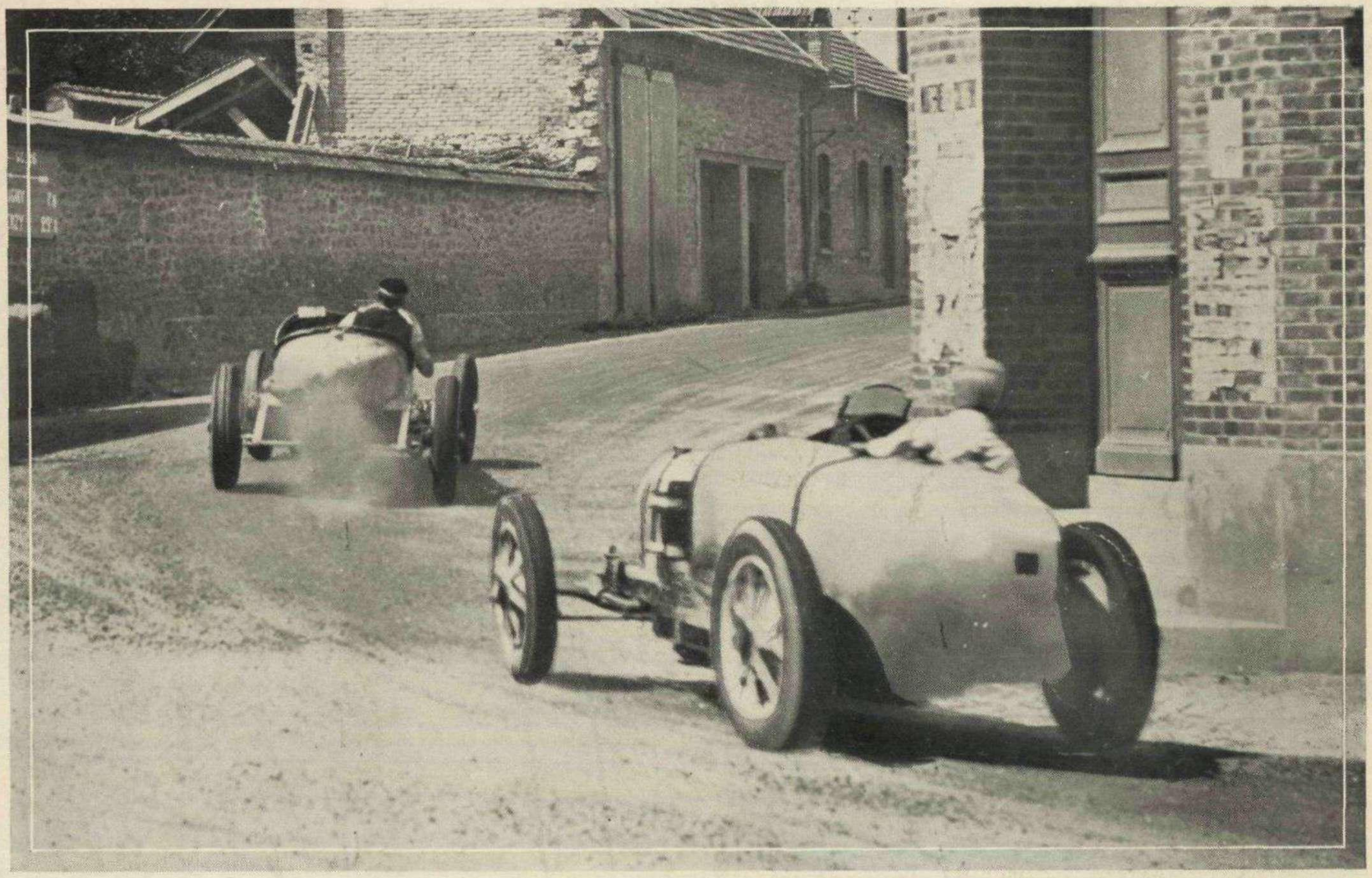
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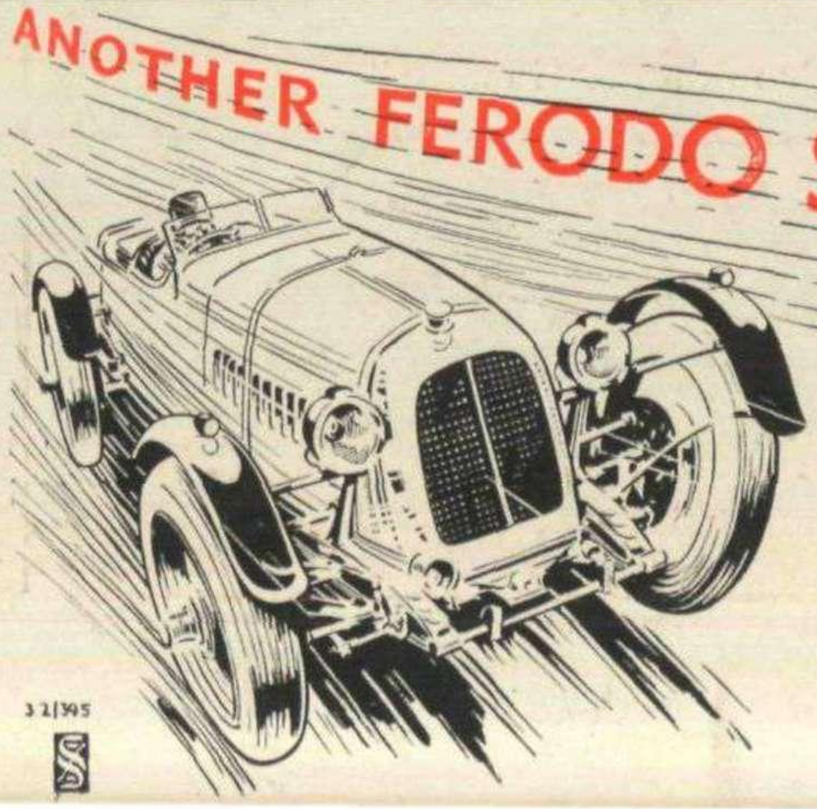
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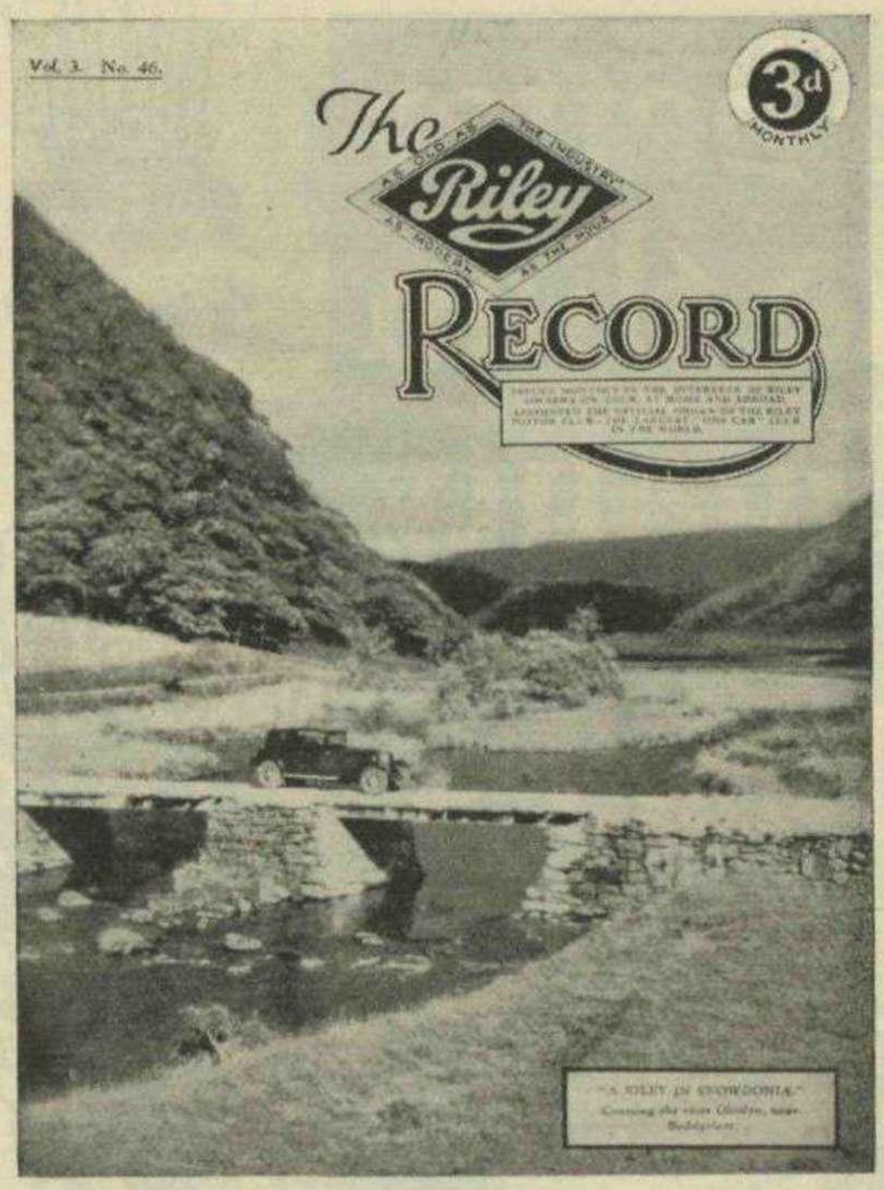
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EDITORIAL.

Give the British Manufacturer a Chance!

NOW that long distance racing for sports cars is apparently finished for the moment at Brooklands, it seems that our motor racing activities at home must be confined to the sprint events at the B.A.R.C. Meetings, and the British Empire Trophy and 500 Miles Races organised by the B.R.D.C.—in fact, track races for track cars.

In view of the fact that the only races which English manufacturers are in a position to compete are those for production sports models, it seems ironical, to say the least, that the nearest road races for which they can enter are the Irish T.T. Race at Belfast and the Grand Prix d'Endurance at Le Mans.

The remedy is not hard to find, and lies in the construction of a road circuit on private grounds. Such a course would prove of immense assistance to manufacturers, providing them with a testing ground at their very doors, and would encourage many who, for various reasons, do not at the present time make use of racing as a means of "improving the breed" to try their hands at the game.

We have already pointed out the necessary attributes of such a course. Briefly, the site must include a hill, giving a series of differing gradients, with hair-pin bends; it must contain at least one straight of about a mile in length; it must be in open country, free of trees, to avoid heavy constructional costs; it must have a hard sub-soil, such as chalk, giving a firm foundation for the road, thereby reducing maintenance charges, and dry ground for car-parks; lastly it must be situated within easy reach of both London and the Midlands, and must possess adequate railway and main road approaches.

That such a course would be successful in attracting the public is abundantly proved by the example of the Nürburg Ring, in Germany. The attendance at every meeting held on this Circuit is always in the neighbourgood of 150,000, while as many as 30,000 cars fill the car parks. It can only need two or three meetings of this sort to ensure a handsome profit on the initial cost of construction.

MOTOR SPORT regards the development of a road-racing circuit containing the elements outlined above as a necessity of national importance. Without such a course at their disposal British manufacturers will continue to labour under a crushing handicap, having actually to bear the heavy expense of transporting a team of cars, with their personnel, a journey of many hundreds of miles in order to take part in road races.

In Germany, the Nürburg Ring was constructed with Government aid with a view to finding work for the unemployed, and has proved an unqualified success. In this country, however, the existence of so large a well-to-do sporting public should make Government assistance for such an undertaking unnecessary, and we fervently hope that their efforts may be concerted into providing British manufacturers with the opportunity they so richly deserve.

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CARACCIOLA WINS THE GERMAN G. P.

ALFA-ROMEO WIN UNLIMITED AND 1,500 c.c. CLASSES.

M.G. MIDGET'S EASY VICTORY IN 800 c.c. CLASS.

THE Nürburg Ring, on which the German Grand Prix was run on July 17th, has come to be regarded as the most difficult road race circuit, with the exception of the Targa Florio, in the world. In the course of its length of 14 miles the road takes on many different aspects, for there are 170 corners, and the rise and fall in the land amounts to 1,000 feet. In some places there are gradients of 1 in 6, and the road is never straight. The factor which makes the circuit less stringent than that used for the Targa Florio is that the surface of the road is for the most part good, smooth, tarmacadam.

The accommodation for spectators is almost unlimited, and on Sunday, the 17th July, there assembled the colossal number of 150,000 people, while 30,000 cars were parked in the official enclosures! Taking no chances of a serious accident, the authorities have just completed a new fence which keeps the public well back from the road all round the course.

In view of their invincible form this season, the official team of Alfa-Romeos driven by Nuvolari, Caracciola and Borzacchini, was strongly fancied, and as events proved, this confidence was not misplaced. Bugatti had entered two cars, both 2.3 litre models, to be driven by Chiron and Varzi. At the last moment, however, Varzi decided not to start, as he had not yet recovered from a wounded eye sustained at Rheims a few weeks earlier. Chiron was ably supported by two 'independents,' that excellent driver, René Dreyfus, and Marcel Lehoux, both of whom could be relied upon to give a good account of themselves. The unlimited class was completed by two German drivers of Bugattis, and Ruggeri at the wheel of a Maserati.

In the 1,500 c.c. class there were many interesting entries. Earl Howe was down to drive his veteran 1½-litre Delage; the well known German drivers, Hartmann and Tauber had entered a Bugatti and an Alfa-Romeo respectively; Ernesto Maserati had turned up with an interesting 4-cylinder 1,100 c.c. Maserati; Scaron would provide stern opposition with his very fast Amilcar, and everyone was interested to see how Fane and Eric Siday would get on with the new "blown" o.h.v. Frazer Nashes. Lastly, in the 800 c.c. class, there were 2 B.M.W.'s, 1 D.K.W., 2 Austins, and H. C. Hamilton at the wheel of a Montlhery Midget.

In spite of grey skies, with lowering clouds, there was a tremendous crowd present at the start, when the cars were sent away *en bloc*.

From the outset it became apparent that it was going to be a 1, 2, 3, Alfa Romeo victory, for Caracciola immediately took the lead, followed by Nuvolari and Borzacchini. Bugatti hopes were quickly dashed, for after a few laps Lehoux had to retire with a broken rear axle, and Chiron encountered a series of troubles which led ultimately to his withdrawal. After passing Borzacchini, his Bugatti developed a slight ignition trouble which cost him 8 precious minutes. No sooner had he got going again than an oil leak started, and he was practically blinded by a squirt of oil. With great courage he continued after receiving medical attention, only to have the bad luck to fracture his rear axle.

The public can never accuse the Alfa-Romeo team, even when their cars are undeniably faster than their rivals, of not providing a thrilling spectacle. Nuvolari caught and passed Caracciola, after a stern fight, so that after 10 laps the order in the various classes was as follows:

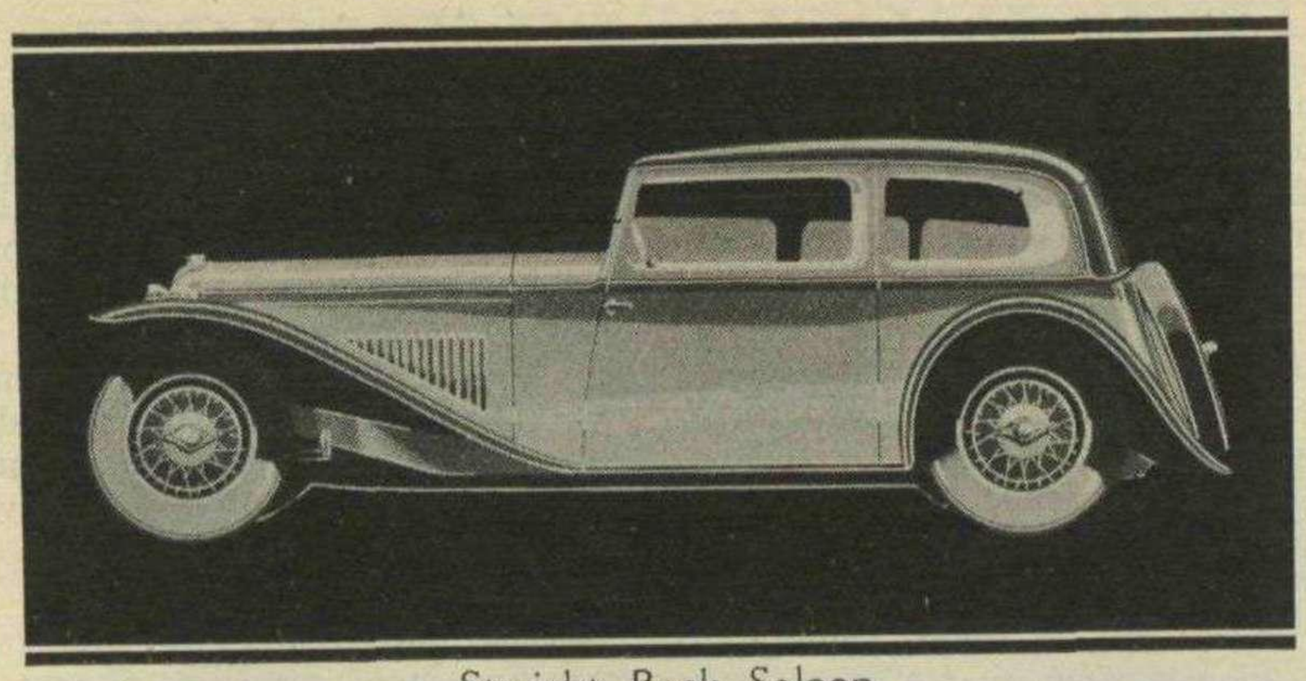
10 Laps.

UNLIMITED.
1. Nuvolari (Alfa-Romeo), 1h. 53m., 30s.
2. Caracciola (Alfa-Romeo), 1h. 53m. 34s.
3. Borzacchini (Alfa-Romeo), 1h. 56m. 26s.
4. Dreyfus (Bugatti), 1h. 57m. 40s.

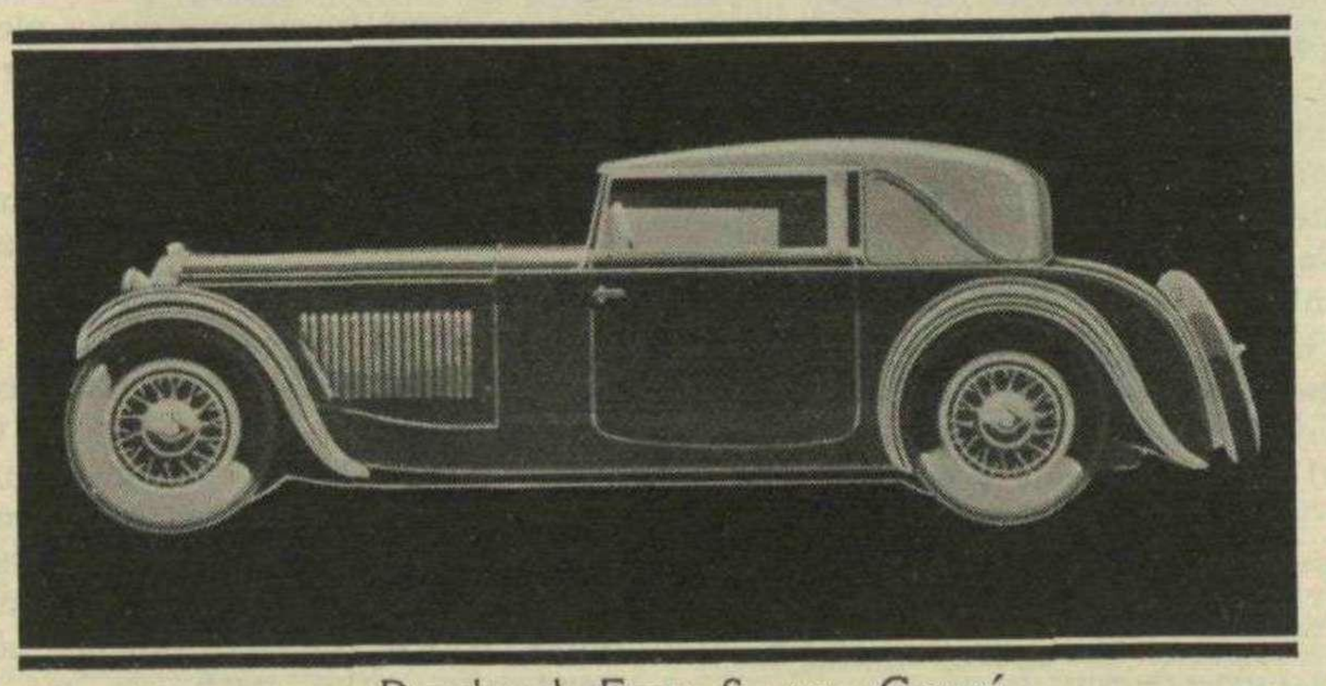
1,500 c.c.
1. Tauber (Alfa-Romeo), 2h. 6m. 16s.
2. Gyulas (Alfa-Romeo), 2h. 8m. 23s.
3. Hartmann (Bugatti), 2h. 12m. 6s.

800 c.c.
1. Hamilton (M.G.), 2h. 19m. 28s.
2. Kohlrausch (B.M.W.), 2h. 27m. 50s.
3. Baumer (Austin), 2h. 40m. 38s.

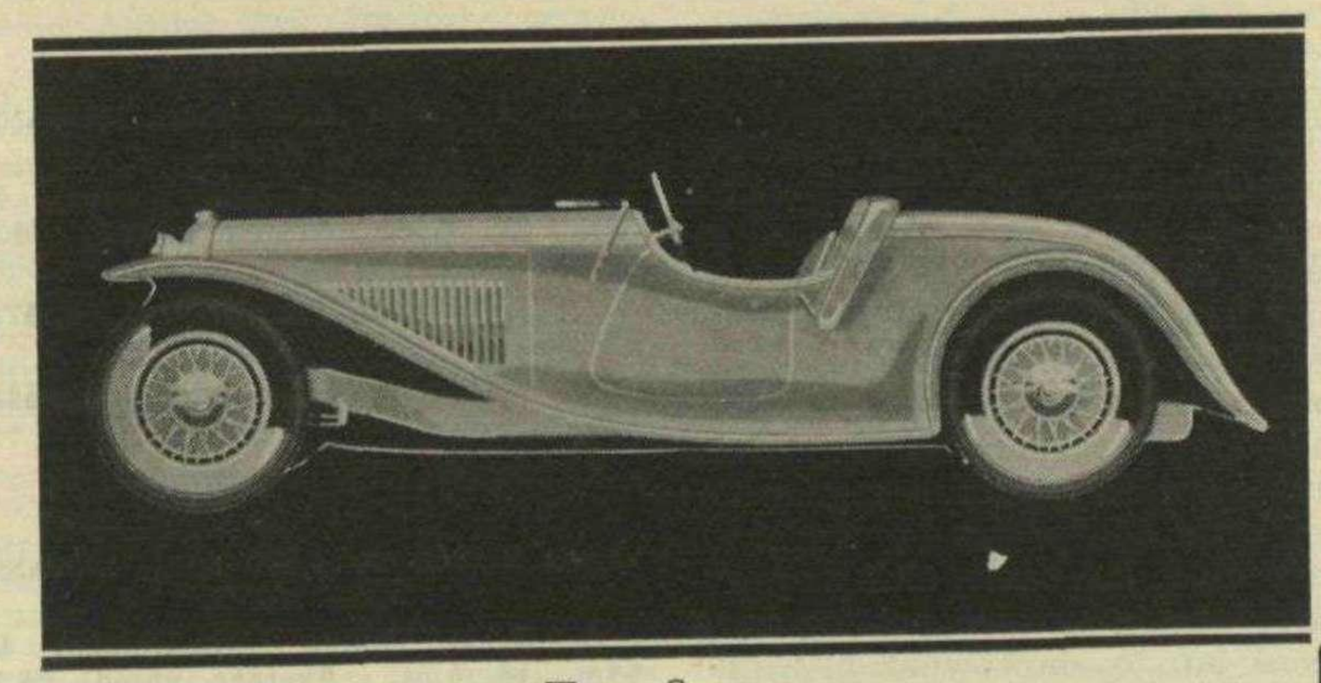
It will be seen that Ruggeri had already fallen out with his 8-cylinder Maserati, while Earl Howe had dropped right back on his Delage in the 1,500 c.c. class. After a neck and neck struggle with Tauber for many laps he had the misfortune



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CARACCIOLA WINS THE GERMAN G. P.—continued.

to develop a mysterious loss of pressure. This delay cost him many places, and it was not until it was decided to scrap the mechanical fuel pump and rely on hand pressure that the car resumed once more its usual regular running.

The popular champion, " Ruddy " Caracciola, succeeded in passing Nuvolari, and in the 1,500 c.c. class, Gyulas, who had been holding second place, dropped out. At the end of 15 laps the order was :

15 laps.

UNLIMITED.
1. Caracciola (Alfa-Romeo), 2h. 52m. 8s.
2. Nuvolari (Alfa-Romeo), 2h. 53m. 12s.
3. Borzacchini (Alfa-Romeo), 2h. 57m. 2s.
4. Dreyfus (Bugatti), 2h. 59m. 45s.

1,500 c.c.
1. Tauber (Alfa-Romeo), 3h. 12m. 29s.
2. Hartmann (Bugatti), 3h. 18m. 6s.

800 c.c.
1. Hamilton (M.G.), 3h. 36m. 42s.
2. Kohlrausch (B.M.W.), 3h. 45m.
3. Baumer (Austin), 3h. 56m. 27s.

Hamilton's M.G. Midget was astonishing the vast crowd of spectators. The neat little black car had completely outstripped its rivals, and was well up with the 1,500 c.c. class. A little B.M.W. driven by Kohlrausch was lying second, while Walter Baumer was in third place on his Austin Seven. So much faster was Hamilton than the other competitors that he was signalled to reduce speed, and soon after, the 19 laps which the 800 c.c. class had to cover, were completed, the cars finishing in the above order, Hamilton's average speed being 59.08 m.p.h.

Earl Howe was making great efforts to retrieve the places lost through his stoppage at the pits, and began to pick up gradually. Tauber had by this time piled up a comfortable lead over his nearest rival, Hartmann (Bugatti), and there were some excellent performances being put up among the slower cars in this class. Mme. Itier was making steady progress on her 1½-litre Bugatti, and was creating a very favourable impression by her calm, regular lap speeds. The new 4-cylinder 1,100 c.c. Maserati was badly handicapped through having to compete on level terms with cars of 1,500 c.c., but was nevertheless holding its own. When Ruggeri, who had been driving the larger Maserati, retired, Ernesto Maserati handed over the 1,100 c.c. car to the veteran driver. Scaron's Amilcar laboured under a similar handicap of engine size, but for once this famous little car was not in form.

The three Alfa-Romeos in the unlimited class continued to have things all their own way, for René Dreyfus, in spite of driving magnificently was unable, by reason of the inferior speed of his Bugatti, to approach the leaders. Caracciola continued to lead, but Nuvolari decided that a scrap would enliven things a little, and began to gain slowly on the German champion. On one lap he broke the record for the course, by recording the wonderful average speed of 77½ m.p.h. for the winding, difficult circuit of 14 miles. In the grandstand it was rumoured that he experienced a terrific skid on the far side, but this did not seem to disturb the fiery Tazio, and he roared past the pits, only 16 seconds behind the leader. Then on the next lap he pulled into the pits to change tyres, and fill up with petrol, oil and water, so that at 20 laps the order was :

20 laps.

UNLIMITED.
1. Caracciola (Alfa-Romeo), 3h. 49m. 18s.
2. Nuvolari (Alfa-Romeo), 3h. 50m. 16s.
3. Borzacchini (Alfa-Romeo), 3h. 55m. 47s.
4. Dreyfus (Bugatti), 4h. 0m. 4s.

1,500 c.c.
1. Tauber (Alfa-Romeo), 4h. 16m. 30s.
2. Hartmann (Bugatti), 4h. 26m. 59s.
3. Maserati (Maserati), 4h. 35m. 34s.

Then Caracciola pulled in for replenishments, but by quicker work—he took only 1m. 35s. as against Nuvolari's 2m. 40s.—he was in no danger of losing the lead. The best pit stop of all was made by Borzacchini, who only took 1m. 15s. And so the race went on, Caracciola driving with the utmost regularity, cool, calm and polished ; Nuvolari, never quite the same, either apparently lagging or else putting in a record lap to show what he could do ; and in third place, the steady Borzacchini, completely to be depended upon, safe and restrained.

The 1,500 c.c. class, having covered 325.9 miles, were flagged in, Tauber winning comfortably on his fleet Alfa-Romeo at an average speed of 66.36 m.p.h. 13 minutes later came Hartmann, who in turn was followed 6 minutes later by Ruggeri at the wheel of the 4-cylinder Maserati. Earl Howe, despite heroic efforts, was unable to do better than 4th place, 2 minutes behind the Maserati.

No further incident took place, save that Nuvolari began to have qualms as to the welfare of his Alfa-Romeo, and made a quick pit-stop to check his oil-level, but this delay did not alter the position of the cars, and Caracciola came home a popular victor at the splendid average speed of 74.24 m.p.h. Only 30 seconds separated him from Nuvolari, who was 7 minutes ahead of Borzacchini.

Special praise must be given to H. C. Hamilton, whose M.G. Midget made one of the finest performances of its career to score such a clear-cut victory ; Earl Howe, for a plucky effort to wipe off the big handicap of a long pit-stop in the early stages of the race and Mme. Itier, for her competent and steady handling of her 1½-litre Bugatti.

Lastly, the organisation was entirely perfect. Under the direction of Herr. Fritsch, every phase of the complicated business of organising a great race on such a vast circuit was carried out with characteristic thoroughness, combined with an amiability which infected officials and spectators alike with an air of festivity.

RESULTS:

CLASS 1 (OVER 1,500 C.C.), DISTANCE 354¼ MILES.

1. R. Caracciola (Alfa-Romeo), 4h. 47m. 22 4/5s. Average speed, 74.24 m.p.h.

2. T. Nuvolari (Alfa-Romeo), 4h. 47m. 53 2/5s.

3. Borzacchini (Alfa Romeo), 4h. 54m. 33s.

4. Dreyfus (Bugatti), 5h. 1m. 5s.

CLASS 2 (800 TO 1,500 C.C.), DISTANCE 325.9 MILES.

1. H. C. Tauber (Alfa-Romeo), 4h. 54m. 46 4/5s. Average speed, 66.36 m.p.h.

2. Hartmann (Bugatti), 5h. 7m. 22s.

3. E. Maserati and Ruggeri (Maserati), 5h. 13m. 46s.

4. Earl Howe (Delage), 5h. 15m. 3s.

5. C. Wagner (Bugatti), 5h. 15m. 44s.

6. J. Scaron (Amilcar).

7. Mme. Itier (Bugatti).

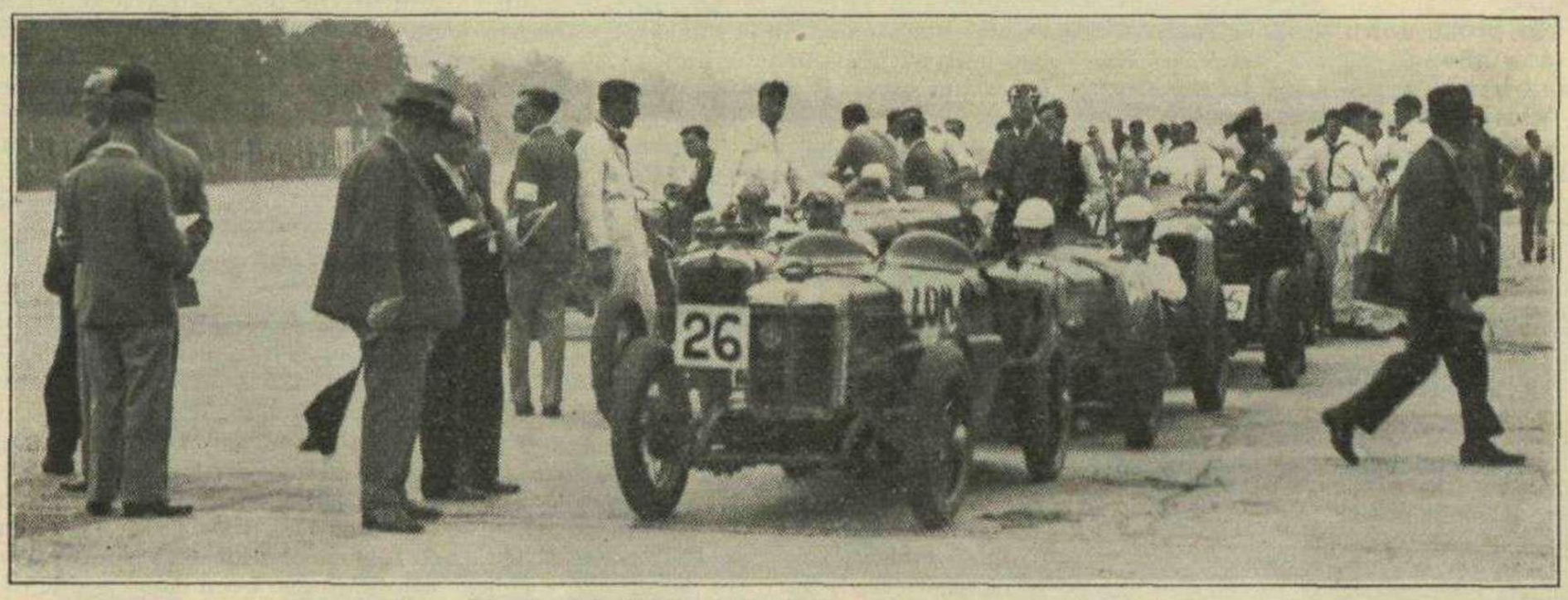
CLASS 3 (350 TO 800 C.C.), DISTANCE 269.29 MILES.

1. H. C. Hamilton (M.G. Midget), 4h. 33m. 29s. Average speed, 59.08 m.p.h.

2. Kohlrausch (B.M.W.), 4h. 46m. 15s.

3. Walter Baumer (Austin).

HORNETS SHOW THEIR STING at BROOKLANDS in the L.C.C. RELAY RACE



G. W. J. H. Wright's (M.G. Midget) about to be despatched by "Ebby."

SPLENDID VICTORY OF EUSTACE WATKINS' TEAM OF E.W. HORNET SPECIALS IN KEENLY CONTESTED RACE.

THERE is no doubt about the keenness of the small car world. On Saturday, 16th July, no less than 29 teams took part in the Light Car Club's very successful event, several of them virtually factory entries. Captain Waite put in a team of the famous little single-seater Austins, their principal opponents, on paper, being the Morgans, entered by H. F. S. Morgan. A team of Crossleys was entered by Vernon Balls, while farther down the list was Derrington's team of Wolseley Hornet Specials and next to them a team of E.W. Hornet Specials. This latter contingent stole a considerable march on the handicappers, for to most people's amazement these little cars lapped steadily at over 80 m.p.h. and completed their 90 laps to win at 77.5 m.p.h. after a no-trouble run. A very stout performance!

The rules of the Relay Race were quite straightforward. Each team of three cars had to cover 90 laps of Brooklands outer circuit, each car normally doing 30, but if the first one fell out for any reason car B had to take its place and complete the first series, and then went on with the second lot of 30. In the same way, if car B was forced to give up, the last car of the team had to make up the laps which its forerunners had been unable to complete.

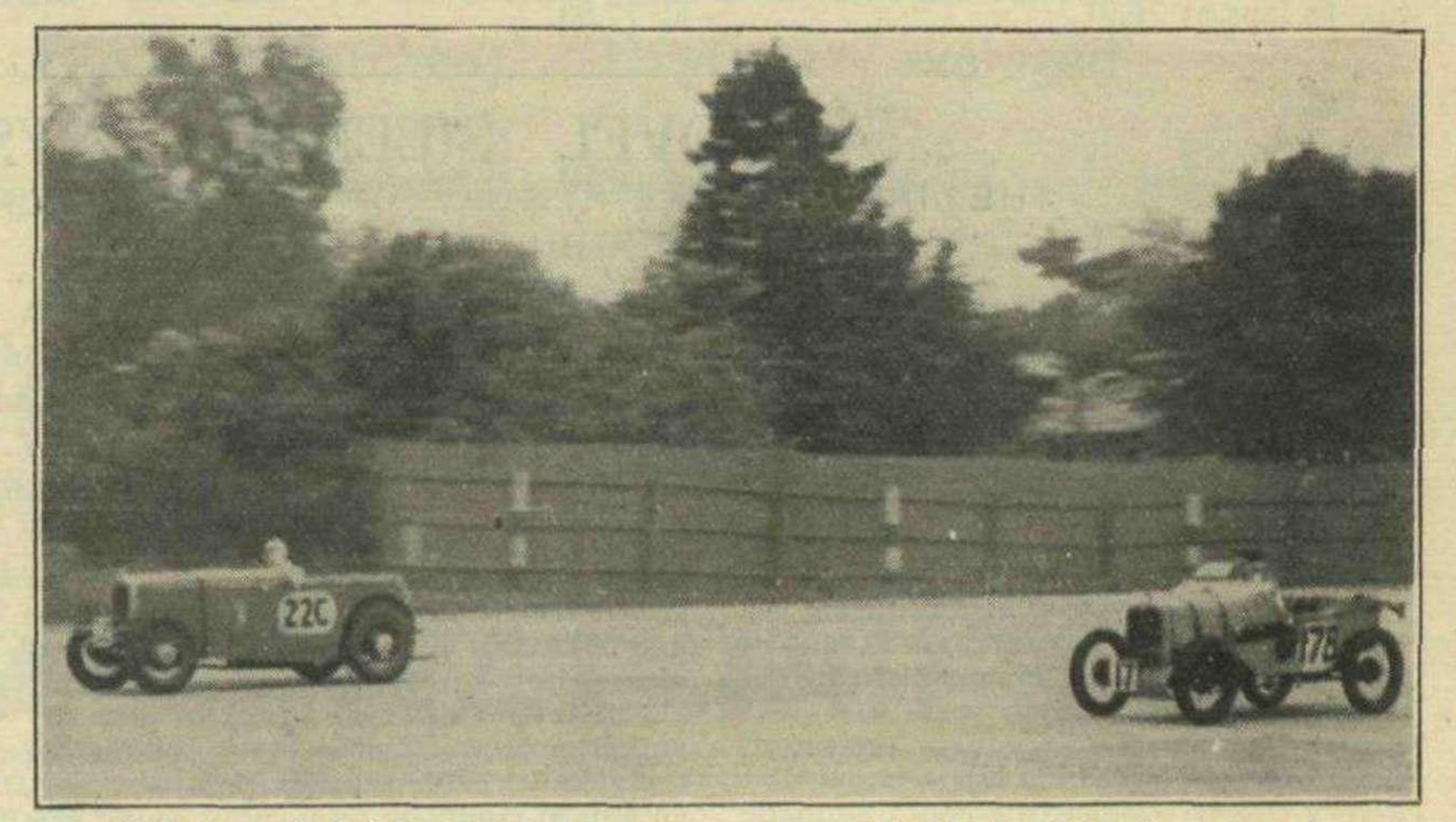
At noon on Saturday the A cars moved up to their places at the Fork, and later the other members of the teams were arranged behind them. The sky overhead was grey, and some of the drivers seemed rather to regret having so thoroughly stripped their cars. Happily the weather behaved itself and the competitors were spared the soaking which they received last year. At 1.20 the Minister of Transport gave the race his blessing, and after a short interval for warming up, the limit man, P. L. Farquarson on an Aston Martin was sent off at 1.30.

The single-seater Austins were not due to start for nearly an hour, so we spent the time in watching the performances of some of the intermediate cars. One of the fastest was C. S. Dickson-Geertz on a supercharged Salmson, who was lapping at about 1 min. 14 or about 87 m.p.h. The E. W. Hornet, No. 22A, was little slower. Oats, who was driving one of the new Crossleys in place of V. L. Seyd, had also found some more horses and was holding 84 for some laps.

Shortly before 2.30 the characteristic crackle of a Morgan was heard, and the A car of the team, driven by H. C. Lones, came round and was soon overhauling the earlier starters. Driscoll on the first single seater Austin came round soon afterwards but was considerably slower than the three-wheeler. A good many of the A cars were being driven with more enthusiasm than skill, and an hour after the start, a large number of expensive retirements had taken place.

The A cars, which were the fastest in each team, were drawn up in a line from Chronograph Villa down the track, and each was brought up in turn to the starting line, which crossed the outer circuit at the Fork. Each team was handicapped according to the total speed of its cars, and the A cars were sent off in the order of the handicap. As this took place, the cars move up to take their positions in the place vacated.

After 29 laps the driver of car A, instead

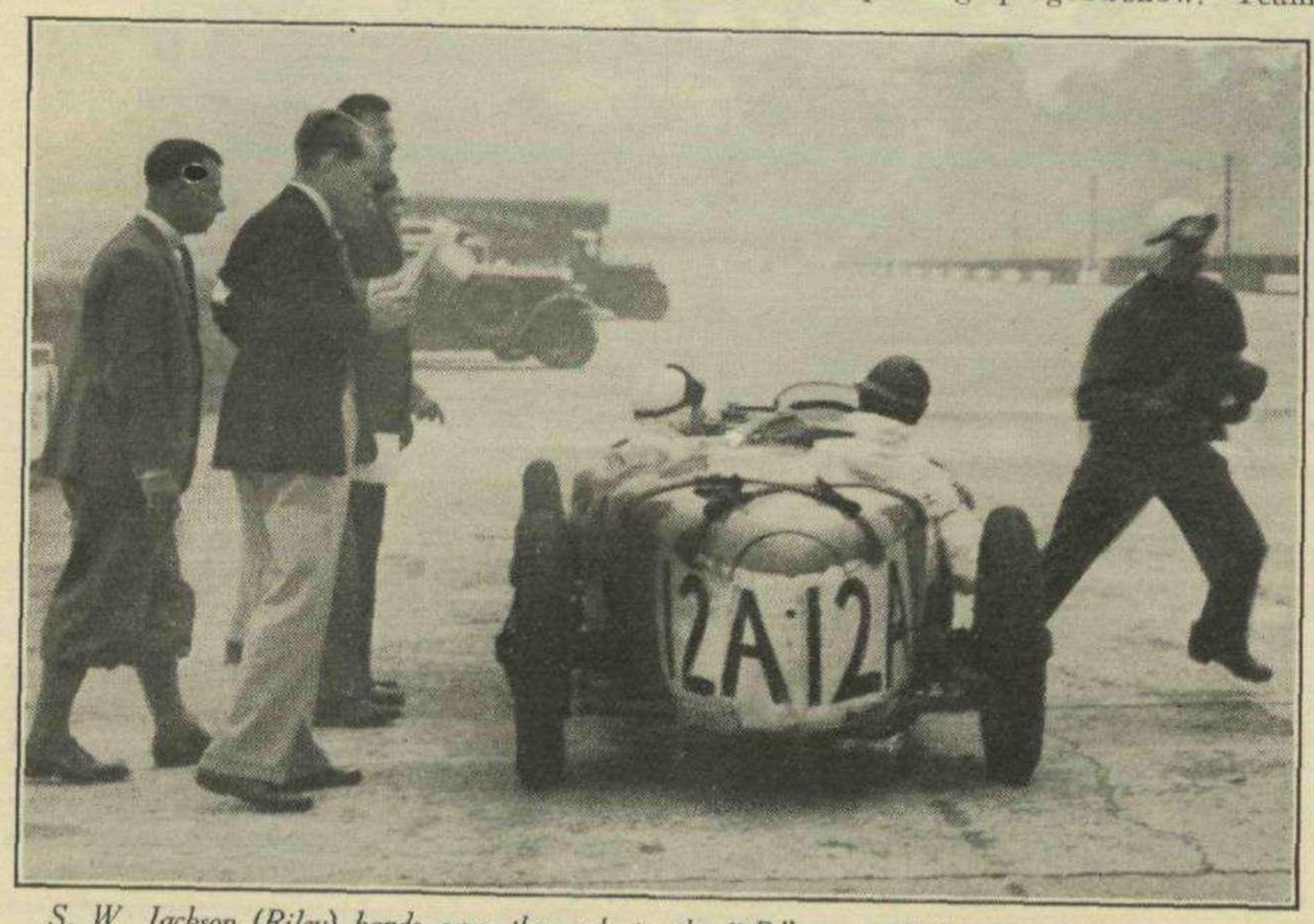


E. J. Erith, the "C" driver of the winning team, passes H. Metchim (Austin) at the Fork.

L.C.C. RELAY RACE—continued.

of continuing up the Members Banking, turned off down the Finishing Straight between barriers, coming to rest on a Stop Line, when the driver of car B took from him the " baton," in this case a red scarf, and gets away in the second car as quickly as possible.

If a car broke down on the track, the driver was allowed to run back to the Start and hand on the scarf to the next driver, while if it retired at the pits, car B had to be pushed to the pits through a neutral zone before it could take the place



S. W. Jackson (Riley) hands over the sash to the "B" man of the team R. W. Johnston who drove a Frazer-Nash.

of its team mate. This latter provision caused a considerable amount of light relief, especially where one wretched driver did not notice that the brake was still on.

Order after 20 laps :—

1. No. 30A, P. L. Farquarson, Aston Martin, 20 laps at 74.66.
2. No. 27A, C. M. Anthony, Aston Martin, 16 laps at 79.61.
3. No. 28A, B. G. Bailey, Austin s/c, 15 laps at 66.48.
4. No. 25A, D. S. Dickson-Geertz, Salmson s/c, 13 laps at 86.17.

The fast Morgan found a lap speed of 97 too much for it, and retired with engine trouble, but Driscoll in the Austin maintained his steady 93. The first Crossley was out with a burnt exhaust valve, but Crowther in 11B was lapping at about 98 m.p.h. These cars have come on very well this season, and by Ulster should be capable of putting up a good show. Team 30 is still in the lead, though the retirement of Paul's Windsor with big end trouble makes it necessary for Masters in his variegated Austin to take on the running.

Order after 40 laps.

1. No. 30C, C. H. Masters, Austin, 40 laps at 70.13.
2. No. 27B, C. E. Wood, M.G., 39 laps at 77.93.
3. No. 25B, G. P. Harvey Noble, 38 laps at 84.06.
4. No. 22B, B. H. Wickens, E. W. Wolseley Special, 38 laps at 79.81.

The consistent running of the E.W. Hornets carried them through the field and at the 50th lap Wickens was leading at an average speed of 82.45 m.p.h., which position he retained at the change-over at 60 laps. C. M. Anthony's team still retained second place, and Derrington's Salmsons were third. The casualties by this time were very heavy, and the " used car park " overflowed along the track.

Order after 60 laps :—

1. No. 22B, B. H. Wickens, E.W.Hornet Special, 60 laps at 81.91.
2. No. 27B, C. E. Wood, M.G.,
3. No. 25B, G. B. Harvey-Noble Salmson.
4. No. 30C, C. H. Masters, Austin.

At 60 laps Erith took Wickens' place with the third car of the team, but as this was last year's car, it was not quite so fast as the latest models. Derrington, who had also been driving one of his team of Hornet Specials, kept the third Salmson going steadily to gain second place, while a last minute move was the arrival on the leader board of E. K. Rayson's " mixed " team. They started with 17 minutes handicap, and if P. R. Waterfield's Riley had not blown up before he had completed his 30 laps, they would have improved their position.

The last few laps were not without excitement, for the tie-rod on Hunter's Riley came adrift without the driver being aware of it, but his car was flagged down to a standstill without doing any damage. He made a temporary repair and continued.

No one could catch the E.W. Horne Special and at 5 p.m. Erith crossed the line after a trouble-free run. These cars, intended primarily as fast and comfortable road vehicles, showed a turn of speed and stamina which even their keenest supporters hardly expected, and entitles them to rank amongst our most successful small cars. Credit is due too, to Capt. Waite's team of Austins, which are of course single seater racing cars, for their high speed and reliability.

A NOVEL SILENCING SYSTEM.

THE INTERESTING HISTORY OF THE DEVELOPMENT OF THE BURGESS SILENCER.

AN outstanding example has been brought to our notice by the Burgess Products Company, Ltd., manufacturers of the " Burgess Silencer " of the way in which laboratory research can often lead to totally unexpected, and —as far as the original aim of the research is concerned—totally irrelevant discoveries.

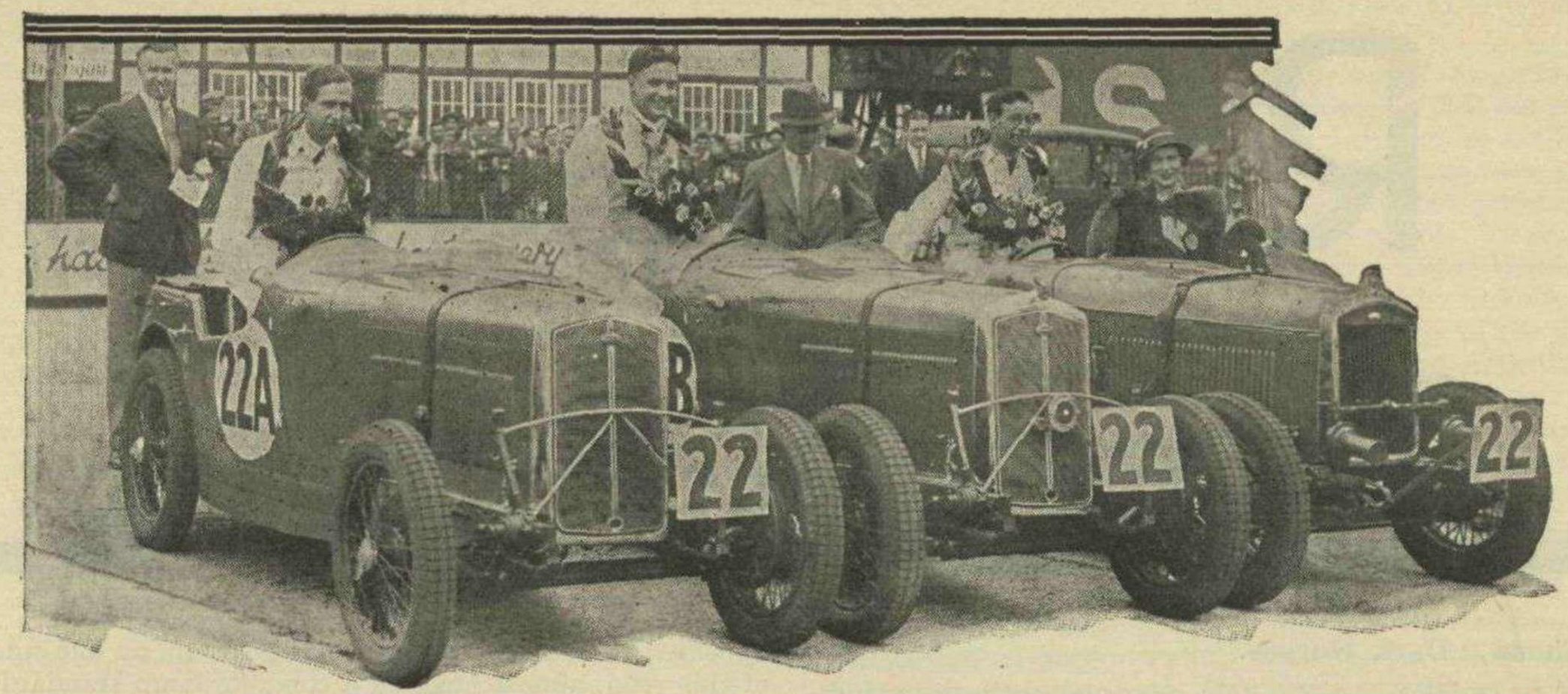
In this case, the story begins during the War, when cotton became scarce, and it was necessary to find some substitute for cotton bandages, which were in great demand as a surgical dressing at the Front. After extensive research, it was found that a very effective substitute could be made by spraying disintegrated wood-pulp, in the form of cellulose fibres, on to a cloud of adhesive. Before regular production was started the War came to an end, and a means was sought for putting the discovery to some other practical use.

Eventually, fourteen years after the original process of manufacture was initiated, it was found that an extraordinarily effective motor car silencer could be manufactured by taking a tube of perforated iron, surrounded by this " cotton " absorbent material, and held in place by an outer iron cylinder. By conducting the exhaust gases through the inner pipe, an almost complete removal of sound was produced.

The Burgess Silencer has one overwhelming advantage over the orthodox, baffle-plate type, in that there is absolutely no back-pressure, the exhaust gases have an unrestricted passage from the engine to the rear of the car, the silencing effect being performed solely by the " cotton " wall of the tube through which they have to pass.

It is interesting to note that this instrument is now fitted as standard to Armstrong Siddeley, Alvis, Daimler, Invicta, Lanchester, M.G. Midget, Talbot and Wolseley Hornet cars.

The address of the manufacturers is, Burgess Products Company, Bush House, London, W.C.2.



E.W. WOLSELEY HORNETS WIN

The Light Car Relay Race

Brooklands, Saturday, July 16th

WINNING THE M.G. TROPHY

The team consisted of 2 E.W. Daytona "Hornet Specials" & 1 E.W. International Standard Hornet.
Mr. F. S. Hutchens' Daytona averaged:

82.68 m.p.h.

Subject to official confirmation

PRICES OF E.W. MODELS:

The E.W. DAYTONA MODEL (2/4 seater) on the new Wolseley "Hornet Special" chassis -	£275
E.W. International (2/4 Seater) "Hornet Special" chassis - - - - - -	£250
E.W. International (full 4 seater) "Hornet Special" chassis - - - - - -	£255

EUSTACE WATKINS, LTD.

Kensington Depot: KENSINGTON ROAD, W.14 (near Olympia.) (Western 4395)

West End Showrooms: 12, BERKELEY STREET, W.1. (Mayfair 5084)

Service Station: MANOR STREET, CHELSEA, S.W. (Flaxman 8181)

Please mention MOTOR SPORT when corresponding with advertisers

Rumblings



Those "Dark Horses."

WHENEVER a few motoring enthusiasts foregather nowadays there is bound to be a discussion on the special announcement in the B.A.R.C. entry forms for the August Bank Holiday Meeting. Roughly, this announcement warns intending competitors that should any car develop an abnormal increase in speed in any one race, a satisfactory explanation must be given by the driver concerned, otherwise there will be trouble.

Now this is only right and proper. The handicap system is only a compromise at the best of times, but for various reasons it is essential at Brooklands. The system depends entirely for its smooth working on the integrity of competitors in not hiding anything up their sleeves, and it is up to them to lay their cards on the table. As a minor point, which does not really affect the main issue, it is definitely annoying to those of us who like a "flutter," whether with a book-maker or by means of that intriguing machine the "tote," to find that a car which has been obviously slow in the first two or three races, suddenly wakes up and pulls off a later race a good 10 m.p.h. faster than its earlier speed.

At the same time, the point of view of those competitors who are avowedly "out to beat the handicappers" is worth consideration. "Racing is an expensive business," they say; "the entrance fees are not low; a good deal of time and money has to be given to the preparation of the car; and special fuel and plugs have to be used. Can you blame us for trying to recover some of this expenditure by taking steps (i.e., not putting the maximum amount of lead in our boots in the first few races) to see that we secure long odds against our winning. After all, we still might not win!"

Be that as it may, there is no doubt as to the necessity for strong official action. Alternatively, cheaper racing would take away any future offender's only possible excuse.

* * * * *

Discretion is the better part . . . .

He was a plucky gendarme, but a very unhappy one. I came across him during a hike round the French Grand Prix course—at Gueux. One after another the cars came slithering into the bend, as their drivers fought to avoid a dive down the escape road. He stood, in what appeared to be rather a precarious position, on one side of this road, almost hugging a concrete lamp standard. As each car thundered down upon him, an obvious struggle for self-control waxed and waned on his expressive features. Should he disgrace his uniform and dart behind the bales of straw which lined the street behind him, or should he stand his ground in the hope that a broadside skid would not sweep him and the lamp standard into oblivion?

* * * * *

As the inventor of a new kind of road race thrill, the gendarme was fascinating and I watched him for some time—from the comparative safety of the straw bales. Why traffic control duty was thought to be necessary at such a spot during the height of the Grand Prix was beyond me—but I have learnt not to question the wisdom of the police. Then a new thought struck me. How would a London policeman behave under similar circumstances? Would even his impassive dignity be disturbed by the approach of a horde of racing cars decelerating from the region of 130 m.p.h. to hurl themselves—under his very nose—round an awkward bend at forty? Again, how would I behave myself?' I decided to put it to the test. Quietly I slipped out and stood beside the gendarme. He at once began to wave me back to the straw bales and I was about to argue the point when once more we heard the familiar whine and roar of an approaching car.

* * * * *

I took a grip on myself and stared hard up the street. Flashing straight at us was a wicked-looking Alfa-Romeo. As it swept up, it seemed as if nothing could prevent the monster from devouring, with a flick of its tail, the gendarme, myself and the lamp standard. There was a terrific screech of tyres, a nightmare glimpse of the car skidding like a whirlwind right on top of us—and I leapt shamelessly for the straw bales. As I fell behind them something heavy crashed down on to me. I thought all was over. Then I heard a voluble French oath, and the weight was lifted. It was the gendarme. My honour was saved and we dusted each other down with mutual apologies and expressions of goodwill. Then we looked for the wreckage of the Alfa-Romeo. The car was not in pieces—and the lamp standard still stood.

The driver of that car must have been Nuvolari.

RUMBLINGS—continued.

The Relay Grand Prix.

EVERYONE thoroughly enjoyed the Relay Grand Prix. To my mind, it is just the sort of race that has been wanted for some time. As a training for bigger races it would be hard to beat, and should help people to become used to the atmosphere of a crowded track during an important race.

The race was full of humorous incidents. Apart from people *running* round the track (and how vast the expanse of concrete seems to a short-winded runner I can personally testify), there were some terrific "crashes" at the Fork. As one to whom the slap-stick brand of humour has an irresistible appeal, I enjoyed the sight of certain drivers, sash in hand, cannoning violently into irate officials, press photographers and bystanders in the process of handing over at the Fork, as much as any Laurel and Hardy film. What made it funnier still was the intense seriousness of the parties concerned in the said collisions.

Advice to Racing Aspirants.

I am constantly inundated with enquiries from enthusiastic young people as to the best means of becoming initiated into the art of motor-racing. My advice to all and sundry is to roll along and see John Yule, the Secretary of the Light Car Club, and he will fix you up with entry forms for next year's Relay Grand Prix!

The Winning E.W. Hornets.

I had a chat with F. S. Hutchens, a member of the victorious team of E.W. Hornet Specials, immediately after he had completed his 30 laps. He was highly delighted with the performance of his mount, and told me that the car felt good for an unlimited number of laps. The engine was held at a steady 5,200 r.p.m., and he actually did several laps at 86 m.p.h. The car used only $2\frac{3}{4}$ gallons of petrol.

* * * * *

Fashionable Brooklands.

In the unlikely event of the failure of horse-racing to continue to attract the wealth, beauty and fashion of this country to Ascot and Goodwood, perhaps the lure of the four-wheeled thoroughbred will prove irresistible. I am moved to this noble reflection by the unusual spectacle at the Guy's Gala meeting of a royal enclosure at Brooklands. Never before at a motor race meeting have I seen such an array of fashion, and there was the authentic Ascot touch of slightly formal gaiety. The humorous idea occurred to me that grey top hats, morning coats and gardenias may soon be *the* wear for motor race meetings. Not too soon, I hope. Like many of us who enjoy delving among the more oily recesses of refractory motors, I am unregenerate in the matter of clothes.

Besides, I do not possess a grey top hat.

* * * * *

Those Country Clubs.

Brooklands as a resort of fashion reminds me of the talk one hears from time to time of super country clubs, with motor racing tracks thrown in as a sideline. Judging from a photograph shown to me by a young enthusiast the other day of a proposed estate for such a club, I must admit that it provided a perfect setting for the display of the latest fashions from Paris and London. There was a considerable background of magnificent trees, for instance, and I heard with regret that many of these would have to be cut down in order to make a path for the race track. I listened to an exposition of the beauties of the place and was suitably impressed when told that, in addition to "all the thrills" of motor racing, there would be facilities for lawn tennis, badminton, boating and even fishing. It would be unkind, at this point, to mention the name and locality of the proposed club—in fact wild horses would not drag them from me. But wild horses would drag me with ease to witness the extraordinary spectacle of some of our leading drivers flitting madly in and out among those mighty tree trunks in order to provide "all the thrills" of motor racing for the invisible crowd parked somewhere among the greenery. If there is one thing a racing driver loves more than another it is the presence of trees, large, immovable and close up to the road! Over the strange association of motor racing with tennis, badminton, boating and fishing, I will draw a veil. It all sounds far too much like a celestial Blackpool.

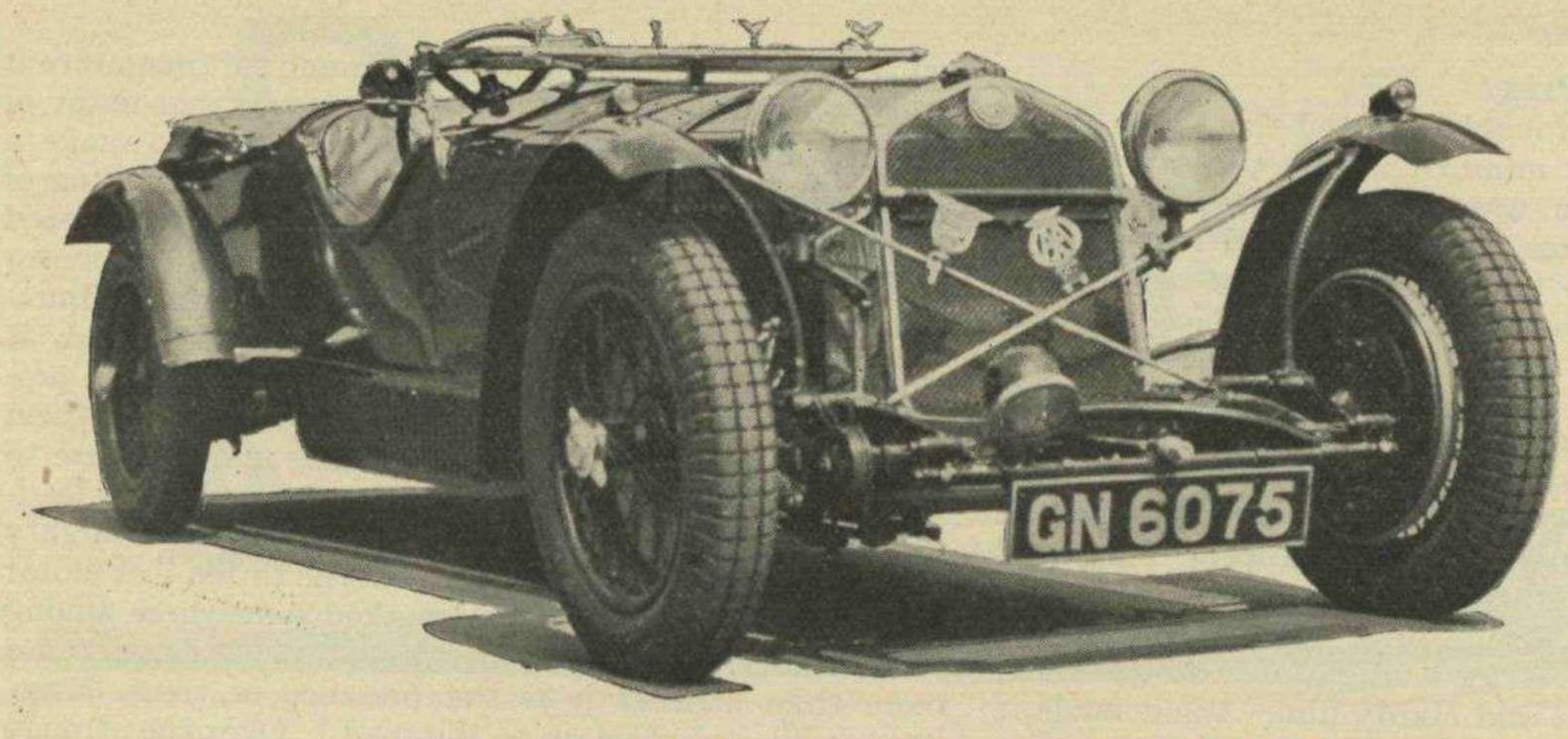
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I have before me the booklet of Supplementary Regulations for the 500 Miles Race, to be held on Saturday, September 24th. The various handicap speeds are as follows:

Class	Non-Supercharged m.p.h.	Supercharged m.p.h.
750 c.c. ...	87.38	95.78
1,100 c.c. ...	100.61	104.85
1,500 c.c. ...	104.85	111.92
2,000 c.c. ...	111.92	113.19
3,000 c.c. ...	113.19	118.58
5,000 c.c. ...	118.58	120.01
8,000 c.c. ...	120.01	121.47
Open	121.47	121.47

Harry Edwards, the Secretary of the B.R.D.C., has got together a really impressive list of awards. To the entrant of the winning car will be presented the "Wakefield" Trophy, a magnificent piece of work, valued £100, and £200 in cash, donated by that great sportsman, Lord Wakefield; the entrant of the second car will be awarded the "Barnato" Trophy and £100, presented by Capt. Woolf Barnato, himself a great driver; while the entrant of the third car home will receive the "Follett" Trophy and £50, presented by that sporting concern, Charles Follett, Ltd. Other substantial prizes are the "Field Gold Team Trophy," a prize of £100, presented by Messrs. Lucas, Ltd., for the first British car to finish, and others kindly donated by Rudge-Whitworth, Ltd., the Vacuum Oil Company, K.L.G. Sparking Plugs, Vanden Plas, Ltd., Jack Barclay, Esq., N. H. Freeman, Esq., and the B.R.D.C.

There have been lots of rumours with regard to some of the Continental "aces" coming over for the race, and I am in a position to state that a definite entry has been received from Count Czaikowski, who as everyone knows, has competed regularly for the last two or three years in many of the big races abroad at the wheel of Bugattis. There is also a strong possibility of Louis Chiron and M. Zehender coming over, the former on a Bugatti, probably a 4.9 litre car, and the latter at the wheel of a 2.3 Alfa-Romeo.



ROAD TEST OF THE 8 CYL. ALFA-ROMEO RACED IN 1931 BY SIR H. BIRKIN.

A CAR WITH A HISTORY.

WHEN Alfa-Romeo produced a new 8-cylinder racing car at the beginning of 1931, and straight away won the Targa Florio with it, one immediately conjured up visions of a 100% racer on the lines of the 1925 2-litre cars. But this was not so, for the type was subsequently put into production as a sports model, albeit with a lower compression ratio, 5.75 to 1, and equipped of course, with a comfortable body.

It will be remembered that one of these cars was acquired by Sir Henry Birkin, who raced it successfully, with high compression pistons, at Phoenix Park in the Irish Grand Prix, when he averaged 83.8 m.p.h., and in the 500 Miles race, during which he covered several laps of the Brooklands circuit at 125 m.p.h. Now the car is the property of Mr. Ernest Kleinwort, and fitted with low compression pistons, has resumed its *role* of a normal sports car.

Mr. Kleinwort recently gave us his kind permission to make a road test of the car for the benefit of our readers, and bearing the car's history in mind, it was with feelings of the liveliest anticipation that we attended at Mr. Kleinwort's house in the West End.

The mere sight of this Alfa-Romeo is enough to thrill the heart of an enthusiast. Painted in the Italian national colour, bright red, the car is long and low, with the clean lines and general air of neatness which are characteristic of products of a manufacturer who has raced extensively.

Brief Specification.

Engine: Bore 65 *mm., stroke* 88 *mm.* (2,336 *c.c.*). *Tax* £18. *Overhead valves, operated by two overhead camshafts.* 10 *bearing crankshaft. Forced feed lubrication by gear pump. Coil ignition. Alfa Romeo carburettor and supercharger.*

Transmission: Multiple plate clutch. 4*-speed gear box. Central change. Torque tube.*

Back axle: Crown and bevel.

Suspension: Semi - elliptic springs fore and aft.

Steering: Worm and wheel.

Wheelbase: 10′ 2″ *or* 9′ 2″.

Track: 4′ $6\frac{5}{16}$″.

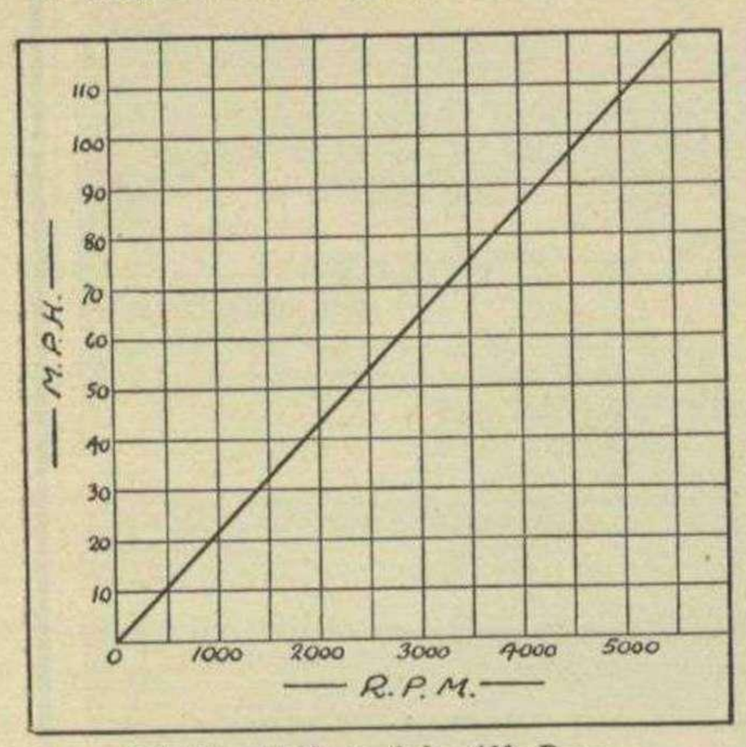
Weight: About 22 *cwt.*

Fuel capacity and consumption: 24 *gallons,* 14 *m.p.g.*

Taking the passenger's seat, we set off for Haywards Heath, in Sussex, and the first point that struck us was the Alfa-Romeo's amazing tractability. Through the crowded streets of South London the car was driven in a perfectly normal manner, no revving up in a block to avoid oiling up a plug—indeed Mr. Kleinwort informed us that he had not touched the plugs for the last 2,000 miles! Another point which makes the Alfa-Romeo so different from one's usual idea of a very fast sports model is that perfectly straight petrol can be used. In fact the only adjustment necessary on leaving Town for fast work in the country was to change the jets, which was not a long operation.

We then took over the car ourselves, and found the driving position rather unusual. The seat cushions were all that could be desired in their angle and comfort so that the seating position gave perfect visibility, but the steering wheel seemed rather high. When the car was stationary we were not favourably inclined towards this feature, possibly because we normally use a car in which the steering wheel is very low down in our lap. Once we got going, however, this feeling disappeared, and we found that the angle of the wheel seems to give one a marked feeling of accuracy in control. No doubt this was enhanced by the clear view of both the front wheels.

A CAR WITH A HISTORY—continued.



The Speed Chart of the Alfa-Romeo.

The engine is extraordinarily smooth—the 10-bearing crankshaft sees to that. Great care has to be taken in getting away from a standstill in low gear to avoid over revving. If the accelerator pedal is fully depressed the rev. counter needle jumps up to 5,500 r.p.m. in a flash, without the engine showing the slightest signs of roughness.

The gear change is simple and positive. The close gear ratios allow rapid changes-up to be made, and the power available at all speeds up to the maximum, is simply staggering. For example, on one occasion a motor cyclist gave chase on his 500 c.c. sports model. We came to a sharp corner, reducing our speed to 30 m.p.h.; slipping into second gear we gave the Alfa its head, and as we accelerated after changing up into third at 50 m.p.h., we left long black wheel marks behind us! A few minutes later the motor cyclist was not in sight.

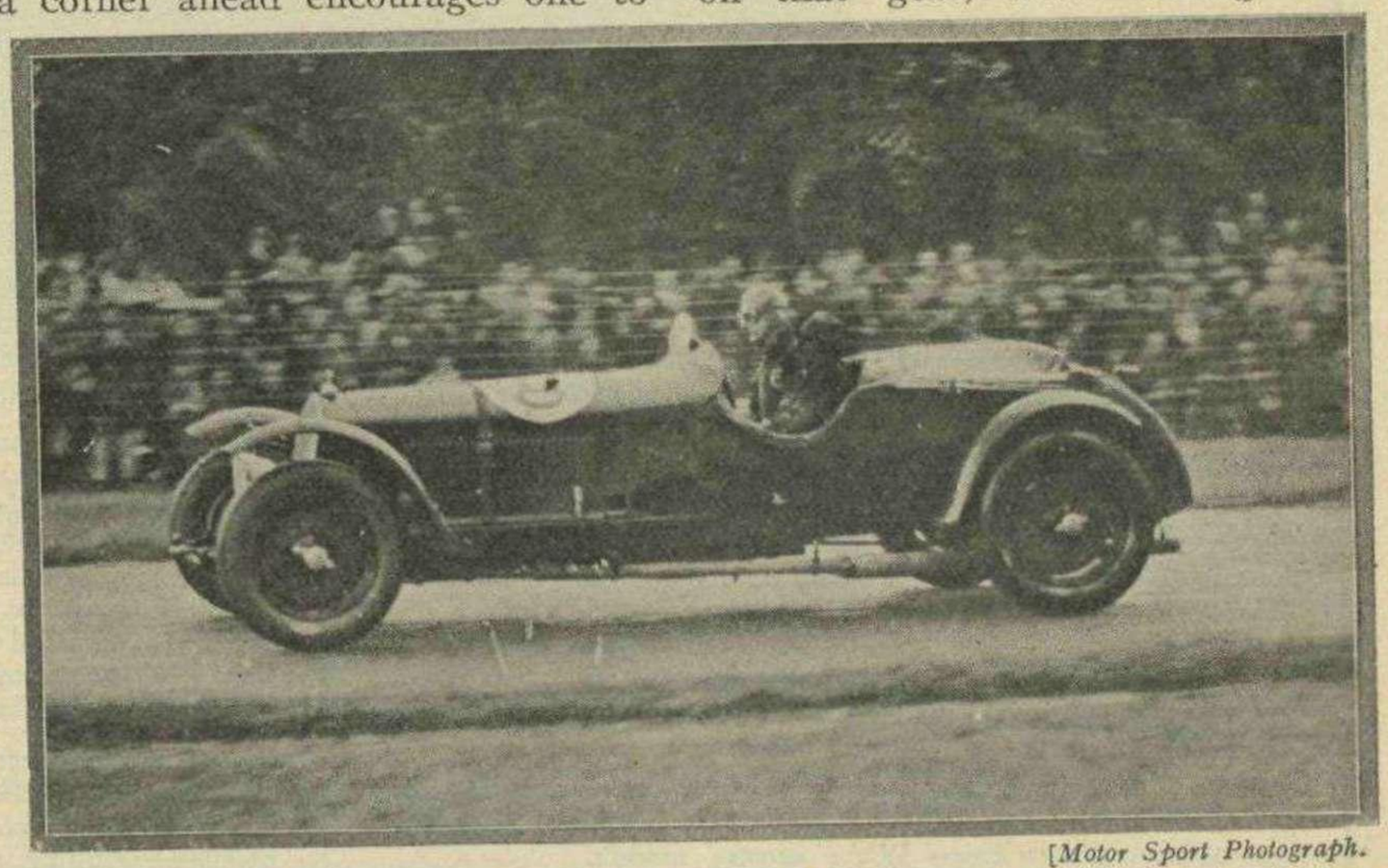
How can one possibly describe in mere words the fascination of this superb car? Whether cruising on a straight main road at 70 m.p.h., or driving hard on a twisty secondary road, using the gears and brakes to the full, the Alfa-Romeo conveys the same feeling of perfection. The steering is in keeping with the rest of the car, taut, vibrant and alive. Every road shock is transmitted to the wheel, but strange to say this is not in the least unpleasant or tiring, and only serves to add to one's enjoyment of the accuracy with which the car can be placed. So controllable is the car that the sight of a corner ahead encourages one to increase speed. Indeed we felt that no matter how fast we approached we would always be able to corner safely. The tail just slides a little to be instantly corrected, and the car has that rare attribute, perfect weight distribution and poise.

The maximum speed we attained in our all too brief run was 95 m.p.h., at which speed slight traffic complications made a reduction in our gait advisable. The car was still gaining speed rapidly when we had to cut out, and Mr. Kleinwort informs us that the comfortable maximum is 107 m.p.h., with the engine turning over at 5,000 r.p.m. The top gear ratio is 4.25 to 1. Under favourable conditions, 5,300 r.p.m. can be obtained, which as can be seen from the speed chart represents a road speed of 114 m.p.h.

Hills, in the ordinary sense of the word, do not reduce the average speed of the Alfa-Romeo in the slightest degree; but an indication of the car's hill-climbing power on top gear can be judged by the fact that Worth Forest Hill was surmounted at a steady 75½ m.p.h. on that gear, after taking the bottom corner at 55 m.p.h.

The brakes are all that one expects from a firm of such vast racing experience. However violently they are applied no "judder" or swerve ever occurs—another feature which makes this Alfa-Romeo one of the safest cars we have ever driven.

As we climbed out of the driving seat at the conclusion of our run, we realised that this 2,300 c.c. 8-cylinder Alfa-Romeo embodies all those ideals of the perfect sports car, both in design and material, which every enthusiast carries in his heart. Naturally this perfection is expensive to build, and the chassis price is about £1,700—but we hoped fervently that one enthusiast at least, would one day obtain his heart's desire.



[*Motor Sport Photograph.*

The Irish Grand Prix, 1931. Sir Henry Birkin's winning Alfa-Romeo, snapped near the end of the race.

AN APPRECIATION.

SIR,—Once again I take up my pen to compliment you upon an excellent feature of your journal.

That of giving in the results of the races you report, the engine capacity of the first four or five cars.

To me, who endeavours to instruct myself upon car performances, by working out a formula of points given to different makes and classes of cars, this is quite indispensable. Please continue this excellent practice.

In return for the vast amount of pleasure that you give, by presenting me with such a fund of interesting and sanely expressed news on the 1st of every month, I recommend your paper to all my friends, and indeed threaten them with dire punishments if they do not immediately go and place a permanent order with their newsagents.

"Motor Sport" is far too good to be missed.

Yours sincerely,

P. G. D.-J.

The Editor,
MOTOR SPORT (1929), Ltd.,
39, Victoria Street,
S.W.1.

"THE BLOWER," OF "THE LIGHT CAR & CYCLECAR," TAKES OUT A 1930 FRAZER NASH ON TEST "AND FINDS IT STILL GAME FOR NINETY."

FRAZER NASH

"20,000 miles of enthusiastic motoring . . . first licensed in May, 1930, driven through every M.C.C. long-distance trial since, and lots of the little strenuous ones which happen most week-ends, the "Double-Twelve" in 1930 and the 1931 M.C.C. High-speed Trial.

Sitting at the wheel I had again that impression which seems inherent in all Frazer Nash products, that one is really at the wheel of a pukka road racer.

What gorgeous steering! So high-geared, alive, a trifle heavy—just as I like it. And what a gear change! No noise or whine on any gear, just the steady rumble of the engine running a little faster or a little slower, depending upon which of the four ratios I was using.

A fast cruise down the by-pass to the open road served to show that this 1930 motorcar was a great deal faster than several very flashy 1932 "sports" models.

I thrashed that Frazer Nash in the manner in which Frazer Nashes seem to beg to be thrashed. Up hill and down dale I beat it up to maximum revs. on its gears. I screamed it round winding lanes and held it flat against the stopwatch on by-passes. I took on anything and everything that seemed to offer battle, from a Rolls-Royce to the modern multi-cylinder small sports car—and beat them up.

And this car *DID* hold the road. When you race your standard products on road and track year after year, and bang them about in every sort of rough trial, you are rather liable to learn something about road-holding and controllability. The charm of a Frazer Nash is that you can attain high speeds in what look like impossibly short distances. The acceleration is what Americans call "slashing" and is equalled on the road only by something very, *VERY* hot indeed.

It did not require much of a down slope to reach "four-two," which is around 93 m.p.h., and still the revs. were climbing, and still the car clung like a leech to the road. The more I motored that car the more I enjoyed it. On long main roads I lazed along with the engine ticking over at only 2,500 r.p.m. —but 55 m.p.h. for all that! If I wanted to hurry, a little work on second and third—and things began to happen . . . until you have tasted Frazer Nash motoring you have not known an extraordinary and peculiar fascination.

The outstanding features are an ability to go very fast when you want to, to accelerate almost like a racing car, and to be able to cruise at a really good speed on a very small throttle opening—resulting in long life for the engine and a surprisingly small fuel consumption.

. . . Four days later—Brooklands, the Inter-club meeting. The same car, minus screen, lamps and wings, plus a "de-coke," racing wheels and windshields—and what did this 1930 motorcar do? Well, here are its official lap speeds—Short handicap: 79.68 and 90.55 m.p.h. Long Handicap: 77.45, 87.84 and 88.94 m.p.h. Five-lap race: 88.15, 87.38 and 87.99 m.p.h. This means that the maximum speed attained was in excess of 95 m.p.h.!

One day later—the Brighton to Beer Trial. Easily the fastest climb of the day on Fingle Bridge, and a First-class award—the same car."

An official road-test of a 1930 "Boulogne II" model Frazer Nash fitted with touring four-seater body, normal type screen and full equipment, including hood and side curtains, etc., published in "THE LIGHT CAR," July 8, 1932.

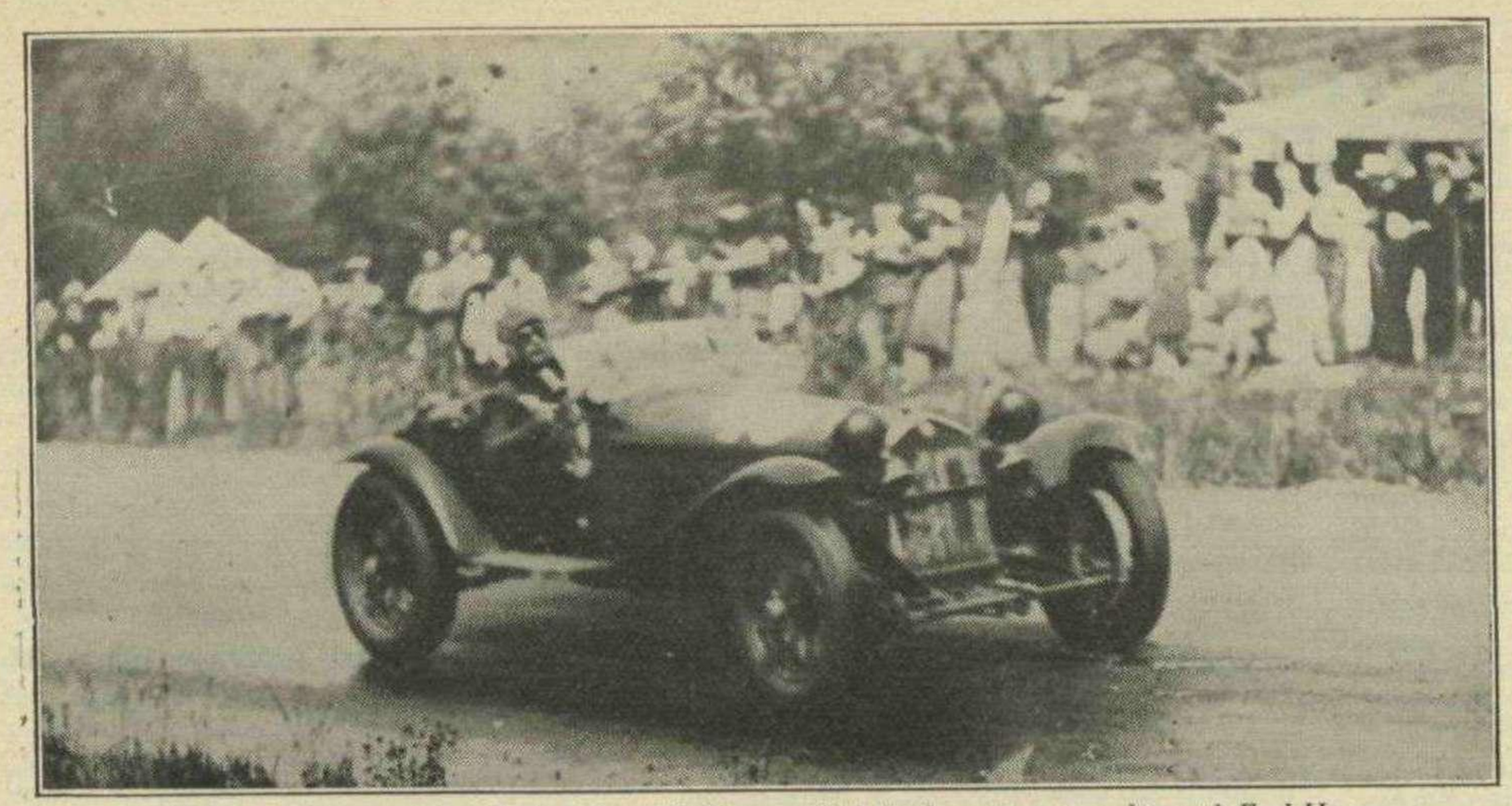
"The AUTOCAR," July 22, 1932. "READERS' EXPERIENCES." No 10567—FRAZER NASH.

"I have now covered 30,000 miles in exactly twelve months of week-end driving in a Frazer Nash. As regards performance these cars leave nothing to be desired. Their acceleration is very rapid, only rivalled, in my opinion, by the 30-98 h.p. Vauxhall, the big Rolls-Royce, and a few such cars costing many times the price of a "Nash" and having many times its horse-power.

The brakes, on both wet and dry surfaces, are excellent, and the ability of the car to sit right down on the road, especially on a fast left-hand bend, is almost unbelievable. It is a fascinating machine to drive on a dry road, but on a wet and slippery surface the fully justified sense of complete control that is imparted to the driver makes a long journey in rain or snow a delight that must be experienced to be appreciated. It is not a fast car (as speed is judged these days), but my particular model will do 80-85 m.p.h., and the ability to run straight up to 70-75 m.p.h. on a very short stretch of road makes high averages the order of the day.

The Frazer Nash is definitely the car for the enthusiastic owner-driver who cares nought for such things as chromium-plated exhaust pipes, dummy hub-caps, etc., but who wants a good, cheap sports car that will quietly and unobtrusively get on with the job."

FRAZER NASH CARS FALCON WORKS LONDON RD. ISLEWORTH
TELEPHONE HOUNSLOW 3171 · 3172



Sir Henry Birkin at the wheel of the Alfa Romeo which he drove in partnership with Earl Howe.

A

WALK OVER

FOR

ALFA ROMEO

BRIVIO AND

SIENA WIN AT

72·13 M.P.H.

THE BELGIAN 24-HOUR RACE

SO overwhelming has been Alfa-Romeo's series of victories this season, that it would have been a daring prophecy indeed to have foretold anything but another win for the Milanese firm in the Belgian 24-hour race. The greatest opposition to the official team was likely to come from Sommer, winner at Le Mans, Earl Howe and Sir Henry Birkin on another Alfa-Romeo, and Prince Djordjadze on the white Mercédès he raced at Brooklands last year in the 500 Miles Race.

The race is a straightforward affair, run in three classes, which makes it easy to follow, but rather centres interest on the fastest cars. All the classes were well filled, and so in spite of an almost certain win for Alfa-Romeo in the 3-litre class, and for the honour of travelling the greatest distance of any car, there was every prospect of an interesting race.

Strangely enough, the Alfa-Romeo team did not immediately assume the lead, which was taken by Sommer, followed by Djordjadze. This state of affairs did not last for long, however, for soon after, the two official Alfas, driven by Brivio-Siena and Taruffi-D'Ippolito shot ahead, closely followed by Earl Howe and Sir Henry Birkin.

For some time little alteration was made in this position, the Mercédès leading in the largest class, a Lancia being first in the second, Brivio-Siena (Alfa-Romeo) in the 3-litre class, a Bugatti in the 1,500 c.c. class, and a D.K.W. in the 1,100 c.c. division. Great disappointment was felt among the crowd when Vasselle, the popular Hotchkiss driver, and winner of this year's Monte Carlo Rally, fell out, but a very favourable impression was being made by the three eight-cylinder F.N.'s, which although overshadowed by the faster machines, were lapping with great regularity.

Retirements were numerous. All through the night and the next morning cars were constantly dropping out. Sommer, who had hoped to bring off "the double" with the Le Mans Race, retired, as did the Mercédès of Prince Djordjadze, the Bugatti, the Ford, the Mathis, the Lancia which led its class, Lord de Clifford's M.G., after a gallant run, a B.N.C., an Amilcar, and a d'Yrsan.

Brivio-Siena and Taruffi-D'Ippolito had kept close company for a certain time, but now the former team drew steadily ahead, until at mid-day on Sunday they were 6 laps ahead of their team mates, who were in turn 1 lap in front of the car driven by Earl Howe and Sir Henry Birkin. The race was not a good one as a spectacle; but there was plenty to interest those who make a study of the relative performances of standard cars. For example the three 8-cylinder F.N.'s were lapping in formation at about 62 m.p.h.—a wonderful speed on the twisty, winding, hilly Francorchamps circuit.

By this time retirements had materially reduced the strength of the classes. The largest class was now non-existent, and in the 4-litre class, after the withdrawal of the Lancia, after a very fast run, the lead was taken by a veteran of the game, a six-year-old Alfa-Romeo of 3,600 c.c., which was once driven in the Targa Florio by the late Count Masetti. This old car, in the hands of Texi and Narishkine, was going splendidly, having a comfortable lead over the de Soto driven by the brothers Nothomb.

From then on little change took place, and Brivio and Siena came home comfortable winners on their 2,336 c.c. Alfa-Romeo, covering a distance of 1,731 miles. Before the race there had been some speculation as to whether the record for the race, set up in 1929 by Benoist and Marinoni, would be beaten, for owing to the large entry, many of which were slow cars, the faster machines would have difficulty in maintaining a high schedule, especially as the road twists a lot, making passing difficult. However, the record was comfortably beaten, and the Italian firm scored a virtual walk over. Second place was taken by Taruffi and D'Ippolito, driving a similar car, while third came those splendid sportsmen Earl Howe and Sir Henry Birkin, on their privately owned Alfa-Romeo of similar type.

In the various classes, the old Targa Florio 3,600 c.c. Alfa-Romeo won the 4-litre, from the de Soto, while as reported above, Brivio and

CONTINENTAL NEWS.

THE GRAND PRIX OF LORRAINE

FIRST CLASS RACING MARRED BY FATAL ACCIDENT

AN excellent entry was received for the Grand Prix of Lorraine, which was run off in three separate classes, 1½-litre, 2-litre, and over, on the Circuit of Seichamps, near Nancy, on June 26th. The length of the circuit was 5 kms., and the various classes had to cover 23, 26 and 30 laps respectively.

There were twenty starters in the 1½-litre class, and for some time it looked as though Scaron would score yet another win on his fleet little Amilcar. However, he was keenly pursued by his old rival, Veyron (Maserati) who by the 3rd lap had got into second place. Then on the 9th lap Scaron retired with a broken piston, and Veyron stepped into the lead followed by Ozannat (Bugatti), Guilbaut (Bugatti) and Vallette (Maserati). Rochat (Salmson) crashed into the straw barricade at the Virage du Tronc qui Fume, and a few laps later Ozannat, who had been having a terrific scrap with Guilbaut, ran into a sandbank at the Virage de Pulnoy. Veyron steadily increased his lead, but there was a wonderful fight for second place, Guilbaut and Lister, both on Bugattis, passing and repassing each other, and finally going over the finishing line dead level!

Results :—

1. Veyron (Maserati, 1,500 c.c.), 1h. 18m. 7s. Average speed 61 m.p.h.

2. Dead heat. Guilbaut (Bugatti) and Lister (Bugatti), 1h. 20m. 56s.

4. Valette (Maserati), 1h. 21m. 15s.

The second category, cars up to 2 litres, drew 10 starters, and for the first few laps the order was Trintignant, Tetaldi, Druck and Czaikowski, all on Bugattis. Then it was noticed that Tetaldi failed to appear, and rumours gradually reached the *tribunes* of a terrible accident at the Virage du Pulnoy. However, the race continued, with Trinignant in the lead, but he was being gradually overhauled by Czaikowski. Suddenly no cars appeared in front of the stands, and consternation reigned. Then it was announced that the race had been stopped owing to Tetaldi's accident, which had turned out to be worse than was at first thought. It appears that Tetaldi was trying to pass another car just before a corner when he suddenly realised that he could not get by in time; he braked heavily, skidded on the wet road, and lost control. His Bugatti shot off the road, struck a tree and bounced into the crowd, killing three spectators and injuring eleven others. Tetaldi himself was seriously injured, sustaining a broken leg, a fractured thigh, and severe bruises, but after a few anxious days in hospital, we learn that it is only a question of time before he is fully recovered.

It was hoped to re-run the race after the larger class had been run, but this was impossible for the road was only free for a certain time, and so it was decided to place the competitors as at the 9th lap.

Results :—

1. Trintignant (Bugatti 2,000 c.c.), 28m. 12s. (Average speed 66 m.p.h.).
2. Czaikowski (Bugatti 2,000 c.c.), 28m. 47s.
3. Druck (Bugatti 2,000 c.c.), 29m. 31s.

The largest class, over 2-litres, was remarkable for the wonderful performance of Jean-Pierre Wimille, who, although several places behind on the first few laps, quickly caught up and took the lead, followed by Lehoux. Wimille forged steadily ahead, but there was a terrific scrap between Lehoux and Gaupillat for second place. The latter got ahead, only to skid badly on a corner, letting Lehoux past. Then on the 22nd lap, Gaupillat stopped at the pits and retired with brake trouble. From then the order was unchanged.

Results :—

1. Wimille (Alfa-Romeo 2,300 c.c.), 1h. 29m. 14s. (69 m.p.h.).
2. Lehoux (Bugatti 2,300 c.c.), 1h. 31m. 4s.
3. Czaikowski (Bugatti 2,300 c.c.), 1h. 32m. 38s.
4. Etancelin (Alfa-Romeo 2,300 c.c.), 1h. 33m. 32s.

A 100 m.p.h. German Highway.

A NEW arterial road, connecting the cities of Cologne and Bonn, has just been completed in Germany. Designed as an express road for high speed traffic, there is not a single crossing throughout its entire length. Nothing is allowed to impede the traffic stream, and cars are forbidden to halt on the main road. All filling stations are set back from the road on short loopways running parallel to the main road. The road is wide enough for four streams of traffic, and is built of ordinary tar-macadam.

The International Championship.

THIS year the International Championship was decided on the results of the Italian Grand Prix, held at Monza on June 5th, the French Grand Prix, decided at Rheims on July 3rd, and the German Grand Prix, which was run off on the Nurenberg Ring, on July 17th. 150,000 francs worth of prize money was contributed, and the final placings were: 1, Nuvolari (Alfa Romeo); 2, Borzacchini (Alfa Romeo); 3, Caracciola (Alfa Romeo); 4, Dreyfus (Bugatti).

The results, while being calculated on the performances of individual drivers, bear out the overwhelming supremacy of the Alfa Romeo team throughout the season.

New Record for Panhard.

THE "razor-blade" Panhard, which in the hands of G. E. T. Eyston, recently gained the world's hour record, added still further to its laurels at the record meeting arranged by the Belgian R.A.C. Driven by Michel Doré, it broke the Belgian flying kilometre record at an average speed of 222.325 k.p.h., or about 139 m.p.h.

BELGIAN GRAND PRIX (*continued from page 455*).

Siena won the 3-litre class. In the 1,500 c.c. class, a 1,300 c.c. Rally, driven in turn by Danne and Gergaud, was first, followed by a Belgian Imperia. Finally in the 1,100 c.c. class, Dove and Treunet piloted their B.N.C. to victory, an Amilcar being second, and a little D.K.W. third. A performance of outstanding merit was that of the three eight cylinder F.N.'s, which finished 4th, 5th and 6th behind the all-conquering Alfa-Romeos in the 3-litre class. The F.N.'s drove past the finish in line-ahead formation, only 300 yards separating the three cars, and they very deservedly won the Coupe du Roi.

Other special awards were the Coupe de Buck, which was won by the Alfa-Romeo team, the Coupe Matthys, which went to the Alfa-Romeo driven by Brivio and Siena, and Coupe de la Commission Sportive for the most courageous performance which was won by Evrard (Bugatti).

The winners of the 3-litre, 1½-litre and 1,100 c.c. classes all used Engelbert tyres.

RESULTS—

4-litres.

1. **Texi-Narischkine** (Alfa-Romeo 3,600 c.c.), 2,048 km. 720.
2. Northomb brothers (de Soto), 1,981 km. 130.

3-litres.

1. **Brivio-Siena** (Alfa-Romeo 2,336 c.c.), 2,786 km. record.
2. Taruffi-D'Ippolito (Alfa-Romeo 2,336 c.c.), 2,681 km. 890.
3. Earl Howe-Sir H. Birkin (Alfa-Romeo 2,336 c.c.), 2,636 km. 230.
4. George-Mathot (F.N.), 2,323 km. 923.
5. Lecomte-Salmon (F.N.), 2,323 km. 720.
6. Jochems-Grisay (F.N.), 2,323 km. 620.

1½-litres.

1. **Danne-Gergaud** (Rally 1,300 c.c.), 2,160 km. 159.
2. Hardy-Dumoulin (Imperia), 1,460 km. 119.

1,100 c.c.

1. **Dore-Treunet** (B.N.C.), 2,066 km. 132.
2. Vanhove-Havelange (Amilcar), 2,052 km. 960.
3. Vandermissen-Roberfroid (D.K.W.), 1,979 km. 439.
4. De Lavilatte-Luys (d'Yrsan), 1,529 km. 022.

IN AID OF GUY'S

GALA MEETING ORGANISED BY J.C.C. PROVIDES GOOD SPORT AT BROOKLANDS.

THE Duke and Duchess of York were present on Saturday, July 2nd, at one of the best days racing seen at Brooklands this season.

The occasion was the Guy's Gala and Motor Race Day, organised by the Junior Car Club in aid of Guy's Hospital. An air of gaiety and fashion pervaded the paddock, due, perhaps, to the presence of a Royal Enclosure, and the array of beautiful dresses in the best Ascot and Goodwood tradition. Last, but by no means least, there was a green-clad Tzigane orchestra playing soft Hungarian music.

In the morning Guy's students settled once and for all the question of the relative speeds of their cars. In the first race, a one-lap affair, J. M. Lees on a "blown" Lea Francis, romped his way through the field of Austins, Morris-Cowleys, Hornets and others, and won by 100 yards. Then followed a ladies' race, under the auspices of that enterprising body, the W.A.S.A., which resulted in a win for the Hon. Mrs. Chetwynd, who drove J. M. Lees Lea Francis to victory at a speed of 76.73 m.p.h. Five yards behind came Mrs. Scudamore, who started from the limit mark on her Triumph. The morning's programme concluded with the Guy's Senior Handicap, a two-lap race which was won rather easily by D. M. Wilson's Talbot coupé, at the excellent average of 72 m.p.h. Lee's Lea Francis was second.

During the luncheon interval a Concours d'Elegance took place on the old tennis courts, on the left as you emerge from the tunnel under the track. Rows and rows of glistening, immaculate motor cars, some gaily coloured, like Mrs. Gripper's Delage, the white 1922 Morris-Cowley, and the bright blue 8-litre Bentley, others all-black, or grey, notably the impressive group of Continental Rolls-Royces. Plenty of material here for the winner of the Irish Sweep to choose his car from!

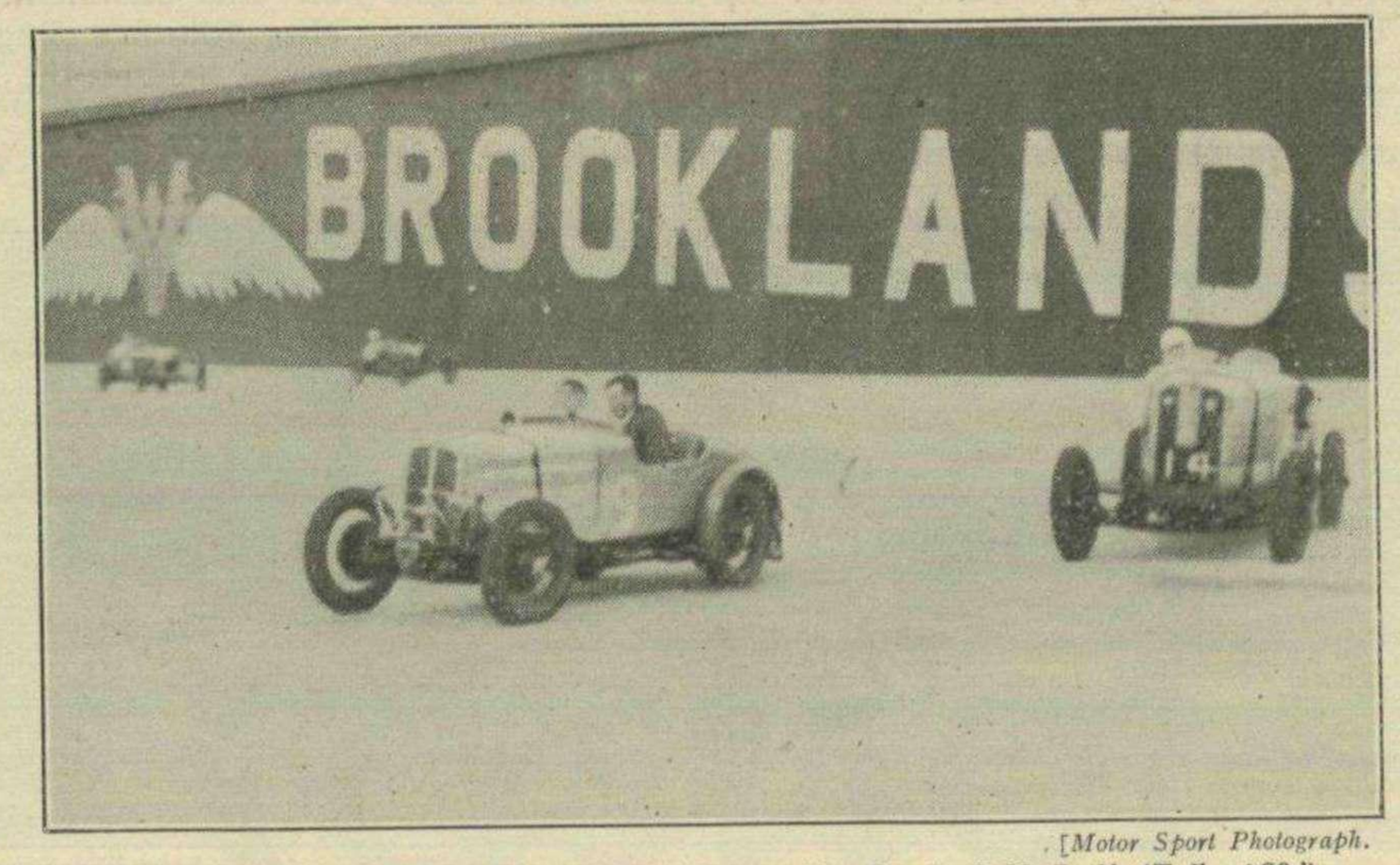
The proceedings opened in the afternoon with one of those terrifying events, a Driving Skill Handicap, in which competitors have to drive in and out of tubs in the quickest possible time. Heeling over at a sickening angle, with screaming, bending tyres, the wretched cars, ranging in size from Dickson's-Geertz gaudy Hispano-Suiza to a couple of Midgets, twisted and writhed in their efforts to turn quickly on the concrete. The event was divided into classes according to the length of wheelbase, and the fastest time of all was made by R. S. Pook on a Riley Nine, in 1m. 26s.

While this was going on, the cars for the first racing event were lined up at the side of the Finishing Straight, preparatory to being sent down to the Fork for the start of the Gala Short Handicap. For the first lap of the race it looked as though Farmiloe (Hornet), the limit man, would score a runaway win, but the little car suddenly lost its speed, and Rose-Richards drew ahead on Eric Burt's black Talbot "90", not to be headed for the rest of the race. Cobb, coming up fast from scratch, made a great effort, but could not catch Kenneth Evans, driving Rayson's Riley, for second place. Rose-Richards' speed was 90.17 m.p.h.

Then a motor cycle "speed-cop" picked his way slowly through the crowded Paddock, followed by two Humber "Snipe" saloons carrying the Royal Coat of Arms on a disc in front. After Col. Lindsay Lloyd and Mr. Percy Bradley had been presented to their Royal Highnesses, the party entered the Royal Enclosure.

The Gala Long produced a memorable spectacle, that of Sir Henry Birkin bringing his red Bentley through the field to win from scratch, equalling his lap record of 137.96 m.p.h. in doing so. Chetwynd's Midget, fully recovered from its internal troubles in the 1,000 Miles Race, led until near the end, when Birkin swooped off the Members Banking and hurtled down the Railway Straight to win by 300 yards. Rose-Richards, in spite of a re-handicap of 17 secs. took third place. Birkin's average speed of 124.33 m.p.h. is the fastest recorded this year.

The Duchess of York's Race, for ladies, resulted in a win for Miss Ellison on her white Bugatti by the narrow margin of 5 yards from Mrs. Petre, driving her red E. W. Daytona Hornet Special. Several of the competing cars developed trouble during the race, notably the two old Alvises driven



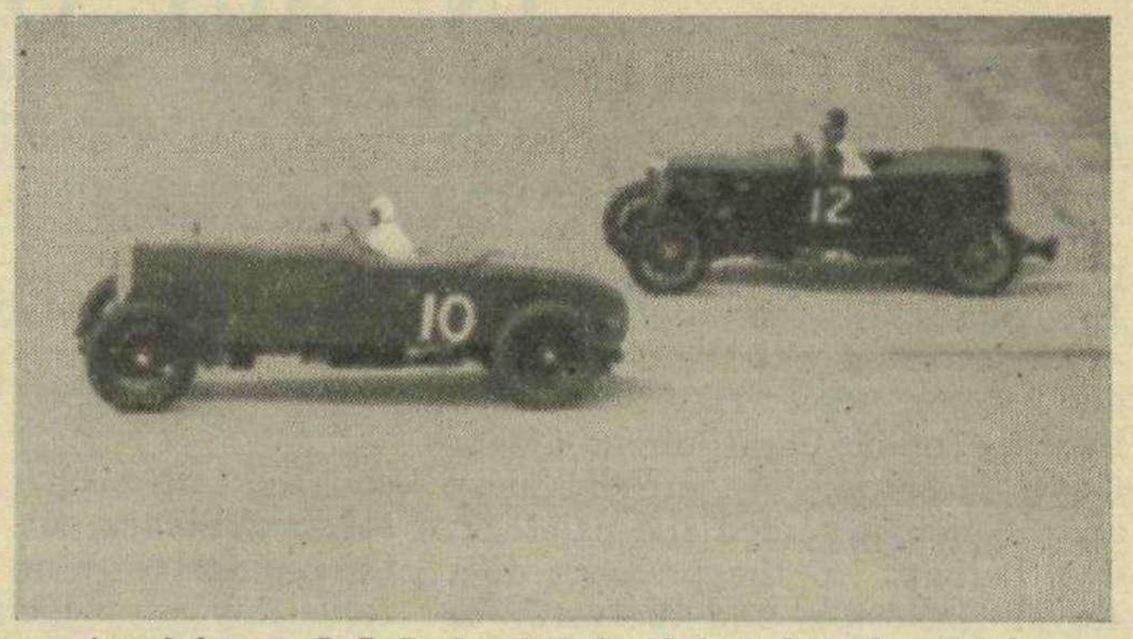
[Motor Sport Photograph.

V. W. Derrington (supercharged Hornet Special) pursued by Dr. D. J. H. Roth's (Talbot '90') at Chronograph Villa.

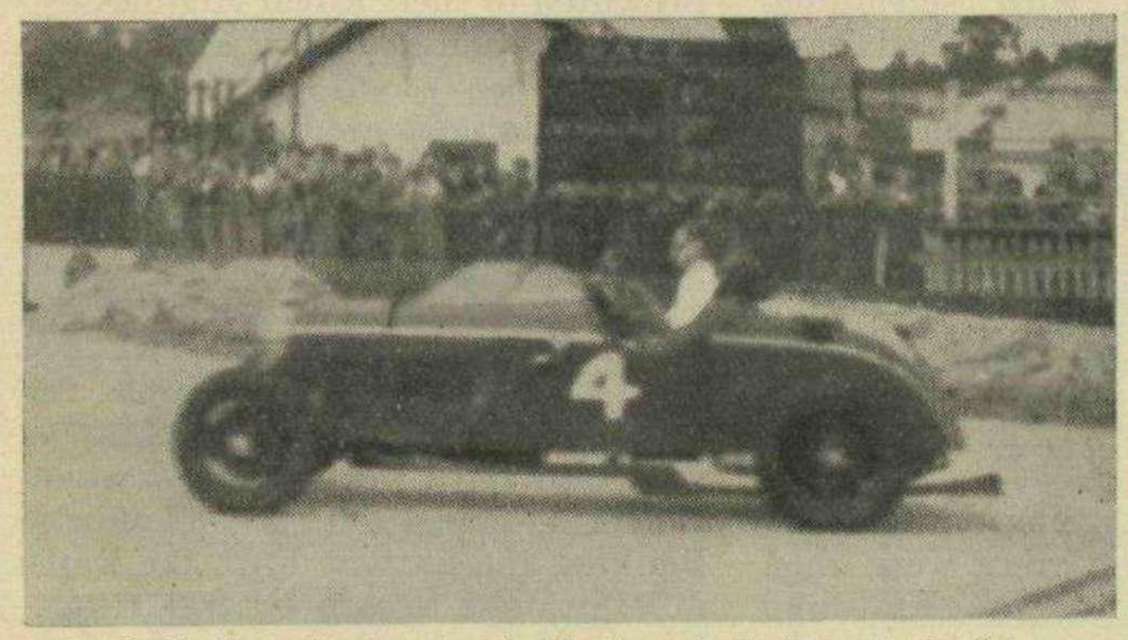
IN AID OF GUY'S—continued.

by Miss Worsley and Miss Buckley, but both finished. The back markers could not make much headway, Miss Taylour having a spot of bother with the breakage of her gear-lever on one of the racing Talbot '105's,' and Mrs. Wisdom not having sufficient speed at her disposal with the Invicta.

The next event, the Duke of York's Race, was a thrilling affair, run over six laps of the outer circuit, and open only to cars capable of lapping at 100 m.p.h. Ashby's beautifully streamlined Riley proved to be in the best form, and set a cracking pace, lapping at about 105 m.p.h.—unsupercharged! Widengren's Amilcar developed a curious rough noise, and fell out, but with Eyston on the 6-cylinder Riley, Brian Lewis on the single seater '105' Talbot, Gardiner on the Delage and Jack Dunfee on the 2-litre Sunbeam, all going great guns, it looked as though the back markers, Cobb and Sir Henry Birkin, would have a difficult task to win. Birkin had given the Delage 4 secs. start, which by virtue of superior acceleration, Cobb increased to a substantial distance. Then Birkin gave the handful of spectators on the bridge a thrill by casting the tread of his off-side back tyre, the rubber being thrown high above their heads. Meanwhile the squat little orange Riley was streaking away ahead, with the field gradually converging on it. Just as it looked as though Cobb stood a real chance of catching the Riley, he came up behind a group of cars, which, travelling very fast, were lurching about right at the top of the banking. Nosing from side to side Cobb did his best to get by, but it took him the whole of the Byfleet banking to do so—and Ashby secured a meritorious and very popular victory at the wonderful average of 102.69 m.p.h. As consolation, Cobb learnt that he had broken the Class A (over 8,000 c.c.) lap record at 133.88 m.p.h.



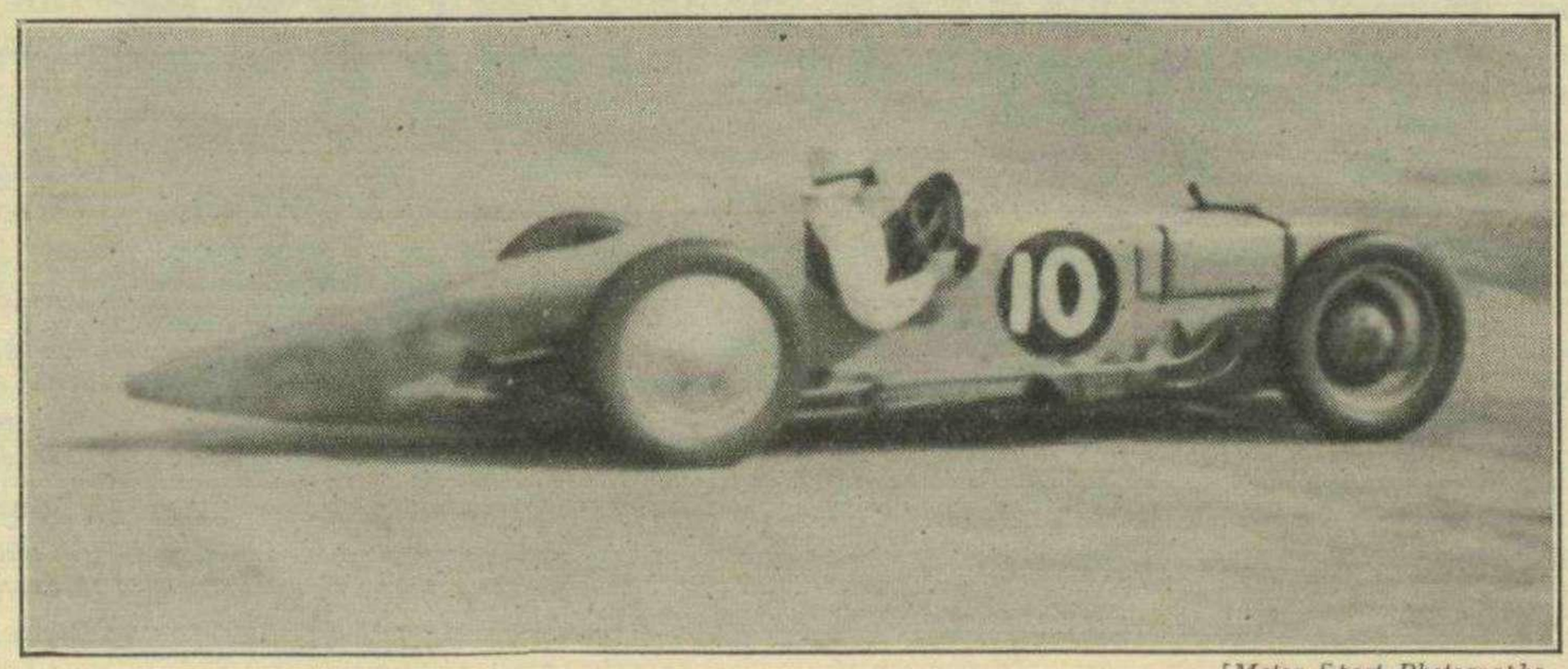
A tussle between C. S. Dunham (Alvis) and C. A. Richardson (Riley) in the Gala Long Handicap.



R. Featherstonhaugh corners faultlessly at the Fork turn in the Gala Mountain Handicap.

During the interval before the next race, Flt. Lieut. P. W. S. Bulman showed off the paces of the Hawker "Hart" aeroplane, fitted with a Rolls-Royce Kestrel II engine. After a series of dives, followed by rolls as he climbed almost vertically, he gave a very neat display of slow flying, both inverted and in the normal position. Then in long, slow sideslips the machine was brought down to a perfect landing.

The last race, the Gala Mountain Handicap drew 19 starters, ranging from Ripley's standard Riley "Gamecock" on the limit mark, to G. E. T. Eyston on Kaye Don's 4.9 Bugatti 'Tiger-Two' on scratch. Nothing untoward happened for several laps, while Aldington caught up to second place, and looked a likely winner on his normal black Frazer-Nash. Then the cornering at the Fork began to warm up a bit, and Cholmondeley-Tapper took Miss Ellison's Bugatti in a wide sweep behind the barriers through failure to pull up. Then Dr. Roth, on a Talbot "90," whose methods were getting more lurid with every lap, demolished a barrier with delightful abandon. Unperturbed, he attempted to regain the course, but another barrier became entangled with his front wheel. He tried to



[*Motor Sport Photographs.*

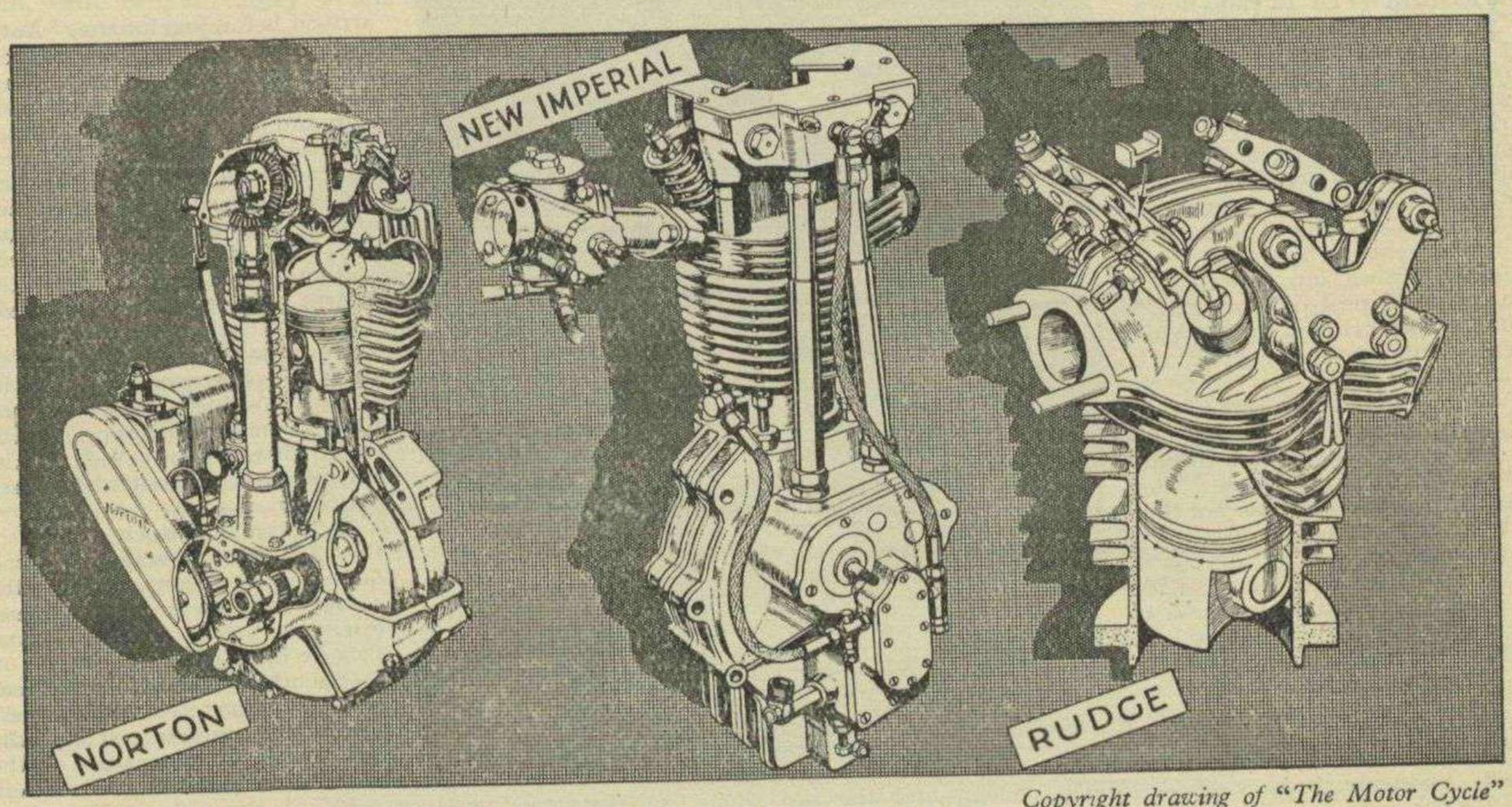
The winner of the Duke of York's Trophy Race; A. F. Ashby's beautifully streamlined Riley, which won at 102.69 m.p.h.

Continued on page 463.

1932 T.T. RACES

"Seldom, if ever, have nine placed machines stripped to such perfection"

—VIDE THE MOTOR CYCLE JUNE 23, PAGE 855



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"There was not a slack tappet, a scored piston, or a broken or stuck piston ring among them, and this in spite of phenomenal speeds. The Senior Nortons were superb, while Wood's Junior Norton and Handley's Junior Rudge were in equally good condition. No possible fault could be found in Davenport's New Imperial engine."

—VIDE THE MOTOR CYCLE

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ALFA ROMEO AGAIN!

SWEEPING TRIUMPH OF ITALIAN FIRM IN FRENCH GRAND PRIX

TAZIO NUVOLARI CONTINUES HIS AMAZING RUN OF WINS



Tazio Nuvolari

BRILLIANTLY lit cafés down the length of the street, crowded tables, and the bustle of waiters; an endless procession of dusty, travel-stained cars, Bugattis and Delages from distant parts of France, Lancias and Alfa Romeos from Italy, cut-outs open and engines revving—and swarms of Citroens, Renaults and Peugeots; fireworks and crackers thrown into the road; the continual peal of "musical" horns, from church chimes to theme-songs; noise, laughter, excitement and gaiety!

We were sitting at a café in the Avenue Drouet d'Erlon, Rheims, on the eve of the French Grand Prix. We drank champagne, the finest in Europe—for was not the festival celebrating the discovery of Champagne held in this very city only a few weeks ago? It was midnight, and so warm was the perfect July night, so beguiling the sparkling wine, and so gay the spectacle before us, that we had little inclination to walk back to our hotel and sleep!

A sports saloon drove slowly down the street. Suddenly the back wheels locked, and the car came to a standstill. Something had seized in the transmission, but the driver and his girl companions only laughed. Twenty people pushed, but the car would not move from the crown of the road. Still laughing, the occupants got out and ordered drinks at a café on the pavement, leaving the car in the middle of the road, with all four doors wide open. What did they care—they had arrived at Rheims!

The car was still there when at last we strolled back to our hotel. . . .

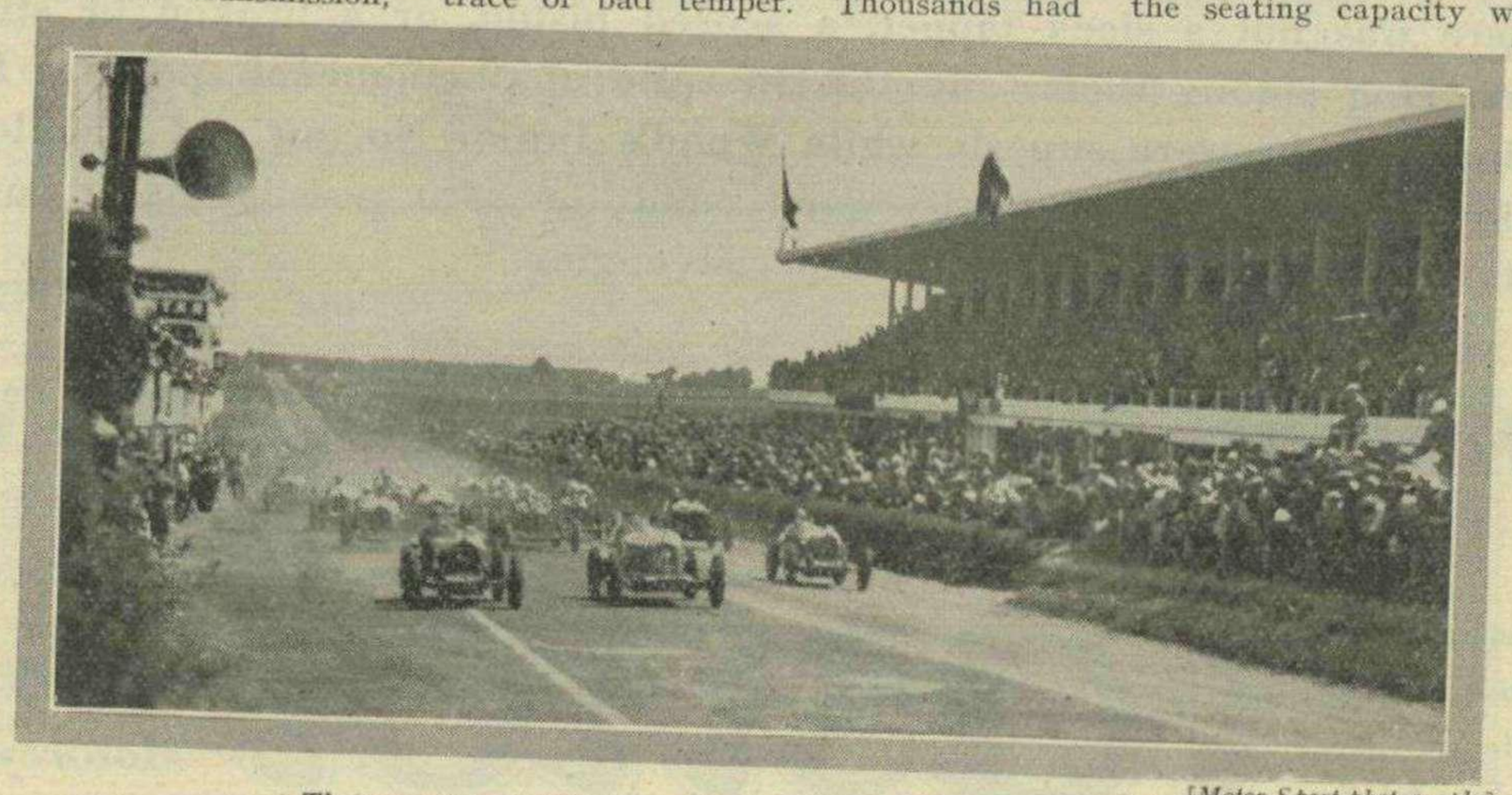
* * *

We made our way to the course fairly early on Sunday morning. The sky was clear, and the sun shone, so everyone endured the usual traffic jam without a trace of bad temper. Thousands had arrived before us, for the "Autobus" service started at 7 o'clock. High overhead swung the Standard Oil kite-balloon, but there were no aeroplanes, for airmen were wisely forbidden to fly near the course on the day of the race.

Great excitement prevailed among the officials, for during the night the course had been measured and found to be 134 metres short of its supposed length, 8 kilometres. After a hasty consultation it was decided that the lap speeds should be announced during the race on the 8 kilometres distance, and the exact distance travelled by the cars worked out after the race was over.

M. Raymond Roche, head of the A.C. de Champagne, had done his work of preparing the course with great thoroughness. For some years now the Grand Prix de la Marne has been run on the Rheims circuit, but this year the grandstand has been completely rebuilt in permanent reinforced concrete, as have the pits, control tower and press room on the opposite side of the road. The severe modern lines of the *tribunes* are very pleasing to the eye, and we were told that the seating capacity was 20,000. All round the circuit was made a "promenoir," providing almost unlimited accommodation for spectators, and protected from the road by large straw trusses piled on top of each other. There was a footbridge at the Virage de Thillors, and the surface of the road had been carefully repaired for the race.

Half an hour before the



[*Motor Sport photographs*]

The impressive massed start. Sixteen cars get away almost together to commence the great Bugatti—Alfa Romeo duel on the Rheims circuit.

ALFA ROMEO AGAIN—continued.

start the cars arrived at the pits, the Bugattis first from their headquarters at Gueux, followed a few minutes later by the Alfa's from Thillois, and we took this opportunity of inspecting them at close range. Much to the annoyance of our artist, a rope was put round the Alfas to keep prying eyes away, but we greatly admired the clean lines of the three new "Monoposto" cars, to be handled by Nuvolari, Borzacchini and Caracciola. Only three of these cars could be got ready in time, so Campari was a non-starter. Nuvolari, clad in a yellow jumper with short sleeves and a yellow helmet, was talking excitedly to one of the Alfa staff, while nearby stood Rudolf Caracciola, wearing white overalls and white helmet, calmly watching the bustle around him.

The Bugatti team was finally decided to be Chiron on a 2,300 car, and Varzi and Divo on 4.9's. Chiron, in pale blue overalls, with a dark red scarf twined tightly round his neck, and wearing his usual dark blue, woolly helmet, was talking earnestly to Achille Varzi. Of the "independants" Williams' car was painted green, in token of its driver's nationality.

The heat was intense, and people walked about with sheets of newspaper on their heads, with caps on top, while many made peaks for their berets out of programme slips.

Then the cars were lined up in the centre of the road, first three abreast, then two, then three, and so on. The front row was composed of Gaupillat and Fourny (Bugattis) and Etancelin (Alfa Romeo).

The loud speakers shouted "Cinq minutes," "quartre minutes," and at each announcement a section of the vast crowd in the *tribunes* stood up, only to be howled down by those behind them. A band in front of the stands began to play. We walked down the road about 100 yards and stood at the edge of a cornfield.

The Start.

The Vicomte de Rohan, President of the A.C. de F., slowly raised the huge starting flag. Immediately the drivers in the back rows moved forward, locking hard over and then straightening their front wheels, ready to nip in front of the car ahead. With a magnificent sweep the flag was slowly dropped and 16 of the fastest road racing cars in the world leapt forward in a solid phalanx. After seeing the front row pass us, noticing that Gaupillat led, our impressions were completely confused, and we could not distinguish any individual cars in the pack.

After passing the *tribunes* the road dips out of sight, down to a wicked, very fast curve to the right. We reached the top of this dip before the cars came round for the first time. Caracciola's Alfa Romeo was the first to appear, but he was only a few feet in front of Varzi (Bugatti 4.9). Then came the whole pack, in the following order, Gaupillat, Williams, Borzachini, Etancelin, Chiron, Nuvolari, Wimille, Fourny, Dreyfus, Lord Howe, Lehoux, Divo and Felix. After doing about 120 m.p.h. along the straight in front of the stands, the cars cut out momentarily on the slope, and then went into the curve full bore, the drivers forcing the cars round in a series of lightning skids. The new Alfas were faster on this corner than the 4.9 Bugattis, and on one occasion we saw Nuvolari pass a 4.9 Bugatti actually on the corner, at about 100 m.p.h. on a 20 ft. road! On the other hand the 2.3 Bugattis were as fast as any, Williams being particularly good.

We decided to make a fairly wide detour round this corner, so we walked into a swede field, and kept about 50 yards from the road. Then our photographer took it into his head that he would like to get a close-up of a car on the corner. We heard a car approaching and watched him adjust his camera, and raise it to his shoulder. Suddenly Nuvolari appeared and hurtled down the slope towards him at what seemed a hopelessly uncontrollable velocity—and our brave photographer fled for his life!

Back at the pits Earl Howe and Zehender were already in trouble, both with various carburettor troubles, the latter's Alfa Romeo having caught fire at La Garenne on the first lap.

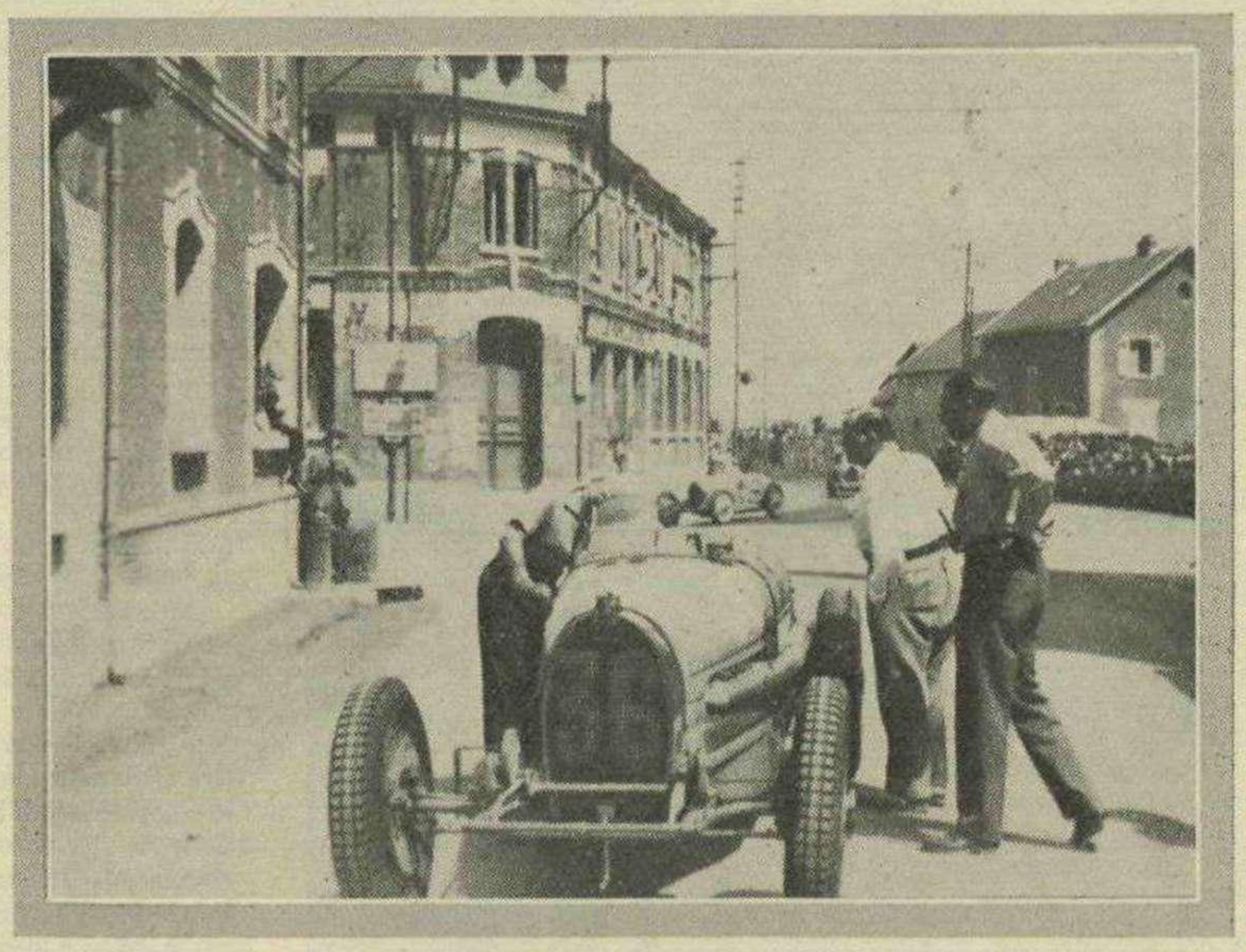
The fight for the lead went on unabated. Nuvolari began to pick up, and soon got into third place, behind Varzi. On the 9th lap he was second, and on the 11th he succeeded in passing Caracciola. There was evidently some misunderstanding in the Alfa Romeo team, for Nuvolari seemed very incensed with Caracciola, shaking his fist and pointing backwards as he passed the pits.

We walked on towards Gueux, through open country, with few trees. By the time we reached the village, one hour had elapsed and at this point the order was: Nuvolari, Caracciola, Borzacchini, Williams, Chiron, Dreyfus, Wimille, Divo, Etancelin, Lehoux, Gaupillat, Fourny, Howe, Felix and Zehender.

Then we decided that personal replenishments were needed, and we ate a very excellent luncheon at a restaurant just before the corner in the village, with champagne which came from a press a stone's throw from where we sat. The charming host, who spoke English fluently, told us that Gueux had not yet recovered from the terrible bombardment it received during the War. The repairs to the church were not yet finished, and many other buildings were still in a shattered state. Through the open French windows we could see the cars braking heavily for the corner, a cheer from the crowd heralding the approach of Chiron or Nuvolari, but none of the other drivers were applauded.

THE STARTERS.

2. J. GAUPILLAT (Bugatti).
4. Ph. ETANCELIN (Alfa Romeo).
6. M. FOURNY (Bugatti).
8. A. VARZI (Bugatti).
12. T. NUVOLARI (Alfa Romeo).
16. J. P. WIMILLE (Alfa Romeo).
18. R. CARACCIOLA (Alfa Romeo).
24. F. ZEHENDER (Alfa Romeo).
28. Lord HOWE (Bugatti).
30. BORZACCHINI (Alfa Romeo).
32. Louis CHIRON (Bugatti).
36. Marcel LEHOUX (Bugatti).
38. Alb. DIVO (Bugatti).
42. WILLIAMS (Bugatti).
44. René DREYFUS (Bugatti).
46. Pierre FELIX (Alfa Romeo).



Lehoux, who retired with gear-box trouble, is seen on the Escape road at Gueux.

FRENCH GRAND PRIX.

PREVIOUS WINNERS.

	Make.	Driver.	Circuit.
1904	Brasier	Théry	Ardennes
1905	Brasier	Théry	Auvergne
1906	Renault	Sisz	Le Mans
1907	Fiat	F. Nazarro	Dieppe
1908	Mercédès	Lautenschlager	Dieppe
1912	Peugeot	G. Boillot	Dieppe
1913	Peugeot	G. Boillot	Amiens
1914	Mercédès	Lautenschlager	Lyons
1921	Duesenberg	J. Murphy	Le Mans
1922	Fiat	F. Nazarro	Strasbourg
1923	Sunbeam	H. Segrave	Tour
1924	Alfa Romeo	C. Campari	Lyons
1925	Delage	R. Benoist	Montlhéry
1926	Bugatti	J. Goux	Miramas
1927	Delage	R. Benoist	Montlhéry
1928	Bugatti	Williams	Comminges
1929	Bugatti	Williams	Le Mans
1930	Bugatti	P. Etancelin	Pau
1931	Bugatti	Chiron/Varzi	Montlhéry

ALFA ROMEO AGAIN—continued



An excellent impression of Nuvolari passing Chiron on the fast bend just after the tribunes.

The bend in the village provided an interesting illustration of the various methods of cornering. Chiron was neat and smooth, as were Williams and Dreyfus, but Nuvolari and the other Italians seemed to throw their cars violently round the corner in comparison.

The escape road had been used a good deal, judging by the skid marks. Lehoux ran into it, not through inability to get round the corner, but to retire with gearbox trouble, an apparently weak spot in the 4.9 Bugatti. Then Chiron appeared, driving on the rough stuff at the side of the road. He waved the crowd to keep clear, signifying that he could not get round the corner. He made for the escape road, but at the last moment changed his mine, and just got round.

Etancelin made rather a noise with his gears, as he changed down for the corner, but his cornering was fast, nevertheless. A man set up an electrically-operated film camera on a brick, right on the corner. He spent ten minutes adjusting and focussing it, and then Borzacchini braked rather late and had to take a wide sweep. He missed the camera by inches, the operator jumped away to a safer spot, and the crowd laughed. Hamilton appeared, at the wheel of Earl Howe's Bugatti. Braking for the first sharp corner after leaving the pits, he found that the brakes were not as efficient as they had been in practice, so he wisely did not attempt to corner, and ran down the escape road. Later he found that one of the shoes had cracked.

We were given permission to enter a house on the corner, in order to take photographs from the window. No sooner had we arrived than a shout of laughter rose from the crowd. Zehender appeared, the front of his Alfa Romeo covered with hay, almost concealing its identity. With a wave of his hand he roared away towards la Garenne. We learnt that just past the *tribunes* he went off the road in order to pass another car. A few minutes later there was more laughter when a Ford ambulance with red cross flags flying from the top of the windscreen, tried to emulate the speed of the racers, and nearly upset on the corner.

Varzi (Bugatti 4.9) had retired with gear-box trouble, and Gaupillat walked to his pit and withdrew. In spite of the lack of Bugatti opposition for first place, the members of the Alfa Romeo team continued to fight it out among themselves with intense fury, and Caracciola took the lead from Nuvolari for several laps through the latter's stop for refuelling. Nuvolari, Caracciola, Borzacchini, Williams, Chiron, Dreyfus and Wimille were all on the same lap. Then Divo retired at Thillois with a cracked petrol tank, and the last of the 4.9 Bugattis was out of the race. The "2.3's" however, in the hands of Chiron, Dreyfus and Williams, were putting up a magnificent show against their rivals in spite of being less powerful. In addition they were handicapped by having broad two-seater bodies, in comparison with the slim streamlined Alfa "Monoposto" cars.

A Lap at 99 m.p.h.!

Most of the cars came into the pits for refuelling, and to change tyres, and consequently the lead changed hands several times. When they all got going again, Nuvolari, by dint of superhuman driving (he did a lap at 99 m.p.h. !) regained the lead, followed by Caracciola, Borzacchini; Chiron, Williams, Dreyfus, Etancelin, Fourny, Howe, Felix, and Zehender. Earl Howe and Hamilton were putting up a brave fight in the face of great adversity. Their 4.9 Bugatti had developed a series of troubles with the carburettor and brakes, causing many pit-stops, and then to crown matters 2nd and 3rd gears "passed out" so that they had to accelerate away from corners in "top." It can be seen that, though Alfa-Romeo held the first three positions, the three 2.3 Bugattis were ready to step into their places should any trouble develop in the Italian cars.

We set out for la Garenne. After a long detour, involving many pit-stops for drinks, we managed to regain the course at a fast curve where the cars were just changing up into top gear, after leaving Gueux. Leaning over a fence on the inside of the corner, we had a wonderful view of the cars as they flashed by within a few feet of us. The cornering speed was simply terrific, the cars "snaking" round the corner in a series of instantly corrected skids, the drivers wrenching the steering wheel rapidly from one lock to another. Nuvolari seemed the most awe-inspiring of the lot, his near side wheels occasionally lifting slightly in the middle of skids!

ALFA ROMEO AGAIN—continued

A Relic of the Great War.

The road then dipped down hill to another curve to the right, with an ugly drop of 12 feet on the outside, and then up hill into a wood, round a tricky corner where front-wheel skids were apt to develop. We were not allowed to enter this wood, for it was surrounded by a double fence of wire netting. We peered inside, and found many traces of the War; trenches, barbed wire, shell cases, a tin-helmet, and a French water bottle.

So far we had experienced no difficulty at all with the *gendarmerie* in walking round the course, in one case a rough sketch of Chiron's Bugatti by our artist making the official in question a friend for life. But now, at the Virage de a Garenne, we were met by an obstinacy that was completely proof against all the press passes, brassards, and papers at our disposal. All our entreaties drew the same stubborn "Non!" so we had perforce to make yet another short detour, and we eventually struck the fast leg of the course, just after the corner.

The speed of the cars down the Route Nationale No. 31 was tremendous. The sight of Nuvolari's red Alfa-Romeo or Chiron's blue Bugatti, roaring down the straight road at 130 m.p.h., between two lines of black poplars, with flat corn-fields on each side, under the blue sky and blazing sun, is one that we shall remember for a long time to come. Over our own time down the "straight leg," and of our thirst when we at last arrived at the Virage de Thillois, we will draw a discreet veil.

By this time Chiron had been lapped by all three "Monoposto" Alfas, but he was still going as well as ever. One of Earl Howe's wheels disintegrated as he passed the pits, and a flying piece of aluminium struck a press photographer on the shoulder. Wimille had the misfortune to run out of petrol on the far side of the course, when lying sixth, his pit-team having made an error in their calculations and not calling him in to refuel.

We arrived back at the stands. The three Alfa-Romeo team cars swept steadily past in the lead. Nothing could prevent an Alfa-Romeo victory now, and as the fourth hour gradually drew to an end, the team assumed its predetermined finishing order, Caracciola falling back to allow Borzacchini to take second place.



[*Motor Sport photograph*

Wimille (Alfa-Romeo) followed by Felix (Alfa-Romeo) taking the acute right hand bend through the village of Gueux.

Precisely at 5 o'clock the flag was once more waved, and a great reception was given to Tazio Nuvolari as he flashed by the stands. Louis Chiron received an equally fine ovation as he finished 4th, the band struck up the Italian National Anthem, and the 1932 French Grand Prix was brought to a successful close.

By winning every race for which they have entered, Alfa Romeo have definitely proved themselves to be champions of the 1932 racing season. Their new 2,650 c.c. 'Monoposto' car is the last word in racing design, and has been remarkably free from those annoying "teething" troubles which dog so many new models.

The Bugatti "2.3" gave of its best. To give away weight, power, speed and streamlining, and yet to average only 1.21 m.p.h. less than the winner is a performance of which the Molsheim manufacturer may be justly proud.

Of the driving, one has only to say that in spite of the tremendous speeds of which the cars were capable, and the narrowness of the road, there was not a single accident, and with the exception of Zehender's temporary lapse, no incident likely to endanger any of the drivers. All the finishers drove with splendid skill, and Earl Howe deserves special praise for his perseverence in keeping going, without hope of winning, until the very end.

RESULTS.

	Average Speed m.p.h.
1. T. NUVOLARI (Alfa-Romeo)	92.26
2. Borzacchini (Alfa Romeo)	92.21
3. R. Caracciola (Alfa Romeo) ...	92.10
4. Louis Chiron (Bugatti)	91.05
5. René Dreyfus (Bugatti)	91.23
6. Williams (Bugatti)	89.47
7. F. Zehender (Alfa Romeo)	80.82
8. P. Félix and Girod (Alfa Romeo)	—
9. Lord Howe & Hamilton(Bugatti)	77.43

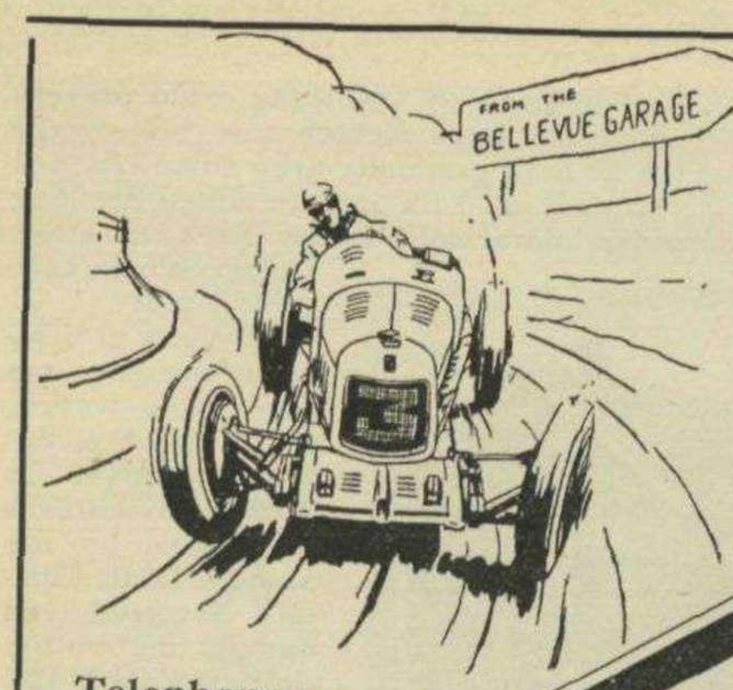
IN AID OF GUY'S (*continued from page 458*).

remove this from where he sat in the driving seat. The next man to come round the corner was Featherstonhaugh, who found the Talbot right in the path he usually takes his Alfa-Romeo. Treading on everything, Featherstonhaugh brought his car round in a shrieking broadside, while "Archie" Nash waved the blue flag, which meant "Slow down, proceed with caution," to other approaching cars.

Aldington dropped out, and Elwes took the lead on his green Austin Seven, his cornering at both turns being a model of what this manoeuvre should be. Eyston was having difficulty with the brakes of the 4.9 Bugatti. An over-zealous mechanic had made an adjustment at the last moment which caused the front wheels to brake first. The result was violent "judder" as the car approached the fork. His acceleration up the Finishing Straight was terrific, and he covered one lap at 76.03 m.p.h.

Mathieson was another driver who lost no time at the Fork, but no one could catch the speedy Austin, which won by 300 yards at the excellent average of 61.76 m.p.h.

The meeting concluded with a parade of the cars in the Concours d'Elegance down the Finishing Straight, and then when most of the spectators had gone home that wonderful machine, the Graf Zeppelin, hummed slowly over the Track. It hovered, low down, over the Paddock for some time, with one engine at the rear revving slowly, then with a roar the other engines burst into life and the great airship slid forward, and cruised peacefully away towards Hanworth.



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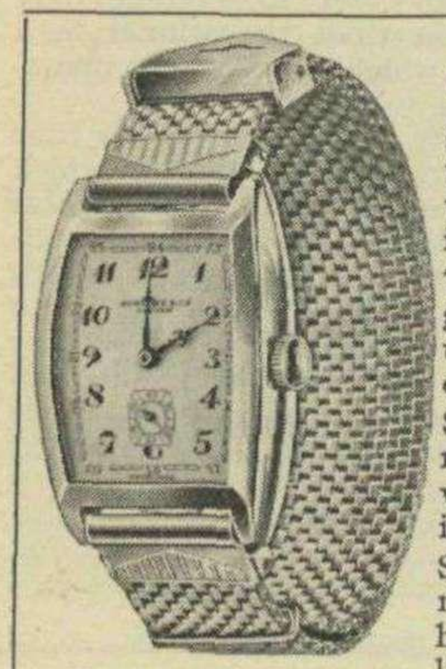
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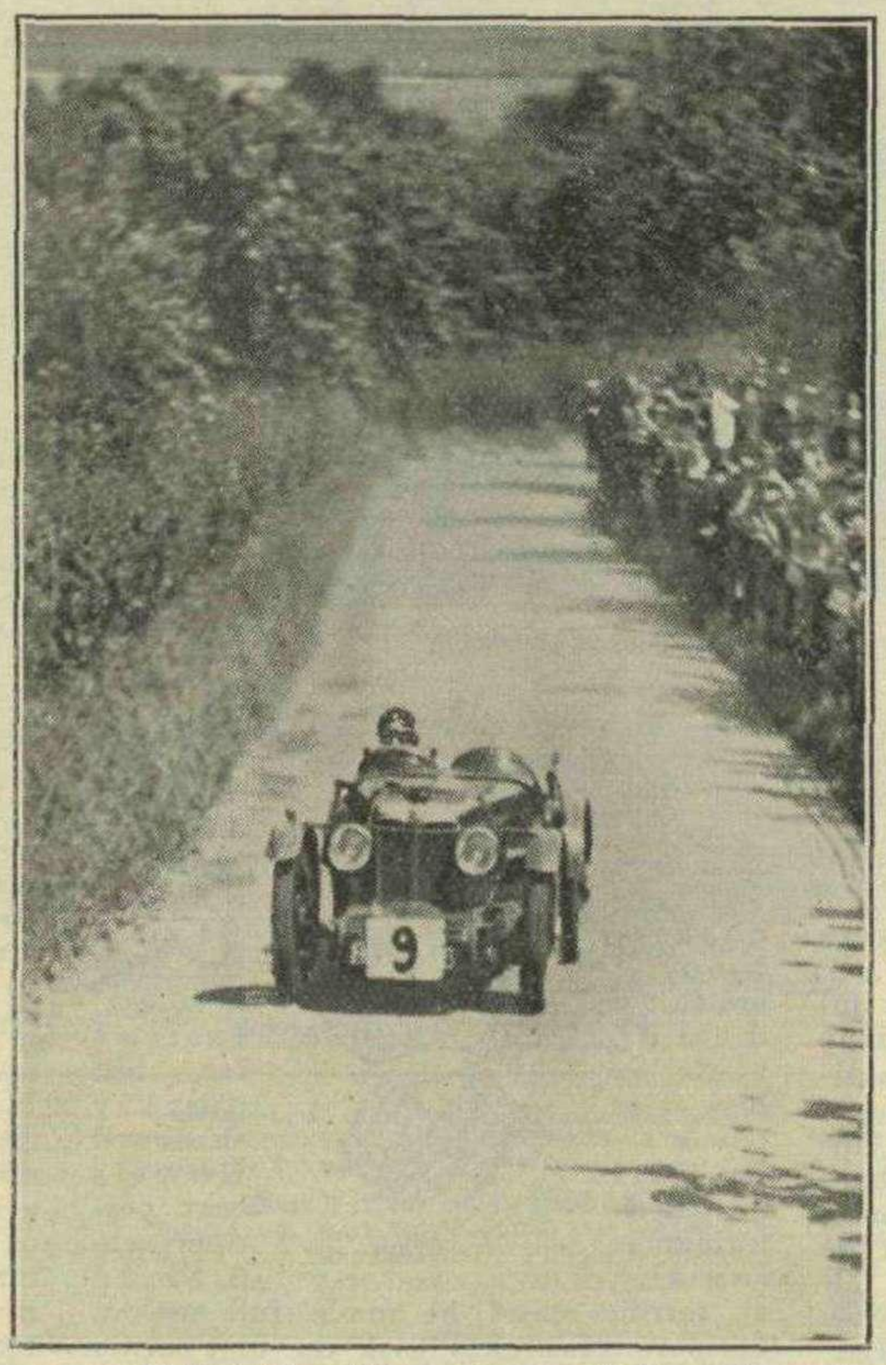
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SHELSLEY AGAIN

Earl Howe fails to lower Von Stuck's Shelsley Record by 1⅗ secs. after a Magnificent Climb.

RAIN
MARS
PROCEEDINGS.



Mrs. T. H. Wisdom (Frazer-Nash) on the lower slopes at the famous hill climb.

ILLUSTRATIONS
BY
GLEGG.

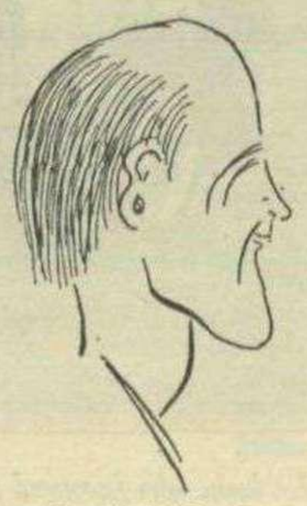
GREAT excitement had been predicted for the 1932 Shelsley Walsh Open Hill-Climb. To begin with, next year the length of the hill will be increased, so that this year's event was the last chance available of breaking Stuck von Villiez's wonderful record of 42 2/5th secs. Everyone who was fortunate enough to witness Stuck's record-breaking run on his Austro-Daimler in 1930 realised what a formidable task it would be to improve on his time, but there were some very fleet cars in the long list of entries, and it was just possible that Earl Howe's double-camshaft Bugatti, Raymond May's Villier's Supercharge, Norman Black's Maserati, R. J. G. Nash's famous "Terror," or Jean Bugatti's 4-wheel drive Bugatti, —*to* say nothing of a host of very fast Bugattis and spidery "Specials" —would have the honour of becoming the permanent holder of the record for the present course.

But it was not to be. In fact, two of the most likely entrants were eliminated in practice on the day before the race. Poor Jean Bugatti, after three incredibly fast runs (on one he was rumoured to have got within 1/5th sec. of the record) crashed badly on the first left hand bend after leaving the start, and damaged the front axle of the 4-wheel drive Bugatti beyond repair. Then Harker, on his "Special" car consisting of two Austin Seven engines, supercharged, in a very light chassis, had the misfortune to get out of control on the first of the sharp bends. His passenger was catapulted into the road, luckily without damage, but Harker himself was rather seriously hurt by the steering wheel, and was taken to hospital with injuries to his ribs and lungs. This was particularly hard luck, for Harker has performed consistently well at Shelsley for several years now, and his little car, weighing only 10 cwt., possessed really phenomenal acceleration.

On Saturday, June 25th, all roads led to Shelsley, and as the morning wore on the fields at the foot of the hill steadily filled with cars. The Riley, M.G., and Bugatti Owners' Clubs had all provided special enclosures for their members, and these too, were full. In all, 2,500 cars attended the meeting, and 15,000 spectators; a wonderful tribute to the attraction of England's sole surviving hill-climb.

A rustic air dominates the proceedings at Shelsley. The "paddock" is an orchard, while the officials' tent and headquarters are situated in a farm-yard. This year the rural scene was completed by messages being handed to the starter on the prongs of a pitchfork!

Beneath the gnarled fruit-trees racing cars of all descriptions were being hurriedly prepared by their owners, for no matter how long in advance the work of getting the car in trim is begun, there is always some-thing to be done at the last moment. The long grass round each car quickly became strewn with mud-guards, screens,



R. G. J. Nash.

and large and heavy tool-bags, and the air resounded to strangely contrasting exhaust-notes, the crisp, sharp roar of the Bugattis, the deep rumble of the Gardiner-Diesel, and the short stacatto bark of the 2-cylinder G.N. "Specials."

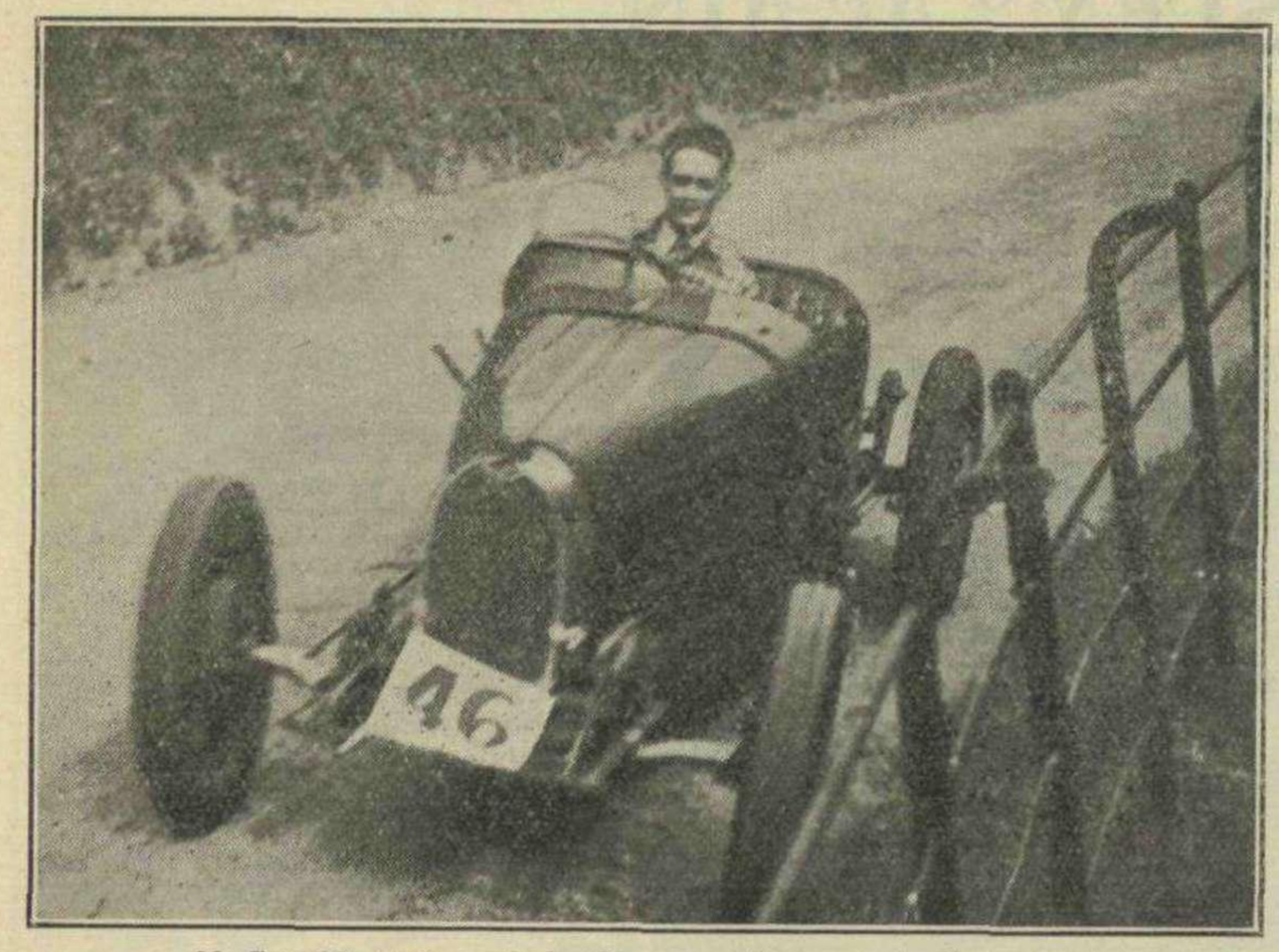
With many of the cars in an apparently hopelessly unready state, the proceedings were opened by a demonstration run by A. C. Bertelli on the Aston-Martin which had gained such magnificent honours at Le Mans the previous week. *Using an 8 to 1 bottom gear* Bertelli made a very useful climb, and was handsomely cheered by the crowd as he ascended the hill.

Then E. R. Hall came to the line with his very hot-stuff M.G. Midget, fitted with twin-rear wheels. The little car made a very quick get-away, its spinning wheels (on a gradient of 1 in 12!) giving an indication of the immense reserve of power in its marvellous 750 c.c. engine. Hall has competed at Shelsley for many years now, generally on larger cars such as "30/98's" and Bentleys, and it was no surprise to hear that he had clocked the wonderful time of 49 2/5th seconds. He was followed by A. N. Maclachlan, on a very well-tuned Austin Seven, who handled his car perfectly, and climbed the hill in 49 2/5th seconds. Then came more Austins, all driven very competently by Elwes, Issigonis, Willis and Anderson, the latter's car with a neat little Arrow body. Mrs. Wisdom's run on the Mark III Midget was spoiled by an oiled plug, but McEvoy roared up in great style on his Powerplus supercharged Morris Minor.

The first car up in the 1,100 c.c. class was the new Horton Special, which is composed of a supercharged Alta engine in a Frazer-Nash chassis. The car sounded very healthy, and Horton drove in his usual neat fashion, but his time, 49 secs., was beaten by E. J. Moor on one of the original spidery "specials." Making a noise like a machine gun, never cutting out until the last possible moment, Moor put up a very fine performance to win his class—in spite of bearing the unlucky number 13! Special praise must be given to J. V. Bolster, for his fearless handling of the terrifying little car of his own construction—time 51 secs.

The 1,500 c.c. class opened with two

SHELSLEY AGAIN—continued.



N. Carr (Bugatti) caught by the camera from an unusual viewpoint.

excellent climbs by S. H. Newsome (Lea Francis) and R. H. Eccles (T.T. Replica Frazer-Nash). Capt. Davis had his usual misfiring trouble with the 1½-litre Delage, but the trouble this time was caused by oil getting past new pistons. Then came that wonderful little car, the Becke Special, in the youthful hands of P. G. Skinner. Van der Becke himself was unable to drive, but Skinner proved a worthy substitute, and handled the car beautifully.

Excitement! Nash was on the line with the "Terror," the British-record holder. Standing at the S bend we heard the sharp note of his exhaust through the loud speakers, but no sooner had he left the line than a plug oiled up, and Nash wisely ran backwards to the start. Derrington slid rather wildly on the corner in his Supercharged Hornet "Special," and it was left to two Bugattis, driven by Fothringham and Burton, to make the best performance in this class.

Another thrill of anticipation! Noel Carr was due to come up with his ear-splitting dark red Bugatti. He did not disappoint us, for with perfect judgment, combined with just that bit of 'dash' to make his climb spectacular, he recorded the fastest time yet, 46 3/5 secs. Marendaz's time on his pink "Special" was 84 3/5 secs.



E. G. Bachelier.

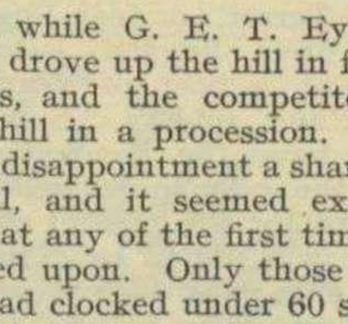
Miss Hedges' Talbot '90' had crashed in practice, so first man up in the 3,000 c.c. class was R. J. Munday on his very fast Rover Speed Model, who made a neat climb, as did Donald Monro (Talbot '90') and Frank Hallam (Speed Twenty Alvis). Particularly good was Ivan Waller, on an old Silver Eagle Alvis; his driving at the 'S' bend was masterly. On the other hand L. G. Bachelier (Bugatti) seemed slow at this point.

A glance at the programme showed that, in view of the "Terror's" indisposition, the honour of fastest time of the day would probably fall to one of the three cars which were then due to start, Norman Black's Maserati, the Brooklands Mountain lap record holder, Earl Howe's Bugatti, and Raymond Mays' Supercharge Villiers Black Maserati in 46 secs. brought the fastest time up dead, far, but time so quickly he was shadowed over- Howe's by Earl magnificent performance. Approaching the S bend at terrific speed, he made full use of his powerful brakes, took the first corner with hardly a skid, accelerated fiercely *between* the bends, and roared up the straight to the finishing line in the wonderful time of 44 secs. Raymond Mays made a great effort, the ear-shattering roar of the Villiers Supercharge coming in short, sharp bursts as he cut out on the lower curves. With his usual tense smile, Mays swept through the bends, but his time was 3/5ths sec. slower than Howe.



R. Mays.

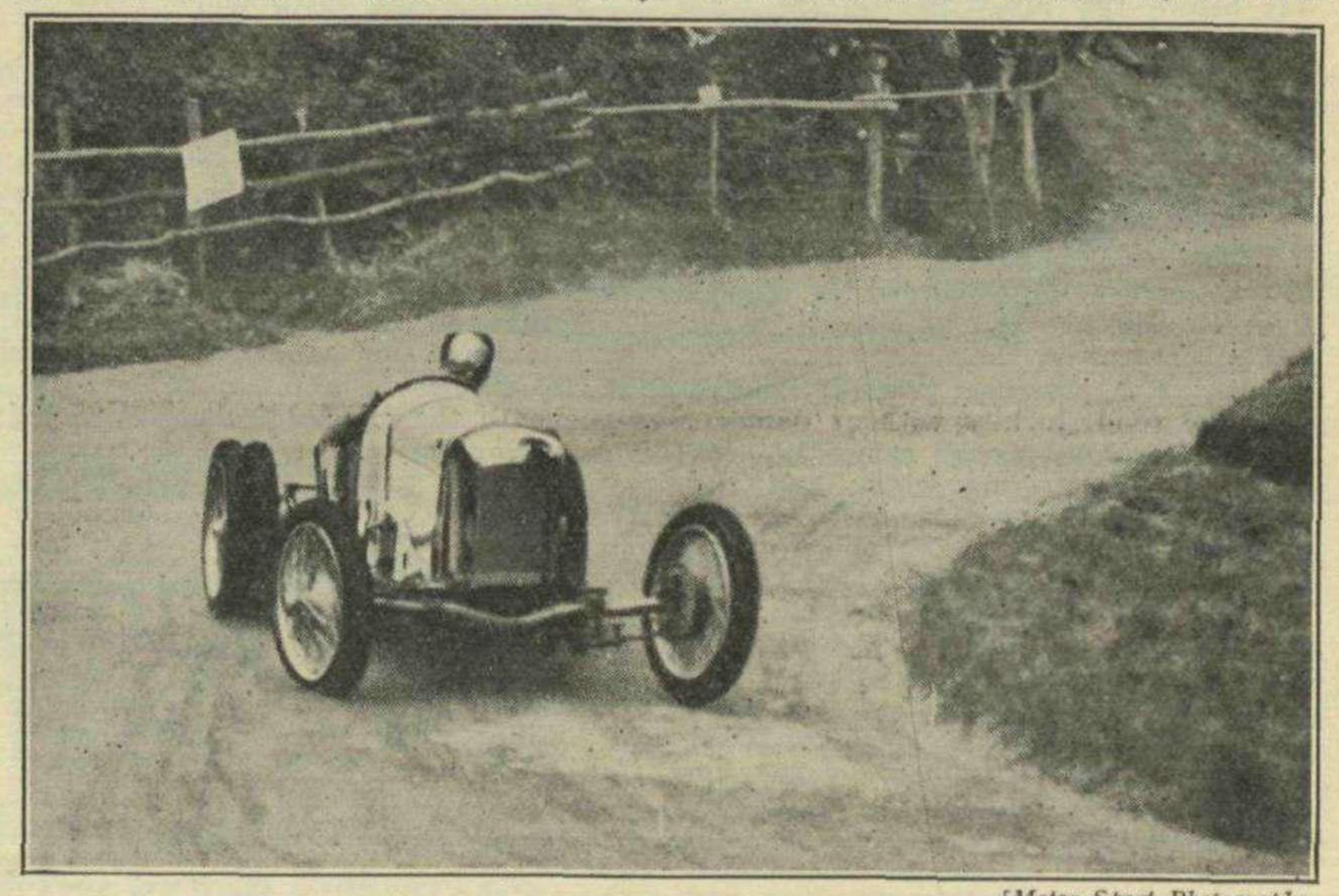
Then came a complete contrast, H. Hill- coat on one of the new Vee-8 Fords. Dead silent, save for the thesqueal of the tyres as the car rolled on made a corners, he pressive most impressive performance. Sundry Invictas and 30/98 Vauxhalls followed, fastest time being made by Mays on his white Invicta. Jean Bugatti, smiling and debonair, handled the Type 55 Bugatti (the identical car tested by MOTOR SPORT last month) in masterly fashion, time 49 1/5th sec.



A. W. Van der Becke.

In the Unlimited Class, an interesting entry was the Gardiner-Diesel, which was surprisingly fast and steady. It smoked rather badly at the start, but was better up the hill. Then Gardiner made a very well judged climb on the 5-litre Delage racer, a car which has performed well at Brooklands this season, and Earl Howe brought the first part of the programme to a close by recording 47 1/5 secs. on his blue Mercédès-Benz.

Interval, while G. E. T. Eyston and E. R. Hall drove up the hill in formation on Midgets, and the competitors came down the hill in a procession. Then to everyone's disappointment a sharp shower of rain fell, and it seemed exceedingly unlikely that any of the first times would be improved upon. Only those competitors who had clocked under 60 secs. were allowed to have a second run, and little



[*Motor Sport Photographs.*

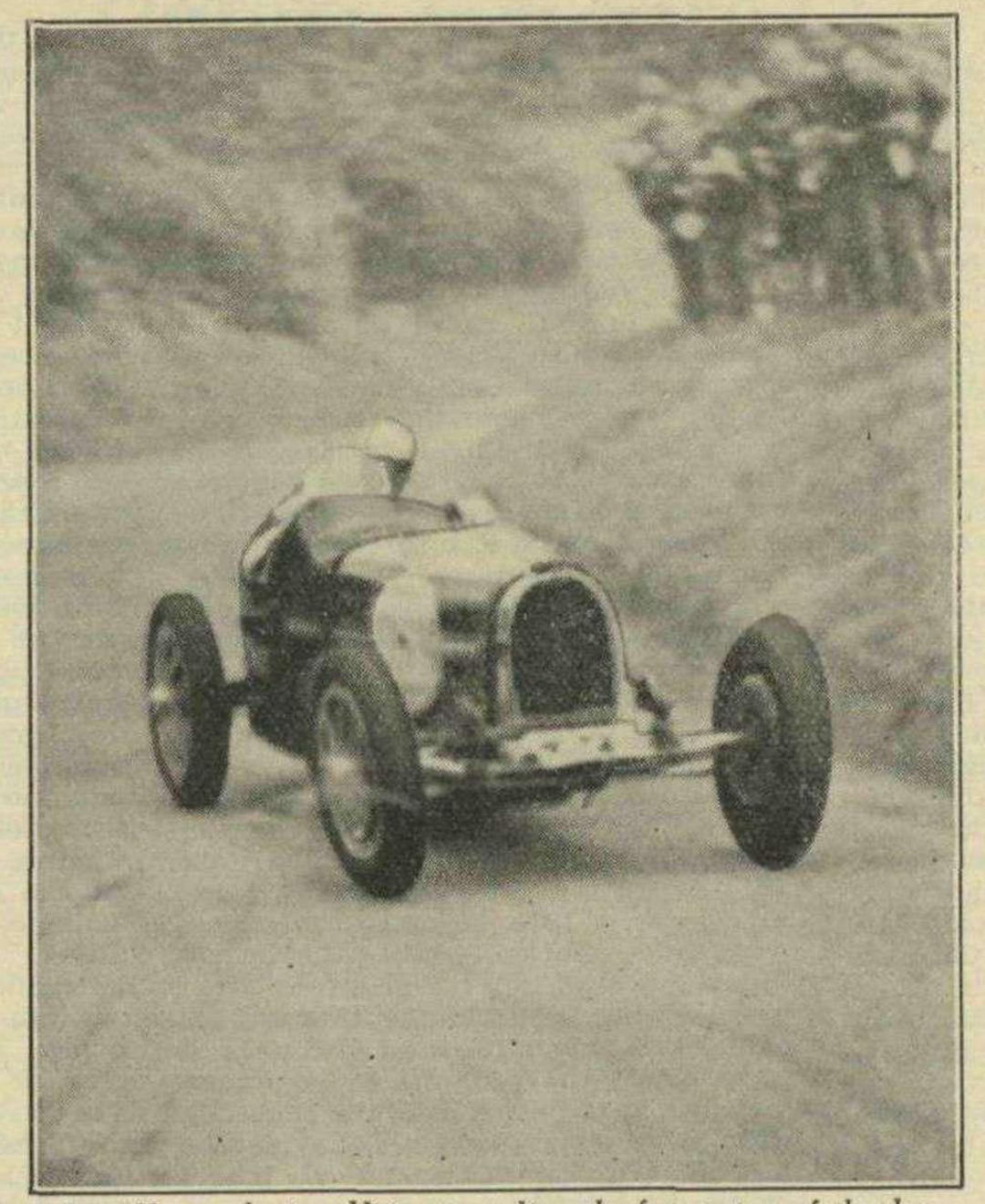
R. G. J. Nash, who favoured twin wheels, brings "The Terror" round the famous bend. Note the offside front tyre.

SHELSLEY AGAIN—continued.

incident occurred until Nash came up on the "Terror." Staying in 2nd gear all the way up, he skidded badly on the second bend, and bounced from bank to bank as he accelerated up the straight. In spite of all this, he succeeded in recording 46 3/5 secs. Then Burton confounded the pessimists by improving on his previous run, and won the 1,500 c.c. Racing Class in 46 2/5 secs. He braked really hard before the corner, and went through the S bend with perfect judgment.

Carr also reduced his time, to 45 3/5, after a really hectic climb. He took the first bend of the 'S' very fast, and then put his foot hard down, with the result that the car made a series of leaps, like a bucking broncho, right across the road and hit the bank. Still smiling, Carr retained control, and hurtled up to the finish.

The next excitement was caused by Frank Hallam. His Speed Twenty Alvis got into a series of swinging skids between the bends, and when the road narrowed after the second corner there was no room for the car to continue its antics without hitting something. He climbed the right hand bank about three feet, dropped with a thud, and charged the opposite bank. By a superhuman effort Hallam regained control, and reached the finish ing line unscathed.



Earl Howe, who in addition to making the fastest time of the day, also won the Garvagh Challenge Cup on his Mercedes.

Neither Norman Black, Earl Howe or Raymond Mays could better their times on the slippery surface of the road, although their runs were postponed as long as possible in order to give the road a chance to dry.

Then the enormous crowd made its way slowly down the hill, stopping to admire the pack of hounds in the kennels near the start. One by one the racers were towed out of the orchard "paddock"; Earl Howe "tucked up" his Bugatti in his Commer "Challenger" travelling garage, and himself departed at the wheel of the Mercédès, and the car parks gradually emptied.

Once more rustic peace and quietude descended on the Court House and farm-yard. No sound but the rustle of wind in the trees—until the Amateur in September!

PROVISIONAL RESULTS.

Class I (up to 850 c.c.).

Racing.—1, E. R. Hall (747 c.c. Midget, S) and A. N. L. Maclachlan (747 c.c. Austin, S), 49 1-5 secs., 3, I. Issogonis (747 c.c. Austin, S), 55 secs.

Sports.—1, E. R. Hall (747 c.c. Midget, S), 49 1-5 secs.; 2, J. Cary Elwes, (747 c.c. Ausitn, S), 50 2-5 secs.

Class II (851 c.c. to 1,100 c.c.).

Racing.—1, E. J. Moor (1,086 c.c. Wasp III), 48 1-5 secs.; 2, R. T. Horton (1,074 c.c. Horton Special, S), 49 secs.

Sports.—none.

Class III (1,101 c.c. to 1,500 c.c.).

Racing.—1, J. L. Burton (1,496 c.c. Bugatti, S), 46 2-5 secs.; 2, R. J. G. Nash (1,496 c.c. Frazer-Nash, S), 46 3-5 secs.; 3, T. S. Fothringham (1,493 c.c. Bugatti), 47 2-5 secs.

Sports.—1, T. H. Wisdom (1,496 c.c. Frazer-Nash, S), 52 secs.; 2, S. H. Newsome (1,496 c.c. Lea-Francis, S), 52 3-5 secs.

Class IV (1,501 c.c. to 2,000 c,c.).

Racing.—1, N. Carr (1,990 c.c. Bugatti, S), 45 3-5 secs.; 2, R. A. Hossell(1518 c.c. Bugatti),53 4-5 secs.; Sports.—1, C. Morgan (1,954 c.c. Lagonda, S), 64 secs.; 2, D. M. K. Marendaz (1,869 c.c. Marendaz Special) 84 3-5 secs.

Class V (2,001 c.c. to 3,000 c.c.).

Racing.—1, Earl Howe (2,300 c.c. Bugatti, S), 44 secs.; 2, R. Mays (2,990 c.c. Villiers Supercharge), 44 3-5 secs.; 3, N. Black (2,750 c.c. Maserati, S), 46 secs.

Sports.—1, Jean Bugatti (2,300 c.c. Bugatti), 49 1-5 secs.; 2, L. G. Bachelier (2,261 c.c. Bugatti S), 51 3-5 secs.

Class VI (3,001 c.c. to 5,000 c.c.).

Racing.—1, R. Mays (4,467 c.c. Invicta), 47 2-5 secs.; 2, R. Hughes (4,526 c.c. Vauxhall), 58 secs.

Sports.—1, R. Mays (4,467 c.c. Invicta), 47 2-5 secs.; 2, A. H. L. Eccles (4,467 c.c. Invicta) and C. M. Needham (4,467 c.c. Invicta), each 54 secs.

Class VII (5001 c.c. and over).

Racing.—1, Earl Howe (7,060 c.c. Mercedes-Benz, S), 47 1-5 secs.; 2, N. W. Gardiner (5,140 c.c. Delage), 48 1-5 secs.

Sports.—1, Earl Howe (7,060 c.c. Mercedes-Benz, S), 47 1-5 secs.; 2, J. H. S. Gardner (5,606 c.c. Gardner Diesel Bentley), 62 2-5 secs.

Shelsley International Championship Cup and £105 (for fastest time of the day).—Earl Howe (2,300 c.c. Bugatti, S), 44 secs.

M.A.C. British Championship Cup and £25 (for fastest time by a British Sports car).—R. Mays (4,467 c.c. Invicta), 47 2-5 secs.

M.A.C. "T.T." Cup (for fastest time by a driver who has driven in or is entered for any of the events on the 1931-32 International Calendar).—N. Black (2,750 c.c. Maserati, S), 46 secs.

M.A.C. Open Cup (for best aggregate time made on two runs).—R. Mays (2,990 c.c. Villiers Supercharge, S), 44 3-5 secs. and 49 2-5 secs. =94 secs.

The C.P. Type Challenge Cup (for best time by a sports car up to 1,500 c.c.).—E. R. Hall (747 c.c. Midget, S), 49 1-5 secs.

The Garvagh Challenge Cup (for best time by a four-seater sports car over 1,500 c.c.).—Earl Howe (7,060 c.c. Mercedes-Benz, S), 47 1-5 secs.

M.A.C. Ladies' Cup (for fastest time by a lady with any type of car).—Mrs. T. H. Wisdom (1,496 c.c. Frazer-Nash, S), 51 3-5 secs.

Fray Team Challenge Cup (for best aggregate time by a team of three racing cars).—Bugatti Owners' Club (Earl Howe, 44 secs.; N. Carr, 45 3-5 secs.; and J. D. Jevons, 63 secs.; total, 152 3-5 secs.).

FORTHCOMING EVENTS

INTERNATIONAL FIXTURES—1932

AUGUST.

6-7th. *Switzerland—Course de Cote du Kiausen.*
14th. *Germany—Adac—Bergrekord bei Freiburg.*
14th-15th. *Italy—Coupe Acerbo.*
16th-17th. *France—Grand Prix de la Baule.*
20th. *Ireland—R.A.O. Tourist Trophy Race.*
21st. *Poland—Course de Cote de Tatra.*
28th. *Italy—Course au Stelvio.*
28th. *France—Grand Prix de Pau.*

SEPTEMBER.

4th. *Czecho-Slovakia—Course Masaryk.*
11th. *Italy—Grand Premio of Monza.*
11th. *Czecho-Slovakia—Course de Cote d'Elbe Litomerice.*
11th. *Austria—Course de Cote du Semmering.*
18th. *Italy—Circuit et records de Cremone.*
18th. *Hungary—Course de Cote de Budapest.*
18th. *Portugal—Grand Prix du Portugal.*
24th. *Great Britain—B.R.D.C. 500 Miles Race.*
25th. *Spain—Gran Premio of Spain.*
25th. *Roumania—Course de Cote de Felecc.*

"SIDESLIPS"

By

"BALADEUR"

Dual Drive.

THE appearance of the dual-drive Alfa-Romeo racing car following closely upon that of the four-wheel drive Bugatti is to my mind an event of considerable interest, if only because it indicates that even in these degenerate days development of the road racing car is not at a standstill. I remember that a year or more ago a writer, evidently shrewd, in MOTOR SPORT, observed that for years we had been paying too much attention to the engines of racing cars and not enough to the rest of the machine. Fairly obviously we have now reached a point where a phenomenal amount of power can be produced by a comparatively small, light engine, and this by increasing its speed is that the transmission no longer has to take the violent torque strains of the big old power units and so can be made light too. But there is little point in getting over 100 h.p. per litre, and being able to build a light, high-powered car, if you can't get the power fully directed towards rolling the wheels along anything but an almost perfect surface. Signor Jano, or whoever is responsible for the new Alfa-Romeo, has evidently been impressed by the satisfactory results achieved in this respect from the "double-six" production of the Milan factory with its two propellor shafts; but in his 4-wheel drive design Ettore Bugatti in characteristic manner has gone the whole hog.

Front Wheel Brakes.

After all if one has got four wheels on a car, why not use the lot of them for transmitting power to the road instead of having two doing nothing except provide their share of rolling resistance? Of course one may argue that 4-wheel drive involves complication, but if one compares say, a motor car of 1902 with one of 1932, one can hardly come to the conclusion that simplification is a feature of automobile development. Complication was a cry which retarded for a good many years the universal adoption of 4-wheel brakes. For a good many more years incidently than many people imagine, for I believe that the majority would date them at about 1912 when Argyll was so courageous as to fit them. However, the other day I came across a photograph of a Mercédès, which in 1902 had been fitted with front wheel brakes, which it was stated, were quite safe as long as one was careful to see that the back brakes came on first—a heresy which had a life of about a quarter of a century before it. I wonder if in a few years time a car will be just as out of date if its front wheels are not drivers as it is to-day if they are not brakers. Perhaps the years will not be so few as all that, for our Mercédès preceded by 20 years or more the adoption of 4-wheel brakes even by makers who lay claim to being first-class motor car constructors.

Alfa's Grand Slam.

With or without dual drive, Alfa-Romeo incidentally seems to be making as complete a grand slam of the races of this season as history can show. One can hardly count Panhard et Levassor, which won almost every race run between 1895 and 1900, and otherwise to compare with the Alfa-Romeo record one can only quote Mors in 1901, Fiat, or I should say F.I.A.T., in 1907, and Peugeot in 1913. There are other years in which various makers were remarkably successful, but usually you will find that someone else was winning in the light car class or the touring car class, and success was not catholic. I do not say that the same thing will happen to Alfa-Romeo, but it is rather remarkable that these years of overwhelming success in the past have almost invariably been followed by a disappointing season. The Paris-Vienna Race of 1902 was a complete débâcle for Mors, almost the whole team falling out of the race on the first, and easiest, day. The 1908 F.I.A.T.'s were tremendously fast, but they too were unable to stay the pace of the French Grand Prix. Similarly the 1914 Peugeots seemed if anything faster than those of 1913, although the engines were, by regulation, smaller, and in addition they had, for the first time, front wheel brakes. But in the 1914 French Grand Prix, one of the most famous races of all times, the Peugeots suffered complete defeat at the hands of the Mercédès, with less advanced engines, having one instead of two camshafts, and only brakes on the back wheels. Perhaps, however, Signor Jano may profit by these examples and see that the 1933 Alfa-Romeos retain their real winning form.

Mechanically closed Valves.

Talking of the 1914 Grand Prix reminds me that I find many people who forget that the Delages, which ran in that race, and which were in reality very successful, had valves which were mechanically closed as well as opened. The eve of the War was in fact a period of tremendous possibilities in automobile design, and at that time it would have been hard to say which was the more important innovation, front wheel brakes or mechanically closed valves. The latter might have proved as great a turning point as had mechanically opened inlet valves. Yet, when the war was over progressive makers such as Delage and Hispano-Suiza immediately adopted front wheel brakes, which gradually spread until about 1926, when the laggards were forced to fit what for years they had declared were dangerous devices. The development of the mechanically closed valve on the other hand was left to Jacques Bignan, who, however, was destined to prove that at any rate in the hands of the amateur, "desdronomique" control was a little too efficient. In the meantime the War had given publicity to the supercharger, Mercédès and Fiat were proving its adaptability to motor cars, and its adoption was doing away with the chief raison d'etre of the mechanically closed valve. To-day the question of this latter development, which thrilled some of us a decade or more ago, is almost forgotten, but perhaps one day it will be reopened, when for some reason its contribution to efficiency is once more needed.

Watch the Gauges.

The niceties of driving, it is to be supposed, vary with different epochs. For instance in the early days of motor racing when engine speeds were very nearly constant, the intensive use to which the gear box is put in hard driving on a modern sports or racing car, was unknown. On the other hand the modern driver has not got to worry about a score of things which engaged the attention of his predecessors. As an instance one may take lubrication. To-day one just attempts to get the oil to the right temperature before starting, keeps an eye on the gauge to see that the pump is working and pays no more attention to the matter until it is time to fill up. The batteries of tanks, taps, pumps and drip-feeds which decorate the dash board of the car of thirty years ago, however, show that things were not always so simple. The other day I and a friend of mine were amusing ourselves by timing a 1904 sports car on a miniature triangular road circuit, consisting of two dead straights, one slightly winding road and three acute corners. At the beginning of one lap as I was acting as mechanician, I remarked to the driver, "You must decide about this: I should be inclined to give her a shot of oil into the crankcase with the hand pump; if I do, she may oil Number one plug, or she may go quite a bit better." The driver decided in favour of giving her the "shot." Number One went on firing quite happily and the motor at once picked up to such an extent that we clipped 12 seconds off a lap time of 2 minutes 54. Of course I know that motor cyclists are very well aware of the niceties of oil supply, but I imagine that there are many drivers of sports cars nowadays, who really know nothing of this aspect of the science. It was, however, a problem which sorely taxed the intelligence of many drivers before the War, and in fact some makers such as Hispano-Suiza attempted to solve the difficulty for them by fitting a float chamber in the oil supply system with a view to maintaining at all times the correct level in the sump.

The Hispano-Suiza.

Mention of Hispano-Suiza "sideslips" me quite easily to the subject of gear-changing. Not unnaturally, I know a large number of sports car drivers who started their careers with those grand "old warrior" G.N.'s which now, alas! are no more. Of these drivers an enormous proportion have never succeeded since in bringing themselves to regard an ordinary gear-box with the respect which is considered necessary by the orthodox driver who really can drive. One man in particular, now an enthusiastic Bugattisto, frequently replies to protesting passengers, that "the gear-box was made for man, not man for the gear-box." Personally I started life with a pre-war Hispano-Suiza, a car on which the gear-change is quite delightful and fundamentally different to any other I have ever come across. I am well aware that my own gear-changing on other boxes has suffered in consequence, but a short time ago a friend of mine who rather prided himself on his prowess in this respect acquired a Hispano. He demonstrated it to me the first

(*Continued on page 473*)

THREE X = SAFETY

ONE of the greatest improvements in motor car safety in recent years has been the widespread use of safety glass. As in most other cases of progress, sports and racing cars led the way, their drivers fully realising the risk of flying glass splinters in an accident, until now this danger has become fully appreciated, and it is compulsory for manufacturers to fit the windscreens of new cars with some form of safety glass.

It was therefore with great interest that on the invitation of the Triplex Safety Glass Co., Ltd., we made a tour of inspection of their admirably equipped and organised works at King's Norton, near Birmingham, when we had an opportunity to see for ourselves exactly how the famous Triplex glass is made.

As usual, we found that the business of making what outwardly seems a fairly straightforward article, can be a very lengthy process, especially, as is the case with Triplex, when the highest standard of workmanship is maintained.

On arrival, we were taken first of all to the Stores, where all supplies of raw glass, both plate and sheet, are carefully inspected for blemishes—a most important precaution. From there the glass is taken to the cutting room, where some twenty men and boys bring the rectangular pieces of glass to the required size by means of template and diamond. The patterns are all on the large size, to allow for smooth finishing.

Now let us leave the glass for a moment to consider another ingredient of the finished product, namely the celluloid. Most of our readers are doubtless aware that safety glass consists of a "sandwich," composed of two sheets of glass and a sheet of celluloid in the middle. The celluloid is supplied by the manufacturers, and has to be graded and inspected in the same way as the glass. It is then cut into the requisite shapes, by means of sharp knives, and passed on to the assembly room.

Meanwhile the shaped pieces of glass, after a further inspection, are washed, sprayed with hot water, brushed and rolled into a cage, where they are sprayed first with gelatine, and then with one of the many react compounds which are known only to the manufacturers.

After this they are dried in long tunnels and then comes the preparation of the "sandwich" which comprises the finished product. The glass and celluloid come together in a machine which has a long V trough, lined with wooden rollers. The pairs of panes are laid in the trough so that one pane lies against each side of the V, and the celluloid is dropped in between them. Conveyor bands carry the panes along the trough, and warm water is sprayed over them. The spraying is then changed from water to another secret Triplex liquid which is known familiarly in the works as the "cough mixture," for it is claimed to be a very good cure for both coughs and colds. The V narrows and the panes are brought together until they are pressed tightly between rubber rollers, and all the moiture is forced from between them.

The "sandwiches" are next carried to the hydraulic presses, of which there are over fifty. Gauges are fitted to assist the girls who attend the presses, but they do not tell the outsider anything, for the significance of the figures is known only to Triplex engineers. Sandwiching is one of the secrets of the whole process.

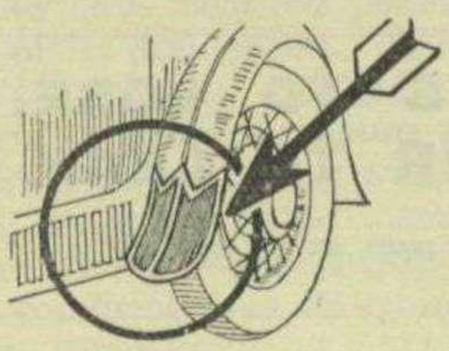
The sheets of safety glass are then "arrissed," that is to say, the sharp edges and overlap are ground down to the requisite size of the window of the car for which they are intended, after which an eighth of an inch of the celluloid is burned out by means of a hot wheel, and the cavity filled with the sealing material or "pitch."

After a final polishing, and in the case of sliding windows, a grinding of the edge to 1/64th of an inch, the sheets are finally branded with the famous three X's, the trade mark of the firm. On examination, if any of the sheets are found to be scratched or marked, they are sent to a department which is all red in colour, for the men in it use jewellers' rouge for removing marks from the surface.

The panes which are passed O.K. go to the packing department, where they are wrapped up and placed in felt-lined boxes, when they go all over the world. They are taken from King's Norton by road, for it is found that road transport is not only quicker, but is safer than delivery by rail.

Triplex turn out some two million square feet of safety glass a year, and when it is borne in mind that each sheet is inspected nine times before it is counted perfect, it is easy to understand why its three X's are famous throughout the world.

A boon to SPORTS CAR owners!

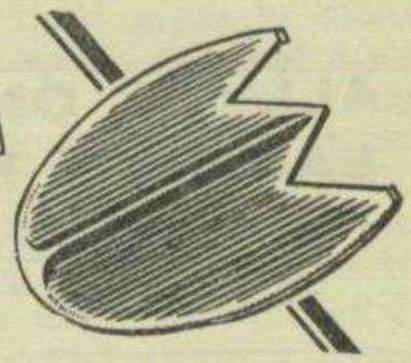


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Club News

A RACING CLUB FOR BEGINNERS ?

WE have received the following letter from Mr. C. W. Inigo-Jones, who has written to us suggesting the formation of a Racing Club for Beginners.

In the letter to MOTOR SPORT he says :

It might be of interest to some of your readers to know that a club is being formed to foster the spirit of motor racing in the younger generation.

Our objects are (1) to teach racing theory and practice to those who wish to take up the sport, but have not enough knowledge or backing to do so ; (2) To give support and organization to those who have racing or super-sports cars and wish to enter for races, trials, etc. ; (3) To issue an " A," " B " or " C " certificate of driving to members ; (4) To buy one or two racing cars for practice, and to have a car entered for some of the classic races and driven by a well known racing driver, the club supplying the pit crew.

The proposed annual subscription is £5 for driving and £1 non-driving members.

I should like to hear from anybody who is interested and who would like to offer advice and assistance regarding the formation of this club, and also from prospective members, as, if possible, we wish to get as many members, both in England and Scotland, so as to be able to establish two branches.

Yours faithfully,
C. W. INIGO-JONES.

Old Mill Cottage, Liss, Hants.

BERKHAMSTED & DISTRICT M.C.C.

The fund for the erection of a suitable memorial to our late President, F. G. (" Freddy ") Hicks, which this club is raising, is not progressing in a manner which we should like to see.

As is well known, Hicks was killed while trying to make up time in the 1931 Tourist Trophy Races in the Isle of Man, and the club proposes to place a memorial over his grave.

Everyone in the motoring world knew and respected Freddy Hicks as a fine sportsman, an exceptionally talented rider, and a man destined to make his mark in the industry.

In ' these hard times ' we do not expect large contributions, but if all of those who knew him would only send a shilling or two, the memory of a great sportsman can be perpetuated in a fitting manner.

The Joint Hon. Secs. will gratefully receive the smallest donations sent to their address below : Maldon Cot, Hempstead Road, Watford, Herts.

GUY'S GALA & MOTOR RACE DAY.

PROVISIONAL RESULTS.

Guy's Junior Handicap (2½ miles).—1, J. M. Lees (1½-litre Lea-Francis, S.), scratch ; 2, D. M. Wilson (two-litre Talbot coupé), 16 secs. ; 3, D. Hankey (847 c.c. M.G. Midget), 33 secs.

The W.A.S.A. Handicap (2½ miles).—1 Hon. Mrs. A. D. Chetwynd (1½-litre Lea-Francis, S.), 22 secs. ; 2, Mrs. C. G. Scudamore (1,100 c.c. Triumph), 1 min. 6 secs. ; 3, Miss E. Wheeler (1,140 c.c. Delage), 48 secs.

Guy's Senior Handicap (5½ miles).—1, D. M. Wilson (two-litre Talbot coupé), 29 secs. ; 2, J. M. Lees (1½-litre Lea-Francis, S.), owed 12 secs. ; 3, D Hankey (847 c.c. M.G. Midget), 1 min. 5 secs.

The Gala Short Handicap (6½ miles).—1, T. E. Rose-Richards (two-litre Talbot), 1 min. 13 secs. ; 2, K. D. Evans (1,100 c.c. Riley), 1 min. 16 secs. ; 3, J. R. Cobb (10-litre Delage), scratch.

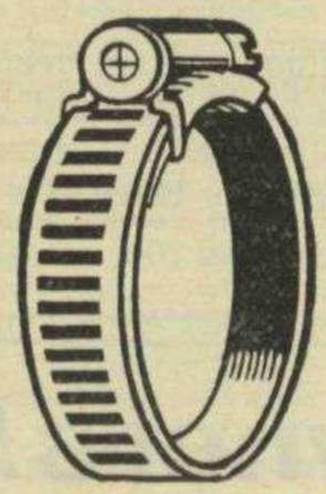
The Gala Long Handicap (nine miles).—1, Sir H. R. S. Birkin (4½-litre Bentley, S.), scratch ; 2, Hon. A. D. Chetwynd (747 c.c. M.G. Midget), 2 mins. 39 secs. ; 3, T. E. Rose-Richards (two-litre Talbot), 1 min. 25 secs.

The Duchess of York's Trophy Race (women only—6½ miles).—1, Miss E. Ellison (1½-litre Bugatti), 1 min. 13 secs. ; 2, Mrs. K. Petre (Wolseley Hornet), 1 min. 42 secs. ; 3, Miss I. C. Schwedler (two-litre Alvis), 1 min. 21 secs.

The Duke of York's Trophy Race (20 miles—100 m.p.h. cars only).—1, A. F. Ashby (1,100 c.c. Riley), 2 mins. 15 secs. ; 2, J. R. Cobb (10-litre Delage), 4 secs. ; 3, B. E. Lewis (three-litre Talbot), 1 min. 16 secs.

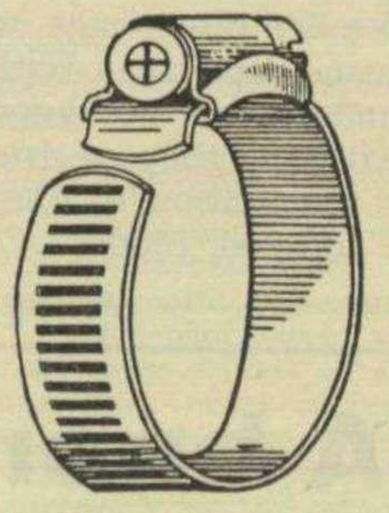
Guy's Gala Mountain Handicap (18 miles).—1, J. C. Elwes (749 c.c. Austin, S.), 3 mins. 29 secs. ; 2, T. A. S. O. Mathieson (1½-litre Bugatti), 2 mins. 40 secs. ; 3, R. O. Shuttleworth (two-litre Bugatti), 2 mins. 10 secs.

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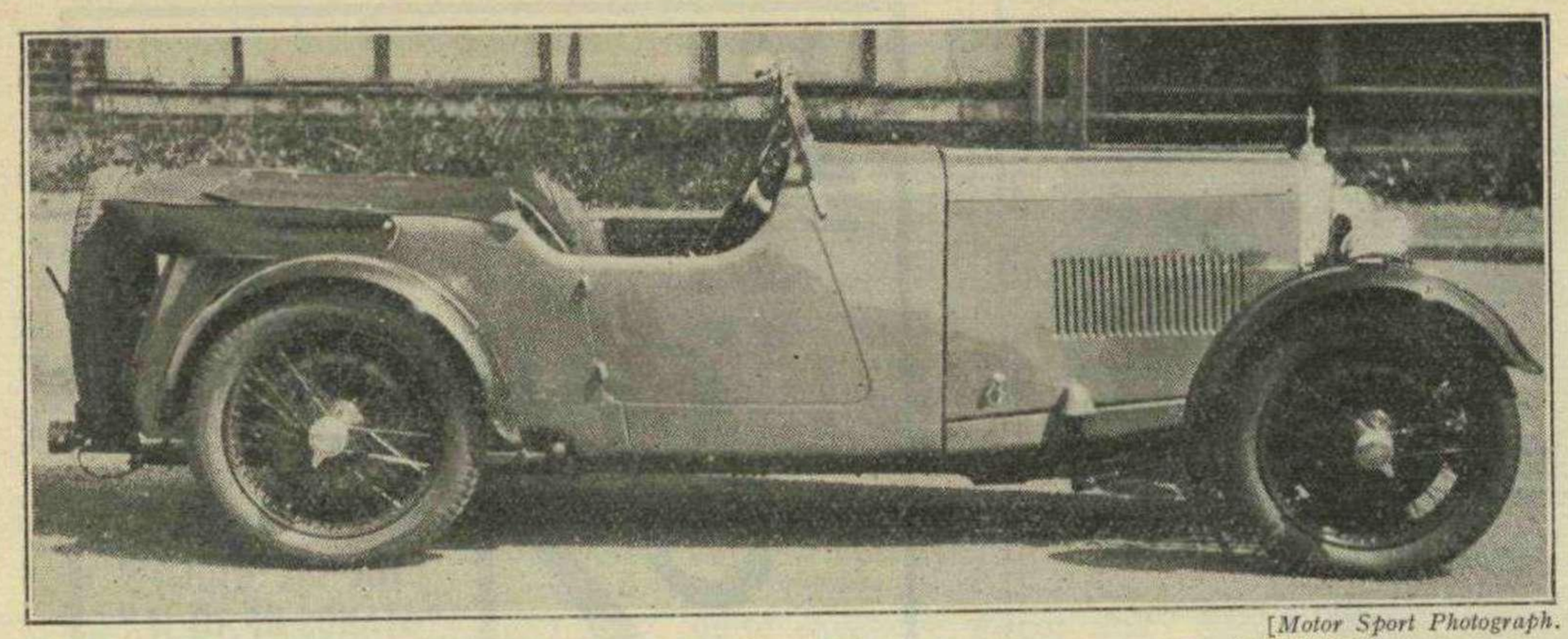
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WE TRY THE ASTON MARTIN INTER-NATIONAL FOUR-SEATER



[*Motor Sport Photograph.*

The very pleasing and low built appearance of the International four-seater Aston-Martin is brought out well in this photograph.

DURING the last year or so Aston Martin cars have been developing from one general purpose sports model into two categories, the sports tourer and the semi-racing two seater.

The 1932 programme therefore comprises two models, the International four seater, and the Le Mans two-seater. Both models use the engine and chassis described in our columns last month, but the two-seater has a higher compression ratio and a close-ratio gear-box, and except for a slightly wider body is identical with the cars which were so successful this year at Le Mans.

Having these two models at their disposal, the makers have concentrated on making one car definitely a tourer with sporting characteristics, while the Le Mans model is able to have a racing performance without worrying too much about slow running or the other refinements which one expects in a car intended for every-day use in town and country.

The car we tested was the first International four-seater produced, and has been used amongst other things as the team tender at Le Mans, where it arrived carrying more luggage, tools, and spares than one would have believed possible for a car of its dimensions. It is safe to say that this car has had a life considerably more strenuous than the average private owner would give it, and has received no attention beyond filling with petrol and oil. Its condition was therefore all the more interesting.

The first thing required of a touring car is that it should be comfortable. On taking over the Aston Martin, one is at once struck with the erect driving position, which allows a clear view of the road and one's front wings, and the way in which the steering wheel comes in just the right place. The gear-lever can be manipulated without stretching, and the pneumatic upholstery supports back and thigh in the places where fatigue is usually felt. The back seats are comfortable and have ample leg-room.

Brief Specification.

Engine: 4-*cyl.*, 69 x 99 *mm. bore and stroke, capacity* 1,493 *c.c. Treasury Rating* 11.9 *h.p.* 2 *overhead valves per cylinder. Overhead camshaft.* 2 *S.U. carburettors. Magneto Ignition.* 3 *bearing crankshaft. Dry sump lubrication.*

Gearbox: 4 *speeds and reverse centre change. Ratios with* 4.66 *back axle,* 4.66, 6.43, 10.48, 16.31.

Rear axle: Spiral bevel.

Brakes: Cable operated 14in. *diam.*

Suspension: Half elliptics.

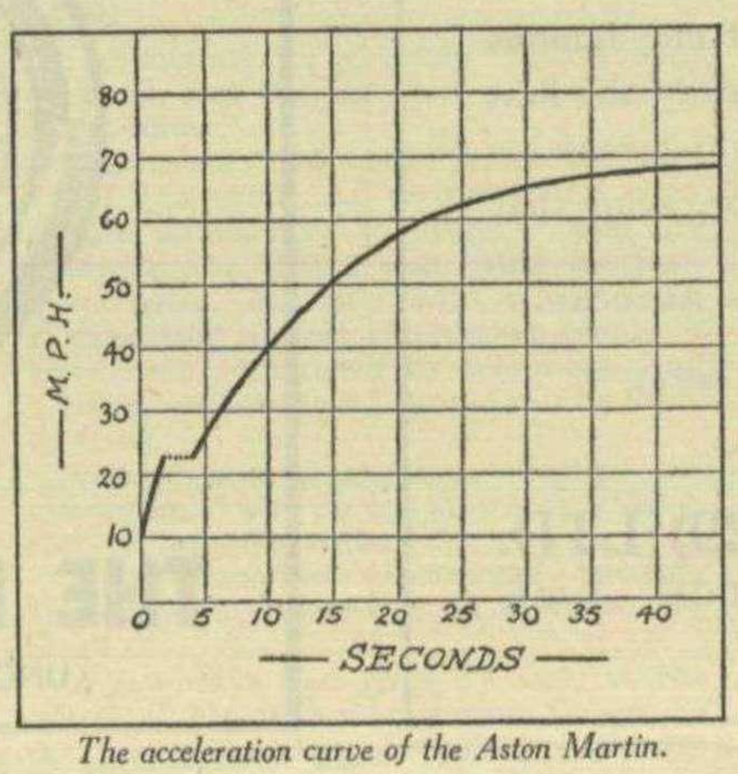
Dimensions: Overall length 12*ft. Width* 5*ft.* 3*ins. Weight* 19 *cwt.*

Price, £475.

The suspension is one of the best points about the car, the standard road setting being equally suited to travel at high speeds on the track, and to crawling along the corrugated surface of a crowded suburban street. Even when the shock-absorbers were tightened up to their full extent, the car was not unduly bumpy at low speeds, and the suspension is altogether one of the best we have come across on a sports car. At this point one should mention the accessibility of the Hartford shock-absorbers, a point which is neglected on quite a number of modern cars.

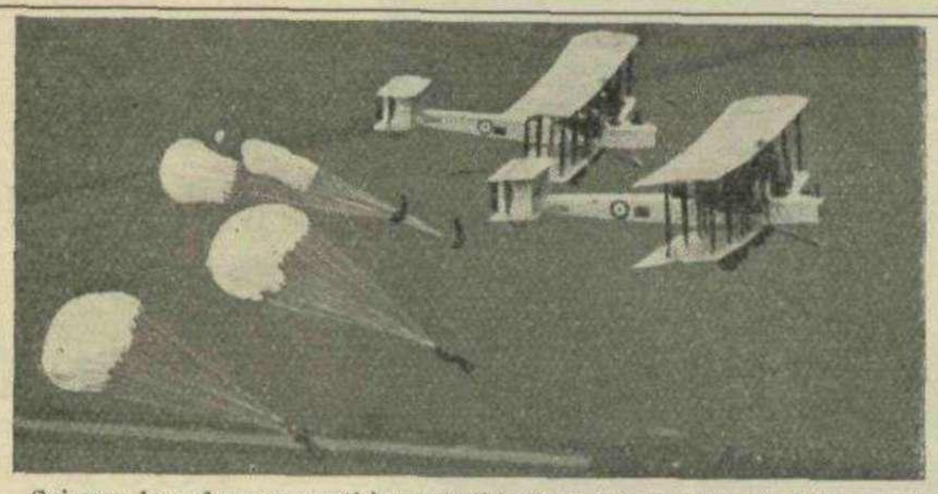
So much for the touring side of the car's capabilities; now to deal with its performance.

The engine, as one would expect on an Aston-Martin, is vibrationless throughout its speed range, and pulls evenly down to 7 m.p.h. on top gear. There is very little mechanical noise, and the exhaust is well silenced. The gear-box is fitted with silent second and third gears, a unique feature on a sports car, and are of course engaged by sliding dogs. They are not, as a matter of fact, remarkably silent, but the fact that they are engaged by dogs facilitates gear changing. The remote control gear-lever is a great improvement on the old pattern, which seemed to be too far back, while the clutch drag which we had experienced on some of the older models which have done a fair mileage has been overcome.



The acceleration curve of the Aston Martin.

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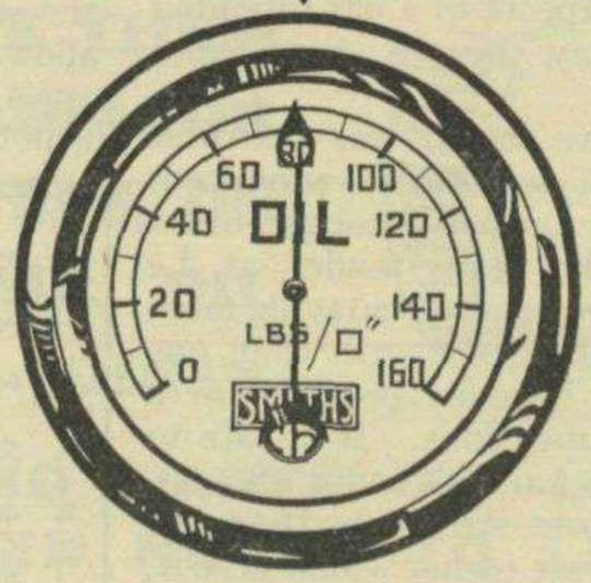
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Anxiety sets in when the pressure is seen to drop, as he knows well *his engine is not getting* the assistance it needs and that there is danger ahead.

In SPORTS "FILTRATE" *(Regd.)* nothing has been spared to ensure freedom from anxiety—the Oil which stands up to extreme heat and extreme speeds, and gives an exceptionally clean engine.



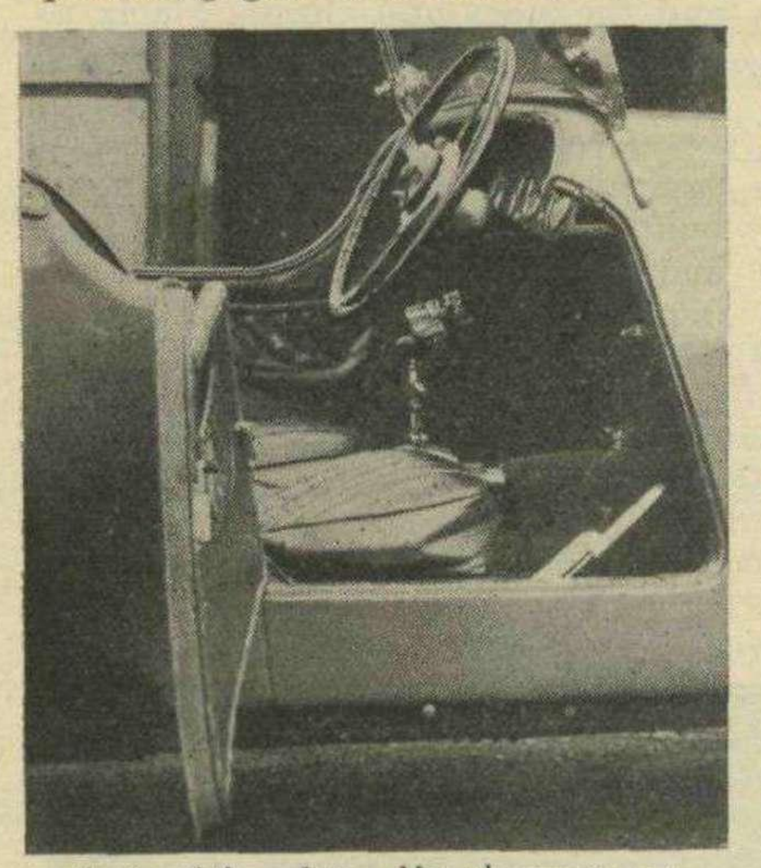
KEEPS THE PRESSURE UP

UNDER ALL CONDITIONS

THE ASTON MARTIN—continued

The gear ratios are quite widely spaced, and two or three seconds is lost on each change if one waits the correct time. Things can be speeded up considerably by depressing the clutch pedal very fully, as though to engage a clutch stop, in which case the dogs engage quite quickly with nothing worse than a slight grunt. Second allows a speed of 36 m.p.h., and nearly 60 can be reached in third without going over 4,500 r.p.m.

Aston Martin brakes have always been remarkably good, and have lost none of their efficiency through being cable operated. From 40 miles an hour the car was brought to rest in 51 feet, without any tendency to deviate from the straight. No compensating gear is used, each brake being independently adjusted by a simple wingnut arrangement. The hand-racing-type-lever operates all four brakes, the rachet being engaged by lifting a projecting rim at the top of the lever.

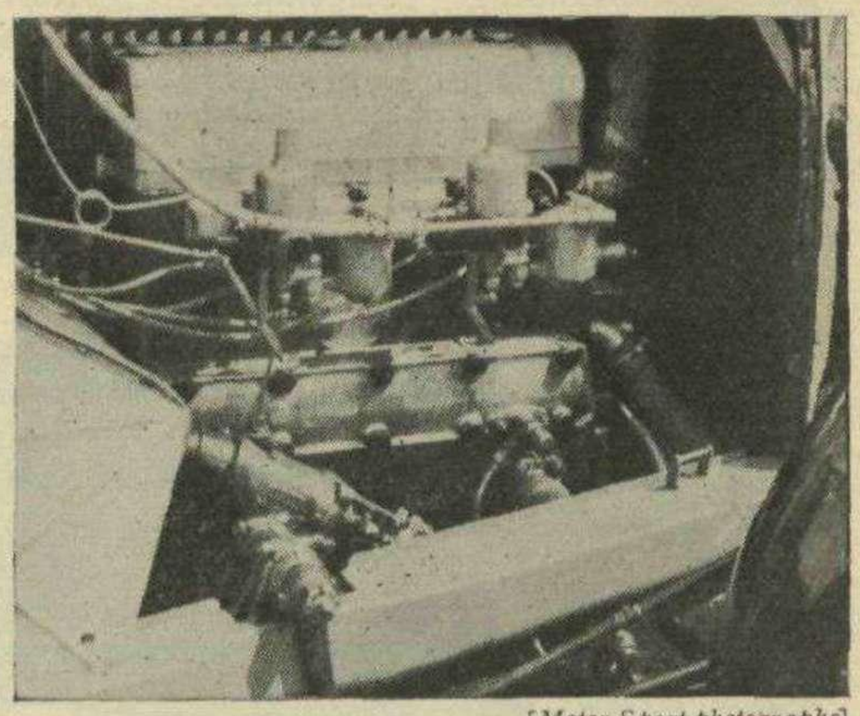


A view of the cockpit. Note the remote gear control.

The steering is very light and without backlash, but is lower geared and has less caster than one usually finds on sports cars. The considerable movement required is balanced by the accuracy with which the car can be placed, and we amused ourselves by going into corners at what seemed quite excessive speeds and sweeping round at undiminished speed with the inside wheel just six inches from the kerb.

The most striking characteristic of the "International" is its toughness. After testing it at Brooklands, we set off to the West along devious routes with the firm intention of seeing if it was possible to blow it up. 4,000 to 4,500 in all gears, cornering as fast as the road allowed, up and down the box, nothing affected it, the comparatively touring Type 13 Champions showing no sign of overheating. 60-65 on all main roads and 70 when this was possible have a way of showing up weaknesses, but the car seemed willing to stand this indefinitely. The stamina of the engine is largely due to the adequate cooling and to the dry sump lubrication system, which holds 2½ gallons of oil. The car's fastest speed on the level was a genuine 70 miles an hour.

As has been said, the car which we tried was the first of this year's Internationals, and had covered a mileage of over 13,000 without being decarbonised. 13,000 miles represents more than a year's running for the ordinary owner, so this report gives some idea of what may be expected after that time. The engine had only dropped about 2 m.p.h. from the intended maximum of 72 m.p.h., so that when decarbonised, one is safe in calling the International a genuine 70 m.p.h. car. The gear-box and transmission showed no sign of wear, and the brakes were entirely satisfactory. The coachwork did not rattle or squeak, and the cellulose was in first class condition.



[*Motor Sport photographs*]

Offside view of the engine, showing the two S.U. Carburetters

The results of this test proclaim the International Aston Martin as a fast touring car with race-bred nicety of control, which may be relied to keep its tune and condition over long periods with the minimum of upkeep. It accomplishes adequately the makers' claims of sturdiness and fast travel.

"SIDESLIPS"—(continued from page 468)

day he had it, and remarked that he found the gear-change rather queer. On taking over, however, I found that this 8-litre, 6-cylinder machine had a change exactly like my car built twenty years ago, and I felt really at home once more, shoving its pinions about. The next day my friend did too; and just recently he sadly informed me that now he couldn't operate an ordinary gear lever at all.

* * *

At the wheel of his 40 h.p. primrose Delage he was sweeping along the Promenade des Anglais at Nice at a quite excessive speed, his attention, no doubt, concentrated on the attractions of the Eden Rock bar at Cap d'Antibes. Suddenly he heard a prolonged blast on a whistle, and a gendarme, purple in the face with fury, appeared in the road as if from nowhere, wildly waving his baton de commande. The Delage brakes went on hard, and the car drew up beside the irate officer.

"Monsieur," he said, before the outraged gendarme had recovered his composure sufficiently to speak, "you are going to say that I was going too fast. I apologise. My wife, who is in Cannes, is expecting a most interesting event. I have been summoned by telephone, and I am all anxiety lest I should not be there in time. . . ."

"Sacré nom d'un nom," replied the gendarme, "why do you stop here talking. Get off at once—filez!"

A little time later he was gaily treating the occupants of the Eden Rock to the story.

A few days had gone by and, at the wheel of his 40 h.p. primrose Delage he was sweeping along the Promenade des Anglais at Nice at a quite excessive speed, his attention, no doubt, concentrated on the attractions of the Eden Rock Bar. Suddenly he heard a prolonged blast on a whistle, and a gendarme, purple in the face with fury, appeared in the road as if from nowhere, wildly waving his baton de commande. The Delage brakes went on hard, and the car drew up beside the irate officer.

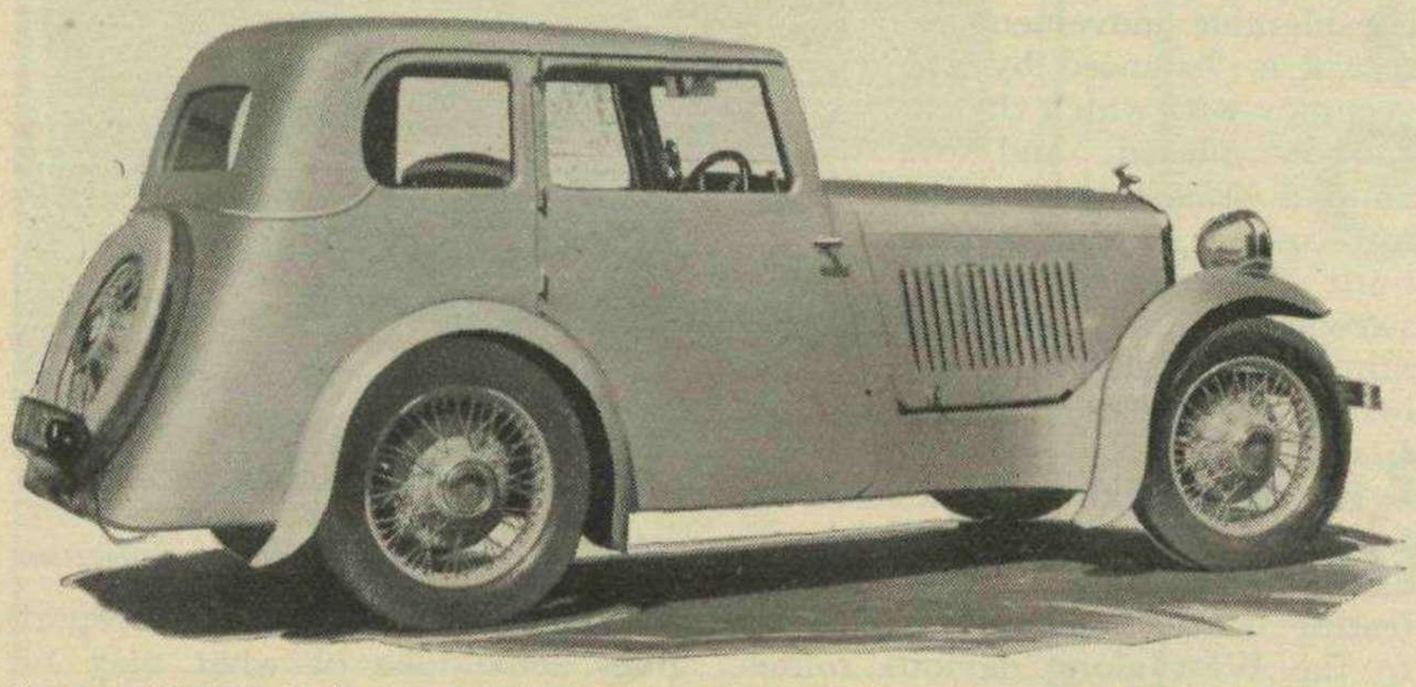
"Monsieur," he said, before the irate gendarme had recovered his composure sufficiently to speak, "you are going to say that I was going too fast. I apologise. My wife, who is in Cannes, is expecting a most interesting event . . . ."

"Sacré nom," replied the gendarme, "again, so soon?"

The time which was to have been spent in the Eden Rock, had to be industriously employed in quite the nearest estaminet.

TWO ATTRACTIVE NEW HORNET SPECIALS

THE are many enthusiasts who desire a car of outstanding performance, which carries a closed body, and yet at the same time retains the smartness and beauty of outline generally confined to the open sports car. The Continental two-seater, which is marketed by Fox and Nichols, of Tolworth Motor Service Station, Kingston By-Pass, Surbiton, is a notable addition to the range. All the Specials which have so far appeared have been either occasional



They will find their wants admirably filled by the new "Patrician" coupé 2/4 seater Hornet Special, which has just been placed on the market by the R.E.A.L. Carriage Works, Ltd., Popes Lane, Ealing, W.5.

As will be seen from the accompanying illustration the "Patrician" is a beautifully proportioned 2/4 seater coupé, with a single panel sloping windscreen, eddy-free front, sliding roof, and a semi-flush spare wheel mounted at the rear. Equipped with concealed direction indicators, dual arm windscreen wipers, concealed luggage boot, and chromium plated bright parts, the car can be supplied in an attractive range of 8 colour schemes, and at the price asked, £285, represents extraordinarily good value for money.

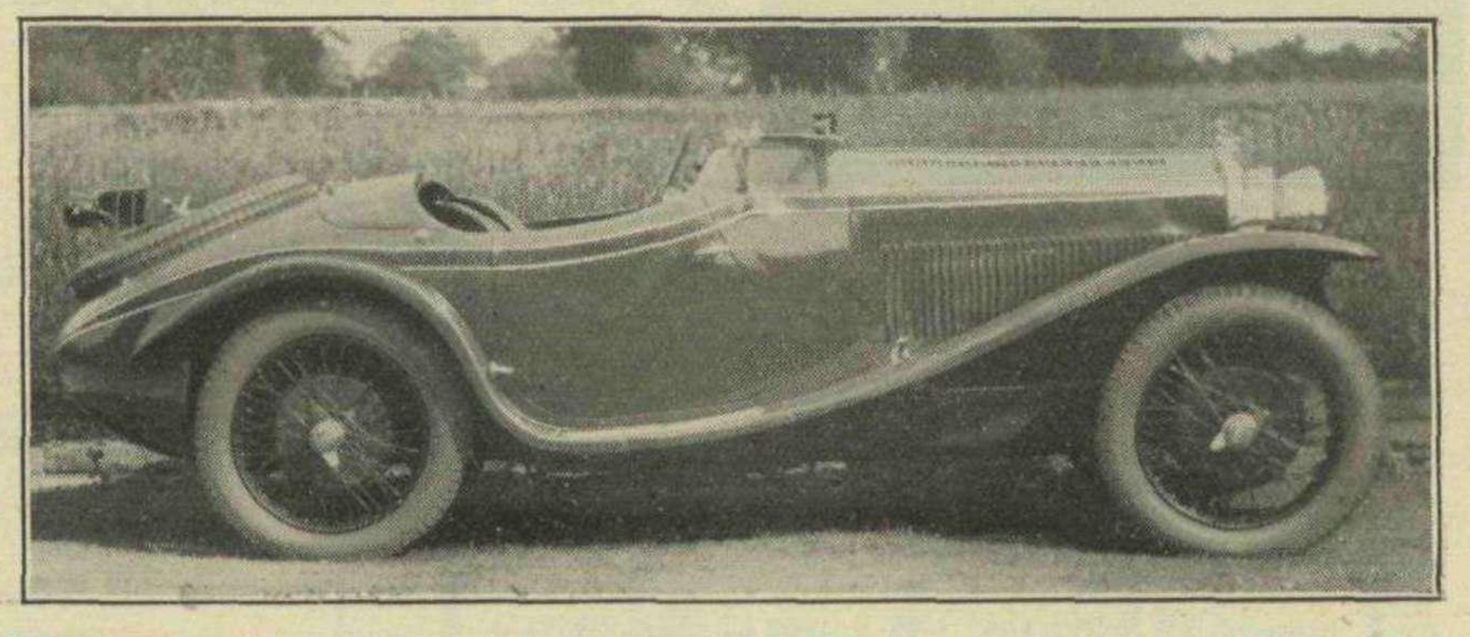
The instant success of the Hornet Special showed very clearly the market for a small and compact sports car with a good performance, four seaters or saloons, but Mr. Fox has made a notable break-away in the car under review.

The design owes some of its inspiration to the Alfas and Fiats whose graceful lines one admires so much on the Continent. The long well-louvred bonnet and the sweeping wing line suggest effortless speed, while the pneumatic upholstery and universally adjustable seats look after one's creature comfort. The tail is entirely devoted to a carpet-lined luggage space, capable of holding two large suitcases or even a small trunk, which is readily accessible by raising a large hinged lid. Golf clubs can be accommodated between the suitcases, and as there is a space between the seats, the car will even carry fishing rods or other lengthy impedimenta within the body space.

The hood, when not in use, is completely concealed, but is readily erected on raising a hinged flap on the tail.

The colour scheme of the car we saw was most attractive, the top part of the body being a slate grey and the sides and chassis black, a red band edged with white separating the two colours and following the sweep of the body. Red wheels were also fitted. The body has been built by Abbey Coachwork Ltd., and the finish and rigidity is in keeping with their usual high standard.

The Hornet Special chassis has been described frequently in these columns, and does not require further mention, but the clean lines of the body should allow an improvement on the 75 m.p.h. which these chassis attain.



A GOOD QUALITY SPORTS OIL.

WE have just completed an extensive test of the new "Sports" Filtrate oil, recently introduced by Ed. Joy & Sons, Ltd., of Leeds. The claims for this oil are that it retains its viscosity to a remarkable degree, even when really hot, avoids gumming up in cold weather, and prevents a heavy deposit of carbon.

The car used for our test was a Talbot "90" sports model, the sump of which was carefully drained and filled with "Sports Filtrate." Starting from cold, the engine proved completely free after the first few revolutions, and yet as the temperature grew higher no large drop in the pressure took place. Indeed on one day of the recent hot spell the car was driven hard for many hundred miles, at the end of which the oil gauge showed a powerful pressure even when ticking over.

Consumption was low, and at the end of 500 miles we found the plugs, which had been carefully cleaned at the beginning of our test, covered only with a thin film of easily removable carbon.

Altogether, we found "Sports Filtrate" to justify fully the claims of its makers.

ATTRACTIVE MOTORING LITERATURE

Two Interesting Booklets from Alvis and M.G.

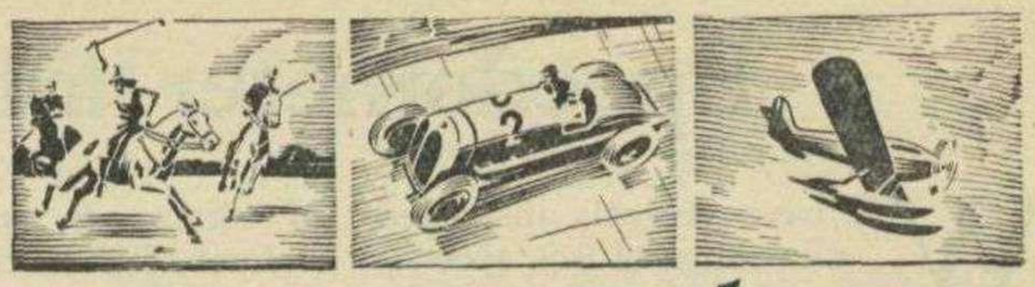
A BEAUTIFULLY produced catalogue or instruction book can never fail to please the eye of motoring enthusiasts, and we have recently received two specimens of this work which are excellent examples of their kind.

The first is a very comprehensive instruction book which has just been produced by the Alvis Car and Engineering Company, of Coventry, for their "Speed Twenty" model. Printed on the finest art paper, the book is profusely illustrated, and contains an extraordinarily complete description of every part of the car. So attractively produced is this instruction book that no Alvis owner can fail to read it from cover to cover, thereby considerably increasing his appreciation of the workings of his car. Incidentally, we are informed by the Alvis Company that so strong has proved the demand for this car that in spite of two increases on the production schedule first laid down, thus more than doubling the output first proposed, they are now considering yet a third increase in an effort to overtake this demand.

"At the Sign of the Octagon."

The other booklet on our desk is entitled "At the Sign of the Octagon," in which the M.G. Car Company have conceived the original idea of taking the reader on an imaginative tour of their Works under the personal guidance of the Founder and Managing Director of the Company, Mr. Cecil Kimber. The booklet opens with a short illustrated history of the firm since its inception in 1924, when the first Morris Oxford was "hotted up" into an M.G. in the mews in Pusey Lane, Oxford. Then, after being introduced to Mr. Kimber in his beautiful office, with a Tudor fire-place and oak beams, the reader is shown over the entire system of the manufacture of M.G. cars. What progress these modern and perfectly organised works at Abingdon represent, when compared with the mews in Pusey Lane! The keynotes of the M.G. methods are clean, tidy departments, and a painstaking care in every phase of the cars' construction. Through the Boiler House and Tool Store, the Machine Shop, Assembly Department, Body Shop, Test Department, Finishing Section, Maintenance Department, Frame Making Department, Power Unit Shop, Experimental Department, Service Repair Shop, Dispatch Department and Electrical Section, the reader is conducted, and the whole visit gives him a very excellent insight into the reason both for the marvellous series of successes M.G. cars have attained both on road and track, and for their immense popularity among motorists who ask for individuality in their cars combining an outstanding performance with low price and economy of upkeep.

Lastly, "At the Sign of the Octagon" leaves the reader with a sense of great achievement. Mr. Cecil Kimber is one of Britain's youngest motoring manufacturers, and in these days when lack of opportunity is so often used as a cloak for mediocrity, he stands out as an example of what initiative, perseverance and courage can accomplish.



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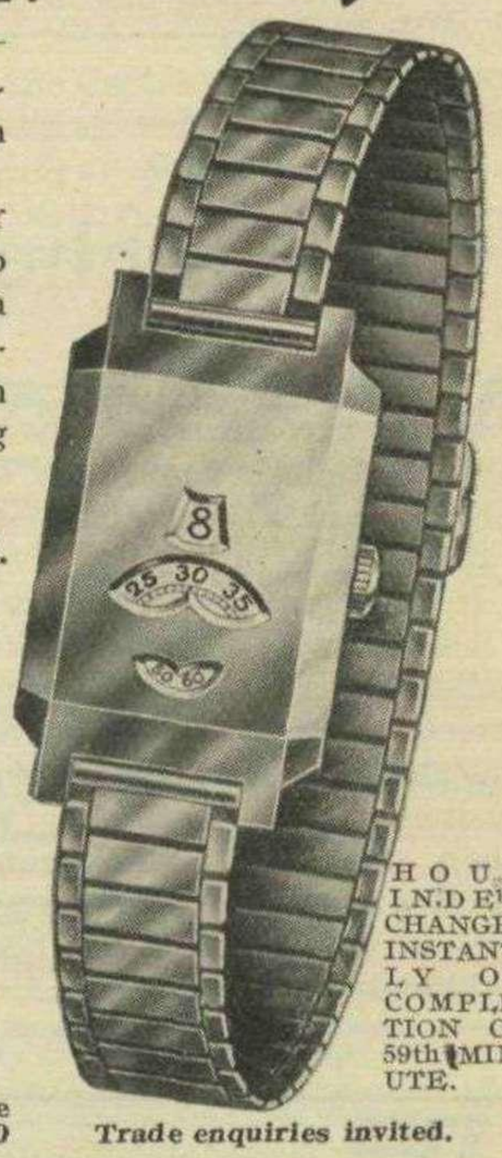
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The magnificent jewelled lever movement is strongly built to resist shocks and is housed in a handsome dust and damp-proof Solid Nickel Chromium Case fitted with a strong leather strap.

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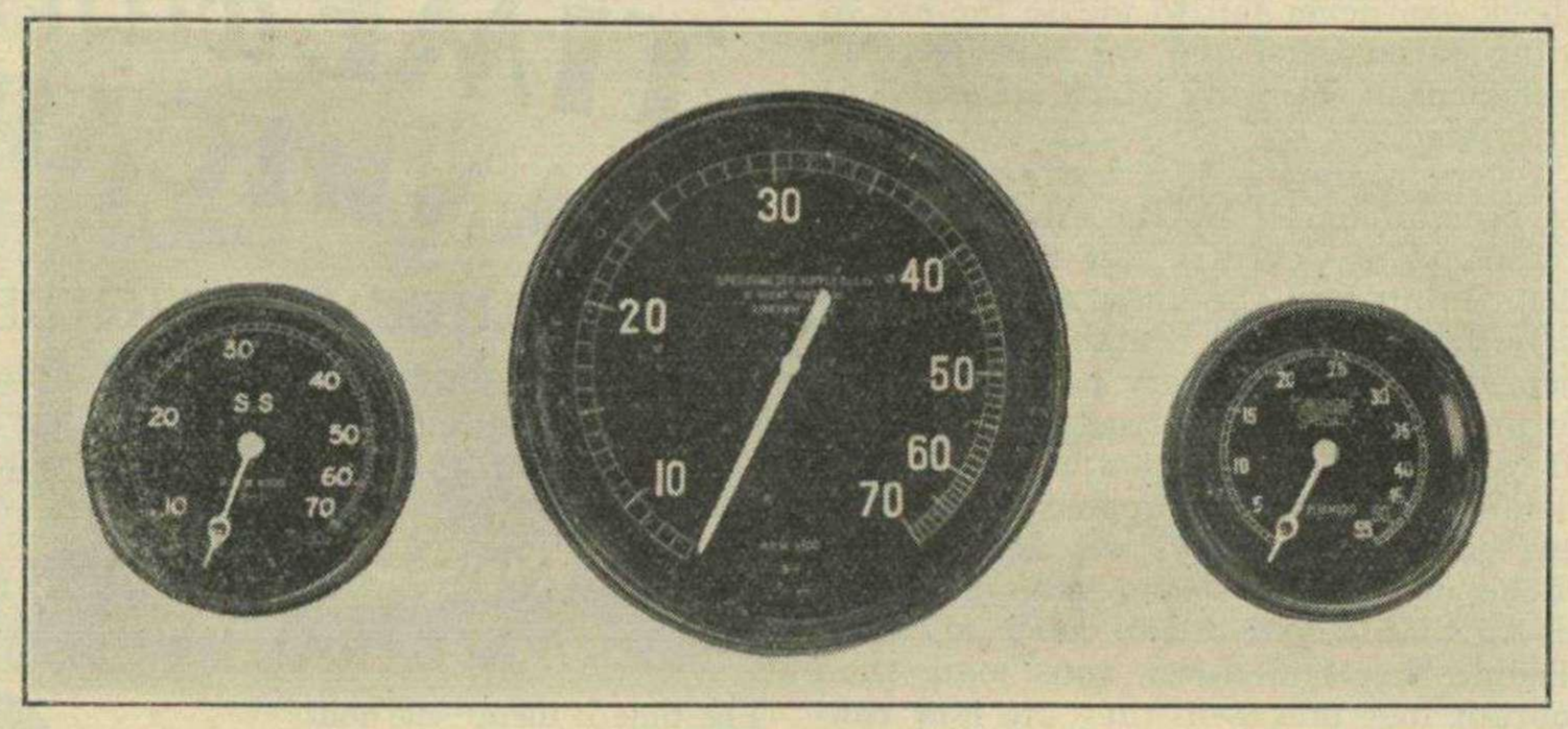
4/7, GREVILLE STREET, HATTON GARDEN, E.C.



Speedometer and Rev. Counters

WE have recently inspected the range of S.S. speedometers and revolution counters for sports cars marketed by the Speedometer Supply Co., Ltd., of 12, Gt. Queen Street, Kingsway, W.C.2. The instruments are beautifully finished with black dials, and are made in two sizes of dials, 6 inch or 3½ inch.

Each dial is calibrated by hand, and is of guaranteed accuracy, and the clear white needle enables the driver to read the instruments at a glance when travelling at high speeds.



The price of the rev. counters is 50/- for the 6 in. dial, and 30/- for the 3½ in. dial instruments, this price not including, of course, the cost of the drive. Any max. of revs. or special calibrations, can be made to order.

Watches Built for Rough Treatment

MOTORISTS are pampered creatures; they have clothes specially designed for them, hats, spectacles—and now watches.

It all began with the now famous "Schneider" Watch, marketed by Roberts & Co., of 59, New Oxford Street, W.C.1, who, we believe, was the pioneer of the 5/- with order business for motorists' watches. Then an improvement came with the new armoured, "jumping figure" type of watch which has become so fashionable lately.

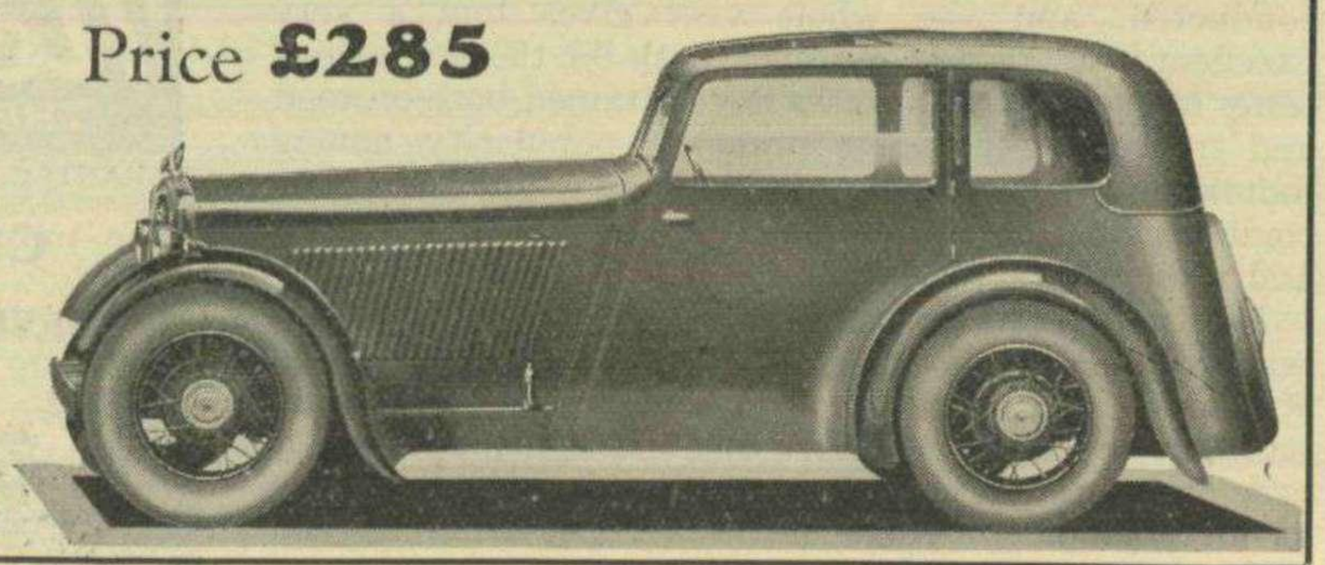
There are many of these watches now on the market, and in addition to the model sold by Roberts & Co., we have recently tested a watch of this type marketed by Arnold & Co., of 122, St. John Street, Clerkenwell. This instrument is known as the "Conqueror" and is a beautifully finished piece of work. Our test has naturally been a short one, but we have formed a very high opinion of the accuracy of this timepiece.

Undoubtedly, the great appeal of these armoured watches to motorists is that there is no glass to get broken. How often used the old type face to be smashed when one plunged one's hand into the depths of the engine-tray in search of a dropped nut or spanner!

Another example of the type is to be found in the "New Century" Watch, marketed by Cuthbertson & Co., of Greville Street, Hatton Garden, E.C. Of the same clean pattern as the others, the "New Century" fits snugly on the wrist, and is a worth-while investment for any motorist who is in the habit of doing odd jobs himself on his car.

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'Patrician' Coupé Hornet Special
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THE SCOTTISH RALLY.

HUDSON STRAIGHT-8 AND RILEY NINE WIN PREMIER AWARDS.

THIS Rally habit is growing. It all started with the Monte Carlo affair, and then people enjoyed that so much that the R.A.C. held their great event in the Spring, finishing at Torquay. Now the Scottish Club have followed suit, and on 11th of July, 151 cars of all shapes and sizes, all ages and types, set off from London, Harrogate, Droitwich, Glasgow, Edinburgh and Aberdeen on the first stage of their long journey. Their respective objectives were Oban, Strathpeffer, Inverness, Grantown on Spey, Aberdeen (after a circular tour of Scotland), and the wonderful Turnberry Hotel, in all cases the distance being about 600 miles.

The sporting fraternity were evidently out to break all records in the way of average speeds, for there was no limit as to running time, and no restriction as to how early one might reach one's destination. Added to this, competitors had the advantage of a clear night, with empty roads. Incidentally, there were some very fine sports cars in the big entry list, Bentleys, Lagondas, Aston-Martins, M.G.'s, Rileys, Wolseley Hornets, Alvis, Talbots and others.

After many adventures, in which roaming cattle, vagrant sheep, gliding owls and other gently moving fauna did their best to terrify, bewilder and generally cause competitors to diverge from the straight path, the majority of competitors succeeded in reaching their respective destinations.

So far all roads had been fairly smooth, but on the next stage of the journey the roads became decidedly rough—which is as it should be in a Rally. After all, any good modern car can keep going fairly well for any length of time on first class main roads. But now the narrow, bumpy lanes which had to be negotiated at high speed, caused many competitors to wonder whether the ultra-low appearance of their brand new sports model contained a snag in it after all, and when the battery boxes and exhaust pipes of a few had come in violent contact with certain hump-backed bridges, one driver at least was heard to remark, "I wish I were in a model 'T' Ford."

On Thursday the last stage was undertaken to Glasgow, still by various routes. Those competitors who had entered the Rally with an idea of seeing something of Scotland's beautiful scenery had by this time become completely disillusioned. The agonising anticipation of meeting someone coming the other way on the innumerable corners, the prospect of some trouble developing in the rapidly tiring motor cars, and the general lack of adequate sleep made driving a whole time job, and as the competitors entered Glasgow it was with the air of conquering heroes. Beyond one or two retirements of people who not unnaturally thought better of giving their brand new cars a bad time on their maiden trips, nearly all the competitors arrived at Glasgow. In spite of being revived hurriedly at local garages at the end of every stage,—in the manner of boxers between rounds—the cars were all rather tired on arrival at Glasgow, and "seconds" worked feverishly all night to bring the cars up fresh for their final ordeal.

On Friday morning the tests took place. First, a novel one, known as the Kerb Driving Test, in which competitors had to park their cars five inches from a white timber baulk. Many drivers, especially those of large cars, failed miserably, the most fortunate competitor probably being H. T. Van Marken, whose right-hand drive Chrysler was just made for the job.

Then came the acceleration, stop, restart and acceleration test, in which the best performance of all was made by D. Donaldson on a Magna. The standard of driving was varied, some drivers taking a long while to get off the mark, others overshooting the stop mark, and nearly all being slow on the restart. A notable feature of this test was the wonderful braking power displayed by the Talbots and Aston-Martins.

Then the scene of activity was transferred to Edinburgh, where the officials had arranged a tricky piece of driving which was to prove the undoing of a good many competitors. The scene was a narrow lane, with a hill of one in six, where cars had to do a restart test. Sounds simple, doesn't it? But ask some of the unfortunates what they thought about it!

Burnt clutches were the order of the day, and as the road became more ploughed up so competitors became more and more petrified at the mere sight of the lane. Cars and drivers who were perfectly capable of tackling the job under ordinary conditions were smitten with a combination of stage-fright and inferiority complex, and the list of failures was appallingly high.

The finish of the Rally, with the exception of the prize-giving, was a Concours held on the Esplanade in front of the Castle. Much scrubbing and polishing resulted in an array of resplendent motor-cars, making it hard to believe that the cars had endured the hardships they had experienced en route.

Awards.

Small Class.—1, G. F. Dennison (Riley), 402.4, "The Motor World" Trophy and R.S.A.C. Prize; 2, V. E. Leverett (Riley), and G. C. Macandrew (Crossley), 401.4 R.S.A.C. Prize.

Large Class.—1, J. S. Couldrey (Hudson), 408.0, "The Autocar" Trophy and R.S.A.C. Prize; 2, W. A. Scott-Brown (Alvis), 404.0 R.S.A.C. Prize; 3, A. Jack (Armstrong Siddeley), 401.8, R.S.A.C. Prize.

Control Prizes.

Starting from London.—Small Class.—V. E. Leverett (Riley), presented by Town Council of Oban. **Large Class.**—J. S. Couldrey (Hudson), presented by Corporation of Glasgow.

Starting from Droitwich.—W. A. Scott-Brown (Alvis), presented by Town Council of Inverness.

Starting from Harrogate.—G. F. Dennison (Riley), presented by Corporation of Edinburgh.

Starting from Edinburgh,—A. Jack (Armstrong Siddeley), presented by Corporation of Edinburgh.

Starting from Glasgow.—D. H. Prosser (Wolseley Hornet), presented by Corporation of Glasgow.

Starting from Aberdeen.—D. M. Reid (Lagonda), presented by Corporation of Aberdeen.

Team Prize (presented by the Scottish Motor Trade Association).—R.S.A.C. No. 2 Team: W. M. Wallace, jun. (Bentley), C. E. W. Sleigh (Daimler), D. Martin (Lanchester).

Ladies' Prize.—Small Class.—1, Mrs. Raymond Gough (Riley), "The Scotsman" Prize; 2, Miss Cynthia Labouchere (Wolseley Hornet), "Edinburgh Evening Dispatch" Prize. **Large Class.**—1, Miss Margaret Allan (Lagonda), Glasgow Daily Newspapers' Prize; 1, Mrs. M. C. Elliot (Ford), Hay and Robertson's Prize.

Acceleration and Brake Test.—Small Class.—D. Donaldson (M.G. Magna), presented by "Aberdeen Free Press and Journal." **Large Class.**—1, J. S. Couldrey (Hudson) and W. A. Scott-Brown (Alvis) tied.

Special Prizes.—Presented by the Scottish Travel Association for the car starting from England and carrying not less than four passengers: J. S. Couldrey (Hudson).

Presented by George F. Paisley, Esq., Convener of the House Committee of the Royal Scottish Automobile Club, for the car showing the best result, irrespective of class, entered by a member of the Royal Scottish Automobile Club.—J. S. Couldrey (Hudson).

LONG DISTANCE DRIVING

MAINTAINING HIGH AVERAGE SPEEDS WITH SAFETY

THE subject of average speed on the open road is one which must date back to the time when highways were first built, but the advent of motoring has brought it into prominence in a manner never before known.

Travellers tales and the angler's claims in regard to his catch have become models of accuracy in comparison with the stories one sometimes hears of both maximum and average speeds of motor cars. Everyone has met the individual who claims to have averaged 60 m.p.h. from town to town on a vehicle which is well known to be incapable of such a speed for a single mile, let alone a considerable distance over indifferent roads. He is, of course, merely amusing.

There is also the "running-time" fiend, who has just averaged 45 m.p.h. from London to Plymouth "allowing for stops naturally!" The said allowances for stops are usually calculated on a remarkably liberal scale, such as ten minutes to stop and look at the map, fifteen minutes to change a wheel (having taken perhaps five) and so on. His story usually includes one or two hair-raising averages over about 10-mile intervals between villages—the distance being taken from the nearest sign post and the times at the respective villages from any local timepiece of doubtful accuracy. A few minutes error in one of these in the right direction will give an average speed calculated to make Divo or Campari mere dawdlers.

However, in spite of these and other distressing examples of motorists' exaggeration, there are some drivers who really do get from place to place in a remarkably short time, without any inconvenience to anyone, and without attracting attention.

The latter point is one of the most important of all, and there is nothing which so increases one's *apparent* speed as a noisy car. With it, every town and village means careful use of the throttle to avoid the unwelcome attentions of the local police, apart from the very bad impression given to the general public..

On the other hand a quiet car can slip through the towns (when traffic permits) at 40 m.p.h. or so without anyone even turning to look, and the power of acceleration can be used to the full without causing trouble.

If the appearance of the car is also unobtrusive, avoiding loud colours or exotic design, one's passage is likely to be more peaceful to all concerned. This business of "fast touring," as it is so often termed, is best carried on in a fairly normal vehicle, both from the driver's point of view and those whom he is likely to encounter. So far as the vehicle is concerned it must be fairly fast if large distances are to be covered, in fact it must have a sports car performance, in every respect such as roadholding, good steering, high cruising speed, reasonable comfort and perfect reliability.

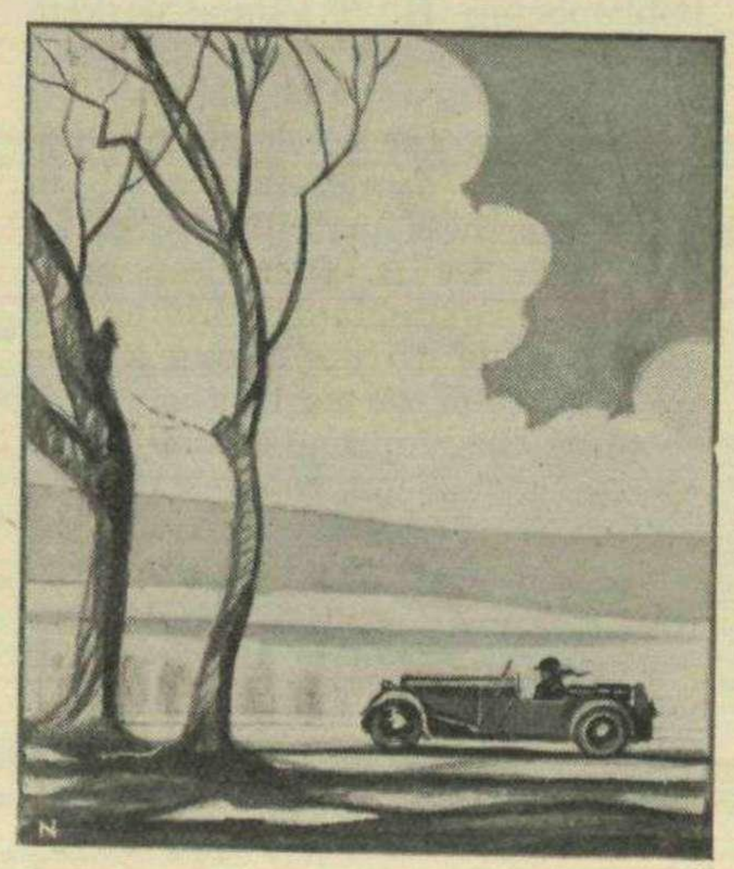
All these points are obvious enough, and there are a number of suitable cars of various sizes capable of putting up high speeds.

There are not nearly so many drivers capable of getting the best out of the car, and it is in the driving that the greatest variations in average speeds occur. The best training is, of course, ample practice at covering daily mileages of 300 or over, as this soon shows where time is being wasted, apart from the improvement in all round driving skill which is bound to result.

Although some drivers can put up a great burst of speed over a few miles, the majority find that they cannot keep going hour after hour without slacking off. Continuous fast driving means sustained concentration on the job, which in turn requires the actual control of the car to be as natural as walking.

Most drivers, apart from the dangerous few who maintain a high speed regardless of whether they have full control or not, tend to reduce their cruising speed unconsciously to a point where their normal powers of concentration are sufficient to look out for the usual obstacles without effort, and only when they have been running quite slowly for a time realise the fact and make another effort to keep going.

This type of driver is very trying to travel with, as the alternate violent bursts with time-wasting intervals is very hard on the passenger's nerves, apart from giving a poor average speed. Another similar type is the driver who goes fast but is always stopping either for food or to do something quite unnecessary to the car. Here the reason is the same, that he is not capable of keeping going at the rate he has set.



Anything in the way of a "narrow shave," such as a corner taken too fast, or a momentary neglect to make due allowance for emergencies, is a sure sign that the driver is keeping up a higher speed than that of which he is really capable, and he should at once ease off till he is sufficiently practiced to increase it, which may not be for many thousands of miles.

Just as a car has a natural speed at which it will run on the level without appreciable effort, so various drivers have natural speeds at which they drive neatly and safely, and above which they are uncertain, losing their judgment and ceasing to have complete control.

Only practice and experience will increase this natural driving speed, and therefore in many cases we find drivers with cars which are faster than they need, the extra speed only being used on occasions to "let off steam," and not actually enabling them to cover a long journey any quicker than they would in a slightly slower car of equal steadiness on the road.

I have not touched to any extend on the type of car most suited to fast touring, though I have very definite opinions on the matter, as I realise that others have equally definite opinions,—probably different!

Whatever the size, or type, the essential qualities, some of which are mentioned above, include smooth running and high cruising speed without fuss. This can only be obtained by a car pulling a fairly high gear, so that when running within, say, ten miles an hour of its maximum it is working with plenty of revs. in reserve and not "tearing itself to pieces."

The maximum speed, which he may or may not be capable of using to its best advantage. will be chiefly decided by the depth of the owner's pocket, and good acceleration is much more important than a maximum which takes miles to reach.

The road holding and steering of the car will depend entirely on his commonsense in buying something which he has tried and found good, instead of a car which he has only fallen for because it "looks nice."

Reliability under really hard conditions is best ascertained in the absence of first-hand experience, by getting that of friends who really cover big annual mileages fast, not those who merely say they do.

Real motoring of this type has a definite fascination of its own, besides giving an owner with little time to spare a chance of getting to the farthest corners of Great Britain. I have driven 600 miles with stops only for lunch, tea and petrol, and have no doubt that some drivers cover greater distances in a day.

One last essential point, prepare your car properly before a long run and not on the way, and once started keep at it,—a day is not very long.—B.

HERE AND THERE.

The Dieppe Grand Prix.

AS we go to press we hear that the results of the Dieppe Grand Prix, held on Sunday, July 24th, were as follows :

Over 2-litres.

1. Chiron (2,300 c.c. Bugatti), 501.883 kms. 77.96 m.p.h.
2. Williams (2,300 Bugatti), 482.166 kms.
3. Bouriat (2,300 c.c. Bugatti), 470.059 kms.

Under 2-litres.

1. Czaikowski (1,990 c.c. Bugatti), 465.934 kms.
2. Earl Howe (1,487 c.c. Delage), 459.340 kms.
3. Bussienne (1,990 c.c. Bugatti), 415.650 kms.
4. Antonio (1,496 c.c. Maserati), 410.617 kms.
5. Delorme (1,990 c.c. Bugatti), 408.676 kms.
6. Ivernel (1,990 c.c. Bugatti), 408.619 kms.
7. Mlle. Hellé-Nice (1,990 c.c. Bugatti), 407.500 kms.

General Classification.

1. Chiron.
2. Williams.
3. Bouriat.
4. Czaikowski.
5. Earl Howe.
6. Bussienne.
7. Antonio.

A fully illustrated report of this race will appear in our September issue.

The Berkhampsted Club's Speed Trials.

A very successful event was staged last month by the Berkhamsted and District M.C.C., over the drive of Lord Knutsford's estate at Munden, Watford.

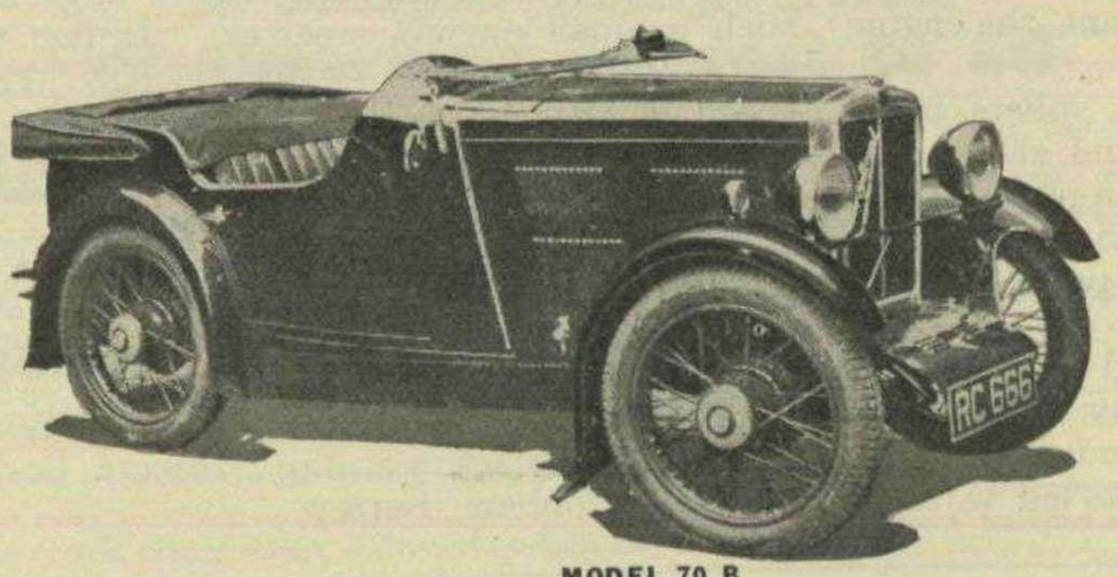
After some experiment, the course was fixed at about 400 yards, and proceedings were begun. A very excellent time apparatus was used, combined with a telephone, so that everything ran very smoothly, albeit without any hard and fast race-meeting rules. After most of the Club members had settled their little differences as to the relative merits of their machines, it was found that fastest time of the day had been made by K. Hutchison, with his very smart, red Frazer-Nash T.T. Replica model, and everyone voted the affair a great success.

TEACHING THE YOUNG IDEA.

PROBABLY the keenest section of the motoring public is represented by schoolboys of all ages. With a view to fostering this interest in motoring, the Alvis Car and Engineering Company have hit upon the admirable scheme of entertaining, once a year, a party of boys who form the Engineering Class from Uppingham School. The party were conducted all over the Works, and watched with great interest the gradual development of a batch of "Speed Twenty's" through all the stages of their manufacture from raw materials to the finished product.

They were then entertained to tea, and departed earnestly discussing the possibilities of persuading their respective fond parents to indulge in a "Speed Twenty" in time for the Summer Holidays.

The McEVOY SPECIAL
Morris Minor - £149



MODEL 70 B

Specially tuned model type 70 with R.A.G. carb. special manifolds, etc.
£160

For a specification including "Le Mans" type 2/4 seater body, first class upholstery with pneumatic cushions, wide range of colours, real one man hood and side-screens, fold flat windscreens with electric wiper, spring steering wheel, etc. We think that the McEVOY SPECIAL provides value for money that is unequalled.

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M. A. McEVOY (London) LIMITED. Park 5438
Works : LEAPER STREET, DERBY

A NEW SUPERCHARGED SPORTS CAR.

THE 12 h.p. Invicta first appeared at Olympia last year, and attracted much favourable comment, and Messrs. Invicta now announce the introduction of a supercharged model.

The car is a welcome departure from the policy of unimaginative cutting-down which seems to be prevalent in some parts of the industry, and evidently the designer has been given a free hand to embody all the refinements which he considered desirable. The car was first built to give a good performance with an engine of low horse-power rating, the power being obtained by the high-efficiency methods brought to light by racing. Now, by the expediency of fitting a " Powerplus " supercharger to the engine, the car takes its place among high-grade sports cars as a machine of distinctly brisk performance.

The six-cylinder engine has a bore and stroke of 57 mm. and 97.9 mm. respectively, giving a capacity of just under 1500 c.c., with a tax of £12. Overhead valves are fitted, operated by an overhead camshaft and set at 90° in a hemispherical head. The camshaft is driven by double roller chain, and the head can be removed for decarbonising without disturbing the valve timing. The chain sprocket drives the camshaft through a dog and a positioning peg. When the nut on the end of the shaft is slacked off, it allows the sprocket to be moved sideways sufficiently to clear the dog, and the head comes off on removing the holding-down nuts. A stirrup fitted about $\frac{1}{8}$-inch under the sprocket prevents this from coming out of mesh with the chain, so that there is no chance of the timing being disturbed. Four standards and three intermediates carry the hollow camshaft and rocker shafts, and oil is fed into them through one of the standards, and thence to all moving parts. The rockers move on floating bushes, while the cam rollers are really roller bearings, since needle rollers run between the pins and the outer shells.

Steeply domed aluminium pistons are fitted, giving a compression of 6 to 1. The connecting rods are steel, the bearing metal being poured in direct. The crank-shaft is a very massive affair, with triangular webs, and with the neat torque-damper fitted in front, the engine ought to be extremely smooth.

The main bearing lay-out is unusual, rollers being used in front, then two plain bearings, and at the rear end two ball races. Between these last is a piston which meshes with the camshaft drive above and the oil-pump drive below. The oil passes through a pressure filter before going to the bearings.

The " Powerplus " blower is mounted between the front dumb-irons, and being concealed by a fairing, is an exceedingly neat fitting, and the induction pipe embodies a hot-spot heated by exhaust gas led through ducts between the connecting rods. An electric pump supplies petrol from a tank at the rear of the chassis, while ignition is by coil, a spare coil being also fitted. The dash is of rigid cast aluminium, and the tools are carried in a box on top of it.

Engine and gearbox are made in unit construction, with three point suspension. The front of the engine is supported by a silentbloc bush on the front cross-member. A stout tube at the back of the engine is supported on the chassis by similar bushes. A four-speed gearbox with silent third is fitted, a short lever mounted on an extension bringing the knob conveniently within reach. An interesting detail is the graphite-impregnated clutch thrust-race, which never requires attention.

An open propellor shaft is fitted, with a metal universal joint at each end, and a steady bearing and another universal in the middle. The back axle is of the semi-floating type, the final drive being by spiral bevel.

The chassis frame is of sturdy construction, 6-in. deep in the middle, upswept in the front, and passing under the back axle in the rear, as in the $4\frac{1}{2}$-litre model. Semi-elliptic springs are used; those in front have a bronze trunnion bearing at their forward end and a silentbloc-mounted eye at the back, while the reverse arrangement is used for the back springs. Marles steering is used, and controls are grouped at the top of the steering wheel.

The brake drums are 14-in. in diameter, and the four brakes are operated simultaneously by pedal or hand lever. Two links connect the brake pedal shaft with the brake cross-shaft, thus avoiding operating shaft whip with consequent uneven application. The brake rods are all straight and run outside the chassis, so that they are easily got at and leave the back of the chassis free to allow the fitting of a well for the rear passengers' feet.

The gear ratios are 6, 8.15, 12, and 22.9 to one, and seem low until one realises that the engine is designed to run up to 5000 r.p.m.

This new Invicta model should prove a popular one, for the car is extraordinarily large and roomy for such a small engine capacity. In fact the chassis is virtually that of the $4\frac{1}{2}$ litre model. The maximum speed of the car will be in the neighbourhood of 80 m.p.h., while the acceleration will be of the definitely sporting type.

With a tax of only £12, this new Invicta should have a wide appeal, combining as it does all the advantages of a roomy touring car with the high performance of an ultra sports model.

The price of the open 4-seater sports will be £465, and the manufacturers are: Invicta Cars, Ltd., The Fairmile, Cobham, Surrey.

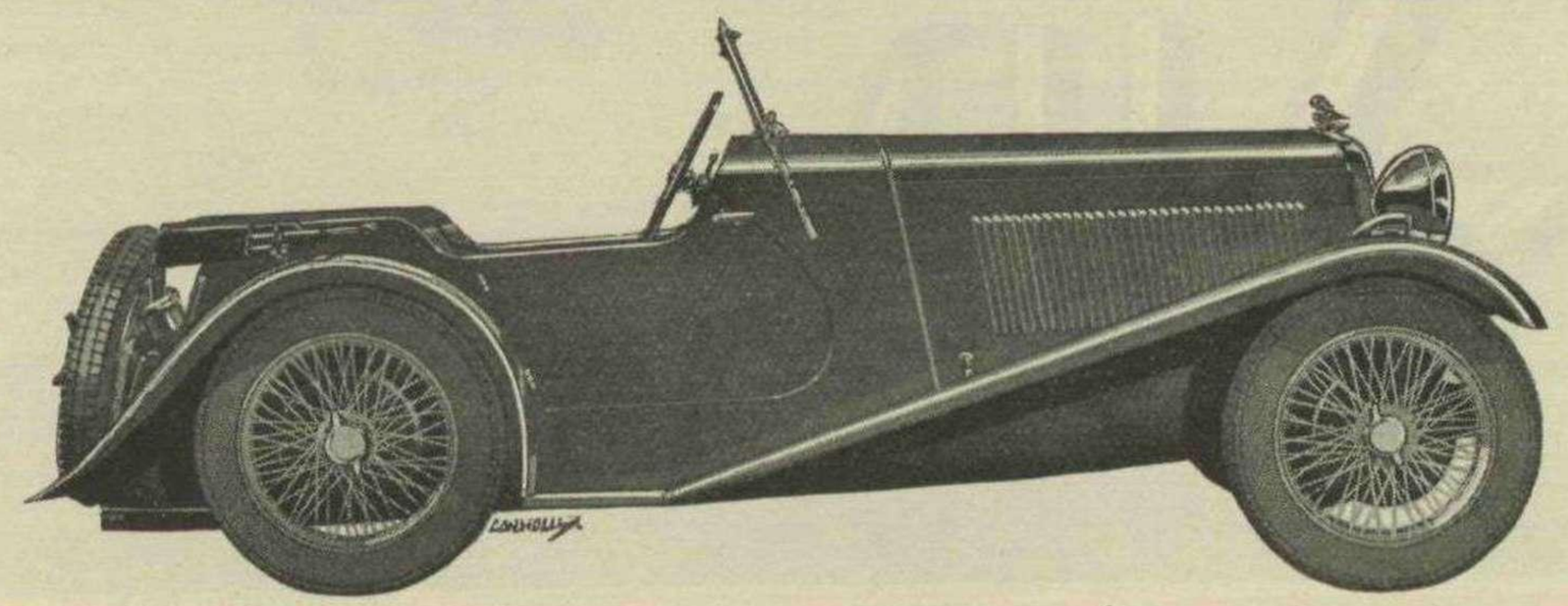
ROUND THE WORLD IN AN M.G.

MOST motoring world tourists up to date have selected cars with a large body space, so that they may carry vast supplies of spares, tools and so forth, but an exception is found in the case of two young Oxford graduates who are at present engaged on an ambitious trip in a 2-seater M.G. sports car. The dickey is packed with their luggage and the standard manufacturers' kit is all that they are carrying in the way of tools and spares.

At the moment they have just completed the crossing of the North American continent, whence they will embark for India. Having passed through this turbulent Empire, they will set sail for East Africa and will then drive by road to the home of one of them in South Africa.

The leader of the expedition, Mr. D. L. de Villiers, writes from Salt Lake City that, apart from a few minor defects, such as the temporary failure of the rev. counter, the car has given trouble-free service. It has been quite unaffected by altitudes of eight or nine thousand feet, and has attracted the interest of American motorists wherever it has stopped.

THE JARVIS
HORNET SPECIAL 2-SEATER



THE ORIGINAL BODY OF ITS TYPE

IMMEDIATE DELIVERY

£265

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(Opposite South Wimbledon Station).
'Phone - - Wimbledon 4366

IN THE DARK

£100 in Prizes for word making

1st Prize £60
2nd Prize £25
3rd Prize £15

A Simple Competition of absorbing interest to all

What you have to do Here is a fascinating and profitable way to spend your spare moments. Make as many English words of not less than six letters as you can from the nine letters contained in the words "In the Dark." The First Prize will be paid to the sender of the list containing the greatest number of words, the Second Prize to the sender of the next best list, and so on.

CONDITIONS: 1. Only the nine letters contained in the words "In the Dark" may be used, and only words to be found in recognised English Dictionaries will be accepted. In the event of doubt as to the eligibility of a word the promoters' decision will be the final authority.

2. Obsolete words, proper names, dialectical spellings and words of under six letters are not eligible.

3. No letter may be used more than once in any one word. Thus, TRAINED is eligible, but TRAINER is not.

4. Words having more than one meaning count as one word only.

5. Each entry must be accompanied by a postal order of not less than 1/- as a donation to the School for the Blind.

6. Competitor's name, address and total number of words compiled must accompany each entry, and the number of words must be written plainly on the back of the envelope.

Postal orders must be crossed and made payable to the School for the Blind. It will assist the judges if lists are arranged in alphabetical order. Closing date 31st October, 1932. Results will be sent to the Press for publication on 30th November, 1932, or sent direct to all enclosing a stamped addressed envelope. In the event of a tie the prize or prizes will be divided. All the prize money will be awarded. It is a condition of entry that the promoters' decisions shall be accepted as final and legally binding. Address entries: "WORD COMPETITION," School for the Blind, 30 Winchester Rd., Swiss Cottage, London, N.W.3

KEEP this advertisement it may not appear again

THE SCHOOL for THE BLIND

In 1918 the School for the Blind cared for 100 blind men, women and children. To-day it has over 600 in its charge. It gives work instead of doles, teaches the handicapped worker trades that in a great measure enable him to be self-supporting. That is why a donation is an investment. It saves three times its amount in public money and it maintains the blind man or woman's self-respect.

The School for the Blind, 30 Winchester Road, Swiss Cottage, London, N.W.3



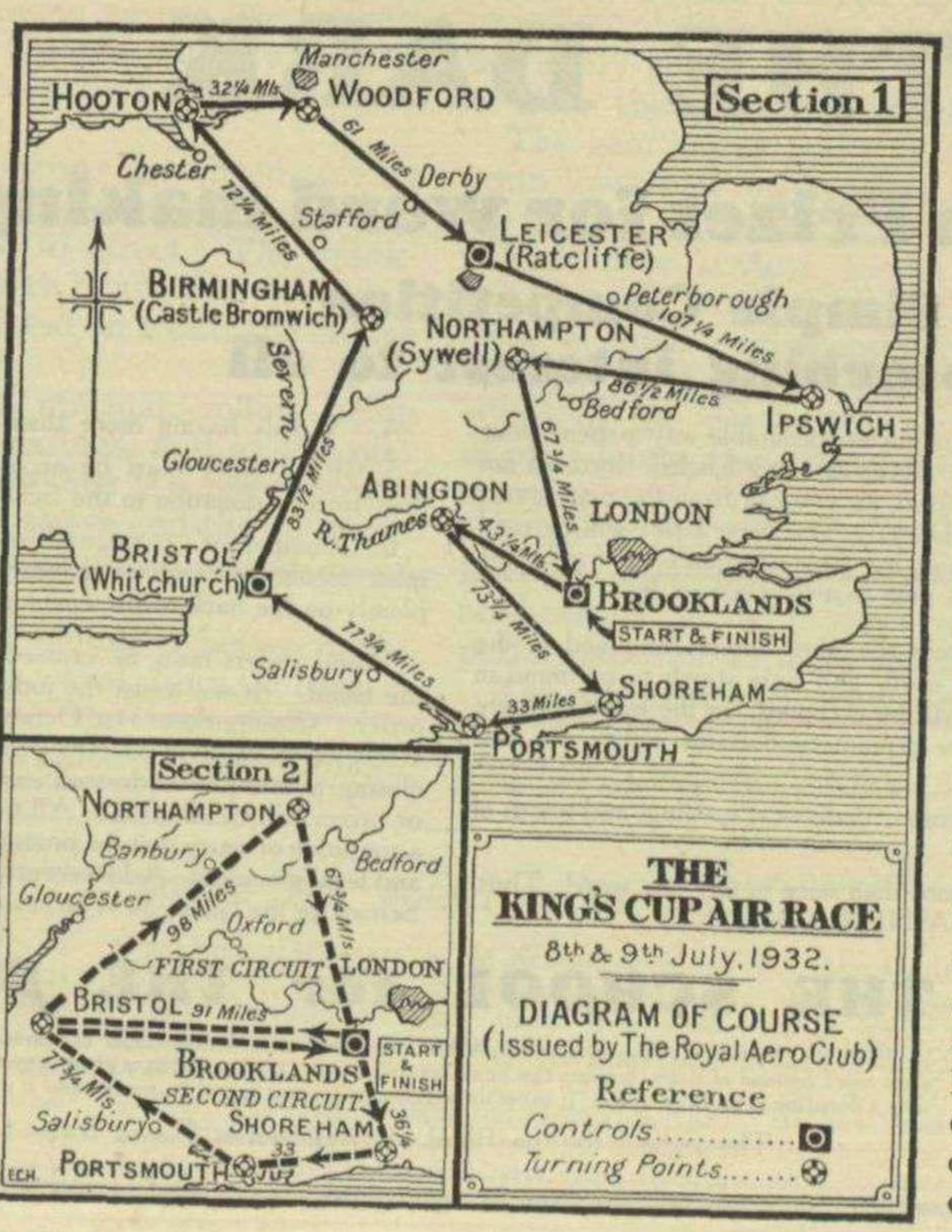
THE KING'S CUP RACE

42 STARTED — 31 FINISHED

Mr W. L. HOPE WINS AT A SPEED OF 124·13 M.P.H.

THE King's Cup Air Race which took place on the 8th and 9th July, attracted an entry comparable with the importance of the event. Last year, it will be remembered, entries were confined to machines belonging to private owners, and the race lost much of its interest as a result. This year conditions were widened to allow the entry of any commercial machine, provided that it was entered by an individual, and as a result we saw on the programme, the Spartan and Avro mailplanes, the "Meteor" and two of the new Monospars. While these machines are rather out of the reach of the average amateur pilot, their appearance was welcome as a reply to the Lockheed Vega and other high performance American planes which have been swarming across the Atlantic during the last few months.

The mileage of the course, like the speed of the machines, has further increased, and this year the distance to be covered was a little over 1,200 miles. The first day's course took in the South and the Midlands, with a leg out to Ipswich, while the second day's racing took place over two shorter circuits, the machines landing at Brooklands before setting out on the second lap. In this way spectators on Saturday were never long without seeing one or other of the competitors, and the winner crossed the finishing line at 4.27 p.m.



De Havillands as usual predominated in numbers, there being 6 Moths, one, piloted by Capt. H. S. Broad, being fitted with the new Gipsy III A., 10 Puss Moths and the new Fox Moth, W. L. Hope up, also fitted with the III A., 5 Avro Avians were entered either with Hermes or Genet engines, a Cadet with the Genet Major, a 4M with the same, and one example of the very neat monoplane, flown by Lieut. Casper John, R.N. The Avro mailplane with a Panther IIA. completed the make.

Only one example of the "Bluebird IV," last year's winning machine, was entered, together with two of the new BII trainers. Nine Comper Swifts were entered, the most interesting of course being the one entered by H.R.H. the

THE KING'S CUP RACE—continued.

Prince of Wales and flown by Fl. Lt. Fielden. It was fitted with a Gipsy III inverted engine instead of the usual Pobjoy and the increase of horse-power from 75 to 120 was penalised by making it start one from scratch.

The Start.

On Friday an early start was the order of the day, the limit men, J. F. Legard and G. H. Kent, being dispatched at 8.00 hours. Conditions for once were excellent and continued so throughout the day. Early starters were W. L. Hope on the Fox Moth and Miss Winifred Brown on an Avro Avian, the former a winner in 1927 and 1928 and Miss Brown in 1930. By 9.30 most of the field were away and at 10.6 A. J. Styran and Fl. Lt. Fielden (Comper Swifts) took off. Fl. Lt. Fielden is of course the Prince of Wales' pilot, and his machine fitted with a Gypsy III was much fancied for a win. The orange Avro Mailplane which was scratch, left at 11.16—not much hope unless its slower competitors were delayed by the weather.

A Retirement.

By this time reports of progress had come in from various points. Nothing much had happened on the way to Abingdon, but by the time the competitors had reached Portsmouth Mr. W. L. Hope was in the lead, and J. Grierson (Moth) also gained a number of places. At Bristol which was the first control, Hope was still in the lead, Sq. Ldr. Runciman (Puss Moth) had picked up 10 places and other late starters were working off their handicaps in similar fashion. Ft. Lt. Fielden was reported to have had difficulty in taking off at Bristol, but had passed nine other pilots on his way there. About this time the Rt. Hon. F. E. Guest (Tomtit-Mongoose) returned to Brooklands and retired. He had lost most of his oil and after landing at Farnborough to rectify the fault had lost too much time to have any chance of success. Pilot-Officer H. R. A. Edwards, brother of last year's winner, damaged his machine in a forced landing near Runcorn.

At Leicester W. L. Hope was first in, Miss Spooner (Moth) second, Lord Douglas-Hamilton was 4th and Sq. Leader Runciman and H. L. Irwin (Puss Moths), 5th and 6th. Very encouraging for D. H. fans! By the time they reached Brooklands the two last-mentioned pilots were 2nd and 3rd, the leader retaining his position. Fl. Lt. Fielden was actually second however, since numbers after 28 were delayed 40 minutes to avoid congestion at Bristol.

Saturday promised to be as hot and windless as the preceding day, and a good many of the spectators must have wished they were not bound to earth. The starting order of the competitors on the second day was determined by the remainder of their handicap allowance, to which was added or subtracted their gain or loss on handicap of the previous day's flying. Mr. W. L. Hope was the first to take off, at 11.30, followed by Sq. Ldr. Runciman and Fl. Lt. Fielden. Unless something untoward happened Mr. Hope was a certain winner, and the Comper's performance on Friday left little doubt as to who would be second. It was still in third place when it landed after the first circuit, but caught up the Puss Moth on the Portsmouth course, and landed with about 15 minutes to spare. This was fortunate, for Fielden failed to cross the finishing line on arrival, and was forced to take off again and fly between the arrows.

The handicappers had gone considerably astray in their estimate of the speed of the Avro Mailplane, which was about to leave on its last lap just as the winner crossed the line. It had averaged over 176 m.p.h. over the morning circuit, so in spite of a broken flying wire Mr. Brown took off again and in an incredibly short space of time returned to make the record for the course, at an average speed of 175.9 m.p.h.

An examination of the winning machine showed that besides the substitution of the Gipsy III A. for the III, the petrol tank had been moved into the fuselage. These alterations were unexpectedly successful and coupled with Mr. Hope's experience in former King's Cup Races, enabled him to win very comfortably.



[*Motor Sport photograph*]

The Comper Swift (Gipsy III) piloted by Flt. Lieut. Fielden and entered by H.R.H. the Prince of Wales, just preparatory to leaving on the last stage of the Race.

The Comper flown by Fl. Lt. Fielden was little altered except for the lengthening of the fuselage to take the Gypsy III engine. He flew an excellent race after only a short experience with the machine.

First Six Finishers.

1. W. L. Hope, Fox Moth, (Gypsy III A.) 124.13 m.p.h. (average speed).
2. Fl. Lt. Fielden, Comper Swift, (Gypsy III.), 155.74 m.p.h.
3. Sq. Ldr. Runciman, Puss Moth, (Gypsy III), 130.28 m.p.h.
4. A. G. C. Irwin, Puss Moth, (Gypsy III), 129.04 m.p.h.
5. H. S. Broad, Moth, (Gypsy III A.), 131.34 m.p.h.
6. Lt. Cdr. G. Rodd, Puss Moth, (Gypsy III), 128.31 m.p.h.

Siddeley Cup, Sq. Ldr. Runciman.

Fastest Time: H. A. Brown, Avro Mailplane (Panther) 175.9.

REDWINGS AT GATWICK.

NEW REDWING SCHOOL OF FLYING INAUGURATED AT SURREY AERODROME.

AN important event in the calendar of the light aeroplane enthusiast took place on July 1st, when the Redwing Aircraft Company held a most successful flying "at home" to celebrate the commencement of a new programme.

The Company has decided to transfer its activities from Colchester, which is a considerable distance from the metropolis, to Gatwick, only 37 minutes from London, and which is already the headquarters of the Surrey Aero Club. The selling organisation and the Redwing School of Flying are already installed and later on the factory will follow.

A good number of guests, amongst whom was the Duchess of Bedford, attended the function by air. The first part of the afternoon was spent in examining the machines, which are of course side-by-side two seaters, as described in MOTOR SPORT of September, 1930, but now fitted with Genet in place of the A.B.C. "Hornet." Their chief characteristics are ease of control and low landing speed, together with simplicity of maintenance. These qualities have not been obtained at the price of speed, and Fl.-Lieut. Russell put one of the machines through its paces in a most convincing manner. Aerobatics were performed by Mr. Thomlinson, a Redwing apprentice, who also took part later in a well judged landing competition.

The Club House and grounds, which have also been described in these columns formed a pleasant contrast from the heat of London, and the country-house tea in the marquee was also well patronised! The aerodrome is provided with sheds, workshops, lock-ups and petrol pumps, and a pilot of the Redwing School of Flying is always available for tuition or trial flights. Gatwick race course is only about quarter of a mile away, and no doubt turf enthusiasts who fly will take advantage of the modern method of transport to see their sport in comfort.

The afternoon was voted a great success by all who attended and we hope the Redwing will prosper in its new home.



["Motor Sport" Photograph]

The Robinson "Redwing" as described by Motor Sport when fitted with A.B.C. "Hornet" engine.

PLANE ANATOMY.

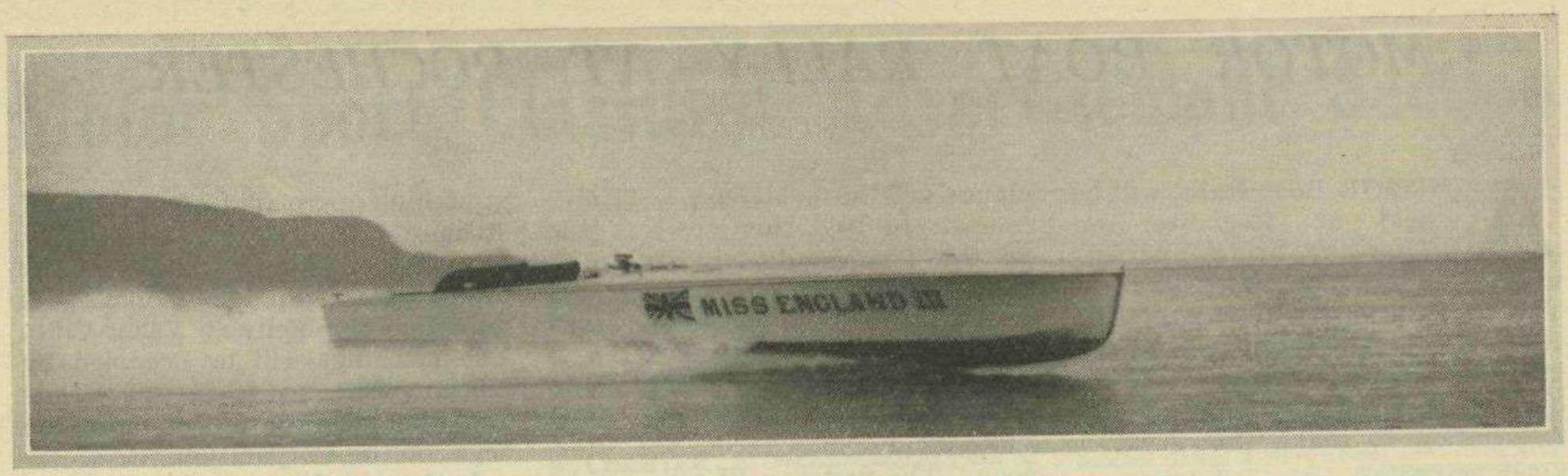
REAL "inside information" about light aeroplanes is provided by a most ingenious booklet just issued by Shell-Mex & B.P. Ltd.

Entitled "The Modern Aeroplane," it is in fact an anatomy of aeroplane construction. Flaps lift up to reveal interior mysteries, and illustrate direct to the intelligent eye just how everything works.

The five pages of illustrations in colour disclose each working part. The working mechanism of the plane is explained to the novice, while the owner of a light aeroplane will find useful information as to the correct grade of oil or grease which should be used for the various parts.

Of especial interest is the picture-model showing the full-length machine in flying position.

Not many of these booklets have been printed, and it will not be every aeroplane "fan" who can get one. First copies will go to those who write in at once to the Publicity Department of Shell-Mex & B.P. Ltd., Shell Corner, Kingsway, London, W.C.2.



HATS OFF TO MISS ENGLAND III!

KAYE DON REGAINS FOR BRITAIN THE WORLD'S WATER SPEED RECORD WITH A SPEED OF 119.81 M.P.H.

WHAT a debt of gratitude this country owes to that great sportsman, Lord Wakefield! When he announced his intention of building "Miss England III" for the purpose of regaining for Great Britain the world's water speed record, one instinctively felt that his purpose would inevitably be accomplished.

For some considerable period after the boat was launched, however, so many were the trials and tribulations of those connected with the record attempt that there began to creep into the public mind a doubt as to whether the boat was really capable of breaking the record. Now, after a series of magnificent runs, she has proved to all the world that when a group of Englishmen set out to reach a certain goal, no amount of bad luck can stand in their path.

Let us recount briefly the history of the boat from the date of its launching up to the present time.

When Miss England III was sent to Lake Garda she was fitted with the same engines as Miss England II. Her maximum speed, however, seemed to be in the region of 105 m.p.h. and she appeared to be down at the bow. Without loss of time she was transported back to England, and two of the latest Rolls Royce "R" engines fitted about a foot further aft. This, as everyone knows, caused the craft to "porpoise" badly and various unsuccessful remedies were tried, until Mr. Thorneycroft himself insisted upon a ride in the boat, after which the angle of attack of the front step was altered.

It was difficult at first to see whether this alteration had been successful, as more trouble had meantime developed. The two inside water scoops were failing to function, so the outside scoops were moved farther out and the inside ones took their place. Still, however, there was a certain amount of starving and all the scoops were moved to the front step to be clear of the slip-stream. Still more trouble was in store, however, for one of the gear-box cases broke and the weary mechanics were once again called upon.

After a series of exasperating trouble with the slipway, everything was at last ready and a run over the measured mile was made at 5 o'clock in the morning. Everything functioned perfectly and two timed runs were made giving a mean speed of 117.43 m.p.h. Although this was well over the late record, Kaye Don was doubtful if there would be any breakfast ready yet, so out he went again, with a different "dope" in the tanks. The result was a mean speed of 119.81 m.p.h.

To beat the existing record by such a wide margin is a feat of which all those connected with the adventure may justly be proud, and we offer our sincere congratulations to Lord Wakefield who made the enterprise financially possible, Mr. Thorneycroft and his staff of men who built the boat, Messrs. Rolls Royce for designing and building the most wonderful engines in the world, and last, but by no means least, to the intrepid pilot of the craft, Kaye Don, and his engineer, R. Garner.

B.P. petrol, Smith's instruments, Ryland Varnish, and Moseley air-cushions were used.

ANOTHER CROSS-CHANNEL OUTBOARD RUN.

MR. RICHARD COLE, who has for some time been responsible for the "Sport Afloat" section of MOTOR SPORT is engaged in the organisation of another trip to the continent by outboard dinghy, and will probably be on his way by the time these lines appear. The full story will appear in the September issue of MOTOR SPORT and should prove quite entertaining.

In order to popularise the "poor man's speed boat" Mr. Cole is going to invite any non-motorboating member of the community to go with him and see the fun. He will issue his invitation without warning in some public place and take the first person who offers to go. A novel scheme, anyway.

MOTOR BOAT RALLY AT ROCHESTER.

THE PROGRAMME.

A MOTOR Boat Rally will be held at Rochester on Thursday, Friday and Saturday, August 4th, 5th and 6th. The Corporation of Rochester, the Rochester Civic Committee and the Medway Conservancy are all co-operating with the Motor Boat Association to make this event a great success.

Preliminary details have now been settled and invitations have been sent to a number of clubs, and owners of craft from as far afield as Leeds, Sunderland and Portsmouth have already intimated their intention of being present. There is to be a prize for the boat making the longest cruise to the rally, and an award for the best turned out boat taking part. A large number of cups has also been offered for competition each day.

In addition to cruiser races to Sheerness and numerous Speed Boat Races the Field International Gold Trophy for Unlimited Class Hydroplanes will be held over a 12-mile course. In 1931 this race was held on the Thames during the International meeting and was won by C. H. Harrison, for the second time, his average speed being 42 m.p.h.

On Saturday it is intended to hold three races for International Class outboard dinghies during the afternoon. The first is a 25-mile handicap, the second a 6-mile scratch race for C and D classes, and the third a 10-mile all-comers' handicap, in which owners of hydroplanes will also be eligible to compete.

Finally there is to be a 20-mile handicap for standard speedboats of up to 100 h.p. which, if there are sufficient entries, should prove a most interesting contest.

The fast races will be run over a triangular course above Rochester Bridge, so that the craft will be in full view of the spectators.

The Field Trophy trials will be held over a nautical mile course stretching upstream from a Buoy off Rochester Bridge.

All boats taking part in the rally are to "dress ship" daily on a signal gun from the Medway Yacht Club. The mornings will be occupied by official visits to Rochester Castle and other places of interest under the aegis of the Corporation.

In the past there have been various meetings at which races have been held, but this is to be the first real National Rally and will be quite the biggest function in Motor Boating circles this year. The Motor Boat Association is, of course, to those interested in Motor Boating, as are the R.A.C. and A.A. to motorists. The opinion is freely expressed that the pool above the Bridge and the straight mile beyond it are unequalled in the Thames or in any other English river. Rochester is, therefore, likely to become the centre of Motor Boating in this country as is Cowes of yachting.

LAUNCHING OF THE 'SEA MONARCH.'

A NEW 37ft. 6in. "Power Sea Monarch," built especially for day-cruising, was launched at the "Power" Yard, Hythe, Southampton, during last month.

The "Sea Monarch" is the largest and most luxurious boat of the standard "Power" range. It is fitted with two 100 h.p. "Power" engines, fitted right aft, and driving two screws through a "V" drive, giving the boat a cruising speed of approximately 30 miles an hour.

The steering and driving gear is situated in the forward cabin and arrangements have been made to enable the driver to operate either standing or seated. There are, in addition, three other seats provided in the driving cabin.

Amidship is a large luxuriously appointed saloon, while aft of this is a fully fitted lavatory and a galley equipped with a cooking stove and wash basin.

A large open cockpit is provided just forward of the engine.

The "Sea Monarch" is intended for serious sea journeys and the sea-worthiness of this type has been amply proved by the performance of the 37ft. 6in. R.A.F. cruisers, which are service versions of the "Sea Monarch." One of these travelled for 500 miles from Hythe to Donibristle, Scotland, experiencing violent weather over most of the route.

FAR FROM THE MADDENING CROWD.

AUGUST is the month when most of us take our holidays, when the roads become more crowded every day with families touring the countryside. The most secluded and wild parts of Devon and Cornwall echo to the sound of internal combustion engines, and it is difficult to find a spot really "off the beaten track."

With this state of affairs becoming more universal, many erstwhile motorists are turning once more to the rivers for peace and quietude, but many who would like to spend their holiday in this way are deterred from doing so because they do not actually own a suitable craft.

As a very good substitute to the expensive business of keeping a launch or cruiser in condition all the year round, it is possible nowadays to charter a craft for any length of time on extraordinary cheap terms. A firm specialising in this sort of work is Sinclair & Company, of Bradshaw's Yard, High Street, Brentford, who have all kinds of boats ready for holidays of any length of time. The boats are all exceedingly well equipped, and for a delightful holiday which is at the same time really cheap, a cruise on one of these craft would be hard to beat.

Motor Sport Classified Advertisement Section

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

USED SPORTS CARS FOR SALE.

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ALFA-ROMEO. First Registered Feb., 1930. 1½-litre Sports 3-seater. Twin overhead camshaft. Large speedometer and rev. counter, folding windscreen, Triplex and many other extras. Taxed to end of year. Any trial. Price £285.—Bellevue Garage & Service Stns., Ltd., 18-19, Bellevue Road. S.W.17. 'Phone, Battersea 0479.

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DELIVERY of All Aston Martin Models; part exchange and hire purchase; demonstration runs any time, anywhere.

1931 International Sports 4-seater, colour blue throughout, in splendid condition, fitted with 1932 type braking system, £365.
23, George St., Hanover Sq., W.1. Tel.: Mayfair 6663-4.

£187/10.—1929 Aston Martin speed model short chassis tourer, good tyres, low sporting 4-seater body, exceptionally fast; exchanges, terms.—Ward and Company, 5, Upper Richmond Rd., E. Putney. 2818.

BUGATTI.

2-LITRE straight eight Bugatti in splendid condition, first registered in 1929. Fitted excellent flat tailed close four-seater body, in blue, new racing type tonneau cover, red wheels, fitted with new 5.00-19 Dunlops. £95.—Box H. M. 71., c/o MOTOR SPORT.

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USED SPORTS CARS FOR SALE (*continued*).

BUGATTI

BUGATTI. Straight Eight Supercharged 2,300 litre. 18 h.p. Taxed for the year. 4-seater Sports body. Very fast, excellent mechanical condition. Many spares. Any trial. Price £295.—Bellevue Garage & Service Stns., Ltd., 18-19, Bellevue Road, S.W.17. Tel.: Battersea 0479.

1½-LITRE Grand Prix Bugatti 4-cyl., taxed, insured till March, 1933, new tyres all round, full touring equipment, exceedingly fast; ideal competition car. Bargain, £95.—Barden, 263a, New Cross Road, London, S.E.14.

1½ litre Type 40 Bugatti. Special body with cut-away side. Engine just rebuilt and tuned, perfect condition throughout. Full equipment including Rev. Counter, Speedometer, Clock, Dash Lamp, Rene-Thomas flexible steering wheel. Black body with red wheels and undercarriage. A really fast and delightful sports car. Taxed, £135. F. J. Field, 125, Victoria Road, Kilburn, N.W.6.

FRAZER NASH

FRAZER NASH cars, Falcon Works, London Rd. Isleworth (Hounslow 3172) always have for disposal reconditioned and guaranteed cars, fitted with new tyres and F.W.B. Prices from £125.

FRAZER-NASH Special 2-seater, 1927 specification, long, low racing body, fitted wings, etc., large headlamps, pneumatic upholstery, whole car in very fine condition, very fast, with terrific acceleration, suitable for ordinary touring work or speed trials, bargain for £75. Box, H. 43, C/o. MOTOR SPORT.

H.E.

£40.—H.E. 13 h.p. super sports 4-seater, registered 1924, reconditioned 1930, F.W.B., starter, 4 practically unworn tyres (2 spares), complete all-weather equipment, tonneau cover, extremely fast and attractive, sound throughout, taxed.—Box 488 c/o MOTOR SPORT.

LANCIA

PARK GARAGE (Leyton) offer:—

1925 short chassis open 4-seater sports Lancia-Lambda. Black and green. Excellent condition throughout. Very fast. £45. Below.

ANOTHER similar specification, cellulosed red. £45. Below.

1926 Lancia-Lambda, long chassis sports tourer, black and red, 4 speeds, brand new set of oversized tyres, taxed, very fast. A really beautiful car. £65. Park Garage, Skeltons Lane, Leyton. Leytonstone 1437.

M.G. MIDGET

M.G. MIDGET. 2-seater. Black and green. New. Slightly shop soiled only. Listed £185. Accept £170. Bellevue Garage & Service Stns., Ltd., 18-19, Bellevue Road, S.W.17. Tel.: Battersea 0479.

M.G. MIDGET Sportsman's Coupé, Black, Green; Sliding Roof. New, slightly shop-soiled. Listed £235, accept £215. Eastern Garages Ltd., Chelmsford.

Motor Sport Classified Advertisement Section—*continued*.

USED SPORTS CARS FOR SALE (*continued*).

O.M.

£33 O.M. 1926 sports 4-seater, 6-cylinder; rebored and overhauled; taxed. Any trial or examination.—16, Ritherdon Road, Balham, S.W. 17. Streatham 2765.

RILEY

A REALLY smart 1931 BROOKLANDS RILEY 9 finished in black and red; two spare wheels and good tyres all round. Just been overhauled. Excellent mechanical condition throughout. Very fast. £275.—P/655, c/o MOTOR SPORT.

1930 Manaco Saloon, very good condition, smal mileage. £160. P/656, c/o MOTOR SPORT

SENECHAL

SENECHAL Super Sports 2-seater with accommodation for suit case in tail. Good mechanical condition, finished in red. £50. P/657, c/o MOTOR SPORT.

SUNBEAM

3-LITRE Super Sports Sunbeam, 6-cylinder twin overhead camshaft engine, 4-speed gear box, wire wheels (2 spares), the whole chassis carefully overhauled recently, re-cellulosed in Bugatti Blue. with white wheels. 90 m.p.h. £135. P/658, c/o MOTOR SPORT.

S.S.

1932 S.S.1. Special 20 h.p. engine. Registered May 1st. 600 miles only. Fawn and Black. Extras include: Luggage grid (detachable) on roof, direction indicators, coconut floor mats, etc. Owner buying full four seater. Any trial in any district. Skinner's Motors, 88/92, Walmgate, York. 'Phone York 3103.

90 m.p.h. Stutz 37 h.p. 1930 series. Weyman sports saloon, delivered 1929. Cost £1,400. Excellent condition. £365 or offer.—Denmans. 132-3, Long Acre, W.C. Temple Bar 8135-6-7, Open week-ends.

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SUPERCHARGER, No. 6, COZETTE in good order, £15 or nearest offer, cash urgent.—H. D. Johnson, Christ's Coll., Cambridge.

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G.N. WANTED, Standard or O.H. Camshaft, also H.P.B., Mk. I or Mk. II, cheap for cash, condition immaterial.—Box XX49, c/o MOTOR SPORT.

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TALBOT "90" open 4-seater sports model, 1932 chassis. Condition as new. Finished in Black and Green. £550. P/659, c/o MOTOR SPORT.

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1928 20/60 Vauxhall Saloon, carefully driven by one owner, paintwork like new, good tyres all round. £100, Bargain. P/660, c/o MOTOR SPORT.

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VERNON DERBY.

1929 Special Vernon-Derby 6-cyl. Super Sports 2-seater, underslung, fitted with special high compression head, 4-speed close ratio gear box, twin Solex carburetters, lavishly equipped, including rev. counter, new hood, etc., fitted with magneto and coil ignition, new tyres, this car has just had a genuine overhaul, any trial, taxed. Box No. S.888, c/o MOTOR SPORT.

1929 VERNON DERBY 6-cylinder special underslung sports 2-seater, black and green, twin carburettors, dual ignition, 4 speed close ratio gear box, chassis recently overhauled throughout. Excellent tyres; taxed. £110 or exchange.—Winbush, 5, Wetherby Mews, S.W.5. Flaxman 8859.

1928 Vernon Derby 9 h.p. two seater. Cellulosed Ivory and Red. Completely overhauled. Capable of 70 m.p.h. Guaranteed. Box S.21, c/o MOTOR SPORT.

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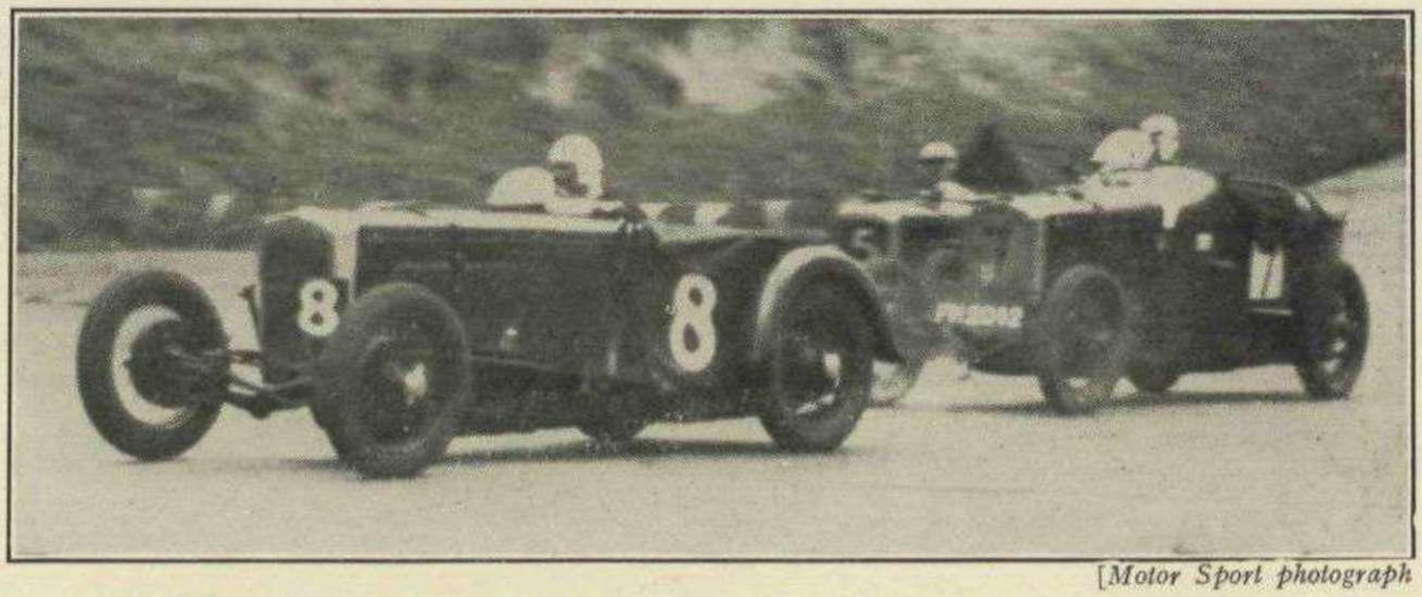
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WHITSUN AT BROOKLANDS, 1932.



[*Motor Sport photograph*

Eccles and Bellamy (Frazer-Nashes) overtaking B. G. Bailey's Austin in the Junior Mountain Handicap.

We have many photographs taken throughout the year at the various meetings at Brooklands, Trials, etc., which owing to pressure of space we are unable to reproduce in "MOTOR SPORT." Particulars will gladly be sent to anyone interested in these photographs. Details of requirements should be stated, and a stamped addressed envelope enclosed.

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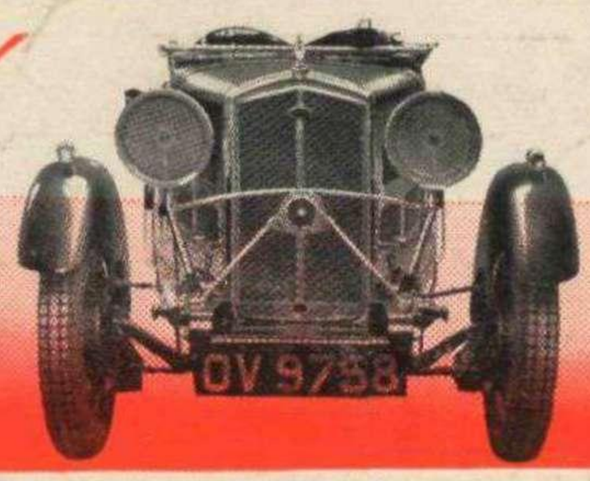
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