Singer	13⅝ ,,
F. C. Rolfe	Singer	13¾ ,,
J. E. West	M.G.	13⅞ ,,

BROOKLANDS AUTOMOBILE RACING CLUB

It has been decided that the B.A.R.C. Meeting over the Brooklands Road Circuit on July 10th should consist of a series of short races and, if possible, scratch events will be included in the programme.

THE MIDDLESEX COUNTY AUTOMOBILE CLUB

The opening run of the Middlesex County Automobile Club produced forty-six starters, thirty-four of whom finished within the allotted time. The course was shown by a straight line, the orientation of which was determined by the number of the conflux roads rather than their direction.

The start and finish were both at the Comet Hotel on the Barnet By-Pass where luncheon and tea were taken.

Mr. A. H. Stevens finished first in the large cars and won the Green Trophy on best performance of the day. Mr. K. V. Blake was first in the small cars.

NEW MOTOR CLUB FOR SANDWICH

Arranged by the Committee responsible for organising speedway meetings at recent Sandwich Fayres, a public meeting was held in the Guildhall, Sandwich, to consider forming a motor club for Sandwich and district.

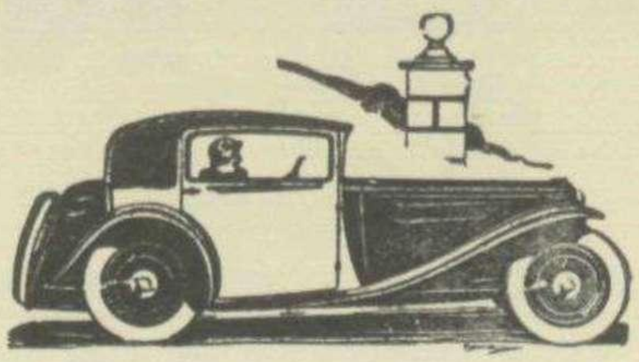
Mr. S. Martin, chairman, explained that the main idea was to form a light car and motor-cycle club for the town and district with the object of holding speedway meetings, trials and social events. Personally he thought the club should be open to all kinds of motor cars and that there should be no distinction between cars and motor-cyles. He felt certain they could get plenty of support, especially if they were affiliated to the A.C.U.

It was unanimously decided to form a club to be known as the Cinque Ports Motor Club, with a subscription of 5/- for all members.

The following officials were elected :— Mr. S. Martin, chairman ; Mr. K. W. Coverly, 26 Upper Strand Street, Sandwich, secretary ; Mr. A. D. Bowman, Bombay Crab, Telegraph Road, Deal, treasurer ; Messrs. C. G. Setterfield, E. H. Hopper, C. E. Riley, F. Holden, T. Farreer, and M. Lewin.

GENERAL NOTES

During Easter week-end, a spell of really normal motoring was put in very pleasantly with an Austin Ten "Cambridge" saloon, which obeyed the call-of-the-sea with complete dependability on Good Friday, and took us to watch practising at the Track on the Saturday. The roads were not nearly so congested as we had expected, though three-abreast cyclists and middle-of-the-highway fug-box helmsmen were rather too evident. And policemen in Yankee hats and Yankee-like automobiles were engaged in mysterious high-speed manœuvres along the Kingston By-Pass. But, as usual, we enjoyed that quick run from South London to Weybridge, through Esher and along



CLUB NEWS—continued

those sleepy, picturesque roads to Hersham (sorry, boys!) into the fine residential parts of Weybridge, in which village Locke-King worked so magnificently on our behalf over a quarter of a century ago. We found that Brooklands has retained all its old fascination for us, times without number that we have visited it on all sorts of errands in all manner of motor-cars, and we discovered that the new road-course has not spoilt the amenities of the Hill.

On Easter Sunday utility motoring was again the order of the day, notwithstanding which we took a prolonged cross-country journey from Orpington, in Kent, to "The Phœnix" at Hartley Wintney to worship at the shrine-of-the-veterans that Tim Carson has thereabouts perpetrated Really, we had hoped to see those V.S.C.C. cartoons drawn upon one of his ceilings and were not a little saddened to learn that they had been painted over, though we were restored to good cheer when Tom Rolt commenced the 1914 Sava, its extremely accessible engine starting very readily and providing an object lesson in the respective merits of coil versus mag. A run out along some adjacent straight roads, the old car pulling strongly in spite of its modest engine size and high ratios, the wind, laden with rusty water globules from the improvised filler-cap, howling over the unscreened scuttle, vastly to strengthen the impression of real speed, the driver doing marvellous things with the gear-lever, permitted cold contempt of those tiny saloons which we passed so easily.

So back to the trustworthy Morris, the fever of a past age coursing in our veins. If you want an excuse for a rapid drive, go along to "The Phœnix" and ask Tim if he knows where this Sava locates its reserve fuel supply!

Then, after an idle week-end by way of a breather, we came to the Empire Trophy Race and that, of course, made a run up to Donington essential. Accordingly, a start was made at 9.5 a.m. in heavy rain in Eason-Gibson's little Fiat and, although we had Mason, of MOTOR SPORT, in the sternsheets, Gibson contrived to cover the 123 miles at an average of 36 m.p.h., which just goes to show what can be done with concentrated driving of a car having quite a humble maximum. Coming home, still three up, we had to go onto reserve, which made us work out the fuel consumption, which was found to be almost exactly 47 m.p.g., in spite of the day's dicing tactics. So bucked were we that very curious and potent drinks were ordered at the very next pub., and we all got back to South London by 10 p.m., Mason thanking his stars that it was a Fiat's sternsheets in which he had been imprisoned, and not those of certain other bucking babies.

On the Sunday the Bugatti Club's Opening Rally was the order of the day, with Col. Giles in his 3.3-litre Type 57 T.T. Bugatti, Thérèse. Leaving Regent's Park at 10.40 a.m. in company with Eric Giles's blown 4.9-litre Bugatti coupé, we were at Huntingdon, sixty-seven miles away, just after 11 a.m., averaging an unbelievably effortless 47 m.p.h., in spite of strictly observing all 30 m.p.h. areas. That made us very contemptuous of all the other fast stuff assembled in the yard at "The George," even though we had just failed to catch "Black Bess," the 1913 5-litre Bugatti which had left forty minutes before us. Nevertheless, we had exceeded the ever magic century along the Barnet By-Pass by a very respectable margin, with no more effort than other very good cars exert to reach eighty, and that afternoon we again passed the 100 m.p.h. mark along an open, if undulating, four-mile straight near Ely, in the Fen country. Neither driver nor passenger needed goggles . . .

And after tea at King's Lynn the blown 4.9 and this astonishing three-three ran back to London town in the upper seventies in line ahead formation (the "4.9" was being run in), the village lads and evening strollers displaying a profound respect for our rapid passage through the gathering dusk. Nearer London other cars proceeding in the same direction appeared almost to be parked all along the roadway, so rapidly did the pair of Bugattis get past, the 4.9 howling potently and emitting an occasional cloud of dense smoke, the Type 57 running as silently as any town-carriage sort of automobile, even on the indirect ratios. I shall long remember that run, with the hedges sliding past and only the wind pressure building up on the back of one's head to indicate that the cruising pace was increasing from eighty to ninety-five, the three-three's immense bonnet and big radiator cap as rigid as ever, the engine purring lazily with just a hint of exhaust roar, the gear-lever snicking occasionally from top to third, or momentarily into second, to provide immense pick-up, which was frequently held to beyond seventy on the third gear. That Bugatti held the road like any racing-car, steering to the proverbial hair's-breadth, the braking power was immense with no effect beyond a reassuring hiss as the shoes bit from high speeds, yet in towns we floated luxuriously over tram-lines and cobbles with the shockers slacked off. Truly we were masters of the road, as those locals apparently thought who hurried over to gape at us when we stopped to refuel the "4.9" on an arterial road.

A most interesting aspect of the matter was the manner in which other renowned marques were vanquished, though as we took open bends at anything up to eighty, and the acceleration from 0 to 60 takes about 11 secs., I suppose it is hardly surprising. Certainly our rear-seat passenger, who has had recent experience of two high-grade British sports-cars, one a 1½-litre, the other a 4½-litre, appeared to think nothing of them after a few miles in the tonneau of "Thérèse." Yet in traffic the 3.3 is completely docile on top gear, and on the open road it displays road-holding that is the outcome of thoroughbred solidity combined with correct distribution of the avoirdupois. Over supper I reflected that the Type 57 Bugatti gives of fast motoring at its very best, imparting a sense of *pur sang* that, at most, I have only experienced in relation to two other marques. Difficult indeed, to believe that this remarkable chassis does 115 m.p.h. and 18 m.p.g., is completely reliable and costs a mere £875. But the Giles's are enthusing over their new supercharged 4.9-litre, so that conversation centred around a maximum speed of 119 m.p.h. and 300 b.h.p. to look after acceleration . . . Truly, for the enthusiast, to just sit on the driver's left in a Type 57 Bugatti is to dwell for a while with the Gods!

The next Saturday was as different again as chalk from cheese, for we arose early and proceeded to Lewisham, choosing as a landmark a hostelry with the delightful name of the "Spotted Cow." Here, at Taylor's Garage, we found awaiting us Mr. Belmont-Taylor's veteran entered for the Rally to Tilburstow. Previously we had not known the make, and were interested to discover it to be a 1904 6 h.p. single-cylinder De Dion Bouton, which engine is one of the most satisfactory and famous "singles" ever. This De Dion had a small, dignified bonnet, a delightful radiator hung below and actually condescending enough to allow the starting handle to project through it, a long wheelbase chassis, and a truly delightful body, reminiscent of the earlier ice-cream vendor's apparatus. The engine started remarkably easily, and soon we were on our way, the discomfort of the rear seat and the completely mythical protection offered by the overhead awning being amply compensated by the joy of listening to the healthy beat of our little motor, which pulled the highest ratio strongly, once it was warm, and which mostly took the gradients on second, only needing bottom up one especially fierce grade, up which modern cars accelerated joyfully.

At last we espied a signpost: "Godstone—7 miles" and very much later, it seemed, one that said Godstone was 4½ miles distant and so, at last, we arrived, rather wet, a little chilly, but completely triumphantly, without a single incident in the twenty miles' run. Subsequently the old De Dion got up Tilburstow over a minute faster than it has ever done before, after which it was taken to the hotel garage and ingloriously hauled down on its springs by four big men, that its astonishing awning might clear the doorway. Thereafter the crew returned in state in a Hillman Minx, the driver remarking that he felt that his anatomy was trailing on the ground, while the writer observed the Hillman's rear seating seemed to be particularly comfortable. Incidentally, those who are fond of decrying the Britisher's lack of humour should certainly be taken on one of these Veteran C.C. runs, albeit, as Mr. Belmont-Taylor remarked, the remarks passed have no great originality, while obviously certain people *are* quite pained at having to smilingly acknowledge one's passage. But what an opportunity for an ordinary journalist to give his paper a breezy story!

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

CLUB NEWS—continued

C.U.A.C

That extremely sporting event, the fifth annual Exmoor Trial, included some very potent hills and resulted in Andrew Fairtlough winning the Barton Challenge Trophy with his A.C., while Fairtlough and O. M. Williams (Rover) were the only drivers to gain first-class awards. Fairtlough climbed all the hills and Williams failed on Tarr Steps. Second-class awards were won by J. G. Pigé-Leschallas (A.C. s.), L. P. Jacques (A.C.), and M. G. Watson (Alfa-Romeo). Michael May's old Alvis, J. Hollings (Morris, s.) and T. A. Fraser (Lancia) were winners of third-class awards. The A.C. is very popular amongst award-seeking members of the Varsities.

S.S.C.C.

At last the S.S. Car Club has been able to hold its ambitious meeting on the manufacturer's circuit at Donington, which last January was completely snowed out. Not that conditions were so very much improved on April 17th.

The race victors were happily divided between S.S.1 and S.S. Jaguar 100 cars, and, in spite of the latent danger of allowing ordinary club members to turn on the taps around a road-course, only D. Burgess (20 h.p. Jaguar saloon) ditched his automobile, and he, fortunately, was not hurt.

RESULTS

First Race (three laps) : F. H. Snell (Jaguar 100), time 5m. 55s.
Second Race : E. H. P. Tucker (Jaguar 100), 6m. 10s.
Third Race : J. E. Hodges (SS I), 5m. 51s.
Fourth Race : J. W. Field (Jaguar 20), 6m. 2s.
Fifth Race : H. J. Dauce (Jaguar 100), 5m. 58s.
Sixth Race : F. H. Snell (Jaguar 100), 5m. 55s.
Seventh Race : J. E. Hodges (SS I), 5m. 57s.
Eighth Race : H. L. Dauce (Jaguar 100), 5m. 58s.
Final (four laps) : 1, F. H. Snell (Jaguar 100), 7m. 40s. ; 2, J. E. Hodges (SS I), 7m. 43s. ; 3, H. L. Dauce (Jaguar 100), 7m. 48s.

KENTISH BORDER C.C.

The Stafford Clarke Cup Trial was notable for the fact that the only competitor to finish with an entirely clean sheet was S. H. Allard, driving his special Ford V8. He alone climbed Lythe Farm, whose muddy surface by the bends at the top of the 1 in 4 gradient proved too much for the other fifteen competitors. Again at Rake Hanger the ruts and deep mud defeated everyone save Allard. E. G. Mobbs (series T M.G. Midget) and S. L. Chappell (Ford V8) made good attempts amongst the failures.

In an acceleration test on Oakshott, Allard established best time of the day in 14.6 secs., the runner-up being R. M. Henning (supercharged 918 c.c. Morris) and R. M. Andrews (PB. M.G., s.). In the 1,100 c.c. class E. K. Farley (Singer) was quickest, in 18.8 seconds.

RESULTS

First-class Award : S. H. Allard (3,622 Allard Special).
Third-class Awards : R. M. Andrews (939 M.G., S.), S. L. Chappell (3,622 Ford), J. F. Parker (2,120 Lancia).
Team Award : Allard and Chappell.
Runners-up : E. K. Farley (972 Singer) and E. L. V. Haylock (1,232 Triumph, S.).

VINTAGE SPORTS CAR CLUB

Recently a certain large club not unconnected with the northern parts of London, held a trial in the Surrey country. The Mid-Surrey Car Club have held trials here from time immemorial and the C.U.A.C. and Vintage have used it for several years.

This said club, however, behaved so outrageously that there was practically a local riot and the outlook for the Mid-Surrey, Vintage, and City and Guilds Clubs, all of whom had arranged for subsequent trials over the same ground, appeared distinctly gloomy.

To minimise local opposition, at the suggestion of the Mid-Surrey Club, all three continued their trials on the same date, and it says much for their discreet deportment that not a single word of protest was heard.

The joint trial took place on Saturday, April 17th, over a course used by the Middlesex Club. By drawing lots it had been arranged that the City and Guilds entry should run first, the Mid-Surrey second, finally the Vintage, who had produced the greatest number of competitors including—unusually for them—quite a number of small machines.

Abster's Hollow (reached rather late by many competitors owing to a disaffection in the route card) was in a difficult state, especially on the top bends, and few clean ascents were recorded. Of the Vintage contingent, A. L. Dennier on a highly dealt-with Lea-Francis was the only one, though Pitchford would have succeeded on his Nash had not the gear jumped out during the last few yards, after all the difficult part was over. The lower part of the hill has developed deep ruts this year and these defeated many small cars, while one of modern manufacture finally came to rest with all four wheels aflap.

Dennier made the best time in the stop and go on the Quell with Windsor-Richards (30/98) second. In the special test on Scotland Hill these two were again fastest, but in the other order. It is a pity that Windsor-Richards did not finish, as he would certainly have won the large car award.

Wheatham caused considerable trouble and Dennier again was outstanding. This car and driver are obviously forces very much to be reckoned with. A thoughtful climb was that of G. W. Allen on an early red-winger Riley.

Owing to the delays on Abster's Hollow the trial finished very late and the Vintage results are as follows :—

RESULTS

Up to 2,000 c.c. : A. L. Dennier (Lea Francis) first-class ; R. W. Pitchford (Frazer-Nash) second-class.
Over 2,000 c.c. : R. Peaty (Special) first-class.
Associates Class (for associate members driving non-vintage cars) : H. P. Powell (H.R.G.) first-class.

Five teams in all were entered ; of these, the Mid-Surrey No. 1 team were first, and the Vintage No. 2 team were second.

Prominent among new members of the Vintage Club is Mr. Maurogordato, who has one of the 500-Mile Race 4½-litre blown Bentleys and the 4½-litre 1914 Grand Prix Opel once owned by Sir Henry Segrave. The next number of the Club bulletin is to contain a description of this famous machine.

The next event is the Littlestone Speed Trials on May 22nd, on the half-mile concrete course used so successfully last autumn.

Secretary : T. W. Carson, " The Phœnix Hotel," Hartley Wintney, Hants.

THE JUNIOR CAR CLUB

The Junior Car Club has formed a Midland Centre with a local office in Birmingham.

This new development marks the extension of a policy adopted some years ago and the Club has already branches in Southampton, Liverpool and Leeds.

Each centre conducts a local programme, and all members are entitled to take part in the events organised from the London Office.

Several well-known Midland motorists are on the advisory committee of the new J.C.C. Branch : Donald Healey, F. S. Barnes, S. H. Newsome, S. W. Horsfield, Alan K. Hunt, and T. R. N. Whyte.

The name and address of the local Hon. Secretary is D. B. Welland, Room 418, County Chambers, Martineau Street, Birmingham 2.

It is expected that the Midland Centre will take an active part in the organisation of J.C.C. events at Donington, and an attractive programme is being drawn up for members.

Membership of the Junior Car Club includes Associate Membership of the R.A.C.

SOME FACTS ABOUT THE LIMERICK RACE ABANDONMENT

From the Ulster Automobile Club's " Monthly Review " comes some enlightening information about the abandonment of the Irish Motor Racing Club's Limerick Grand Prix—one of those excellent Irish road-races originally scheduled for August Bank Holiday, thereby causing embarrassment to the J.C.C. It appears that the Limerick Race Committee, which looks after the local organisation, and raises the money whereby the race is financed, decided that the event was costing too much—roughly a matter of £2,000—and it consequently presented an ultimatum to the I.M.R.C., stating that expenses must be limited and insisted that it should handle all race finance, intending, presumably, that the race entry fees should pass into its keeping. The I.M.R.C. felt that such a move would merely result in its being employed by the Limerick Committee to run the race in a purely technical capacity and accordingly refused to sanction the race, informing the A.I.A.C.R. that objection to the J.C.C.'s proposal to use August Bank Holiday for their International Trophy Race was accordingly withdrawn. Limerick people, however, must have the credit for being unusually keen on motor-racing, and they want their race. However, according to Harold C. Brown in the Ulster A.C. " Review," hopes are not promising, although the International date had not, in March, been surrendered to the J.C.C.

THE VETERAN C.C. RALLY AND HILL CLIMB AT TILBURSTOW

The Veteran Car Club, under the able guidance of its hon. secretary, Capt. J. H. Wylie, goes about its business so unobtrusively that it is difficult indeed to believe that it has, in actual fact, 208 members who between them own about 140 genuine, pre-1905 cars. It seems to us that owners of veteran cars may be divided into three distinct groups.

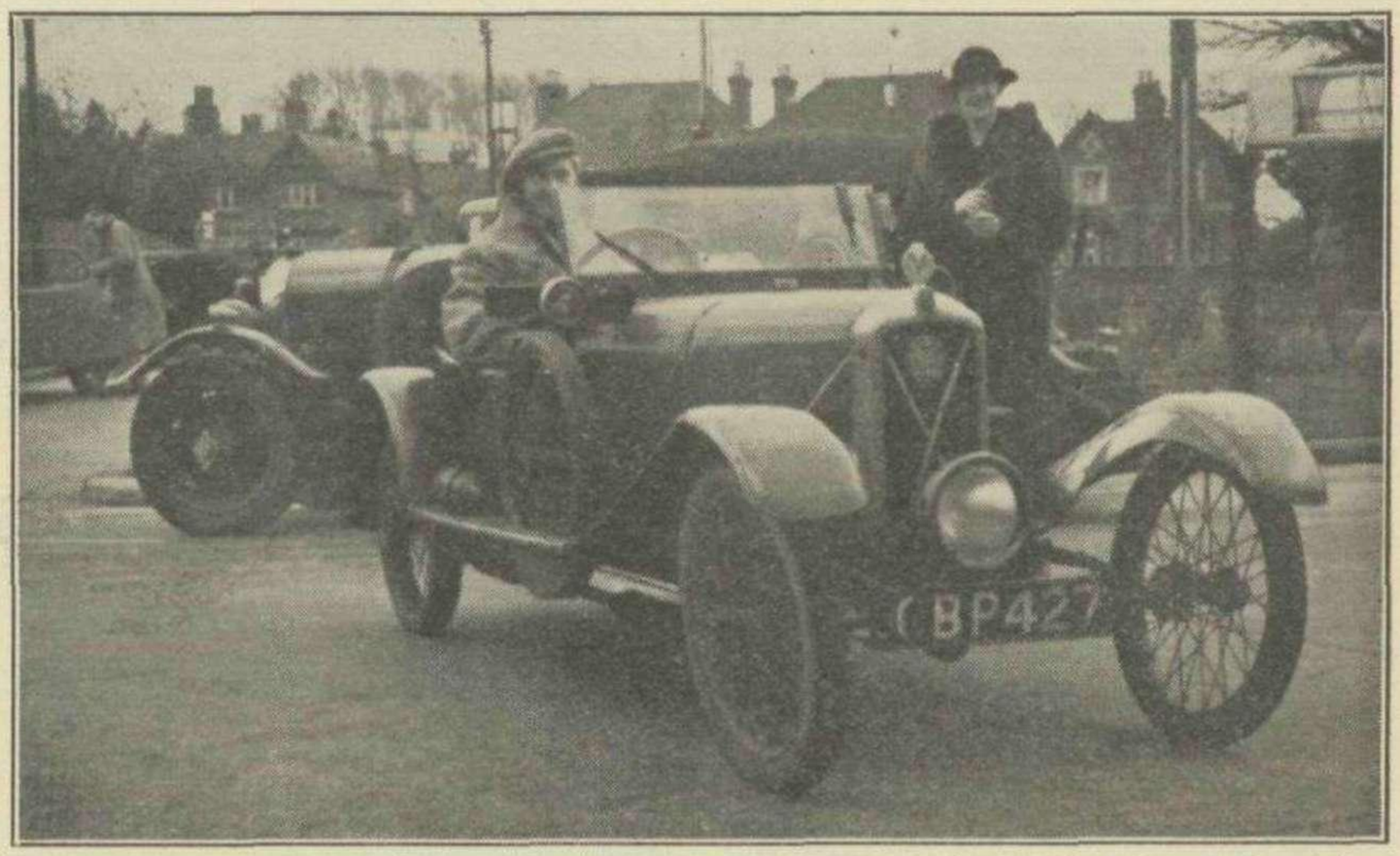
In the first place you have those who quite possibly began their motoring in the really early days and who are, at any rate, extremely interested in the historic aspect of the veterans, so that, having dug one up, they delve deeply into its history, restore it carefully to good order, and take a delight in running it in the Veteran C.C. competitions, not only because they take a pride in the abilities of these old cars, but because they wish to see how it will run against other veterans, the capabilities of which are known to them almost as if the intervening thirty or so years were but a very few months. Then there is the enthusiast who knows less of history, preferring to run his veteran in the light of modern knowledge, so that its functioning is additionally fascinating and, although he equally restores his car to good and genuine order, more often than not this class of owner will not be adverse to odd spots of bother that teach him more of the game as the pioneers played it and which serve to emphasise the big changes that *have* been wrought in thirty years of concentrated engineering effort. Indeed, this second class of owner invariably has that lightly philosophical outlook that is delightfully displayed amongst members of the Vintage S.C.C. running younger but equally temperamental veterans.

Now clearly these owners of veteran cars are amply catered for by the annual Rally and Hill Climb at Tilburstow, the rally-section invoking that sense of achievement and adventure or the means of demonstrating a veteran's much-prized reliability, while the subsequent climb up the legendary gradient of Tilburstow is fine meat for the historian, who can tell us beforehand how the cars will fare on the formula that takes into account weight, horse-power and age. There is a third class of veteran car owner; he who likes to dress up to play with his possession and whose chief joy is to display the funny aspect of driving an early motor-car, but such people are not enthusiasts within our definition of the term, and happily the Veteran Car Club seems to have avoided them successfully.

Although April 17th dawned wet and cold, the Veterans arrived just the same at the "Clayton Arms" at Godstone.

When we arrived, without incident, in Belmont-Taylor's 1904 6 h.p. De Dion Bouton from Lewisham, its owner having had to give up his idea of a journey via Eastbourne for business reasons, Capt. Wylie had parked his 1903 Wolseley and gone out to the hill. C. S. Burney had come to officiate and, very sportingly, to sell programmes, in his 4½-litre Bentley, and opposite the hotel stood an imposing modern Mayback saloon, a rear-engined Mercédès-Benz saloon and the Hutton-Stott family 21 h.p. Lanchester, amongst other interesting moderns. In the hotel yard one drifted back into the past.

G. H. Eyres's 1902 12 h.p. 4-cylinder Napier had arrived safely and early from Barnsley, Yorks, via Norwich and Eastbourne, as a big pennant testified, a distance of 309 miles. It has electric bulbs in its old lamps, safety glass in its high, wood-framed screen, an electric screen wiper, and its control levers looking conspicuously post-1902 in shining



One of the few remaining touring G.N s in exisience. G. O'Reilly's 1920 *G.N. at the Veteran Car Club Rally.*

chrome. A. Thomas's 1904 10 h.p. Wolseley was recognisable by reason of its gilled-tube radiator all round the bonnet, and its front axle would have pleased us immensely if we had seen it when we were small boys, when Meccano never reproduced front axles as we wanted them. It also had ten imposing drip feeds on the dash. F. W. Hutton-Stott's 1902 5 h.p. Wolseley had resplendent polished brass lamps, mirror and hood-sticks, and Belmont-Taylor's De Dion blew into puddles with its vertical, down-pointing exhaust and looked quite dignified in spite of its canvas awning held up by four spidery supports. Things were temporarily enlivened by the intrusion of a lady driving with much effort a modern and very Robert-like Hillman, help naturally being absent until the female element was espied. Capt. Wylie's Wolseley departed after lunch to the hill, taking with it an A.A. guide, after having stalled very naughtily right outside the yard. It has big brass lamps, an umbrella basket, competition number plates, a Father Time mascot, and other de luxe fittings, and an imposing chain transmission. S. E. Sears's 1904 17.9 Clement-Talbot had come from Bolney via Exeter—366 miles at 23.4 m.p.h. and 20 m.p.g., the only incident being the intrusion of gearbox oil onto the magneto, and a loose wheel. The bodywork is really beautiful and a tribute to Messrs. Caffyns of Haywards Heath, who re-varnished it.

Perhaps the most enthusiastic people present were the Southall brothers, who are slowly re-conditioning their 1912 model O three-speed 8 h.p. De Dion two-seater. They came 152½ miles from Birmingham, even carrying a spare exhaust valve, but their only trouble was a sheared ignition control pin, replaced in five minutes, though they had run gently into a lorry going *up* hill. The marvellous double-shackled front springs were much admired.

Hutton-Stott had come up from Guildford literally non-stop in 1¼ hours in the '03 Lanchester Twelve, which stood displaying its beautiful, rumbly tick-over, but poor S. R. Southall broke a crankpin on the Lagonda Tricar and did not arrive, while the Century Tricar came behind a Ford V8 and Wood's Leon-Bollée in a lorry.

Very imposing was J. M. Turner's two-cylinder 6 h.p. Panhard, displaying proudly a big array of badges and plaques and a pennant telling of its journey to Godstone from Ealing via York and Leeds, a journey of 450 miles in the forty-eight hours allowed. "The Nightingale from Ealing" seemed the likely Rally winner.

Major Allen's Gillett-Forrest had a crude copy of the Wolseley bee-hive radiator and a dumb-"iron" apron that was surely the forerunner of the sort of front-ends we have to tolerate to-day.

M. Estler, very solemn, in sou'wester, "lost the engine" of his 1903 Siddeley on entering the drive, and thereafter covered the car with sheets before going in to lunch. H. J. Wellingham's 1900 4½ h.p. De Dion Bouton carried a fair passenger in a forerunner of the "dickey

VETERAN CAR CLUB RALLY—continued

seat," and the front wheels of G. F. Bennett's single-cylinder Cadillac shuddered terribly on the tick-over, while R. E. Dennis, asked by an A.A. scout, "Can you reverse?" replied that he didn't know. His De Dion, another 4½ h.p., had resplendent white-painted tyres. Swiney's well known 1903 15 h.p. Sunbeam, once destined for a stage career, carried two charming passengers in its tonneau, which they shared with the spare fuel and tyres. E. P. Shaw (1902 9 h.p. Beaufort) was a believer in ample weather protection, although his car boasted a hood, and Allday's 1898 Benz displayed a fine steering lock and had its front axle braced to the infinitely more solid rear axle. Capt. Colver was repairing belts on his Arnold Motor Carriage, which had shed a rear tyre in 152 miles and spent the night at Godstone, and J. K. Moss was applying elastic bands to the contact-breaking mechanism of his 4½ h.p. 1902 Swift De Dion. In contrast, A. Thomas's two-cylinder 1904 Wolseley started easily on its half-compression and even presented a tonneau door for the lady passenger's entry. Major Allen's 5 h.p. 1901 Foster Wagon puffed forth great steam clouds, the onlookers one and all keeping fearful eyes on the pressure gauges, but once in motion this remarkably interesting car explained very completely the late Rudyard Kipling's display of affection for the steamer (in his story "Steam Tactics") though he wrote of another make.

Out at the hill poor Colver's Arnold needed a push, and E. A. Marshall peddled most of the way to aid his 1898 Beeston tricycle. Fotheringham-Parker had some exciting moments when he vacated his still-moving Century Tricar, and H. J. Wellingham climbed nicely, swinging his 1900 De Dion up in a series of figure-eights. C. P. Cowper-Essex rode the only motor-cycle, in the form of a 1901 Beeston-Humber, which apparently keeps its carburetter in its petrol tank.

The whole meeting was a great success, and, although we were under the impression that timed speed events on public roads are illegal, no one objected and two mobile police rode about on motor-cycles and were most helpful. We missed the Blakes' G.B. Napier and the Sixty Mercédès, which the R.A.C. had effectively kept out by restricting the meeting to cars under 20 h.p., though this seems a curious move to take in respect of cars licensed and insured for road use.

As it was, R. C. Blake came from Winchester on that imposing and mountainous 1899 M.M.C. Daimler. R. G. J. Nash was missed too. He is recovering from a bad attack of 'flu, but had hoped to get his 1904 12/16 h.p. Gladiator down on a lorry.

RESULTS

Rally was won by J. M. Turner, who travelled 450 miles (London, Leeds, York and back) on an 1899 6 h.p. Panhard.

Second: S. Wright (1901 5 h.p. Humber) which covered 372 miles.

Third: G. H. Eyre (1902 12 h.p. Napier) driven from Barnsley.

HILL-CLIMB

Class 1 (cars up to 1898): 1, E. L. Wood (1896 Leon Bollee), time 4m 41s.; 2, G. J. Allday (1898 Benz), 6m. 15s.

Class 2 (1899-1900): 1, R. C. Blake (M.M.C. Daimler), 6m. 35s.; 2, J. M. Turner (Panhard), 4m. 5s.

Class 3 (1901-1902): 1, G. H. Eyre (Napier), 2m. 47s.; 2, S. Wright (Humber), 4m. 12s.

Class 4 (1903-1904): 1, S. E. Sears (17.9 h.p. Clement Talbot), 2m. 5s.; 2, R. E. Dennis (4½ h.p. Dennis with De Dion-Bouton engine), 8m. 21s.

Best time of the day: S. E. Sears (Clement Talbot), 2m 5s.

Length of timed section, 1,100 yards.

CAR-RACING IN THE I.O.M. NEXT MONTH

Those who can should make a point of attending the R.A.C. International Car Race in the Isle of Man on June 3rd, for this is one of the most important of our 1½-litre fixtures.

The Isle of Man is an extremely important centre of British road-racing, in marked contrast to the apathy that exists in official circles in respect of racing over closed public roads in England and Wales and Scotland.

In 1904 the Automobile Club of Great Britain and Ireland staged the eliminating trials for the Gordon Bennett Race in the I.O.M., when S. F. Edge (Napier) and Girling and Jarrott (Wolseleys) were finally selected as the British team.

In 1905 the Isle of Man was again the scene of the Great Britain eliminating trials, when Earp's 80 h.p. Napier and Bianchi's Wolseley alone completed the course, with C. S. Rolls a lap behind on another Wolseley which had covered the timed section of 75 m.p.h. over the half-mile, where Macdonald's Napier recorded 88.2 m.p.h. Later in 1905 the first T.T. race was held in the Island, resulting in a victory for J. S. Napier's two-cylinder double-pistoned Arrol-Johnston at 33.9 m.p.h. Subsequent T.T. pre-war contests were run in the I.O.M., likewise the highly exciting racing-car T.T. event of 1922 when Sunbeam, Vauxhall, and Bentley battled together so manfully. Of recent years the R.A.C. has returned to the Island, with its Mannin Beg and Mannin Moar races, held over a "round-the-houses" course from 1933 to 1935, and replaced last year by a 1½-litre scratch race over a four-mile course, won by R. J. B. Seaman's Delage at 69.76 m.p.h.

This race will be repeated on June 3rd, and will present an unrivalled spectacle of the pick of Europe's 1½-litre racing-cars in contest over a genuine and difficult road course. E.R.A., Maserati, M.G. and Delage should be seen in fierce combat. The distance of the race, as seems to be almost universal for British racing-car contests of International character, is approximately 200 miles, the course having to be lapped fifty times and the circuit measuring 200 yards short of four miles in length.

There is practically no restriction on competing cars apart from the capacity limit of 1½-litres, and any sort of fuel is permissible. The winner receives the Wakefield Cup and £400, the second finisher £300, the third £200, and so on, down to the tenth finisher, who gets £30—which is extremely generous prize money.

Cars will be flagged in ten minutes after the winner has finished, the remaining places thereafter being decided on the number of laps completed, it being stipulated that at least twenty-five laps be completed by all award winners. The start is at 2 p.m., and the race is expected to last three and a half hours. Practising takes place on Tuesday and Wednesday, June 1st and 2nd, at the traditionally early hours of 5-7 a.m.

The course starts from the T.T. grandstand, turns left at St. Ninian's Corner, runs down Ballaquayle Road and Broadway to the sea front at the Villa Marina and here turns left along the Promenade and King Edward's Road to Royal Avenue. It then turns lefts again, follows an acute S-bend up a short, steep ascent, bears left into Onchan Village, and then follows Governor's Road back to the grandstand. This course is expected to be faster than last year's, which Seaman's Delage lapped at 72 m.p.h. and it presents greater variety. It is lapped in an anti-clockwise direction.

Last year eighteen cars started and nine finished the course. The race is run on a Thursday and visitors who cannot get over to the Isle of Man by air can use the morning boat service and return again the same evening. They are assured of instructive sport. Advance entries included "B. Bira" (Delage), A. C. Dobson, Ian Connell and R. E. Tongue (E.R.A.s), Du Puy and de Graffenried (Maseratis) and Jucker (Alta). The works E.R.A.s and Dixon's Riley will almost certainly run, and the Conan-Doyle's twelve-cylinder Delage may be entered.

THE CORK INTERNATIONAL CAR RACE

On May 22nd, a Saturday, we have the second race at Cork—one of those excellent Irish road-races. This year the handicapping departs from B.A.R.C. traditions and is based on engine capacity, the 1,100 c.c. unblown cars being set a lap speed of 75.42 m.p.h., up to 89.62 m.p.h. for blown cars of more than 3,300 c.c. The Carrigrohane Circuit will be used, which measures 6 miles 154 yards to a lap, and thirty-three laps will be covered, or thirty-four laps by Class A cars, giving the popular total distance of just over 200 miles. Practising takes place from 6.30-8 a.m. on May 20th and 21st. The race starts at 3.30 p.m. Entries finally closed on May 3rd. a maximum of thirty-five being accepted.

The prizes include the Millfield Silver Trophy, replica and £150 for the entrant of the winning car, the Merchants Silver Trophy, replica, and £75 for second place, Masters Silver Trophy, replica, and £50 for third place and £25 and silver plaque for fourth place. In addition, £275 and various prizes are divided in various ways amongst other finishers. The race is organised by the I.M.R.C. with the co-operation of the Cork and District M.C. English enthusiasts should note that special sea facilities are offered by the City of Cork Steam Packet Co.'s Fishguard-Cork motor vessel service. The open sea passage lasts seven hours.

Last year R. E. Tongue (E.R.A.) won at 85.53 m.p.h. and out of twenty-six starters eighteen retired, the fast nature of the circuit finding many weaknesses.

INDEX OF "MOTOR SPORT" ROAD TESTS

A complete list of all the fully illustrated road tests described in "Motor Sport"

We receive so many letters relating to road-tests from readers about to purchase new cars, or who wish to compare performances of secondhand cars with those of identical cars when new, or who have bought an interesting car and wish to file as much information about it as they can command, or who are merely generally interested in sports-car performance, that we feel the time has come to compile an Index of all the road-tests we have published. Naturally, some of the earlier back numbers are now out of print but if you quote the date of issue we can inform you at once whether the road-test in which you are interested is still available. Incidentally, we commenced quoting acceleration figures away back in 1924 and most of the later tests embody the well known acceleration charts (plotted every ten-miles-per-hour to the maximum, at Brooklands), while nearly all of them include photographs of the car and its power-unit together with technical notes. Where dates are given in brackets the test relates to secondhand cars of the period named, otherwise the cars are of the same year as the issue in which the report appeared :—

Make of Car	Issue
A.B.C. 11 h.p. 2-cyl., 2-seater	Feb. 1926
A.C. 2-litre, short-chassis, 15.7 h.p. 2-seater	July 1936
A.C. 2-litre, 16.40 h.p., 3-seater	Oct. 1927
A.C. 2-litre, 16.66 h.p., 2-seater	March 1926
A.C. 2-litre, 16.66 h.p., 4-seater	June 1934
Adler 14 h.p., 2-seater	Feb. 1936
Alfa-Romeo 22.90 h.p. 6-cyl. (push-rod) super sports test chassis	April 1927
Alfa-Romeo 1½-litre supercharged 6-cyl. Charles 2-seater (1929)	March 1934
Alfa-Romeo 1½-litre supercharged 8-cyl. "Zagato" 2-seater (1932)	July 1934
Alfa-Romeo 2.3-litre supercharged 8-cyl. "Zagato" 2-seater (1933)	Aug. 1936
Alfa-Romeo 2.3-litre supercharged 8-cyl., 4-seater (1931)	Aug. 1932
Alvis 11.9 h.p., 4-cyl., "Firefly" saloon	Feb. 1933
Alvis 4-cyl., 12.60 h.p., 2-seater	July 1931
Alvis 4-cyl., 12.50 h.p., super-sports 2-seater	April 1925
Alvis 6-cyl., "Silver Eagle" 4-seater coupe (1929)	Aug. 1931
Alvis 6-cyl., "Silver Eagle" 4-seater	June 1930
Alvis 3½-litre saloon	Feb. 1936
Alvis Speed Twenty Vanden Plas saloon	Feb. 1935
Alvis Speed Twenty Charlesworth saloon	Feb. 1934
Alvis Speed Twenty 4-seater	June 1932
Amilcar 4-cyl. 1,100 c.c. "Grand Sports" 2-seater	July 1927 & May 1926 & Jan. 1925
Ansaldo 2-litre, 4-cyl. o.h.c., 4-str.	Sept. 1924
Armstrong-Siddeley 20 h.p., 6-cyl., 4-seater	July 1933
Aston-Martin Mark II, 11.9 h.p., 2-4-seater	Jan. 1935
Aston-Martin Ulster 11.9 h.p., T.T., 2-seater	Oct. 1935
Aston-Martin Le Mans 11.9 h.p., 2-4-seater	June 1935
Aston-Martin International 11.9 h.p., 4-seater	Aug. 1932
Aston-Martin T.T., 11.9 h.p. racing 2-seater	Dec. 1931
Aston-Martin 11.9 h.p. 2-seater	Jan. 1930
Auburn 30 h.p., 8-cyl. supercharged 2-seater	June 1935
Austin Seven Boyd Carpenter 2-str.	Sept. 1930
Austin Seven "65" 2-seater	Jan. 1934
Austin Seven sports 2-seater	July 1930
Austin Seven "Brooklands" 2-seater	Feb. 1925
Austin Ten "Cambridge" saloon	April 1937
Austin Twelve-Six sports tourer	Aug. 1933
BALLOT 12.1 h.p., 4-cyl., Weymann saloon	Jan. 1927
Bentley 3-litre, 4-cyl., speed-model, 4-seater	July 1924
Bentley 3-litre, 4-cyl., 4-seater (1927)	Jan. 1932
Bentley 3½-litre, 6-cyl., Vanden Plas, 4-seater	Nov. 1933
Bentley 4¼-litre, 6-cyl., Park Ward saloon	June 1936
Bentley 4½-litre, 4-cyl., supercharged 4-seater	Jan. 1931
Bentley 6½-litre, 6-cyl., long-chassis saloon (1928)	Dec. 1936
Bentley 6½-litre, 6-cyl., special 2-str. (1934)	May 1935
Bentley 6½-litre, 6-cyl. speed-model 4-seater	March 1930
British-Salmson 11.9 h.p., 4-cyl., 4-seater	Dec. 1934
Brough-Superior 3½-litre, 6-cyl. saloon	Jan. 1937
B.S.A. 9 h.p., f.w.d., 4-seater	Feb. 1933
Bugatti 11.9 h.p., Modified Brescia 4-seater	Aug. 1925
Bugatti 1½-litre, 4-cyl., Type 37 G.P. 2-seater	Aug. 1926
Bugatti 3.3-litre 8-cyl., Type 57 saloon	May 1934
Bugatti 2.3-litre 8-cyl., Type 55, supercharged, 2-seater	July 1932
Bugatti 2.3-litre, 8-cyl., Type 43, supercharged 4-seater (1930)	Dec. 1932
Bugatti 2.3-litre 8-cyl., Type 43, supercharged 4-seater	May 1930
Bugatti 3-litre 8-cyl., Type 44, saloon	July 1928
CROSSLEY 20/70 h.p., 4-cyl., s.v., 4-seater	Nov. 1925
Crossley Ten, 1½-litre "Regis" saloon	Jan 1936
Crossley Ten, 1,122 c.c. 4-seater	April 1932
Crouch Anzani 12.30 h.p., 2-seater	Aug. 1924
DAIMLER 16.55 h.p. sports, 2-seater	Dec. 1925
Darracq 12.32 h.p., Weymann saloon	Sept. 1924
Delage 14 h.p., 2-litre, 2-3-seater	June 1927
Delage 8-cyl., sports saloon	April 1930
Delahaye 3.5-litre "Coupe des Alps" drop-head coupe	Aug. 1936
Derby 16 h.p., 6-cyl., 2-str. (1930)	Oct. 1932
ESSEX Terraplane 8-cyl., 4-seater	Sept. 1935
Excelsior 5½-litre, 6-cyl., super-sports test chassis	Sept. 1927
FIAT 20.70 h.p., 6-cyl., 2-4-seater	April 1933
Fiat "Balilla" saloon	May 1934
Fiat "Ardita" 17 h.p., 4-cyl., saloon	Feb. 1934
Fiat "Balilla" 10 h.p., 2-seater	Jan. 1935
Fiat 6 h.p. Type 500, Coupe	March 1937
Ford V8, 30 h.p. saloon	April 1936
Ford V8 30 h.p. "Greyhound" 4-seater	Jan. 1933
Ford L.M.B. Epoch 10 h.p., 4-seater, supercharged	Sept. 1936
Frazer-Nash-B.M.W., 2-litre, Type 45, saloon	Feb. 1937
Frazer-Nash-B.M.W., 2-litre Type 55, 2-seater	Nov. 1935
Frazer-Nash Anzani s.v. super-sports, 4-seater	Feb. 1927
Frazer-Nash 6-cyl., 1½-litre (Blackburn) 2-seater	July 1933
Frazer-Nash 4-cyl., 1½-litre push-rod o.h.v. "Interceptor" 3-4-seater	Jan. 1931
Frazer-Nash 4-cyl., 1½-litre T.T. Replica push-rod o.h.v. 2-3-seater	Nov. 1931
***GRAHAM** 32 h.p. 8-cyl. saloon*	March 1933
H.E. 16.60 h.p., 6-cyl., 4-seater	Feb. 1930
Hotchkiss 6-cyl., 24 h.p., 4-seater	Jan. 1932
Humber "Snipe" sports saloon	March 1934
Humber "Snipe" 23.8 h.p. saloon	Feb. 1931
Hupmobile 32.5 h.p. 8-cyl. saloon	Dec. 1934
INVICTA 12/90 h.p. 1½-litre supercharged 4-seater	Oct. 1932
Invicta 4½-litre low-chassis, 4-seater	March 1931
Invicta 4½-litre Weymann saloon	June 1929
Invicta 4½-litre saloon	Dec. 1929
Isotta-Fraschini 45 h.p., 4-seater	Oct. 1926
LAGONDA 2-litre 4-cyl., twin o.h.c. 4-seater	Jan.-Feb. 1928
Lagonda 2-litre, 4-cyl., twin o.h.c., supercharged 4-seater	Oct. 1930
Lagonda 4½-litre, 4-seater	May 1936
Lagonda 4½-litre Rapide 4-seater	May 1935
Lagonda 4½-litre, 4-seater	Jan. 1934
Lagonda Rapier 10 h.p., 4-seater	Sept. 1934
Lagonda 16.80 h.p., 6-cyl., 4-seater	Jan. 1933
Lagonda 3-litre, 6-cyl., 4-seater	March 1932
Lagonda 2-litre, 4-cyl., twin o.h.c., 4-seater (1928)	March 1931
Lancia Augusta 11.9 h.p., saloon	Sept. 1934
Lancia Astura, 25 h.p., 8-cyl., James Young saloon	Nov. 1932
Lancia Dilambda 31 h.p., 8-cyl., saloon	Dec. 1930
Lea-Francis 1½-litre supercharged T.T. 2-seater (1929)	June 1934
Lea-Francis 1½-litre supercharged special T.T. 2-seater	Sept. 1933
Lea-Francis 1½-litre supercharged "Hyper" 4-seater	Aug. 1930
Lea-Francis 2-litre 6-cyl., "Ace-of-Spades" saloon	Nov. 1930
MATHIS 6-cyl., 1,200 c.c. 2-seater	May 1925
Mercedes-Benz Type 540K, 5.4-litre, 8-cyl., supercharged 2-str.	April 1937
Mercedes-Benz Type 500, 5-litre, 8-cyl., supercharged, 2-seater	Nov. 1934
Mercedes-Benz 12.40 h.p., supercharged 2-seater	June 1925
Mercedes-Benz 36.220 h.p. supercharged, 2-4-seater	April 1928
Mercedes-Benz 38.250 h.p., supercharged, 2-4-seater	Nov. 1929
Mercedes-Benz 33.180 h.p., supercharged, 4-seater	Aug. 1927
M.G., 6-cyl., Mark I, 4-seater	May 1931
M.G. Midget Jarvis 3-4-seater	Jan. 1931
M.G. Magna, 12 h.p. Abbey 4-seater	Feb. 1932
M.G. Magna "L" 2-seater	Nov. 1933
M.G. Midget "P" 2-seater	Aug. 1934
M.G. Midget "J3" supercharged, 2-seater	May 1933
M.G. Midget 750 c.c. Montlhery supercharged 2-seater (1931)	May 1932
M.G. Six Mark I, saloon	Aug. 1930
M.G. Midget Double-Twelve racing 2-seater	June 1930 & Aug. 1930
M.G. Midget "J1" 850 c.c. 2-str.	Sept. 1932
M.G. Magnette "N" 4-seater	Feb. 1935
M.G. Midget "PB" 2-seater	April 1936
M.G. 14/40 4-cyl., 3-speed, 4-seater	Oct. 1925
M.G. Midget "T" 2-seater	Jan. 1937
M.G. 14/40 h.p., 4-cyl., super-sports, 2-seater	May 1927
NASH 28.9 h.p., 6-cyl., saloon	June 1929
Nomad 350 c.c. (Villiers 2-stroke) 2-seater	Dec. 1926
O.M. 2-litre, 6-cyl., 4-seater	Aug. 1926
O.M. 6-cyl., 2-litre, 4-seater	Oct.-Nov. 1928
PACKARD V12 cyl., 57 h.p. coupe	Feb. 1934
Peugeot "201" 4-cyl., 1,122 c.c., saloon	Sept. 1931
RAILTON Terraplane 4-seater	Oct. 1934
Railton Light Sports tourer	Dec. 1935
Renault 45 h.p., 6-cyl., 4-seater	July 1925
Renault Special Six, 24 h.p., drop-head coupe	July 1934

Continued on page 226

THE 1937 FORD V8 "30"

A new Ford V8 30 h.p. car presenting advances in modern streamlining has recently been produced by the Ford Motor Company.

The new Ford presents a number of outstanding features, principal among which is new cable and conduit control "soft and easy action" brakes.

Improvements have been made in the 30 horsepower engine. From an engineering standpoint most important is the use of new cast alloy steel pistons. Having approximately the same rate of expansion under heat as the metal of the cylinder blocks the new pistons can be fitted with less clearance. They are also more resistant to wear. These two features result in maintaining low oil consumption over longer periods.

The new cooling system improves substantially engine heat control. The two water pumps are of higher circulating capacity and are at the bottom of the cylinder blocks, giving more positive force pump action. The pumps are automatically lubricated and are self-sealing. A fan of new design has its entire circumference directly behind the radiator core where it can operate most efficiently. The improvements in the cooling system will be the most noticeable when the engines are operating under difficult conditions, particularly in hot weather or under heavy load.

The engines are cushioned at four points in rubber. Two rubber mountings are now used in the rear mounting, one on either side of the gearbox. The rubber "cushions" are similar to those used in the front mounting. Other engine changes include larger main bearings and improvements in the electrical system.

As important mechanically as the above mentioned changes is the new "easy action" braking system. It has greater stopping efficiency, with easier pedal action.

Operated through cables in conduit, the brakes have controlled self-energising action. Rotation of wheels assists in increasing the braking force, once the brakes are applied. This action is controlled effectively, giving the driver at all times complete control.

A still further important mechanical improvement is "finger tip" steering. This is accomplished by improvements in the design. One is to give the driver greater leverage through the wheel by increasing the steering gear ratio to 18.2 to 1. The gear is also of a new worm and roller type, reducing friction. The combination gives the driver a pleasing new ease of steering.

SPECIFICATION OF THE NEW FORD V8 "30"

Chassis :

Engine : V8, 90 degree "L" lead. Bore 3.062 in. (77.79). Stroke 2.75 in. (95.25). Cubic capacity 221 cubic inches 3,622 c.c. R.A.C. rating 30.01 h.p. Compression ratio 6.12 to 1. Compression pressure 135 lb. at 2,500 r.p.m., 100 lb. at cranking speed. Weight with transmission and clutch, 562 lb. Engine mounting, four-point suspension with rubber mountings. Offset of cylinders 0.187 in. Cylinder heads, cast iron. Crankshaft : Special Ford cast alloy steel : fully counterbalanced—90 degrees throws. Crankshaft weight : 63-5 lb. Crankshaft overall length 24.47 in. Number of main bearings : three replaceable type. Surface area of main bearings : 38.6 sq. in. Diameter of main bearings : 2.4 in. Length of main bearings, front : 1.56 in. ; centre 1.56 in. ; rear 2 in.

Cooling System : No. of water pumps : Two—one at front lower end of each cylinder block. Centrifugal type : V belt drive : capacity 90 galls per min. at 3,000 r.p.m. of engine.

Radiator : Staggered flat tube with closely spaced fins having cooling capacity of 4.5 gallons and cooling surface of 362 sq. in.

Lubrication : Type. Oil supplied under pressure through built-in oil lines to all main and camshaft bearings and timing gears. Direct pressure lubrication to connecting rod bearings through drilled holes in crankshaft.
Oil pump : Gear type.
Normal pressure : 30 lb. at 2,000 r.p.m.
Oil pressure gauge : On instrument panel.
Crankcase capacity : Four quarts.

Ignition : Distributors : Single unit with ignition coil in waterproof housing.
Distributor Drive : Direct from front end of camshaft.
Contact point setting : 0.014 to 0.016 in.
Spark Plugs size 18 m.m. Spark Plugs gap setting 0.025 in.
Firing order : 1, 5, 4, 8, 6, 3, 7, 2.

Battery : 6 volt, 3 cell, 100 ampere-hours ; 17 plates per cell ; positive grounded terminal located under engine bonnet.

Carburetter : Dual, down-draught, equipped with silencer and air cleaner. Size : 0.97 in. Venturi.

Fuel Supply System : Feed : Mechanical diaphragm pump. Tank : Welded—terne-plated steel—capacity 12 gallons located at rear.

Clutch : Type : Dry single plate with plate pressure increased by centrifugal force.

Transmission : Type : Selective sliding gear with three forward speeds. All gears silent helical type—quiet in all speeds : synchronised meshing of second and top gears.
Ratios : 1st 2.820 to 1 ; 2nd 1.604 to 1 ; 3rd (top) 1 to 1 (direct) ; reverse 3.625 to 1. Lubricant capacity, 2.1 pints.

Steering : Type : Worm and roller. Ratio ; 18.2 to 1. Steering wheel diameter ; 17 in.

Springs : Front : Transverse cantilever with radius rods to maintain front axle alignment. Material Chrome alloy steel (all leaves) ; Width, 2 in. ; Length, 40.25 in. ; Spring shackles, oilless type ; **Rear :** transverse cantilever. Material ; chrome alloy steel (all leaves). No. of leaves ; eleven. Width ; 2.25 in. Length ; 46.5 in. Spring shackles ; oilless type.

Shock Absorbers : four double acting automatic hydraulic.

Brakes : Type : Four wheel, cable and conduit operated, internal expanding two-shoe, with controlled self-energising brake shoes.

Rear Axle : Type : Three-quarter floating with straddle-mounted pinion.
Ratio : 4.11 to 1 (9.37 tooth ratio). Rear wheel tread ; 58.25 in. Rear axle lubricant capacity ; 2.5 pints.

Chassis Lubrication : Pressure gun fittings where lubrication is required.

Wheelbase : 112 in.

Springbase : 123.13 in.

Road clearance : Minimum—tyres inflated 8.2 in.

Wheels : Pressed steel.

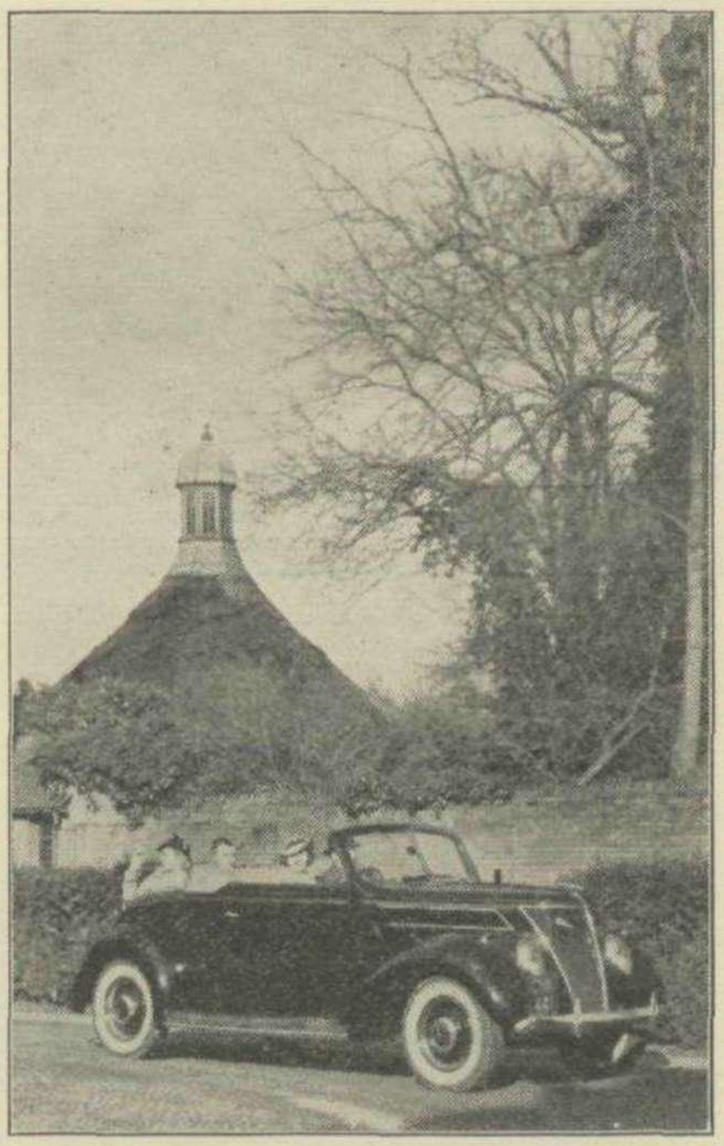
Tyres : 6.00 x 16, 4-ply.

Overall length (closed cars) : 14 ft. 11½ in. (179½ in).

Overall width (closed cars) : 5 ft. 9½ in. (69½ in).

Front wheel track : 4 ft. 7¾ in. (55¾ in.).

Turning circle : 38 ft. 2 in. right or left.



The Ford V8 "30" with a cabriolet body, at the remarkable price of £230.

THE LATE CAV. VICENZO LANCIA

Cav. Vicenzo Lancia, who has died at the age of fifty-seven, after making famous cars for thirty years, lived long enough to see the beginning of universal adoption of independent suspension, of which he was a pioneer.

In 1902 Lancia was a tester with the Fiat Company. In 1907 Vaccarossi, of the Michelin Tyre Co. and Fogolin, of Fiats, formed a separate company and the 15 h.p. Lancia made its debut at Brussels and Turin in 1908. In 1921 Lancia introduced his famous V four-cylinder Lambda model, with coil spring independent front suspension and chassis and body formed as one unit. This model was continued for many years, gradually being improved, and it is still the pride and rapture of many English sportsmen. Although its engine design is unsuited to tuning for high revs. it has competed successfully in trials and other events. Just after the War the big V8 Lancia Trikappa was recognised over here as one of the better luxury cars. More recently we have had the V8 Dilambda and Astura and the little Augusta, and, at the last Olympia, the alloy-engined 1.3-litre Aprilia with full independent suspension. A new baby Lancia, to combat the 570 c.c. class, is expected soon. Lancia was in the early days a well known racing driver. He competed in the Gordon Bennett races in 1904 and 1905, was first in the 1904 Florio Cup, third in the 1905 Florio Cup, fourth in the 1905 Vanderbilt Cup, fifth in the very first Grand Prix in 1906, second in the 1907 Targa Florio, first in the 1907 Kaiserpreis eliminating race and second in the 1908 Targa Florio, with Fiat cars.

Lancia had a wide knowledge of many subjects, particularly history and photography. He leaves a widow and three children, to whom will be extended the sympathy of all English enthusiasts who regard a car as something more than mere transport, as well as that of many ordinary motorists, for the Lancia is a very respected marque.

RACING ROUND ITALY

PINTACUDA AND MAMBELLI WIN THE MILLE MIGLIA FOR FERRARI—BRITISH COMPETITORS CRASH

The Mille Miglia shows no signs of declining in popularity, in spite of rumours that the race was losing its grip. This year 150 entries were received, a number which the ordinary race organiser would regard as beyond the realms of possibility. In any case, such a field would cause indescribable congestion on even the longest road-circuit.

Although generally referred to as the "Italian 1,000 Miles Race," the course this year was actually 1,111 miles in length. Starting from the Venetian Gate, Brescia, the cars are immediately faced with a very fast run to Bologna, and on this stretch average speeds of well over 100 m.p.h. are frequently recorded. Then follows the crossing of the Futa Pass to Florence, after which the cars head for Rome. On the outskirts of the capital the cars turn north-east to the east coast of Italy and Venice. Then the route takes the cars back to Bologna, from where, instead of returning straight to Brescia, a loop is made by way of Padua, and thence back to the original starting point.

Officially, the roads are supposed to be open to normal traffic, but in actual fact the police and military see to it that all is clear for the speeding competitors. On the other hand, the possibility of meeting a bullock cart adds a zestful touch of uncertainty to fast driving round blind corners. In the main, of course, the Italian peasants do not require any dragooning to keep them off the road, being dyed-in-the-wool race-fans to the last man, woman and boy.

This year's race differed from its predecessors in that the regulations as to the eligibility of the cars were considerably tightened, with a view to eliminating some of the slightly disguised G.P. cars that have appeared in the past. There was a special class added for touring cars driven by Italian drivers. The prize money, incidentally, was the highest in the history of the race, amounting to £2,150.

The 150 cars which lined up at Bologna in the early hours of Sunday, 4th April, were divided into eight classes. The smallest cars started first, gradually working up to the fastest cars, which had the whole field to pass. The 750 c.c. touring class was filled by thirty-three Fiats, variously modified in order to obtain more horses from their willing little engines. Some well known drivers were to be seen in these tiny cars, among them Dusio, Malaguti, and the ex-Ferrari driver, Renato Balestrero. Fiats also predominated in the 1,100 c.c. touring class, where 24 products of the Turin factory opposed three Lancia Augustas. One of these Fiats was to be driven by Vittorio Mussolini, son of Il Duce. Faster cars were seen in the 1,100 c.c. sports class, which was to be contested by five Fiats and two Maseratis, one of which was entered by Count Lurani in partnership with Luigi Villoresi as the Scuderia Ambrosiana. The 1,500 c.c. had attracted three Lancias and fifteen Alfas, the latter including the Scuderia Ferrari driver, Severi, and the Scuderia Volta pilot, Cortese. The 2-litre sports class contained a dozen Alfa-Romeos, four Maseratis, and a British Aston-Martin driven by the Dutch driver, Hertzberger.

The "winner" of the race, irrespective of class, would undoubtedly come from the over 2-litres sports class, and it was these cars which attracted most attention at the start and *en route*. Seven Alfa-Romeos were to defend the Italian colours against a foreign opposition consisting of three French Delahayes, two French Talbots, and a solitary British 2-litre M.G. The Ferrari Alfas driven by Pintacuda, Farina, Gazzabini and Biondetti were strongly fancied to win, but the Talbots were credited with a good chance of a place. The Talbot drivers were Comotti, Rosa, Cattaneo and Le Begue. The Delahayes, too, had their backers, and were to be driven by Dreyfus, Schell, Carrière and Delorme. Finally, the 2-litre M.G., being an unsupercharged saloon in competition with near-racing cars, was regarded by everyone as a most sporting effort. The drivers were Mr. and Mrs. Tommy Wisdom, both of whom have had vast experience with cars of all sorts and descriptions in races, record attempts, rallies, trials, and in fact every kind of motoring competition.

From 1 a.m. until 9.30 a.m. on the Sunday morning the long string of cars was dispatched at intervals, the last man to leave being Mario Pintacuda, the Ferrari driver who won the race in 1935.

The race, as a race, was impossible to follow. Indeed, little attempt is made by the authorities to keep the spectators informed as to what is going on. This does not lessen their enthusiasm in the least, however, and they are quite happy cheering their favourites as they hurtle past.

Heavy rain made the drivers' job an unenviable one, especially as the road surfaces were by no means of the non-skid variety with which racing-drivers are pampered on the ordinary road-circuit. The *pave* in towns and villages quickly took on a slimy surface which was difficult to deal with at high speed, while the mountain roads were slippery and soft.

One of the earliest retirements was that of Vittorio Mussolini, who blew up his Fiat on the fast stretch to Bologna. The M.G. was going well as far as Florence, taking the long straights at 90 m.p.h., and giving every satisfaction to its drivers. Then, in Florence, a pedestrian stepped off the pavement just as the M.G. entered the difficult "Corner of Aces." Wisdom trod on the brakes to avoid the man, and the car slithered across the road on the greasy cobbles. Wisdom made a mighty effort to recover, but the back of the car swung into a tree, which sent the whole car ricochetting across the road once more, straight into another tree. The car was wrecked, but by the greatest good fortune neither of the occupants was seriously injured. Both of them came into violent contact with the windscreen, Tommy breaking his nose and getting a nasty gash on his knee, which struck the dash-board. "Bill" was cut and bruised, and the pair of them were considerably shaken. They were hurried away to the Orthopædic Institute in Florence, where their convalescence was reported to be a matter of days.

Meanwhile a great duel was going on between the Ferraris, Pintacuda and Farina. Gradually Pintacuda drew ahead, and at last, 14 hours 17 minutes and 32 seconds after he had left Brescia, he returned once more, having covered the 1,111 miles at an average speed of 71.305 m.p.h. It was not until 18 minutes 11 seconds had elapsed that Farina roared in, second in the race. These two Alfas had outdistanced the French cars, but Schell and Carrière put up a magnificent performance in finishing third with their Delahaye, twenty minutes behind Farina.

Mussolini's chauffeur, Boratto, atoned for Vittorio's retirement by winning the 1,500 c.c. touring class in partnership with the Ferrari head-mechanic, Guidotti. Their car was the attractive new 1½-litre supercharged six-cylinder Alfa-Romeo.

RESULT

123 Cars Started : 80 Finished

1, Pintacuda (single-handed) and Mambelli (2.3-litre Alfa-Romeo). 14h. 17m. 32s. 71.305 m.p.h.

2, Farina (single-handed) and Meazza (2.3-litre Alfa). 14h. 35m. 11s. 69.86 m.p.h.

3, Schell-Carriere (3.5-litre Delahaye). 14h. 54m. 55s. 68.33 m.p.h.

4. Boratto-Guidotti (1,500 c.c. Alta touring). 15h. 40m. 1s. 65.05 m.p.h.

5. Ventidue-Ventuno (Alfa); 6, Cortese (Alfa); 7, Crivellari (Alfa); 8, Teagno (Alfa); 9, Severi (Alfa). 10. Contini (Alfa).

CLASS WINNERS

1,500 c.c. touring : Boratto (Alfa).
1,500 c.c. sports : Minnio (Fiat).
1,100 c.c. touring : Braida (Fiat).
1,100 c.c. sports : Colini (Fiat).
2-litre sports : Contini (Alfa-Romeo).

RACING IN SOUTH AFRICA

The Springbok Trophy Race was recently held on the Lord Howe Circuit, consisting of two heats and a final. The day was stormy and the track besides being very wet was also greasy, but even in spite of these conditions the crowd was estimated to be about 20,000.

The winner of the final just managed to reverse the decision over Du Toit (Frazer-Nash-B.M.W.) whom he beat by as narrow a margin as he had lost first place in his heat.

There were several crashes in the first heat and two competitors were disqualified on account of bad driving.

RESULTS

Heat 1 : 1, Gore Graham (3-litre Maserati); 2, "Mario" (2-litre Bugatti); 3, D. R. Woodhead (M.G. Magnette, N-type); 4, Roberts (2-litre Bugatti); 5, Berrane (Brooklands Riley).
Winner's time : 53 m. 52 s. 54.14 m.p.h.

Heat 2 : 1, Du Toit (1,911 Frazer-Nash-B.M.W); 2 Govani (1,500 Talbot); 3, Roderick (2.6 Alfa-Romeo); 4, McNichol (3.6 Ford single-seater); 5, Short (700 D.K.W. super harged)
Winner's time : 51m. 5s. 57.09 m.p.h.

Final : 1, Govani (1,500 Talbot); 2, Du Toit (Frazer-Nash-B.M.W.); 3, McNichol (3.6 Ford); 4, Berrange (Riley).
Time : 39m. 29s.

A WEEK-END WITH AN AUSTIN

IMPRESSIONS OF THE 10 H.P. "CAMBRIDGE" SALOON

Drivers of fast cars naturally profess a cold contempt for all ordinary kinds of automobile, particularly those of the closed variety, although the number of really famous racing-drivers that use such vehicles for ordinary journeys is rather astonishing, and most of us have had reason to wish that utility and performance were further removed from sports-car performance on occasions when the driver of the former is in a hurry and we are on our "mettle." The modern, low-priced family saloon is an astonishingly convenient and dependable means of transport which, judged in terms of efficiency, reaches an extremely high standard. It was to pass judgment on the type that we asked Messrs. The Austin Motor Co., Ltd. to loan us an Austin Ten "Cambridge" saloon for a week-end.

Thus it came about that on Friday afternoon the writer presented himself at Oxford Street, spoke words into the ear of Austin's commissionaire, admired for a moment that model of the racing Austin Seven and an Austin marine engine-unit in the big showrooms, and was handed an insurance cover-note and an ignition-key. A few minutes later the Austin Ten "Cambridge" saloon, with just an occasional trace of choke, was making light of Oxford Street's rush-hour traffic in a series of rapid spurts and firm, sure stops, its pilot steering lazily and altering the ratios casually with the aid of a really good synchro-mesh and a nicely positioned central lever. A family-saloon, of course, should be easy to drive, but few strange cars have we immediately driven with as much verve as this Austin. The good forward vision, a driving seat that could really be adjusted in a traffic hold-up without one having to *look* at its mechanism and without a *sense* that it hadn't locked after adjustment, and a hand-brake of positive action in exactly the correct place, were chiefly responsible, as one reflected when there was leisure in which to examine the car. The rake of the steering column, the convenient direction indicator control on the wheel centre and the smooth clutch action, to which one became fully accustomed after two or three rather "driving-test" starts, also assisted materially in the Austin's unruffled progression through traffic which still scares so many provincials. Another factor was the easily read instruments in their panel directly before the driver, which enabled the dynamo-charge, oil-pressure, contents of the fuel tank, speed, and the time-of-day to be seen literally at a glance—things that one wants to know as soon as one takes over a strange car but which often result in some worrying moments if that car had been hurriedly acquired and has to be driven quickly in traffic from the commencement. We had no such moments with the Austin.

Arrived at City Road we had come to he conclusion that not only was this Austin Ten very happy in congested places, but that it was also very good fun. The lower ratios *are* low, but once into third and things begin to happen very pleasantly, so that one can swing round obstructions and really save the fleeting seconds—and few things are more satisfying than making a useful time on a cross-town run by sheer good handling of an ordinary, comfortable touring car. So, although this Austin Ten was so easy to handle, with a combined choke and hand-throttle to aid starting and thereafter no ignition control to worry about, and the downward gear-changes effected by excellent synchro-mesh, nevertheless the car was driven with enthusiasm because such handling was amply justified, which you cannot say of every dependable means of transport. The steering was fairly low geared and had a fair amount of lost motion, but the Austin found its own straight course most commendably and wet tram-lines and ice-patches caused it no concern.

The Girling brakes, though very light, were beautifully progressive, and very effective at all speeds, and if the low-pressure Dunlops and very supple springs made rapid cornering a source of impish joy to our driver and awe to onlookers, this was excusable on account of the high degree of riding comfort afforded. Further calls in the London area forbade any long runs that day, though we were able to discover the great efficiency of the headlamps and to appreciate the foot-dimmer—one of the best foot-dimmers we have experienced. The lamp switch has visible indication of the lamps in use, the dash-board is sensibly illuminated from behind and there is an excellent interior lamp. Very generous accommodation is provided in the lockable luggage container, wherein also reposes the spare wheel and luggage straps, the latter for securing really bulky luggage on the lowered lid of the container. Incidentally, the rear number-plate is very well illuminated. Upholstery is in high-grade leather, and windows and sliding roof can be adjusted to adequately ventilate the car without inviting draughts, even on a chilly night. There is ample leg-room in all seats, the driver can bring his seat right up to the wheel, entry and exit could not be improved, and the screen will wind out almost horizontally for summer or fog driving. There is a really large cubby-hole on the dash, also a neat ash-container, and apart from the horn-button and direction indicator switch on the wheel centre there are no other controls to concern the driver—which explains, perhaps, the Austin's recognised popularity with ladies and learners.

That night after seventy miles against the clock without once leaving built-up areas, we had a warm respect for the Austin "Cambridge" saloon, but torrential rain made even a short walk from the garage unpalatable, so very naughtily we locked everything up and left the car

BRIEF SPECIFICATION

Engine : Four-cylinder, 65.5 x 89 mm. (1,125 c.c.), 9.996 h.p. Tax £7 10/-. Three bearing crankshaft. Side valves. Coil ignition. 27 b.h.p. at 4,000 r.p.m.

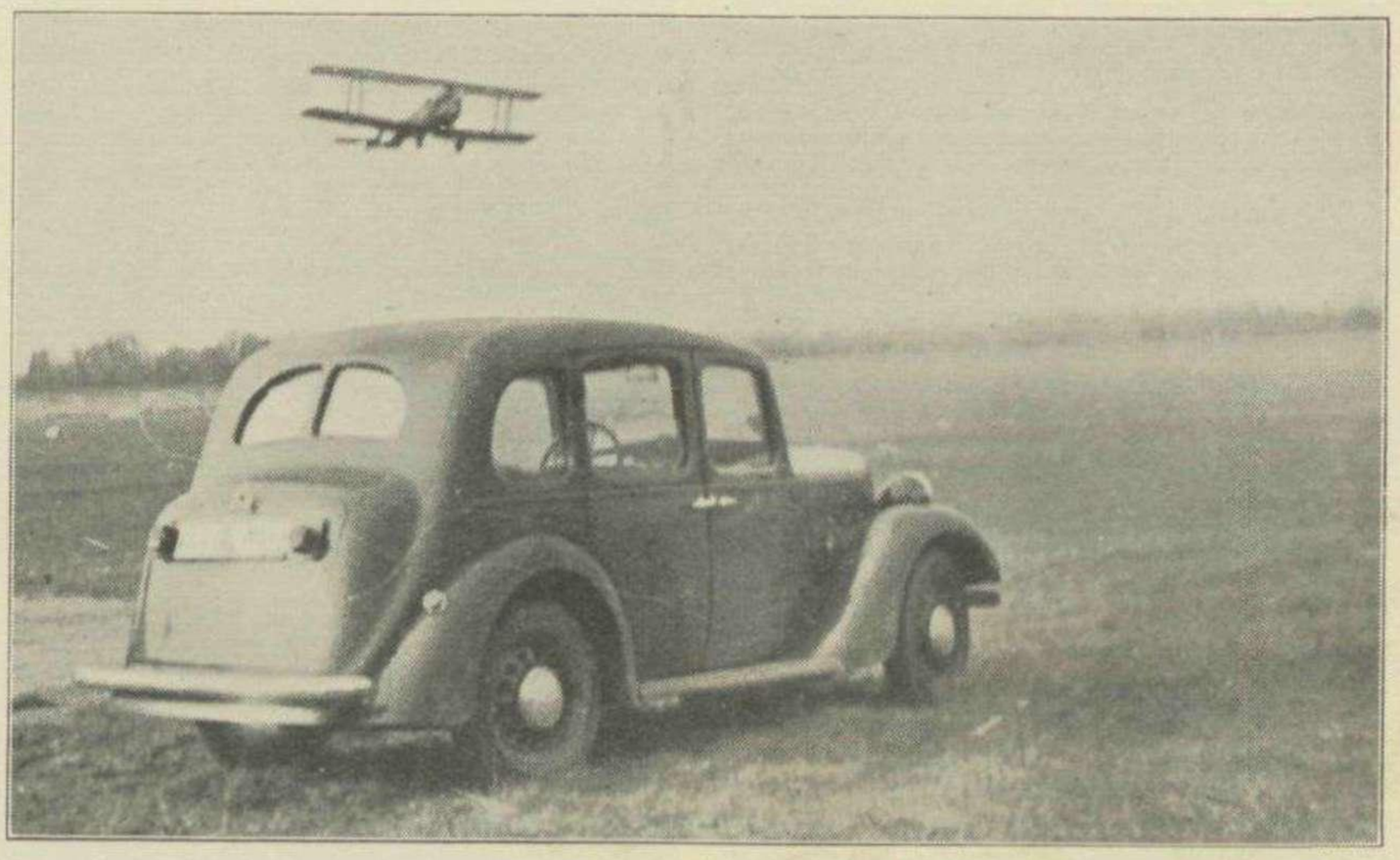
Gearbox : Four speed and reverse. Synchro-mesh on 2nd, 3rd and top. Central control. Ratios 5.25, 8.04, 12.78 and 21.1 to 1.

Suspension : Half-elliptic front and rear. Silent bloc bushes. Luvax absorbers.

Brakes : Hand and foot control on all wheels. Girling actuation.

Fuel Range : Six gallons—approximately 170 miles.

Price : Four door "Cambridge" saloon, leather upholstered : **£178.**



Parked on familiar ground. A photograph taken at Brooklands of the **10** *h.p. Austin.*

A WEEK-END WITH AN AUSTIN—continued

outside with its lights on all night. Next morning, rather apprehensively, we attempted to start the engine and were surprised to find that, once the knack of holding the choke right out was acquired, the machinery commenced at once and was apparently ready for work within a minute, though we conceded it a few more in which to drop its oil-gauge reading to the customary 30 lb. per sq. in.

Somehow the sea seemed to call, so with a full load aboard, we aimed for Hastings and, once through Bromley, were at last greeted with the welcome de-restriction signs.

We have already said that the Austin was extremely quiet and smooth in town traffic. The bodywork generally was free from drumming and the engine unobtrusive to a noteworthy degree, save for some exhaust hiss, while third gear was as silent as top. Moreover, the suspension is extremely supple-riding, allowing, for instance, the drop where the new road course crosses the Aerodrome road at Brooklands to be taken at 40 m.p.h. without shock to the occupants or apparent concern to the springs. Some excellent test-roads of truly appalling nature at Petts Wood, Kent, further enhanced our opinion of Austin suspension. The engine, too, is astonishingly smooth, only juddering on its rubber mountings at below 5 m.p.h. in top gear and accelerating just like any good six. Out on the open road we found these qualities maintained up to 40 m.p.h. on third and up to a cruising speed of 55 m.p.h. on top gear, while even at well beyond 60 m.p.h. on downhill stretches the engine seemed entirely and happily "burst-proof." This ability to get along rapidly without effort allowed us to reach the sunlit sea shore quickly with no sense of fatigue, and the Girling brakes proved adequate in coping with patches of week-end congestion.

Incidentally, the rear view mirror is really excellently positioned, which is equally appreciated in town and country. Any fuel seemed to suit the engine, averaging 28 m.p.g., while the Girling brakes did not display any lost motion on the morning the car was returned. The synchro-mesh, on second, third, and top, is really good, as it does not "catch up" if one double-declutches, yet it can be used as a "slam-change" if desired, a point especially valuable, as occasionally the engine hesitated slightly in picking up from the tick-over.

All gears located easily, excepting momentary difficulty in selecting bottom, though starting on second was permissible and a start could even be made on top. The rear axle was prone to slight hum.

In conclusion, this Austin Ten "Cambridge" saloon struck us as a very dependable, convenient means of transport, sound in every respect and offering prospects of a very long life with the minimum of attention without loss of tune. Those who are in need of such a vehicle should certainly give it a trial, which they can do with the comforting knowledge that its makers are one of two remaining British manufacturers who support racing.

THE 1½-LITRE CLASS

This year's R.A.C. Isle of Man Race will again be limited to 1½-litre cars, and at the new road-circuits special prizes will be offered for good showing by cars in this class. Consequently considerable interest attaches to the more important contenders for 1½-litre honours, and although it is early yet to be able to give much information, we have heard of some interesting developments.

As exclusively announced in MOTOR SPORT for February, the Conan Doyles will run the 1924 twelve-cylinder Delage, which they hope to enter for the Crystal Palace meeting on April 24th. Independent front suspension will be used, the existing tubular axle being hinged in the centre, a single transverse leaf spring taking a large proportion of the braking torque, though radius arms will also be used. The brake system will be modified. We believe that considerable modifications have been made to the engine internals. Formerly a 2-litre unit, it will be reduced to 1½-litres. There are four o.h. camshafts driven by a very complicated layout of timing gears and two superchargers. The gearbox gives five speeds with ratios varying from 0.9 to 1 top, to 2.34 to 1 bottom, which, we imagine, will be modified for road-racing. The Delage lapped Montlhèry at 143 m.p.h. in 2-litre form.

Another interesting 1½-litre job is being prepared by Powys-Lybbe. It will have one of the 1926 type straight-eight roller-bearing Talbot engines in a new frame. This engine has welded water-jackets, twin o.h. camshafts driven by a train of gears, inclined valves each with three return springs, twin magnetos to feed single plugs, and a Roots blower. The drive is taken via a unit four-speed gearbox and torque-tube enclosed propeller-shaft to a very light, bevel driven rear axle. A new frame is being prepared, with freely floating half-elliptic front springs, though the original Talbot oval-section, two-piece front axle is retained.

Ian Connell has acquired Douglas Briault's E.R.A., and "Bira" retains two E.R.A.s and will, of course, race the ex-Seaman Delage, and the sister Delage, the independent suspension for which is of Delahaye type incorporating a single transverse spring, constructed to M. Lory's designs by an English firm.

Austin Dobson, in conjunction with Peter Aitken, has two 1½-litre Maseratis, of the type which will compete freely in Continental 1½-litre events, but has disposed of the third.

The official E.R.A. team is to have independent front suspension and Zoller compressors—of which more anon. The new cars are awaited with great interest and may appear in the Empire Trophy Race at Donington on April 10th. Murray Jamieson and Hassan recently joined the E.R.A. concern.

The 1½-litre E.R.A. with which Dennis Scribbans made such a fine start as a racing driver last season is to have a normal in place of a Wilson self-change gearbox this year. Thomson and Taylor are fitting a Railton designed box with a Riley casing.

Amongst the lesser 1½-litre cars, Eason-Gibson will probably run his Zoller-blown, monoposto Ford Ten at the Palace, where R. B. Lakin is likely to serve his racing apprenticeship with the ex-Cholmondeley-Tapper, independently-sprung Bugatti.

100 MILES in ONE HOUR by a Standard type 328 Frazer-Nash-B.M.W.

Some time ago in "Rumblings" we asked whether any production sports-car could lap Brooklands Track five times at over 99 m.p.h. without needing any special attention before or after, and being in condition for driving back to town after the attempt. No one has actually answered that question for us, but a Type 328 Frazer-Nash-B.M.W. has done something which rather puts our "Rumbling" in the shade, and which constitutes a performance especially exciting, additionally so as the car is of only 2-litres capacity and under £700 list-price.

On April 15th, S. C. H. Davis (the driver who also writes) drove a two-seater Grand Prix sports Frazer-Nash-N.M.W., of the type wrongly referred to by us as a Type 326-50 last month, round and around Brooklands under R.A.C. observation, at an average speed of 102.22 m.p.h., the temperature staying at or below 60°, the revs. at 4,600-4,900, and the car continually having to be waved to run slower. The remarkable thing is that the car ran with all lamps, spare wheel, erect screen, mudguards, tool-kit and furled hood in place. Although there is no conclusive way of proving it was in 100 per cent. standard condition, the Aldingtons' strict and well known policy, coupled with the remarkable tractability of the car and its consumption of pump Discol, is altogether significant. The Bosch plugs stood all these demonstrations without protest. The performance is really outstanding and it will be interesting to see if any other production 100 m.p.h. sports jobs come along and ask the R.A.C. to watch them try to do the same thing. Certainly prospective purchasers of the Type 328 Frazer-Nash-B.M.W. now have ample evidence of the car's speed capabilities and reliability and we suspect that one of them will quite easily take the prize offered by Mr. Percy Bradley for the first car to average 100 m.p.h. or over in the M.C.C. High Speed Trials next September. The R.A.C. checked the gear-ratios and weight of the car, which figures will be published in due course, the weight being given provisionally as 13 cwt. 3 qrs.—which in itself is worthy of note.

Anyone who has driven a lap or two of Brooklands in a sports-car at anything over 90 m.p.h. will appreciate Davis's task and will marvel at the car's achievement, as a standard, quite conventional-engined, push-rod job, *unsupercharged*. Having a warm respect for the marque we are glad to record this achievement, but we should have much appreciated an invitation to go down to Weybridge to watch the fun—or, as it turned out, just a trouble-free run.

Letters from Readers

HIGH ROAD SPEEDS

Sir,

With reference to a letter in your March issue headed "High Road Speeds," I think your correspondent, Mr. Jarvis, would be interested in my experiences testing experimental and racing motor-cycles on the road for Messrs. Vincent-H.R.D. Co. of Stevenage, with which firm I no longer have any connection.

On several stretches of the Great North Road between London and Stevenage I have motored at speeds exceeding the 100 mark, though a test run often had to be stopped on the appearance of traffic. The highest speed which I have recorded is 107 m.p.h. on the Letchworth By-Pass (just north of Stevenage) on the first experimental 998 c.c. twin Vincent-H.R.D. This was done in perfect safety owing to a clear road, and to the exceptional road-holding and braking qualities of the machine.

Last summer another mechanic and I used frequently to take a pair of racing 500s to the Watford By-Pass at daybreak where we could run neck and neck for more than a mile without silencers—any lorries being clearly visible as they approached from side turnings. This road testing is essential because of the necessity for silencers at Brooklands.

Wishing the MOTOR SPORT every success.

I am, Yours etc.,

P. R. MACIVER.

Wrexham.

* * *

ON ACHIEVING HIGH PERFORMANCE

Sir,

I very much enjoyed Mr. Boddy's article "On Achieving High Performance" in the March issue of your most interesting journal.

Mr. Boddy made a passing reference to the "Salmson" car. It has surprised me to note that during the five years or so of my reading MOTOR SPORT so little has been said about this marque.

Up to a year ago or thereabouts I possessed a 1927 G.P. Special which appeared virtually to be a "San Sebastian" model *sans* compressor. The G.P. Specials and San Sebastians were vastly superior to the ordinary sports Salmsons and even to-day are right up to date.

Look at the specification :

Twin o.h.c. ; directly operated valves ; hemispherical heads ; tubular con-rods ; ball and roller main bearings ; four speed close ratio box ; Rudge wheels ; 12 volt lighting, etc.

My Salmson weighed 12½ cwt.—1,100 c.c. A trifle different from the modern method of loading up this capacity with upwards of one ton ! I do wish some modern manufacturer could be persuaded to produce a low priced vehicle of similar power-weight ratio—I suppose it is a forlorn hope.

My Salmson was really effortless to drive—1,500 r.p.m. per 20 m.p.h. in top gear—3.99 : 1 ; third was about 4½: 1. Second about 7: 1 and bottom 11: 1. Cornering was marvellous—solid back axle—she went round as though on rails—far, far better than the very popular 750 c.c. sports-cars of to-day.

Incidentally the chassis was what you would refer to as of the "india-rubber variety" (*vide* "Rumblings" p. 141) but that, far from being a drawback, appeared definitely to help road-holding.

I must finish by offering my congratulations to you on your excellent journal.

I am, Yours etc.,

N. A. SMITH.

Woodlands,
Trent Vale,
Stoke-on-Trent.

[Mr. Smith is obviously an enthusiast of the right sort. We, too, regret that so many good motors have passed. The H.R.G. seems to have something of the Sammy's power-weight ratio—1½ litres and under 15 cwt. Incidentally, the double-cam Salmson was written-up extensively in MOTOR SPORT in its day.—Ed.]

* * *

Sir,

I must congratulate you on the improved form and paper in which MOTOR SPORT is now published.

I have taken your paper in for some two years, and must say that it is the most interesting motor paper which I have struck, as the reading matter is very informative, and some of your comments refreshingly caustic. Incidentally, I must thank you for the misplaced compliment in describing my performance in the J.C.C. Rally as creditable, but I was not driving a Magnette such as you say, but a P.B. Type four-seater Midget, so perhaps I am a little nearer to earning that compliment.

Although my brother makes the Alta and I have no connection at all with his business. For your information I ran one of his 1,100 c.c. unsupercharged four-seater cars for three and a half years in which I covered 52,000 miles of quick motoring. Although I had several petty troubles due to the car being somewhat experimental in 1933, I enjoyed this period very much, earning nine cups etc., in sports-car events. This car did over 31 m.p.g. (allowing for speedometer error) on all the petrol I bought, climbed the highest Alpine Passes, and did a timed 83 m.p.h. flat out not long before I sold it. Its only real snag was the mechanical noise at low speeds due to it being fitted with the old type gear driven camshaft instead of the present chain drive.

I am not mentioning this to give my brother's car a cheap advertisement, but simply for your information, as you have probably not been able to obtain much in the way of data on his cars.

Unfortunately, these are now rather too expensive for me, but I am so far very pleased indeed with my P.G. Midget, which combines an excellent performance with extreme docility.

I am, Yours etc.,

C. E. TAYLOR.

Claygate.

* * *

THE WORLD'S FASTEST TOURING CAR

Sir,

I have read with interest your article in the April issue of MOTOR SPORT—"The World's Fastest Touring Car," describing the 5.4-litre supercharged Mercédès-Benz.

I think undoubtedly it is one of the finest cars in the world, but I was very surprised to see it stated " . . . and, fantastic as it may seem, a speed of no less than 108 m.p.h. was attained on a long, straight, level stretch, which is almost equal to a German *Autobahn*. One hundred miles per hour was also attained on another quite different but shorter stretch."

This does not seem to me at all fantastic and certainly does not merit the title "The World's Fastest Touring Car."

My Type 57 Bugatti with an open body will do 110 m.p.h. and will run up to 100 or 105 m.p.h. on almost any road and in an incredibly short time.

The Type 57S Bugatti with an open touring body will comfortably do 120 m.p.h. These cars, as is probably well known, are not supercharged.

Incidentally the Type 50 4.9-litre supercharged Bugatti *first produced in* 1930 is easily capable of 120 m.p.h.

I am, Yours, etc.,

ERIC GILES.

2, Queen Street,
Mayfair, W.1.

* * *

SLEEVE VALVES

Sir,

I read with interest Mr. R. P. G. Jones's letter in your April issue on the merits of the sleeve valve, in which he suggests motor-racing as a means of developing this type of engine. I can't resist asking, at this stage, why develop it at all in this manner ? This may seem at first glance

LETTERS FROM READERS—continued

to show a rather negative outlook on my part, but in view of recent developments with other, and to my mind, superior types of gear valve, further development would appear to serve no useful purpose, in the automobile field at any rate.

The two chief snags about a sleeve valve racing engine, and I note Mr. Jones appears to have in mind the small high revving type of engine as his references to the E.R.A., " R " Type Midget, Austin and Frazer-Nash show, in which these snags would be aggravated, are :

(1) High reciprocating weight and consequent high inertia stresses.

(2) Poor thermal conductivity.

With regard to (1) there seems to be no means of reducing the reciprocating weight below that of a corresponding carefully designed D.O.C. poppet valve engine, in which the reciprocating weight consists merely of the valves, valve operating pistons and a portion of the valve springs. Point (2) appears to be almost insuperable, as in order that a sleeve valve work satisfactorily an adequate oil film must be maintained around it. Ricardo and others have shown that considerably more than 50 per cent. of the heat is dissipated from the piston crown via the piston rings to the cylinder wall. The extra oil film round the sleeve would effectively stop this path of heat dissipation.

The only point on which the sleeve valve scores (from the purely racing point of view) is the avoidance of the local hot spot caused by the exhaust valve in a conventional poppet valve engine, and the limiting factor of maximum power output.

I have before me a B.H.P.-R.M.P. curve for a 247 c.c. air-cooled single-cylinder four-stroke running on 65 octane fuel and developing 17½ b.h.p. at 6,000 r.p.m. with a fully silenced exhaust, the B.M.E.P. is 165 lb. per sq. in. Yes, quite right, the Cross Rotary valve engine. It is so well known that a detailed description would be superfluous. I will only say that the engine derives its remarkable performance from a high compression ratio made possible by careful attention to cooling, e.g., use of a Y alloy linerless cylinder, 12 m.m. plug, and above all by the elimination of the local hot spot referred to in the previous paragraph. Also reciprocating weight is reduced to the absolute minimum for a reciprocating engine, i.e., piston assembly and part of the con-rod. I would respectfully suggest that Mr. Jones examines its capabilities thoroughly before he starts developing his sleeve valve racing engine.

Lest it be thought that I hold brief only for the Cross engine it is well to note that an engine fitted with an ingenious rotary valve system is running as a commercial proposition. I refer to the nine-cylinder axial type engine developed by the Bristol Tramways and Carriage Co. Ltd., which shows much improved performance curves when compared with a corresponding in-line engine with normal valve gear built by the same firm. The Aspin engine recently described in the motoring journals also appears to be of the rotary valve type, but no performance figures are available to the general public at the moment. This applies also to the rotary valve two cycle engine, the Cuddon-Fletcher, for which powers of up to 400 b.h.p. per litre were anticipated. It is also interesting to note that the Itala rotary valve engine was quite successful in pre-war days.

As regards my own pet theory as to the future form of racing-car engine, I incline to a rotary valve multi-cylinder two cycle engine with piston controlled exhaust ports (incandescent port bridges may prove a snag but the difficulties of cooling a rotary exhaust are great and liquid cooled bridges could be used). Liquid cooling would of course be used, ethylene glycol possibly. The engine would be blower fed and positively exhausted (ambiguous !) by a centrifugal fan if the increased power warranted this complication. Additional cooling would be provided by an oil jet spraying the underside of each piston crown during the firing stroke (an idea due to Mr. Cross) and the lubrication would be of the dry sump type. Of course if a suitable injection pump could be developed, and I rather doubt it, the engine would be of the C.I. type on the lines of the Junkers Jumo, but of course with a rotary valve instead of double pistons.

Up to the moment the two-stroke has received little development for racing but some phenomenal power outputs have been attained from this type of engine. The straight eight Duesenberg in '27 gave a B.M.E.P. of 110 lb. per sq. in. from a normal blower fed bottom scavenging engine fitted with a rotary delay inlet valve, and the six-cylinder 1½-litre Zoller showed promise until the untimely death of the designer in '35 put an end to further development. This engine was of the blower fed end to end scavenging double piston type, and though it never raced was reported to have achieved 145 m.p.h. in practice.

In the motor-cycle racing sphere the 248 c.c. D.K.W. has proved invincible in its class during the past two seasons and develops approximately 115 b.h.p. per litre in road-racing trim. A 500 c.c. edition is emerging from its teething stage and will be watched with interest next season. It is well known that Freddie Dixon is pinning his faith on a two-stroke for his latest project and if he is as successful as he has been in the past I shall have ample cause for rejoicing !

One further point, I notice Mr. Jones in his engine performance table classes the Frazer-Nash-Shelsley model with the Bristol engine as a high performance engine for continuous use. I would be interested to learn for what period a Shelsley model would develop its reputed 112 b.h.p. (assuming that the chains didn't break of course).

I am, Yours etc.,

IAN GORDON MACLEOD.

Birmingham.

* * *

CHANGE OF ADDRESS

The London Showrooms which we took in Grosvenor Street to launch the Frazer-Nash-B.M.W., which was in those days comparatively unknown, have now been vacated by us.

Now that the sales success of the Frazer-Nash-B.M.W. is, generally speaking, an accomplished fact and we have a number of the best known agents in this country acting as Distributors, it was felt that we could safely relinquish these London showrooms, particularly as it will be appreciated that difficulties existed in the way of appointing London Distributors, especially as we ourselves with London showrooms would be in direct competition with such dealers.

The position has been solved very satisfactorily in that L. C. Bingham, Ltd., have taken over our previous showrooms as their new premises, and have been appointed by us as Joint Distributors for the Metropolitan Area for Frazer-Nash-B.M.W. cars.

Mr. L. C. Bingham and his other directors, including the Marquis de Belleroche, are very enthusiastic about the future of the Frazer-Nash-B.M.W. and we are confident that anyone calling will meet with every assistance.

We are, Yours faithfully,

A.F.N. LIMITED.

Frazer-Nash Cars,
Falcon Works, London Road,
Isleworth, Middx.

* * *

HIGH SPEEDS ON THE ROADS

Sir,

May I take this opportunity of assuring Mr. Jarvis, and his doubting friends, that high speeds are very possible on the roads in England. On my last two cars, a 4½-litre " Le Mans " Bentley, and a 4½-litre supercharged two-seater Bentley, I have touched the 95 m.p.h. mark almost times without number. Both cars did over the hundred mark on the road while I had them, and the following few instances may interest your readers, though they are not the only times these cars did 100 m.p.h. on the road.

The best speed on the " Le Mans " was 106 m.p.h. on the A.1., with my wife and I in front, my mother-in-law in the tonneau, and a cabin trunk on the carrier. The best effort was with four up, three suit cases, and the same cabin trunk. We then did 102 m.p.h. on the same stretch. The best speed on the " blower " was 117 m.p.h. on the Oxford By-Pass (this is a speedo reading really as the rev counter needle was over the end) with my wife and I up. On another occasion we cruised at over 100 m.p.h. for two or three miles on the Newark to Lincoln road.

Mr. Jarvis's friends would be as surprised as I was at the most ordinary piece of straight road required to do over the hundred mark on the " blower " Bentley. All these times are verified by witnesses in the car, and I would like to add that McKenzie's Garages Ltd. were responsible for the attention of these cars. I have no business connection with this firm.

I am, Yours etc.,

" BUSTER " BARING.

N.W.3.

INDEX OF "MOTOR SPORT" ROAD TESTS—continued

Make of Car	Issue
Riley Nine "Gamecock" 2-seater	March 1932
Riley Nine "Monaco-Special," two-carb. saloon	March 1931
Riley Nine, 4-seater	June 1931
Riley Nine "Monaco-Special" saloon	July 1930
Riley Nine "Brooklands" racing 2-seater	July 1930
Riley Nine "Brooklands" Speed model 2-seater	June 1929
Rolls-Royce "Phantom II" 40.50 h.p. Continental saloon	March 1935
Rolls-Royce, 20.25 h.p., Hooper sports saloon	April 1933
Rolls-Royce "Phantom II" 40.50 h.p. Continental saloon	April 1932
Rover Speed Fourteen, 6-cyl. saloon	Dec. 1933
Rover, 6-cyl. Twenty "Special" 4-seater	Sept. 1931
SALMSON 1,100 c.c. o.h.c., Grand Sports 2-seater	Jan. 1926 & Dec. 1926
Salmson 4-cyl., twin o.h.c. Grand Sports 2-seater (1928)	April 1931
Schneider 13.50 h.p., English-bodied 4-seater	Jan. 1926
Schneider 13.55 h.p. Le Mans 4-str.	May 1929
Schneider 2-litre 13.55 h.p., 4-str.	Jan. 1930
Senechal TS3 1,100 c.c., 2-seater	April 1926
Singer 1½-litre, 6-cyl., Le Mans 2-str.	March 1935
Singer Nine, 4-seater	March 1933
Squire 1½-litre, 4-cyl., 2-seater	Aug. 1935
S.S. I special-bodied 2-seater (1933)	Feb. 1934
S.S. I coupe	June 1933
S.S. II coupe	May 1932
Steyr Type XII, 14.35 h.p., Weymann saloon	Aug.-Sept. 1928
Stutz "Black Hawk" supercharged 4-seater	Jan. 1930
Stutz 5-litre, 8-cyl., 4-seater	Dec. 1927
Sunbeam 3-litre, 6-cyl. (twin o.h.c.) fabric saloon	Nov. 1927
Sunbeam 6-cyl., 21 h.p., (push-rod) Speed Six saloon	Dec. 1933
TALBOT "90" Brooklands-bodied 2-4-seater	April 1931
Talbot "105" sports saloon	April 1934
Talbot 3½-litre saloon	March 1936
Talbot Ten "Rally" 4-str.	Oct.-Nov. 1936
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Talbot "90" 4-seater	Nov. 1930
Tatra 4-cyl., 1,154 c.c., coupe	Dec. 1932
Terraplane, 8-cyl., 29 h.p., 4-str.	July 1935
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Triumph 2-litre "Vitesse Six" saloon	April 1935
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Vauxhall 14 h.p. "Stratford" 4-str.	Sept. 1933
Vernon-Derby 1,100 c.c. (Ruby) 2-seater	March 1928
WINDSOR 4-cyl., 11 h.p. "Special" 2-3-seater	Nov. 1926
Wolseley Hornet Swallow 2-seater (1933)	April 1934
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Wolseley Hornet E.W. "Daytona-Special" 4-seater	May 1932
Wolseley Hornet Boyd-Carpenter 2-seater	Jan. 1931
Wolseley Hornet (12.08 h.p.) saloon	Sept. 1930

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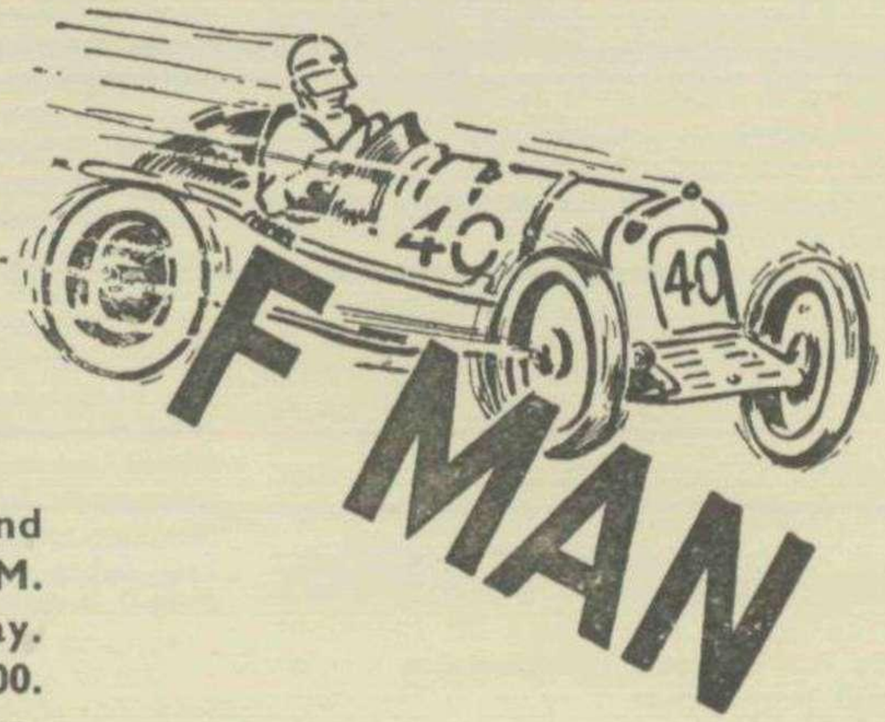
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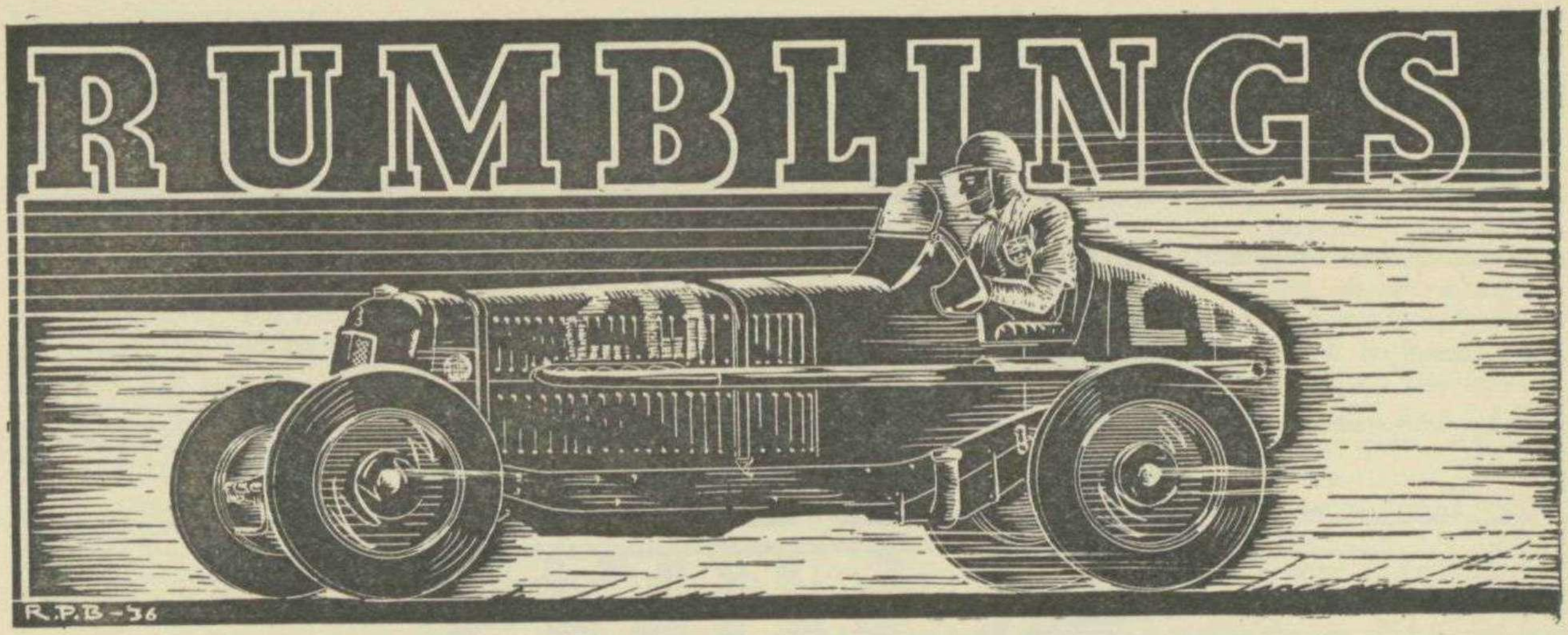
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The Season Opens

So the Empire Trophy Race is over and the season is well on its way. Right from that first race the enthusiast has had heaps to interest him. In the Donington race Dobson found the *Bimotore* Alfa-Romeo quite unsuited to the course in practice and the Bugatti and Talbot were very regrettably not on the starting line. Remarkable that Mays has won his first big race with the little E.R.A. It was a trying race, too. Ian Connell appeared to weaken considerably in the latter stages, and most of the drivers were cornering untidily, though no one pleased the gallery quite as much as Walker, who turned on the taps well and truly coming out of the bends so that his E.R.A. slid fantastically. The steadiest drivers in the race were Powys-Lybbe and René Dreyfus. The latter was taking the very fast bend on Starkey's Hill with the Delahaye's tail just swinging. The Alta showed rather astonishing performance in its sick condition at the end, and W. E. Wilkinson was notably good during his spell with the Riley.

It is instructive that the highest average, that of Walker's E.R.A., was over 5 m.p.h. slower than that at which Seaman's Delage of like capacity won the 200-Mile Race over this circuit last year. At 3.30 p.m. "Bira," driving the 2.9-litre Maserati, had averaged just over 65 m.p.h., compared with Seaman's winning average of 66.33 m.p.h. last year, with the same car in its 2.6-litre form. The foul weather on April 10th must have had a big effect on speeds generally. Tyres stood up splendidly, even Walker's, and a very interesting topic of conversation was whether "Bira" would have gone through non-stop if he hadn't retired —with nearly 3-litres of motor-car.

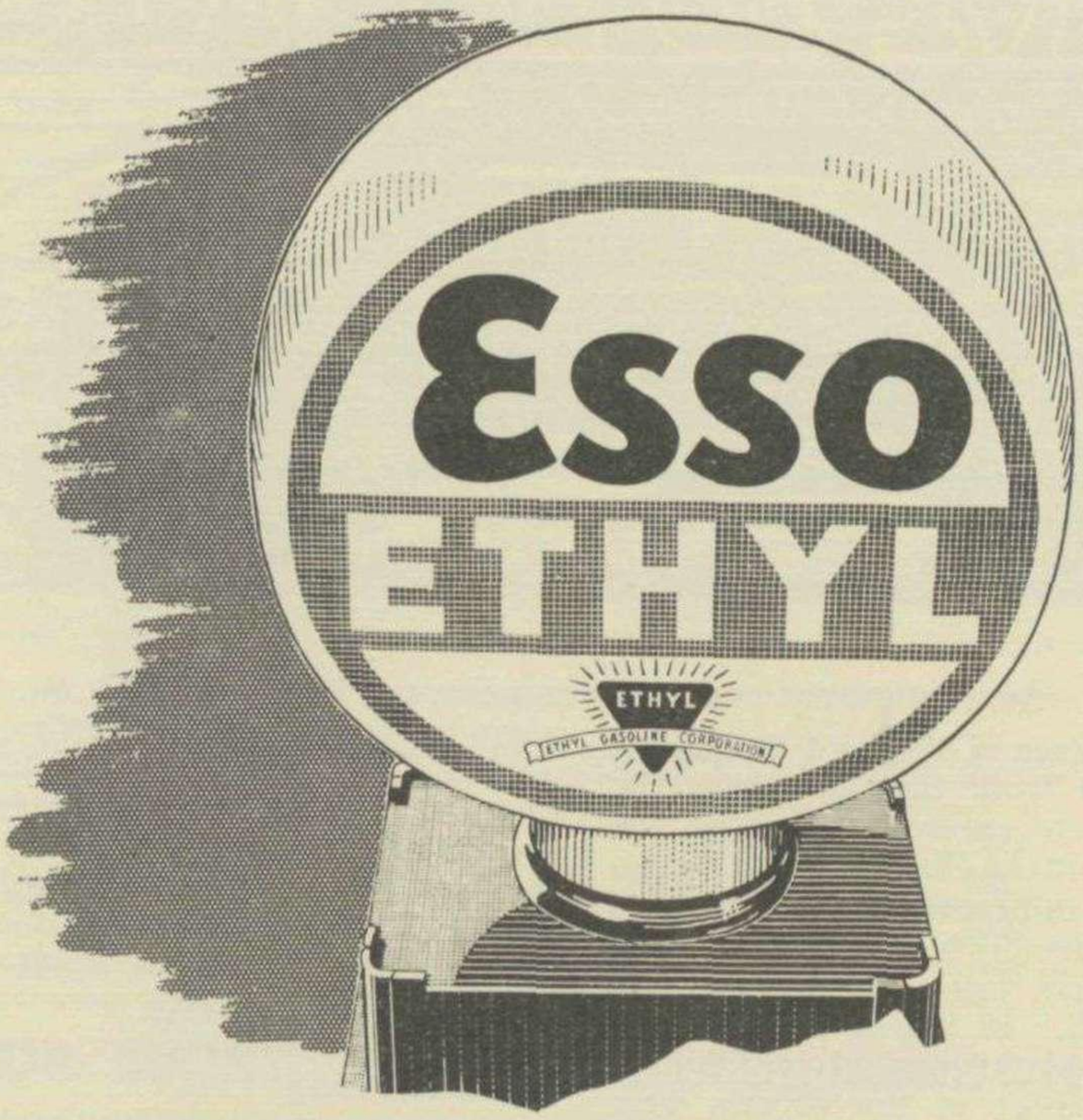
Everyone was sorry about the unfortunate episode in which poor Dodson was involved and, as the car was undamaged, it seemed a pity that there was no co-driver to carry on his good work. It is a plucky show of Austin's to run in these big events, for the handicap does not always make up for absence of litres. It was noticeable how popular is the visor as an item of racing apparel, for Mrs. Petre, Mays, Parnell, Hughes, Wilkinson, Faulkner, Evans, Walker, Connell, Scribbans, Dobson, Dreyfus, Jucker, "Bira" and Martin all used them. In contrast, Atkin wore goggles and lost them early on, Powys-Lybbe favoured a cap back-to-front and goggles, Dodson used a helmet and goggles, and Percy Maclure drove bare-headed, scorning even goggles. Walker sported a very summery shirt, in spite of the wet. The pessimists who thought the smallest cars would baulk the heavier stuff were disappointed, and certainly the little Austins were as fleet as anyone as they scattered round the outer edge at Starkey's.

Road-Burning

It is rather curious that since Mr. D. W. Jarvis raised the subject of high speeds obtainable on the road, in a letter published in the March issue, two members of the staff have comfortably exceeded 100 m.p.h. on roads near London—the 5.4-litre Type 540K Mercédès-Benz cabriolet gave 108 m.p.h., and Col. Giles drove the writer at well over 100 m.p.h. along the Barnet By-Pass, and again along an open straight in the Fen district, in a 3.3-litre Type 57 Bugatti. If only ordinary motorists and members of the Pedestrians' Association could have been in the cars they would, I believe, have appreciated just how safe such speeds are in a really good sports-car. In spite of the excellence of modern low-priced motors



Unpacking Day. The 1½-litre Maserati being unpacked from its crate at Brooklands.



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RUMBLINGS—continued

there still exists a clientele which favours the most exclusive models, and after a brief run in one of them it is easy to understand why this should be so. The 504K Mercédès-Benz is selling strongly in this country for a car costing £2,250, there are at least seventeen users or users-to-be (for delivery dates are not as with mass-production automobiles) of the Types 57 and 57S Bugattis, and coming out of Donington after the Empire Trophy Race I espied one of the very latest open sports Alfa-Romeos. Jack Barclay Ltd. recently supplied a Type 57S Bugatti to Capt. Ropner, and other 57S Bugattis have been ordered by the Hon. Maurice Fox-Pitt Lubbock, Miss Enid Fawcett, and T. A. S. O. Mathieson. Col. Giles has that thoroughly re-conditioned blown 4.9-litre Bugatti drophead coupé.

So that, although fashions change, there are still some very fine sports-cars amongst us.

Technicalities of the Bimotore

Austin Dobson's *Bimotore* Alfa-Romeo has aroused widespread admiration, yet I find that many people are unaware of its technicalities, although regular readers of MOTOR SPORT will probably recall that it was fully described in these pages just two years ago —in the issue of May, 1935. The engines are, of course, the B Type 2.9-litre units with eight cylinders in line, twin o.h. camshafts and double Roots blowers drawing from twin Weber "gas-works," and ensemble that is productive of 540 b.h.p. The rear-placed engine drives forward to the three-speed and reverse constant-mesh gearbox, behind which is the conical-geared differential. From there transmission is by twin propeller shafts set at an angle, as on the later *monoposto* Alfas. The clutch is a special dry-plate affair of unique design, constructed of Duralfa and steel. The rear engine drives to the gearbox via internal gearing in its flywheel, and can be cut out if required by a hand-controlled clutch in the cockpit. The chassis is virtually a lengthened *monoposto* and the rear axle has radius rods to steady it and is jointed in the centre which, with special shackles for the rear half-elliptic springs, gives a semi-independent movement. Formerly Dubonnet independent suspension was used at the front, but before Dobson took delivery of the car the latest swinging link system, as used on the 3.8-litre Alfas, replaced it. The brakes are Ariston hydraulics. The radiator is in two sections, one for each engine, oil is carried in the tail and the fuel tanks run along each side of the chassis and are said to have a capacity of 110 gallons. The chief designers of the *Bimotore* were Signor Bazzi and Signor Roselli of Ferraris. The car underwent its first trial run in April 1935 along the Brescia-Bergamo Autostrada, watched by important Italian racing personnel and driven first by Marinoni and then by Nuvolari, who first merely achieved 4,500 r.p.m. or 175 m.p.h. and later 5,300 r.p.m. or 212 m.p.h. Suitable tyres for the *Bimotore* had not been found in time for the Tunis G.P., but both of them ran at Tripoli and Chiron was second to the Auto-Union at Avus. Now you know as much as most people of the most interesting road-racing car in England.

Official

Let us turn to more serious matters. We have recently emphasised that club officials should take the greatest pains to ensure that the published results of events really do denote the outcome of a particular competition. Equally so, scrutineers should at least know as much as competitors about the cars they have to examine. During a recent appeal a driver quoted certain non-standard features of a rival competitor's car and when asked how he knew about them he replied "I don't, but neither do the scrutineers." Which was too, too true. Award-winning cars might well be scrutineered after, as well as before, a contest. There are very very few truly *formula-libre* competitions, when you come to think of it. Yet in trials where locked differentials are barred how often are award-winning motors jacked up that the scrutineers may twirl the rear wheels? There was once an owner of a solid-axle car who found one wheel spinning furiously in loose sand with the other stationary, but that is quite another story . . .

And Another Grumble

Fashionable people attend motoring fixtures these days. They didn't like the slime at Shelsley last year and we imagine that they liked the generally Flanders aspect of Donington on Empire Trophy day still less. But perhaps these things will improve in time—at the first Brooklands Meeting away back in 1907 we heard of ladies' shoes suffering horribly on the loose gravel. Anyway Shelsley's "Paddock," they say, is now beyond reproach.

Independent Suspension in the News

The two works E.R.A.s driven by Mays and Fairfield in the Empire Trophy Race had the new independent front suspension, which is a notable improvement. The swinging link system is used, controlled by torsion bars running across the frame. A curious feature is that as the torsion bars lie in the same horizontal plane, the wheelbase varies by about one inch according to which side of the car you measure. Which reminds one of the early sixteen-valve Bugattis manufactured after the War in this country by Crossley's, though in that case the variation was the result of conversion from metric standards and quite unintentional. The war that is said to rage between the makers of the proprietary braking systems is nicely emphasised in the new E.R.A.s, which use Girling direct-action shoe actuation operated by Lockheed hydraulic apparatus. It is noticeable that the big ribbed drums are well out in the air-stream. Incidentally, I understand that the 1,100 c.c. E.R.A. is supercharged at 45 lb. and develops nearly 200 b.h.p.

The 1½-litre Maseratis, of course, are independently suspended at the front end, and "Bira's" new Delage chassis is nearly completed and may have run in a race ere you read these words. "Bira" is using a transverse leaf-spring system rather like that of the Delahaye chassis, designed by M. Lory, but constructed in this country. As the work is taking longer than expected it is likely that only the second Delage will be converted, the ex-Seaman car being kept as it was last

RUMBLINGS—continued

year, at all events for a while. The Conan-Doyle Delage is to have a split tubular front axle, pivoted centrally, and controlled by a transverse leaf spring that will also take the major braking loads, though tie-rods running back from the dumb-irons will relieve it of some of that responsibility.

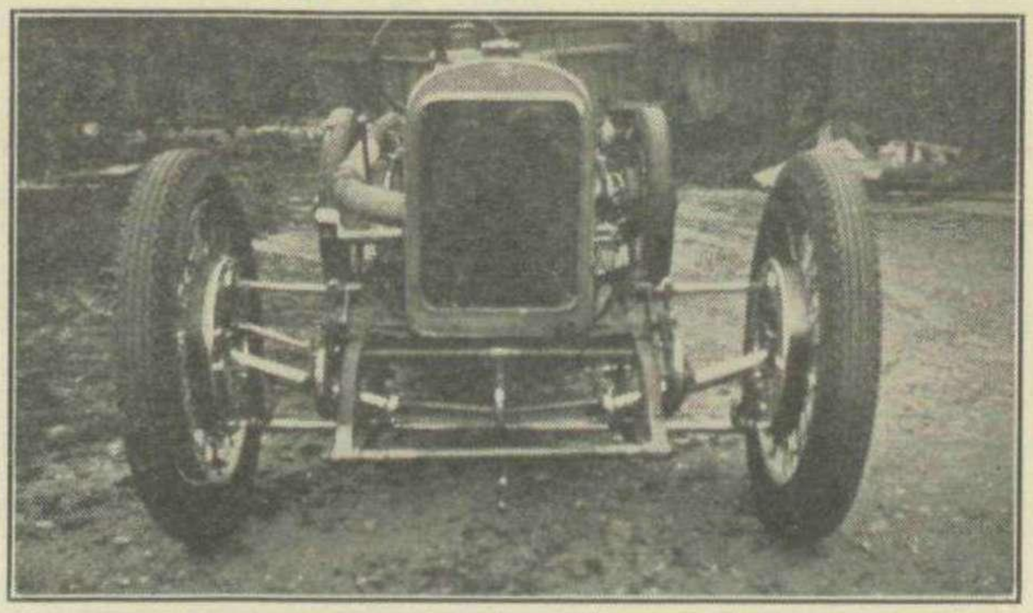
Mercédès-Benz now use double universal joints in their rear axles, allowing the rear wheels to move vertically, instead of swinging in an arc as they did previously, which is very interesting in view of their abandonment of independent rear suspension for a while. Yes, all-wheel independent suspension should be with us universally by 1940.

The 12-Hour Sports-Car Race at Donington

I am looking forward to that 12-hour race for sports-cars up at Donington in July. It will be an excellent excuse to get away from stuffy London streets into the country, and if you put up at a small country farm-house and arise early each morning to see the practice you enjoy English road-racing at its best. Donington, I must confess, is growing on me. In passing, I believe responsible people can now use the whole circuit on non-race days for a charge of £1 per day. This sports-car contest will be very interesting. It is divided into classes for 1 litre, 1½-litre, 2-litre, 3-litre, and 5-litre cars, with class victors and an absolute winner in the form of the car completing the greatest distance in the twelve hours. The cars will apparently carry sports-type bodies, but will run without wings, hoods, screens or lamps, which is a good thing. But we are as far from a stock car race as ever, because internal alterations can be quite extensive and that, I think you will agree, is a pity. The only saving factor may be that so efficient are present-day sports-cars that not one entrant will bother with special machinery—though perhaps we cannot say as much of Continental entries, for abroad a sports-car is taken to mean anything with wings and space for a passenger. I wonder if it is too much to hope for M.G., Austin, Fiat, and a special Ford Eight or two in the small class, M.G., Riley, Frazer-Nash, Aston-Martin, Singer, H.R.G., Rapier, British-Salmson, Morgan, Lancia, Alvis and Talbot Ten in the 1½-litre section? If so, what a procession we should see at Starkey's during the opening laps. Unless, of course, as seems likely, Donington has expanded by next July, in readiness for the T.T., which may be held there this year. At all events, we should see Frazer-Nash-B.M.W. fighting Aston-Martin in the 2-litre class, with Atalanta, Alta, and A.C. possibly running as well, and the 3-litre class should see S.S., Alvis, British-Salmson, O.M. and Talbot battling for honours, if only each maker or concessionaire concerned appreciates the immense publicity and research value of competing in such a race as this. The biggest class should see Lagonda and Bentley renewing their T.T. struggles and upholding British prestige against Delahaye and Talbot and, I hope, Bugatti, while we might see the new Invicta and a few Type 500K Mercédès-Benz as well, if the German marque is allowed its blower. I think, too, that Jensen Railton, Brough-Superior, Cord and Lammas-Graham might usefully make this race an occasion for a display of high-speed reliability. Entries close on June 26th, at £5 5s., with the race limited to forty starters. Freak cars are eliminated to some extent by the proviso that only commercial fuels may be used and that engines must be started on the starting motors, although combustion chambers research and the infallibility of modern batteries make this no positive bar to specially modified motors. There will be no handicap.

Invicta Revival

In its time the Invicta was a very remarkable car, for it possessed very fine acceleration and, with the introduction of the low-chassis 4½-litre, allied really impressive maximum speed to the former useful quality. Unfortunately it was too lightly constructed for really good road-holding. The springing only appealed to hardened enthusiasts and certain of the 4½-litre models were limited as to revs. by reason of too flimsy crankshafts. Nevertheless, every marque has its weaknesses, and the Invicta made many friends. Consequently it was intriguing to see a test chassis bearing the familiar and very shapely radiator in the Midlands one recent Sunday. It is always interesting to visit a famous factory in search of an unreleased model, but enquiry at Chelsea revealed that it is early yet for a motor scribe to ask after the new Invicta. In the meanwhile, rumours circulate. The new Lea-Francis we know more about, the Atalanta is launched, and up at Bourne Murray-Jamieson and others work busily on the new sports E.R.A. which the little birds say will have a biggish engine, a very fine performance and a low list-price. Reverting to the Invicta, one of the staunchest supporters of the marque, of course, is Donald Monro, cheery originator of the now flourishing Invicta Car Club. His own well known Invicta has been sensibly modernised, without being rendered in any way a special, freakish motor-car. Indeed, the only mechanical modifications comprise twin S.U. petrol-lifts with large bore spare fuel lines to match, a dumb-iron apron necessitating a starting handle extension, racing filler-caps and hand-brake ratchet, the latest type thin metal bearings with sump-trap to prevent surging, and the fitting of Lucas P100 headlamps from a 3-litre Lagonda. Purchased secondhand in December 1935, the original saloon body has been replaced by a Jarvis (of Edgware Road) built two-seater with such extremely roomy stern-sheets that it looks just like a



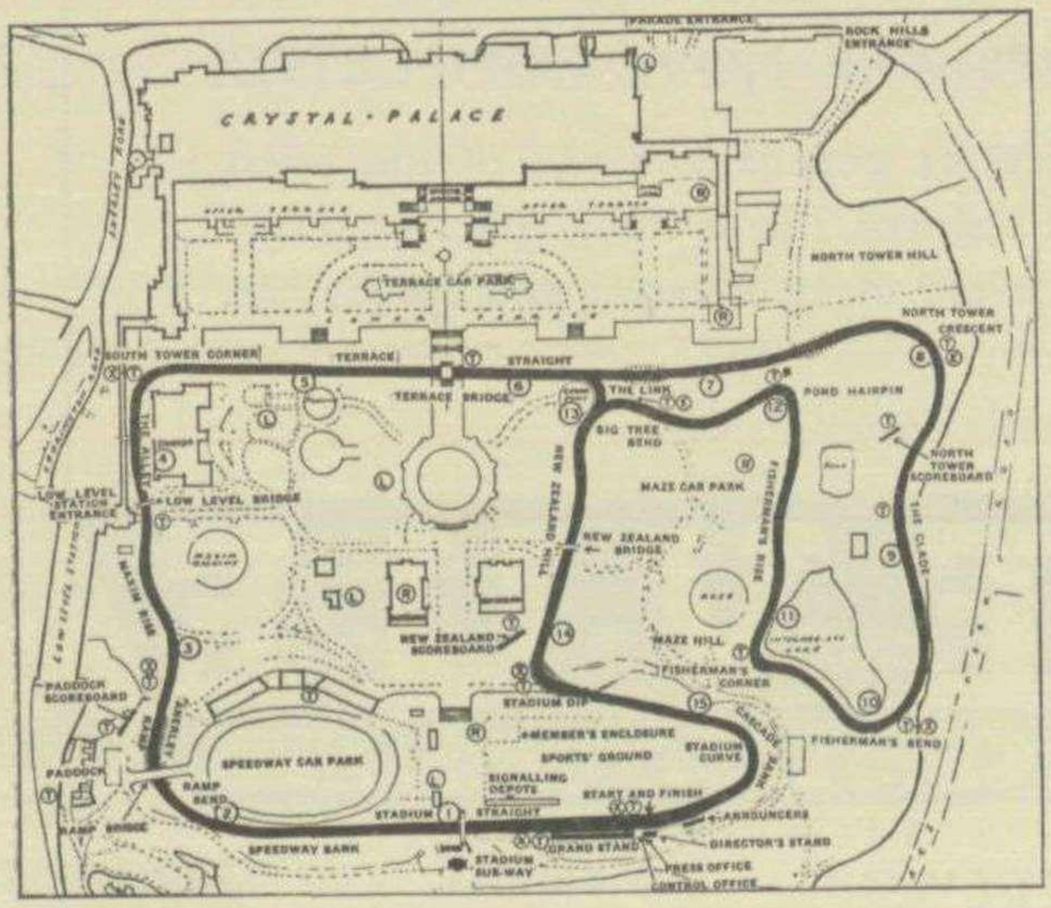
The veteran Sunbeam mentioned on the next page. This picture shows the three-piece front axle.

RUMBLINGS—continued

four-seater. Luggage goes into these sternsheets, louvres keeping everything cool during Continental touring. The axle-ratio is 3.9 to 1 and the compression ratio 6 to 1, giving 110 b.h.p. Monro tells me he has lapped Brooklands at a genuine 85, getting 90 m.p.h. at 3,800 r.p.m., and 30, 48 and 70 respectively on the gears. The first re-bore was given at 45,000 miles, tyres last 11 to 12,000 miles with a few trials and rallies included, and fuel consumption varies with the going from 12 to 17 m.p.g. 0-50 m.p.h. occupies 10 secs., 0-60 15 secs., and the standing quarter-mile 20.2 secs. From a standstill by the gate the Invicta, which is of 1929 vintage, vanquishes the Brooklands Test Hill in 10.2 secs. A very refreshing motor-car. Monro estimates that the total cost, including new bodywork and conversions, has been under £350.

A Veteran in Australia

Modern, *monoposto* racing-cars are undeniably impressive, but lots of us still have a soft spot in our hearts for those cars that date from the days of flimsy frames, small-section tyres and the travelling mechanic. So it is interesting to learn from a letter to hand from Mr. Harold Pratley that one of the old Grand Prix Sunbeams is apparently to be given a new lease of life out in Australia. The car in question is a 1922 2-litre four-cylinder job of the type owned a few years back by the Hon. Jock Leith. Its present owner is an Adelaide enthusiast who heard that the car was for sale last April twelvemonth and straightaway drove over to Melbourne and purchased it. It is believed that Hope Bartlett originally used the car in New South Wales. When discovered it had a single Stromberg downdraught "gas-works," the streamline tail had been cut away, and headlamps were fitted. The three-peice front axle, however, had been fitted with new high-tensile bolts, probably very necessary after a doubtful career spread over fifteen years. The engine has the gear-driven twin o.h. camshafts, a built-up crankshaft running in three main ball-races, and H-section connecting-rods each with four b.e. bolts. Two of the original beaded-edge rims were still on the car. The oil tank beneath the seats holds five gallons. This is claimed to be the Strasbourg Sunbeam with which J. S. Spencer won a B.A.R.C. short handicap race at 91.88 m.p.h. at Easter 1926, as duly illustrated in MOTOR SPORT at the time. The new owner talks of fitting twin Solex carburetters and of racing the old car once again and I hope he gives it a good home. But we still do not know what has become of the 1923 six-cylinder 2-litre Sunbeams, one of which was the only British victor in a French Grand Prix and about which there was some comment in these columns two years ago. The car that McCalla used to drive in Irish road-races is a 1924 machine, which is not quite the same thing.



The new Crystal Palace road racing circuit opened on April 22nd.

Wimille's Wonderful Drive

So Jean Pierre Wimille has won the French Government's prize of 400,000 francs (£4,000) for Bugatti, in spite of the very general opinion that the job could only be tackled with an ultra-modern Grand Prix car, and that even then success was problematical. On the first attempt Wimille broke the back axle, but going out again under the extended time-limit he lapped the 200 kilos. (162 miles) of Montlhèry road-circuit at 91.13 m.p.h. This speed represents a fraction under that of the Grand Prix lap record and, to anyone who knows Montlhèry's famous road-course, Wimille's drive will be accepted as a very historic piece of motoring. Wimille used a normal 3.3-litre, straight-eight supercharged Bugatti, from which, of course, the sports type 57 and 57S Bugattis were developed. The Bugatti's absence from the Empire Trophy Race is excused !

An Outer-Circuit Exponent

There is a noticeable shortage of cars of true track-type at Brooklands nowadays, but E. W. W. Pacey (Pacey-Hassan-Special), John Cobb (Napier-Railton), and J. Street and R. L. Duller (Duesenberg), present an interesting trio. Another man who enjoys really rapid outer-circuit racing at Weybridge is Richard R. K. Marker. His old 6½-litre Bentley has of recent times been getting rather too old in the chassis to please the B.A.R.C. scrutineers, so for this season the car will appear as a Bentley-Jackson, having been rebuilt at R. R. Jackson's premises. An entirely new chassis is now used, with a shorter wheelbase than formerly and the new single-seater body is very completely faired, with the radiator set in an isolated position and cowled in. There is a streamlined headrest for the driver and no front brakes are fitted.

Odd Spots

D. H. C. Fry has built a rear-engined cycle-car for Shelsley-Walsh and other sprint fixtures. It has a motor-cycle power-unit and independent front suspension.

* * *

Delage is said to be returning to racing with a twelve-cylinder aerodynamic saloon for Le Mans and the French Grand Prix.

* * *

Gordon Glegg now has an Eric Fernihough-tuned, V-twin J.A.P. engine in his four-wheel-drive Dorcas.

RUMBLINGS—continued

Delahaye, too, have a new twelve-cylinder, 4½-litre sports model on the stocks, which they will try out in the Miramas 3-Hour Race and run in the French Grand Prix.

* * *

The French Talbot Company is rumoured to be building six cars for the 1938 Grand Prix, one set of 3-litre supercharged twelve-cylinders and a set of 4½-litre unblown twelve-cylinder cars.

* * *

John Bolster's new "Mary," with independent front suspension, is unlikely to be finished in time for the June Shelsley Meeting.

* * *

Freddie Dixon is going in for superchargers on his Rileys this year. Will he soon take the Brooklands Lap Record with a 2-litre car? S. C. H. Davis once held the 1,100 c.c. Mountain Lap Record with a blown Riley Nine, and E. K. Rayson applied a Mercédès-Benz blower to one of these cars a few years ago.

* * *

Humphrey Cook has taken delivery of a new 4½-litre Lagonda drop-head coupé.

* * *

Cecil Kimber has been exhaustively testing a 1½-litre M.G. in Germany.

* * *

An Auto-Union to attack our World's Land Speed Record is on the stocks.

Dick Seaman, who recently visited the Crystal Palace circuit, is using a small Mercédès-Benz saloon as his personal car.

* * *

The rapid invasion of our roads by Baby Fiats has been a striking high-light of the past month. The Beechholme Motor Co. reports selling one of these cars to a client as a direct result of our impressions given in the March issue.

* * *

The Hon. Maurice Fox-Pitt Lubbock is amongst the exclusive few who own Type 57S Bugatti cars. He has joined the Bugatti Owners' Club.

* * *

The length of the Donington circuit can be extended when such a move seems desirable.

* * *

The 1937 Brooklands Year Book is now ready. Price 1/-.

* * *

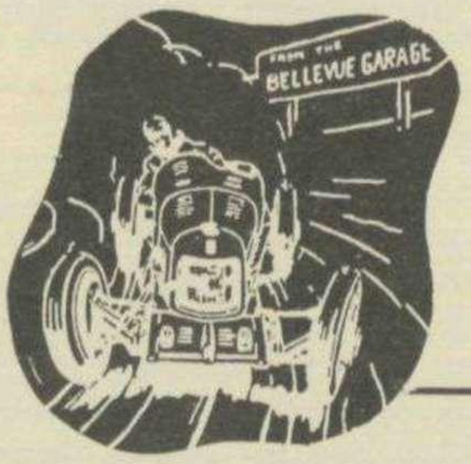
D. M. K. Marendaz is now engaged in aeroplane design and construction.

* * *

Pat Fairfield is disposing of his 1½-litre E.R.A., together with its 1,100 c.c. engine and spares.

* * *

Distaste was expressed at the practice of certain daily paper motor journalists, who drove in the R.A.C. Rally and wrote up only their own cars.



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THE CORONATION TROPHY RACE—continued from page 200

beautifully judged and driven race at 53.77 m.p.h. by a margin of 48.4 secs. Whitehead lost third place by spinning round at the Ramp Bend, the sleeper-barrier saving the E.R.A. from striking the concrete bridge support. He lost two laps trying to restart and accordingly finished last, with Dobson (E.R.A.) second, Robin Hanson (Maserati) third, and Percy Maclure (Riley) fourth.

Lord Howe then presented the Coronation Trophy to Pat Fairfield—the Trophy was given by Jack Barclay, the well known Rolls-Royce and Bentley dealer who used to race T.T. Vauxhalls at Brooklands. It takes the form of a nude figure kneeling down in a high wind and about to heave a spear at someone. In cash Fairfield took £200. The racing was interesting, and quite exciting in patches, and as Edwards had hoped all but the slower cars ran on the same lap throughout the short races. But the fact remains that so far the race-averages and lap speeds are lower than expected.

However the attendance was truly very encouraging.

RESULTS

HEAT 1 (20 LAPS—40 MILES)

1. P. G. Fairfield (1,499 c.c. E.R.A.), 45m. 37.9s. 52.63 m.p.h.
2. Charles Brackenbury (1,496 c.c. Maserati), 46m. 59.1s. 51.10 m.p.h.
3. Hon. Peter Aitken (1,496 c.c. Frazer-Nash), 47m. 29.9s. 50.38 m.p.h.
4. P. Maclure (1,087 c.c. unsupercharged Riley), 47m. 48.2s. 50.07 m.p.h.

HEAT II (20 LAPS—40 MILES)

1. Raymond Mays (1,488 c.c. E.R.A.), 45m. 40.9s. 52.55 m.p.h.
2. A. C. Dobson (1,486 c.c. E.R.A.), 45m. 42.1s. 52.52 m.p.h.
3. P. N. Whitehead (1,486 c.c. E.R.A.), 45m. 59.6s. 52.17 m.p.h.
4. W. E. Wilkinson (1,496 c.c. unsupercharged Riley), 46m. 20.9s. 51.76 m.p.h.
5. Robin Hanson (1,484 c.c. Maserati), 47m. 21.1s. 50.67 m.p.h.

FINAL (30 LAPS—60 MILES)

1. P. G. Fairfield (E.R.A.), 1h. 7m. 8.8s. 53.77 m.p.h.
2. A. C. Dobson (E.R.A.), 1h. 7m. 57.2s. 52.98 m.p.h.
3. R. Hanson (Maserati), 1h. 9m. 25.2s. 51.87 m.p.h.
4. P. Maclure (Riley), 1h. 10m. 18.1s. 51.21 m.p.h.
5. P. N. Whitehead (E.R.A.), 1h. 13m. 45s. 48.91 m.p.h.

FASTEST LAPS

Heat 1 : P. G. Fairfield (E.R.A.), 2m. 15s. 53.33 m.p.h.

Heat 2 : A. C. Dobson (E.R.A.), 2m. 14.1s. 53.69 m.p.h.

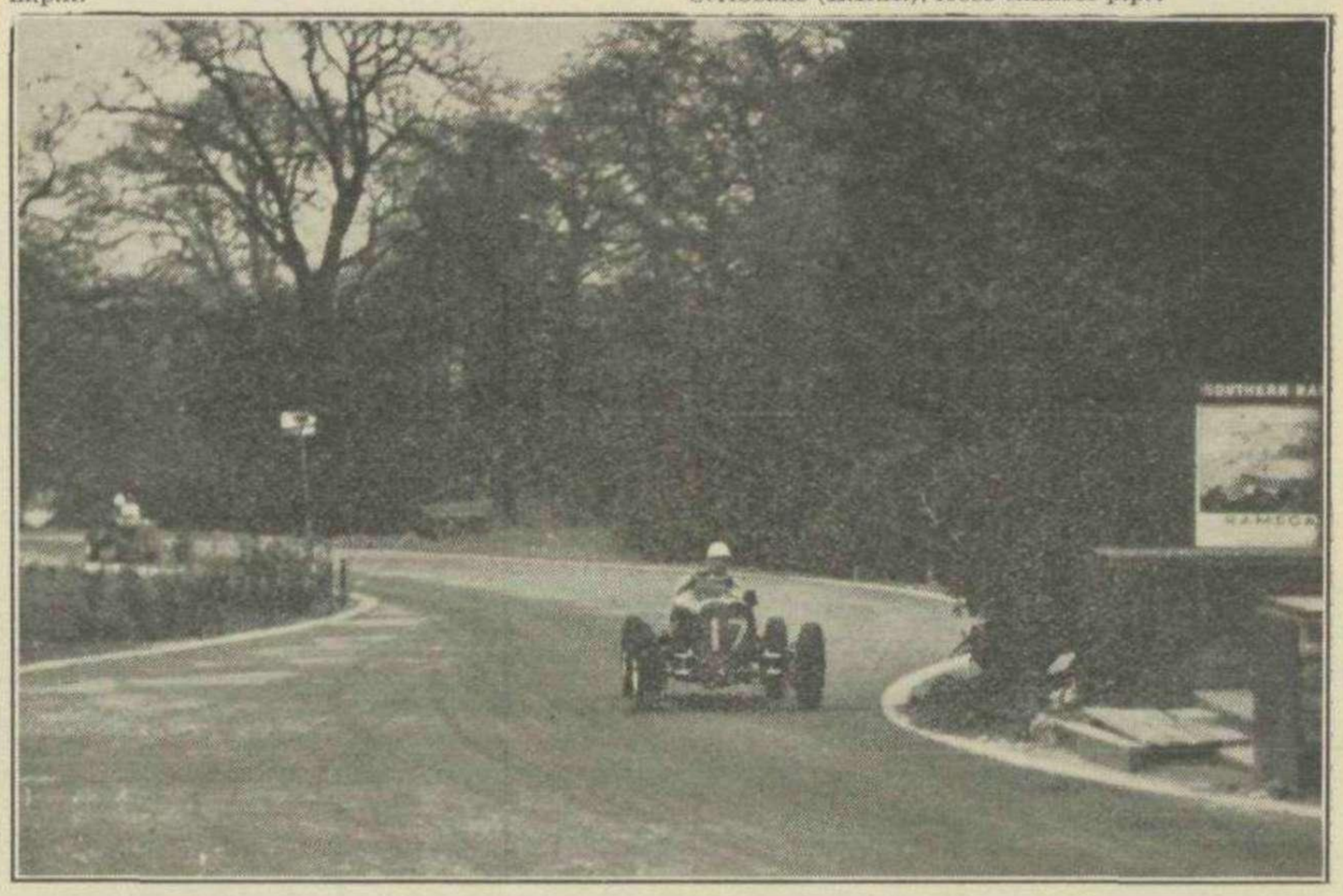
Final : P. G. Fairfield (E.R.A.), 2m. 11.9s. 54.59 m.p.h.

RETIREMENTS

Heat 1 : I. Connell (E.R.A.), 3 laps, carburation; W. Humphreys (M.G.), 14 laps, back-axle; D. Scribbans (E.R.A.), loose exhaust-pipe.

Heat 2 : R. J. W. Appleton (Appleton-Special), 10 laps, steering; A. Esson-Scott (Scott-Bugatti), 13 laps, crash; R. Parnell (M.G.)

Final : C. Brackenbury (Maserati), 5 laps, brakes; R. Mays (E.R.A.), 7 laps, brakes and engine; W. Wilkinson (Riley), 7 laps, big-end; A. M. C. Jameson (Frazer-Nash), 14 laps, oil-pipe.



R. Mays (E.R.A.) on Maxim Rise. He had the bad luck to retire on the seventh lap when leading, owing to brakes.

VETERANS IN IRELAND

We take the following from the current issue of the Ulster A.C. Gazette—

"As had been thought, the suggestion of a veteran car run in Ulster has aroused tremendous interest, and, at the moment, quite a large selection of cars suitable have been discovered. These range from ones constructed prior to 1900 to fresh young things of 1912, and as objects of interest they would be hard to better.

"The finish is to be Larne, and the date is the 7th August, 1937.

"Some of the cars that have been unearthed are extraordinarily interesting, and would well repay an inspection, as they show only too plainly the enormous progress that has taken place since the early days. How some of these cars were used as they were defeats the imagination, but no doubt when the run takes place everyone will have an opportunity of seeing under what difficulties the early motorists laboured.

"The pick of the collection at the moment is an 1896-1899 Clement. This is a single-cylinder with trembler coil ignition (it originally had tube ignition), and apparently it has four speeds. The steering is reminiscent of that found on carts as the Ackermann principle had not been applied to this model, and the radiator resembles more than anything else a large wasp's nest.

"Another car is an M.M.C., of 1903 vintage, and according to the owner it has only two speeds, stop and go. It is also said that under the most favourable conditions bicycles simply go whizzing past. Other cars include a 1906 Rover, two 1906-8 Chambers, a 1908 Star, two 1911 Renaults, a 1911 Mors, and an early steam car.

"There are also various Calthorpes of 1904-8 vintage, a 1902 Vauxhall, a rather doubtful starter as it is in very bad condition; a 1904 Riley, which originally was a three-wheeler, and two Renaults of about 1901.

"There have also been some enquiries from the Vintage Car Club in England, and, all things considered, there is not the slightest doubt that the run is going to be a tremendous success."

THE 1½-LITRE SQUIRE—continued from page 231

really quickly, to avoid a slight judder from the first gear band. Once the "clutch" was in, however, the drive was picked up smoothly and with certainty, with no tendency for slip. Pre-selected gear changes could be effected as quickly as one could desire.

Three acceleration figures were taken, all from a standing start, and all showed up the car to advantage, especially considering its weight. 0 to 50 m.p.h. occupied 10.1 secs., 0 to 60 m.p.h. 13 secs., and 0 to 70 m.p.h. 18 secs.

In spite of a lot of hard work at the track, the engine kept remarkably cool, and, even after sustained speed, the oil temperature never rose above 55° Cent., nor the water temperature above 70°. For sheer efficiency these temperatures might indeed have been raised, but the cool running gave one a feeling of confidence in the ability of the car to keep on doing its job.

On the road, the brakes proved powerful and steady, and the cornering excellent, if a trifle heavy at low speeds—due, no doubt, to the long wheelbase The high speeds (some 75 m.p.h. maximum) and fine acceleration on third gear were most useful. The driving position, though as low as one could wish, had also the merit that one "sat" in the car, instead of lying in it, as with so many modern sports-cars. A full view of both wings was possible.

Mr. May said that he usually obtained about 20 m.p.g. on normal fast runs. The manufacturers of the Squire were always keen advocates of supercharging, and Mr. May is also of this opinion. He has every reason to be extremely pleased with his car.

HIGHLY EFFICIENT, BUT COMFORTABLE

98 M.P.H. FROM SUPERCHARGED FOUR-SEATER SQUIRE AFTER 15,000 MILES OF SERVICE

There are few cars, which, in standard form as supplied to the public, will genuinely attain a speed of 100 m.p.h. The majority of those capable of such a speed is composed of big, powerful cars, with engines of four or five litres capacity, or more. Yet one or two smaller cars have proved their ability to reach the magic three figure mark. Necessarily they are of the super-sports type, are expensive, and in most cases supercharged, though not invariably so.

Many lovers of the high quality, individually finished car grieved when the Squire went out of production last year. It was a 1½-litre supercharged machine, with four-cylinder twin overhead camshaft engine. Light alloys, for such parts as brake drums, etc., were extensively used throughout the chassis, and the Squire, built more or less regardless of cost, was sold with a guaranteed speed of 100 m.p.h. as it left the works. Yet though it must be classed as a super-sports machine, it was also finished with a view to comfort, and the standard model was not designed specifically for racing.

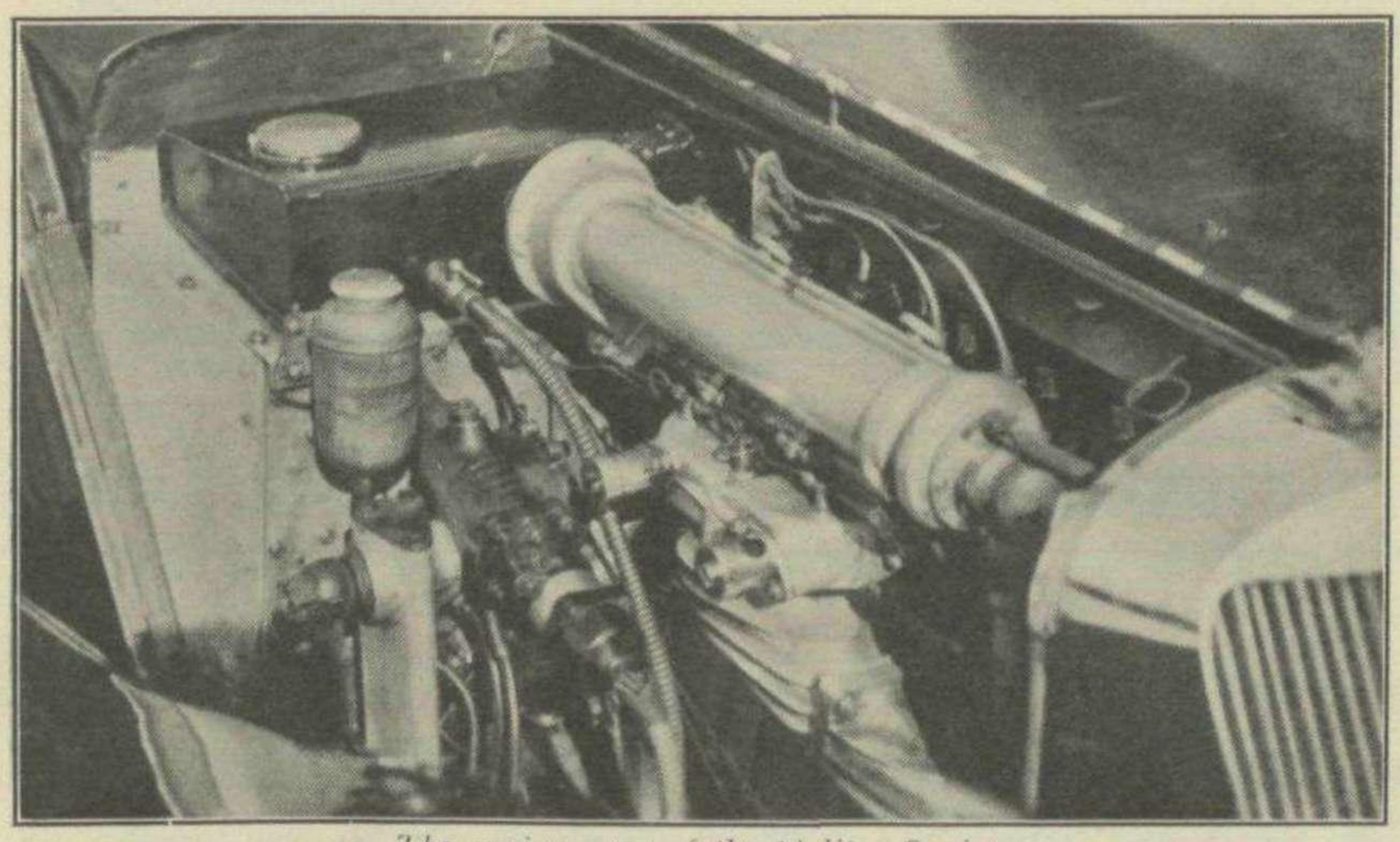
The opportunity arose recently for MOTOR SPORT to undertake a test of a Squire, through the courtesy of the present owner, Mr. D. P. L. May, director of Alliance Garages, Ltd., 29, Burne Street, N.W.1. The test carried out was particularly interesting, first because the car had done some 15,000 miles before passing into the hands of Mr. May, and secondly because it carried a full four-seater body, on the long chassis, a type of which the Squire Car Manufacturing Company did not turn out many examples. The list price was £1,195.

with only a 1½-litre engine, even a supercharged 1½-litre engine, it was evident that any figure in the neighbourhood of 100 m.p.h. would be most creditable, taking into account the service that the car had done.



Mr. May, owner of the 1½-litre Squire. This photograph was, of course, taken on the Railway Straight at Brooklands.

The Squire was taken to Brooklands Track, where a strong wind was blowing just from that awkward quarter when it is against on the Railway Straight, but not really behind a car till it gets on to the slope up to the Members Banking.



The engine view of the 1½-litre Squire.

The wheelbase of this car is 10 ft. 3 in. (the short wheelbase Squire measures only 8ft. 6 in.), and the weight about 25 cwt. Long sweeping wings, of exceptionally pleasing lines, but certainly not of sporting type, were fitted, and full equipment of lamps, twin horns, hood, etc. The hood folded away very neatly into its own locker round the tail. Thus

Thus conditions were by no means favourable, and it was what is known as a "slow day" at the track. Yet the Squire in spite of everything, actually attained a speed of 102 m.p.h. on the speedometer, which by correction meant approximately 98 m.p.h. There is little doubt that on a more favourable day, and with attention to a few details, such as the exact setting of the mixture, Mr. May's fully equipped car would attain the three-figure mark, by stop watch or any other computation.

The speed mentioned was reached with the driver only in the car, and with the small, low screen folded flat. It was therefore difficult to take a stop watch reading on this run, but previously the car had been timed over the flying quarter-mile, with two up and the screen erected, at 93.75 m.p.h. on several occasions.

In spite of the high cross-wind, there was no difficulty in holding the Squire at this speed, although an improvement would have been effected if, for high speeds on the track, the rear shock absorbers had been tighter. The rear shock absorbers, of hydraulic pattern, were left alone, as also the hydraulic dampers in front. A slight adjustment of the friction shock absorbers at the front, with which the car was also equipped, was all that was done. With the shock absorbers set as they were, the excellence of the springing on the ordinary road can be emphasised. Without any pitching or rolling, shocks were ironed out and a third passenger who travelled down to the track from London, and back, in the rear seat, expressed himself as quite comfortable.

The good road-holding was partly due, no doubt, to the weight distribution. The radiator is set well back, and in front of the engine is placed the Roots-type supercharger, of David Brown pattern. The supercharger was found to develop 10 lb. to the square inch at maximum revolutions. 100 m.p.h. would represent approximately 5,000 r.p.m.

The Squire was fitted with a "self-changing" gearbox, of E.N.V. manufacture, and this was found of great advantage in attempting some acceleration figures from a standstill. Some care had to be exercised in getting off the mark

Continued on preceding page

ON THE OPENING OF THE SOUTHERN ROAD-CIRCUITS

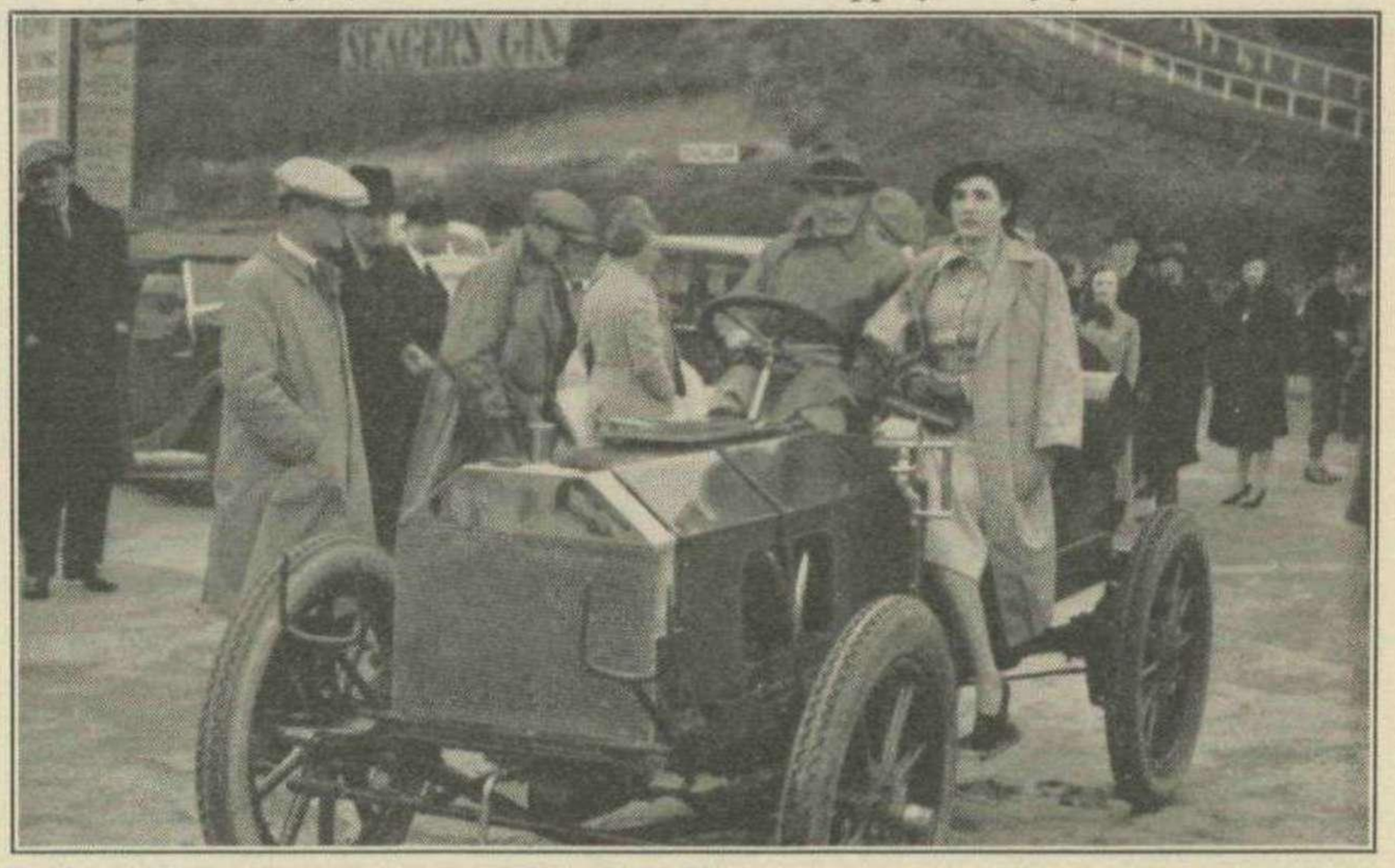
The closing weeks of April and the first day of May marked an important period in British motor-racing, when two new road-circuits were opened, one at the Crystal Palace grounds almost in the heart of London, the other at Brooklands, Weybridge, a mere twenty miles from London. It is unnecessary to discuss all that these new circuits mean or at all events can mean to the movement, which has up to this year existed, first of all for thirty years with only one motor-course in this country, and for four years with only one road-circuit, and that over 120 miles from London-living enthusiasts, —albeit a very excellent little course well worth the journey up to Donington Park. Now we have our three road-courses, all "in action" as it were, and of interesting variety, for Donington really consists of adapted parkland roads, the Palace is a miniature, artificial circuit with a "Panamac" Macadam surface, while Brooklands combines banked concrete track, and a quarter-mile of straight track, with a concrete surfaced artificial road course, rather as if Montlhèry's road section has been built inside the track at Weybridge whereas actually the French track is more fortunate and winds away for many miles into the surrounding country. All of which just serves to remind us that motor-race course planning is quite an art and one about which no one knows very much because, unlike an aerodrome, which must be tacked onto every reasonable-sized town, one road-circuit or banked auto-drome has to serve a very wide area indeed. Which is why, although we are entitled to our opinions and the airing of them, nevertheless, criticism should not be too harsh at this early stage of honest endeavour to provide the Southern counties with what they have so long lacked.

Brooklands got its official opening ceremony in first, on April 22nd, when the uninviting meteorological conditions did not deter a goodly number from going down to watch, but doubtless kept very many more quite keen people away. Things went off efficiently and quietly, as they do most-always when "A.P.B." directs their functioning. Dame Ethyl Locke-King cut the tape across the new road in sight of an orderly group of on-lookers, who seem to have been dressed rather more conventionally than their "opposite-numbers" are on race-days. Then S. F. Edge, known to motorists generally, drove a lap of the course, in an early Napier, popularly described as similar to the six-cylinder Napier with which he so sensationally "opened" the outer-circuit in 1907 with his 24-hour record run. Actually to me the car looked to have been the Blake brothers' 1903 four-cylinder Gordon Bennett car, as worthy a veteran as one could wish, but not at all like the bigger 1907 six-cylinder cars with their wire wheels, long rounded bonnets and imposing modern-looking radiator shells.

Thereafter a delightfully varied procession of cars seems to have observed quite remarkable restraint in touring the circuit in close company. H.E. alongside Ford V8, Austin beside Bentley. And so after thirty years useful service, Brooklands had, as it were, taken a fresh lease of life and I wonder if anyone present was sentimental enough to release a sigh at dimming thoughts of things like Wolseley "Moths" and the "Chittys" burning up the weather-scarred banked bits of old Brooklands. Very likely not!

The official ceremony at the Crystal Palace course occupied about twenty minutes, or less, of the afternoon of April 24th, when fine, sunny weather graced the proceedings. Press badges and cameras were abundant, and ere long an imposing procession of cars came round the course itself, from the official reception, to the grandstand.

Silence was called for Sir Samuel Hill-Wood, Bart., who spoke of the sport he hoped the new course would provide, where road-racing in all its forms, car, motor-cycle and cycle, would be furthered.



The Daimler which opened the new Brooklands Road-circuit last month. S. F. Edge is at the wheel and his daughter is sitting by his side.

Particular emphasis was laid on the sporting aspect, and I rather wished something had been said about the lessons that result from serious motor-racing because, even if no cars are specially built for races over a new circuit, the mere preparation of existing cars must give to many men knowledge of unquestionable value, and if the Crystal Palace circuit is ultimately to be open for every-day testing, as one sincerely hopes it will be, its proximity to London must make it a research centre of the utmost importance.

Sir Samuel Hill-Wood was followed by Lord Howe, who thereafter drove through a tape in an open drop-head 4½-litre Lagonda and away round the course. After some time, the Lagonda was seen coming high along the Fisherman's Rise—the Palace course is very picturesque and quite "Nurburg" in parts —then to disappear and re-appear down New Zealand Hill, to take Stadium Dip in a fine, controlled slide and arrive back at the grandstand. Howe carried a passenger and a chauffeur in the stern-sheets. The latter, someone naughtily suggested, in case his Lordship had any difficulty about negotiating the bends. His performance was greeted by a few feeble handclaps and London's first and only road-racing course had truly come into being—some forty years after the birth of motor-racing. Thereafter Sir Malcolm Campbell talked to us and those in possession of cars were invited to drive round the course. There appeared to be no especial keenness to do so, but at last quite a large procession circulated without excitement, though it soon tired of so doing, leaving all the enterprise to half-a-dozen or so very "funeral-carriage" Armstrong-Siddeleys, which went round and around, presumably glorying in the knowledge that one of their respected ancestors, in the form of Dame Ethyl Locke-King's 1903 Siddeley, had opened the Brooklands Motor Course with honoured lappery thirty years before.

Meanwhile, one attempted to form an opinion of the circuit. Without a doubt it is very, very interesting. The grandstand and directors' stand, most impressively and vividly decked out, gave quite a Continental touch, though there were no elaborate pits opposite them and the cars will not howl past at 180 m.p.h. —indeed, the speed here is quite low, as the stands are just past the stadium curve. And what pits there are at present are particularly crude, and are, indeed, merely termed signalling depots. The impression persists, too, that the course is small, a trifle circus-like. But that really isn't at all fair, because the straight allows speeds well above 100 m.p.h. and, later, standing on the Paddock Bridge, the cornering at Avenue Ramp and Maxim Rise was discovered to bear comparison with the more interesting corners of other circuits. I think the impression exists only because one knows the Palace grounds so intimately. In the same way, I tried to analyse my impressions as we drove over from South London in the Austin, via Streatham Common and the dip down past unkempt houses to

ON THE OPENING OF THE SOUTHERN ROAD-CIRCUITS—continued

that sweeping hill up to the Palace grounds. But I knew the route too well to sense that fascination I always experience when going to Brooklands, Donington, Shelsley or Southport. Is it that racing-cars seem, as yet, out of their true element at the late home of fireworks, poultry exhibitions, the speedway and dog-shows? It is purely a personal impression, of course.

The Paddock, with proper lounges and restaurant, is excellent, if a trifle small (it seemed more appropriate to C. E. C. Martin's tiny Fiat than Raymond Mays's resplendent Bentley) and the downsloping ramp should be balm to many recalcitrant starters, though the blind bend needs watching. The presence of lock-ups, too, is commendable.

The racing-cars were, by now, circulating on the old dirt-track to warm up, not, I was pleased to see, indulging in any real fireworks, for E.R.A.s, M.G.s, Masers, and the like are not for that kind of thing. Though Querycoe, driving Aitken's Frazer-Nash, said this experience intrigued him and Ralph Secretan was obviously interested.

At present the cars go via this Speedway and a running track from Paddock to course. The practising was not especially interesting, and the broadcaster's attempt to lure the crowd into imagining that Pat Fairfield and Mays were duelling ended when the E.R.A.s came in simultaneously for a change of plugs. Esson-Scott was continually taking off the bonnet of his newly-bodied double-wipe Bugatti, so that the silver signature on the side seemed in danger of obliteration before Saturday.

The practice period was pretty devastating. I doubt if so many cars have gone off the course or into things in such a short space of time in practice over a new course before. Raymond Mays scattered the Press, Appleton went backwards over a bank with the Appleton-Riley but came back for some more, Ian Connell bent his E.R.A.'s front axle, and Whitehead and Parnell took the streamline out of their cars' tails against the wall by the grandstand. It seemed the surface was prone to polish, so that one wondered how it would be in hot sunshine or rain, and how it would last if, as one hopes, the course is eventually opened continuously for testing and practice. Flag marshals were out, but mostly appeared to be novices. Scribbans (E.R.A.) was, perhaps, cornering as fast and having as little pother as anyone. All of which gave rise to discussions as to possible lap speeds, one authority suggesting 75 m.p.h. before the season closes, though "Dunlop Mac" thought 65 the highest likely, and the cars were mostly going round at less than 50 m.p.h. The scoreboards looked distinctly good, but the loud-speakers suggest more voltage or an Oswald Mosley as announcer. I should like to see sandbanks built before the sleepers that mark certain of the corners, and it seems regrettable that no book-makers are allowed at the Palace, as this may affect the gate, more especially if a series of short races is staged at any time.

The foregoing was written before the Coronation Trophy Race had been run, and leaving home on the day of the race it certainly was most impressive to see Brooklands type traffic streaming along our local South London thoroughfares to the course—evidence indeed that motor-racing has come to London. Although the daily Press estimates of the crowd that I have seen vary from 20,000 to 50,000, I believe that 30,000 actually spectated, which is very encouraging indeed. Apparently there was a bad delay in the car-parking that kept many more people outside, and about which an apology was duly broadcast after the meeting. As far as I could see the probably unexpected bulk of traffic was handled very commendably by the police, in spite of the streams of cars that came *up* the steep Anerley Hill, which never helps matters. Inside the course the expression "black with spectators" certainly goes for Stadium Dip and Cascade Bank, and everyone seemed to get a good view and to be enjoying themselves. The scoreboards worked admirably, albeit they had an easy task and have yet to cope with the complexities of a handicap race with credit laps and varied starting times.

The speeds of the races were about on a par with Monaco and Fairfield's record lap at 54½ m.p.h. points to the Palace being a slow course, though that does not necessarily cast any reflection on its value as a testing-ground. It must be remembered that an absolutely fair comparison is not offered by the accompanying table, as lap speeds will undoubtedly rise before the end of the season and we have yet to see the big cars released at the Palace course. Nevertheless, it looks as though it will be a slow circuit, and as a lap of two miles cannot be considered unduly short and as there is one long and one short straight, it is obvious that the corners are of the slow variety. The severe nature of the course was reflected in the retirements in the forty-mile heats and the serious "blow-up" of Mays's Zoller-supercharged E.R.A. in less that sixty miles racing. Apparently it was not possible to get into top gear anywhere on the circuit with some of the cars.

The match race between Sam Clutton's 1908 12-litre Itala, which carried Robertson-Roger, Scott-Moncrief and a helper, and Dick Nash and helper in the 1912 15-litre Grand Prix Lorraine-Dietrich was really excellent fare and thoroughly acceptable to the crowd, even if it wasn't a real race. Nash was particularly masterly at Stadium Dip, and it isn't easy to tail-slide a heavy and high motor-car running on heaven knows what age covers. Unfortunately the noise effects were spoilt for those of us by the stands on account of an inconsiderate mechanic warming up an E.R.A. The other unexpected entertainment was the pillion-riding policeman who raised such cat-calls and mirth from the onlookers that we realised that at last the plebiscite had come to a motor-race. Numbers of visitors by air came too, for a temporary look-see, from the Avro with an unusual in-line motor, flying the Regent Spirit banner, to an imposing Junkers JU52 liner that climbed noticeably after its inmates had had their fill. One's outstanding impression was that Harry Edwards had achieved his object and brought London to watch a motor-race. Now good pits and a longer race for unlimited capacity cars will be awaited with appreciation and interest. If lap speeds do not increase appreciably the Crystal Palace course may prove a trifle disappointing, but that remains to be seen.

The Campbell Trophy Race proved Brooklands to be far faster than the Palace course, for the practice lap record was set at well over 70 m.p.h. and the race was comfortably won by "Bira" at over 69 m.p.h. Drivers were varied in their opinions of the circuit, some saying the corners seemed too much alike in character, others that it was all most interesting. Certainly the turn on the Members' Hill I found very interesting as a spectator, being present during practice when Earl Howe put in some very neat work with the E.R.A., keeping a very central path, and when the *Bimotore* Alfa turned Dobson around. That there is nothing wrong with the course is evident by the race speeds. Earl Howe's very unfortunate accident may have been attributable to the course being unusually difficult at the particular place where his E.R.A. crashed, but that is not evidence of danger through wrong planning or a faulty surface which would result in a wholesale crash. A racing driver has to cope with any sane hazard on a road-course.

The new pits are excellent, if a little damp and dismal within, though it's a pity we cannot have rest-rooms and restaurants or at least a snack-bar incorporated, though if this were done the very penetrating dust from the surface of the course would have to be excluded. The new scoreboard is not so clever, as it only changed every ten laps, rather belatedly, and gave the continued impression that the first four cars were on the same lap.

The other Brooklands facilities are too well known to require any comment. The authorities have certainly taken great pains over the new road-course, such as building the new bridge over the section that traverses the Hill, making new enclosures and a bridge over the Test Hill, etc.—indeed one feels everything must be carefully numbered and put away again before an ordinary track meeting. Naturally these arrangements are purely experimental.

The crowd on May 1st looked disappointingly small, but Brooklands is so vast that it is difficult to estimate how many were present and I have to write this before getting an official figure.

Certainly Brooklands scores on the grounds of a spectators' view of the racing and the "real" aspect of that racing.

The Palace seems to have had a better "gate" and to be more amusing to a driver, apart from the passing difficulty. Which will prove to be the most gruelling to the cars and the more useful as a testing ground, time alone can solve.

At all events, it is all most interesting, and we are extremely lucky to have our three road courses in this Island where apathy towards motor-racing is so very prevalent. Long may they all flourish. Which they will do if you continue to favour them with your attendance.

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Some Comparisons

Course	*Driver & Car*	*Existing Record Lap*	*Approx. Lap Distance in Miles*
Crystal Palace	P. G. Fairfield (1½ litre E.R.A.).	54.59 m.p.h.	... ... 2.0
Ards Circuit, Ulster	Le Begue (3½ litre Delahaye)	85.52 m.p.h.	... ... 10.0
Donington Park	H. Ruesch and R. J. B. Seaman (3.8 litre Alfa-Romeo)	73.49 m.p.h.	... ... 2.0
I.O.M. course, 1936	R. J. B. Seaman (1½ litre Delage)	72.0 m.p.h.	... ... 4.0
Cork circuit	C. E. C. Martin (3.2 litre Alfa-Romeo)	91.31 m.p.h.	... ... —
Bangor circuit, County Down ...	A. Powys-Lybbe (2.3 litre Alfa-Romeo)	86.56 m.p.h.	... ... 6.0
Tallaght circuit	I. F. Connell (Alfa-Romeo) and D. Campbell (Aston Martin)	68.05 m.p.h.	... ... —
Limerick circuit	A. C. Dobson and B. Bira (1½ litre E.R.A.s)	73.34 m.p.h.	... ... 2.8
Brooklands Mountain circuit ...	R. O. Shuttleworth (Alfa-Romeo)	82.06 m.p.h.	... ... 1.17
Phoenix Park, Dublin	B. Bira (3 litre Maserati)	102.3 m.p.h.	... ... 4.0

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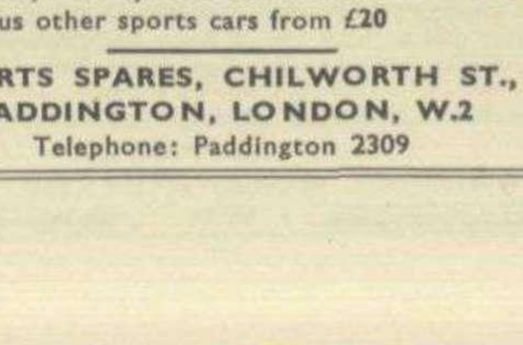
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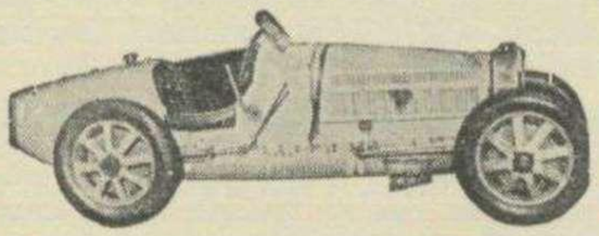
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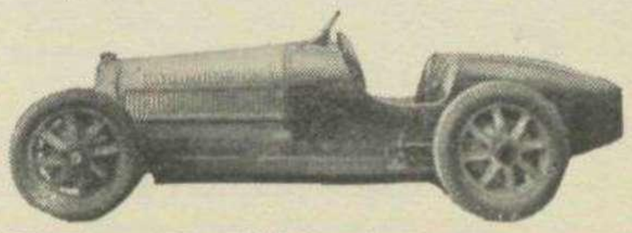
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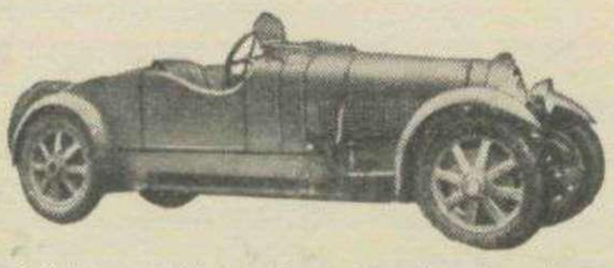


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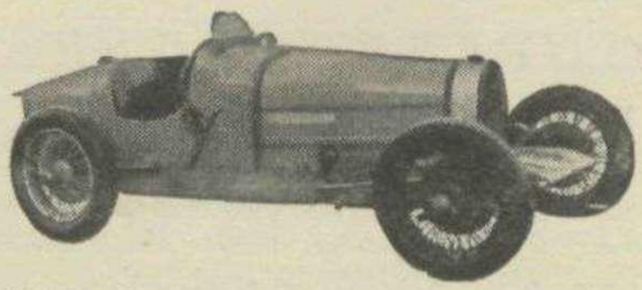
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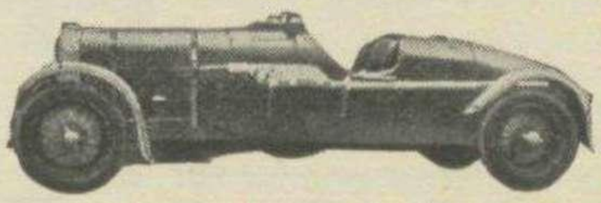
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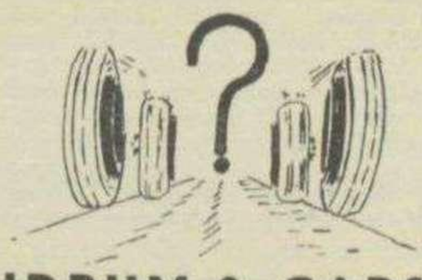
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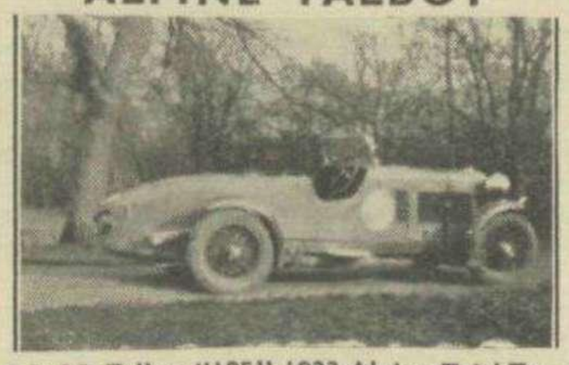
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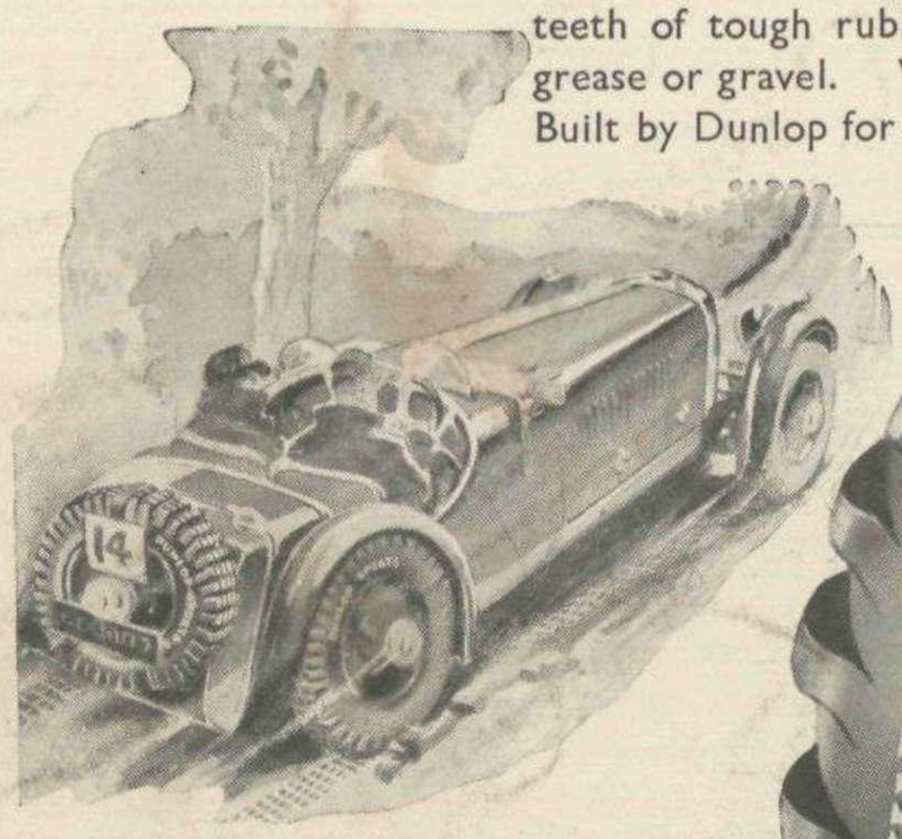
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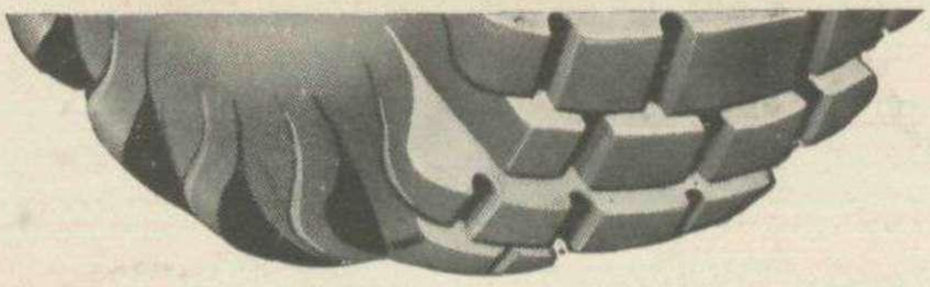




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