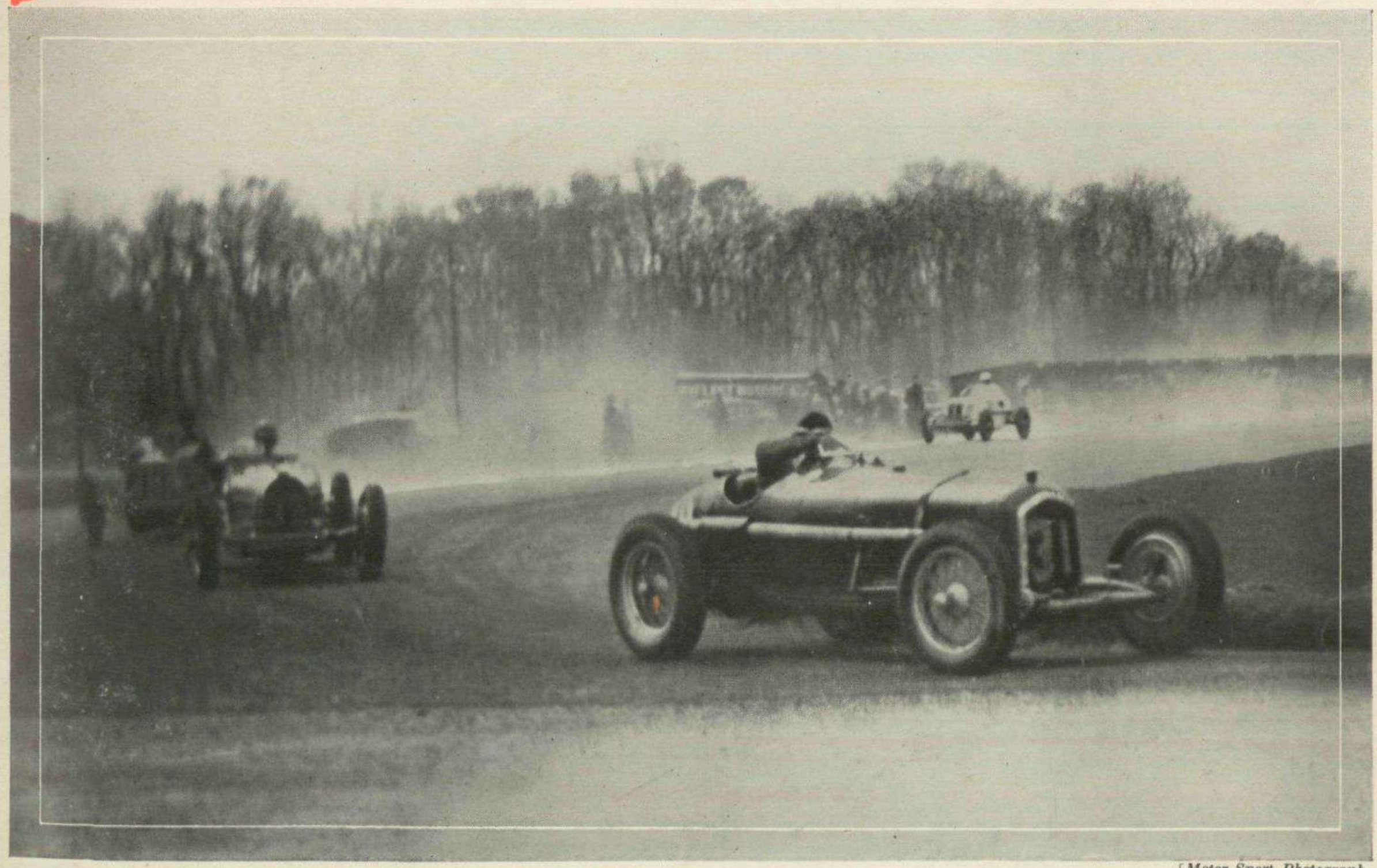
Vol. XII. No. 7 **The Prince Rainier Cup, Monaco G.P., Brooklands, etc.** *May, 1936*

MOTOR SPORT

LAND - AIR - WATER

SIXPENCE MONTHLY



The British Empire Trophy at Donington. Martin (Alfa-Romeo), Eccles (Bugatti) and Fane (Frazer-Nash) in close company at Red Gate Corner. [*Motor Sport Photograph*

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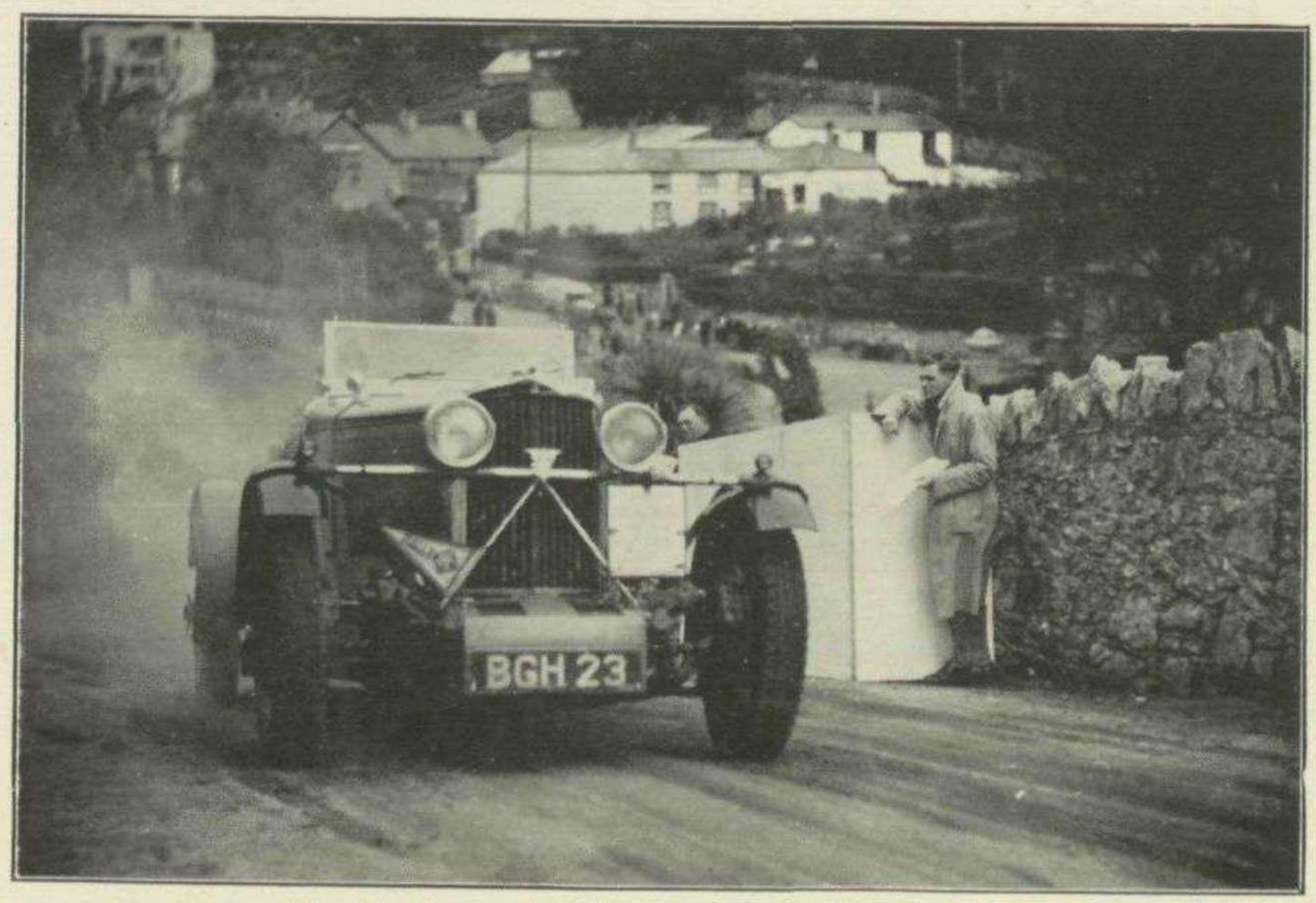


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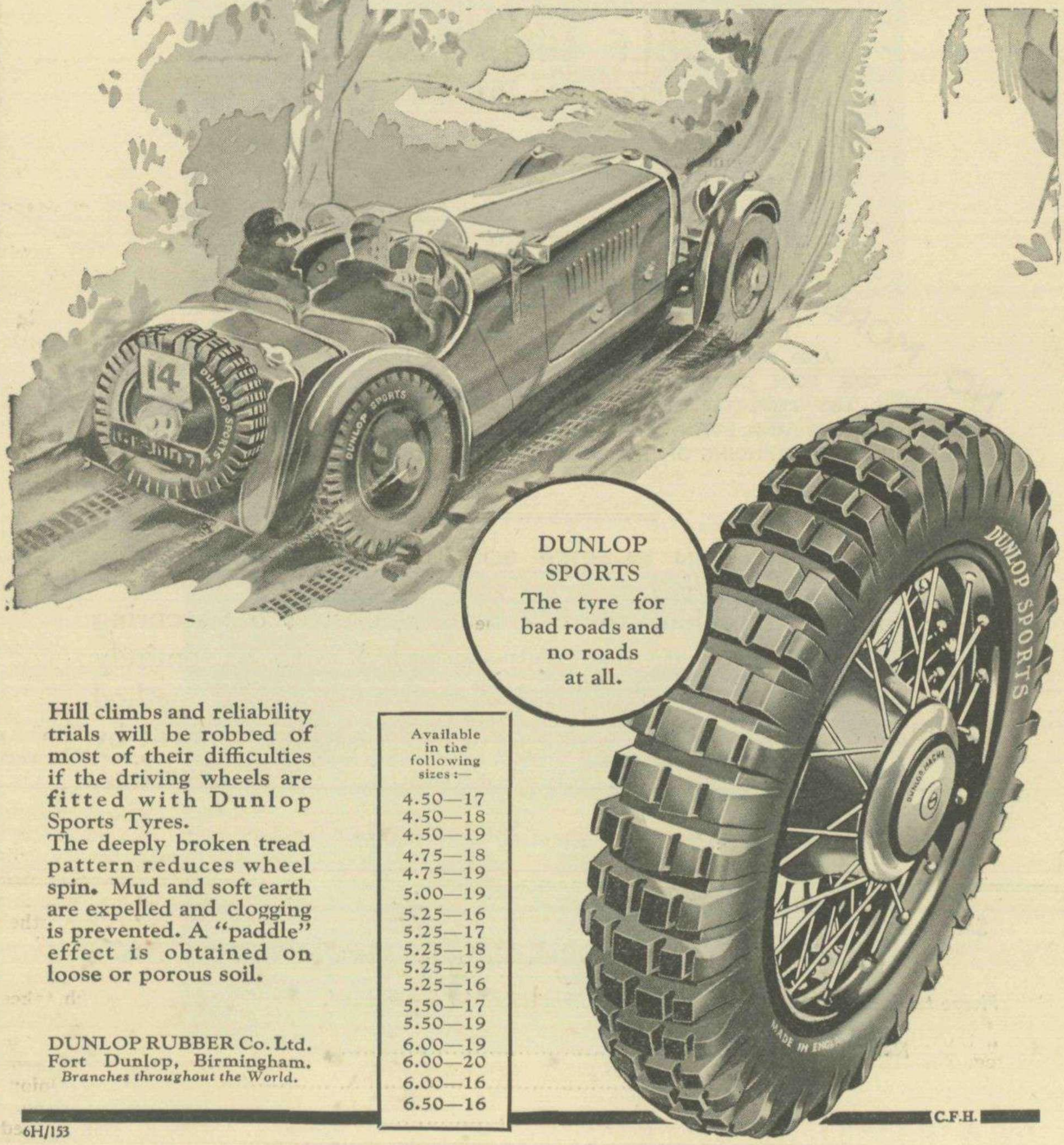
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"HERE AND THERE!"

It was a most extraordinary coincidence that a pile-up of cars should have occurred in both of the races at Monaco, and that in each case the cause was a huge pool of oil thrown on the ground by one of the competing cars. Fortunately the cars are never travelling really fast at Monaco, otherwise a repetition of the disaster at Monza, when Campari and Borzacchini were killed, might have occured. As it is the drivers involved in the mêlées were lucky to escape uninjured.

Both accidents altered the complexion of their respective races. Without detracting from the magnificence of "Bira's" victory, it is certain that he would have been closely pressed by Lehoux all the way. Fairfield and Mays would also have been in the picture, and their disqualification came as a great surprise. Several times in recent years drivers have been reported for having a push-start at the pits, instead of using the starting handle, and in every case the offending driver has been penalised by means of a fine—never by disqualification. At Monaco the circumstances were all in favour of the drivers concerned, for the accident had damaged the front of the cars and rendered the starting-handles unusable.

The complaints of the British contingent at Monaco were strengthened by the rumour that a French driver was seen to have a push-start in full view of the officials, who looked firmly in the other direction! We must not forget, however, that Mr. Anthony Eden has reminded us that the French are a friendly nation.

Reverting to the accident, it was a thousand pities that the oil was spilt so early in the race, when the cars were all bunched together. Later on, with the cars strung out all round the circuit, it might have been possible for flag marshals to have slowed the field down as soon as the oil was discovered, but the chances are all against this saving grace.

When you come to review the prospects of Grand Prix racing this season you find yourself brought up with a jerk by the political situation. Italy won't play with sanctionist countries, but is ready to find any loophole to race all the same. France would apparently prefer the foreign entrants in her races to come from Russia, while Germany is charming to everybody and wipes up all the prizes.

Politics apart, it will be most interesting to see whether the new Alfas can hold the German cars on a fast road circuit, like Spa, for example. The Alfas are not "easy on the eyes," as Fats Waller would put it, although they are more than "a little bit independent" in their springing.

For sheer good looks there has never been a racing car to equal the lowered, sleeker Mercédès-Benz, and its performance is exactly what one would expect from its appearance. A classic racing car, which seems all set for another season of repeated victories.

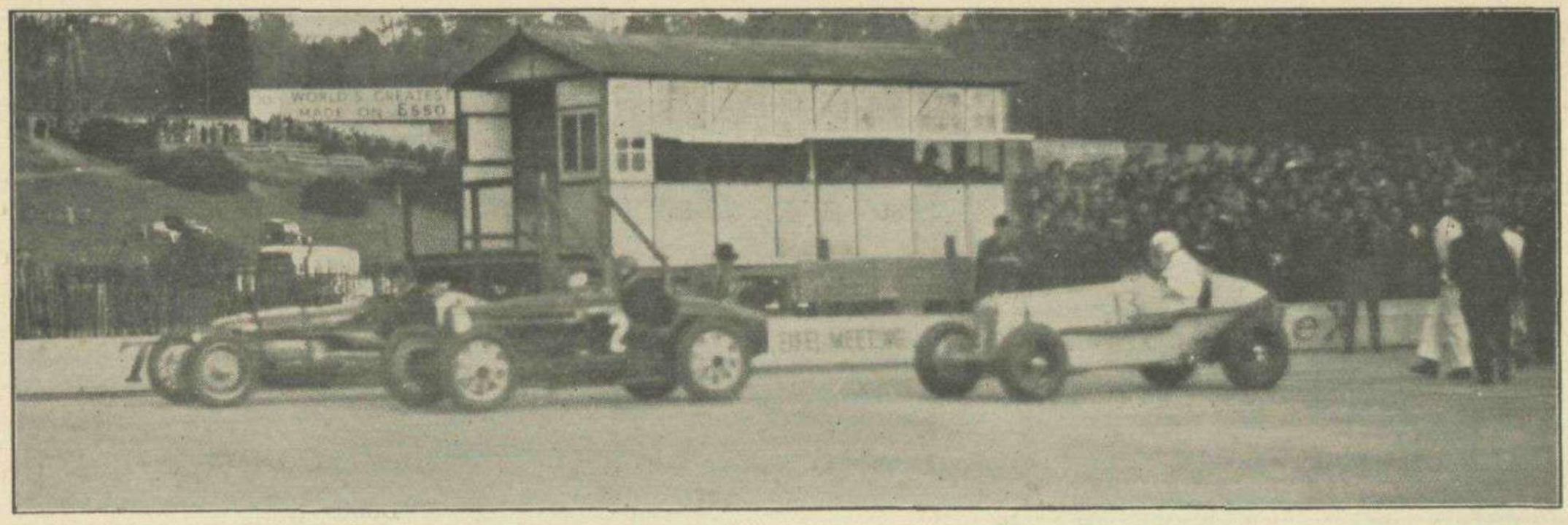
The Auto-Union has proved itself to be more suited to "round the houses" racing than most people thought, although it is only fair to remember that the rest of the "Mercs." and a couple of Alfas were wrecked in that oily smash.

And then Etancelin will no doubt have something to say, and do, about Grand Prix races with the big Maserati, so that taking it altogether it seems we shall have another first-class season after all.

In the "Race for the Million," the Tripoli G.P., which takes place next month, conditions are diametrically opposite to those at Monte Carlo. Will the brute force of the Auto-Union, the eagerly awaited 12-cylinder Alfa or the yet unrivalled Mercédès prevail?

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The start of the three scratch men in the second heat of the British Mountain Handicap. A. F. P. Fane (Frazer-Nash), A. H. L. Eccles (Bugatti) and D. H. Scribbans (E.R.A)

THE BROOKLANDS EASTER MEETING

RAIN CAUSES POSTPONEMENT OF EASTER MONDAY FIXTURE.
OUTER CIRCUIT THRILLS. "UNKNOWN" WINS £100 MOUNTAIN RACE.

Brooklands was a dreary place on Easter Monday. Rain fell steadily from a grey sky, without a hint of relenting. Meanwhile hopeful spectators turned up in surprising numbers and the car parks gradually filled. R. J. Munday went out with the Leyland-Thomas for a couple of experimental laps, came into the Paddock and stalked off to the Steward's Room with a serious mien. Later on, L. P. Driscoll started up the new o.h.c. Austin and followed Munday's example. He reported severe flooding in several parts of the track, particularly at the Fork—thus destroying the chance of the Mountain races being held. Announcer Hess explained the position and informed us that the Meeting would take place on the following Saturday—weather permitting!

As if to make up for its previous behaviour the sun shone brilliantly during the following Saturday afternoon, but many of the spectators stayed away.

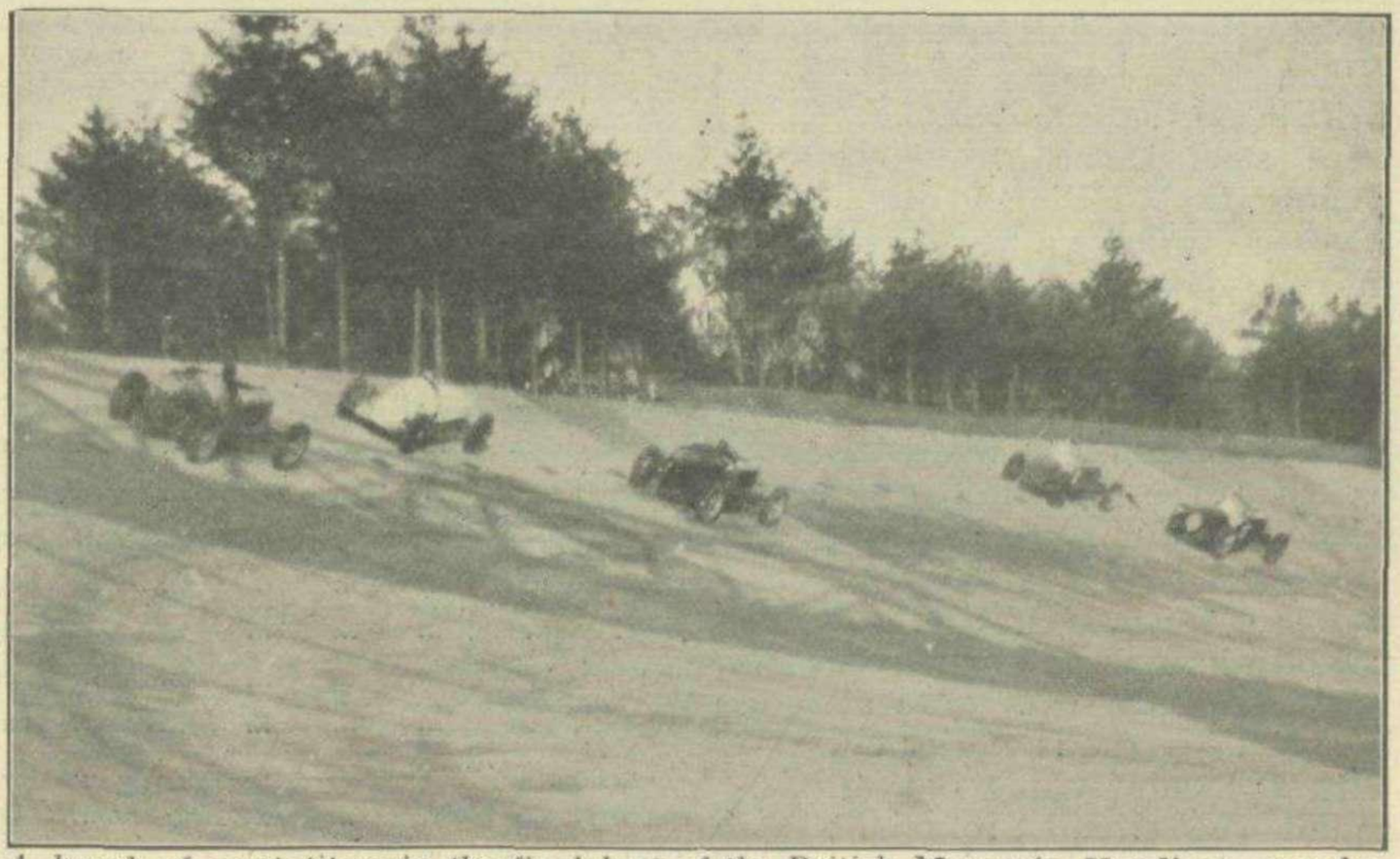
Instead of running a mixed programme of outer circuit and mountain races, the B.A.R.C. decided to have all the outer circuit races first. This was rather a pity, because they were not frightfully exciting and everyone was just waiting for the mountain races to begin.

Ten cars lined up for the first race, a short handicap. G. P. H. Noble (Bugatti) the scratch man, had been reported as a likely "tip" with Mrs. G. Briggs (Riley) as a good outsider. G. D. C. Sandiford (Singer) had a big start over everyone, and by "grass-cutting" methods he clung to his lead for nearly two laps. Then Mrs. Briggs, lapping at approximately 100 m.p.h. and keeping commendably low on the banking, pushed her blue Riley to the front, where she stayed for the rest of the race.

Noble made terrifying efforts to win. His ex-Noel Carr Bugatti was really fast, and he kept his foot firmly down. Going on to the Members' Banking for the last time he had A. R. Samuel (M.G.) and Charles Follett (Alvis) between himself and second place. Samuel was high, some might think a shade too high, and under the Members' Bridge Noble came up behind him at a much greater speed. Without a moment's hesitation the Bugatti driver pulled his car down the banking, gave it full throttle, and miraculously kept going. The car tended to veer outwards again, where it would have struck the unsuspecting Follett, who was at that moment leaping over the "bump," but Noble managed to cope with the situation and swept on to take second place, 200 yards behind Mrs. Briggs. We breathed again.

It was a matter for universal regret that C. J. P. Dodson was a non-starter in the second race, for his mount was to have been the new o.h.c. Austin—its first race. And it was an irritating accident which had rendered the car *hors de combat*. Dodson, returning to the Paddock from the aerodrome, had been momentarily dazzled by the sun and had collided with a post. Result, a damaged rear axle and split petrol tank.

W. M. Couper (3.3-litre Talbot) had been freely "given" as the winner of a race, but the problem was which one? The second or the third, for he had entered for both. It was soon apparent that it was not to be the second. H. B. Shaw (British Salmson) made full use of his 1m. 14 secs. start, and it was some time before he was overhauled by C. W. Windsor-Richards (Vauxhall). Meanwhile E. W. W. Pacey on his Hassan-tuned 4½-litre Bentley was coming along at a fine pace, and had already passed Couper. So fast was he going that neither of the back-markers looked like getting near him, and A. H. L. Eccles (1½-litre Bugatti) dropped out after a lap. Eventually, Pacey worked his way through to first place, and won by 150 yards from Shaw, with Couper soft-pedalling in third place. A remarkable retirement was that of the



A bunch of competitors in the final heat of the British Mountain Handicap, won by D. H. Scribbans (E.R.A.) at a speed of 74.95 m.p.h.

THE BROOKLANDS EASTER MEETING—continued

usually reliable Graham Paige, with G. L. Baker at the wheel.

Couper's turn came in the third race, a long handicap. Once again Shaw (British Salmson) led the field from the limit mark, but this time Couper fairly tore into the lead, and won at the magnificent speed of 112.29 m.p.h. The car hardly made a sound, and lapped at something like 118 m.p.h. in the most impressive manner. J. Cobb was making his first appearance with the 12-cylinder Sunbeam, though not his first at the wheel of a car of this *marque*. He travelled at very high speed, but was over-handicapped. Second place was taken by C. M. White, on a red-and-black 2.3-litre Bugatti. White had an adventurous run, for he nearly went over the top of the Members' Banking just after the bridge, and slid from side to side as he came off the Byfleet. Third was the determined Shaw. A. H. L. Eccles looked as though he might figure in the final placings but he had to retire.

There were some regretted non-starters in the next race, the last of the outer circuit handicaps. Apart from Dodson (Austin), there were R. L. Duller, on the 4,376 c.c. Duesenberg, Munday's Leyland-Thomas, and finally Bertram's Alta, entered by R. R. Jackson. This last-named car was reported to be extraordinarily quick, for it was scheduled to give the Leyland-Thomas—by no means a slow car—no less than 13 secs. start. All was well with the Alta shortly before the race, but when the time came to go to the starting line the engine was devoid of all signs of life. Right down the old Finishing Straight the car was pushed, Bertram letting in the clutch every few yards. It was not until later that it was discovered that the key in the magneto drive had sheared.

The race itself was a runaway affair for the hirsute Mr. Briggs, in spite of a re-handicap. He led from start to finish, but this time Cobb got within striking distance and brought the blue Sunbeam into third place after a magnificent run. Charles Follett (Alvis) was a deserving second.

The four mountain races were divided into three heats and a final, and the whole thing was called the British Mountain Handicap. There were eleven starters in the first heat, with two Aston-Martins on the limit mark. V. W. Derrington's blown Salmson was gaining on them from the very start, with P. S. Simonds (Invicta) and C. Bagratouni (M.G. Magnette) sliding about at the Fork in their efforts to keep in the picture. But there, people were soon diverted by F. R. G. Spikins and his completely rebuilt Singer, shortened, supercharged, and looking like an American midget racer. Spikins was neat and controlled on the corners, and the acceleration of his car was terrific. Then, on the fourth lap, when he had the race in his pocket, the carburetter needle stuck and he was forced to retire. Derrington, in spite of clumsy cornering and crashed gear-changes, ran out a narrow winner from A. Baron (Bugatti). Third place was taken by a promising new-comer to the track, R. King-Clark, who drove a single-seater M.G. Midget with real skill. Five cars from each heat went into the final, and the remaining places were filled by Mrs. Roy Eccles, who drove her husband's K.3 Magnette calmly and quickly, and P. S. Simonds (Invicta). Simonds and G. Bagratouni received a mild reprimand from the Stewards for their exuberant cornering.

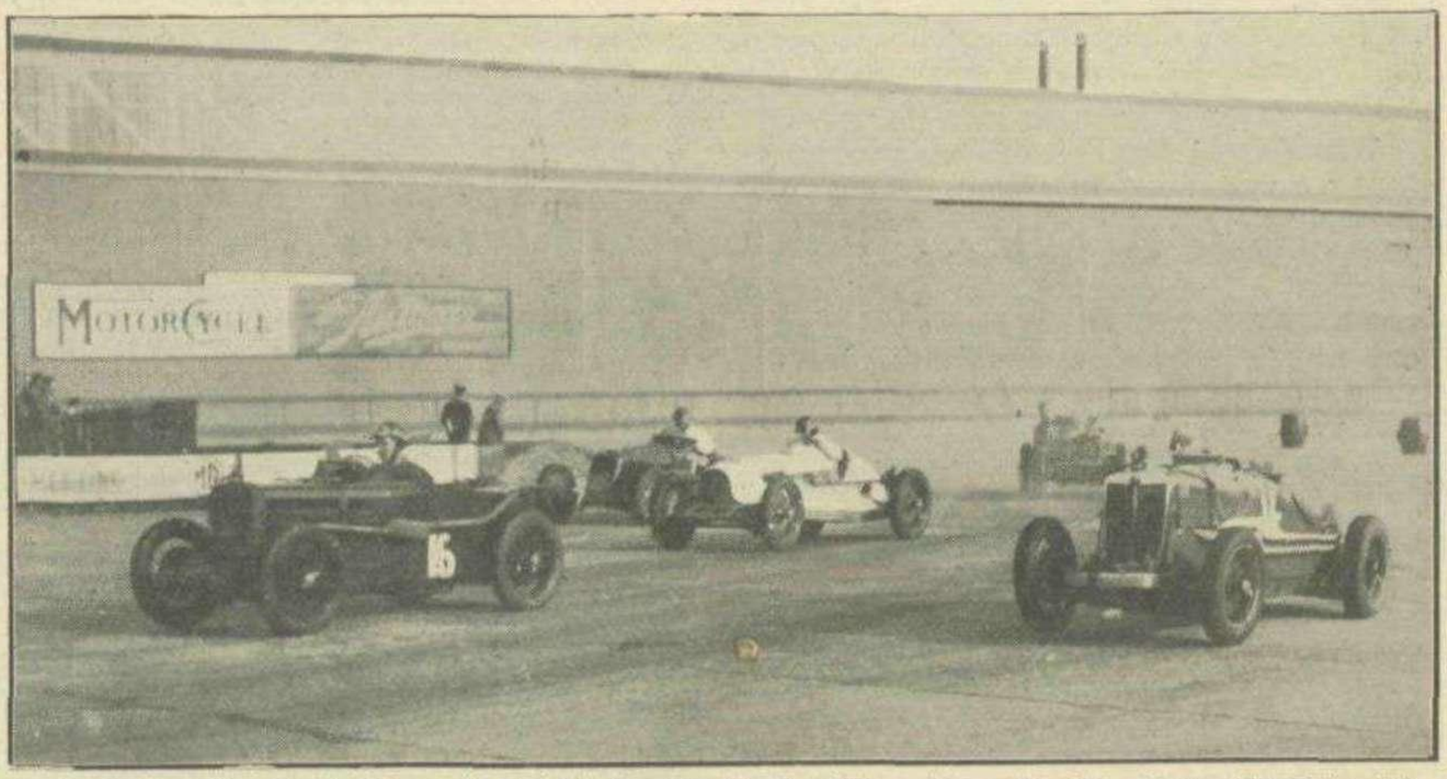
The second heat produced a hectic battle between H. G. Dobbs (Riley), E. K. Rayson (Maserati) and A. Powys-Lybbe (Alfa-Romeo), all of whom started from the 6 secs. mark. All three drove splendidly, with never more than a few yards separating them, Dobbs grimly determined, Rayson apparently unperturbed, and Powys-Lybbe with almost fiendish intensity. The slower cars gradually fell before their onslaught, only F. W. Carr (M.G. Magnette) offering any real resistance. In a particularly hectic mêlée at the Fork A. R. Samuel (M.G.) slid between two barrels and continued, thereby automatically disqualifying himself. Close behind the pack came D. H. Scribbans (E.R.A.), driving his first race, and when the cars roared up the Finishing Straight for the last time he managed to slip into fifth place behind the leaders Dobbs, Rayson, Powys-Lybbe and Carr, to qualify for the final.

The third heat was eagerly awaited, for L. P. Driscoll was down to race the new Austin. There were three unfortunate non-starters, C. S. Staniland (Alfa-Romeo), Mrs. K. Petre (Riley) and R. L. Duller (Duesenberg). The limit men were J. H. T. Smith (K.3 Magnette) and H. J. Aldington (Frazer-Nash-B.M.W.) and the former set a cracking pace from the very start. Meanwhile exciting things had been happening at the start. H. L. Hadley, an Austin mechanic driving the last year's Austin, had made a slow start and was passed by both Driscoll and J. P. Wakefield (Alta) before reaching the Members' Bridge turn. Driscoll overdid things, however, and spun right round in the path of the following cars. Both Wakefield and Hadley scraped past, however, and the wretched Driscoll set out to wipe out an impossible handicap.

There was no catching Smith. He was just a little hectic once or twice at the Fork, but his special M.G. was in grand form and he finally won by 250 yards. R. S. Wilkins put in some good work with his 2.6-litre Alfa-Romeo to finish second, followed by R. F. Oats on the 4-seater Maserati, R. C. Vickers (Bugatti) and the scratch man R. Jarvis (Bugatti).

The final of the British Mountain Handicap, and the last event on the programme, was one of the best races seen on this circuit. Not only were the cars evenly matched, but they were all well driven. Of the back-markers, Jarvis (Bugatti) received 10 secs.; Scribbans (E.R.A.) and Wilkins (Alfa-Romeo) both 7 secs.; Rayson (Maserati) and Powys-Lybbe (Alfa-Romeo) both 3 secs.; and H. G. Dobbs (Riley) was on scratch. The race was over 10 laps, instead of the usual five, and it was crammed full of excitement from start to finish.

R. F. Oats (Maserati) pushed his way through to the lead on the third lap, but Jarvis (Bugatti) was coming up fast and looked as though he might win the day.



"Cornering"—J. C. Elwes (M.G.) is in the lead, followed by F. W. Carr (M.G.) with, centre, H. G. Dobbs (Riley), E. K. Rayson (Maserati) and A. Powys-Lybbe (Alfa-Romeo). This event was the second heat of the British Mountain Handicap.

At half distance he was actually leading the field, from Oats, Scribbans, Carr, Rayson, Dobbs and Powys-Lybbe. These last three were hard at it again, scrapping furiously all round the circuit. This time Rayson with 3 secs. start was holding Dobbs astern, while Powys-Lybbe was driving in a frenzied manner to keep pace with the smaller cars. Jarvis faded out with some trouble, and Scribbans went into the lead in the nineth lap. He was not attempting to "do his stuff" on the corners, but was wisely making full use of the E.R.A.'s acceleration to outdistance his rivals. And so victory—and £100—went to an "unknown," Denis Scribbans, a young Birmingham stockbroker who had never driven a racing car before. Rayson was second, Dobbs third, and the ever-trying Powys-Lybbe fourth.

RESULTS

FIRST EASTER SHORT HANDICAP

Distance : About 6 miles

1. Mrs. G. Briggs (1,089 c.c. Riley) 5½s.
2. G. P. H. Noble, (1,990 c.c. Bugatti, S.) scr.
3. A. R. Samuel (747 c.c. M.G. S.) 14s.

Ten ran. Won by 4⅘s. (200 yds.); 11s. (500 yds. between second and third. Speed: 93.32 m.p.h. Betting: 10-1, 6-1, and 2-1.

Continued on next page

STUCK REGAINS LA TURBIE RECORD

BRILLIANT DRIVE BY AUTO-UNION DRIVER. WIMILLE DOES HIS BEST, BUT FAILS TO EQUAL HIS OWN RECORD

There has been a hill-climb at La Turbie, just outside Nice, ever since motoring began. At least one famous driver, Count Zborowski, father of the Brooklands driver, was killed in ascending its rock-lined gradient.

This year's event was interesting because two record holders were in opposition. Hans Stuck who this year drove an Auto-Union, had claimed this distinction in 1929 with his famous old Austro-Daimler, with a time of 4 mins. 9.8 secs., while the present record holder, J. P. Wimille was also there with his 3.3-litre Bugatti with which he had clocked 3 min. 43.2 secs. last year.

The weather on the day of the event was more like the kind one expects at Shelsley Walsh than on the "sunny" Riviera. Rain fell steadily, but after half-an-hour's delay it mercifully stopped and a burst of sunshine soon dried the surface of the hill.

Wimille was the first of the two important rivals to make his climb. The young Frenchman drove brilliantly, with those glorious slides which are typical of his driving. The Bugatti certainly could not have been taken up quicker by anyone in the prevailing condition, but his time was a fifth of a second slower than last year, 3 min. 43.4 secs.

Stuck realised he would have to give of his best to beat Wimille, and his climb was simply terrific. He used the special short chassis Auto-Union, adapted for hill-climbs, and he hurled the car round corner after corner with magnificent skill. His time was a new record of 3 min. 39.8 secs.

In the smaller classes British cars did well. Probably the outstanding performance was that of Walter Baumer, the German Austin driver, who clocked 4 mins. 19.4 secs. and beat Bobby Kohlrausch on the "ex-Magic" Midget, who climbed in 4 min. 23.8 secs. Maillard-Brune completed the clean sweep for British cars in the 750 c.c. class by recording 4 min. 49.2 secs. on an R type M.G. Midget.

Then Miss Riddell, made a fine climb on her K.3 M.G. Magnette in 4 min. 42 secs. to take second place in the 1,100 c.c. racing class. In the sports classes Savage's Singer was first in the 1,100 c.c. division, while in the 1,500 c.c. group Lapchin's Riley was first and Lord Patrick Stuart's N type M.G. second.

In past years the English spectators have always been amazed at the lurid cornering of French saloons in the sports classes, but this year only one driver of a Chevrolet did his stuff. The car skidded almost broadside, quite in the manner of the police cars in American films, and continued on its way at reduced speed. But it didn't turn over.

Here are the full results :—

General Classification

1. Stuck (Auto-Union) 3m. 39.8s.
2. Wimille (Bugatti) 3m. 43.4s.
3. Chambost (Maserati) 3m. 52.8s.
4. Sommer (Alfa-Romeo) 3m 55.2s.
5. Kautz (1½-litre Maserati) 4m. 9.4s.
6. Ruesch (Maserati) 4m. 11.4s.
7. Chambost (Salmson) 4m. 13.8s.
8. Baumer (Austin) 4m. 19.4s.
9. Chambard (Bugatti) 4m. 19.6s.
10. Kohlrausch (M.G.) 4m. 22.8s.
11. Miss Riddell (M.G.) 4. 42s.
12. Maillard Brune (M.G.) 4m. 49.2s.
13. Thimo (Thimo Special) 5m. 7.6s.

Racing Classes

750 c.c. : 1, Baumer (Austin) 4m. 19.4s.; 2, Kohlrausch (M.G.) 4m. 23.8s.; 3, Maillard-Brune (M.G.) 4m. 49.2s.

1,100 c.c. : 1, Chambost (Salmson) 4m. 13.8s.; 2, Miss Riddell (M.G.) 4m. 42s.

1,500 c.c. : 1, Kautz (Maserati) 4m 9.4s.; 2, Chambard (Bugatti) 4m. 19.6s.

3,000 c.c. ; 1, Chambost (Maserati) 3m. 52.8s.; 2, Ruesch (Maserati) 4m. 11.4s.; 3, Zanelli (Nacional Pescara) 4m. 45.2s.

5,000 c.c. : 1, Wimille (Bugatti) 3m. 43.4s.; 2, Sommer (Alfa-Romeo) 3m. 55.2s.; 3, Teandirola (Maserati) 4m. 17.8s.

8,000 c.c. : 1, Stuck (Auto-Union) 3m. 19.8s.

Sports Classes

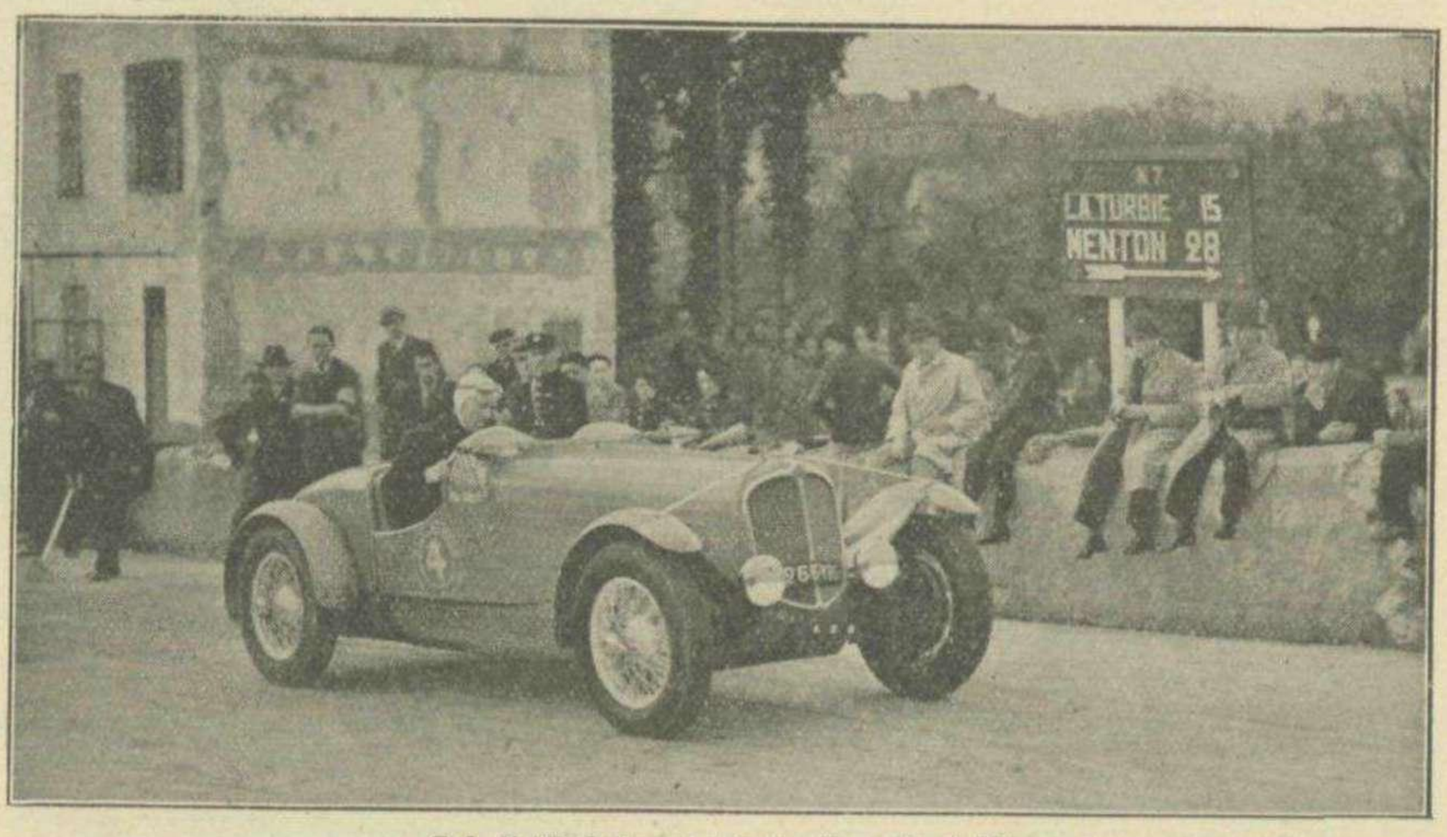
750 c.c. : 1, Maillard-Brune (M.G.) 5m. 57.8s.

1,100 c.c. : 1, Savage (Singer) 5m. 58.8s.

1,500 c.c. : 1, Lapchin (Riley) 5m. 14.2s.; 2, Lord Patrick Stuart (M.G.) 6m. 55s.

2,000 c.c. : 1, Mlle. Helle-Nice (Alfa-Romeo) 4m. 30.4s.; 2, Rossi (Talbot) 5m. 17.6s. 3, Chaumette (Talbot) 5m. 34.4s.

5,000 c.c. : 1, Perrot (Delahaye) 4m. 27.6s.; 2, Schell (Delahaye) 4m. 44.2s.; 3, Carriere (Matford) 4m. 53.4s.



Schell (Delahaye) at speed on the hill.

THE BROOKLANDS EASTER MEETING—continued

SECOND EASTER SHORT HANDICAP
Distance : About 6 miles

1. E. W. W. Pacey (4,487 c.c. Pacey-Hassan Special) 16s.
2. C. W. W. Windsor-Richards (4,234 c.c. Vauxhall) 39s.
3. W. M. Couper (3,377 c.c. Talbot) 28s.

Nine ran. Won by 3½s. (150 yds.); 6⅘s. (300 yds.) between second and third. Speed : 108.30 m.p.h. Betting : 3-1, 6-1, and 3-1.

FIRST EASTER LONG HANDICAP
Distance : About 9 miles

1. W. M. Couper (3,377 c.c. Talbot) 58s.
2. C. M. White (2,263 c.c. Bugatti, S.) 18s.
3. H. B. Shaw (1,470 c.c. British Salmson) 2m. 2s.

Eight ran. Won by 26s. (1 mile); 3s. (150 yds.) between second and third. Speed : 112.29 m.p.h. Betting : 6-4 on, 10-1, and 10-1.

SECOND EASTER LONG HANDICAP
Distance : About 9 miles

1. G. Briggs (1,089 c.c. Riley) 1m. 15s
2. C. Follett (2,762 c.c. Alvis) 1m.
3. J. R. Cobb (3,976 c.c. Sunbeam, S.) scr.

Five ran. Won by ⅘s. (30 yds.); 1⅘s. (75 yds.) between second and third. Speed : 95.64 m.p.h. Betting : 10-1, 2-1, 3-1.

BRITISH MOUNTAIN HANDICAP
First Heat.—Distance : About 6 miles

1. V. W. Derrington (1,096 c.c. Salmson, S.) 25s.
2. A. Baron (1,496 c.c. Bugatti) 20s.
3. R. King-Clark (747 c.c. M.G., S.) 10s.
4. Mrs. R. H. Eccles (1,087 c.c. M.G., S.) 5s
5. P. S. Simonds (4,467 c.c. Invicta) 20s.

Eleven ran. Won by 5s. (200yds.); ⅘s. between second and third. Speed : 63.05 m.p.h. Betting : 5-1, 4-1, 10-1.

Second Heat—Same Distance

1. H. G. Dobbs (1,986 c.c. Riley) 6s.
2. E. K. Rayson (1,496 c.c. Maserati, S.) 6s.
3. A. Powys-Lybbe, (2,336 c.c. Alfa-Romeo. S.) 6s.
4. F. W. Carr (1,087-c.c. M.G., S.) 15s.
5. D. H Scribbans (1,486 c.c. E.R.A., S.) scr.

Fourteen ran. Won by 1½s. (50 yds.) ⅘s. (25 yds.) between second and third. Speed : 71.88 m.p.h. Betting : 3-1, 4-1 and 10-1.

Third Heat—Same Distance

1. J. H. T. Smith (1,087 c.c. M.G., S.) 32s
2. R. S. Wilkins (2,632 c.c. Alfa-Romeo, S.) 22s.
3. R. F. Oats (2,811 c.c. Maserati, S.) 28s.
4. R. C. Vickers (2,263 c.c. Bugatti, S.) 18s.
5. R. Jarvis (2,263 c.c Bugatti, S.) 11s.

Twelve ran. Won by 5⅘s. (250 yds.); 3⅘s. (180 yds.) between second and third Speed : 70.67 m.p.h.
Betting : 2-1, 3-1 and 10-1.

Final—Distance : About 12 miles

1. D. H. Scribbans (1,486 c.c. E.R.A., S.) 7s.
2. E. K. Rayson (1,496 c.c. Maserati, S.) 3s.
3. H. G. Dobbs (1,986 c.c. Riley) scr.

Fifteen ran. Won by 8⅘s. (400 yds.); ⅘s. m.p.h. between second and third. Speed : 74.95 (30 yds.) Betting : 6-1, 6-1 and 5-1.

Continental Notes and News

By

OUR CONTINENTAL CORRESPONDENT

" Carratsch " Gets the Bird

A week or so before the Monaco Grand Prix the Mercédès-Benz team went down to Monza for a final tune-up. The chief incident nearly resulted in an accident. Caracciola was travelling very fast on a back stretch of the course when a huge pheasant flew out of the trees right in his path. The bird struck the radiator and then the windscreen, which was fortunately strong enough to withstand the shock. The radiator, which bore the full force of the blow, was dented. Caracciola was quite unperturbed.

Chiron put in a lot of practice, and it was a great pity he could not make use of it at Monaco.

Now for Tripoli

His first real run should be at Tripoli, on May 10th. The " race of millions " ought to be a good show, and will give the Alfas a chance to show off their real speed. According to last year's announcements the new 12-cylinder engines were to be used for fast circuits like Tripoli.

Four Auto-Unions have been entered, to be driven by Stuck, Varzi, Rosemeyer and Von Delius. Whether the last-named will be given another chance after wrecking a machine at Monaco remains to be seen. His place may be taken by Prince Zu Leiningen.

And then Tunis

A week later the Seventh Tunis Grand Prix is due to be held. The circuit of Carthage, which measures 12 kms. 714, is normally very fast, but this year two chicanes will materially decrease the lap speeds. The cars will have to cover 30 laps, or 381 km. 420 in all. The prize money totals 100,000 francs.

Marcel Lehoux had originally entered a 2-litre E.R.A. for the Tunis race, but he has had to scratch. His place has been taken by J. P. Wimille, who will drive the only Bugatti, in the race. The rest of the field, which is limited to a dozen cars, is made up as follows :— Stuck, Varzi and Rosemeyer on Auto-Unions ; Chiron and Caracciola on Mercédès-Benz ; Etancelin on a Maserati ; Nuvolari, Brivio, Farina, de Villapadierna and Sommer on Alfa-Romeos.

Those Chicanes

A visitor to Monaco was M. Huber, organiser of the Swiss Grand Prix. M. Huber came with a set purpose, and that was to sound the opinions of well-known drivers on the proposed inclusion of Chicanes on the circuit of Bremgarten, at Berne. As you probably know, Bremgarten is a fast and tricky course, with a lot of extremely rapid curves. Geyer piled up there badly last year, and so did Chiron. It seems to be one of the few places where the use of chicanes can be justified.

Anyway it was a common-sense move on the part of the Swiss people to consult the drivers first. After all, they have to deal with the chicanes.

It has not yet been decided, by the way, whether to run the Swiss Grand Prix as one race, or in heats and a final.

No Race at Geneva

This heading does not refer to a decision of the " Committee of a Hundred and One," or a similar League of Nations manœuvre. The matter is far more serious than that, no less than the cancellation of the Geneva Grand Prix, for the second year in succession.

The organisers have been beset with difficulties right from the start. They were running a sweepstake in conjunction with the race, and I was under the impression that tickets had been on sale for some time. The proposed circuit was not a very good one, and what with one thing and another, the job seems to have been doomed.

Braillard's Come-Back

Talking of Switzerland reminds me that Braillard intends to race again this year. Readers will probably remember this young driver in Continental events a couple of seasons ago. He has been laid up for some time, convalescing after a nasty spill in the Saint-Lô hill-climb. He damaged his shoulder rather badly.

Braillard has been busy converting his Maserati with a special back axle, giving 8 forward speeds. His racing this season will probably be confined to Swiss national events. He used to race under French colours, with a French licence, owing to the fact that the French calendar used to have lots of small races only open to national drivers.

Bourlier Passes Away

Poor Edmond Bourlier has gone at last, after a long and cruel illness. He was thirty-nine. There always seems to be something peculiarly distressing about a racing driver, a man of rapid action, dying a lingering death.

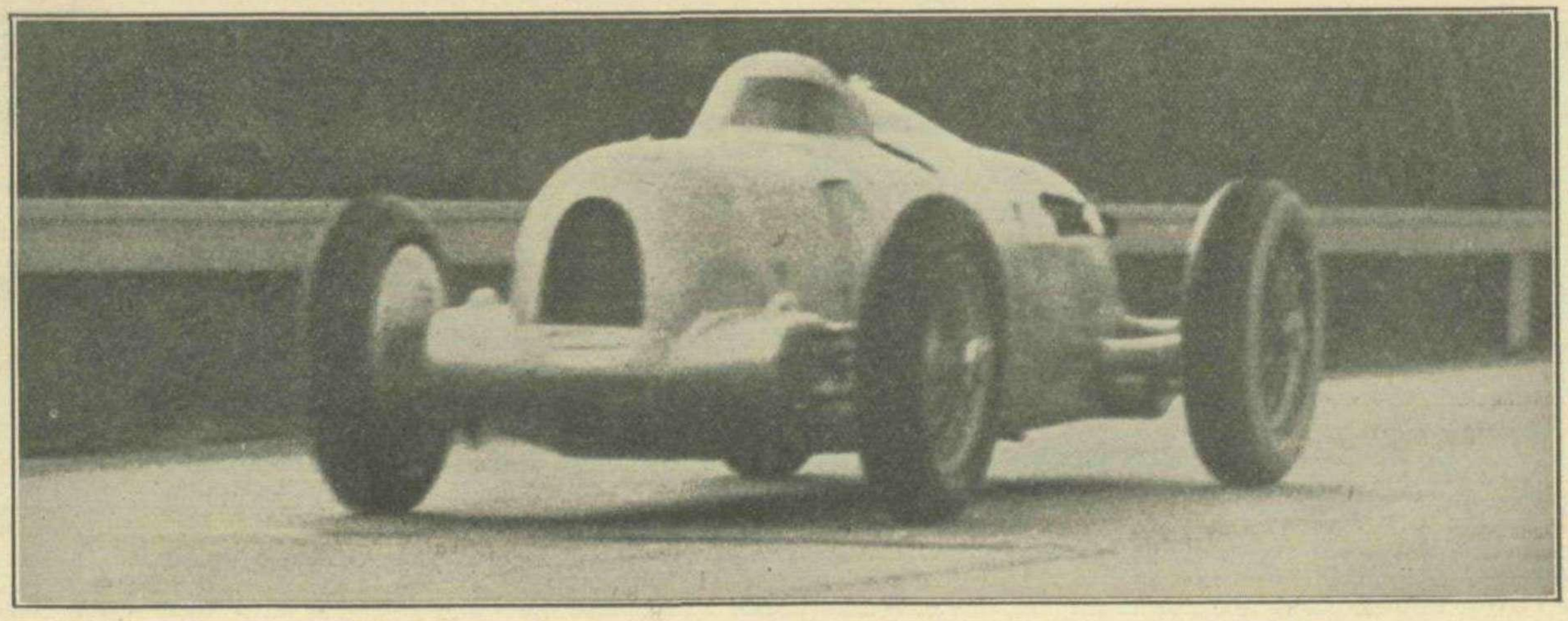
Bourlier was one of that brilliant group of French drivers who graduated from being racing mechanics. His first chance to race was with the 1,500 c.c. Talbot team, but he changed over later to Delage, racing in company with Benoist and Divo. Brookland *habitues* will probably remember that Bourlier was one of the leading figures in the 1928 British Grand Prix. Throughout the whole race he was in the first three, and in the end he finished second to Benoist.

The funeral in Paris took place in driving rain, but a big crowd of well-known motoring people attended, among them Louis Delage, Robert Senechal, René Thomas, Louis Wagner, A. Duray, Louis Chiron, René Dreyfus, André Morel, Robert Benoist, Albert Divo, R. Letorey, Albert Perrot, Henri Stoeffel and Albert Guyot.

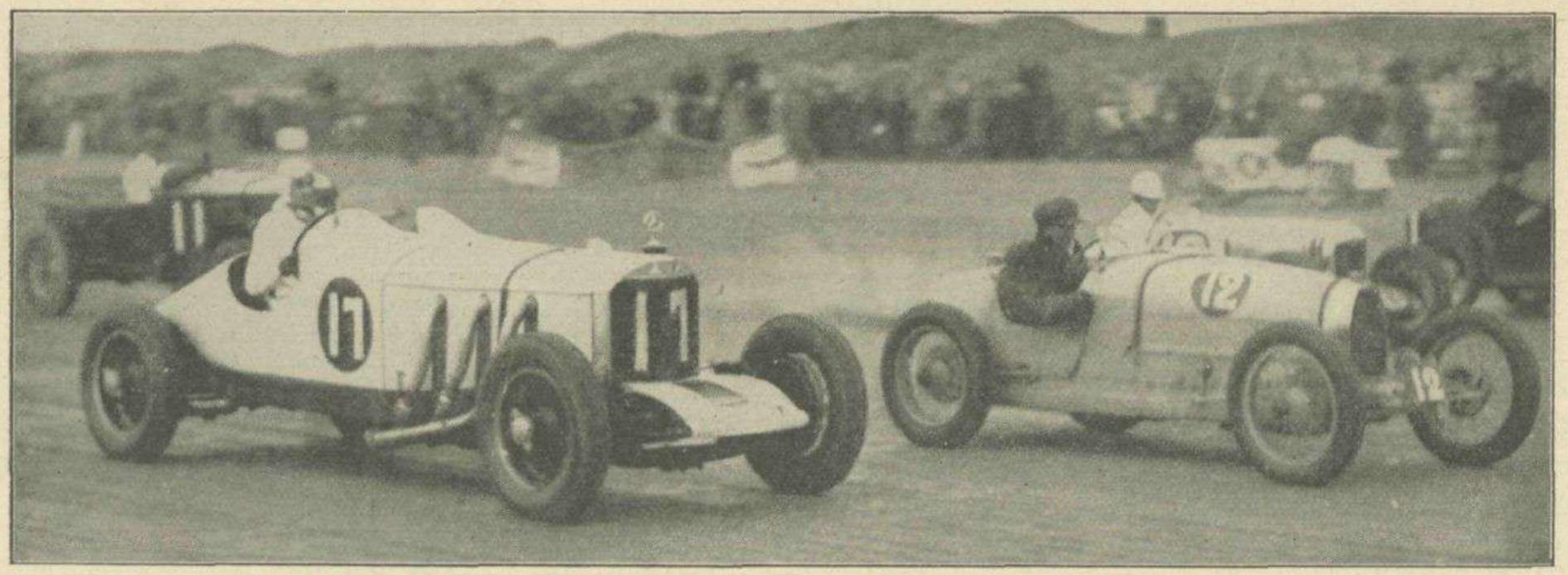
Sports Cars at Spa

Presumably encouraged by the big entry received for Le Mans and the " French Grand Prix," the R.A.C. de Belgique has decided to revive their

Continued on next page



Hans Stuck on the record-breaking 16-cylinder Auto Union. Stuck covered the 5 kilometres from a flying start at a speed of 194.13 m.p.h.



SOUTHPORT AGAIN

Southport sands became the scene of motor-racing for the first time this year on April 25th. The surface was far from dry, and in the big race of the day the corners became badly cut-up, especially on the seaward side of the circuit. Proceedings opened with a couple of one-mile sprints in the time-honoured, sand-racing fashion. The first, for cars up to 1½-litres, was won by W. Esplen's "R" type M.G. Midget, which led J. Walker's blown 1½-litre Bugatti comfortably after half distance, Tinker's Frazer-Nash coming in third. The next sprint was a close contest between Denis Conan Doyle's S.S.K. 38/250 h.p. Mercédès-Benz and two V8 Fords, S. H. Allard's Bugatti-bodied job and a stripped cabriolet handled by de Ferranti. In the end the big Merc. just snatched a victory.

Activity on the sands then proclaimed the big event of the day, the 50-mile handicap race for cars, run under sealed handicap, over a course marked out with flags and comprising two mile-long straights joined by hairpin turns. When the handicaps were announced, Esplen's M.G. was found to be on scratch, but it had evidently damaged itself in winning the first race and was a non-starter, as was T. V. G. Selby's 2-litre Bugatti. About twenty cars started, a standard-looking Austin 7 being on limit with 25 laps to cover, whereas the Mercédès-Benz cars that Southport invariably attracts—in this case two 38/250 h.p. models entered by Princess Nina Mdivani but driven by Adrian and Denis Conan Doyle, and R. M. Arbuthnot's stripped 36/220 h.p. car—had to do 28½ laps and the virtual scratch car, J. Walker's blown Bugatti, 29. Allard was soon going nicely, and Ferranti, after a poor show at the beginning, found his stripped cabriolet V8 picking up well. The big Mercédès were most impressive on the corners, but seemed to handle badly and were running with some cylinders missing, Arbuthnot stopping to peer beneath the bonnet before continuing more slowly.

Walker did some hectic broadside cornering and retired at about half distance. Fish on the Austin went steadily round, but the Fords held all the attention, Ferranti doing all he knew to catch Allard as his motor improved, though he could not maintain his half-lap handicap advantage. A. Brooke's 30/98 Vauxhall soon stopped in clouds of smoke and Warburton's 30/98 fell back, so that Allard and Ferranti, driving neatly, ran in first and second with T. K. Humber's unblown G.P. Bugatti a poor third from H. Hodgson's Riley. Adrian Conan Doyle was well behind them, while Warburton was the last official finisher. Allard averaged 61.69 m.p.h., compared with 61.98 m.p.h. for a 100-mile motor-cycle race run off in the morning, beating Ferranti by 33⅗s. His Ford has a modified cooling system, Scintilla Vertex magneto ignition, and a 2.3-litre G.P. Bugatti body giving a driving position almost over the rear-axle, the whole car looking most "Indianapolis" in its fully stripped form.

RESULTS

Straight Mile Sprint (up to 1½-litres)

1. W. Esplen (M.G. Midget)†
2. J. Walker (1½-litre Bugatti)†
3. A. Tinker (Frazer-Nash)

Straight Mile Sprint (over 1½-litres)

1. D. Conan Doyle (Mercedes-Benz)†

50 Mile Handicap

1. S. H. Allard (Ford V8) 61.69 m.p.h.
2. D. Z. de Ferranti (Ford V8) 59.91 m.p.h.
3. T. K. Humber (Bugatti) 58.15 m.p.h.
4. H. Hodgson (Riley)
5. A. Conan Doyle (Mercedes-Benz)†
6. C. H. Fish (Austin 7)
7. G. Warburton (30/98 Vauxhall)

†These cars were blown.

CONTINENTAL NOTES AND NEWS—continued from preceding page

24 Hours Sports Car Race on the Spa-Francorchamps circuit. The date announced is July 11-12th, but as the Belgian Grand Prix is due to take place on the 12th there seems to be a little confusion somewhere.

The authorities have decided to define a "sports car" as a car that qualifies for Le Mans or Montlhéry.

Ferrari to Roll to Rio ?

I hear that the negotiations between Ferrari and the organisers of the Rio de Janeiro Grand Prix are still in progress. The race is to be held on June 7th, so a decision will have to be arrived at soon.

This will be the fourth anniversary of the event, which is run on the circuit of Gavea (so named after the Avenue de Gavea, through which the cars race). The circuit measures 11 km. 160, and the 25 laps of the race bring the total distance up to 279 km. The only restriction on the competing cars is a minimum weight limit of 500 kgs. The prize money is tempting.

Stuck's Magnificent Records

The attitude of modern Germany towards motoring and motor racing was never more strikingly demonstrated than by the remarkable series of records established by Hans Stuck last month.

With the 16-cylinder Auto-Union, itself an achievement of which Germany may be proud, Stuck broke five world's records and three International Class B records on the new Frankfurt-Heidelberg Autobahn, a wonderful highway far superior to any thing that has been visualised by the torpid road authorities in this country.

The record attempts took place on two consecutive days, on both of which conditions were far from ideal, with rain and poor visability. However, 8 kilometres were covered at a mean speed of 194 m.p.h. so that the results were good enough. The rest of the records are given below.

It is not generally realised that Stuck made the long distance records by taking a hairpin bend at certain intervals and returning from whence he had come on the parallel road of the dual carriageway. This accounts for his speed being a good deal slower.

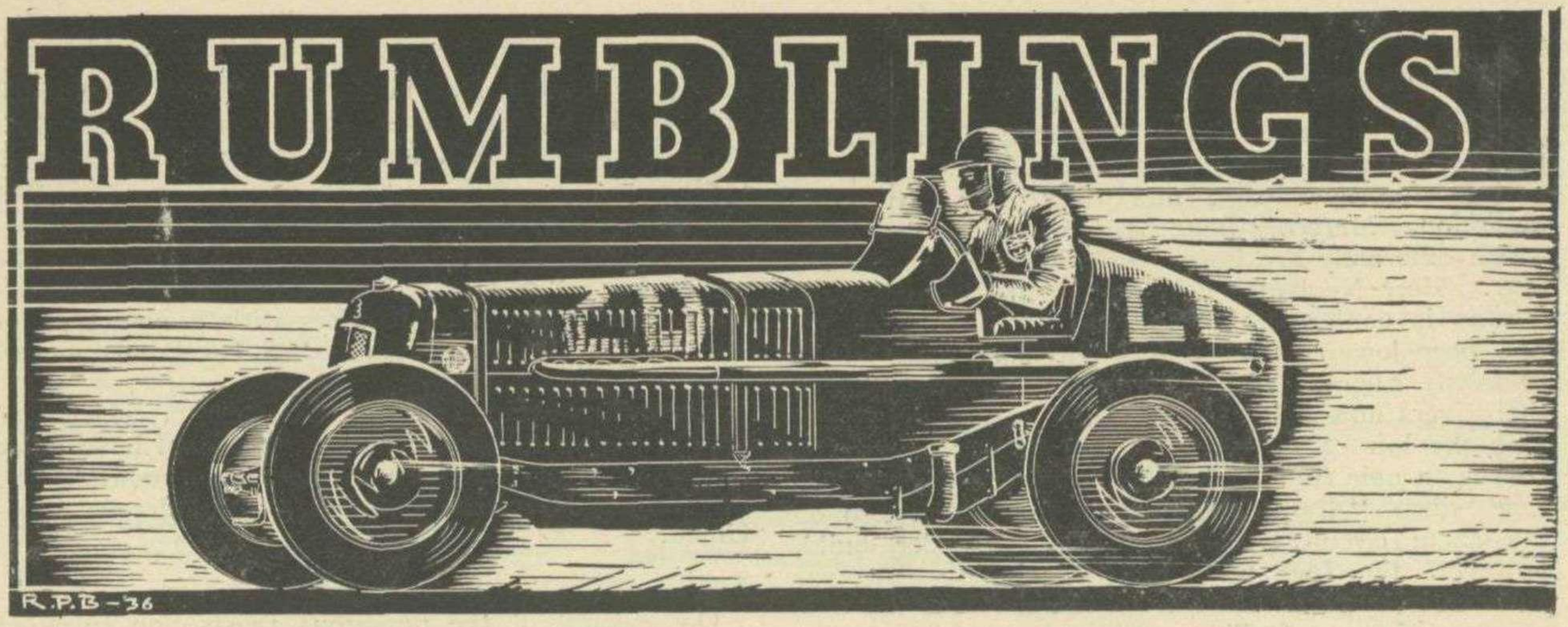
Here is the full list of records :—

International Class B Records

10 kms.	179.42 m.p.h.	(Jenkins 140.72 m.p.h.).
5 miles.	180.94 m.p.h.	(Jenkins, 140.95 m.p.h.).
5 kms.	194.12 m.p.h.	(Jenkins 141.56 m.p.h.).

World's Records

10 miles.	178.02 m.p.h.	(Eyston, 167.10 m.p.h.).
50 kms.	165.21 m.p.h.	(Eyston, 158.52 m.p.h.).
50 miles.	167.38 m.p.h.	(Eyston, 160.39 m.p.h.).
100 kms.	163.40 m.p.h.	(Eyston, 161.13 m.p.h.).
100 miles.	166.04 m.p.h.	(Eyston, 159.60 m.p.h.).



How we doing, hey, hey ?

The racing season seems somehow like *The Times* when one's wife has finished with it, a little bit out of joint. First the grand opening meet of the season, the Empire Trophy at Donington, a most excellent and entertaining affair but what devastating cold ! Handley was at first thought to have escaped unhurt from his spectacular crash, but unfortunately he has since been found to have injuries to his back which will keep him abed for three months. Then Easter Monday, when the rains, descended just long enough to cause the meeting to be cancelled. The only fun which remained was to watch one's acquaintances trying to extricate their cars from the mire of the Paddock, stepping smartly back however when asked to render assistance by heaving on the spinning and muddy wheels.

When we did get our Brooklands meeting on the following Saturday it was disappointing, one hour's racing to six hours of wait, as somebody said. Mr. and Mrs. Brookes certainly got hold of a very rapid and Ebby-cheating Riley, on which congratulations. It was stated in the daily press that the cost of special tuning amounted to only ten pounds—including, we presume, a new coat of paint? Scribbans, who as far as I recollect has only previously appeared in trials, had evidently learned somehow most of what was necessary to know about handling a racing car, while several well-known drivers showed a horrible liking for the top edge of the concrete.

Events Abroad

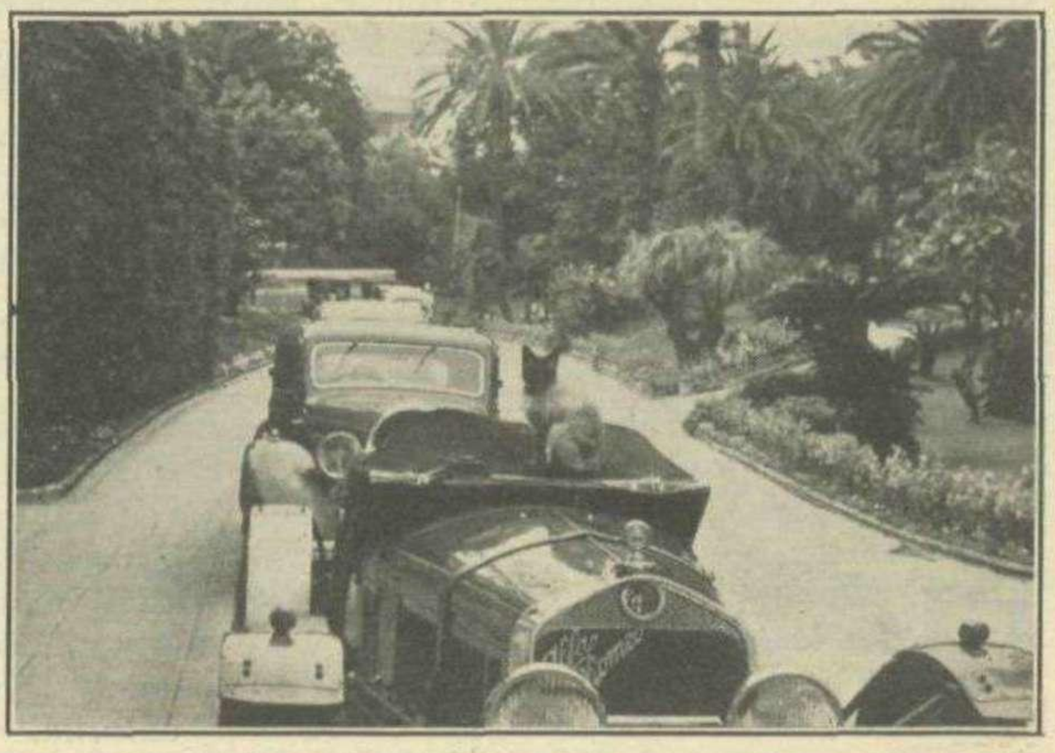
As though in compensation, foreign races have been exciting enough. Brivio's win at 76 m.p.h. in the Mille Miglia must have taken some doing, while the success of the E.R.A.s in the Prince Rainier race at Monte Carlo shows that there is, at any rate, one type of racing car that we can make better than anyone else.

The big incident of the senior event, of course, was the debâcle which occurred at the " chicane " or S-bend alongside the harbour. The sequence of events was a little hard to follow, but as far as I could learn it was something like this.

The Skating Rink

When the cars were drawn up at the start, oil was seen to be leaking from Brivio's car. There was not time to find out why, but it was assumed that the tank had been overfilled. Tadini was, therefore, hustled out of *his* car (Brivio is now Ferrari's No. 2 driver and so takes preference) and Tadini was handed the doubtful machine. Instead of an overfull tank the trouble proved to be a broken oil pipe, and Tadini drove slowly round the course leaving a trail of oil, with a specially liberal dose at the chicane.

Caracciola and Nuvolari had lapped him before he had done his sprinkling of the fatal S-bend and so they escaped trouble, but Chiron, who was following, was completely blinded by the oil, rammed the sand-bags and swung across the road, and was quickly joined by Brivio, Farina, Brauchitsch and Trossi, and then Siena. Brivio was the only one who managed to extricate his car from the wreckage. Fagioli, a few laps later, saw that the oil had apparently been cleared away and tried to speed up things, but after a swift slide into a wall he discovered he was wrong.



At Monaco. This Siamese cat always selected Lord Howe's Alfa-Romeo as a good place for its morning sun bath.

RUMBLINGS—continued

New Types at Monaco

As the first serious Grand Prix race of the season, the Monte Carlo classic is often used at a testing ground for new cars, and this year proved no exception. Mercédès-Benz had two of the new ones which externally are lower and more slender than ever. Herr Neubauer informed us that actually the chassis is unaltered, but the top of the bonnet has now been lowered until it is a bare inch clear of the camshaft casings. Apart from better streamlining, the drivers now enjoy better visibility. In the Grand Prix the low cars were entrusted to Caracciola and Chiron, a pair running in double harness for the first time since " Caratch's " smash four years ago on the same circuit. In spite of its slender build, however, the fuel tank of the winning car was sufficiently large to allow it to complete the 200-mile course without re-fuelling.

Auto-Union and Alfa

As was anticipated, Auto-Union sent to the line a couple of comparatively short-wheelbase cars, which were driven by Varzi and Rosemeyer, while Stuck was piloting one of the original type. There did not seem to be much to choose between them on corners, the attention of the drivers being much more occupied in preventing the wheel-spin provoked by the over-sized engines rather than to cornering technique. With full tanks these unorthodox machines were far from stable, while the brakes were decidedly uncertain in action.

The Type C Alfa-Romeos had a fair testing at the end of last season when Nuvolari came second in the Grand Prix of Masaryk. Externally, except for some slight modification of the front suspension, they are unchanged. There were rumours that the engine had been increased in size but officially, at any rate, it remained at 3.8 litre with a bore and stroke of 78 and 100 mm. The 12-cylinder engine is being reserved for Tripoli.

The " Merc." is still more than a match for the Alfa, which looks high and rather clumsy, but the Italian cars more than held their own with the Auto-Unions. At Monte Carlo, of course, Varzi and Stuck both finished ahead of the little Mantovano but that was because Nuvolari was physically below par. He rose from a sick-bed on the morning of the race, against all medical advice, and as it was, his iron determination kept him in second place till quarter distance, when he began to tire.

" Big Bugs " One Stage Nearer

Last year at the French Grand Prix, M. le Patron demonstrated that he had not entirely given up his time to the production of rail-cars by fitting a 4.9-litre engine in a 3.3 chassis and sending it along to Montlhéry, and during the winter there have been strong rumours that a complete car has been built round the larger engine. Matters were far enough advanced by the Grand Prix de Monaco to allow the first of the new cars to appear. It was externally the same car, though the engine was called a " four-seven." It appeared only in practice, the older 3.3-litre type being driven in the actual race by Wimille and Williams, the latter the winner of the first Monaco race in 1928, and for the last few years in retirement.

Of the Maseratis, those driven by Etancelin and Trossi were the ordinary 4-litre V8s, while the mysterious " S.T.s " had 6-cylinder " Maser " engines in special new chassis with a new type of independent suspension. The " S.T.s " part merely denotes Scuderia Torino.

The radial-engined Trossi did not run, which was a pity. With its nine cylinders, it should have made a worthy rival for those inveterate noise-producers, the wailing Mercédès-Benz and the thunderous Auto-Union.

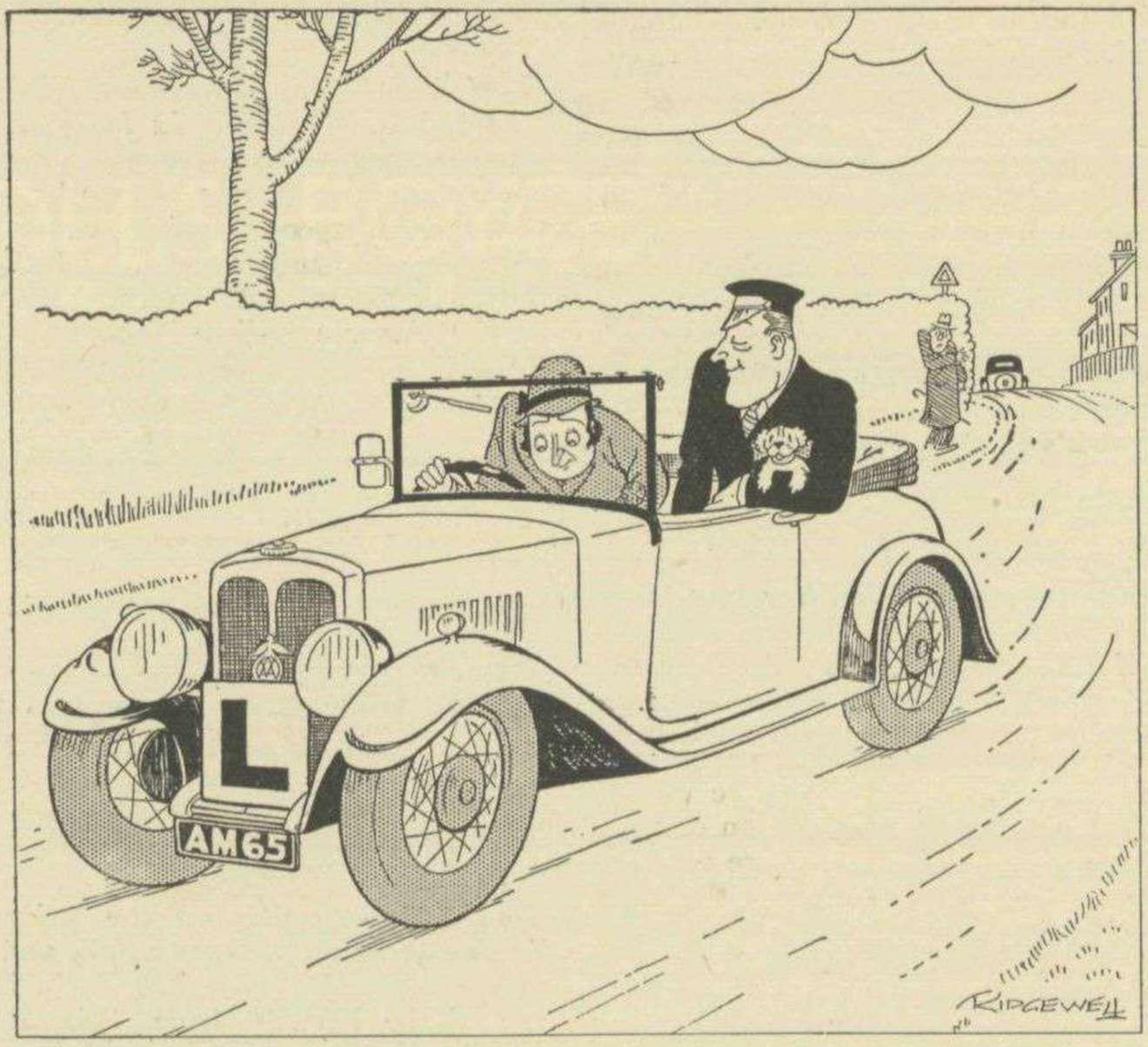
Racing without Tears

On account of the numerous twists and turns of the course, the Monaco Grand Prix was known not so long ago amongst drivers as one of the most exhausting races in the world, the manual effort of constant gear-changes and working at the steering wheel calling for the highest degree of fitness. With the passage of years the corners remain as sharp as ever, but the power-weight ratio of the modern racing car is so high that gear-changing on the big cars is hardly ever called for. Caracciola, for instance, used third gear all the way, Nuvolari top (his car was evidently fitted with a " low cog ") while Varzi and



An Aerial view of the Cork Car Race course showing to perfection the long straight.

AD-MISSIONS OF AN OFFICIAL TESTER



MISS TERESA TROTTLE: *"I'm afraid I'm not very good yet at gear changing. My nephew says I should get a car with synchro-mess."*

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RUMBLINGS—continued

Stuck, with five ratios to play with, found a very high second fitted in with the lie of the course. Perhaps if they had tried third there would not have been so much wheel-spin!

Racing at Cork

For real enthusiasm give me the secretary of the Cork Motor Club whom I met at Donington after he had travelled for 26 hours non-stop and without sleep in his anxiety to be in time for the race. He managed to rake in several entries including Manby-Colegrave, who as an Irishman with an E.R.A. was particularly fair game. At the end of the race, after a few drinks, he was facing another 26 hours of travelling back home.

As will be seen from the aerial photograph reproduced on page 243, one side of the course consists of a concrete road with a straight over two miles long, giving every chance for the faster cars to overtake, and also, if a close watch be not kept on the rev.-counter, to blow themselves up. Unfortunately for English drivers, starting money has been declared off, the finances of the Irish club being only sufficient to meet ordinary expenses. As a measure of compensation special rates have been secured for cars carried on the Fishguard to Cork steamers, the freight charge being £7 10s., while the return passenger fare has been brought down to £1 18s. 9d.

Odd Spots

Austin Dobson has acquired the 3.2-litre Alfa-Romeo on which Nuvolari won the German Grand Prix last year, and which was exhibited to admiring eyes at Brooklands at the first meeting.

* * *

Miss Ellison and Cholmondeley Tapper, continental hill-climb and Grand Prix fans, are disposing of their supercharged 1½-litre Bugatti which has only run in one race since having a works overhaul, complete with the Type 40 which serves as a tender and portable supply of spares, and the trailer on which the racer rides. Any offers? They are buying either an E.R.A. or a 1½-litre Maserati.

* * *

Stuck's new records on the Auto-Union have badly damaged George Eyston's collection put up with the "Speed of the Wind" on the Bonneville Salt Flats. He is now back in Utah with the same car, with a 12-cylinder Diesel engine as well, but is at present held up because the surface of the salt has not completely dried off after the winter rains.

* * *

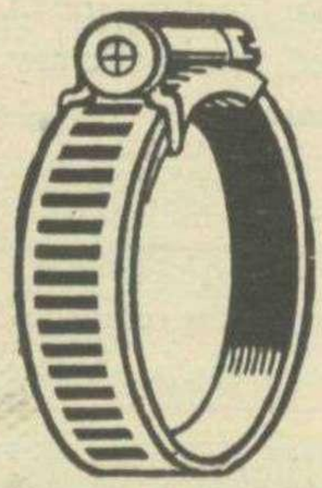
The B.R.D.C. film show has become so popular that the Bush House accommodation was no longer great enough to house everyone who wanted to come. A move was therefore made last month to the Florence Restaurant, but the surplus of members over floor-space seemed as great as ever.

* * *

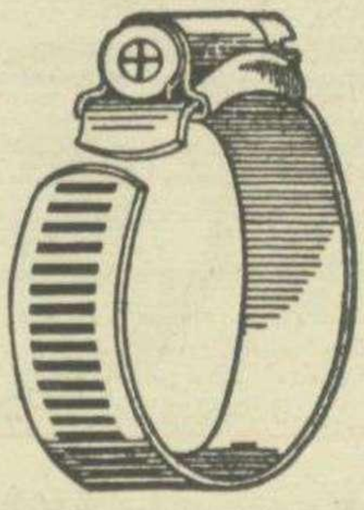
Lord Howe presented the prizes for the British Empire Trophy, and then followed the films. These were mostly old favourites, including the magnificent one of the French Grand Prix at Dieppe, while an American one on the construction of the "Fronty" Ford was received with much jubilation.

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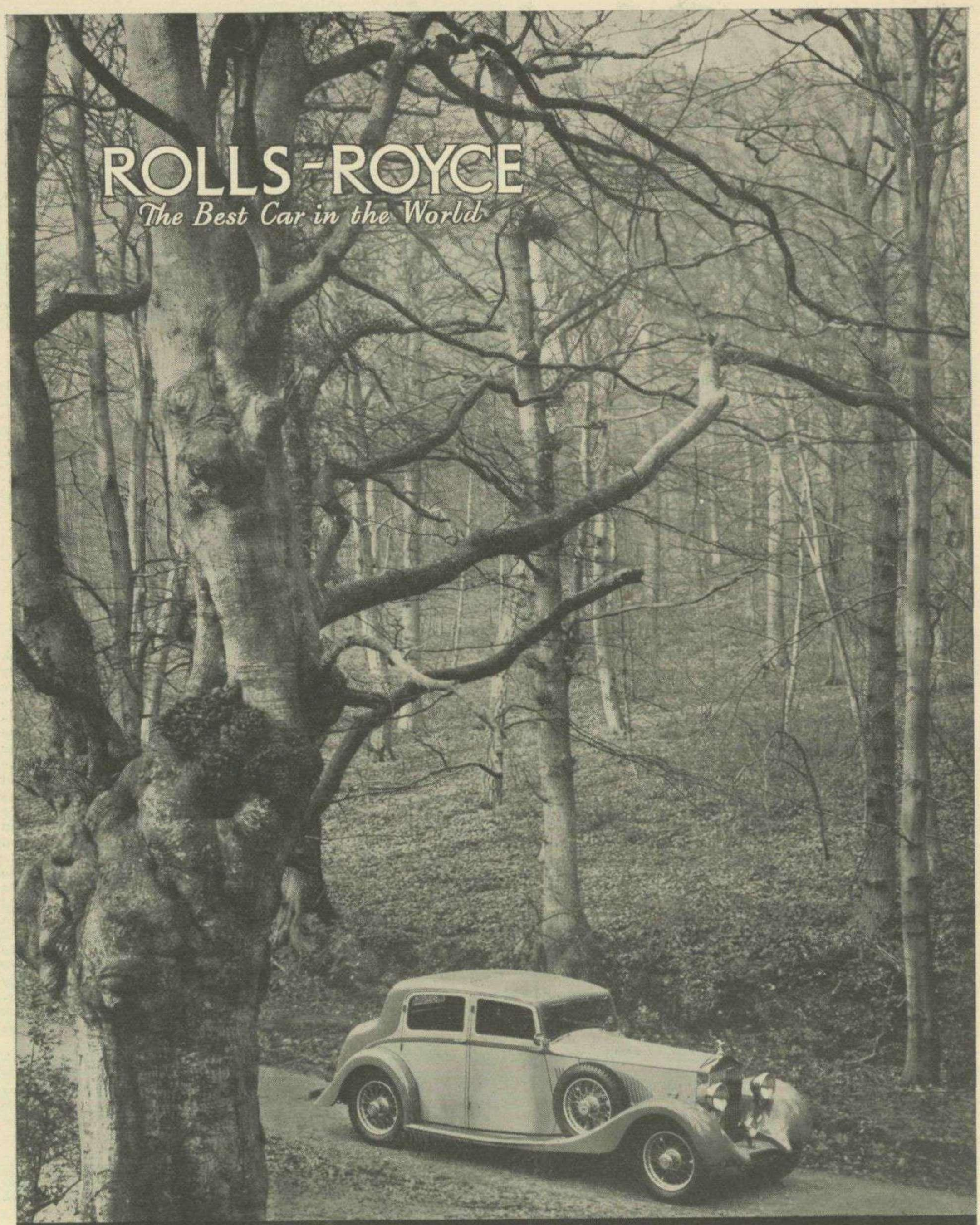


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Club News

BUGATTI OWNERS' CLUB

The opening rally on April 5th took place at the "Haycock," Wansford, 83 miles up the Great North Road, and was very well attended. Especially welcome was the President of the Club, Lord Howe whose racing and parliamentary engagements seldom allow him to take the chair. His 38/250 Merc. the famous car which Caracciola drove in the 1929 T.T. still never fails to inspire admiration. Eighteen Bugattis, three V8 Fords, two Invictas, an Aston Martin, a huge Isotta, a Lancia, a 14/40 Delage, an Alfa-Romeo saloon, a Morris Twelve, a Vauxhall, an Auburn, an old-school Bentley, an M.G. Midget and two 4½-litre Lagondas completed a representative collection of cars outside the "Haycock." Col. Giles attended in his impressive 3.3-litre Bugatti, but his brother had oil-pressure trouble and the 1913 chain-drive Bugatti "Black Bess" had to stay at home in London. J. Lemon Burton, Donald Monro, J. S. Steele, J. D. Aylward, L. G. Bachelier, W. Boddy and many other well-known members were present. After lunch a cross-word puzzle had to be solved, which gave the clue to the tea-stop. The prize for the first person to arrive went to A. P. Good (4½-litre Lagonda) while A. Dubar was awarded the appearance contest, having arrived in an immaculate Grand Prix.

The next event is the Monte-Honiton-Carlo Rally on May 17th, and provision is being made for those who wish to compete in the speed hill-climb at Honiton but not in the road-section. Last year this event was won by K. W. Bear (Bugatti). Hon. Sec.: E. L. Giles, 2, Queen Street, Mayfair, W.1. Tel.: Mayfair 4701.

THE VINTAGE SPORTS CAR CLUB

On March 29th the Sussex Trial was held, but support was at low ebb, probably because many members had made an effort to get to Donington on the previous day, where the Club Team, composed of Marcus Chambers' special 4½-litre Bentley, Tim Carson's hybrid 30/98 and Bowler's 3-litre Bentley, was running in the Stanley Cup Meeting. Rain made the hills a tough proposition in the Sussex Trial, only Kirkman's 12-50 Alvis climbing Begley Farm, possibly due to his passenger's precarious position on a structure of ironmongery way out beyond the car's back axle—and possibly not. Incidentally, Meccano, Ltd., claim 7 to 70 as the age-limit for constructing with Meccano and may like to inspect specimens of such construction embodied in this Alvis. Windsor-Richards (Vauxhall 30/98) beat the next best car by no fewer than 8 secs. in the acceleration test on The Quell, and was also very fast up Blackhorse Hollow, where Kirkman, again, was outstanding. A Frazer-Nash lost its oil-pump, an M.G. suffered clutch slip, and Olley's rather wondrous, bull-nose Morris-Cowley scored some creditable failures. Windsor-Richards gained the Premier Award, Kirkman the First-class Award, and W. J. Styles (M.G. Midget) took the only other prize. Ten ran.

An Easter Bulletin, running to 5⅓ foolscap pages, contains some interesting information and is written in a pleasantly breezy, if not very serious, style.

A list of members and their mounts is in course of preparation and should make interesting reading. Mr. T. G. Moore, of MOTOR SPORT, has joined as an associate member as has E. K. H. Karslake, who is still running the single-cylinder, 1908 Sizaire-Naudin, described some time ago in one of his always entertaining "Veteran Types" series of articles in this journal. Robertson-Roger, with a 130 m.p.h. blown, 4½-litre Bentley four-seater, M. Rook with a 1913 Bugatti, presumably an 8-valver, Donald Monro with a modified 1929 4½-litre Invicta, Forrest Lycett, who owns two Bentleys—the 8-litre and a red label 3-litre tourer, Miss Barbara Marshall, whose Anzani-G.N. "Annie" is very well known, and Tom Rolt, who has a double carb., double ignition, V-twin G.N., are prominent members. Forrest Lycett has presented a magnificent annual award for the member making the best aggregate performance, of which Monro is the initial holder.

Members can now become associate members of the Betchworth Sports Club for a subscription of six pennies.

The next event is Speed Trials at Aston-Clinton on Sunday, May 17th. Hon. Sec.: E. T. Lewis, 31, Rusland Road, Harrow, Middlesex.

THE LIGHT CAR CLUB

The Relay Race, which is the sixth race of this series, will be held at Brooklands on May 16th. This year, for the first time, all sizes of cars can compete. Non-members will be charged 3s. 6d. admission to all enclosures bar the Fork, children 2s. Cars to course, 5s.; motorcycles and tri-cars, 2s. 6d. A car park outside the grounds is available: cars, 2s. 6d.; motorcycles and tri-cars, 1s.; cycles, 6d. Admission to the Fork stand and enclosure, behind the pits and relay-paddock, costs 2s. 6d. extra, children, 1s.

Most of the well-known teams, and many newcomers, have entered.

SCOTTISH SPORTING CAR CLUB

The two-day trial in the Highlands was extremely well organised and proved most enjoyable. There were no fewer than fifty-one entries, yet at the end of the second day, only two, Keith Elliot, driving a Riley, and G. Murray-Frame, who was handling a Singer, retained clean sheets.

R.P.M. MOTOR CLUB

The trial held on April 5th attracted twenty starters of which only one failed on Whitfield Brow and one at Coldberry Mine, while there were a further three failures at Summer Lodge.

G. A. Hutchinson (M.G. Magnette) made best time in a special test, with R. T. G. Craig (Ford Ten) and J. F. H. Olsen (S.S.1) as runners-up.

The winner proved to be J. M. Edney (P-type M.G. Midget) with D. O. Gilbert (Ford V8) and D. K. Roberts (Riley) next in order. G. A. Hutchinson, D. K. Roberts and R. T. G. Craig won the Team Prize.

KENT AND SUSSEX L.C.C.

The popular series of speed trials which this club stages on Race Hill, Lewes, near Eastbourne, will recommence on May 9th, starting at 2.30 p.m. There are classes for touring, sports, super-sports and racing cars, divided on a capacity basis, a Frazer-Nash class, and a handicap. Entries close on May 4th, at 7s. 6d. each for members and 10s. each otherwise. Invitations embrace the Brighton and Hove, J.C.C., Frazer-Nash and Bugatti Owners' clubs. Clerk of the course: H. V. Warren, 51, Ringwood Road, Eastbourne.

GENERAL NOTES

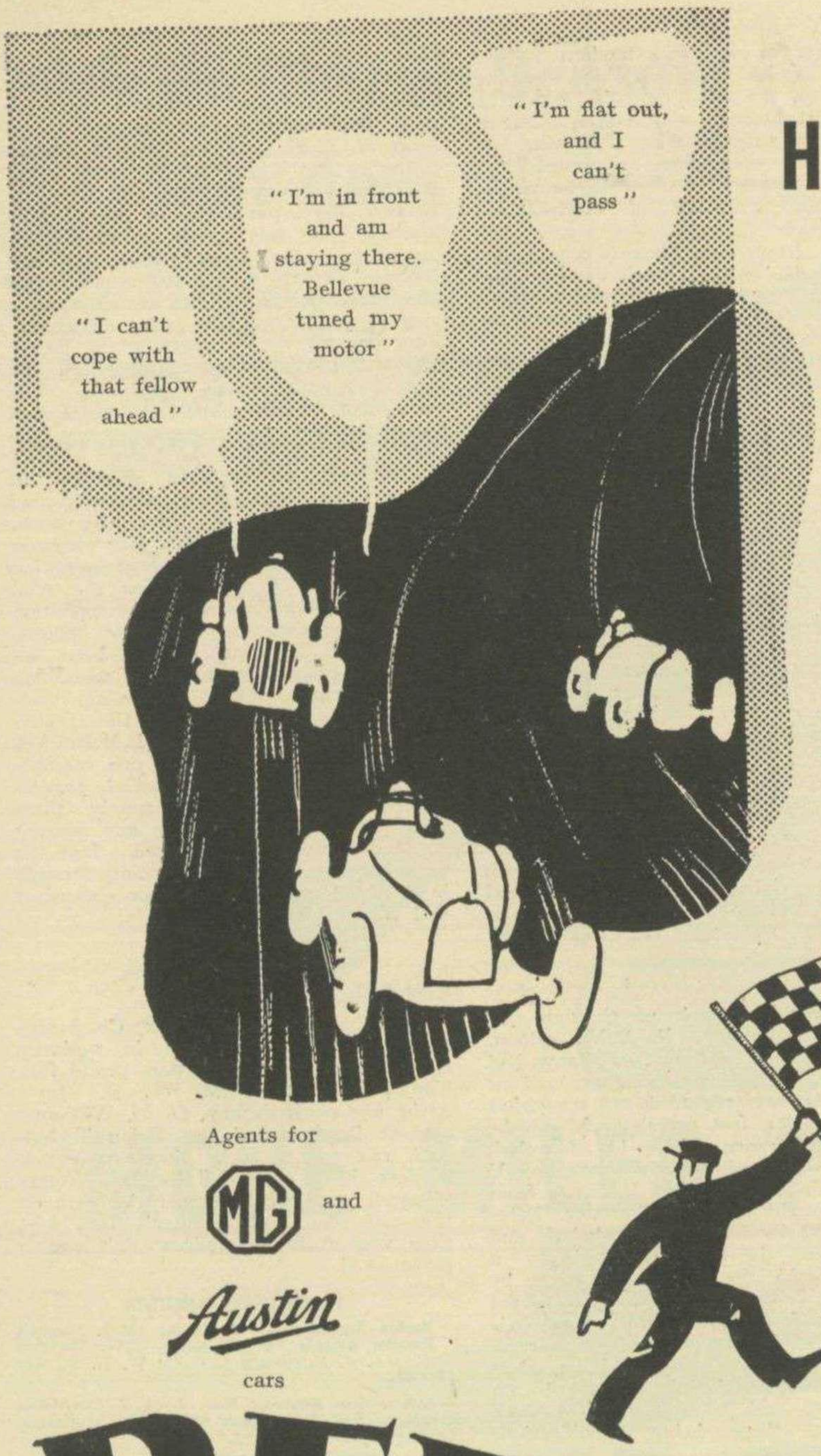
Penning these notes after getting back from the Land's End Trial, it is not easy to disguise enthusiasm for this classic M.C.C. event, and it is very easy to understand why Jackie Masters secures such a big entry year after year. The Land's End is something of a test for even the present-day motor car. The hills are *real* hills, with rough but not freak surfaces, and severe gradients. As such, they are infinitely superior to the slime-lanes that we are obliged to use in trials run within 100 miles of the London area.

Then there are many sections in the Land's End which, though they are not observed, represent a very severe ordeal to a car that is being driven fast to catch up on the time schedule, which is bound to go to pieces somewhere even with the best organisation in the world. For instance, Porlock, with its present-day surface, is not deemed worthy of observation, yet I noticed that after the climb many cars were boiling, some of them badly.

Then the drop down Countisbury, with frequent stops and the competitors in single-file, is quite a test for braking systems. Between Hartland and Bude is a very severe section and again from Bude to Hustyn competitors are presented with some really stiff going.

There is also the point that, apart from the 326 miles of the trial, most competitors return home the same week-end, so that the motor is asked to do a pretty strenuous 600-700 miles or more before getting back to the home garage.

The M.C.C. deserve full marks and more for the organisation. The route-card is hardly necessary, for the direction



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CLUB NEWS—continued

signs are easily read, large and sensibly placed. Dellers served an excellent breakfast, the waitresses being extraordinarily cheerful after their prolonged spell on duty.

The only serious delay was before Lynmouth Hill, and so far as we were concerned we made up all but a quarter-of-an-hour by the meal-stop at Bude, while those with slower motors were able, by foregoing a meal at this point (and who feels like lunch at 6.30 and after in the evening, with Bluehills as yet unclimbed?) to check-in practically on time at the finish. The only criticism concerns lack of accommodation at Land's End for the late-numbers, but the run back to Penzance is not too long, and here there was ample accommodation. The interest taken by locals, and the enthusiasm of the R.A.C. and A.A. men, not to mention the extra police on point duty work, remains a pleasant memory of a truly enjoyable and well-staged event. Which makes it all the more regrettable that out of five leading papers purchased on Sunday morning, not one gave any space of note to the trial, though each one emphasised the sad fatality to a motor-cycle competitor. And the Monday papers put in the usual head-lines about road-racing, etc., which even a non-motoring public cannot find of any great interest and often scorn as inaccurate. Some day sub-editors of our great dailies may come to realise that the public as a whole is motor-minded nowadays. It is high time that they did! Yes, the Land's End was a splendid event, and it is easy to understand the eagerness with which competitors were talking of the "Edinburgh," ere the great Easter event was completed. Perhaps if we had fewer small trials and even greater support for the M.C.C. classic events, many problems that now concern trial organisers would lose their potency.

* * *

Though the Land's End attracts interesting entries from the viewpoint of those interested in modern cars generally and new models in particular, the enthusiast who attempts to get through on an antique motor is still with us. This year there was one really elderly Frazer-Nash, while Jarvis' Darracq, a Vernon-Derby, Haward's famous Bayliss-Thomas, a most amazing Rover, the old-school Bentleys, and several 30/98 Vauxhalls were amongst the veteran contingent. It was not only the old cars, either, that provided a spice of adventure. The driver of one very modern 1½-litre saloon, as he filled up his steaming radiator for the *n*th time, told us that he might just manage a "bronze," but it would be a difficult task! We, who had romped up everything, reminded him that a "bronze" is often to be valued more than a brace of easily-gained "Premiers!"

Apart from the beautiful country embraced by the trial itself, these holiday events allow one to get in quite a decent tour and yet be back at Brooklands for the Bank Holiday Meeting—given a rapid and reliable motor. In our own case we left Penzance, refreshed by a good night's rest, at mid-day on the Sunday, and joining up with a fellow competitor, ran over Dartmoor to a late lunch at Torquay.

The magnificent rugged country around Dartmoor was shown up to perfection by a driving snow-storm! After lunch we ran via Lyme Regis to Bournemouth, to stay the night with friends. And leaving by 10.30 the following morning we got to Brooklands in what would have been ample time to see the first race, had not the meeting been abandoned on account of the impossible weather conditions. Thus, apart from the excitement of a classic trial, our memories of Easter, 1936, embrace views of a shimmering blue sea, lapping the shores of tiny, secluded bays, seen from a cliff road hundreds of feet above, of big west-country seaside towns alive with holiday makers, of bleak moorland scenery seen through a driving blizzard. . . . A good holiday! And no attempt was made at time-cutting and two full nights' rest were taken.

* * *

The car which took us through this trip was a 30 h.p. Ford V8 saloon, driven by L. M. Ballamy. Ballamy had fitted a Marshall supercharger, and as blown V8s are regarded as somewhat experimental, a few notes should not be a waste of space. The big Marshall blower is mounted directly above the V of the cylinder block and it draws from a downdraught Zenith carburetter. Drive is by dual-belts from the crankshaft and the dynamo is now mounted on a platform beside the blower and driven by a separate belt. Lubrication is from the engine circuit and the boost pressure is 2 lb. per sq. in. towards maximum revs. This L.M.B. Ford also has independent front suspension, André telecontrols on both axles, and a Columbia two-speed rear axle, these being modifications featured in normal L.M.B. V8 cars, of which R. J. B. Seaman and Whitney Straight are users. Incidentally, the Ford fired for the first time in blown form at 12.30 p.m. on Empire Trophy Saturday and it was straightaway driven hard to Donington and back, only Howe's Merc. passing it in the 260-mile journey. It was given a Brooklands test before the Land's End trip and Ballamy expects to get 100 m.p.h. when the correct jet and choke combination to prevent starvation has been discovered. Four persons were carried on the Easter trip and we got clean up every hill and had no trouble of any description. The telecontrols and special suspension assisted when fast cornering was the order of the day, and the blower justified its presence on observed hills and in special tests, and it also increased speed up long main-road gradients. No doubt full use of the 2.9 to 1 top gear on main roads contributed to a fuel consumption throughout of 15 m.p.g. For the trial section Dunlop Sports semi-competition covers were used on the rear wheels. The Ford V8 has always been an attractive proposition to many sportsmen and I predict some interesting competition this season amongst the specialised versions. The 1936 L.M.B. V8, selling at £295 unblown, is one example and there are the Batten-Special, Jenzen-Special, and others. Certainly these cars retain their tune after any amount of full-throttle driving and there is something to be said for riding through in a closed motor, albeit your enthusiast will disagree strongly!

* * *

C.U.A.C.

The Exmoor Trial of the Cambridge University A.C. was run in typically free-and-easy style and was grand fun. Tan Steps stopped M. W. B. May's Alvis, and on Doverhay, O. M. Williams' ancient Rover failed and Brian Twist's A.C. ran out of fuel. Southern Wood, a new hill, accounted for Dr. Waters (Singer), and in the acceleration test on the cliff road near Hunter's Inn, best time was made by Andrew Fairtlough's blown A.C.

PROVISIONAL RESULTS

Barton Trophy: K. M. Petter (M.G. Magna).
Premier Awards: K. M. Petter, Oliver Bertram (A.C.); A. C. Fairtlough (A.C.s.); W. M. B. May (Alvis).

Second-class Awards: Hon. J. C. C. Cavendish (Ford V8); H. G. Conway (A.C.); R. E. Tongue (A.C.); B. P. W. Twist (A.C.).

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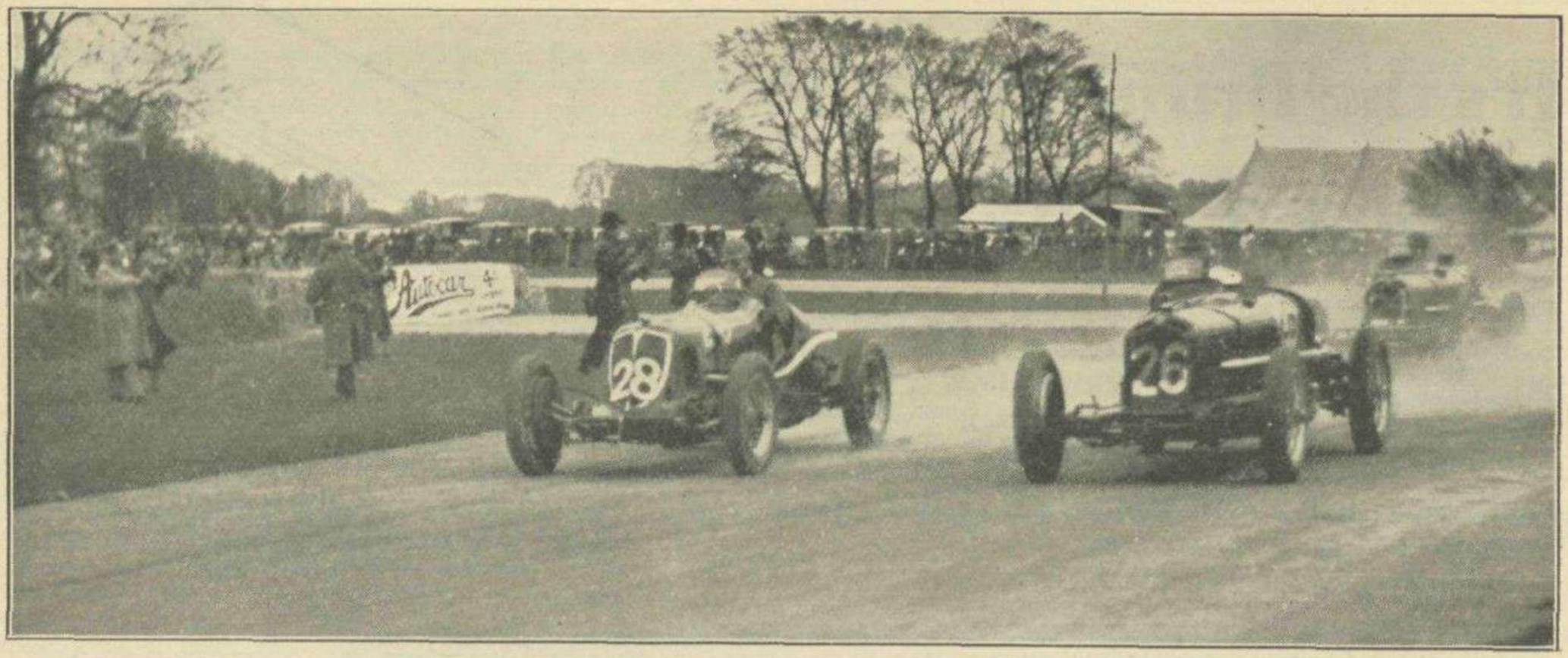
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Nothing to choose between Seaman (Maserati) and Everitt (Alfa-Romeo) as they got away from the start. Powys-Lybbe, just visible behind, drove a consistent race to finish fifth.

THE EMPIRE TROPHY AT DONINGTON

SEAMAN WINS A HARD-FOUGHT FIGHT ON HIS MASERATI, WITH FAIRFIELD (E.R.A.) CLOSE BEHIND. "BIRA" PROMINENT IN EARLY STAGES. MONOPOSTO ALFA-ROMEOS DROP OUT WITH MECHANICAL TROUBLE

The British Empire Trophy race, organised at Donington over 100 laps of the 2.55 mile circuit, proved a most exciting and successful curtain-raiser to the season's long-distance events. "B. Bira," by dint of highly-exciting driving, held the lead on handicap with his E.R.A. for the first forty minutes, then his place was taken by R. J. B. Seaman driving an ex-Whitney Straight Maserati linered down to 2.7 litres. Fairfield then came through and led the field for 1½ hours, only to relinquish his lead after a neck-and-neck struggle with Seaman.

There was a spirited duel between C. E. C. Martin and Chris. Staniland, both driving monoposto Alfas. Both of them were eliminated with mechanical trouble after Staniland had worked his way into second place. As was expected, the small cars had no chance once the Grand Prix stuff got into its stride, but Kenneth Evans lay second for the first half-hour on his M.G., and pronounced himself thoroughly satisfied with the new double-camshaft head.

The starters were as follows:—

Group A

746 c.c. M.G. Midget(S) — Connell, Evans and Briault.
1,087 c.c. Riley—P. Maclure.

Group B

1,986 c.c. Riley—Dixon, Dobbs and Von der Becke.
1,496 c.c. Riley—Austin Dobson.
1,496 c.c. Frazer-Nash(S)—Fane, D. Aldington and Jucker.
1,486 c.c. E.R.A.(S)—Fairfield, Paul, "Bira," Benjafield and Black.
1,496 c.c. Maserati(S)—Rayson.
1,400 c.c. M.G. Magnette(S)—Parnell.

Group C

2.3-litre Alfa-Romeo(S) — Powys-Lybbe and Hamilton.
2.6-litre Alfa-Romeo(S)—Everitt and Rose.
2.7-litre Maserati(S)—Seaman.
2.3-litre Bugatti(S)—Brocklebank.

Group D

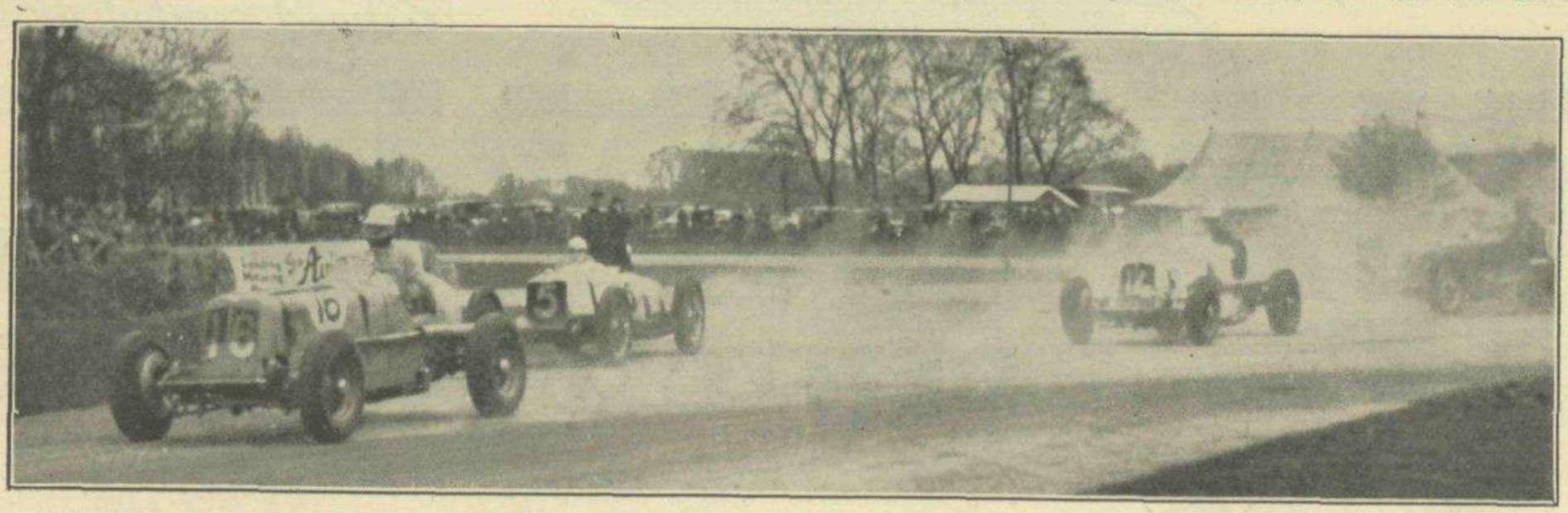
2.9-litre Alfa-Romeo(S)—Staniland.
3.2-litre Alfa-Romeo(S)—Martin.
3.3-litre Bugatti(S)—A. H. L. Eccles.

Cold wet weather had prevailed during most of the period set aside for practising. On Friday, which was dry but intensely cold, Staniland, on the monoposto Alfa, and "Bira" tied for fastest lap with a time of 2 mins. 10 3/5 secs. "Bira" shot backwards off the road at Coppice, without harming himself or his car, and Dixon followed suit later on.

During the winter months a great deal of work has been carried out round the course, making it better both for drivers and spectators. The starting area has been doubled in width, a paddock is now provided close to the pits, just behind the straight leading down to Starkeys, and the surface of this straight is now greatly improved.

The onlookers were always well cared for at Donington, and almost every part of the course can comfortably be seen by the general public, but the provision of four foot-bridges spanning the track has made it even easier to move from point to point. With an exciting race in prospect it took more than a biting east wind to keep race-fans from coming to Donington, and by one o'clock a tremendous crowd of cars and spectators were gathered together in the spacious acres of the Park.

In a short time the racing cars began to make their appearance on the starting line, swathed, as were the drivers



Potential winners from Group B. "B. Bira" (E.R.A.) Dixon (Riley) with Fairfield and Fane eating their dust.

THE EMPIRE TROPHY AT DONINGTON—continued

and mechanics, in a variety of coats and rugs. First to go off were the three M.G. Midgets and Maclure's 1,100-c.c. Riley. Kenneth Evans was first away, but was overhauled by the Riley after a couple of laps. There were ear-splitting noises as Group B, with E.R.A.s, Frazer-Nashes and the bigger Rileys, got away, with "Bira" in the lead, and roaring in a lower pitch as Seaman, on the Maserati, and Everitt, on Wilkins' 2.3 Alfa, struggled for the advantage. The wind and the passage of the cars were already loosening the top-dressing of the newly-laid surface of the track, and Martin and Staniland could scarcely be seen as they started off on their monopostos.

In a few laps each of the groups settled down to its own private struggle for supremacy. Amongst the small cars Maclure had the legs of Evans, but was forced to drop out later with some trouble in the cooling system. "Bira" not unexpectedly headed Group B, but was pursued by the one and only Freddy Dixon. How he managed with an unsupercharged car is still as great a mystery as ever, but his controlled sliding of the corners must save valuable time. Behind him came Pat Fairfield, steady and fast. There was quite a number of drivers making their first acquaintance with new cars in this meeting, and Norman Black, judging by the way he slid off the road at Red Gate Corner had not gained complete mastery of his E.R.A. Brocklebank, on a 2.3 Bugatti, was another driver who seemed a little anxious on the corners.

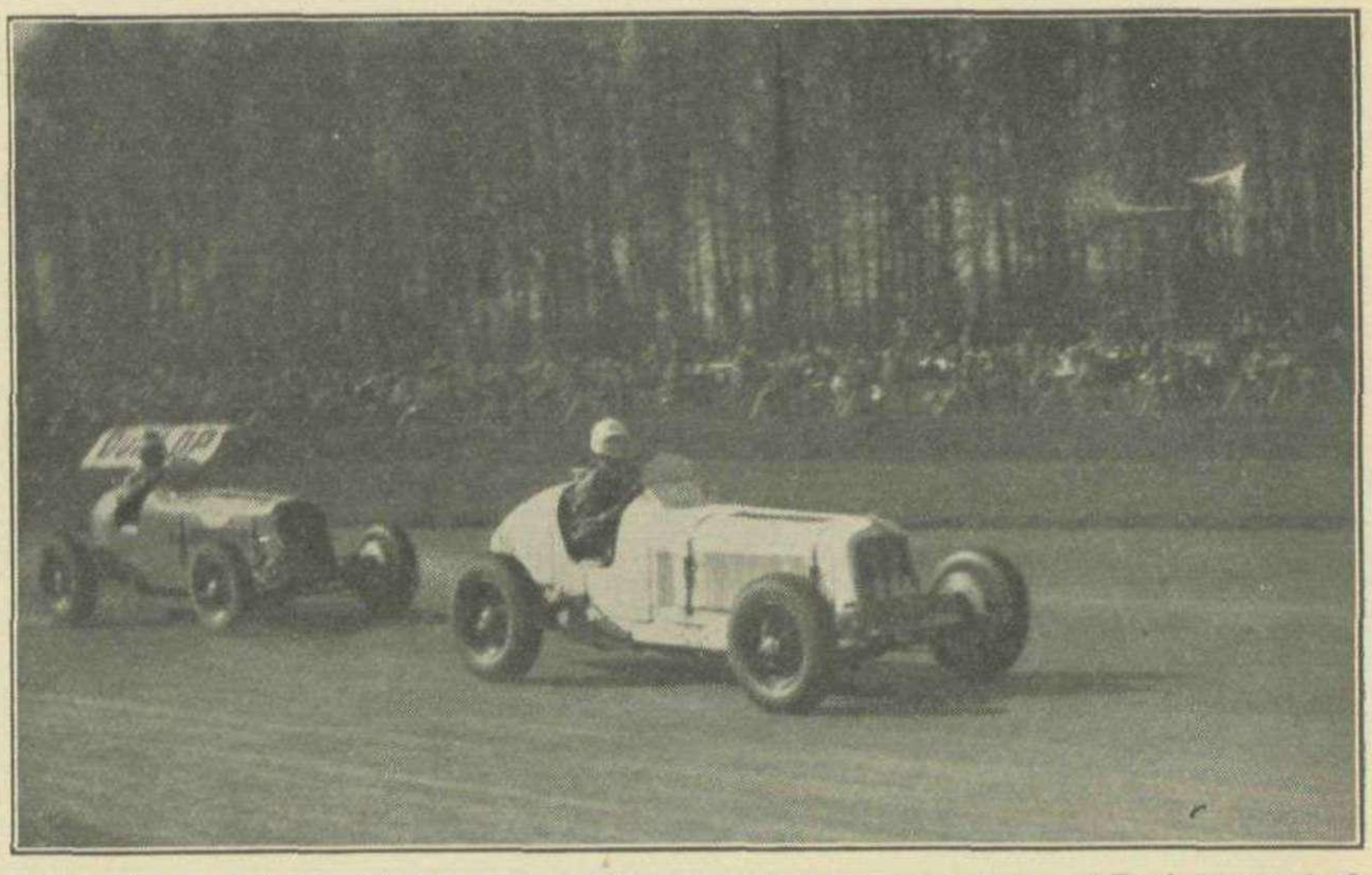
Seaman and Everitt had outdistanced the rest of Group C, and the Maserati was steadily gaining ground on the Alfa. There was a really thrilling duel between Martin and Staniland. Martin had contrived to gain a lead of 30 yards and from his expression at the wheel, was needing every effort to maintain his advantage.

The order at 2 o'clock was as follows:—

"Bira" (E.R.A.). 67.05 m.p.h.
Evans (M.G.). 66.95 m.p.h.
Seaman (Maserati). 67.05 m.p.h.
Dixon (Riley). 67.03 m.p.h.
Everitt (Alfa-Romeo). 66.08 m.p.h.

This list was certainly something of a surprise, for no one expected to see a small car figuring in the first five, while the single-seater Alfas (Eccles' 3.3-litre Bugatti was obviously not so fast as these) were not on the board at all. Smoke began to come from the exhaust pipe of Martin's car and Staniland pulled up till he was only 1½ lengths behind. Then Martin pulled into the pits, and after a prolonged consultation, retired. The oil-scavenge pump had ceased working and the whole engine was filled with oil. Thus one of the cars which was expected to do great things disappeared early.

Martin's car was far from being the only one in the pits. Von der Becke had been in to take on water, and numerous other cars came in on the same errand—presumably their drivers had overestimated the cooling effect of that east wind. The Frazer-Nashes seemed similarly afflicted and then Jucker, on the gold-painted single-seater, charged off the road at Coppice. He got going again, only to come unstuck at Starkeys, where he retired with a blown gasket. "Bira's" speed remained absolutely at 2.30, showing that there is method in his rather disturbing driving technique, but it was not fast enough to keep Seaman at bay. The Siamese driver then lost five valuable minutes changing plugs and adjusting the curburetter. Dixon shot another of his "surprise packets" by now appearing in second place. We were then regaled by a catalogue of skids, Evans at the Hairpin, Dobson and Dobbs on Rileys at Coppice, and Rayson, who had an anxious moment at some unspecified spot. The Frazer-Nash camp was thoroughly in trouble to-day, Fane, on the single-seater, experiencing transmission trouble and being pushed by a fainting crew of mechanics in an effort to get restarted while D. A. Aldington cried "brakes" and "water."



Fairfield, whose duel with Seaman was the great feature of the race, and Earl Howe, both driving E.R.As. A large crowd, safely ensconced behind the barrier watched the cornering at Starkeys.

At 2.52 Dixon came in to refuel and handed over to Wal. Handley. Our intrepid ex-motor-cyclist pulled out with the greatest coolness right in front of Staniland on the Alfa, and what was more, the Riley's acceleration was sufficient to prevent a collision from taking place. Staniland by now was travelling really well, and one's respect for the Riley grew as it appeared on two laps still in front of the Alfa. Next time round the Alfa came round alone. The Riley had got into a skid at the Hairpin, right under Staniland's wheels, shot off the road and turned over twice. Handley escaped with slight injuries to his face, but a later examination at the Derby Hospital revealed injuries to his back which will disable him for some time to come.

A report then came in from Coppice of an exciting moment at that point. "Bira" slid backwards into the sandbags and stalled his engine and Austin Dobson (Riley), Rose (Alfa) and Benjafield (E.R.A.) all arrived at the same spot in quick succession. Just as they were trying to sort themselves there was a squealing of brakes and a cloud of dust as Eccles put in a series of phenomenal avoidances and cut through the lot.

The Leader Board at 3.30 showed some striking changes. The order was as follows:—

Fairfield (E.R.A.). 65.62 m.p.h.
C. S. Staniland (Alfa-Romeo). 66.57 m.p.h.
Seaman (Maserati). 65.38 m.p.h.
Rose (Alfa-Romeo). 64.24 m.p.h.
Powys-Lybbe (Alfa-Romeo). 64.22 m.p.h.

Consistent fast driving at the same speed as the Maserati had put Fairfield at the head of affairs, and the lightness and handiness of the E.R.A. were going to make it a hard car to catch on the Donington circuit. Staniland was beginning to run to form, while Rose's 2.6 Alfa and Powys-Lybbe's 2.3 were veterans which were springing a surprise.

The order did not remain long unchanged. Rose's Alfa developed transmission trouble after a strenuous tussle with "Bira" on his E.R.A.; the latter, incidentally, made frequent stops at the pits trying to cure a loss of pressure in the petrol feed and so lost any hope of keeping within the first half-dozen. Shortly afterwards Staniland pulled into his pit and dropped out of the struggle with a cracked differential casing

Attention was thus focused on the two leading figures, Fairfield and Seaman, who were now, at 3.45, less than a lap apart. Seaman started to put on speed and reduced Fairfield's lead of 1½ mins. by 5 secs., by 10 secs., by 2 and by 3 until at 4 o'clock he had brought it down to less than half-a-minute. Fairfield's speed, according to the scoreboard, did not increase at all. Was he saving his engine for the last thirty laps?

At 4.3 Seaman came in and some very snappy pit work took place, replenishment of fuel and oil taking only a minute. Ten minutes later Fairfield pulled up, took on fuel only, and was away in 45 seconds.

With less than a minute to make up and over an hour to run, there appeared

THE EMPIRE TROPHY AT DONINGTON—continued

little doubt that Seaman would catch the flying E.R.A. Fairfield had, however, no intention of giving up without a struggle, and doing all he knew on corners and straights alike, was still 20 secs. to the good with twenty-three laps to go. Seaman was up against a driver as imperturbable as himself, and only by speeding up the Maserati could he get the lead.

A few laps later Fairfield got held up slightly behind three other E.R.A.s driven by "Bira," Lord Howe (second driver to Benjafield) and Norman Black, while the Maserati was showing a bit more pep at the corners. Next time round there were only 7 seconds between them, with Howe keeping well over to give Fairfield every chance. Another lap and the black car was only two lengths behind as it passed the stand and Seaman finally overhauled Fairfield as they shot together away from Red Bridge towards the Old Start. So ended a most exciting duel.

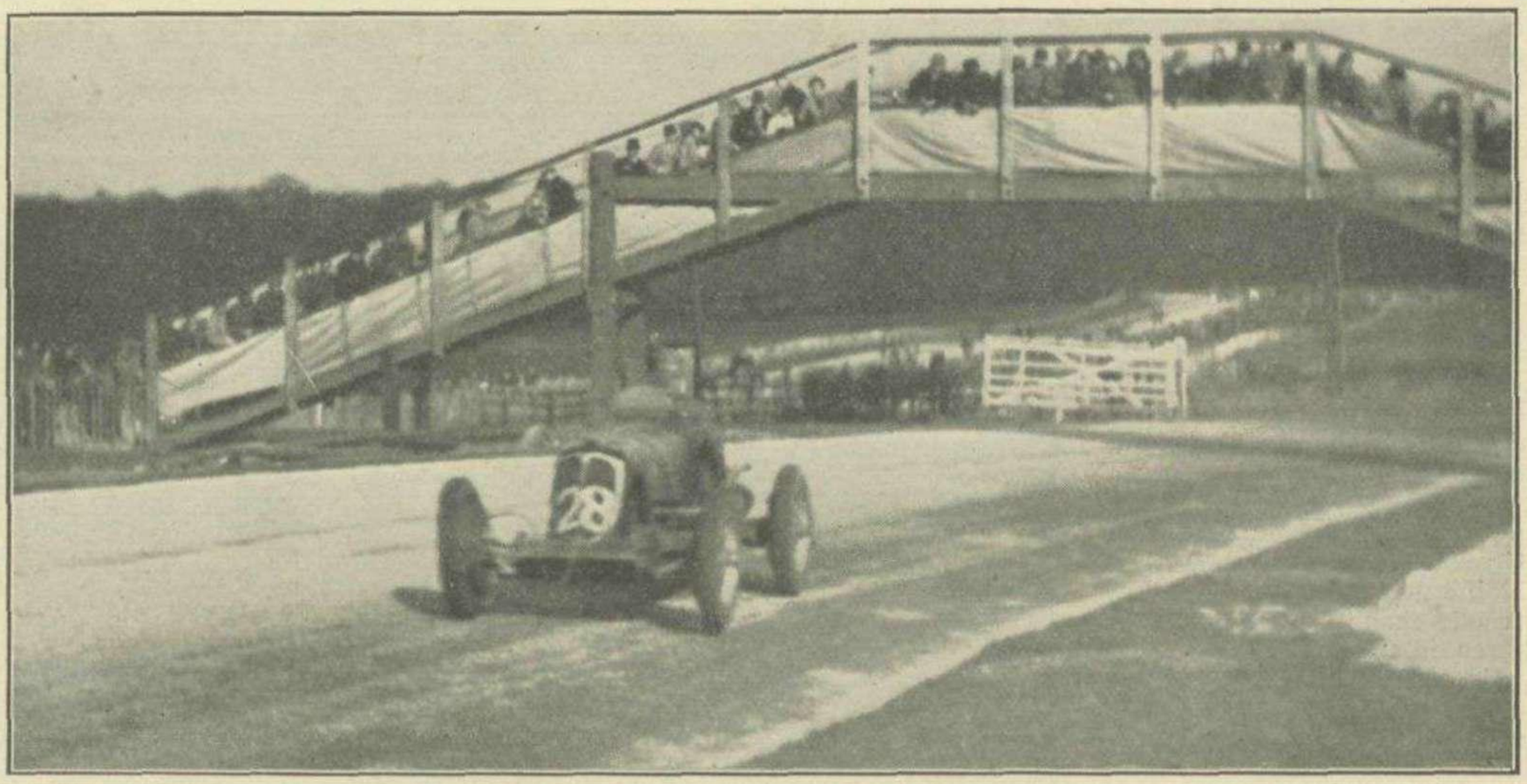
The leading pair slowed considerably when once Seaman was settled in front, while Everitt remained settled in third position, though a skid he had at Starkeys came near to removing both him and Fairfield, who was following up behind, from the finishing list. Scraps between Powys-Lybbe and Hamilton on Alfas, another broadside at Red Gate by Norman Black, and a fair amount of pit work filled in the time until the finishing marshal unfurled his chequered flag. The B.R.D.C.'s venture of turning their Empire Trophy race into a road event, or as near as we can get to one in England, had been an unqualified success, and everyone who braved the cold of Derbyshire was well satisfied. All that is now required is a wider exit to the main road, to overcome that hour-long struggle down to Castle Donington and freedom!

RESULT

1. R. J. B. Seaman (2.6-litre Maserati) 3h. 54m. 16s. 66.33 m.p.h.
2. P. G. Fairfield (1½-litre E.R.A.) 3h. 54m. 58s. 65.62 m.p.h.
3. W. G. Everitt (2.6-litre Alfa-Romeo) 3h. 59m. 13s. 64.92 m.p.h.
4. Cyril Paul (1½-litre E.R.A.) 4h. 3m. 20s. 63.35 m.p.h.
5. A. Powys-Lybbe (2.3-litre Alfa-Romeo) 4h. 3m. 57s. 63.64 m.p.h.

Finished Outside Time Limit

6. A. H. L. Eccles (3.3-litre Bugatti) 4h. 4m. 4s. 64.47 m.p.h.
7. N. Black and T. H. Wisdom (1½-litre E.R.A. 4h. 5m. 40s. 63.52 m.p.h.
8. Dr. J. D. Benjafield and Lord Howe (1½-litre E.R.A.) 4h. 5m. 50s. 62.70 m.p.h.



The winner at speed, passing under the foot-bridge which spans the Starkeys Hill bends.

A SPECIAL 4½-LITRE BENTLEY

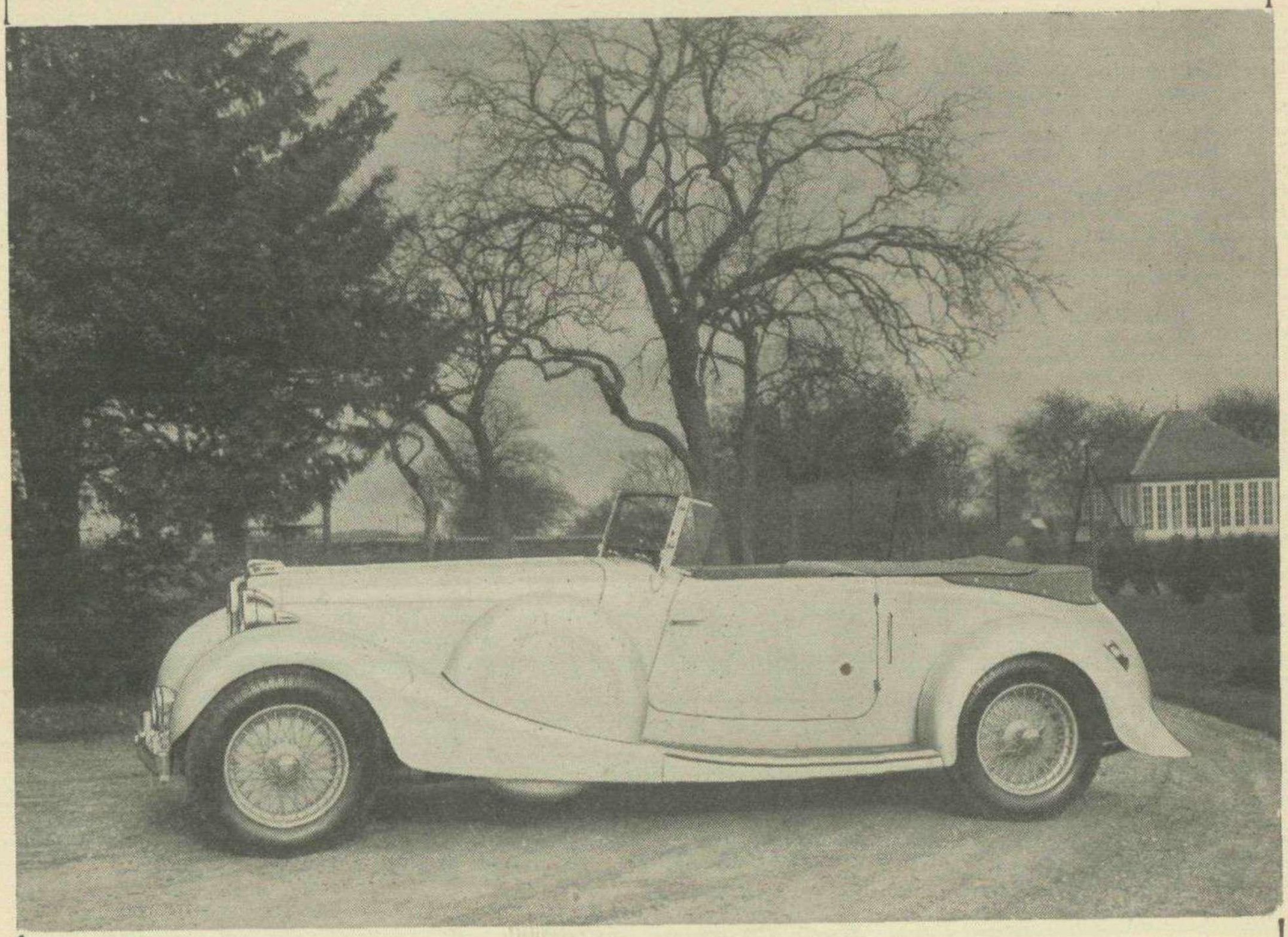
Windrum and Garstin, Ltd., Hansard Mews, Holland Road, Kensington, have specialised for several years in the old-model Bentley cars. A visit to their premises reveals much to gladden the enthusiast's heart, and makes one long to pen an ode anent the passing of an age when big sports cars were of massive proportions and huskily built and avoirdupois not then frowned upon providing a motor handled like a thoroughbred and possessed adequate performance.

This concern has lately evolved a very attractive 4½-litre job, which may be put into limited production. The frame is that of a 3-litre Bentley of 1923 vintage, cut down to give a 9-ft. wheelbase. The engine, radiator, front axle and major components are all 4½-litre, and a most attractive two-seater body is fitted. The chassis has been suitably strengthened and the lessened weight and compact dimensions result in a very healthy performance. The engine is untuned, and actually has a lowered compression-ratio for trials purposes, yet a speed of 92 m.p.h. has been achieved on the road. With tuning modifications in which this concern specialise, which include raised compression, flat-top valves, and hour-glass pistons, a speed of 110 m.p.h. would be possible without excessive revving. This short 4½-litre has a special, large capacity rear fuel tank, the filler-cap, incidentally, coming from one of the 1924 Le Mans team cars. Feed is by dual S.U. pumps. The hand-brake is external, and the short gear-lever protrudes through the body side. The bonnet-top extends rearwards over the scuttle so that the business-side of the instrument panel is disclosed when it is raised, an additional fabric cover held down by press-studs protecting the wiring, etc. An additional pair of Hartfords is used for the rear axle, and the car handles like a really good Bentley. It would be a fine motor for the big-car enthusiast who can afford to run a real motor-car Marcus Chambers drove it in the Land's End Trial, when it gained a "bronze," its driver inadvertently switching-off the fuel pumps in the re-start test on Crackington, and failing on Bluehills Mine. Incidentally, Mrs. L. Garstin, who takes a keen interest in the concern, will be running a very fine 8-litre Bentley in speed events and rallies, etc., this season. Chambers is re-conditioning his 1907, 42 h.p. Renault, using a big, down-draught carburetter from the late Sir Henry Birkin's Bentley.

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THE PRINCE RAINIER CUP RACE

E.R.A.'S DECISIVE VICTORY OVER MASERATIS

In the 1,500 c.c. race run over 50 laps of the Monaco "round the houses" circuit on April 11th as a prelude to the Grand Prix on Easter Monday, the British E.R.A. marque scored a great triumph. "B. Bira," which name no longer cloaks the identity of Prince Birabongse, won the event and in so doing brought himself to the front rank of our English drivers, for such we may regard him since he lives here and was educated at Oxford.

E.R.A. machines were successful, too, in that they secured the second, third and fifth positions as well and might even have appeared more prominently in the list had not Pat Fairfield been excluded for a technical breach of the regulations.

It was no easy victory and the British cars, of which there were only seven, including six E.R.A.s and one Alta, had to combat no fewer than nine Maseratis as their most serious rivals with an Amilcar and a Bugatti also in the field and not to be overlooked.

The sky was overcast with a threat of rain as the eighteen cars in the race were positioned on the starting grid. Absent from the official list were Seaman, winner of the Empire Trophy at Donington, whose rebuilt Grand Prix 1926 Delage could not be prepared in time, Trevoux, of Monte Carlo Rally fame, who should have paraded with an E.R.A., and Kohlrausch, the German driver, with his M.G.

Earl Howe had succeeded in putting in the fastest lap during practice and therefore took a front-line position and with him were Raymond Mays (E.R.A.) and Tenni, who was the Italian favourite. Actually three drivers had tied with practice times and as the result of a draw, the two just mentioned gained the favoured positions, Zehender's Maserati taking the second row with Bianco on a sister car.

Fairfield and "Bira" with E.R.A.s and Villoresi (Maserati) formed a third row; Kautz (Maserati) and Embiricos (E.R.A.) were in the fourth with Rovere and Ruesch (Maseratis) making the fifth.

The extent to which the nationalities were thus mixed gives a clue to the closeness of the speeds of the various cars during the official practices, and still further behind in the sixth, seventh and eighth rows were Lehoux (E.R.A.), Cormack (Alta), McEvoy, the Australian, with another Maserati, Villeneuve's Bugatti and Mestivier with the Amilcar, which seemed to be in good heart notwithstanding that it cannot be a very recent production.

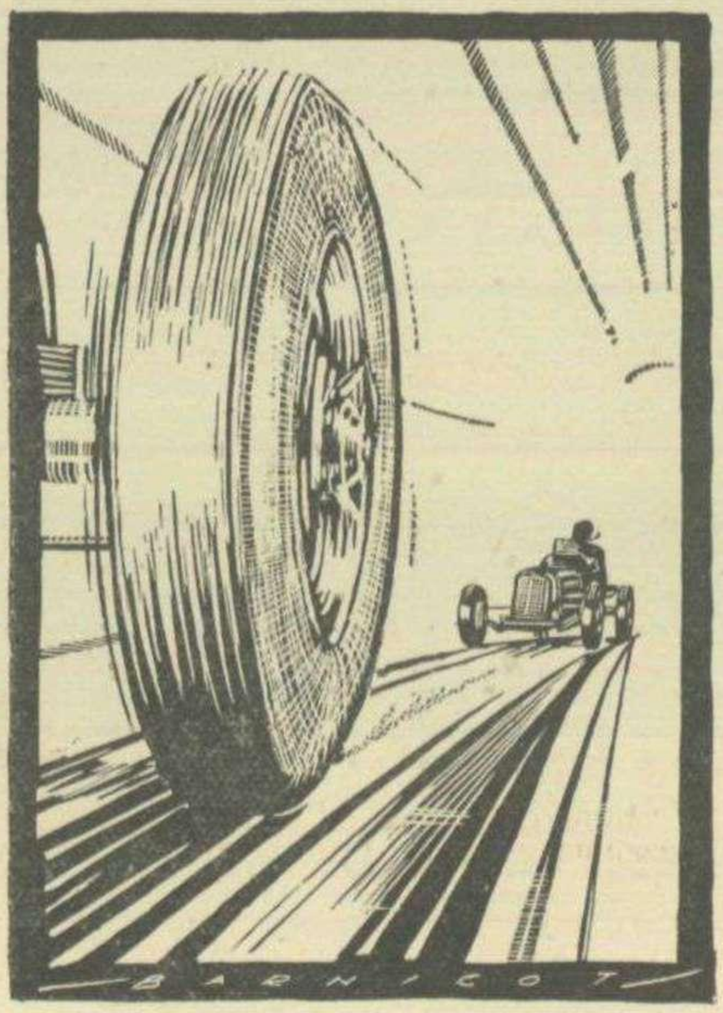
Shortly after 3 o'clock in the afternoon, a large crowd occupied various vantage points in windows and in the numerous tribunes arranged round this sinuous circuit of 1.98 miles. They lacked the numbers that usually throng to see the world-famous Grand Prix on this circuit but were, no doubt, composed of the keener type of spectator, and therefore meant to enjoy every moment of the race that was to follow.

As the starter raised his flag the engines raised their voices until the whole eighteen of them were nearing peak revs. and proving that the big Grand Prix cars have no monopoly of bark and snarl. The flag fell and the pack catapulted itself towards the corner by the church of Ste Devote, Howe, Mays and Tenni arriving in that order and tearing away up the hill nose to tail with the rest of the field lost in a haze of blue smoke.



The start of the Prince Rainier Cup Race. Lord Howe (E.R.A.) is in the lead, followed by Tenni (Maserati) left, and R. Mays (E.R.A.) right, with Zehender (Maserati) and Fairfield (E.R.A.) behind.

During that first lap Tenni pushed his Maserati past Mays' E.R.A. but Howe maintained his position at the front of the field, Tenni clinging to his heels all the way. A blanket could have covered them as they shot into the brilliantly-lighted tunnel under the rock and so down to the chicane which leads onto the quay. Howe drove fast but steadily round the corner of the harbour and Tenni kept close but could make no better progress as they sped past the pits, round the gasworks hairpin and so back along the brief straight to Ste Devote corner again. Mays was bare yards behind in third place, Zehender was fourth with the Maserati and Villoresi and Bianco, also on the Italian cars, were in fifth and sixth places with Fairfield and "B. Bira" lying seventh and eighth at the end of the first lap. It was an almost continuous stream of cars screaming round the circuit with seldom a few yards of road visible between one vehicle and the next, every driver fighting to hold his position rather than to improve it, and none yielding an inch to the other.



For two laps the order remained practically unchanged, although it might have been vastly different had Lehoux who seemed very untidy at this stage, plugged the pallisading on the harbour corner just a little harder than he did. Next lap he went wider, only to brush the opposite flank and subsequently surprised the spectators and possibly himself by emerging successfully from a rather rude encounter with the corner of the chicane.

On the third lap and before the cars had strung out to any practical extent, one of the Maseratis, which was probably Bianco although no one seemed definite on this point, got into difficulties near

THE PRINCE RAINIER CUP RACE—continued

the Casino. Fairfield swung wide to avoid him and nearly succeeded. Nevertheless he suffered a damaged wheel and lost a lot of valuable time because he could not explain to the French spectators what he wanted to do to get going again. Kautz joined the party here and Cormack and Lehoux managed to wriggle through as did Rovere and "Bira." Fairfield came into the pits and the wheel was changed in commendable fashion. Then it was found that the starting handle was bent right underneath the car, necessitating a push start. As this method of starting from the pits was contrary to the regulations, the car was then technically out of the race although Fairfield was not aware of the rule and continued in the race.

Naturally this contretemps near the Casino made vast changes in the positions although Howe continued to lead Tenni for another lap and "Bira" was moving almost unnoticed from the eighth position towards the front. Tenni took the lead on the fourth circuit with Howe behind now, but the latter was already giving indications of misfiring and was obliged to come in on his seventh lap. His chances of achieving any material success faded immediately because no driver can afford even a brief stop in a 50-round contest on this circuit.

Mays had already been obliged to call in for plugs on his fourth lap and the engine refused to respond to the winding of the handle. Other tricks were tried but in a last desperate effort the exhausted mechanics pushed the car off and it fired reluctantly. Carburetion was obviously giving trouble and the car was, in any case, technically out of the race in the same way as Fairfield's, although Mays, too, continued until the end, unaware of his misdemeanour.

With Howe badly set back by his stop, Tenni continued to pull away from the rest and after ten laps he had a lead of 25 seconds from Villoresi. "Bira" had, however, come into third place only 1½ seconds behind and Embiricos had quietly pushed himself forward notch by notch, as it were, until he was already fourth some 50 seconds behind "Bira."

Tenni was driving like a demon to get away from the pack, his face already blackened from his close company with Howe's exhaust pipe during those early laps, and Villoresi, unable to leave "Bira" on the short straights, was flinging his Maserati into the corners and sliding this way and that to the delight of himself and the crowd.

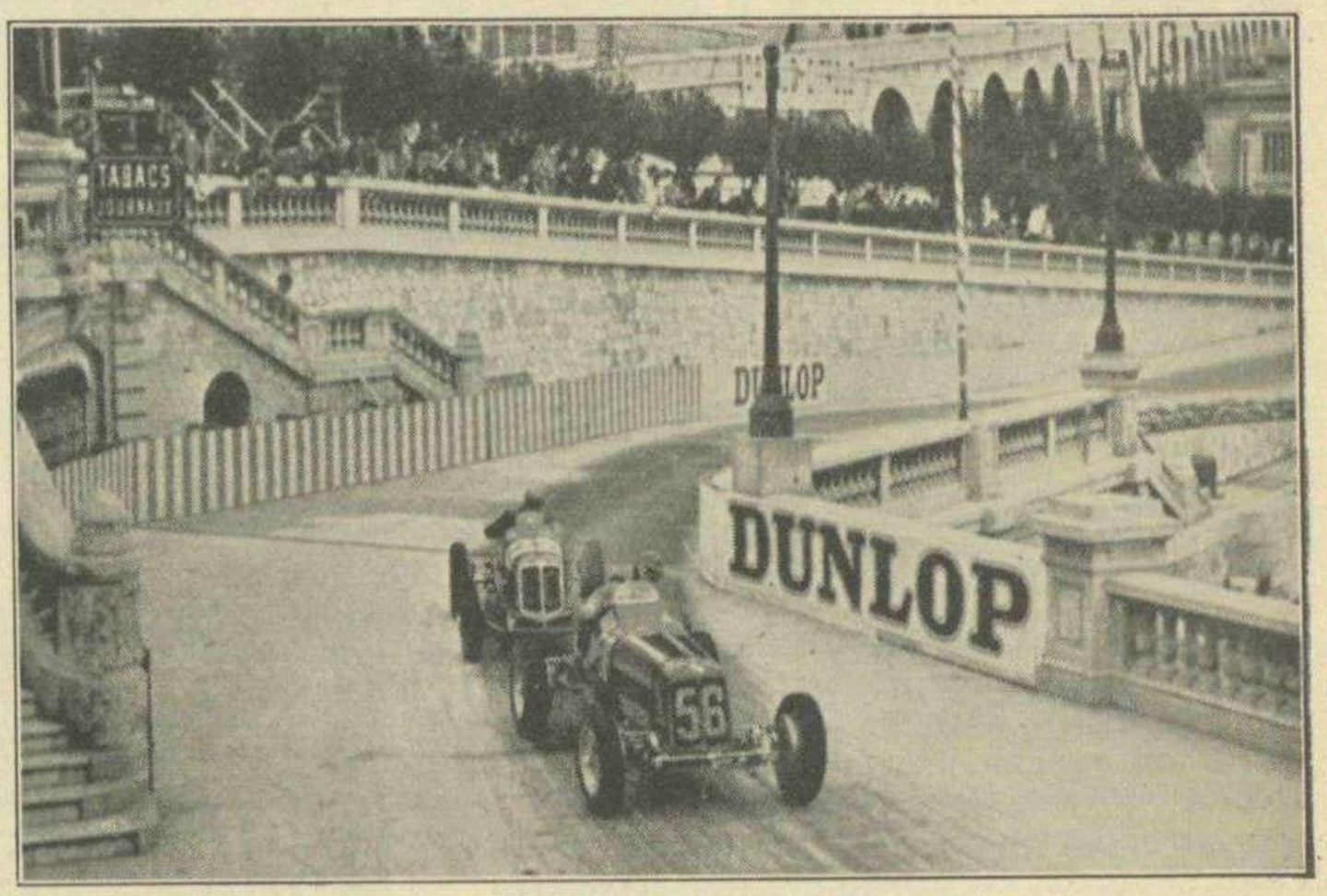
Meanwhile the Amilcar called in and changed a wheel and also released most of the contents of the radiator which was boiling heartily. The Bugatti, too, continued to lap with quantities of steam coming steadily from the forward end but not seeming of sufficient seriousness to justify investigation.

Before twenty laps, Villoresi had suffered two stops for plugs and lost his place to a serious extent; Bianco had retired his Maserati because the oil pressure had failed, Mestivier had gone out with the Amilcar, as had Durand with another Maserati.

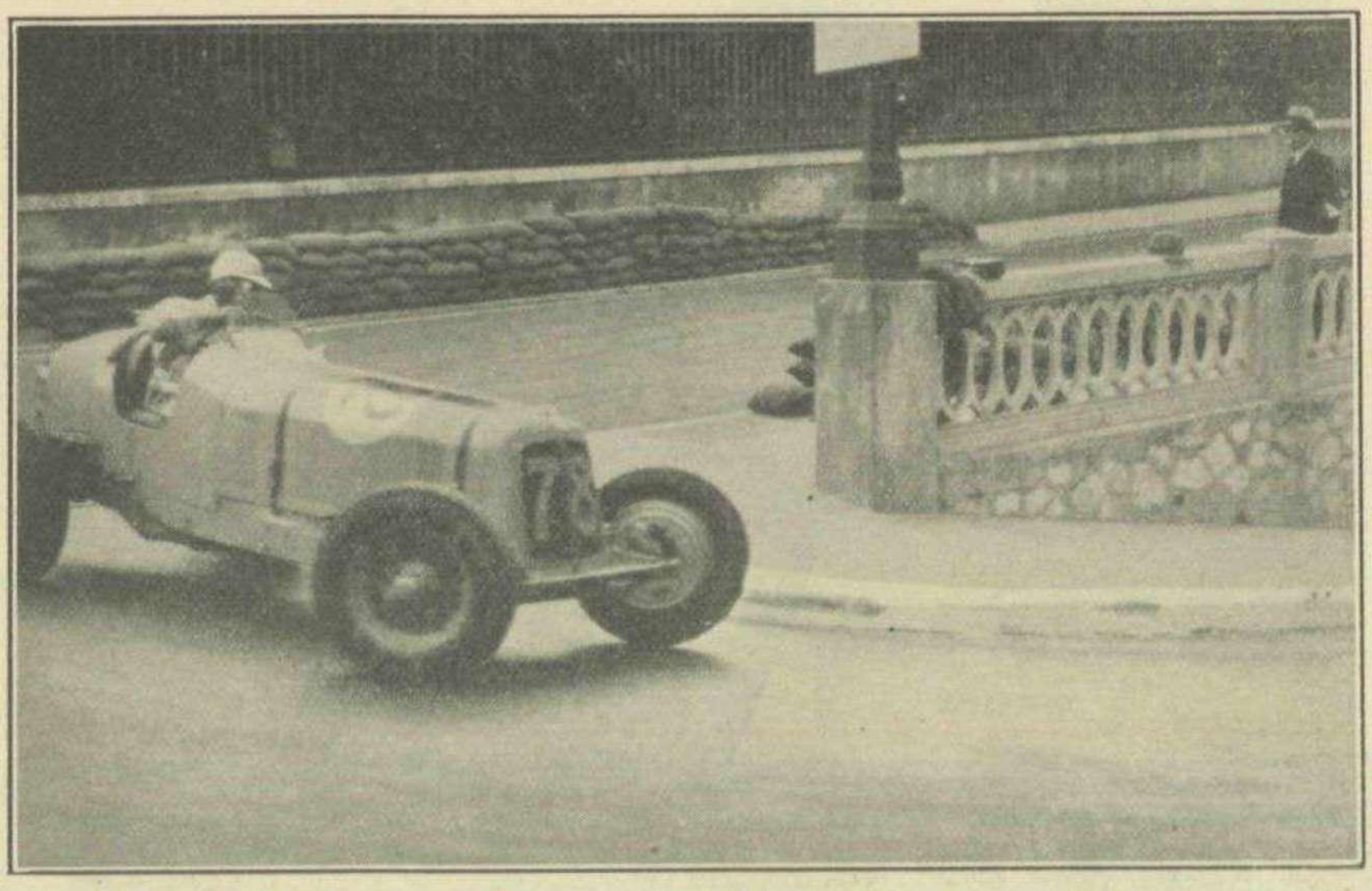
"Bira" took Villoresi's place as second in the race and Embiricos was third. British hopes began to warm to the occasion although the score-board, on a yacht in the harbour, continued to hang a variety of numbers in its rigging and could never make up its mind for more than a few minutes as to who was in the first three places. Lehoux on his E.R.A., had settled down and was treating the corners round the harbour with profitable respect. So much had he improved that he was now in fourth place. Cormack had been going well and had worked his Alta into seventh place at the end of twenty laps. Later, however, he retired with a broken crankshaft.

Tenni lead "Bira" now by 41 seconds, both beginning to go quicker and pull further away from Embiricos. Rovere, who originally decided not to drive but changed his mind at the last moment, was motoring round quickly in his Maserati and had already achieved the fastest lap of the race at a speed of 55.57 m.p.h. He, like Villoresi, looked extremely happy and smiled all the while. Tenni's expression could not be discerned beneath the road grime which he, more than anyone else, seemed to be collecting. He looked fierce indeed. "Bira" was serious of countenance but his every move appeared one of confidence in himself and his car and Lord Howe was trying hard to make up some of the time lost by his pit stop, although his engine seemed to be suffering from misfiring whenever he tried to accelerate away from the corners.

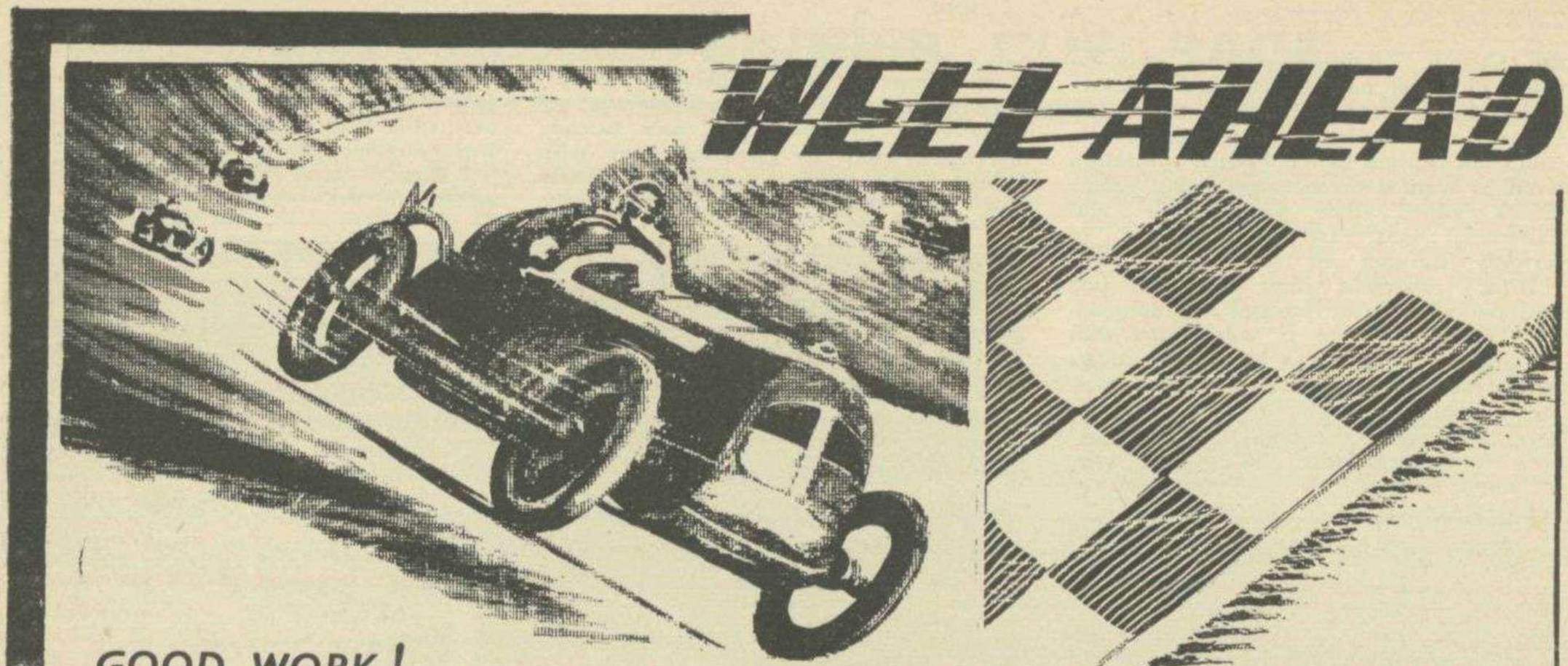
At half distance Tenni had improved his lead over "Bira" to one of nearly a minute and Rovere had replaced Embiricos in third position, passing Lehoux as well, the last mentioned now being fifth.



Lord Howe (E.R.A.) closely followed by Tenni (Maserati).



"B. Bira" (E.R.A.) close in at the station hairpin on his last lap.



WELL AHEAD

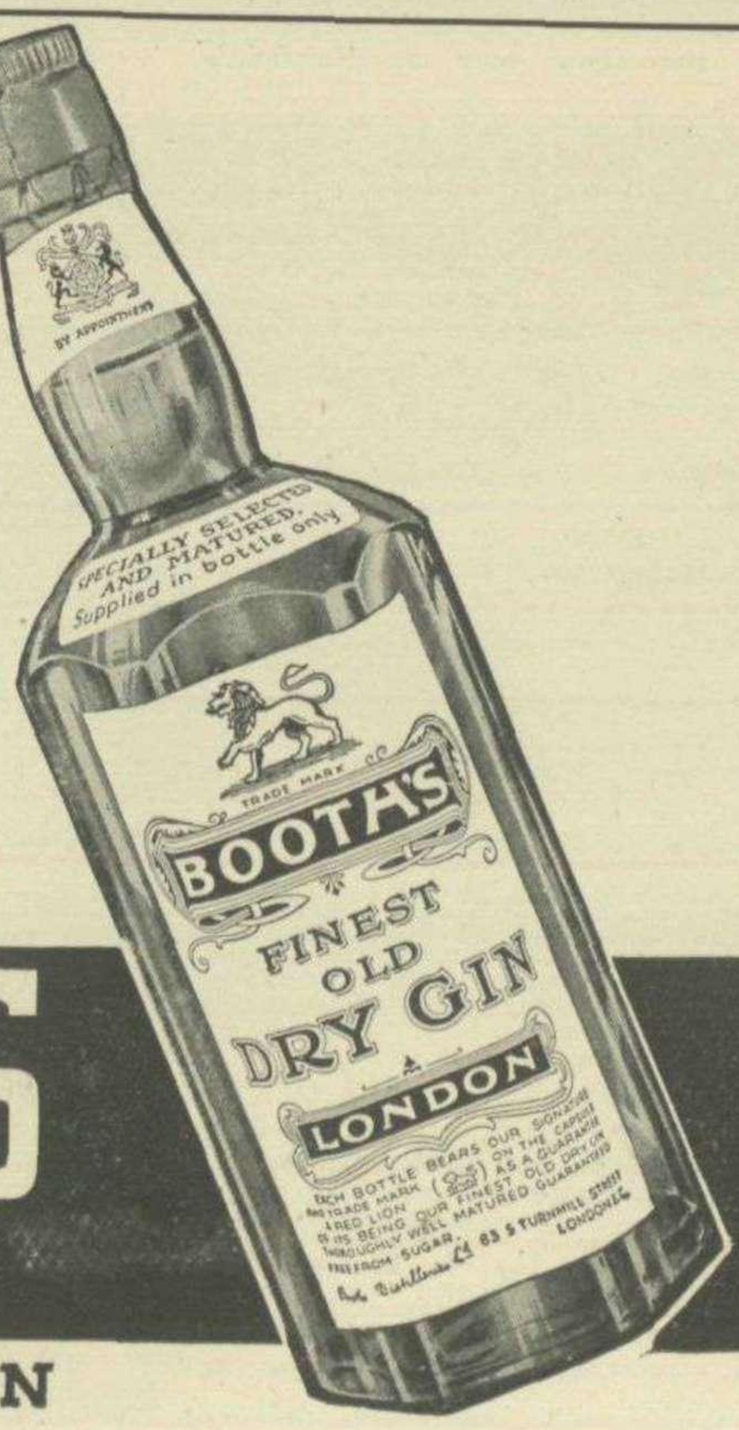
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THE PRINCE RAINIER CUP RACE—continued

Ruesch, with the rather ugly Maserati with independent suspension, could get no better than sixth and already Lord Howe and Fairfield had come back into the seventh and eighth places although Fairfield was officially not in the race at all.

The scoreboard continued to change its mind and no one believed it in any case. The race was getting intensely interesting because the pace of Tenni was beginning to show in his brakes, and "Bira" was still running beautifully and happily, waiting to pounce should the leader falter. "Bira's" chance came when Tenni rammed the sandbags at the gasworks and retired with damaged steering before the 35th lap.

Zehender had taken over Rovere's Maserati and was now striving to make an impression on the leaders but his end came just as he was ascending the hill. A connecting rod shot its way through the crankcase and a pool of oil remained on the road. Ruesch found the oil a moment or two later and spun right round, crashing into the kerb. Although damaged he continued and then McEvoy's Maserati did the same thing but failed to respond to the starting handle and retired where it was, by the roadside.

Villoresi was now going for all he was worth, almost setting fire to the surface at the corners, so fiercely did he hurl his little car this way and that. Approaching the corner at Ste Devote, he welted the sandbags and shot several feet into the air only to grin more broadly as he brought the car back to normal in masterly fashion.

"Bira" was, however, no longer within the reach of the others and with Rovere's car out of the race and also Tenni, Lehoux came into second place at forty laps. So well had "Bira" maintained his place that he led at this stage by 2 minutes 8 seconds and Embiricos was within striking distance of Lehoux, a difference of only 5 seconds separating these two cars.

Kautz profiting to some extent by the misfortunes of the others and also by a recovery from his unfortunate loss of time in the second lap at the Casino, had moved up gradually and was likely to be a finisher. Fairfield was going like the wind, disputing with an Italian car who he maintained stole a corner from him.

And so to the end of the fifty laps when "Bira" came under the chequered flag first, followed by Lehoux and Embiricos. Fairfield was, in fact, the fourth car to be placed but the position was officially awarded to Kautz, with the Maserati. Earl Howe was placed fifth which was a good show considering the trouble that he had.

RESULTS

1. "B. Bira" (E.R.A.) 50 laps. 1h. 51m. 51.5s. Speed 52.99 m.p.h.
2. Lehoux (E.R.A.) 50 laps. 1h. 53m. 56.3s.
3. Embiricos (E.R.A.) 49 laps. 1h. 52m. 13.9s.
4. Kautz (Maserati) 49 laps. 1h. 53m. 32.8s.
5. Lord Howe (E.R.A.) 48 laps. 1h. 53m. 25.9s.
6. A. Villoresi (Maserati) 46 laps. 1h. 54m. 0.4s

MONACO GRAND PRIX RUN OFF IN POURING RAIN

A WIN FOR CARACCIOLA (MERCEDES-BENZ) AT 51.68 M.P.H. A FIVE-FOLD ACCIDENT AT THE "CHICANE"

Easter Monday on the Riviera dawned hopelessly, with the rain falling steadily from a leaden sky in marked contrast to the summery weather that had been enjoyed during the past few days, including that for the Prince Rainier Cup on the Saturday. Nevertheless, thousands upon thousands of holiday folk from all parts of Europe made their way to their selected vantage points round the Monaco circuit, crowding into hotel balconies and stands or getting such shelter as they could beneath umbrellas. As the hour of the start at 1.30 p.m. approached, the rain showed no signs of abating and the spectators were apprehensive, for a wet course is the last thing in the world over which to run an event like the Monaco Grand Prix. Taking part were eighteen of the fastest racing cars in existence, all of them Grand Prix formula cars weighing under 15 cwt. each, and propelled by engines developing anything up to 200 b.h.p.

But the drivers showed no outward concern. The faces of Caracciola, Nuvolari, Trossi, Chiron and the rest looked calm enough. They merely wandered about protecting themselves with raincoats hung carelessly about their shoulders, while mechanics kept the cars covered with huge tarpaulins. The Mercédès-Benzes, now with even more beautifully-polished aluminium bodies, had fitted short mud flaps behind the front wheels to keep some of the spray from the face of the driver. The Alfa-Romeos, all with independent four-wheel suspension and looking less beautiful than the older cars and slightly top heavy in appearance, clapped neat rain excluders over the air scoops on their brake drums. Meanwhile the crowds continued to pour into every nook and cranny round the circuit.

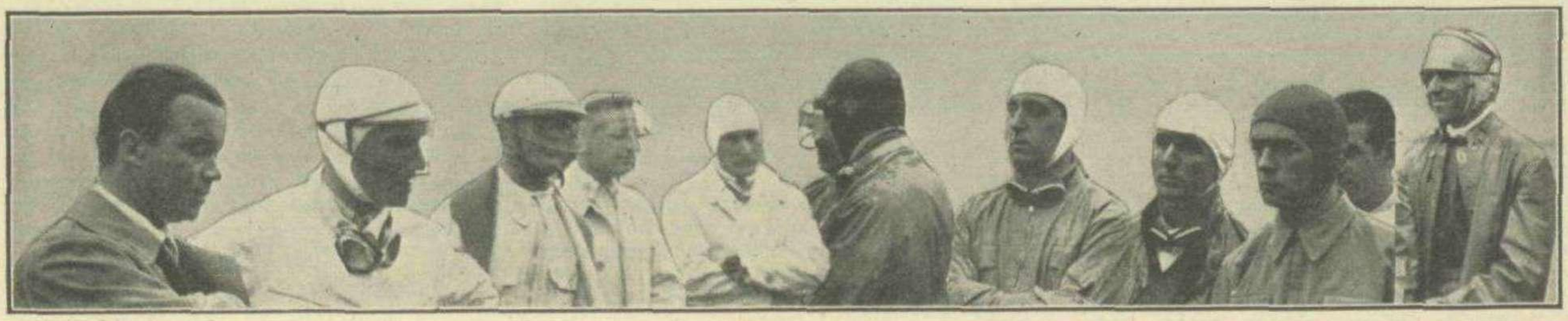
Shortly before 1.30 p.m., Prince Birabongse, as the winner of the 1,500 c.c. race, set out to open the circuit in his beautiful "Bira Blue" open 3½-litre Bentley. He was accompanied in the passenger seat by M. François Dureste, president of the organising committee, and the crowd showed by its cheers that it had taken a fancy to this little driver of an English car.

When he returned, the cars on the starting grid were uncovered and engines were started up. Positions were determined, as usual, by practice times, and in the front row were the Mercédès-Benzes of Caracciola and Chiron and the Alfa-Romeo of Nuvolari.

Here it is interesting to recall that when Von Delius crashed during the last session of practice in the spare Merc. (he sustained only slight cuts although the car overturned and was badly damaged), Neubauer, the Mercédès-Benz team manager, took advantage of a lull in the practice and sent his cars out for fast laps. The result gave two of them front rank positions to the exclusion of the Auto-Unions.

In the race, therefore, were the four Mercédès-Benz cars driven by Caracciola, Chiron (making his first appearance with the Germans), Fagioli and Von Brauchitsch; three Auto-Unions handled by Stuck, Varzi and Rosemeyer; the Alfa-Romeos, all with the large engines and driven by Nuvolari, Farina, Tadini and Brivio, and another and older monoposto Alfa, entered and driven by Sommer as an independent. In the Maserati stable were Count Trossi, Ghersi and Siena, with Etancelin as an independent. The radial-engined Trossi was a non-starter.

It seemed that the rain had eased for the actual start, but the course was still saturated. Charles Faroux raised his starting flag and the bark of the 16-cylinder rear-engined Auto-Unions could be heard even above the agonised whine of the Mercédès-Benz superchargers. And



Before the start of the Monaco G.P From left to right, Caracciola, Brauchitsch, Chiron, Trossi, Stuck, Wimille, Tadini, Farina, Rosemeyer, Sommer and Nuvolari.

MONACO GRAND PRIX—continued

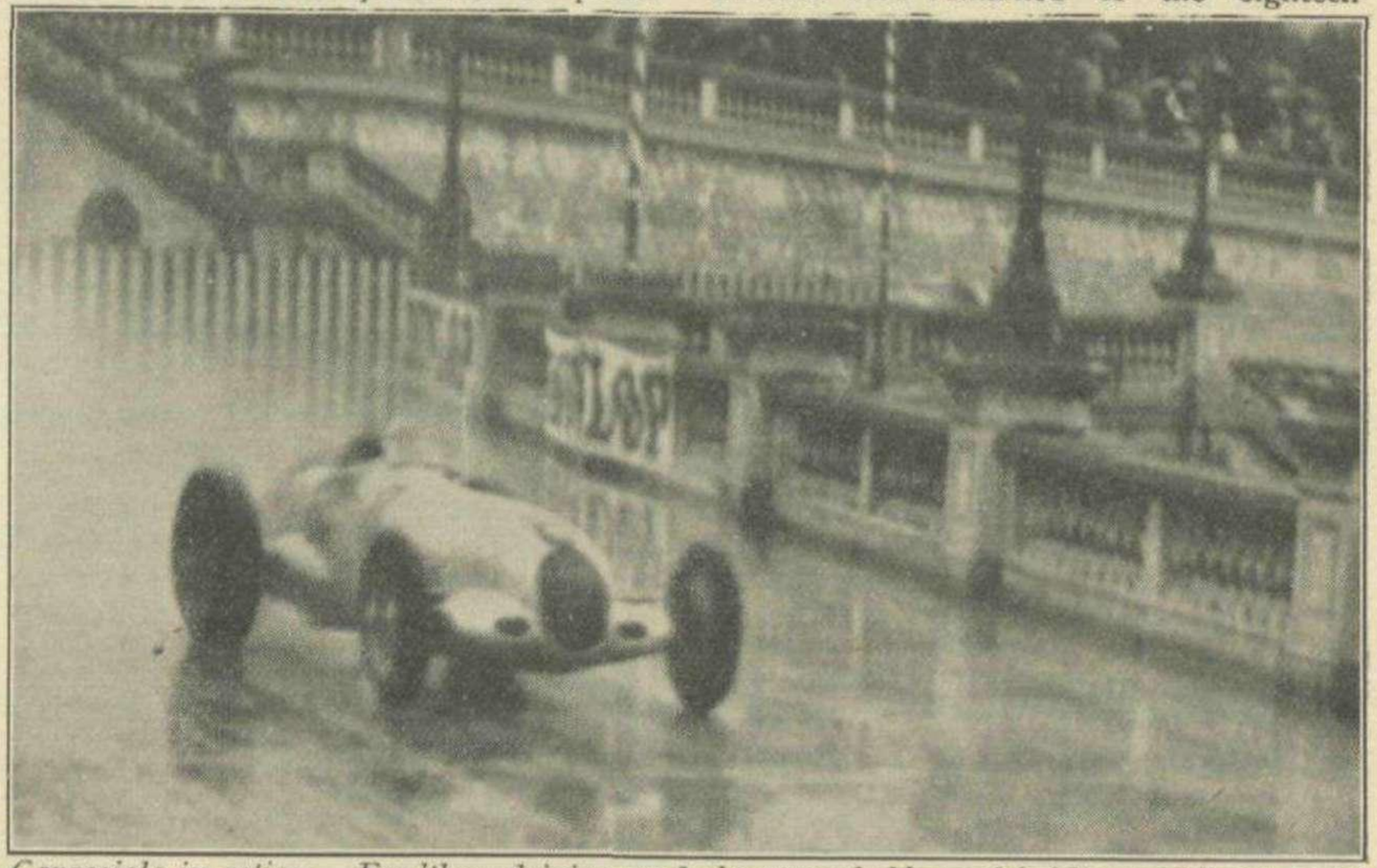
then they were off, Caracciola pulling slightly to the front but Nuvolari getting through by the time the first corner was reached. Up the hill tore this howling mass sliding sideways slightly as throttles were opened and wheels spun all the way. It was one long car that appeared to be snaking up to the summit rather than an assortment of international rivals. Tadini alone was rather detached from the mass and, unknown to himself and certainly to the rest, he was already penning the headlines to the next chapter of motor racing history.

As he gathered speed round the circuit, a broken oil pipe was laying a narrow trail of lubricant and at the chicane, a whole pool of oil remained behind him as he limped to the pit.

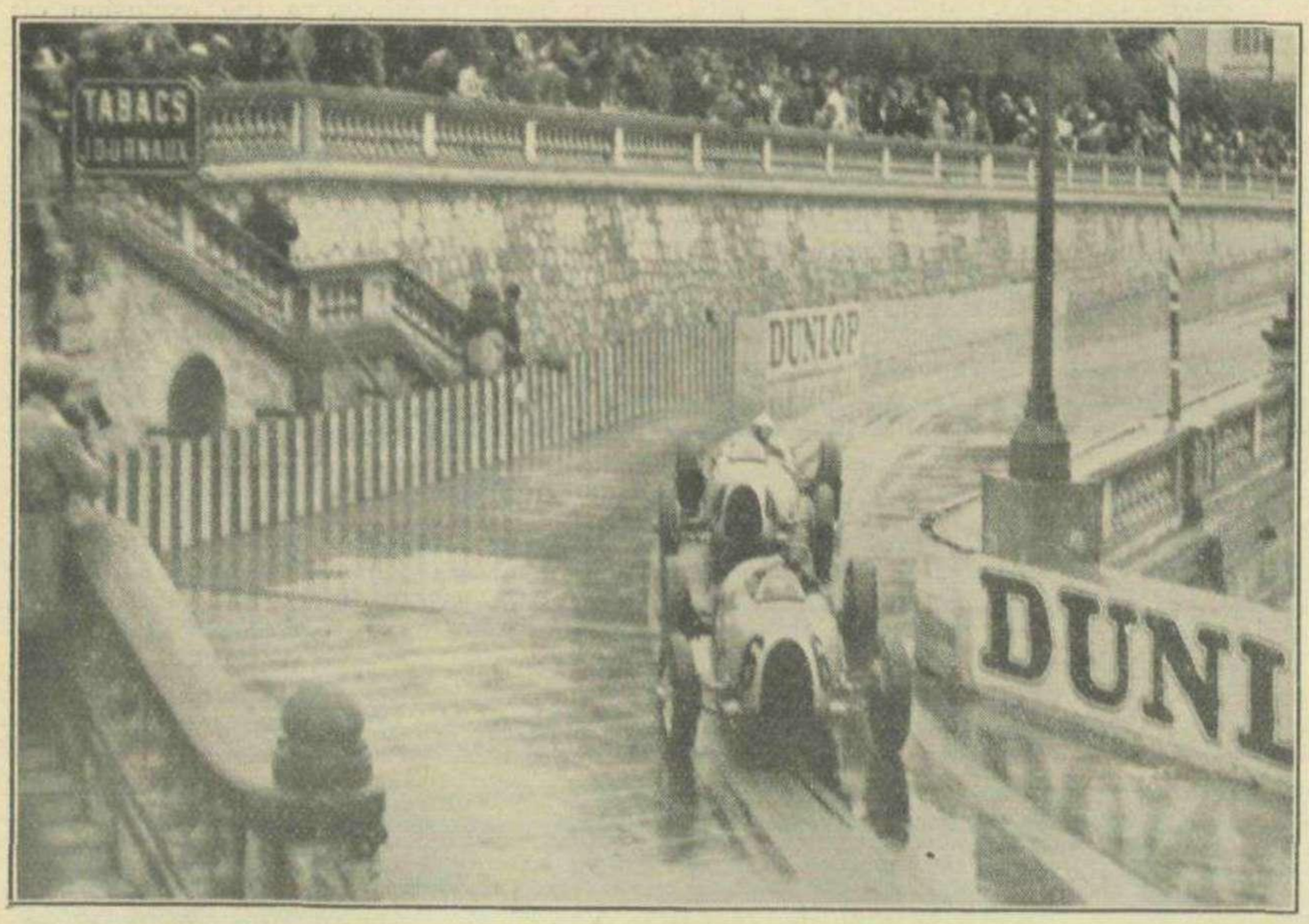
Meanwhile, Caracciola had taken the lead from Nuvolari and Rosemeyer put his Auto-Union into third place with Varzi fourth on a sister car and Fagioli fifth on his Mercédès-Benz.

In the course of the second lap Tadini's dramatic act, which any film producer might have been glad to stage, took its victims. Approaching the chicane where the road dives abruptly onto the quay, Chiron found his goggles obscured by oil. Instantly he shot straight ahead into the protecting barriér of sandbags forming the chicane. Farina also skated at speed on the oil and crashed head first into the sandbags and Von Brauchitsch rammed him squarely from behind, disabling both cars and almost blocking the course. Then Brivio joined the party with his Alfa whilst Trossi slid into the already besprawled mass with his Maserati. The two latter got away after a time, excited officials meanwhile trying to slow all the approaching cars, blue flags waving everywhere and workmen endeavouring to extricate the cars that were too badly damaged to continue. It presented an amazing sight to which more fuel was added as Rosemeyer's Auto-Union arrived on its next lap and spun helplessly like a slowing top, but escaped disaster by inches and went on.

Efforts were made to erect the remains of the chicane and quantities of petrol were poured onto the course in an attempt to clear away the oil. The rain continued in torrents and the cars that were left treated the spot with extreme respect. Instead of the 40-50 m.p.h. at which this point was negotiated in practice, the drivers crawled through at a bare 12 m.p.h. Even so the oil made them slide perilously near the far-side wall and drivers twisted the steering wheel this way and that with little or no response in the form of front adhesion.



Caracciola in action. Faultless driving and the remarkable road-holding of his car made him unassailable after the first 30 laps.



Rosemeyer (No. 6) and Varzi (No. 4) on their Auto-Unions, rounding the slippery turn on the quay.

Gradually the menace was removed and the race continued in more normal fashion, but how the position had changed! At the end of the fourth out of the 100 laps that had to be done, only thirteen cars remained of the eighteen proud vehicles that started a few minutes before. The order of passing was Caracciola (Mercédès), Nuvolari (Alfa-Romeo), Rosemeyer, Varzi and Stuck (Auto-Unions), Fagioli (Mercédès), Wimille (Bugatti), Etancelin (Maserati), Sommer (Alfa-Romeo), Brivio (Alfa-Romeo), Ghersi (Maserati), Williams (Bugatti) and Trossi (Maserati).

Tadini had retired his car at the pits because of its broken oil pipe and the others were eliminated by the pile-up!

The caution with which everyone was now driving may be judged from the fact that the lap speed was about 2 minutes 30 seconds, whereas the fastest practice laps were as low as 1 minute 53 seconds.

Conditions were appalling for the drivers. Nuvolari hung grimly onto the tail of the Mercédès, only a bare yard separating them. The little man tried raising his tiny screen but could not see through it so he lowered it again. Others stuffed handkerchiefs into their mouths and endeavoured to wipe their visors or goggles with wet and muddy hands that could only make matters worse.

On the 10th lap Fagioli got into a spin, at the same fatal chicane, where sand had now been spread, crashed into a wall and retired. Caracciola found himself, at one-tenth of the total distance, the sole survivor of the Mercédès-Benz marque. Just to equalise the score Rosemeyer's Auto-Union swerved luridly on the approach to the Hotel de Paris, finally mounting the pavement and crashing tail first half way through the brickwork where it remained suspended on the edge of a deep drop. Rosemeyer got out unhurt, shrugged his shoulders and walked off with a piece of the masonry as a souvenir of his visit. Significant, perhaps, that it was his 13th lap and the date, April 13th.

MONACO GRAND PRIX—continued

Meanwhile, Nuvolari had never left Caracciola's heels and on the 10th lap managed to pass him, establishing a lead of 2 seconds. Varzi and Stuck were third and fourth in their Auto-Unions, keeping very close company. Wimille had moved into fourth place since Rosemeyer had crashed and Brivio was seventh with the Alfa-Romeo, Trossi being eighth with the Maserati.

Brivio came in for plugs on his 12th, and Farina, his own car crashed in the early stages, took over from him, but the stop had cost two places.

Nuvolari began to get going in his inimitable style but the crowd knew that he was a worried man because of the illness of two of his children. They cheered him on although the thunder of his car and the misery of the drive must have drowned any sounds from without. He was lapping in about 2 minutes 20 seconds now and managed to get a lead of about 10 seconds over the Mercédès. As the little Italian emerged from the tunnel, the German slewed his car round the corner after the Viaduct. As the red car shot the tricky corner on the quay before the pits, Caracciola was screaming into the chicane, and tearing after him, spray from the wheels literally hiding the car from view the moment it had passed. The crowd forgot how wet it was for this was the battle that they had come to see. Neither did they seem to care which man won, all questions of International politics being in the background and only two rather remarkable human beings sustaining their interest. But after the 20th lap, Nuvolari seemed to be rather more unhappy about his brakes, and ominous clanking noises could be heard as his car went round. Caracciola began to close on him and the gap between them had narrowed to one of only 3 seconds by the 25th lap. On the 27th lap he closed on the red Alfa-Romeo and waited his chance. It came at the gasworks hairpin after the pits, where Nuvolari went a little wide and, wet or no wet, the Mercédès driver put his foot down and snaked past, to gain the corner of Ste. Devote, leader in the race. Gradually the German became complete master of the situation. He began to demonstrate his supernatural ability on wet roads and his foot was being put hard down between the corners. Yet the car remained true as an arrow on its course, where others were obviously treating the accelerator pedal with great respect. His lead began to widen until he was some 20 seconds to the good on the 35th lap.

Trossi retired about this stage in the race with a broken timing pinion and Etancelin put yet another Maserati out of the conflict when he had covered a number of laps losing petrol all the time, finally retiring with a split tank.

The Auto-Unions of Varzi and Stuck continued to lap with great regularity almost nose to tail all the while, and Sommer, although outclassed on his smaller and older Alfa-Romeo, was driving a beautiful race. Wimille and Williams, too, were driving steadily on the smaller engined Bugattis and were giving way to the faster cars the moment they were overhauled. Farina had taken the Alfa-Romeo round the circuit to such good effect that he had worked it back to sixth place by the end of 40 laps, with Sommer in seventh place. Ghersi, on the other remaining Maserati was eighth and Williams ninth on the Bugatti. Thus only nine cars, or 50 per cent. of the starters were left at this stage in the contest.

By half distance, or fifty laps, the Merc. had increased its lead over Nuvolari to 1 minute 21 seconds and Stuck had passed Varzi, possibly by arrangement, and was now third with the Auto-Union, 41 seconds behind Nuvolari. Stuck was signalled to go faster and began to make appreciable inroads on the safety gap that Nuvolari had endeavoured to keep and was only 2 seconds behind on the 56th circuit, passing him in front of the pits on the next lap.



Williams (Bugatti) and Caracciola (Mercedes) on the hill leading up to the Casino.

A stop for fuel by the Italian still further disappointed the crowd because their favourite driver was showing signs of tiredness and although he was away again in 15 seconds, Varzi had passed by and was now third. Farina, too, was beginning to back up on his team mate in the Alfa and at three-quarter distance the order was Caracciola, Stuck, Varzi, Wimille (to whom all praise is due for his car was far from fast by comparison), Farina, Sommer, Ghersi and Williams.

Stuck was going faster than ever and brought the lap record down to 2 minutes 11 seconds and Varzi also speeded up, gaining a few seconds on Stuck on every lap and taking the fastest lap of the race to 2 minutes 8 seconds. The rain redoubled its efforts and came down in sheets, no wetter than it had been all the time, but just a little harder. Still the speeds went up and still Caracciola steered round after round with unfailing precision. The only scrap of colour visible was a series of iridescent circles on the murky waters of the harbour where the oil from the course had seeped through the paving stones into the sea itself.

Varzi, knowing that Stuck must soon stop for fuel and also expecting that he would have to do likewise, closed in on his team mate and after a lap or so in close company, he moved into second place on the 83rd lap. Stuck pulled in but was away again in 18 seconds with enough fuel for the remainder of the distance. Varzi delayed his own stop until later and lost about an equal time but still retained his position.

And so, at ninety laps, the order was the same as at three-quarter distance, with Caracciola safely in the lead and bound to win unless he or his car made a mistake. But the howl of the Mercédès supercharger was as keen as ever it was and the driver was still master of his craft and of the circuit. The engine had, in any case, not been stressed and all it had to do was to continue for the balance of this uncomfortable journey.

At the finish, the Mercédès brought its colours home in a time of 3 hours 49 minutes 20.4 seconds, or a speed of 51.68 m.p.h. This, owing to the shocking weather, was considerably slower than that of "Bira" with the E.R.A. in the 1,500 c.c. race two days before.

Caracciola deserved the cheers that greeted him. Not only had he run non-stop in a faultless race where so many had fallen victims of the tricky and slippery course, but he had carried all the hopes of the Mercédès equippe for ninety laps or so out of the 100 with no team mate to back him up should he need assistance He is, indeed, among the best of the world's great racing men.

RESULT

1. Caracciola (Mercedes-Benz) 100 laps. 3h. 49m. 20.4s. Speed 51.95 m.p.h.
2. Varzi (Auto-Union) 100 laps. 3h. 51m. 9.5s.
3. Stuck (Auto-Union) 99 laps. 3h. 49m. 21.2s.
4. Nuvolari (Alfa-Romeo) 99 laps. 3h. 49m. 54.6s
5. Farina and Brivio (Alfa-Romeo) 97 laps. 3h. 49m. 56.9s.
6. Wimille (Bugatti) 97 laps. 3h. 51m. 14.9s.
7. Sommer (Alfa-Romeo) 94 laps. 3h. 51m. 17.4s.
8. Ghersi (Maserati) 87 laps. 3h. 50m. 6.8s.
9. Williams (Bugatti) 84 laps. 3h. 50m. 46.8s.

In accordance with Continental custom, all cars were flagged off when the winner had completed the course, and other positions were assessed.

Book Reviews

"SPEED ON SALT"

BY

G. E. T. Eyston & W. F. Bradley

Any number of books and articles have been published describing Daytona Beach, Indianapolis, and the principal race tracks and road-circuits of Europe, but "Bonneville Salt Flats" is still nothing more than a name to the many thousands who have been amazed and thrilled by the records set up by Abe Jenkins, John Cobb, Campbell and Eyston. "Speed on Salt" deals principally with the exploits of the last two expeditions but the authors find room to recount some of the history of the Great Salt Lake Desert, which proved such a formidable barrier to the pioneers trekking westwards to California's promised land.

With the building of the Coast to Coast railway round the north of the Salt Lake the Salt Flats were forgotten, and it was not until the Western Pacific Company decided to cut straight across the wastes, which was accomplished in 1909, that the Desert became once more for a short time the subject of discussion.

Motor-cars were few and far between in Utah, and it was not until 1914 that the Flats came to be used as a record-breaking venue. Teddy Tetzlaff on a "Blitzen" Benz made an attempt at the Mile Record held by Bob Burman on the same car at 140 m.p.h. Unfortunately the time-keeping arrangements were rather sketchy and Tetzlaff's record was never recognised.

In 1926 the Lincoln Highroad, a motor-road from the Atlantic to the Pacific, was completed. In its course westwards it actually followed the rail-road across the Salt Lake Desert, but still no one recognised the value of the level beds of salt as a record-breaking track. It was left to Abe Jenkins, himself a native of Utah, to bring it into the limelight.

In 1932 he set out to break the 24-hour record then held by a team of three Frenchmen, driving a Voisin, who had captured it with tremendous difficulty a short time before from Renault. His first attempt was disallowed, not being run under official observation, but a year latter he was successful in capturing the record at a speed of 110 m.p.h. with a Pierce Arrow. He drove single-handed throughout, and part of the time battling through a storm of wind and rain.

In 1935, John Cobb and his fellow-drivers made an attempt on the 24-hour record at Montlhéry but failed, and it was not until they had made the 4,000-mile journey to Utah that they were able to secure it, raising the record from 127.2 to 134.85 m.p.h. Jenkins was not the man to be beaten, and in a month or two had set about preparing a 7-litre Duesenburg with which to attack the record put up by Cobb's 24-litre Napier-Railton. Once again his skill won through, and delayed though he was by the car catching fire and the loss of the lighting system, he once again secured the coveted 24-hour record.

Eyston was, at this time, ready in England with his front-drive car, "Speed of the Wind," so off he set, with Staniland and Denly, in another attempt to deprive Jenkins of the records put up on his native salt flats. The journey across the Continent by air, Campbell's record attempt, the amazing dash on the "Bluebird," which raised the Land-Speed Record to over 300 m.p.h., the log of "Speed of the Wind's" romantic and eerie run by day and night over the salt flats and finally Eyston's own impressions of the run are well and truly dealt with in a book of absorbing interest. Illustrations and maps reach a high standard, and the only criticism we can offer is what may be called the lack of statistics. A short description of each of the cars which ran in the record attempts, notably the Pierce Arrow and the Duesenburg, would have been welcomed by English readers, while a full list of the record times and speeds put up in each case would have added to the book's value as a work of reference.

"MOTORING SPORT"

By STUCK and BURGALLER

Three years ago "Das Autobuch," a collection of motoring articles and reminiscences edited by the two German drivers, was first issued in Berlin, and was widely acclaimed in the country of its origin, and by those English enthusiasts who managed to secure copies in this country. "Motoring Sport" is a translation of the German work and, in addition, has been brought up to date by sundry references to the latest German racing cars.

The translators have not attempted to change the rather haphazard make-up of the book, which is perhaps just as well, as one never knows when starting a chapter whether an amusing incident or a remark which gives a real insight into the German views on motoring sports and those who take part in them will not be found in some subject which threatened to be a mass of statistics.

In its English version we have at last obtained enlightenment into the mysteries of "Gelandesport" (cross-country motoring), and other uniquely German forms of motoring. Behind it all, however, there is a feeling that it is of value principally to train the youth of Germany to be of use to their country, a semi-military background which happily is absent so far, at least, from English reliability trials and speed trials! Another chapter which would hardly be expected in an English book on Motor Sport is one dealing with tanks and tractors of the various powers. A plea to allow Germany to expand in this direction was pretty adequately answered by the parade in Berlin last month on the occasion of Herr Hitler's birthday.

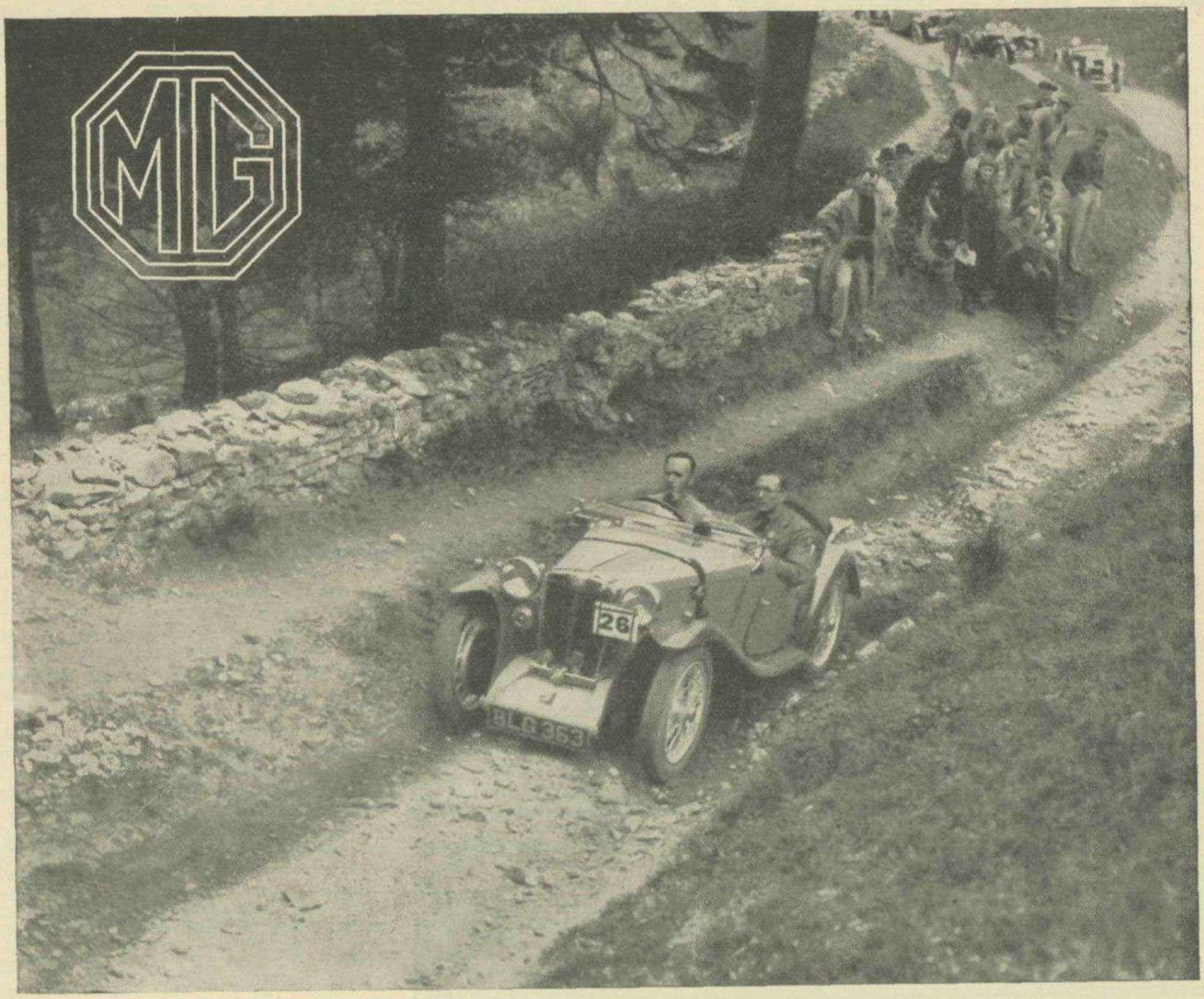
Turning to non-militant subjects, there are plenty of headings to interest the English followers of the sport. The Two German Racing Cars, Problems of Motor Sport (how the sport can be developed to the greatest advantage), The Best in the World (a list of former champions), Unknown Heroes (racing mechanics), Lady Drivers and How a Woman almost Won the Targa Florio, the Automobile Club of Germany and its Work, give some idea of the wide range of subjects which are dealt with.

Paula Stuck wrote on such varied matters as the 2,000 km. Trial, the Superstition and the Handwriting of Drivers, the Scuderia Ferrari and Racing Jottings. Burgaller's chapter on handling and preparing a car for trials and racing offers sound words of advice to the young enthusiast whether German or English, and his remarks on practising and getting into training are based on practical experience. Hans Stuck, as may be supposed, writes authoritatively on cornering (no one will forget his successes on the old Austro-Daimler and again to-day on the Auto-Union). South America in a Racing Car recalls the curious conditions under which motor-racing was and probably still is carried on in Brazil. The Craziest Drive in his Life, does not belie the title, the author averaging 38 m.p.h. from Martigny over the Great St. Bernard Pass to Turin to save a child's life.

Last, and a little surprisingly, there is a chapter devoted to the successes of the English E.R.A. car. It strikes one as a little odd to find this in a translation from the German, even an English translation, but the connecting link is provided by Raymond Mays' success in winning the 1,500 c.c. Eifel Race in 1935.

A great many of the excellent photographs which featured in "Das Autobuch" have been used in the English version, including the striking cover illustration showing Stuck on the Austro-Daimler in an exciting skid! There is a happy though undefinable air of naïveté and enthusiasm about the German book which has been successfully caught by its translators, making "Motoring Sport" of equal value as an original work or as a glossary for the ready understanding of the German version.

"Motoring Sport" is published by G. T. Foulis and Co., Ltd., of 7, Milford Lane, Strand, W.C.2, and at seven shillings and sixpence offers high value and interest to the collector of motoring works.



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M.G.s FIRST AND SECOND IN AUSTRALIAN T.T. RACE

A 200 MILE RACE HELD ON THE NEW A.R.D.C. CIRCUIT ON PHILLIP ISLAND

Australia has held its first Tourist Trophy race, an event distinguished by a variety of incident. Amongst the cars engaged were the Austin which won the B.R.D.C. 500-miles Race in 1931, the M.G. on which Tazio Nuvolari won our own Tourist Trophy event in 1933, a Bugatti which holds the Australian flying mile record—112 m.p.h.—and an M.G. which was assembled by its driver, his wife and a friend only a few days before practice began.

During the race itself, the driver of Nuvolari's old car—J. H. Fagan, who started from scratch — handled his machine in a manner which suggested that he was inspired by the Italian himself. During a pit-stop, he took on fourteen gallons of petrol, replenished with water and checked over his wheels in 36 seconds—which is fast for Australian racing, while G. C. Martin broke all records for Phillip Island pit-work with a wheel-change in 14 seconds.

The race was witnessed by the largest crowd ever to assemble on the Victorian road circuit. There were sixteen starters, the field consisting of Fagan's blown Magnette, three Bugattis, two Terraplanes, a Chrysler and a Ford, a Riley Imp, a Morris Special, and the remainder being M.G. Midgets and the Austin. The limit man got away to a thirty-five minute start and helped to set a hot pace. At the end of ten laps, one machine had retired with steering failure, the Austin had punctured its radiator, the Ford had caught fire and the Terraplane had blown a gasket.

At twenty laps, T. Hollindrake—on an unblown J3 M.G.—was leading from the Riley Imp, chased by two Bugattis, with Fagan bringing Nuvolari's old machine up through the field in a really magnificent style. On the twenty-fourth lap, the Riley Imp broke an oil-pipe and retired, one of the Bugattis snapped a con rod, and on the twenty-fifth lap Fagan shattered the record for the course, averaging 71.4 m.p.h., did it again on his next lap and snatched third place.

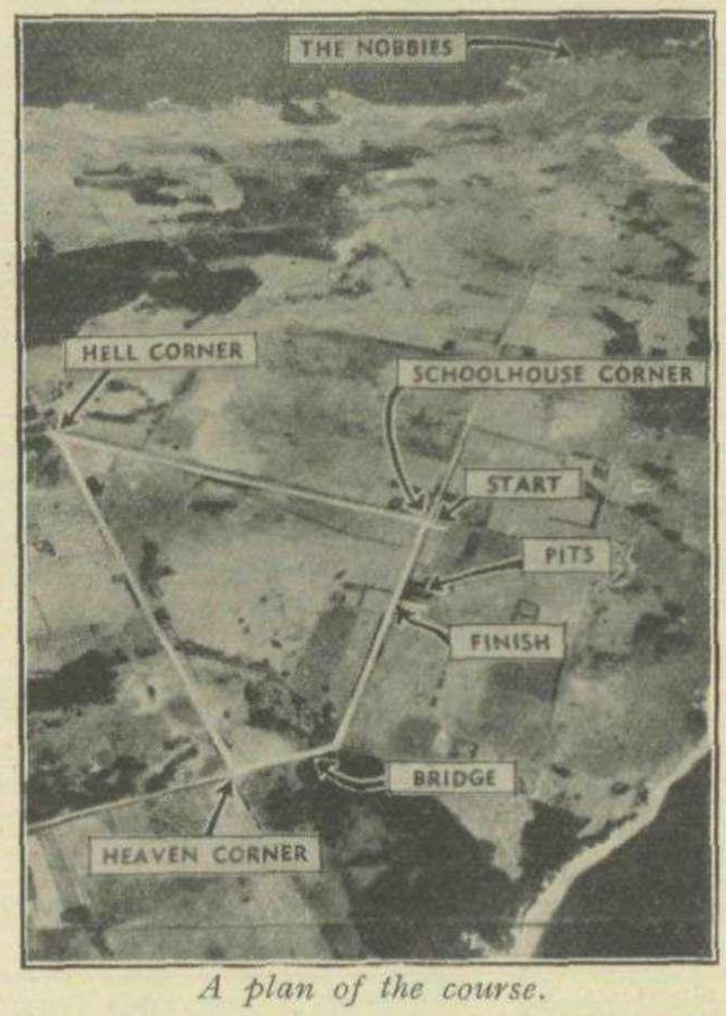
Held on March 30th, 1936, for the first time.

Organisers: The Australian Racing Drivers' Club.

Course: The new A.R.D.C. circuit on Phillip Island; lap distance, 3.312 miles.

Race distance: 60 laps, approximately 200 miles.

The Chrysler was running well, but its radiator had been damaged just before the start. The driver made six stops in quick succession for water; on each occasion, steam hurled the radiator cap high into the air. He had to retire in the thirty-third lap.



A plan of the course.

Other machines were handicapped by various troubles, and just before three-quarter distance, Fagan's Magnette took the lead, chased by the limit man on the M.G. Midget, and T. M. Peters on the record-holding Bugatti, who dropped out with oil failure on his forty-fourth lap. These were followed by two M.G.s and Tinkham's Bugatti, while Hollindrake was at the pits striving to repair a cracked chassis. His Midget was halted for ten laps, and he got going again only when the leader had almost finished.

This event, the first of any real importance on the new A.R.D.C. course, proved that the circuit is too small for a long-distance race. Towards the end, Fagan had gained sufficient lead to be able to reduce his speed, and his last twenty laps were accomplished at hardly more than touring pace.

He and Peters, on the blown Bugatti, had formed themselves into a "stable" before the race—the first such team Australia has yet known. Their tactics were for Peters to break up the opposition and allow Fagan to go through to win, a plan which worked out perfectly.

The race as a whole showed much improved pit-work, and some very hard driving.

Race distance, sixty laps of a 3.3-mile circuit.

RESULTS

J. H. Fagan (M.G. Magnette) 3h. 6m. 15s. 64 m.p.h.
H. R. Reeve (M.G. Midget) 3h. 59m. 4s. 49.9 m.p.h.
These were the only cars to complete the course

Others still running were:—V. A. Maloney (M.G.; 58 laps; G. C. Martin (M.G. Midget) 56 laps). P. Tinkham (Bugatti) 49 laps; T. Hollindrake (M.G. Midget) 39 laps.

THE BENALLA CENTENARY RACE

Last Easter Monday, the first road race ever held on the mainland of Australia was run off at Benalla, about 120 miles from Melbourne. The event was known as the Benalla Centenary Race and, organised by the Victorian Sporting Car Club, was held over a distance of 100 miles on a 2½-mile circuit. One entered machine had the greatest power-weight ratio of any racing car "down under," being a Bugatti chassis fitted with a Ford V8 engine.

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THE M.C.C. LAND'S END TRIAL

The big Eastertide event once again attracted an enormous entry, 327 car drivers sending in their entries to "Jackie" Masters of the M.C.C. This year three distinct starting points were instituted, Virginia Water for London competitors, Stratford-on-Avon, and Penzance. 220 chose Virginia Water, eighty-two Stratford and twenty-five Penzance. Actually there were seventeen non-starters, of which at least one, R. B. Lakin (Ford V8) failed to compete through nothing more serious than being unable to get home to London in time to start.

The weather, which completely washed out Brooklands on the Monday did not vent its wrath on Land's End drivers, for no mist marred the night run, and Saturday was warm and sunny during the day, bar one sharp hailstorm.

After Deller's had revived the crews, at Taunton, the breakfast stop, the trial began in earnest. Porlock, unobserved and really quite tame these days, served as an introduction to sterner stuff, but already at the summit many cars were showing noticeable signs of overheating. It was hereabouts that the Batten-Special gave up, while we noticed one of the Morgans running very late.

The time schedule allowed a useful respite and many drivers parked for some time by the roadside and sunned themselves or took photographs of the glorious scenery.

The run down Countisbury Hill followed, where a considerable delay occurred, traceable to failures on Beggar's Roost and the numbers of non-competing cars carrying holiday makers into and out of Lynmouth. Lynmouth Hill was observed but was a very easy climb for most people, drivers of the bigger motors engaging in some enjoyable wheel-twirling in negotiating the top hairpin, not itself observed.

Station Hill was the next item on the menu, and though narrow it possessed no bends and could be taken fast, though a trip onto the footpath automatically failed one. Uglow (A.C. Ace) climbed amidst a host of motor-cyclists delayed on Doverhay, a gradient not used by the cars. W. H. Edwards and F. C. N. Day brought their M.G. Midgets up fast as did the majority of sports car drivers. The Bastock, Macdermid, Langley M.G. team had no trouble, and the 1½-litre team of Singers, led by A. H. Langley, came up happily. The "Black Diamond" Fiat Balilla team was fast and impressive and the Austin Seven team outstandingly good. L. M. Ballamy sailed up in his Ford V8 saloon, with four up and a Marshall blower under the bonnet, and very few failures were credited to "Station."

Beggar's Roost was a tougher proposition, with its 1 in 3½ gradient and loose surface, composed on one stretch of a mass of stones. Of the unfortunates, Burrage experienced uncontrollable wheel spin with his Standard, Vosper's Wolseley Hornet lacked power, and Light on an Austin 65 made a gallant attempt to defeat spin but was defeated in the end. Hellier (M.G. Midget) had similar difficulties, but was just successful. Dr. Letchworth (Ford Ten), Dr. Roe (Riley), G. W. Olive (Flying Standard), two of the Balilla Fiats, Marks (Riley), Knox (Austin 7), Small (Austin 7) and many others had to give best to Beggar's. Tingle (Singer) Jaggard's old Rover, Jones (44 Morgan), Major Montague Johnstone (1½-litre Riley), Harry and Brooke (Morris Minors) all recorded slow ascents, but the team of M.G. Magnettes, the blown "PB" Midgets, C. J. Turner (Singer), Tunstall (Frazer-Nash), the 4½-litre Bentleys, in particular that handled by Marcus Chambers, and Wooding's A.C. were especially rapid. The Frazer-Nash and B.M.W. drivers invariably seemed happy, the veterans were good, notably Lye's racing Talbot, Littlewood-Clarke's Invicta and Denyer's Lea-Francis, and as a whole the V8 Fords never hesitated.



M. Chambers' (4½ litre short-chassis Bentley) on Station Hill.

So to Barton Steep, where the first special test was staged; a matter of stopping with the wheels astride line A on a 1 in 6 gradient, reversing downhill over line B, then re-starting and completing the climb, with the official watch in action during manœuvring.

To Toulmin goes all credit for the best time of all, his PB M.G. Midget needing only 8 3/5 secs. Crawford, of the same team, using an identical car, took 9 secs. dead, and the Magnette team showed 9 2/5, 9 3/5 and 9 4/5 secs. for their respective members. Second best time went to Westwood's noisy, impressive Fiat, 8 4/5 secs. The average time was about 15 secs. Harris, Johnson and Sandland of the Singer team were all outstanding, as was D. Maclean with his Magnette. T. Leather (Ford V8) spoilt a good effort by misjudging his distance from tape B, but Ballamy's supercharged Ford V8 earned hand-claps as it accelerated fiercely upwards with its heavy load. Bennett (Alta), slow on the reverse, was nevertheless rapid, Douglas Clease was neat with the impressive S.S. 90, and Hastings (Frazer-Nash-B.M.W.) handled his car very nicely indeed. Morris-Goodall (Aston-Martin), A. S. Heal (30/98 Vauxhall), G. T. Taylor (Singer Le Mans) and several others worthily upheld the sports-car brigade.

The next hill was Darracott, alias Gooseham, a sporting ascent, with excellent corners (for those of good judgment) and a loose, not freakish, surface. Actually, sixty miles of very dusty, winding lanes had to be negotiated first, but some people made up much time for all that. The gradient of Darracott is 1 in 4 or so in parts, and the start on 1 in 6. The Austin Sevens, Frazer-Nash-B.M.W.s, Ford V8s, Singers and M.G.s gave between them a usefully polished display. Of the failures, Hartnoll (Lagonda) gave the horses a busy time, Dargue's Riley had carburetion-malise, Black's S.S. went out with severe judder, and Jackson's Frazer-Nash lost a chain when almost up. Langley (Singer), Jennings (Riley) and Norman (M.G. Magnette) cornered most excitingly, R. J. Kingsmill nearly struck the bank in his M.G. Six, and even Symmons (2-litre Frazer-Nash-B.M.W.) took things pretty fine, but Ballamy slid his big Ford to just the correct amount every time. Whitnall was steady with his Morris Eight and Ludwig was good with a Jowett.

After a meal-stop at Bude, which some had to cut fine to make up on schedule time, the trial proceeded via the beautiful coast-roads, very severe in places, to the second reversing test at Crackington Hill. The watersplash at the foot did not increase the confidence of weary drivers. Here we remarked some wonderful efforts by a very elderly

THE M.C.C. LAND'S END TRIAL—continued

Rover, condoled with a Crossley Regis driver who was experiencing continual boiling, and learned that Doble and his girl-passenger had successfully dealt with a troublesome supercharger drive-belt beneath their Morris Eight's innocent-looking bonnet

Crackington was showing a time of 12-14 secs. as a good average, with a small proportion of competitors managing 10 secs. or less. Aliard gave a fierce display on his new V8 Ford, which has a Bugatti body, Moss and Maclean on Magnettes were mighty good, and Wagner showed us how it should be done with a Morris Minor. The M.G. teams were noteworthy and amongst the fastest. Several drivers reversed into the ditch, Taylor (Alta) performed untidily, and Poole's Alvis did not attempt the test. N. Roundhill temporarily lost a gear with a Singer,



The supercharged L.M.B., V.8 Ford takes Beggar's Roost in its stride.

and Jarvis had to abandon his special Darracq as a result of gear-box trouble.

Next came Hustyn Hill, which boosts a gradient as severe as 1 in 3½, and a loose, rock outcrop at the steepest section, not to mention a spring to damp the surface. Moreover, the late numbers had to make the ascent in the rapidly gathering dusk of an April night. Most of the better-known, one-make teams were successful, and Hichens performed a fast run on his Alfa-Romeo, as on earlier hills. Failures here included C. A. N. May, whose M.G. Magnette had a useless clutch, Brayshaw's usually successful Ford V8, and nearly a hundred others! The Talbot Ten team, a very smart trio, performed faultlessly, as did the Denton-Chetwynd-Thompson team of Ford V8s. As time wore on the surface became badly cut-up, and darkness added to the difficulties. Allard and Ballamy upheld Ford honours, the latter very sure after momentary loss of wheel-grip.

There remained only the dreaded Bluehills Mine, with the famous hairpin now deleted in favour of a very rough track curving up right over the hill-top. First, of course, came a brief stop for that excellent round of light refreshment supplied free of charge at Healey's Garage, which the older hands have come to take too much for granted. Remember that the Land's End is a procession of 7½ or more hours' duration and offer thanks accordingly! Those who got to Bluehills in the dark found a "flood-lit" starting line, fires burning, and cheery police on duty, and some may have noticed the presence of a first-aid man, who fortunately had a full day's holiday. The new hill is certainly fearsome, very steep, bumpy to a degree, and difficult to judge, with a nasty drop on the right-hand side. A traction engine sat unconcernedly at the summit of the 300-ft. cliff, and was only called into action about twenty times. A. S. Whiddington, staunch chain-gangster, had the misfortune to break a chain when his Frazer-Nash was right near the top. Olive lost the throttle-controls of his Standard in a manner that prevented the car climbing, and Baker's f.w.d. Adler did not like the look of things. For the most part those who had performed well throughout did so again on Bluehills, and general opinion voted the new hill disappointing, though it would be interesting to see what rain could do. About thirty miles to Land's End, where 268 drivers checked-in, 179 claiming Premier Awards, 50 silver medals, and 38 bronze medals. Amongst them was A. May (30/98 Vauxhall) who, running early into the very first check, had just run through regardless of the remaining ones, doing very well all to no avail! Forty-three cars had fallen by the wayside—or seaside! Those who were still awake and could not get accommodation at Land's End found welcome beds at Penzance.

And many of the competitors were back in time to catch their deaths of cold at Brooklands on the Monday.

Thus ended another successful M.C.C. classic, organised in a manner worthy of Jackie Masters. Penzance, incidentally, gave its small band of starters a very pleasant send-off.

Those who retired were as follows:—

M.G.: S. E. Mostyn, S. M. Kent, C. A. N. May, A. C. W. Smithes, S. Black, J. Shewell-Cooper, G. J. Bower, D. Panting, D. R. Mount, K. C. Hovenden.
Singer: E. H. Startin, W. G. Butler, Morris Williams, A. Graham.
Frazer-Nash: R. E. Wright, W. L. Jackson, A. S. Whiddington, E. H. C. Theobald.
Lagonda: V. R. Symons.
Wolseley: A. H. Avery, A. E. Herbert.
Standard: B. Alan Hill.
Riley: J. W. Henn, J. C. S. Montague Johnstone, B. A. Leigh.
Triumph: P. S. Hill, C. F. Locke.
Darracq: K. C. Jarvis.
F.I.A.T.: R. Sanford, I. N. M. Macdonald.
Lea-Francis: H. W. Burman.
Alvis: J. W. Poole.
Austin. R. J. Cunningham.
Ford: D. H. George, K. N. Hutchison.
Morris: J. B. D. Acland, W. E. Cairns, H. E. Chappell.
Marendaz: Alfred E. Moss.
Batten: C. J. Hawkes.
Rover: J. R. Crouch.
Crossley: W. B. T. Bate.

RESULTS

A.C.

1,991 c.c.: W. P. Uglow, PA; K. de Jong, B, 4, 7, 8, 9; W. A. Hill, S, 11; G. D. Cole, S, 8; H. S. Linfield, PA; G. A. Wooding, S, 11; W. E. Kendrick, PA.

Adler

1,648 c.c.: A. L. Baker, B, 4, 8, 9, 10, 11.

Alfa-Romeo

1,750 c.c.: R. P. Hichens, B, 10, 11.
2,309 c.c.: N. G. Watson, S, 7.

Alta

1,074 c.c.: G. Taylor, PA.
1,496 c.c.: W. W. S. Bennett, B, 8, 11.

Alvis

1,496 c.c.: R. I. Sworder, B, 4, 8, 9, 10, 11; W. H. Betts, B, 4, 5, 6; K. S. Crutch, B, 10, 11.
1,645 c.c.: W. S. Perkins, B, 5, 7; J. W. Poole, R; J. E. R. Wuidart, B, 3, 7, 8.

Armstrong Siddeley

1,434 c.c.: G. C. Castle, NA, 3, 4, 6, 7, 8, 9, 10.

Aston-Martin

1,495 c.c.: M. H. Morris-Goodall, S, 8; C. M. Anthony, PA.

Austin

747 c.c.: J. Light, B, 4, 10, 11; R. J. Richardson, S, 10; J. G. Orford, PA.; A. F. Small, S. 4; C. L. Goodacre, PA; W. H. Scriven, PA; H. L. Hadley, PA; C. D. Buckley, PA; W. J. Milton, B, 10, 11; E. J. Knox, B, 4, 10, 11; R. J. Cunningham, R.; J. A. Cane, B, 4, 7, 8, 9.
1,125 c.c.: W. S. Sewell, B, 4, 9, 11; F. R. Bevan, B, 4, 8, 9.
1,496 c.c.: L. G. T. Drew, B, 4, 7, 8.

Batten Special

3,650 c.c.; C. J. Hawkes, R.

Bayliss-Thomas

1,496 c.c.: W. J. Haward, B, 10,11.

Bentley

4,398 c.c.: M. Chambers, B, 7, 9.
4,596 c.c.: F. E. Elgood, PA; W. G. Lockhart, PA P. N. Whitehead, NA. 17.

British Salmson

1,470 c.c.: K. O. A. Ainslie, B, 10, 11; A. C. Hess, S, 10.
2,590 c.c.: W. C. Norton, S, 7.

Crossley

1,122 c.c.: W. B. T. Bate, R.

Darracq

1,496 c.c.: K. C. Jarvis, R.

Fiat

995 c.c.: A. C. Westwood, NA, 16; R. Sanford, R S. G. E. Tett, S, 4; I. N. M. Macdonald, R; V. H Tuson, S, 11.

THE M.C.C. LAND'S END TRIAL—continued

Ford

933 c.c. ; G. Stewart-Ross, B, 4, 6, 9.
1,172 c.c. : G. H. S. Letchworth, B, 4, 5, 7; J. A. Kyd, S, 4; R. Thomas, B, 4, 8, 11; D. H. George, R; C. S. John, B, 4, 7, 8, 9, 10; W. E. C. Greenleaf, S, 4; D. J. H. Currie, B, 4, 7, 9; J. Harrison, S, 10; J. McEvoy, S, 2; J. R. Whalley, B, 3, 11; E. A. Jenkinson, B, 5, 11.
3,622 c.c. : W. A. Brayshay, B, 8, 10, 11; J. A. Elliott, PA; K. N. Hutchinson, R; S. H. Allard, 18; S. L. Chappell, PA; F. Allott, PA; W. R. K. Silcock, B, 10, 11; G. H. Ramsay, S, 7; G. Morison, B, 16; S. R. Mitchell, PA; H. F. Burt, B, 6, 7; J. Whalley, PA; Viscount Chetwynd, PA; G. M. Denton, PA; J. B. Thompson, PA; T. Leather, S, 5; J. R. Lines, B, 3, 7; L. M. Bellamy, B, 3, 11; B. Burton, S, 8; R. G. M. Paul, PA.

Frazer-Nash

1,496 c.c. : P. Lees, PA; R. E. Wright, R; F. R. Cutler, S, 11; J. F. Sharpley, S, 5; W. L. Jackson, R; J. M. Pybus, B, 16; N. E. Heard, PA; G. Tunstall, S, 11; J. L. Higgins, PA; K. M. Roberts, B, 11, 16; L. A. Parnell, 18; E. H. C. Theobald, R; D. R. Miller, B, 7, 10.
1,549 c.c. : H. J. Ebbutt, PA.
1,657 c.c. A. S. Whiddington, R.

Frazer-Nash B.M.W.

1,490 c.c. : H. C. Hastings, B, 7, 8.
1,911 c.c. : J. Tweedale, S, 6; N. V. Terry, PA; C. G. Fitt, PA; H. G. Symmons, PA; L. Maxwell, B, 7, 10; H. C. Hunter, PA; E. Thompson, S. 15.

H.R.G.

1,497 c.c. : G. H. Robins, PA.

Hillman

1,185 c.c. : R. J. Williams, S, 11; C. M. Davies, PA.

Humber

1,669 c.c. : C. E. H. Saunders, B, 4, 8.

Invicta

2,986 c.c. : R. Littlewood-Clarke, PA.

Jowett

907 c.c. : G. A. Ladwig, B, 4, 10, 11.

Lagonda

1,954 c.c. : R. W. Hartnoll, NA, 4, 5, 6, 7, 8, 9; V. R. Symons, R.
1,991 c.c. : C. R. Wason, B, 4, 6, 7, 8.

Lanchester

2,390 c.c. : J. Horsfall, B, 8, 11.

Lea-Francis

1,496 c.c. : A. L. S. Denyer, PA.
1,696 c.c. : H. W. Burman, R.

M.G.

847 c.c. : F. I. Allen, S, 7; R. Bayles, S, 5; A. J. Lambert, PA; W. S. Whittard, PA; L. M. Burton, B, 5, 6, 7; J. G. Murray, PA; A. C. W. Smithes, R; H. G. E. Dunsterville, S, 10; R. M. Hewlett, PA; K. V. Baillie Hill, PA; H. H. Porter-Hargreaves, PA; A. B. Wadsworth, B, 4, 7, 10; W. H. Edwards, PA; K. W. Mahany, PA; R. Hellier, PA; S. M. Kent, R; T. E. W. Durrans, B, 4, 6, 7, 8, 9; I. C. Funnell, PA; E. H. Goodenough, S, 9; A. W. F. Smith, PA; L. E. Goldsworthy, B, 4, 7, 10; I. Shewell-Cooper, R; D. Panting, R; D. G. Silcock, S. 4; S. W. Cottee, PA; D. R. Mount, R; P. S. Flower, PA; K. S. Richardson, PA; S. L. H. Potter, PA; N. E. Bracey, S, 7; A. P. Squire, PA; L. Gardner, PA; S. Oram, B, 10, 11; E. J. Haesendonck, PA; E. B. Kay, B, 8, 9; R. J. Harter, PA; K. C. Hovenden, R; D. Clare, B, 9, 10; S. Curry, PA; J. B. D. Acland, R; L. R. Swain, S, 9.
939 c.c. : F. C. N. Day, B, 10, 11; J. M. Toulmin, PA; H. K. Crawford, PA; J. E. S. Jones, S, 7; R. D. Price, B, 7, 10; G. F. Stooks, PA; A. C. Cookson, PA; H. D. Acres, S, 7; E. C. Haesendonck, S, 11; J. W. S. Johnson, S, 11.
1,087 c.c. : P. M. Rambant, B, 4, 6, 9, 10; G. J. Bower, R.
1,250 c.c. : M. H. J. Connolly, B, 3, 10.
1,287 c.c. : J. W. Fox, PA; S. E. Mortyn, R; C. A. N. May, R; G. H. Marshall, 18, 11; G. N. Mansell, PA; J. F. E. Rawlings, B, 7, 10; W. D. V. Norman, S, 11; D. H. C. Fry, PA; D. B. Payne, S, 7; F. A. Thatcher, PA; C. B. K. Milnes, PA; K. G. Moss, S, 4; E. Knott, PA; D. Maclean, PA; J. H. Leedale, PA; H. T. Fowle, PA.
1,408 c.c. : R. A. Macdermid, PA; J. A. Bastock, PA; A. B. Langley, PA.
2,468 c.c. : T. E. Derges, B, 10, 11; W. H. Polkinghorn, B, 10, 11; R. G. J. Kingsmill, B, 4, 8; F. M. Shepherd, S, 9.

Marendaz Special

1,991 c.c. : A. E. Moss, R.

McEvoy Special

1,454 c.c. : A. J. G. Bochaton, S, 10.

Morgan

1,122 c.c. : T. H. Jones, B, 10, 11; H. F. S. Morgan, PA.

Morris

847 c.c. : W. W. Whitnall, S, 4; R. L. Doble, B, 4, 6, 7, 8, 9; T. Wagner, PA.
918 c.c. : L. E. Harry, B, 10, 11; C. J. V. Brooke, S, 10; W. E. Cairns, R.
1,376 c.c. : H. E. Chappell, R; G. M. Symons, B, 4, 8.

Riley

1,089 c.c. : A. P. McGowran, B, 7, 10; S. H. Roe, B, 4, 10; J. W. Henn, R; B. A. Leigh, R; R. V. Harris, B, 8, 11.
1,496 c.c. : R. E. C. Jennings, PA; T. W. Dargue, NA, 14; F. Broomfield, B, 4, 7; E. A. Marks, B, 4, 5, 8; J. C. S. Montague-Johnstone, R.
1,633 c.c. : A. J. Rice, B, 4, 8, 9, 10, 11.

Rover

1,185 c.c. : R. W. Jaggard, PA; A. E. Turner, NA, 3, 4, 6, 8, 9, 10, 11.
1,496 c.c. : J. R. Crouch, R.
1,577 c.c. : D. V. Lipman, B, 4, 8, 9, 10, 11.

S.S.

2,663 c.c. : A. G. D. Clease, S, 8; W. Roberts, S, 11; S. Black, R.

Singer

972 c.c. : J. F. Lambert, PA; J. Newman-Clark, S, 4; A. L. Mason, S, 7; G. V. Firmin, PA; R. F. Tingle, PA; N. Miller, PA; V. M. Roberts, PA; A. F. Eadon, PA; F. W. Clark, S, 11; E. B. Booth, B, 6, 8; C. Redfearn, B, 5, 11; E. H. Startin, R; J. R. Edwards, PA; C. A. Shelbourne, B, 10, 11; G. W. Walker, PA; M. G. Shorey, PA; M. Williams, R; L. W. Jenkinson, S, 11; A. T. K. Debenham, PA; N. A. Prince, PA; C. H. Newman, B, 8, 10; E. G. Mobbs, PA; J. F. Montgomery, S, 16; N. Roundhill, B, 7, 8; J. A. H. Gott, B, 8, 11; D. E. Harris, PA; H. W. Johnson, PA; R. E. Sandland, S, 11; W. J. B. Richardson, PA; M. H. Lawson, PA; A. G. Imhof, S, 8; L. J. Flack, B, 6, 11; N. J. Armitage, PA; A. Graham, R; D. K. Buckle, S, 11; E. G. Benge, PA; F. A. H. Frey, S, 9; R. M. Andrews, S, 7; R. M. Cowell, PA; H. F. Cohen, PA.
1,493 c.c. : L. W. Dembrey, PA; W. C. Butler, R; G. F. Horan, PA; A. H. Langley, PA; J. D. Barnes, PA; M. G. Billingham, PA; G. T. I. Taylor, PA; C. J. Turner, PA; W. A. V. Davis, PA; G. H. C. Goodban, PA.

Standard

1,608 c.c. : G. W. Olive, B, 4, 9; J. Torrome, S, 10.
2,054 c.c. : A. S. R. Payne, B, 4, 8, 11.
2,143 c.c. : R. H. Penny, S, 10.

Standard Avon

1,608 c.c. : H. E. M. Kingdom, B, 4, 11.

Sunbeam

2,920 c.c. : R. J. T. Marston, S, 6.

Talbot

1,185 c.c. : W. M. Couper, S, 11; J. E. Scott, S, 5; G. Poppe, S, 10; N. Garrad, PA.
2,969 c.c. : H. A. Nash, PA.
3,029 c.c. : F. H. Lye, PA.
3,277 c.c. : H. W. Davies, B, 8, 10.

Triumph

1,232 c.c. : J. P. Ferguson, S, 5; P. S. Hill, R; W. A. Ponting, B, 5, 7, 8, 9; J. A. Goring, S, 3; C. F. Locke, R.
1,991 c.c. : A. P. Rolt, S, 8; G. L. Boughton, PA.

Vauxhall

4,234 c.c. : A. S. Heal, PA.

Wolseley

1,271 c.c. : D. C. Vosper, B, 4, 6, 7, 8, 9; A. H. Avery, R; A. E. Herbert, R; J. Smithies, B, 10, 11; J. Barker, PA; G. E. Abecassis, PA; S. M. Pollard, S, 10; C. H. Stroh, B, 7, 9, 10; P. F. Bold, B, 9, 11; B. D. S. Ginn, PA.

Abbreviations : PA, Premier Award; S, Silver Medal; B, Bronze Medal; NA, No Award; R, Retired.

Key to Failures : 1, failed Doverhay Hill; 2, failed Lynmouth; 3, failed Station; 4, failed Beggar's Roost; 5, failed Barton Steep Test; 6, failed Darracott; 7, failed Crackington Test; 8, failed Hustyn; 9, failed Bluehills Mine; 10, outside standard time. Barton Steep Test; 11, outside standard time. Crackington Hill Test; 14, outside time limit, Bude (departure); 15, outside time limit, Perranporth; 16, outside time limit, Land's End; 17, did not follow course; 18, award held over.

W.A.S.A.

The Westward Ho Trial attracted eighteen starters. So well do the ladies perform nowadays that Station Hill was not even observed, and Beggar's Roost and Doverhay accounted for only one failure each. Hookway acceleration test gave Miss P. Goodban the fastest time, her Frazer-Nash-B.M.W. taking 4.59 secs. Miss Labouchère (Frazer-Nash-B.M.W.) was second in 4.77 secs. and Miss Hedges was third, taking 4.78 secs. also in a Frazer-Nash-B.M.W.—which cars seem to earn fresh laurels in every trial. Some nice time-keeping characterised this test. Thirteen claimed first-class awards—good showing.

PROVISIONAL RESULTS

First-class Awards : Mrs. Wood; Miss Taylor; Miss Wilby; Miss Goodban; Miss Hedges; Miss Watson; Miss Milne; Mrs. Needham; Miss Haig; Miss Dobson; Miss Morel; Miss Hobbs; Miss Labouchere.
Second-class Awards : Mrs. Willcocks.
Third-class Awards : Miss Marshall.
Novices Award : Miss Y. Morel.

THE VETERAN CAR CLUB RALLY

The annual rally and hill-climb of the Veteran Car Club took place on April 18th at Oxted, the hill used being Tilburstow, as in the previous year. Thirty-five cars built prior to 1905 were entered and thirty checked-in at Oxted, though some were considerably behind time, as their crews had experienced much adventure on the journey. Sam Wright brought his 1901 Humber in safely after a run of 320 miles, and E. S. Pitchford, on a 1902 Oldsmobile, had 149 miles to his credit. P. R. Allen (1904 Riley tri-car) covered 132 miles, J. Belmont-Taylor (1903 De Dion) 120 miles, Capt. E. de W. S. Colver (1896 Arnold motor-carriage) 103 miles, and Major G. W. G. Allen (1899 M.M.C.) 101 miles—so that these veterans are proved as hale and well-maintained as ever, and a credit to the club. After lunch came the long timed ascent of Tilburstow, watched by a very big gathering of spectators. Perhaps the fastest cars were the Blakes' 1903 Gordon Bennett Napier and the Hon. Mitchell Thomson's "Sixty" Mercédès. But good climbs were recorded by Colver's Arnold, Allday's Benz, Davis' 1898 M.C.C., Turner's 1899 Panhard, Wright's Humber, Thompson's Renault, Hutton-Stott's Lanchester and Capt. J. H. Wylie's 8 h.p. Wolseley.

The provisional results, based on formula, are :—

RESULTS

Best Performance in Rally: Sam Wright (1901 Humber)

Runner-up: E. S. Pitchford (1902 Oldsmobile)

Class winners in hill-climb

Class 1: Capt. Colver (1896 Arnold). **Class 2:** H. J. F. Parsons (1900 De Dion). **Class 3:** F. W. Hutton-Stott (1902 Lanchester). **Class 4:** F. L. Wiginton (1904 Wolseley)

HIGHER SPEEDS AGAIN IN THE MILLE MIGLIA

BRIVIO (2.9-LITRE ALFA-ROMEO) WINS AT 75.57 M.P.H., PINTACUDA SECOND. SPECIAL CLASSES FOR CARS USING HOME-PRODUCED FUELS

Sanctions and the Abyssinian War were not allowed to break the continuity of the Italian 1,000-mile Races, and the tenth of the series was run off last month amidst the usual popular excitement. The entries were down to eighty-five, and of these there was only one from abroad, the Aston-Martin driven by Clarke and Falkner, winners of the 1½-litre class in last year's race.

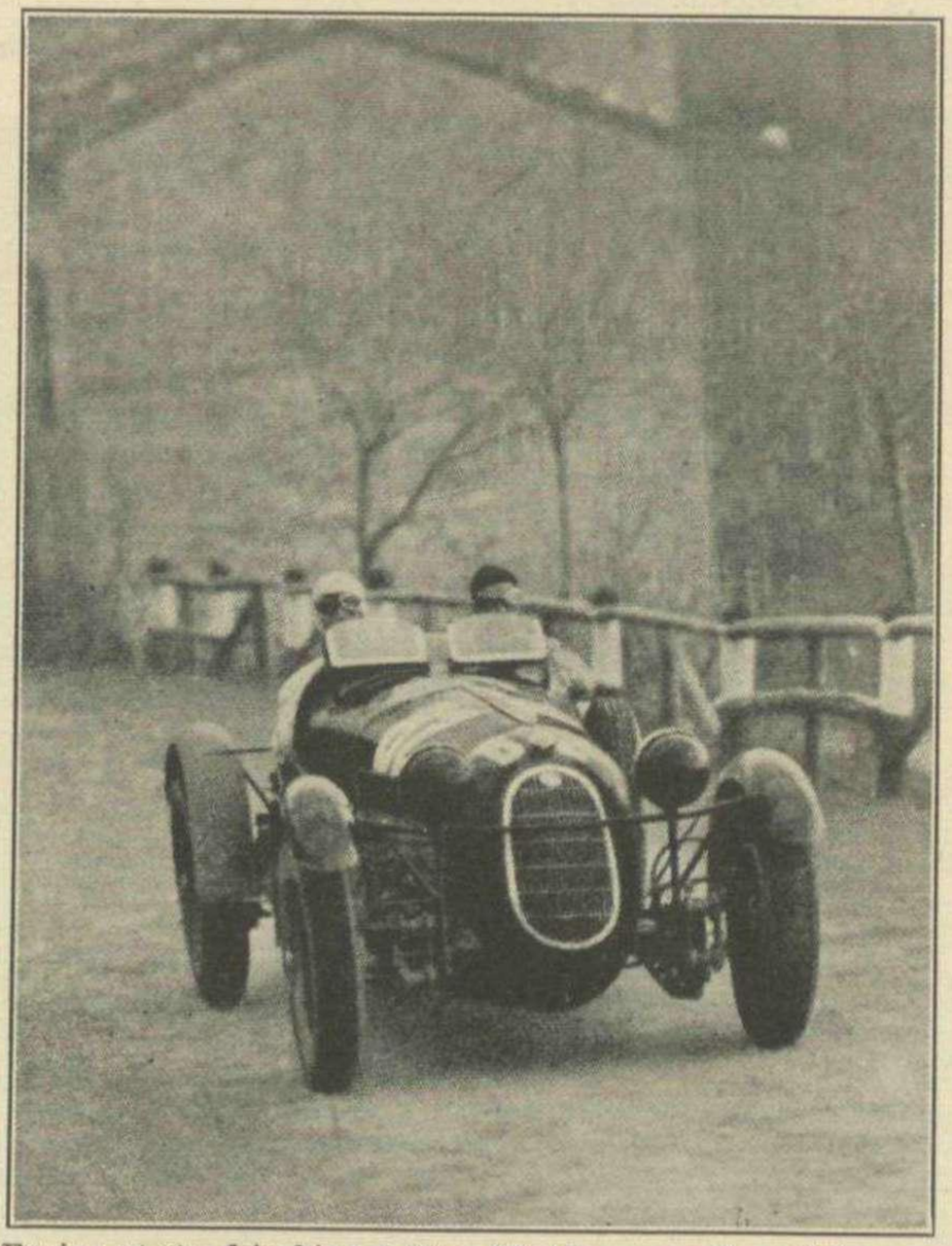
The Ferrari stable takes a serious interest in the Mille Miglia, and this year entered a team of three cars driven by Brivio, Pintacuda who was last year's winner, and Farina. Their mounts were three of the new 2.9-litre sports model, with independent suspension all round, and fitted with pointed 2-seater bodies reminiscent of the new 4-litre Grand Prix cars. The engines developed 220 h.p. at 5,400 r.p.m. and the cars complete weighed 750 kg. (14½ cwt.).

The most formidable rival to the Ferrari cars was Biondetti's 3.2-litre Alfa-Romeo, a monoposto modified to take a 2-seater body. It was, incidentally, the car on which Pintacuda won last year's race. Of the other cars in the large supercharged class, Cortese's 2.6 Alfa was considered very quick, other Alfa drivers being Salice, Santinelli and De Rahm.

Not a single Maserati challenged the Alfas in the class over 2-litres, but it was a different story in the smaller categories. Tenni's 1½-litre car was strongly fancied to win the 2-litre blown class and, in fact, a car of this type was actually third in the general classification last year. Bianco and Bergamini, with their Maseratis, were favourites in the 1,100 c.c. class. There were also classes for unblown cars which produced nothing, other than the Aston, of great interest. The Ferrari team were amongst those running on home-produced alcohol—80 per cent. alcohol was, in any case, their normal fuel—putting them in competition with semi-touring cars running on the same fuel. Under these circumstances there was no doubt as to the destination of that prize. Six cars in all actually ran on gas generated from charcoal, headed by Professor Ferraguti, the fuel expert, with his 2.3-litre Alfa.

The first car was due to leave Brescia at five in the morning, and, needless to say, it was raining. There were seventy-eight starters, and in spite of the weather, there was a good crowd to cheer the competitors as they left at two-minute intervals. By the time the last and fastest of the Alfa contingent had left, the sky was quite bright, promising fast times along the astonishingly straight roads leading west and south. Biondetti at once made use of the superior speed of his 3.2-litre motor and reached Bologna in the remarkable time of 1 hour 24 mins. 30 secs., an average of 103.1 m.p.h. This beat Pintacuda's last year speed by 4 m.p.h., and Borzachinni's record made on the old course by 2.6 m.p.h. This was going to give the Ferrari drivers something to cope with.

Pintacuda was 1 min. 34 secs. behind,



Farina at speed in his 2.9-litre Alfa-Romeo. As will be seen, the cars used in the Mille Miglia were similar in appearance to the Grand Prix car.

Brivio, 2 mins. 49 secs., Biondetti's teammate De Rham, 4 mins, 56 secs., and Farina, who did not seem to be hurrying overmuch, 5 mins, 45 secs. In the 2-litre class Tenni lost time through going off the road and Calamai, on a 1,750 c.c. Alfa, was first in at a speed of 92.5 m.p.h. while Bianco, on the Maserati, had his usual duel with Gazzabini on the M.G., their speeds being respectively 89.5 and 85 m.p.h.

Bologna lies on the very edge of the Plains of Lombardy and in a few miles the road begins climbing the formidable barrier of the Appenines, the highest point being the Raticosa Pass, 3,700 feet above sea level. On these sinuous roads and the no less twisty drop down to Florence, the independently-sprung cars of the Ferrari team might have been expected to show up to greater advantage, but Biondetti did not allow this idea to encourage him, and driving at the very limit the whole time, braking, swerving and accelerating with every ounce that last year's winning mount could give him, arrived at the Tuscan capital with 2 mins. 18 secs. in hand. Farina had now come up to third, 4 mins. 20 secs. behind Biondetti, Brivio had been delayed by having to change tyres. De Rham was next and Tenni,, on that swift "fifteen hundred," sixth. At Siena the position of the leaders was unaltered, but Bianco had passed into seventh position with his 1,100 "Maser" and was pressing hard on Tenni.

Sweeping on furiously after Siena, Pintacuda lost any hope of catching Biondetti when his fuel feed pipe choked, delaying him half-an-hour. Biondetti's tyres were wearing down at an alarming rate with the heavy usage he was giving them, but he maintained his furious pace and gained Rome just 1 min. 16 secs. ahead of the unflurried Farina, with Brivio 1½ mins. to the rear.

Half the race was now completed and Biondetti had won the Duce's Prize for the fastest car from Brescia to Rome. Now for what was usually the decisive part of any Mille Miglia, the tortuous road north-eastwards from Rome to the Adriatic.

With a tyre change all round Biondetti's advantage was a matter of seconds only. The Ferrari drivers evidently had orders to "get him" between Rome and Terni, where the roads were comparatively wide and well-surfaced, and were so far successful in piling on speed that Brivio was 1 min. 10 secs. ahead of Biondetti, after a hectic hour of driving; Farina headed him too, though only by 40 secs. By Spoleto the Ferrari drivers had two minutes in hand and Biondetti lost further time at Perugia through bad fuelling arrangements. The order was then Brivio (73.75 m.p.h.), Farina 1 min. behind, Biondetti 4 mins. and then De Rham. Pintacuda, Tenni and Bianco on the 1,100 c.c. Maserati, Clarke and Falkner were still leading the unblown 1½-litre class, but their car was held up later with fuel trouble and they had to give up a few hours later near Fano, on the Adriatic coast.

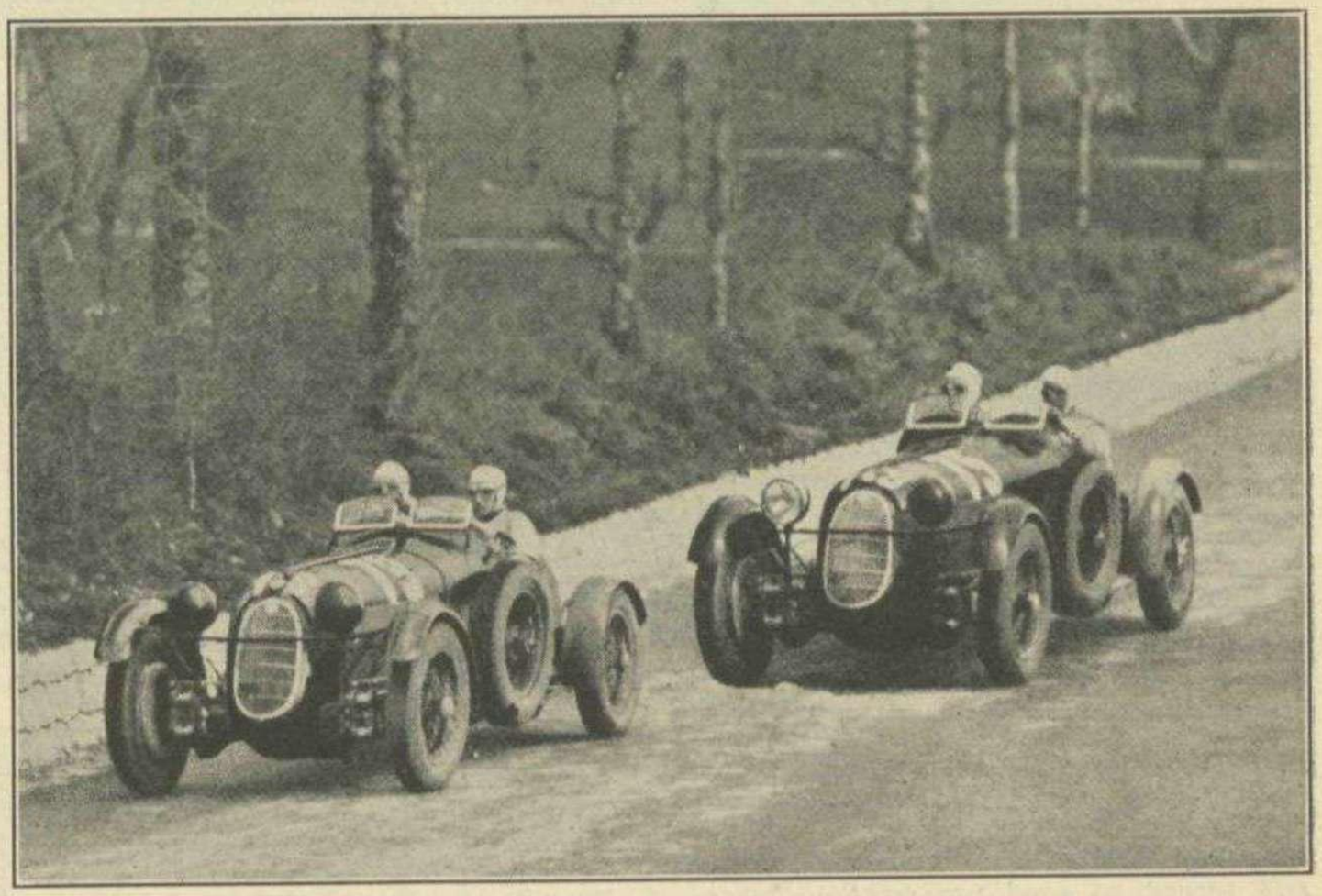
Brivio decided to make certain of his chances on the Macerata sector, and in spite of twisting roads, increased his lead over Farina to 5 mins. Flat out he continued his run, averaging 157 k.p.m. from Ancona to Bologna, his overall average being in the neighbourhood of 74 m.p.h.

THE MILLE MIGLIA—continued

The last 150 miles across the Plains of Lombardy, north to Treviso and west to Brescia are comparatively straight and free from tricks, though the surface is often treacherous in sudden rain. Brivio had covered nearly half this distance, driving with undiminished speed when suddenly, near Padua, there was a break in the exhaust note. There was something wrong with the electrical system. Another stop later on. The battery lead had broken and the mechanic had to hold it together with his bare hands. Yet another stop at Vincenza to have the break soldered, then at Verona, twenty-five miles from the finish, the mechanic found the headlamps completely smashed and filled with mud, and there was nothing to do but to forge ahead with no lights at 50 or 60 m.p.h., and pray that the lead that had been built up would keep them still in the lead. A hair-raising run it must have been, peering through mud and rain and braking heavily for those unexpected corners with which the fast straights usually end. At last the weary pair sighted the blazing avenue of light which signifies the end of the race. Even then they were no trelieved from their suspense. Farina started 14 mins. after Brivio and could yet win if he appeared within that time. At last his lights flashed at the end of the road, but he was just half-a-minute too late. So the honours of the Tenth Mille Miglia passed to the favourite, while a last-minute spurt by Pintacuda put him ahead of Biondetti and gave a 1-2-3 victory to the Modena colours.

RESULTS
General Classification

1. Brivio (Alfa-Romeo) 13h. 7m. 51s. 121.622 k.p.h. (75.57 m.p.h.).
2. Farina (Alfa-Romeo) 13h. 8m. 23s. 121.539 k.p.h. (75.27 m.p.h.).
3. Pintacuda (Alfa-Romeo) 13h. 54m. 37s.
4. Biondetti (Alfa-Romeo) 13h. 59m. 21s.
5. Tenni (Maserati) 1st in 1,100 c.c.-2,000 c.c. class: 14h. 18m. 40s. 111.591 k.p.h. (69.34 m.p.h.).
6. Bianco (Maserati) 14h. 55m. 10s.
7. Biagini (unsupercharged Fiat) 1st in 1,100 c.c. class: 16h. 38m. 21s. 95.262 k.p.h. (59.19 m.p.h.).



Pintacuda and Brivio, the latter the winner of this year's race, in close company coming down from the Futa Pass.

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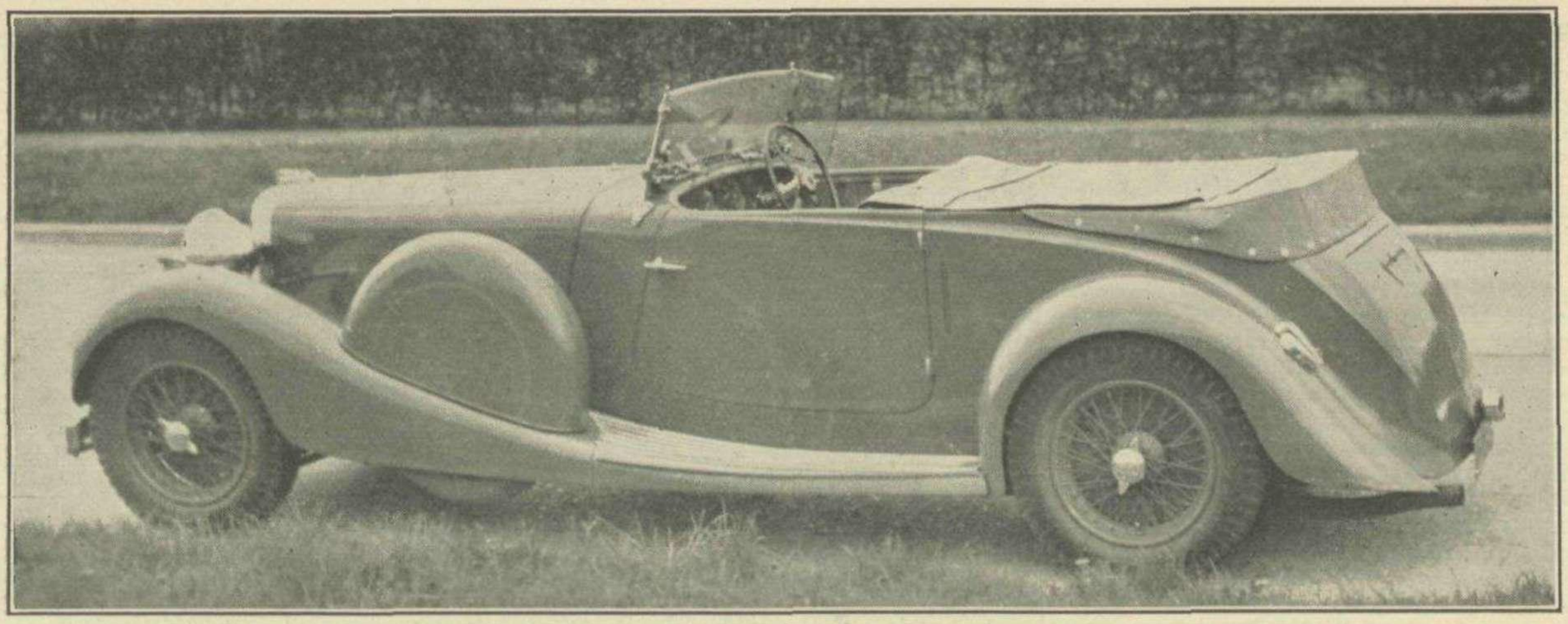
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The open four-seater body is really roomy, with high sides giving equal protection to front and rear passengers. The windscreen carries detachable side-pieces, one of which will be seen in position. A large luggage locker is provided inside the sloping tail

A CAR TO COVER THE GROUND

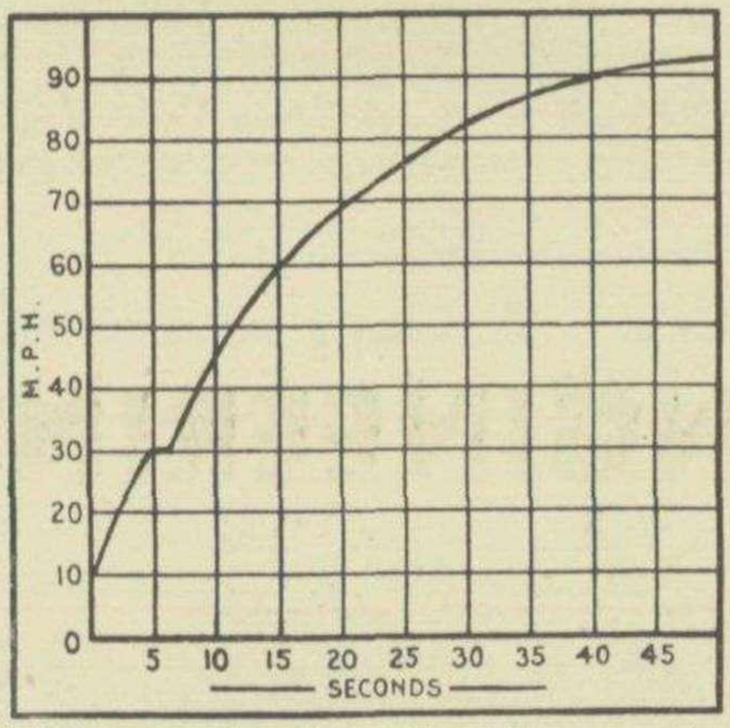
THE 4½-LITRE LAGONDA HAS AN ALL-OUT SPEED OF 95 M.P.H. AND A SAFE AND SOLID FEELING WHICH ENCOURAGES THE MAINTENANCE OF HIGH SPEEDS

It seems generally recognised nowadays that in order to obtain consistent high speeds with comfortable touring coachwork, a big engine is almost essential. This dictum was recognised and turned to good use on the first of the 4½-litre Lagondas, produced some three years ago, on which the speed, though not the acceleration, was almost identical with the model at present under review. To the hard-driving sportsman the roughness of the engine and the undoubted harshness of the springing were matters of small importance, though they prevented the car being fully appreciated by the wider public nowadays interested in fast motoring.

When the new Company took over last year it determined to alter all that. With Mr. W. O. Bentley as Technical Director, the aim has been not to "kill that tiger," that highly entertaining rush of power obtainable from the large 6-cylinder engine, but to turn it to better use, making the car perform with the smoothness which one expects in this year of grace from a car costing £1,000 On the early experimental cars this process of "refinement" was carried, in our opinion, almost too far, but the production cars have a likeable and virile personality which is in no way lessened by the fact that the engine is almost unnoticed and that the springs really do smooth out the inequalities of the road.

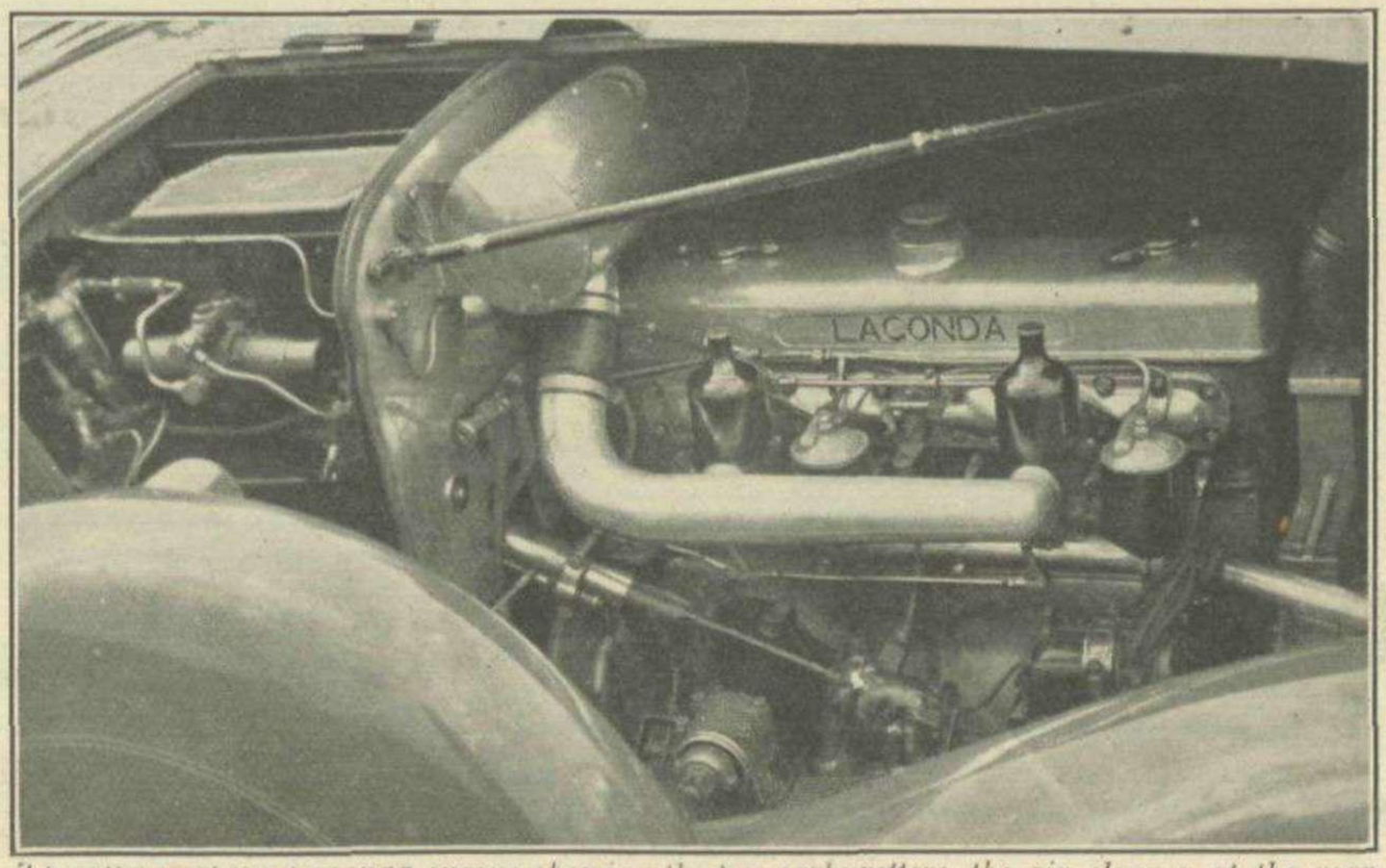
First impressions are usually strong ones, and one could not help being impressed by the handsome, clean lines of the bodywork, with its absence of frills and excrescences, and the neat way in which the wheels had been sunk into the front wings. The seats, which are upholstered with rubber latex, are yielding but firm enough to prevent sideway, both wings are visible over the impressive bonnet, and the steering wheel comes nicely to hand.

Moving off from the centre of London, there was a ready response to the accelerator, a pleasant murmur from the exhaust pipe and a flow of smooth power. The gears snitched smartly in and out and altogether one was conscious in a word of a thoroughbred motor-car. The first taste of freedom as one reaches the Portsmouth-Kingston By-Pass en route for Brooklands is memorable, or should be, and the way the car leapt up to seventy in third and eighty in top gave promise of quite unusually rapid motoring.



The acceleration chart of the 4½-litre Lagonda

On gaining the Track we found the section round the Fork obstructed by barriers put up in connection with one of the car races, and though a sufficient space for one car had been left, one was kept on the *qui vive* for workmen emerging from the Vickers Sheds, making it inadvisable to shoot through the narrow gap at full speed. In spite of this obstruction we had no difficulty in getting up to 95 m.p.h. by the time



The offside of the Lagonda engine showing the two carburetters, the air cleaner at the rear and one of the magnetos. A two-fold bulkhead is placed between engine and floorboards, and in the space in between can be seen the petrol pump and one of the units of the 12-v. battery.



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THE 4½-LITRE LAGONDA—continued

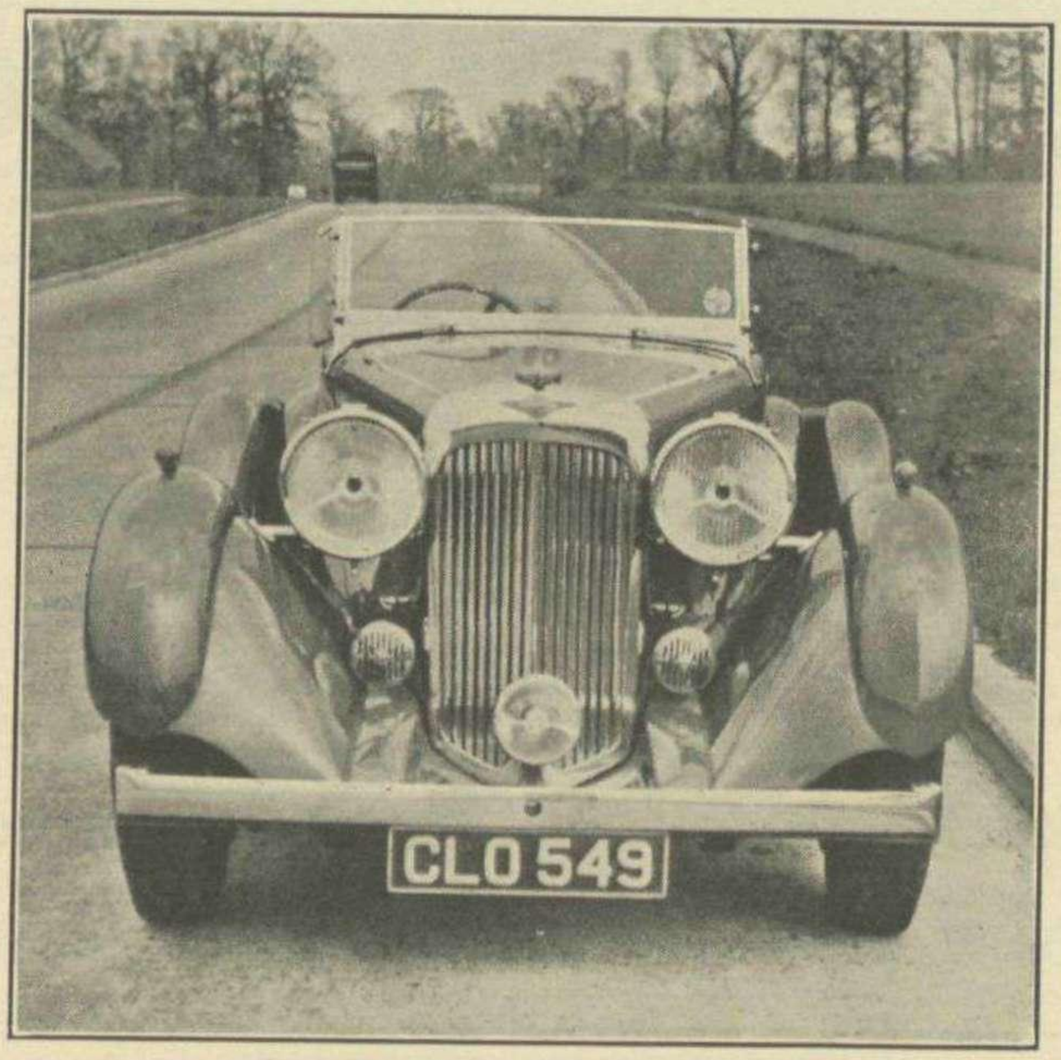
the Railway Straight was reached. Coming off the banking at this speed the car was unusually stable, thundering round without a tremor, hands off and without a movement from the front wings or radiator, proving what can be done with a rigid chassis and conventional springing when the designer is Mr. Bentley.

With the windscreen in its normal position the timed speed over a flying half-mile worked out at 92 m.p.h., while with the screen folded down and replaced by one of the glass aero-screens, which serve as 'side-pieces to the main screen when the latter is in position, we obtained 94.7 as the average of several runs. The speedometer was at least 10 m.p.h. fast at the top end of the scale, the finger being far beyond the calibration, which only read to 100. In view of the commendably high speed of which the car is capable, an optimistic speedometer scarcely seems to be required.

On a fast main highway such as the Portsmouth Road, the Lagonda makes an irresistible call to speed, and with the smooth-running, silent engine, the normally easy-going driver finds himself impelled to drive at a steady "eighty" wherever conditions permit. The engine speed at that figure is only 3,500 r.p.m. and the car runs perfectly happy with throttle eased back. The exhaust note is almost inaudible, and no sound comes from the engine, and as far as can be gathered from the general feel of the car, one could continue indefinitely at this rate. After our experiences driving flat-out on Brooklands, there could be no question of the car's stability at speed, while the brakes give every assurance of quick and certain stopping in emergency. With large drums and the Girling system of operation, they pull the car up without deviation or fuss in 56 feet from 40 m.p.h. A light pressure is sufficient for ordinary purposes, the pedal pressure being progressive until the fullest effect is reached.

The maximum speed can be obtained on stretches a mile or so in length, or if one is feeling in less heroic mood, the car can be run at a silky 55-60, reserving the power of the engine for ascents of main-road hills at 75 m.p.h. At the other end of the scale the car will pull away smoothly from 10 m.p.h., though being somewhat high-geared, it naturally does not get fully into its stride until about 35 m.p.h. or roughly 1,500 r.p.m. If the accelerator is pushed right down at low speeds on top or third, a certain amount of pinking can be heard, evidently symptomatic of the engine working at its highest efficiency, for the car thereupon darts forward with encouraging speed, and without any perceptible roughness.

The next step was to try the car over narrow winding roads, the hardest test for a car of the Lagonda's weight and wheelbase, but one which singles out the sports car from the fast and often rather unstable touring car. The particular stretch of road chosen measured twenty miles in length and from one's experience of it in a touring car, 50 m.p.h. seemed about the limit on its few straight stretches. When we got going along it on the Lagonda, however, we found a real need for a red mark on the rev.-counter dial, showing that we were getting up to the region of 75! Only a faint murmuring when we changed down at 70 and kept



The front view of the new 4½-litre Lagonda shows it to be handsome, practical and free from unnecessary frills.

the engine between 3-5 and 4,000 r.p.m. showed how this 4½-litre was turning over, and one is amazed at the improvement in balance which has been wrought during the present regime at Staines. Talking of gears, incidentally, top and third were the only ones used, the reserve of power on the latter gear being sufficient to whisk the car away from sharp bends and hair-pins, second being only once engaged when bulked on a hill. The average speed over those twenty miles worked out from Ordnance Map and stop-watch, was 44 m.p.h., which is not a bad speed even for main-road running.

The springing is controlled by a set of a special type of Luvax hydraulic shock-absorbers, one of which is fitted with an oil pump which generates pressure in accordance with axle movement. The pump communicates through pipes with control valves on all four shock-absorbers, increasing the damping effect as axle movement increases. By moving a small lever mounted on the steering column and which operates a regulating valve in the pipe line from the pump, a "hard" or "soft" setting of the shock-absorbers can be obtained.

By using reasonably flexible road springs in conjunction with these special shock-absorbers, the new Lagonda has been given suspension which is a happy compromise between racing stiffness and the soft springing of the touring car. Indeed, with the regulating lever in the "hard" position, the car can be slung round sharp corners at quite surprising speeds with no tendency towards rolling, and the same applies to fast bends taken at speed. With this perfected system, in fact, we can see no call for friction shock-absorbers, unless possibly the car were to be used for racing.

The steering is geared considerably lower than on the old-series "4½s," it calls for more wheel-winding when manœuvring though, of course, less effort is needed. Driving fast on the road we noticed no disadvantages. The steering wheel is noticeably steady and free from "kick" when passing over rough roads, and the castor action centres the steering after rounding a bend. If the car were to be used abroad, the steering lock might be with advantage increased, and attention is being devoted to this matter.

Everyone has his ideas of how the gear-ratios should be spaced but, in our opinion the arrangement chosen on the Lagonda with top, third and second close ratios and bottom a comparatively low emergency gear, is the ideal on a powerful car. The only disadvantage is that if the engine is revved too much in bottom, one has to wait a second or two in order to get a quiet change into third, though this could easily be overcome by fitting a clutch stop.

Second to third is a fast change, making use of the synchro-mesh mechanism on the latter gear. Changing from third to top, the lever snicks straight across, so that by making full use of the gears, really stirring acceleration can be obtained. The synchro-mesh mechanism does not prevent one indulging in double-clutch changes when in the mood, but accurate judgment is required to avoid getting the lever "caught up" by the cones. With an engine speed of 4,000 r.p.m. the road speeds on the gears are 31, 58, 75 and

BRIEF SPECIFICATION

Engine: 6-cylinders, bore 88.5 mm., stroke 120.6 mm., capacity 4,467 c.c. R.A.C. rating 29.1 h.p. Overhead valves, push-rod operated Two S.U. carburetters. Two Scintilla magnetos.

Gearbox: Four speeds and reverse, right hand change. Synchro-mesh third and top, constant mesh second. Ratios 3.66, 4.76, 6.1 and 11.49 to 1.

Suspension: Half elliptic springs.

Brakes: Girling, rod-operated.

Dimensions: Wheelbase 10 ft. 9 in.
Track 4 ft. 9¾ in.
Weight with four seater open body 35 cwt.

Price: £1,000.

THE 4½-LITRE LAGONDA—continued

98 m.p.h., but in practice, owing to the ample flow of power low down, one normally does not take the engine above 2,500 r.p.m. in the indirect ratios. Both second and third are silent-running when driving and just audible on the over-run.

The driving position is a comfortable but alert one, well suited to covering long journeys at speed. The short gear-lever and the hand-brake, with its racing ratchet are within easy reach and the steering wheel comes well into the lap. The usual throttle and ignition controls are carried in the centre of the steering wheel; the latter control is only required when starting or running slowly in towns. On the steering column are mounted the mixture control and the shock-absorber regulator. The very adequate Lucas P.100 head-lamps have dip-and-switch mechanism, with a foot-operated switch, the centre fog-lamp being put into action by means of a separate switch on the dashboard.

The all-weather equipment leaves nothing to be desired, and when the side-curtains are in position, the interior of the car is as snug and warm as any drop-head coupé. The windscreen is deep and placed close to the driver and there is ample head-room when the hood is up. Swinging flaps in the side-curtains assure good ventilation with everything in position. When the car is opened up the hood drops without complication into a well at the back of the body and is protected by a flush-fitting hood-cover, while the side-curtains are carried in pockets in the two large doors, behind panels secured by clips and zipp fasteners. Front and rear seats give ample leg-room for the tallest passenger, foot-wells being employed to increase the room available for the rear passengers.

The spare wheel is carried in a metal cover sunk half-way into the off-side mudguard. A similar cover is carried on the near side but in this case is used for storing tools, spare plugs, the starting handle and the pump for the four-wheel hydraulic jacks. If a second spare wheel is specified, the tools and accessories are carried under the bonnet.

At the rear of the car is a luggage locker capable of taking four good-sized suit-cases and the rear panel, when open, provides room for further hand luggage or a small trunk.

Turning now to the mechanical side, the engine first of all commands our attention. Cylinder-head block and crankcase are each separate units, the two former being made of cast iron. Vertical overhead valves are used, operated by push-rods, and the rockers and their standards, which are all positively lubricated, are interchangeable. Two plugs per cylinder are employed, the ignition in each case being by Scintilla magneto, with automatic advance and retard and a supplementary hand control. The two carburetters are S.U.s, and the jets are movable by means of a hand-control on the steering column to give a rich mixture for starting. Exterior water passages are provided between the head and the cylinder-block, and the cooling is assisted by water-pump and fan. The radiator is large and fitted with thermo-statically-controlled shutters.

The crankshaft is balanced and carried in four main bearings. The sump holds 2½ gallons and the oil-filler is situated on the top of the rocker cover, an accessible arrangement and one which allows the oil to flow in quickly. The engine is mounted on rubber at four points.

The clutch is of the normal dry-plate type, while the gear-box rather unusually nowadays is separate from the engine. Its features are synchro-mesh on third and top and a constant-mesh second gear. The propeller shaft is open, with two needle-bearing universal joints, and the final drive is by spiral bevel.

The chassis has straight side-members slightly upswept to clear the front and rear axles, with three tubular cross-members of unusual size. The special shock-absorbers have already been described. The steering is by worm and nut, and the Girling brakes operate in 16-inch ribbed drums.

The rear petrol tank holds 20 gallons, of which two constitute a reserve supply which may be turned on from the driving seat. Two filler caps are used, one on each side of the chassis, a great convenience if the car is to be used abroad. The petrol consumption works out at 13 m.p.g. and leaded fuel is required. The twin electric petrol pumps are carried with the batteries cut-out and fuses in a double bulkhead under the bonnet, which also serves to isolate the driving compartment from the heat of the engine.

Anyone who handles and examines the new Lagonda cannot fail to be impressed with the fine workmanship and the many points of practical value which have been embodied in the chassis design and the lay-out of the body. The car is one of the fastest, safest and most robust on the British market to-day and one which will delight the most inveterate road-burner, and yet contrives to cover the miles with a quietness and smoothness which spell freedom from fatigue at the end of a long journey.

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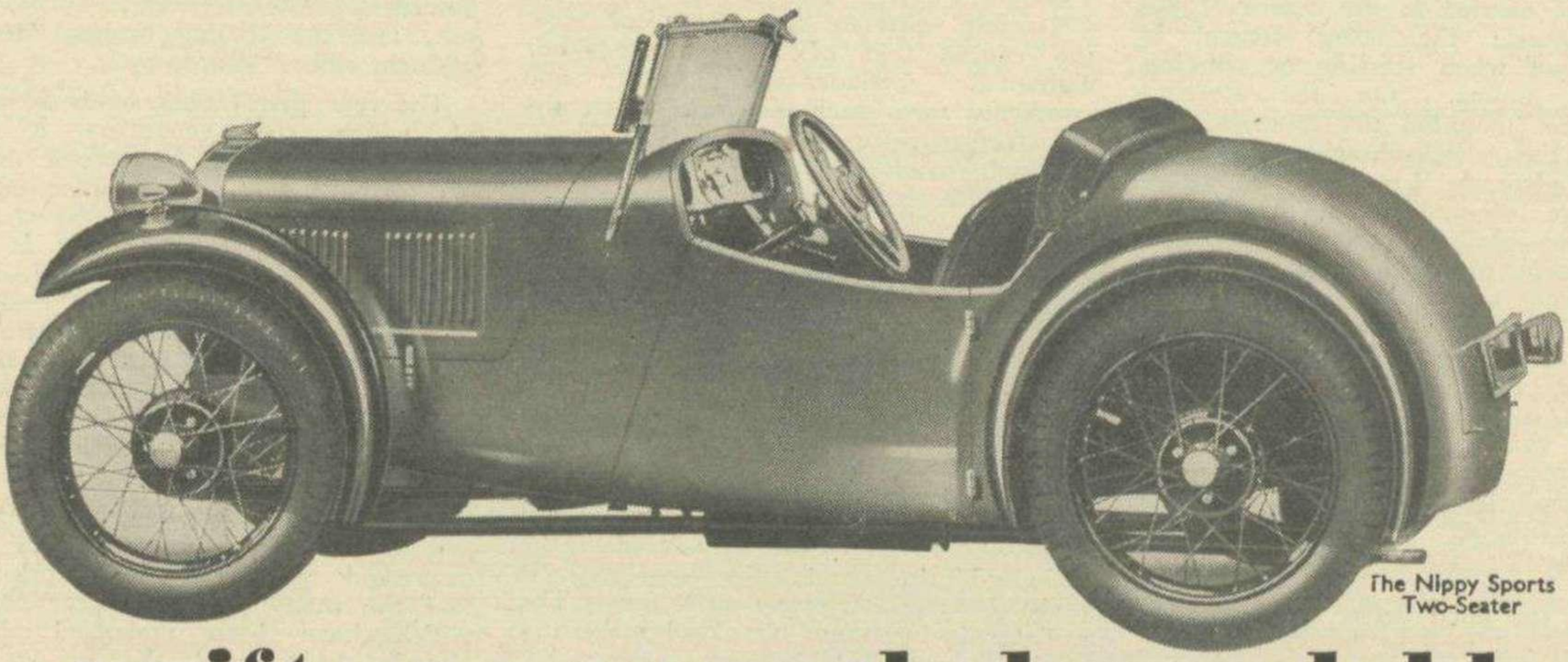
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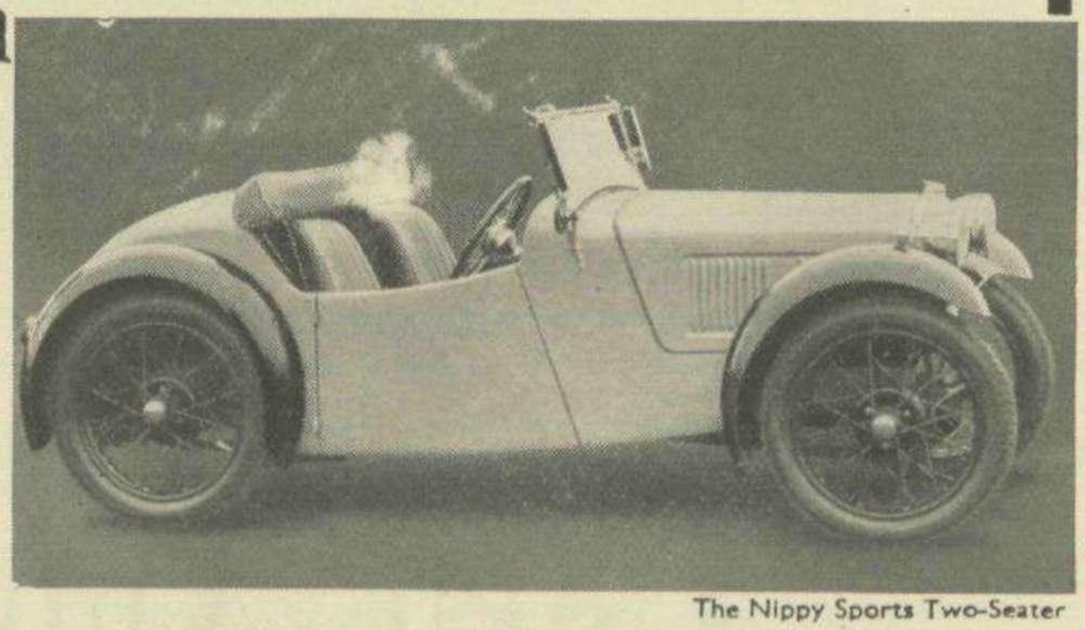


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TWENTY-TWO YEARS AGO

THE FIRST RACING CARS IN THE ISLE OF MAN. GORDON BENNETT TRIALS AND A T.T. WON AT 33.9 M.P.H.

In a few weeks' time twenty odd racing cars, fitted with engines not exceeding 1,500 c.c. in capacity yet capable of speeds approaching 140 m.p.h., will be seen screaming their way round a four-mile course on the outskirts of Douglas, Isle of Man. What a contrast to the days of the first Gordon Bennett Trials in 1904, the first occasion on which racing cars were seen on the roads of the Island, when "hundred-horse" racers clattered round a 50-mile circuit amid clouds of impenetrable dust.

The Gordon Bennett race was an international event, the reward for which was a cup presented by an American newspaper proprietor. Each country competing was to be represented by a team of three cars, which had to be the products of their respective countries. France won the first two events, in 1900 and 1901, but in 1902, when the race was run at the same time as the Paris-Vienna race, utilising the course as far as Innsbruck, it was carried off by Edge, on a Napier.

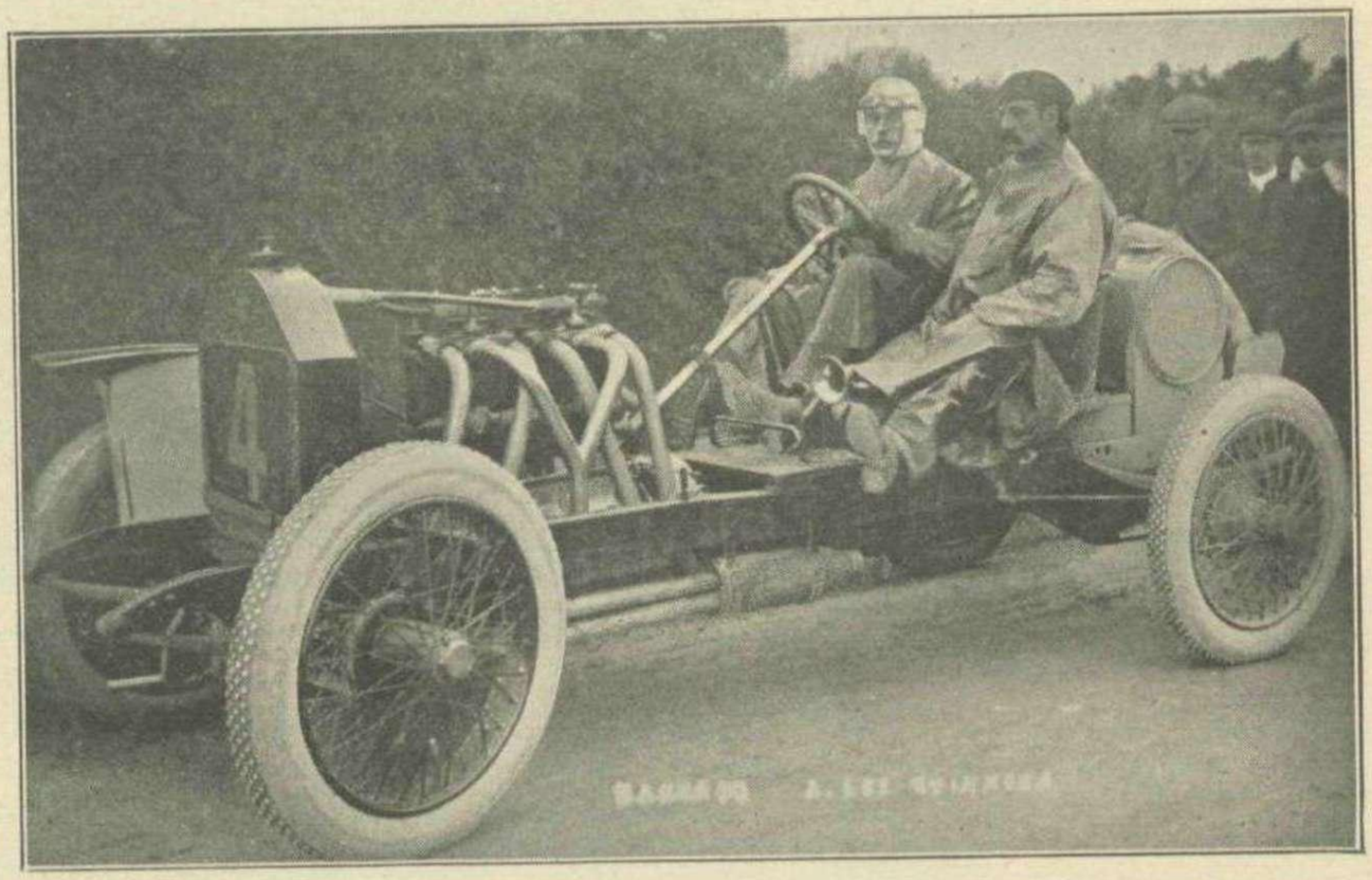
According to the rules, the 1903 race had to be run on the winner's territory. There was no hope of getting permission to hold a race on English roads, but it appealed to the sporting instincts of the Irish, and a private bill was cajoled through Parliament allowing certain roads to be closed for a day. The race ended in a victory for Jenatzy, on a Mercédès, which implied that the 1904 race would take place in Germany.

There was great rivalry at the time between Edge, who was the manager of the Napier firm, and Herbert Austin, as he was then, the manager of Wolseleys. Both firms put forward a team of three cars, while a team of three Darracqs was entered by Rawlinson. There was nothing for it but to arrange some sort of eliminating trial, though the Automobile Club was at a loss to know where such an event could be held. At this juncture the Government of the Isle of Man came forward and expressed its readiness to close roads and to render whatever other help was necessary for running the trials, and needless to say its offer was accepted without delay.

The course chosen started from the Quarter Bridge, just outside Douglas, ran down to Castletown and then came north over the mountains to Ballacraine. The present T.T. course was followed as far as Ballaugh, when a round-about route led to Ramsey. The famous Mountain road, narrow, rutted and dusty, was included even at this early period, and the 1,300-feet climb proved a severe test. Down on the lower roads the dust was terrific, only rendered bearable by the fact that there were only eleven cars on a 52½-mile circuit, which had to be covered five times.

The five Napiers were of assorted types, those driven by Edge and Mayhew being of nominally 80 h.p. with 4-cylinder engines of 13 litres capacity. The Wolseleys were three of the famous "Beetles," Girling's being a 1903 "72," while Muir and Jarrott drove the latest "ninety-sixes." The engine was a flat four with the cylinders set fore and aft in the frame. A fly-wheel and a plate clutch was carried at each end of the crankshaft, and two chains conveyed the power to a counter-shaft.

The Darracq team deserved special mention. Being normally made in France, they would not have been eligible to represent England in the Gordon Bennett. The enthusiasm of Arthur Rawlinson, later a famous polo player, overcame this, and the cars were assembled in Glasgow from spare parts sent over from France and collected together from the various depots in England.



"Algy" Lee Guinness at the wheel of his 100 h.p. Darracq in the 1905 Eliminating Trial. His mechanic doesn't seem to have enjoyed the ride.

The Automobile Club were determined that the Trial should not develop into a race; the latter form of sport, they considered, was much too dangerous. With this intention, narrow sections were "neutralised," and a schedule time allotted for the unrestricted parts of the route. Points were given for speed over a three-mile straight, over a flying half-mile, up the first section of the mountain road out of Ramsey, and for time lost in repairs and replenishments on the way. The Tests were, in fact, a sort of high-speed reliability trial, a point which the Automobile Club emphasised by saying that the cars which would be chosen were not necessarily those which made the fastest time.

At nine in the morning began the first "race" held on Manx soil. Stocks, on the Napier, was the first to be sent off, while the Darracqs, and Mayhew's Napier gave trouble right up to the last minute, and were late on the line. The Darracqs, when they did arrive, monopolised all attention by the terrifying noise from their exhausts; at the weighing-in the night before, they had been found overweight, and had been stripped of all detachable parts including bonnets and silencers.

The second Darracq was in the hands of Hémery, a French driver, and when his name was called he appeared on the line with his car simply enveloped with smoke and misfiring like a machine gun. He was sent back to drain his crankcase and sat in the driving seat toying impatiently with his engine switch. The minute his mechanic had got his car going again he shot off the line and down the course like a rocket, taking not the slightest notice of the astonished officials who danced about waving flags. A foreigner, and understanding no English, he had imagined that his late start entailed a loss of points, and shot off the minute the car was ready.

Edmond, on the second Darracq, got away safely, but the unfortunate Rawlinson had only gone a few yards when the universal joint on his propeller shaft broke.

Campbell Muir's Wolseley seized at Ramsey on the first lap, while Hémery and Edmond had come down the Mountain at phenomenal speed with their cars almost devoid of brakes, the lightening process having been extended to them as well. Hargreaves, on a 55 h.p. Napier, was the first to come round, in spite of a stop to tighten a clutch spring, after which the engine refused to start for six minutes. Mayhew's Napier was the fastest car in the trial, but he was much hampered by his

TWENTY-TWO YEARS AGO—continued

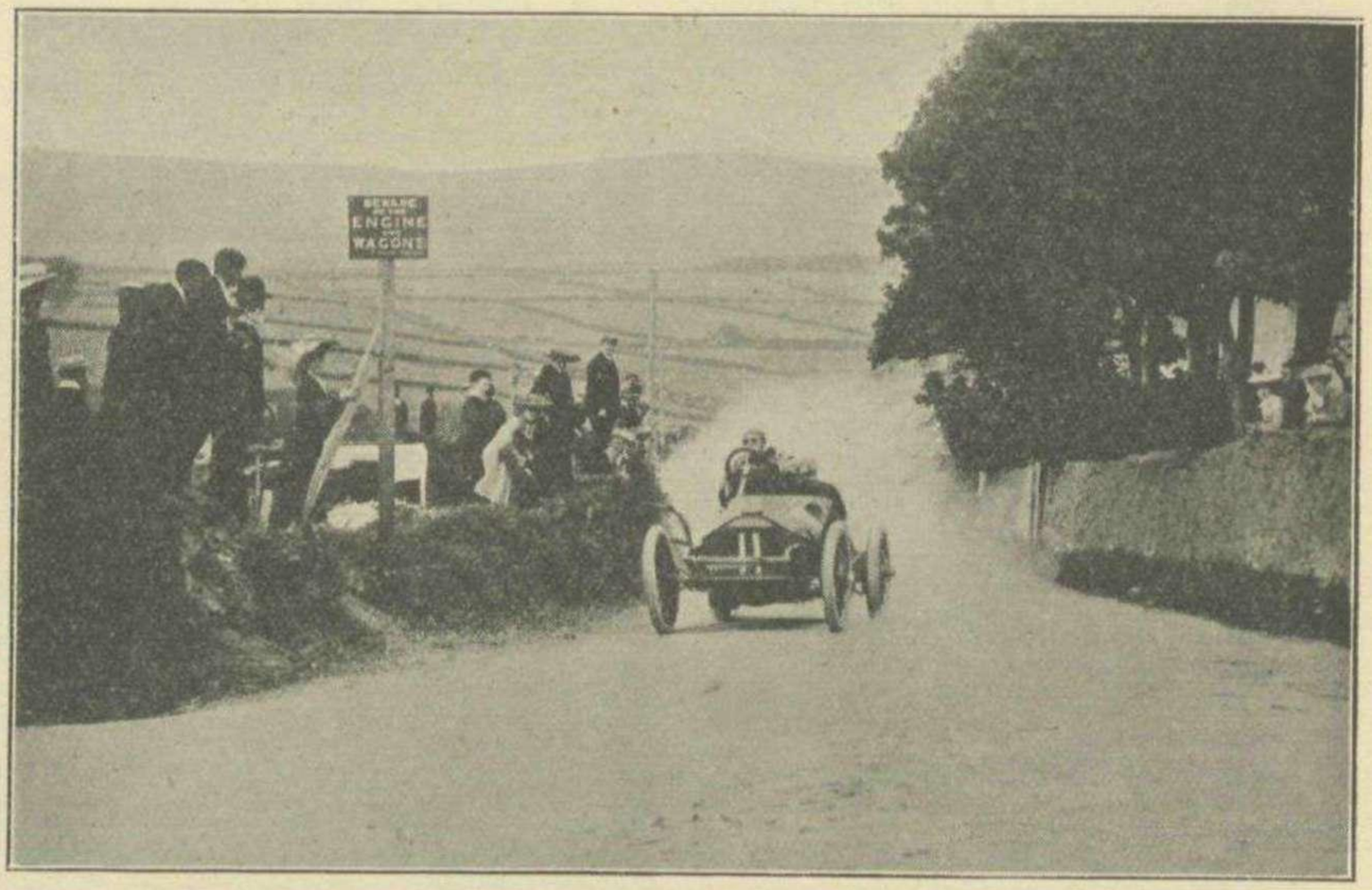
front axle having been inadvertently fitted back to front after a crash. The rest of the Napier drivers, Earp, Stocks and Edge, all made good time, as also did Girling and Jarrott on their Wolseley "Beetles," and all completed their five laps without incident. Over the half-mile, Edge's Napier averaged 73 m.p.h., while Girling's Wolseley managed 65.6.

Next day there was a half-mile hill-climb on a hill near Ramsey, and here again Edge made the fastest time. To conclude the trial a flying kilometre speed trial was held on Douglas Promenade, which was not a particularly good place for such an event owing to tramlines and a bend in the road. The most dangerous part of the proceedings was not the actual run itself, but the return journey where several cars returned to the start together. Coming back with several other cars, Earp suddenly decided he was going too fast, and jammed on his hand-brake. The ratchet stuck and the wheels locked, and the car charged a wall at considerable speed, injuring the driver and his brothers and smashing the car.

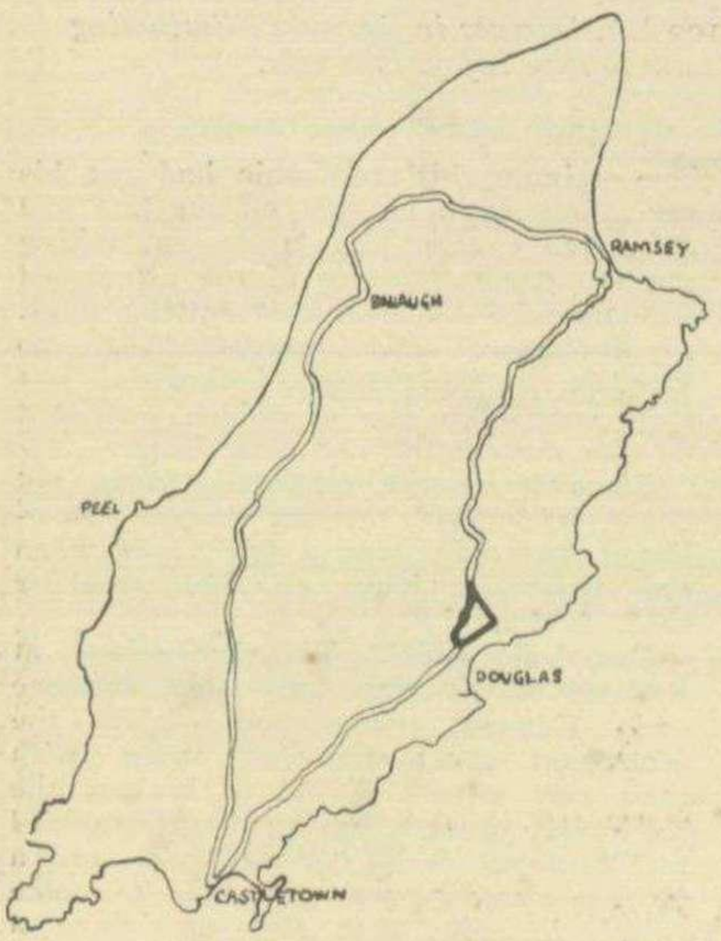
Wading through the mass of statistics, the judges selected Edge, on the Napier, and Girling and Jarrott, on Wolseleys, as the team to represent England in the Gordon Bennett Trophy, though the honour would have fallen to Earp, on the second Napier, had it not been for the accident. Edge made one of his famous protests, declaring that the driver should not be excluded as the result of a trivial accident, but the judges stood firm. So ended Manxland's first introduction to racing cars. In the Gordon Bennett Race itself, incidentally, Girling finished ninth and Jarrott twelfth, after breaking a chain, smashing third gear, bursting his radiator and with no governor on the engine.

Again in 1905 the Gordon Bennett race was held, in spite of much opposition from France, which contended that the restriction of each country's entry to three cars irrespective of the size of its industry was unjust. Once again the Isle of Man was the scene of the English Trials, which were run on this occasion as a race pure and simple. The cars consisted of four Napiers, driven by Cecil Edge, Earp, Hargreaves and Macdonald, a brace of Wolseleys driven by Bianchi and the Hon. C. S. Rolls, two Stars driven by H. and F. Goodwin, Girling on a Siddeley, and last but not least, Algy Lee Guinness on one of the cottage when the steering of his big Siddeley failed near Ramsey, but he and his mechanic escaped unhurt.

Only two cars, Earp on the 80 h.p. Napier and Rolls on the 96 h.p. Wolseley, completed the course, with the Hon. C. S. Rolls a lap behind. The average speed of the winner was 51.5 m.p.h. while the fastest car over the flying half-mile, Macdonald's Napier, put up a speed of 88.2 m.p.h. Rolls, on the Wolseley, reached 75 m.p.h. on his best passage over the timed section.



One of the famous Wolseley "Beetles," in this case the one driven by Rolls, raises a cloud of dust after Hilbery Corner.



This is the old course round the Island. The present course for this year's Mannin race can be seen marked in black at Douglas.

"hundred-horse" Darracqs from the previous contest. The fastest car running in the Trial was Macdonald's 90 Napier, which had shortly before returned from Daytona Beach after securing six world's records. It was the first English racing car to have six cylinders and the first English car since the advent of pneumatic tyres to be fitted with wire wheels. With its wedge-shaped bonnet and row upon row of cooling pipes, it was a most impressive-looking machine.

Early morning practising was allowed for the first time, and the enthusiastic Manxmen crowded the hedges from four in the morning. On the day of the trial the spectators were stirred at the thought of a real race at last and excitement ran high as the cars were sent off at two-minute intervals from Quarter Bridge.

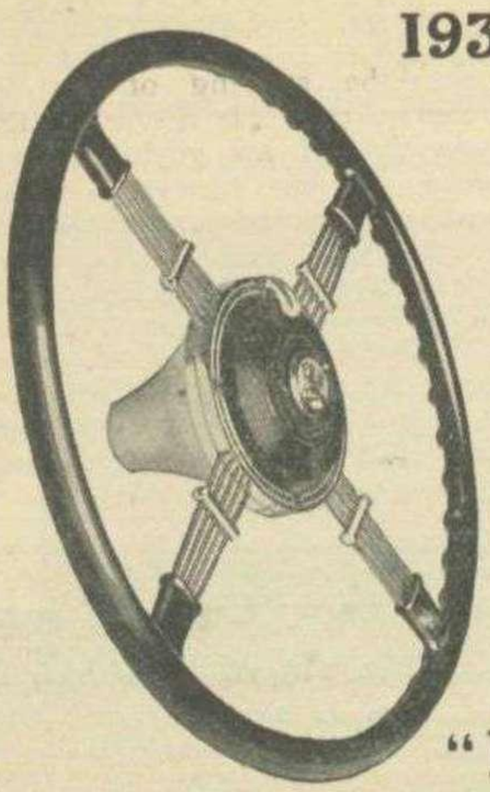
Guinness was the first man round, having overtaken the two Stars, which were hastily prepared and rather slow, but once again "Darracq Luck" prevailed and he retired on the next round with a broken piston. Macdonald came up to expectations by putting up the fastest timed speeds, but was delayed by a broken oil pump chain, finally dropping out with a buckled wheel. The fastest lap was made by Cecil Edge, the cousin of "S. F.," who got round at an average of 56 m.p.h. Girling, who lay second on the first round, crashed into a

The eliminating trials of 1905 were one stage nearer to a real race; this was reached later in the year when the first of the famous Tourist Trophy races was held. As the name implies, this event was promoted to encourage the touring car and as such had some curious regulations. The limits of chassis weight, irrespective of the size of the car were fixed at between 1,300 and 1,600 lb., and to get down to the weight, chassis were drilled till they looked like fretwork, bonnets were made of cardboard, and even the hub-caps were discarded in an effort to get down to the limit. An additional complication was a petrol allowance of 22½ m.p.g. This was increased to 25 m.p.g. on the eve of the race, causing an outburst of fury from drivers who had got down to the lower figure, and actually at the end of the race all the leading cars had a good supply in hand.

The Tourist Trophy was run over four laps of the Long Course, making 208 miles, and there were no controls or other hindrances with the exception of the level-crossing gate which, by some miracle, never actually held up anyone. No spectacular speeds were expected, the maximum speed of the fastest car being given as 47 m.p.h., pulling a gear of 2.1 at an engine speed of 1,000 r.p.m. 3½ to 4 litres was the usual engine size on these touring cars and the power was rated at from 14 to 20 h.p.

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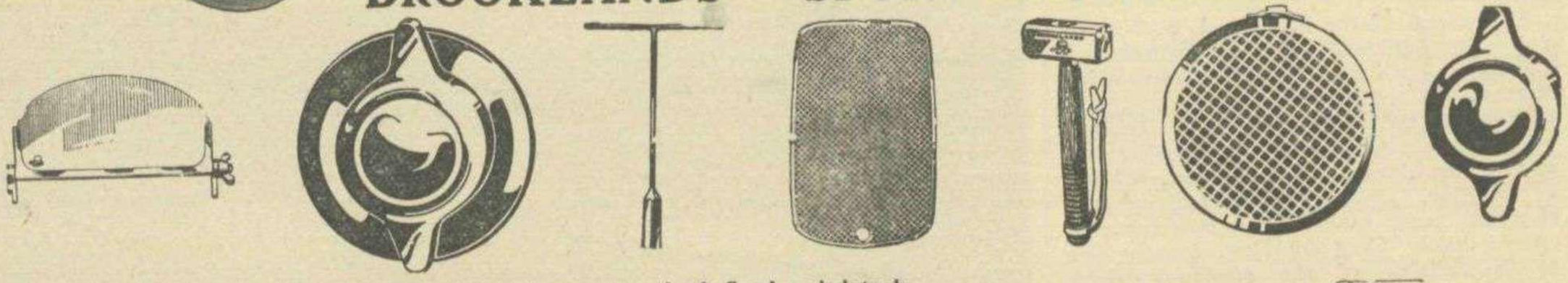


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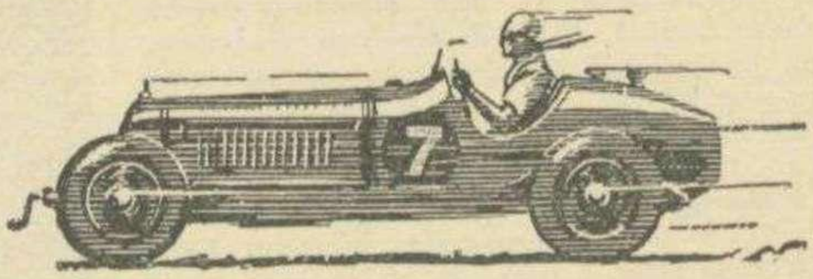
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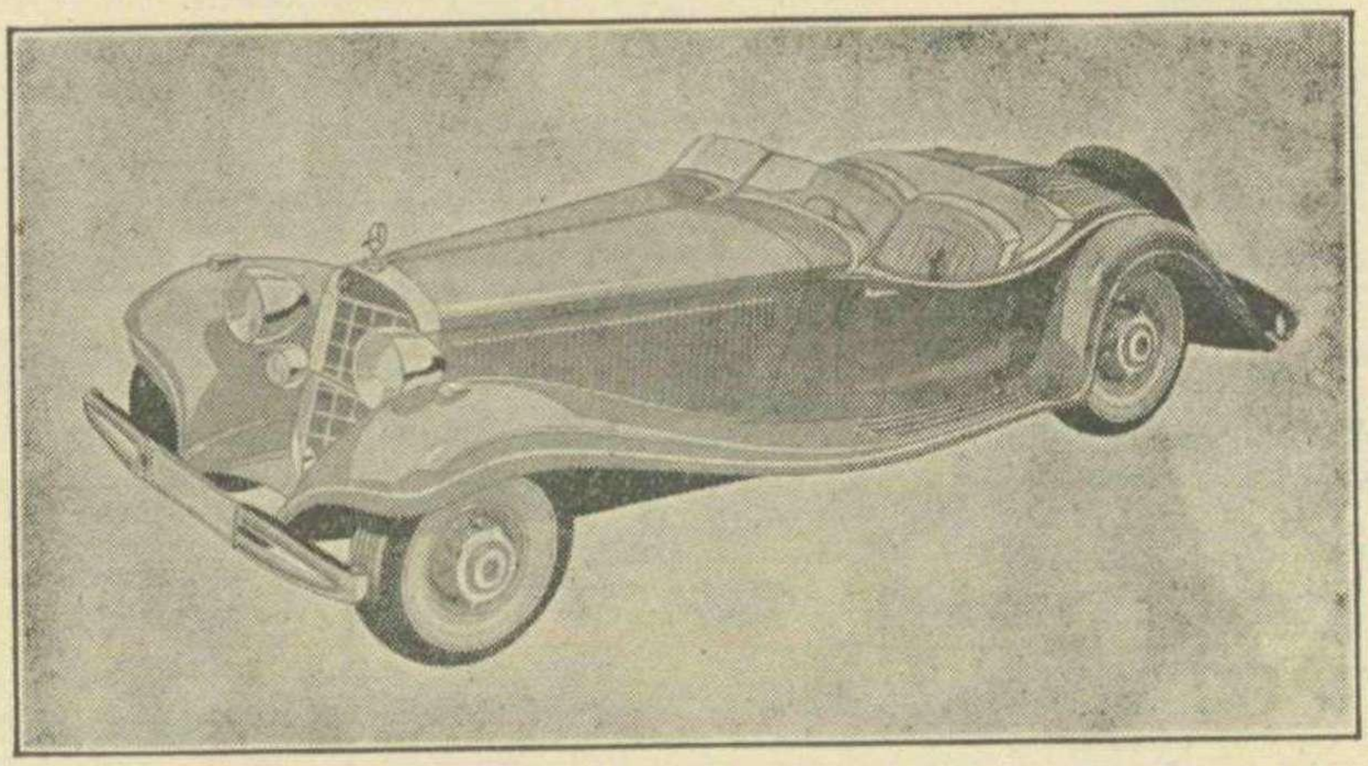


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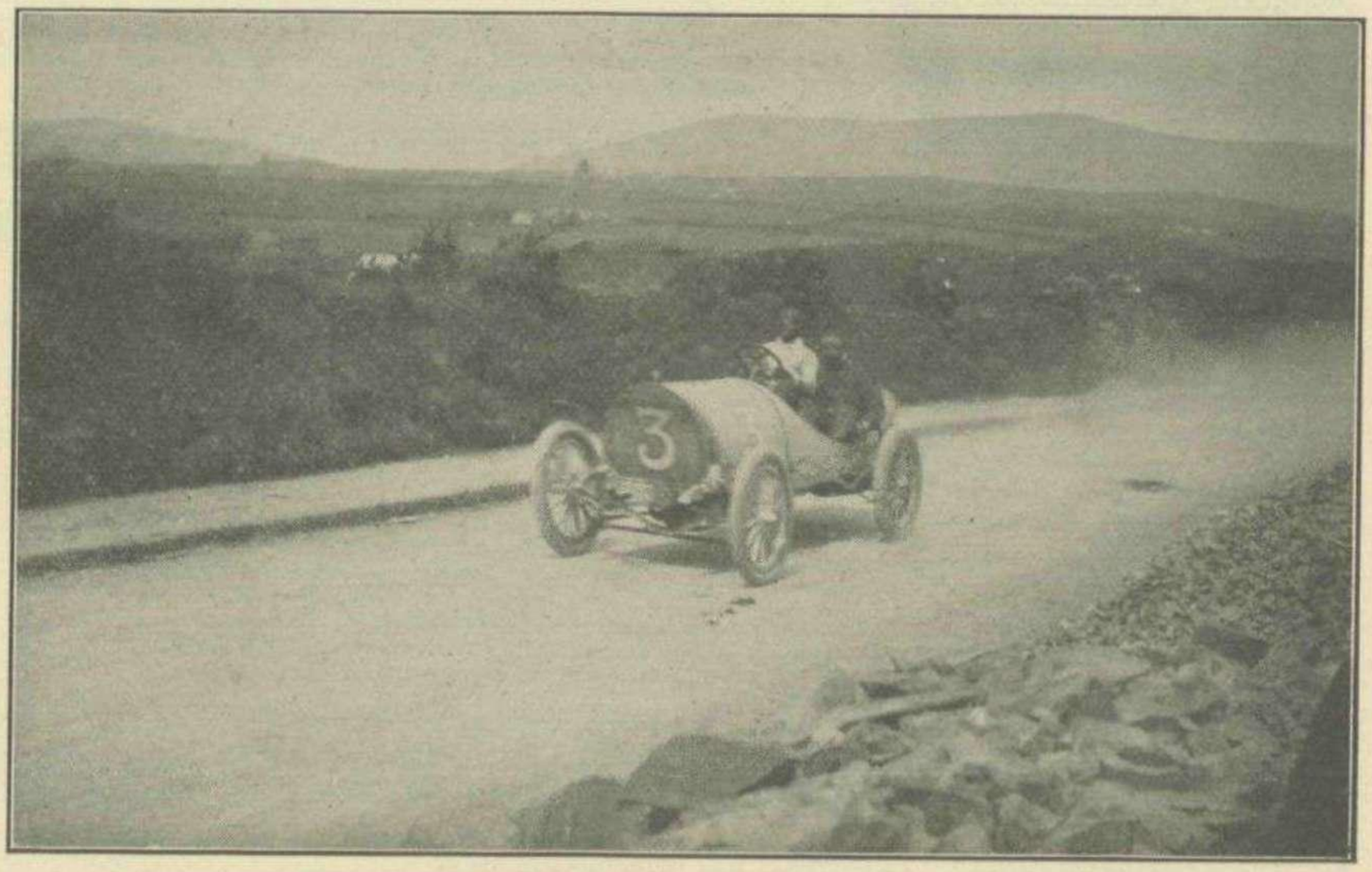
TWENTY-TWO YEARS AGO—continued

Every drop of petrol was precious so the forty-seven cars were towed to the starting point behind horses and then despatched from the start, which was selected on the outskirts of Douglas, by letting them roll down a steep hill on the course.

The first incident of note, which occurred soon after the start, was when an Argyle collided with the wall of a house in Ballasalla village, fortunately without great damage to house or car. Thornycroft's car was said to be suffering from a bent wheel, but it was something more exciting than that. The back-axle casing had cracked, and eventually one wheel and one half-axle came away, leaving the car skating along on three wheels.

At the end of the first lap J. S. Napier was leading with his unorthodox 4-piston, 2-cylinder Arrol-Johnson, with Northey, on the 20 h.p. Rolls-Royce, and Littlejohn, on the Vinot, close behind. While these three were fighting it out news came through that Bennett, driving a Cadillac, at that time one of the cheapest cars made, had crashed at a corner below Creg ny Baa, largely due to the shifting of the sandbags which were carried as ballast. Lee Guinness, on one of his usual Darracqs, was also in trouble at that point, but the sober pace at which these high-built touring-cars travelled prevented any very exciting incidents. There was a good story however of Hadley, on a Wolseley, who stopped after a crash at a forge en route and had his front axle straightened.

The order of the leading cars remained the same for the first three laps, and when Napier started out for the last round he had over a minute in hand. His success seemed a foregone conclusion when suddenly, with twenty miles to go, his silencer blew off. Over a minute was spent in replacing it and those last miles saw Napier and his car travelling as they never had before. Then came the wait until Northey's arrival—would he realise that victory was within his grasp and put on extra speed during the final round? Unfortunately for Rolls-Royce hopes, it was before the days of signalling depots round the course, and the driver of the "R.R.," unaware of his position, continued steadily on his course to finish two minutes behind Napier. A win at 33.9 m.p.h. does not sound spectacular, but the race was voted a great success at the time as the highest form of test to which a car could be subjected. The 1936 Mannin race, which follows the old T.T. course for two miles out of four will provide a spectacle more in keeping with our ideas of speed to-day.



F. Goodwin with his Star in the 1905 Trials. This same piece of road, between Cronk-ny-Mona on the present T.T. course Tromode corner, forms part of this year's Mannin course.

R.A.C. INTERNATIONAL CAR RACE.

Entries for the R.A.C. International Car Race have now finally closed with a total of twenty-six. This is the first genuine Grand Prix race the Club has organised since the R.A.C. Grand Prix which was run at Brooklands in 1927. It is interesting that at that time the International Formula for Grand Prix races limited the engine capacity of cars to 1,500 c.c. The race which the R.A.C. is running in the Isle of Man on 28th May has exactly the same limitation, and one of the cars—in all probability it was the winner—which competed in 1927, will be running over the Manx Course. This is the Delage entered by Seaman, and it says much for the design of ten years ago, that with certain modifications this car is able to compete on level terms with the last word in modern racing cars with distinct hopes of success.

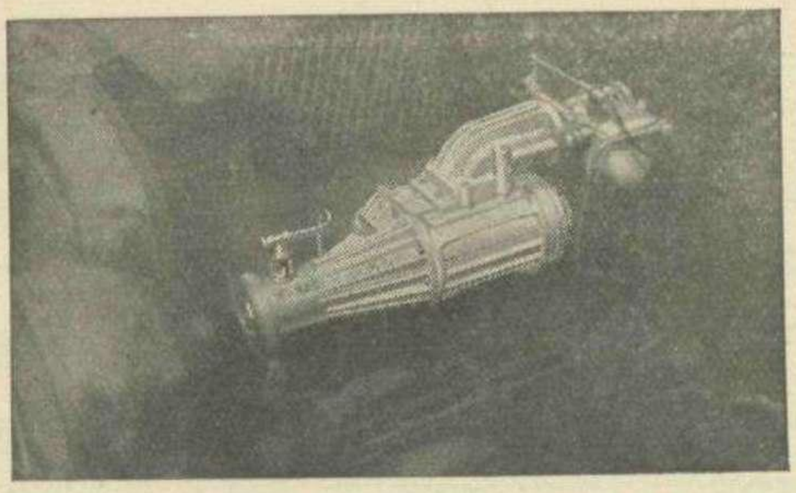
The entry for the R.A.C. race is the biggest that has ever been received for a scratch race in this country in recent times and is an indication that this type of event is popular with entrants. The quality of the entry is of the highest and challenges comparison with any race for similar cars in any part of Europe.

The course for the race has never before been raced over as a whole. It is four miles in length and whilst the maximum speeds on the mile straight from Onchan village past the Grand-Stand to the St. Ninian's Church corner will approach 120 m.p.h., it is not expected that the course will be lapped at more than 70 m.p.h. Every attribute of the car and the skill and endurance of the driver will be tested to the full.

The following is the complete list of entries :—

NAME	CAR	C.C.
A. C. Dobson	E.R.A. (S)	1,486
A. C. Dobson	E.R.A. (S)	1,486
W. G. Everitt	E.R.A. (S)	1,486
H. Cook	E.R.A. (S)	1,488
H. Cook	E.R.A. (S)	1,488
H. Cook	E.R.A. (S)	1,488
"B. Bira"	E.R.A. (S)	1,488
R. E. Tongue	E.R.A. (S)	1,488
N. Black & T. H. Wisdom	E.R.A. (S)	1,488
G. F. A. Manby-Colegrave	E.R.A. (S)	1,488
J. H. Bartlett	Alta (S)	1,485
P. M. Dwyer	Alta (S)	1,485
A. J. Cormack	Alta (S)	1,496
J. P. Wakefield	Alta (S)	1,496
Sir Herbert Austin	Austin (S)	744
Sir Herbert Austin	Austin (S)	744
Sir Herbert Austin	Austin (S)	744
L. R. Briggs	M.G. (S)	1,087
H. Williams	M.G. Magnette (S)	1,087
R. H. Eccles	Rapier Special (S)	1,084
P. F. Jucker	Frazer-Nash (S)	1,496
T. K. Humber	Bugatti	1,496
E. K. Rayson	Maserati (S)	1,496
C. Kautz	Maserati (S)	1,498
F. W. Dixon	Riley (S)	1,486
R. J. B. Seaman	Delage (S)	1,496

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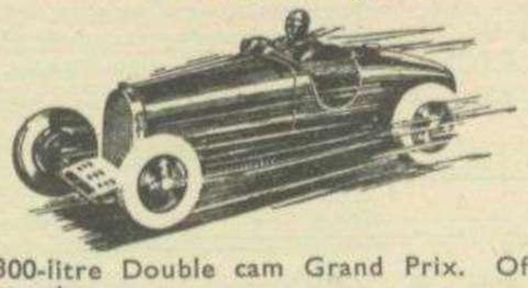
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