Vol. X. No. 5 THE MONTE CARLO, AND THE J.C.C. RALLIES. *March, 1934*

MOTOR SPORT

LAND - AIR - WATER

SIXPENCE MONTHLY



[*Motor Sport Photograph*

The final test.—*D. M. Healey (Triumph) who was third in the Monte Carlo Rally. The huge tyres and extended mudguards are clearly seen.*

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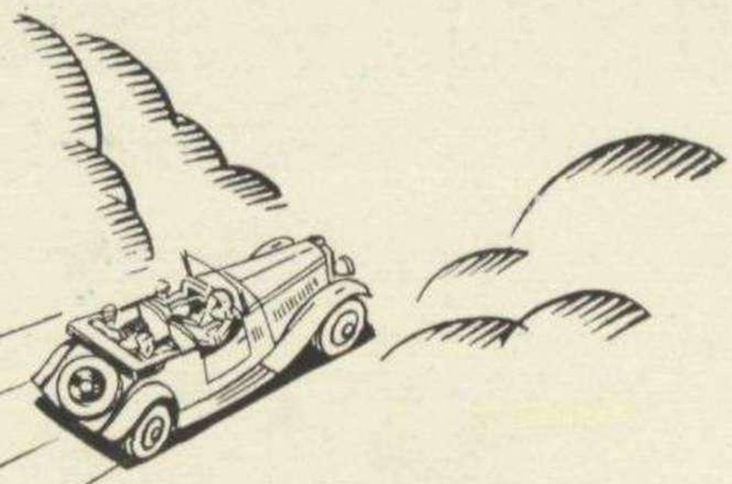


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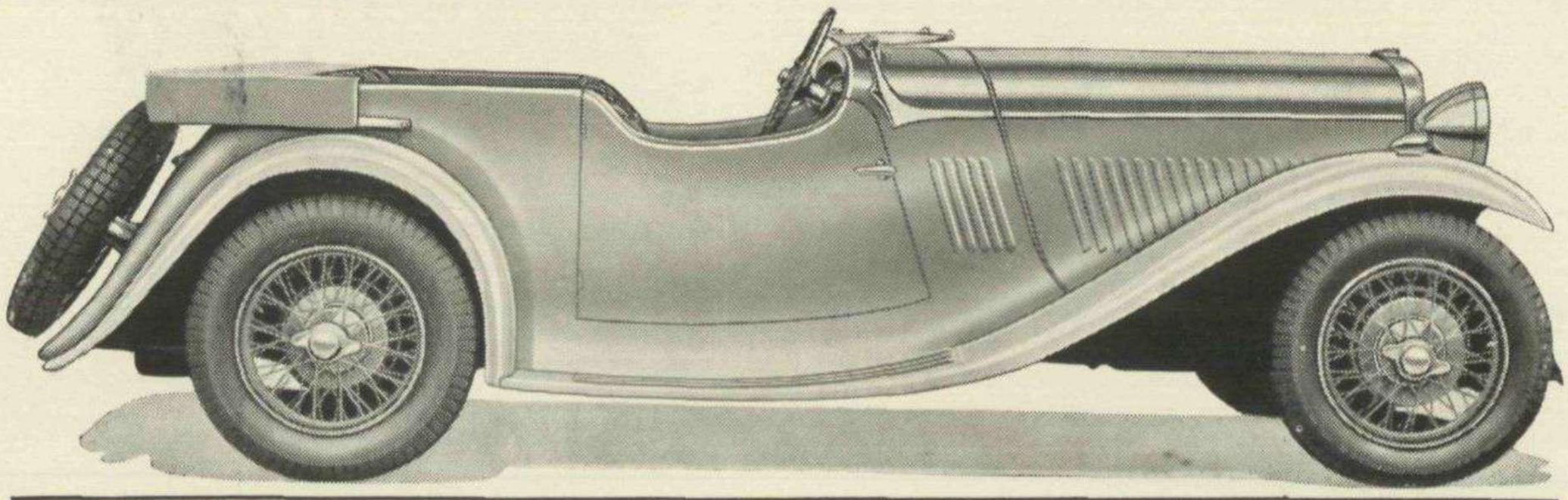
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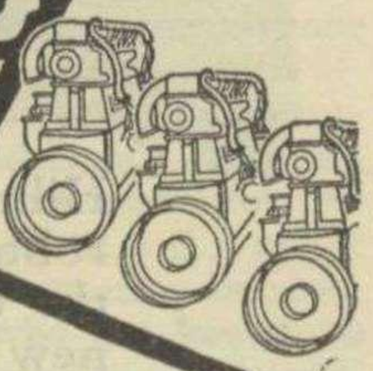
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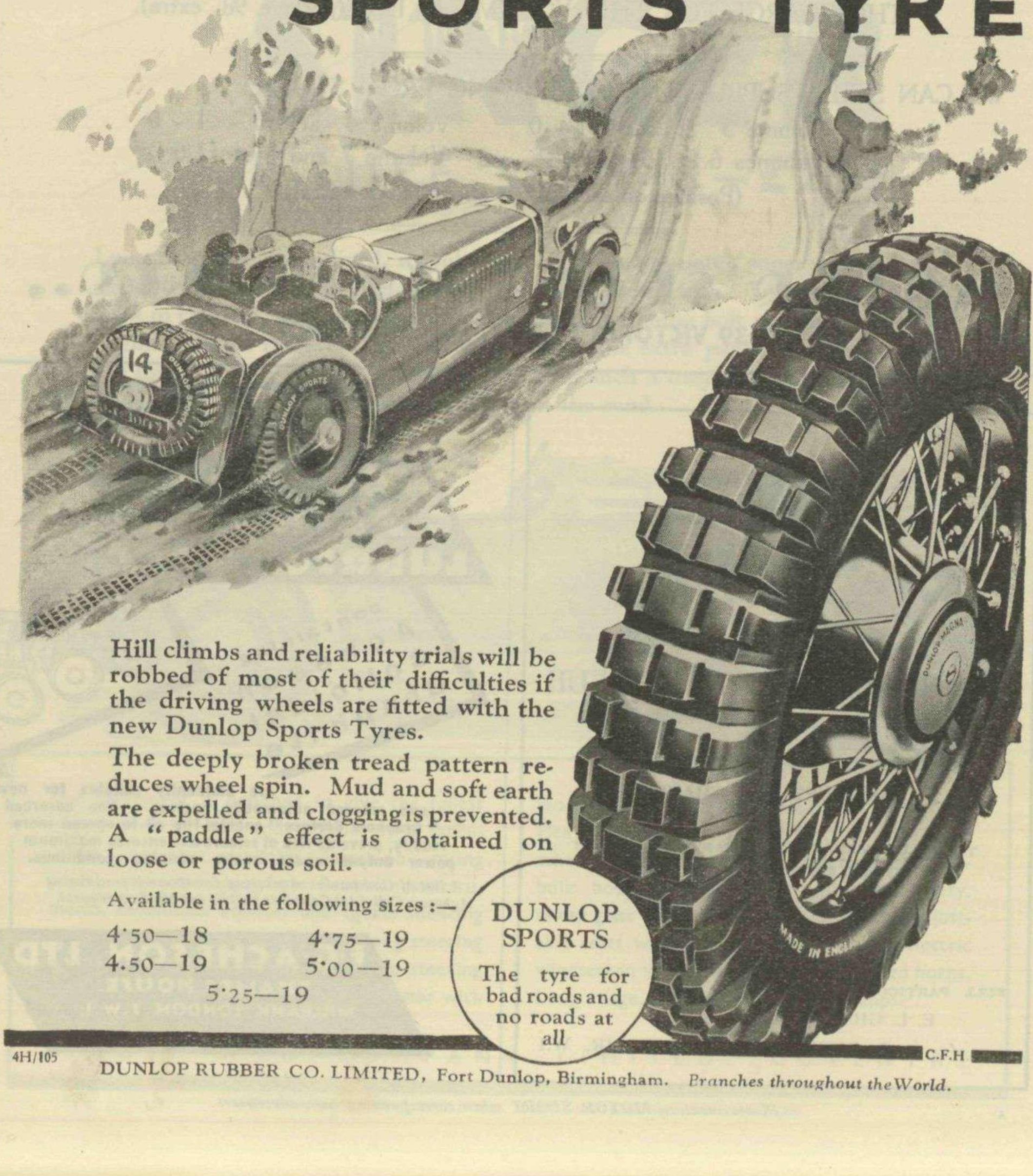


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The deeply broken tread pattern reduces wheel spin. Mud and soft earth are expelled and clogging is prevented. A "paddle" effect is obtained on loose or porous soil.

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EDITORIAL.

WANTED—AN ENGLISH AUTO-UNION

SELDOM has a road-racing season been more full of promise than that which now confronts us. There are plenty of races on the International Calendar, and—what is more important—plenty of cars and drivers only too anxious to have their entries accepted by the organisers. Finally, the racing outlook has been stabilised by the promised participation of at least five official factory teams.

The coming season, then, has all the elements of the exciting Grand Prix days of a decade ago, with car-teams of various nations, piloted by the best drivers in Europe, battling for supremacy in race after race.

But for English followers of motor-racing there is something missing, something which those years in the early 'twenties possessed, and which the 1934 Grand Prix races will lack—the participation of an English team. We have got the drivers, at least men who with constant practice may well become equal to the finest Continental aces, but of cars suitable for Grand Prix racing we have none.

What makes the position a peculiarly ironical one is that a vast sum of money is being spent this year by various English drivers and groups of drivers in buying and preparing foreign racing cars to enable them to compete in road races abroad. The usual argument of British manufacturers against building special Grand Prix racing cars is that the cost is too great, but it is safe to say that the money spent by English drivers in buying foreign cars—quite apart from the money they are going to spend in actually racing them—would have easily recompensed an enterprising manufacturer who set out to build a modern Grand Prix racing car.

But perhaps it is asking too much of any single manufacturer to take on the job single-handed, although one would have thought that the resultant advertisement value would have been all the greater for that. The alternative is to follow the German example, in which the firms of Audi, D.K.W., Wanderer and Horch have pooled their resources and built the Auto-Union racing car to the design of Dr. Porsche.

That our Automobile engineers are capable of designing and constructing a car which could compete on level terms with the latest Continental productions we have no doubt. The sweeping victories of the M.G. Magnette and Midget, in open competition with foreign road racing machines of a similar size last year is sufficient proof of that.

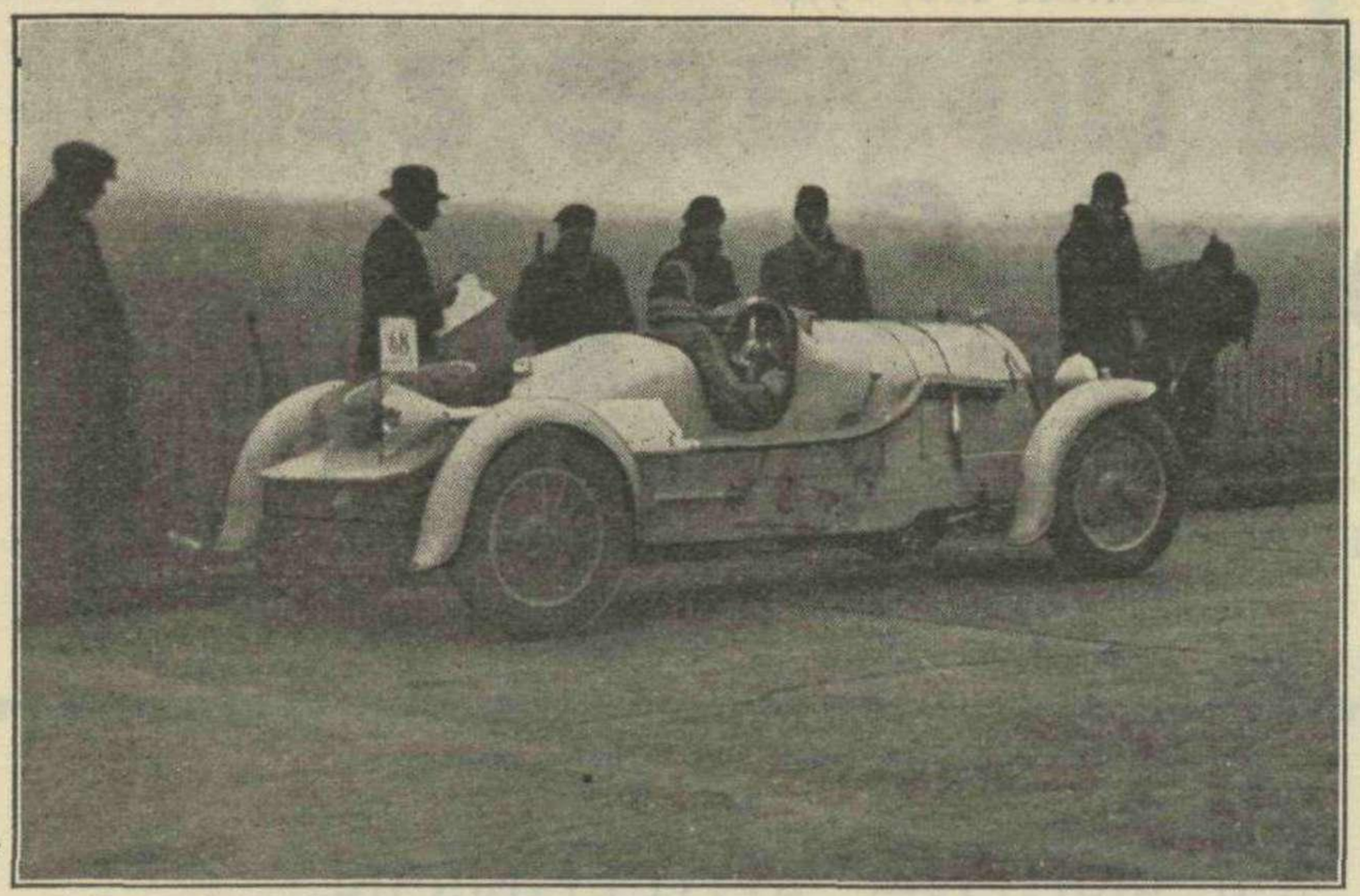
Of course it is too late now for anything to be done for the coming season, but it is not too early to consider our plans for 1935.

What is needed is co-ordination between manufacturers and drivers. Some representative body, for example the R.A.C., might arrange a meeting between drivers who are known to be interested in Continental road-racing, and manufacturers who are aware of the prestige accruing from racing.

What we need is action, a co-ordination of our activities which will result in England having a team of racing cars to line up at the start of the big Grand Prix races in company with the Bugattis of France, the Alfa Romeos and Maseratis of Italy, and the Mercédès-Benz and Auto-Unions of Germany.

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A. Broadley's 1926 Darracq in the Kerb Test. The smart two-seater body was built by the owner.

FUN AND GAMES AT BROOKLANDS

The J.C.C. Opens the Season with a Well Attended Rally

FINE days in February are not a usual feature of the English climate, and the outskirts of London were thick in fog on the day of Junior Car Club Rally. In spite of this very few of the 121 entrants failed to appear at Brooklands. The organisation was excellent, and the enthusiasm of the drivers was kept up by the absence of unnecessary delays.

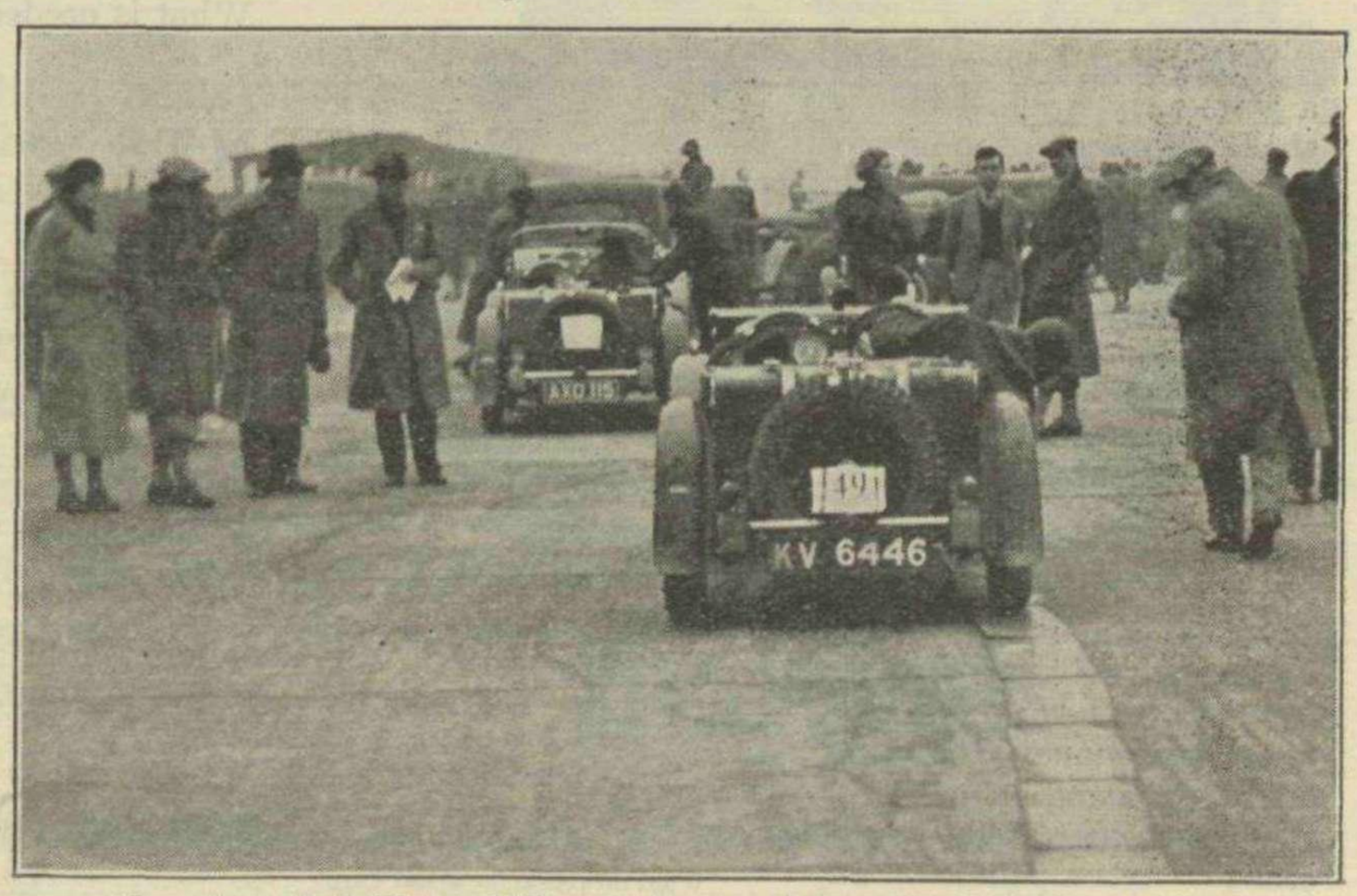
There were in all six tests, and the cars took part in each of them successively in numerical order. A non-stop climb of the test-hill, using all the gears, came first, and amongst the small engined cars there were only two failures, E. L. V. Haylock (B.S.A.) and Miss G. M. Cannon (Singer). M.G. and Singer drivers were sure of themselves but many of the drivers of the utility cars looked worried. In the next group Parker on a Lancia was in trouble, Major Douglas Morris did not seem too happy and three Wolseley Hornets in quick succession came to a standstill.

The larger cars sailed up majestically for the most part, but C. W. Windsor Richards (Bugatti) came to rest amid considerable smoke. His car was so newly acquired that he did not know whether it was a two litre (which it was) or a 2.3!

A timed half-mile was arranged at the far end of the Railway Straight, and cars up to 10 h.p. had to average 47 m.p.h. up to 16 h.p. 54, while those over 16 h.p. were scheduled to do an even 60. These speeds did not cause much difficulty in the majority of cases, but not a few found that when the speedometer was showing a steady 78 or thereabouts, their average was a meagre 64. The highest speeds recorded in the three classes were :—Barry Appleby (Hillman Minx) 70.31 m.p.h., C. G. Allen (Standard) 70.31 m.p.h. and James Martin (Talbot) 77.59.

The kerb test, which so demoralised the competitors in the first Scottish Rally once again took toll, for 56 out of 110 failed to get their near-side wheels within six inches of the wooden strip which represented the kerb. A combination of high bonnets, lack of practise and in some cases, stage fright!

The surprise test was less exciting than one might have expected, but was less easy than it sounds. The two near-side wheels of each car had to be driven over a series of iron plates some 9 inches wide for 40 feet and then reversed back over them, without coming off them or stopping the car. Owners of ultra-low sports saloons who could not put their heads out of the window were



Concentration! A. Westwood (Singer 9), keeps on the iron plates in the Reversing Test.

Facts and Figures

Concerning 1½-Litre

FRAZER NASH

Standard Production Sports Cars

We have read with interest recent advertisements of certain manufacturers in which they claim to produce "the finest 1½-litre sports car in the country," etc. Counterclaims to the same effect only add to the general cofnusion, and it seems to us that actual proof of performance—always provided, of course, you have that proof—is vastly more to the taste of the enthusiast interested in the 1½-litre sports car market.

"The Autocar" analysis of eighty representative makes of cars officially tested during 1933 shows (as in previous years) that the Frazer Nash has conspicuously the best all-round performance, with a *marked superiority over other* 1½-*litre cars* tested.

The 1½-litre four- and six-cylinder Frazer Nashes tested (gear ratios 11.75, 7, 4.8 and 3.8) had the best acceleration from *10 to 30 m.p.h.* of the 71 English and Continental cars tested, and from *0 to 50* of ALL English, Continental and American cars, with the sole exception of a 4-litre 8-cylinder American car (11 seconds as againt 11⅛ seconds for the Frazer Nash) and the *highest maximum speed* of all the eighty cars tested, with the exception of the Continental 40-50 h.p. Rolls-Royce (7,668 c.c.) costing £2,425, and the Talbot "105" Speed model, costing £795—88.23 m.p.h. (4.36 top) as against 87.38 for the Frazer Nash (3.8 top).

Representative Successes of 1933.

MONTE CARLO RALLY, 1933.

Best all-round performance (up to 1,500 c.c.) from John O'Groats.
Mont des Mules Hill Climb.
Fastest time (1,500 c.c.) and new class record.
Fastest *non-supercharged climb (irrespective of capacity)* and second fastest time of the day.

SHELSLEY-WALSH, May, 1933.

1,500 c.c. (Sports) 1st, 2nd and 3rd.
1,500 c.c. (Racing) 1st and 2nd.
2,000 c.c. (Sports), 1st (6-cylinder 1,657 c.c. Frazer Nash).
M.A.C. Open Cup (Sports Cars). Best aggregate time on two runs, irrespective of engine capacity.
M.A.C. Ladies' Cup.

September, 1933.

1,500 c.c. (Sports) 1st.
M.A.C. Ladies' Championship Cup.

(New Ladies' Record: 48 seconds non-supercharged Frazer Nash. The Ladies Record had previously stood to the credit of Mrs. Wisdom's Frazer Nash).

J.C.C. HIGH SPEED RELIABILITY TRIAL, June 24th, 1933

The first four cars to finish (44 entries), also Special Award for the most meritorious performance of the day. 4 Frazer Nash car entered—4 Special Awards.

STANLEY CUP (Inter-Club) COMPETITION, July 8th, 1933

Won by the Frazer Nash Car Club—the first time a team of three cars of similar make has won the Stanley Cup. "The Motor" said: "The newly formed Frazer Nash Club team secured an overwhelming victory, scoring 48 points as against their nearest rivals' 25. In each of the eight races the Frazer Nashes ran with splendid high-speed consistency."

INTERNATIONAL ALPINE SIX-DAY TRIAL, 1933.

In last year's Alpine Trial it was not only necessary to adhere to the severe schedule set throughout the Trial—in itselt a far from easy task, but also to maintain this average speed for the timed climbs of the Pordoi, Stelvio and Grand Galibier passes. The 1½-litre Frazer Nash was the ONLY English car (50 entries). irrespective of capacity, and the ONLY non-supercharged car of the complete entry (132 cars) to perform this supposedly impossible task, and in finishing without the loss of a single mark put up the finest performance in an event which is recognised as the most strenuous test in the world of a car's general construction, reliability, speed, hill-climbing capabilities, acceleration and equipment. "Motor Sport" said: "The Frazer Nash team put up by far and away the most amazing performance of the whole Trial." An analysis of the performances in the 1,500 c.c. class (based on actual marks lost by individual drivers) shows the following position:—

H. J. Aldington	First	No marks lost
L. Butler-Henderson	Third	4 " "
A. L. Marshall	Third	4 " "
A. G. Gripper	Fourth	7 " "

500 MILE RACE, 16th September, 1933.

The Hon. P. Mitchell-Thompson's Frazer Nash averaged 88.88 m.p.h. (top gear ratio 3.5 to 1) and was one of only seven cars to hnish out of 31 starters.

BROOKLANDS, 1933.

(All Firsts, and Exclusive of Various Second and Third Places).

Opening Meeting (March).
Weybridge Lightning Mountain Handicap.
Easter Meeting.
Addlestone Mountain Handicap.
Whitsun Meeting.
Cobham Senior Short Handicap.
Cobham Senior Mountain Handicap.
August Meeting.
Byfleet Short Handicap.
Byfleet Mountain Handicap.
Final Meeting (October).
Woking Long Handicap (average speed 96.47, flying lap 102.27).

ALL the above successes stand to the credit of "unblown" models.

As members of the S.M.M.T. we cannot publish other successes gained by us or private owners in other events last year, but anyone interested will find ample proof in the published results of 1933 events of our claim that not only is the Frazer Nash the finest *all-round* sports car in production but at the same time the most successful 1,500 c.c. sports car in open competition. Remember, too, we are talking about standard production models owned and driven by bona-fide private owners, who maintain, prepare and enter their cars at their own expense—not "special" cars with subsidized drivers.

At the same time these owners, and others who do not enter for competition work, find the Frazer Nash ideal as a business mans' car with its capacity for putting up high average speeds on long runs, while the superb road-holding and absolute stability of the Frazer Nash on wet, frozen or greasy roads inspire the utmost confidence in the driver.

Write for literature, or call and see us. Models from £475 - 0 - 0, with standard equipment.

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THE J.C.C. OPENS THE SEASON WITH A WELL-ATTENDED RALLY—continued.

in a sad plight, while for open cars with cycle type wings there was little difficulty. A further suggestion for next year would be to fix a time limit for the manoeuvre.

The figure-of-eight course marked out for the Monte Carlo Rally competitors was the scene of the fifth test. Starting at one corner of a rectangle which was set out near the Fork, 42 by 19 yards, the cars had to describe a figure-of-eight course and emerge at the bottom corner on the same side. Thence they drove 270 yards to a hurdled enclosure in front of the Paddock Stand, in the middle of which was a tub. Maneouvring round this with one or more use of reverse gear, the cars returned 440 yards to a finishing line in front of the Fork Stand. When all four wheels had crossed the line, the back wheels had to be reversed back over the line in order to complete the test, and minimum times for each class were imposed.

Despite frenzied flag-wagging, a number of competitors did not seem to realise that they had to stop at the reversing pen, while Lionel Martin, who had to stand on the finishing line, must have had some anxious moments when old and rather brakeless cars bore down on him at the end of the 400 metre run. M.G. Midgets once more showed up to advantage owing to their short wheelbase, but the fastest time was put up by D. L. Briault on a supercharged Alta. His time of 1-17 2/5 was over 8 seconds slower than the winning V-8 Ford in the Monte Carlo Rally. Whalley who had entered his "V-8" at Brooklands did not appear.

The final trial of skill was a stop and re-start on the 1 in 5 gradient of the test hill. No definite speed was required, but cars were failed if their back wheels ran back more than 12 inches. The surface was damp, but not enough to cause wheel spin, and the 16 failures were most amongst the small cars.



[*Motor Sport photographs*

A. J. G. Bochaton (Wolseley Hornet) climbs the Test Hill in a cloud of smoke.

The whole programme was completed by five o'clock for which Mr. L. F. Dyer and the officials under him deserve the greatest credit. Out of the 110 competitors, thirty obtained first-class awards, a great improvement on last year's Rally, when only seven out of 83 were successful. J. Harrop (M.G. Midget) won the J.C.C. Tankard for best performance in the Rally, while Miss D. B. M. Evans followed up her trials performances of 1933 by winning the Ladies' Award.

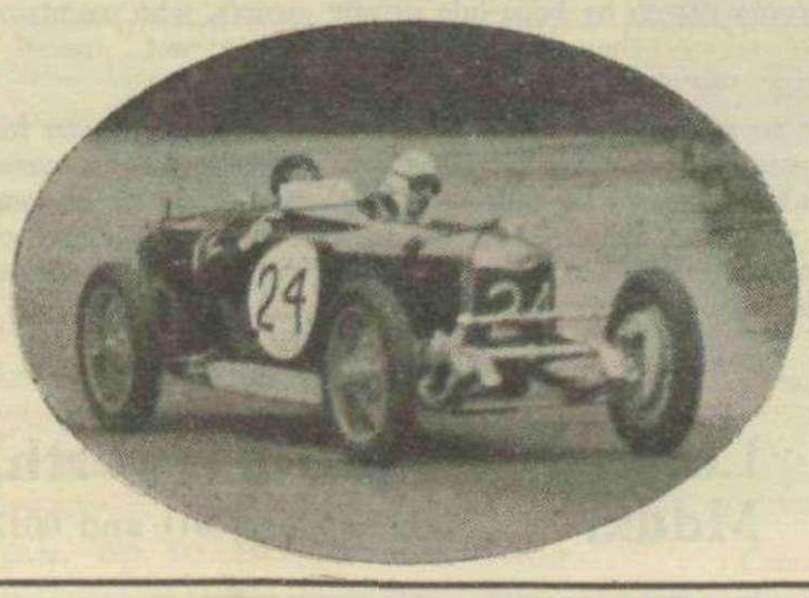
First-class Awards.—C. E. Taylor (Alta), G. H. Goodson (Austin, S.), M. H. Fortlage (Ford), Barry Appleby (Hillman), J. Walton (Hillman), M. H. Sprague (M.G.), J. Dade (M.G.), H. R. Winnicott (M.G.), Miss D. B. M. Evans (M.G.), T. W. Davidson (M.G.), T. Butler (M.G.), J. Harrop (M.G.), C. G. Fitt (M.G.), K. Westacott (Morris), C. E. Wood (Morris), L. Sandford (Singer), Miss P. D. Goodman (Singer), A. H. Oxenford (Standard), E. Mıskin (Triumph), L. Prideaux Brune (Aston Martin), H. Daintree Johnson (M.G.), J. L. Tully (M.G.), W. H. Ogilvie (Wolseley), J. Eason Gibson (Chrysler), C. W. Sabey (Essex), D. Monro (Invicta), E. P. Farr (S.S.I), A. G. D. Clease (S.S.I), Lady Iris Capell (Talbot), H. E. Symons (Talbot).

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FRAZER NASH



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THE END OF THE "JENKINS CASE"

12 World's and 2 Class B Records Broken by Pierce-Arrow.

SELDOM has so much controversy raged round a record performance as that of the "Jenkins case." Six months ago, on August 6th, and 7th last year, Ab Jenkins covered a distance of 2,844 211 miles at Saltlake, Utah, U.S.A. driving a 12 cylinder Pierce-Arrow. For one reason or another this performance came in for a good deal of criticism. For example, Jenkins was supposed to have driven the whole distance single-handed, a difficult feat in a climate of scorching days and extremely cold nights. But what gave rise to most of the doubt about the record was that the necessary papers were not lodged with the International Sporting Commission of the I.A.R.A.C.

The headquarters of the Sporting Commission are in Paris, and although some of the papers had been sent over, confirmation could not be given to the record without the complete set. Now at last, after a delay of six months, the documents have arrived and all is in order.

The new record is a remarkable one. To average a speed of 118.509 m.p.h. for 24 hours requires tremendous stamina on the part of the car, its tyres, and the driver. The old record, it will be remembered, stood to the credit of Messieurs. Marchand, Morel and Kiriloff driving a 12 cylinder sleeve-valve Voisin at Montlhéry Autodrome, Paris, at an average speed of 113.50 m.p.h. Their record was made on September 26th and 27th, 1927.

Some interesting details of the record performance are contained in the American documents. The car ran over a circuit measuring 12 miles on the dried lake bed, and some idea of the size of this natural track can be gauged by the fact that a duplicate course of the same length was marked out in case the first should become rutted under the constant wear of the automobile's passage. This second circuit was not used, however.

The course was marked by posts placed at intervals of 30 yards, and the telephone and timing wires were secured to these. Thus any shortening of the course, accidental or otherwise, would have been immediately penalised by the cancellation of the attempt owing to breakdown of the timing gear. At night small fires were placed at intervals of 100 yards. Official cars slowly patrolled the circuit throughout the attempt, while there were 8 observers stationed round the 12 mile course.

Timing was carried out to 100th of a second by means of two series of six chronometers, electrically operated. The names of the officials in charge were as follow: Mr. A. C. Pillsbury, timekeeper and member of the I.S.C.; Mr. Waldo Stein; Mr. J. F. Betto, timekeeper and member of the I.S.C.; Mr. T. E. Allen, timekeeper and secretary of the I.S.C.; Mr. M. Keyes, of Los Angeles; Mr. Parker Lewis, of Washington; Mr. D. Titesbrald and Mr. Robert Lindsay Clover, of Los Angeles.

The 12 cylinder Pierce Arrow was a stock machine, modified as to compression ratio, back axle ratio, body, and fuel tank. Actually there were three petrol tanks, enabling Jenkins to drive for 500 miles without a stop. Beyond refuelling, the car only made three stops. First of all the plugs had to be changed, then the valve clearances were adjusted, and finally a tyre blew out. The maximum speed of the Pierce Arrow in record breaking form was 130 m.p.h.

Altogether the record is a very fine achievement, both for car and driver. To break any world's record with a stock car is most creditable, but particularly is this so when the record happens to be one of the most coveted in the list.

Jenkins is not to remain in unchallenged possession of the record for long. John Cobb is to make a determined effort to regain it for England this year, and it is rumoured that he may go to Murock for his attempt. In France, Cesar Marchand the ex-record holder is planning to capture it for France.

Here is the full list of records broken, with the previous figures in brackets:—

World's Records.

500 km., 124.00 m.p.h. (Napier-Railton, 123.63 m.p.h.).
1,000 kms., 133.92 m.p.h. (Napier-Railton, 122.05 m.p.h.).
2,000 kms., 122.39 m.p.h. (Delage, 116.08 m.p.h.).
3,000 kms., 116.65 m.p.h. (Voisin, 113.00 m.p.h.).
4,000 kms., 117.48 m.p.h. (Voisin, 113.07 m.p.h.).
500 miles, 124.05 m.p.h. (Napier-Railton, 123.27 m.p.h.).
1,000 miles, 123.02 m.p.h. (Delage, 116.36 m.p.h.).
2,000 miles, 117.05 m.p.h. (Voisin, 112.87 m.p.h.).
3,000 miles, 117.98 m.p.h. (Voisin, 113.11 m.p.h.).
6 hours, 122.78 m.p.h. (Napier-Railton, 122.62 m.p.h.).
12 hours, 120.59 m.p.h. (Voisin, 112.82 m.p.h.).
24 hours, 117.82 m.p.h. (Voisin, 113.50 m.p.h.).

International Class B. Records.

200 miles, 123.88 m.p.h. (Auburn, 112.93 m.p.h.).
3 hours, 124.09 m.p.h. (Auburn, 113.14 m.p.h.).

THE MOTOR CYCLING CLUB.

The Annual General Meeting was held in the last week of January, too late for a report to be included in our February issue.

Mr. L. A. Baddeley was in the chair, in place of Mr. J. Van Hoodynk, who very sportingly stood down. The report and accounts were quickly passed. After discussion, Mr. Van Hoodynk was persuaded to continue in office as president, Mr. F. J. Crundall, Mr. J. A. Masters and Mr. L. A. Baddeley were re-elected to their respective offices of captain, secretary and hon. treasurer. Of the committee, all the members were re-elected except Messrs. W. D. Pugh and H. B. Browning, whose places were taken by Messrs. Alan C. Hess and C. Patrick.

General business was then attended to, the first item under discussion being whether the Triple Award should be made additional to the Premier Award. "No change" was the verdict.

Then a slight stir took place when it was discussed whether the Club should change its title to the "Motor Car Club," or any other suggested name. But the voting was overwhelmingly in favour of the original name.

Finally came the vital question of the ban on competition tyres. The arguments were put forward with great vigour on both sides, and after a lively discussion the ban was repealed by 64 votes to 40.

All About the First Donington Meeting.

DONINGTON PARK will be the scene of renewed activity this month, for the first meeting of the year takes place on March 24th, starting at 1 p.m.

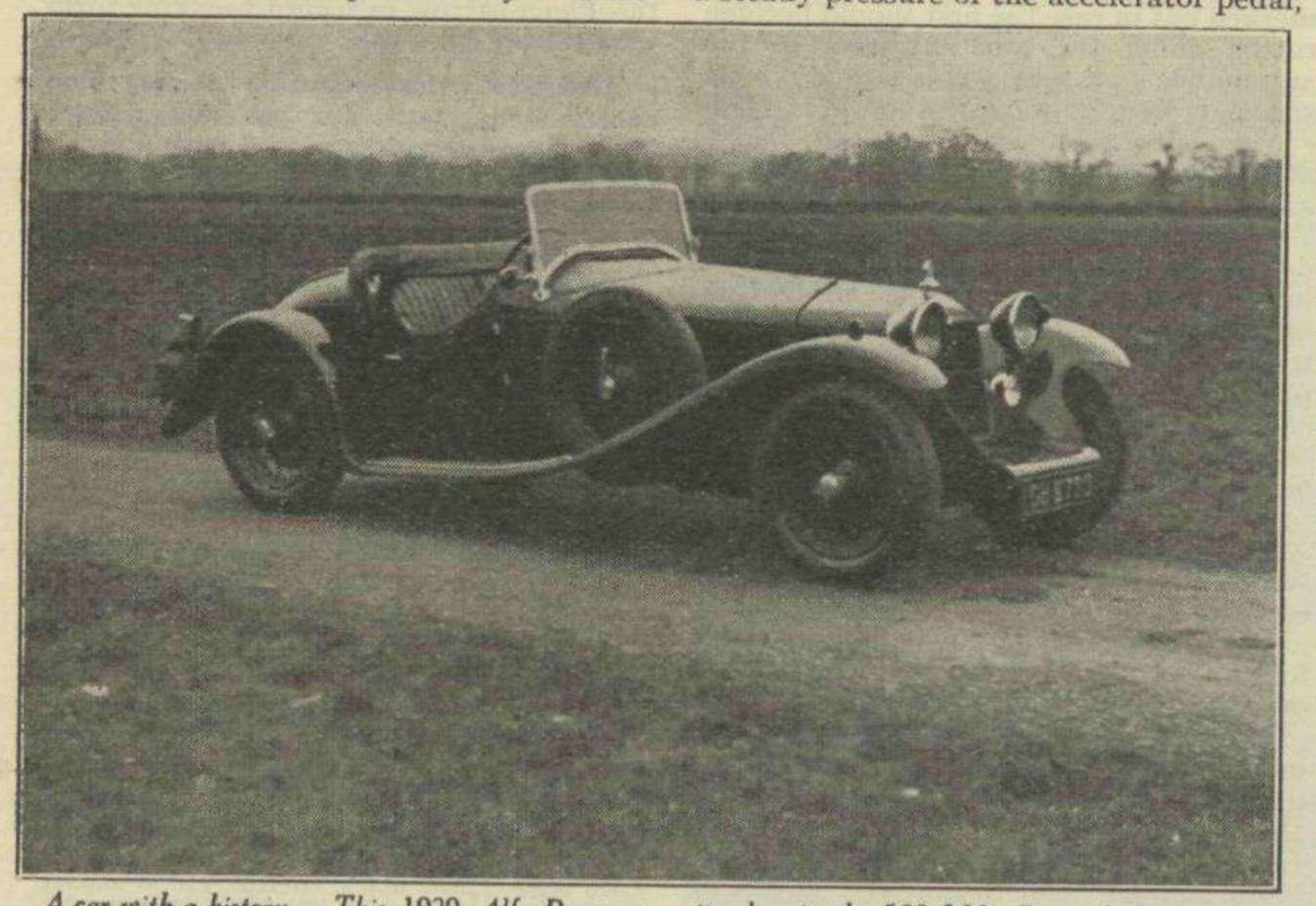
The alterations to the circuit have now been completed, and the course now measures 2 miles, 1,000 yards. There will be seven 5-lap scratch races for cars ranging from 8.50 c.c. unsupercharged to 3,000 c.c. supercharged. In all except one, the first prize will consist of £5 and a Donington statuette. The 3,000 c.c. supercharged and unsupercharged race will carry a first prize of £10 and a statuette.

No passengers or mechanics are now allowed at Donington, both during practice and racing. Entries at £1 per event close on Thursday, March 15th. It is interesting to note that a Silver Challenge Trophy will be awarded this year for the fastest lap of the season.

An Interesting Second-hand Car

THE 1½-LITRE SUPERCHARGED ALFA ROMEO

HOW does a 1929 sports car, admittedly one of the most expensive then in production, compare with the machines of the present day? That was obviously the principal query which presented itself when the Alfa was handed over for road-test.

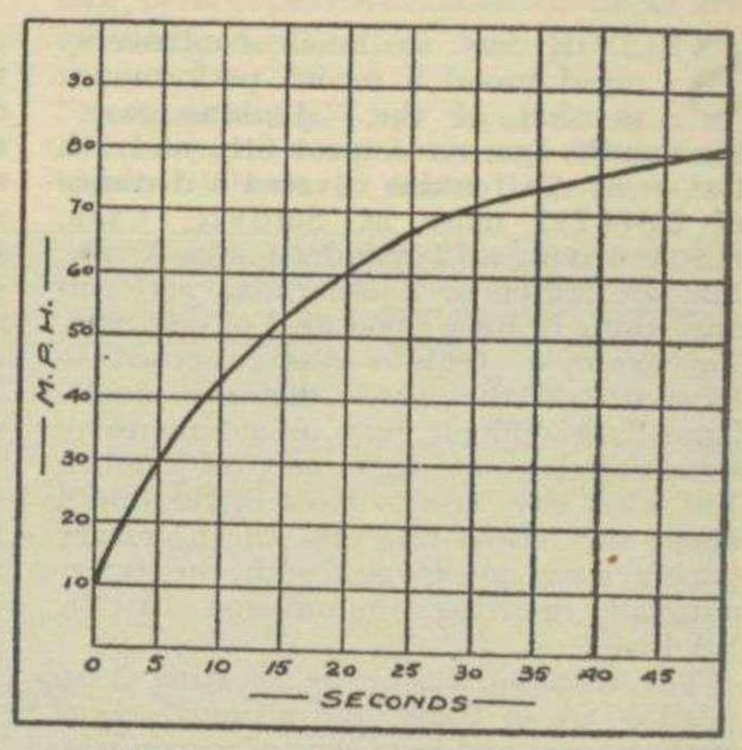


A car with a history. This 1929 Alfa-Romeo won its class in the 500 Miles Race of that year, and has now been fitted with new coachwork.

The first outstanding feature was the lightness of control. The steering was delicate and accurate, the clutch could hardly be felt and the gear-lever was operated with two fingers. The victories of the Alfa-Romeo in the early days were said to be due not so much to the all-out speed as to their good acceleration and the fact that they could be placed to an inch on a corner, and the road-test certainly confirmed this idea.

Starting is often difficult on supercharged cars, but this trouble was not experienced on the Alfa. Owing to having a Roots-type blower, it is not necessary to add oil to the fuel. The induction system took a considerable time to warm up in London traffic, but once out in the country the working temperature was soon reached. Champion R.1. plugs served equally well for full throttle work and traffic, and a mixture of 75% petrol and 25% benzol was found suitable.

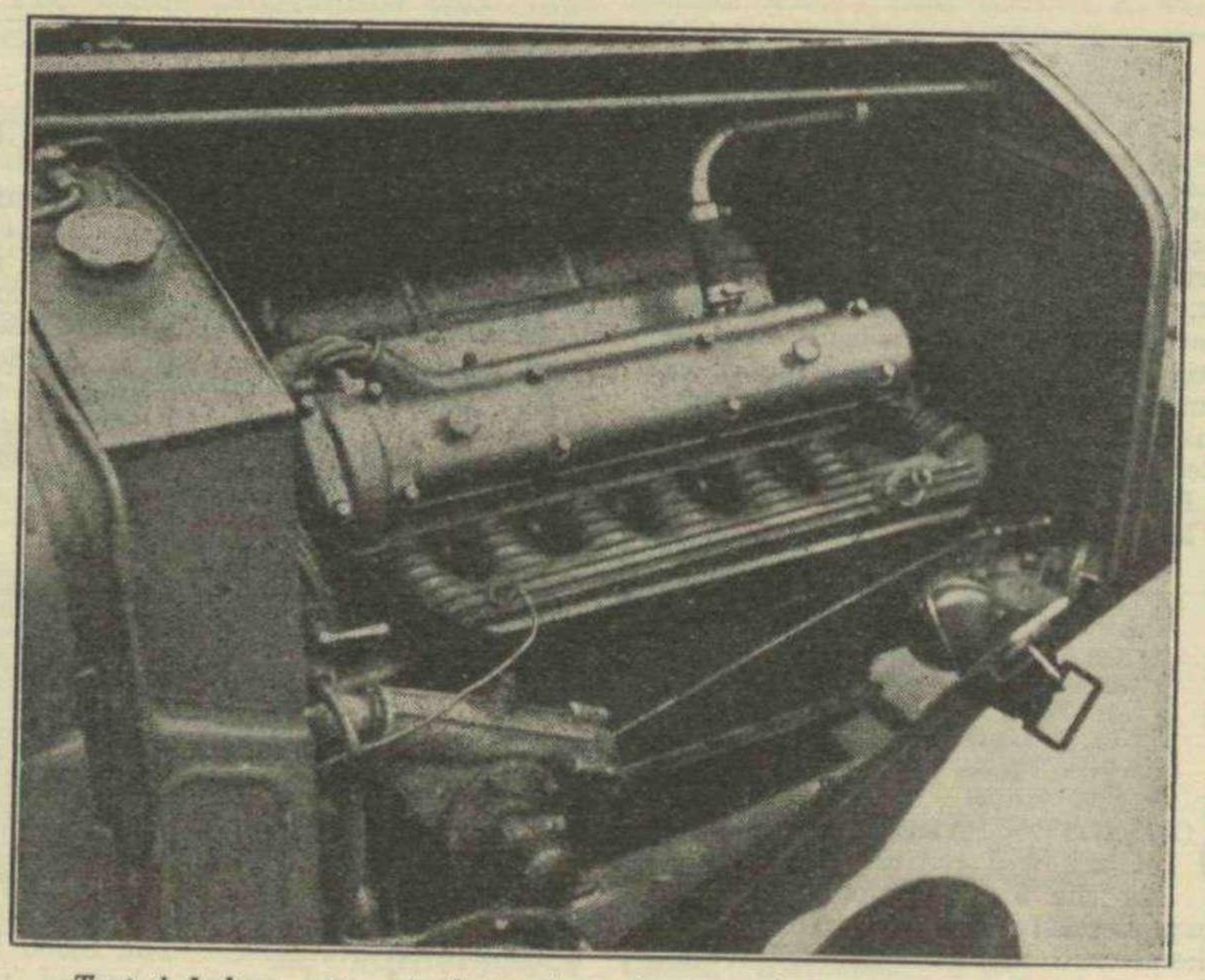
The car is well-silenced and slips along at 60 m.p.h. almost without a sound. 75 is reached with a slight depression of the throttle, and in spite of the bright red coach-work, the car did not seem to interest a policeman who was watching the passing traffic. The carburation is good throughout the range, but from low revs. the gears need to be used to get best results. The gear-change is finger-light and almost instantaneous, so this involves no hardship. At 4,000 r.p.m. the speeds are 40, 60 and 75 m.p.h. In spite of not having any constant-mesh ratios, the gear-box still remains quiet, likewise the supercharger. The best acceleration seemed to be obtained with a steady pressure of the accelerator pedal, for a quick jab sometimes caused a back-fire. Probably a blanking-plate in front of the radiator would have helped but the running temperature could not be discovered owing to the thermometer on the radiator-cap not being graduated.



The Acceleration Chart of the 1½-litre Supercharged Alfa Romeo.

The suspension both on the road and the track was outstanding, and bends could be taken at 70, even with the large friction shock-absorbers finger-tight. At full speed on the track the car could be taken high or low at will, while sharp corners could be negotiated as on rails. The steering was light and fairly high-geared, but there seemed little caster, possibly due to a rubber bush under the facia board rubbing the boss of the steering wheel. The brakes played their part in fast motoring and came on powerfully with a full depression of the pedal, with-

Continued on page 203



Typical Italian neatness is displayed in this view of the supercharged 1½-litre Alfa Romeo engine.

Club News

THE GREAT WEST MOTOR CLUB.

THE Affiliation Cups Trial of the G.W.M.C. was held on 28th January and attracted 33 entries, of which 10 entered for Class " A " (motor cycles) and the remainder for Class " B " (cars).

The first competitor was started from " The Duke of York," Great West Road, Brentford, promptly at 10.30 a.m., and the others followed at intervals of one minute.

Thirteen competitors made their first failure at the Ford section 10 miles from the start. These failures were mostly due to rash driving for the deeper of the two fords was taken in easy style by an Austin 7 delivery van on its usual Sunday morning round, much to the amazement of the stranded and humbled competitors and much to the delight and amusement of the locals.

The first observed hill was Midmere, which claimed 16 failures. This hill was climbed in great style by Mrs. Vaughan Standard 10.

After lunch, the two hills—Lovers Lane and Maidens Grove—caused little trouble, and it was not until the stop and restart test at Lewknor was reached that competitors came " up against it." Other than 4 motor cyclists, only E. H. Dimond (M.G. J.2.), covered the 15 yards timed section in the 7 seconds allowed.

From Lewknor the route led to Crowell where on the road leading to the hill the fun commenced. The curtailment of wheeled traffic on the Ickneild Way has now made it much worse than the Roman road. Many competitors stopped owing to wheel spin (due to the sticky condition of the chalk) before they had covered the first 50 yards of the hill. Skids and broadsides were too numerous to mention. In fact there were only 6 clean climbs of Crowell. F. A. Thatcher (Singer LeMans) was the first to do so, followed by F. M. Shepherd (Singer), Mrs. Vaughan (Standard), C. S. Parrott (Singer), E. H. Dimond (M.G. J.2) and W. Greenleaf (Morris Minor). P. Hart (Morris Minor) skidded half way up and came to a standstill but made a noteworthy climb without assistance after restarting under his own power.

The route then went by easy stages to Downley where there were no failures among the 20 who attempted it, for by this time there were a number of retirements.

And so to the finish at the Royal Saracens Head Hotel at Beaconsfield for tea.

RESULTS.

Affiliation Cup. (Class " B ").

1st, E. H. Dimond (No. 31), M.G. J.2. (North West London M.C.). Silver Cup.

*2nd, F. M. Shepherd (No. 28), Singer " 9 " (City & Guilds College M.C.). Silver Medal.

*3rd, F. A. Thatcher (No. 16), Singer Le Mans (G.W.M.C.). Bronze Medal.†

*P. Hart (No. 26), Morris Minor. (G.W.M.C.). Bronze Medal.†

SPECIAL LADIES' AWARD.

Mrs. M. Vaughan (No. 11), Standard 10. (W.A.S.A.). Silver Medal.

* Decided on Acceleration Test.

† Tie.

HARROGATE M.C.

The Monthly Meeting of the Club was held at headquarters, the County Hotel, on Monday, February 5th, at 8 p.m., and Mr. Sheard gave an interesting film-show.

A certain member has once again been on the scrounge and had on view a real live specimen of the Loch Ness Monster. As far as can be established, there has never been seen a fish to equal his specimen. It was worth going miles to see.

The Sporting Car Trial, which last year was organised by the Harrogate and Ilkley Clubs, and which proved to be a tremendous success, is this year to be organised solely by the Harrogate Club. The provisional date for this event is August 26th.

The Novelty Trial was held on February 4th, and resulted as follows: 1, A. R. Bell; 2, E. H. McWilliam; 3, T. F. Leake; Special Award, F. Kirk.

BROOKLANDS A.R.C.

Supplementary Regulations are available for the Open Race Meeting to be held at Brooklands on Saturday, 3rd March. There will be " Walton " Mountain Handicaps, " Walton Sprint Handicaps," and " Walton " Half-Mile Scratch races. Women drivers are only eligible for two Half-Mile Scratch races.

LIGHT CAR CLUB.

The Annual Half-Day Trial will take place this year on Saturday, 3rd March, starting from the Clearway Filling Station, Kingsdown, Kent, on the main London to Folkestone road. An interesting course of 40 miles in length has been planned among the Kent hills, and a Stop and Restart Test will also be included.

After the trial an informal dance will be held at the Clearway Filling Station and Restaurant, at which all social members will be particularly welcome. Refreshments will be available, and a good band has been engaged.

The Club's journal " Sidelights " continues to be published, and the January issue contained some useful " hotting-up " notes by " Con-Rod."

The address of the Hon. Secretary is: Mr. Harold J. Jones, 22, Basinghall Street, London, E.C.21.

JUNIOR CAR CLUB.

The Annual General Meeting was held recently at the R.A.C. First of all the Hon. Sir Arthur Stanley, C.B.E., G.B., M.V.O., was re-elected President. A surplus on the 1933 year was reported by the Treasurer, and he pointed out the growth of the funds from £204 in 1920 to £3,500 today. It was decided that in future an applicant could obtain membership on a personal reference if he knew no one in the Club. The Secretary announced that the total membership now stood at 1,700.

Supplementary Regulations and Instructions are now available for the International Trophy Race to be held at Brooklands on Saturday, April 28th, starting at 2.30 p.m.

Copies may be obtained from the Secretary, Mr. L. F. Dyer, Empire House Brompton Road, London, S.W.7.

NEWCASTLE COLLEGE OF MEDICINE and ARMSTRONG COLLEGE M.C.

The Spring Trial will take place on March 4th, and tentative arrangements have been made to hold the annual Club Dinner on March 12th.

Motor cyclists filled the first three places in the recent Weardale Trial, the winner being F. W. Torry (B.S.A.), followed by T. Humble (A.J.S.) and A. E. Schull (Velocette).

The Hon. Secretary is Mr. R. S. Stevens, The University Union, College Road, Newcastle-on-Tyne.

DERBY AND DISTRICT M.C.

Supplementary Regulations and Entry Forms are now to hand of the first Race Meeting, to be held at Donington Park on March 24th. There will be races for 850, 1,100, 1,500, 3,000 c.c. blown and unblown cars, and a special event for 1,500 c.c. blown and 2,500 c.c. unblown cars. The entry fee is £1 per event, and the list closes on March 15th.

Racing starts at 1 p.m. Full particulars can be obtained from Mr. Fred Craner, Secretary, 938, London Road, Derby.

LAGONDA CAR CLUB.

The Annual Dinner and Dance of the Club held at the Park Lane Hotel, London, on February 9th, was an outstanding event, for it was the first function of its kind held by the Club. A large crowd of members and their friends attended, some of them coming specially from distant parts of the country.

Major W. H. Oates was in the chair, and after he had proposed the loyal toast he paid a brief yet heartfelt tribute to Brig. General F. E. Metcalfe, whose place he occupied through the latter's illness. Members joined him in wishing that fine sportsman a speedy return to good health. Then Major Oates referred to the hard work carried out by the Secretary, Mr. C. G. Vokes, who had founded the Club and laboured with great energy during the first year of the Club's life. In reply, Mr. Vokes announced that the Club's membership was now well over the 100 mark, and said that his work for the Club

CLUB NEWS—continued.

had been a natural result of owning such a fine car as a Lagonda—a sentiment which drew forth a chorus of "Hear, hears," from the assembly.

Major Oates stated that a full programme had been planned for 1934, and that the first event would be a rally to Croydon aerodrome some time in March. A splendid aggregate Cup has been presented by the Lagonda Car Company.

After the pleasant Tudor Room had been cleared, dancing was begun to music provided by the Chateau Blen Riverside Club. Two members of this band played some excellent pieces on two pianos, and late in the evening the inimitable Mr. Gillie Potter appeared and proceeded to pull the leg of "Your secretary, Mr. Vokes," in unmerciful fashion. Later he decided to "leave old Vokes alone," and his discourse was confined to the activities of his brother when staying with the Marshmallows at Hogsnorton. All very amusing.

Altogether the evening was a most pleasant one, smoothly run and without any air of stiffness or formality. Congratulations to all those concerned.

BUGATTI OWNERS' CLUB.

"Bugantics," the Club journal, continues to be the most ambitious and best-produced publication of its kind. The January number is full of good things. There is a photograph of the first Bugatti Royal ever produced, No. 2 of W. Boddy's interesting series "Special Bugatti Types," dealing with the 1913 5 litre "Black Bess" which used to be raced by Miss Ivy Cummings (this 10 page article is fully illustrated), a report of the Night Trial, an amusing page of cartoons, and the usual news of the Club.

A magazine worth having—and a great credit to the Club.

BRITISH RACING DRIVERS' CLUB.

The Supplementary Regulations for the British Empire Trophy Race Meeting to be held at Brooklands on Saturday, June 23rd, are now available. The racing will start at 2 p.m.

Copies, with entry forms, can be obtained from the Secretary, Bangalore House, Newton Street, Kingsway, London, W.C.2.

THE M.C. CAR CLUB.

Hatfield Aerodrome was the scene of the annual general meeting of the Club, which took place on February 3rd. The hon. secretary announced that the membership had increased in 1933 from 200 to 700, and that the three new centres of Midland, Northern and Scottish were all flourishing. The hon. treasurer's report was equally satisfactory.

WEST HANTS L.C.C.

A very successful dinner and dance was held on January 26th at the Landsdowne Hotel, Bournemouth, at which over 40 members and their friends were present. Everyone was glad to see Lieut.-Col. Charles Jarrott, patron of the Club, in the chair, and he entertained the gathering with stories of old-time racing days in which he played such a prominent part.

MIDLAND A.C.

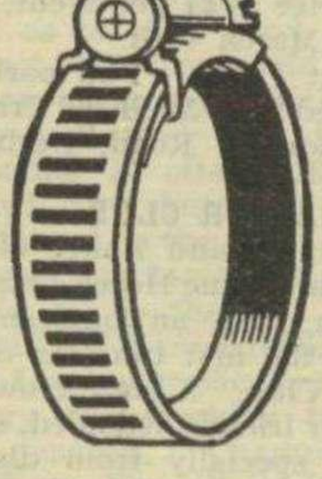
A large gathering of 260 members and friends attended the annual dinner and dance at the Grand Hotel, Birmingham, on February 9th. Mr. E. Ll. Morcom was in the chair, and in his speech he reported the welcome news that Club Headquarters had been secured by engaging two rooms permanently at the Grand Hotel. Before proceeding with his speech Mr. Morcom asked his guests to accompany him to Shelsley Walsh, and as he spoke so the Blattnerphone record of the 1933 event, kindly loaned by Mr. Gerald Cock of the B.B.C. blared out in the banqueting hall. Then the awards were given away, and dancing continued until 2 a.m.

TALBOT OWNERS' CLUB.

At a meeting last month the Club was formed with the Earl of Brecknock as President. Talbot owners who would like to join should get in touch with the Honorary Secretary, Mr. S. W. Mason, c/o. Messrs. Clement Talbot Ltd., Barlby Road, London, W.11.

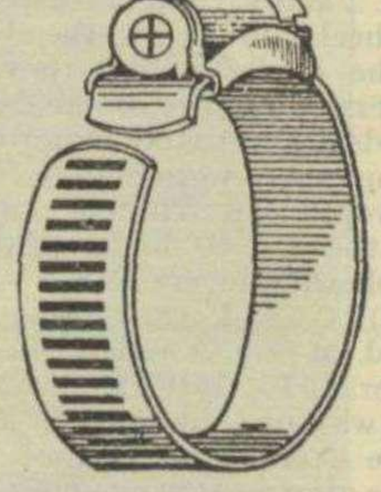
The Editor invites Club Secretaries to send details of their fixtures, sporting and social, for publication in these columns. These items should be sent to reach this office not later than the 16th of the month.

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Letters from Readers.

The Monte Carlo Rally.

SIR,—May I be allowed to correct a false impression that may have been given in your report of the Monte Carlo Rally? You state "H. E. Symons ditched the Essex in trying to pass by Van der Heyden's Studebaker, which had skidded off the road."

The facts are these:—The Studebaker driver skidded when crossing a small stone bridge, turning round so that the front wheels were in the ditch and the back of the car blocked more than half the road. Mine was the first large car on the scene after this mishap and the Dutch driver implored me to lend him my blocks and tackle to extricate his car. I stopped to help him and my crew had already alighted when a large piece of the clay embankment under the offside front wheel slipped away, letting my car down gently on the axle and doing no damage.

You also state that I retired with a broken axle shaft. In justice to the car, I must say that no such breakage occurred. When we skidded on the ice in Germany and hit a tree the end-blow on the axle shaft must have cracked a roller in the bearing behind the bevel pinion. This roller finally broke on the actual rally, chewing-up the cage and jamming the final drive. *Our failure in the Rally was solely due to the after-effects of our skid on the way out*, and it is not fair to blame the car at all.

The hydraulic shock-absorbers fitted as standard to the Essex Terraplane never gave a moment's trouble, but the small pipes on the British shock-absorbers cracked as the result of roadshocks.

Finally, permit me to say that I have never been so luxuriously comfortable in any Rally car as I was this year in the Essex Terraplane Eight.

I am, yours etc.,

H. E. SYMONS.

The Cutting,
Givons Grove,
Leatherhead,
Surrey.

[The Rally notes dealing with the passage of competitors through Greece were written at Salonica and sent off before Mr. Symons arrived at the control. We are pleased now to publish these further details.—ED.]

The Truth About These Accidents.

SIR,—With regard to the editorial in your February issue, I should like to mention one more point which I think would be extremely helpful in reducing the number of road accidents. Concerning cyclists. My point is this:—

Cyclists should not be allowed to ride more than two abreast, and in places where there is a white line should proceed in single file.

In my opinion cyclists take up far too much of the road and are the direct causes of at least 20% of the total number of accidents. They seem to care little for the comfort of other road users and seem reluctant to give way to the motorist who is usually moving considerably faster and should be given the right of way.

Legislation, as outlined in your editorial, would no doubt reduce the number of accidents, but I feel sure that all road users (pedestrians particularly) themselves could substantially reduce them merely by using a little more intelligence.

In conclusion, may I say that I have been a regular reader of MOTOR SPORT for the past five years, and the enjoyment I derive from it is unbounded.

I am, yours, etc.,

RICHARD A. WINTY.

Clarence House,
Broomfield Road,
Kew Gardens, Surrey.

THE 1½-LITRE SUPERCHARGED ALFA ROMEO—continued from page 200.

out tending to lock the wheels or to cause deviation from the straight.

The driving position was particularly good, the only snag being the placing of the windscreen wiper, which was mounted on the screen right in the driver's line of vision. This could easily have been transferred to the centre or right of the panel, with a connecting rod to an auxiliary arm.

The reading of the speedometer and the acceleration figures were tested at Brooklands track. Repairs were in progress, so there was only ¾ mile on which to try the maximum speed. 85 m.p.h. was the best recorded with the car still accelerating. All figures were taken with the windscreen raised, as the lead to the electric wiper was too short to allow it to be folded down. The maximum speed and the acceleration figures are therefore all the more creditable.

The engine ran smoothly up to 4,500 r.p.m. and kept clean externally, the gearbox and transmission were free from play or snatch, and the steering and chassis generally seemed well-cared for and in excellent condition. The tyres were almost new.

The car had just been fitted with a handsome two-seater body by John Charles, finished in light red, and the coachwork and upholstery were unmarked. The pneumatic upholstery was comfortable, and a well-finished hood was folded down on the tail behind the seats. There is luggage accommodation for several suitcases in a tail-locker, and tool compartments under the seats.

From one's recollections of sports cars in 1929, the 1½ litre Alfa Romeo was far ahead of its time in comfort and finesse of handling, while its all-out speed and acceleration make it a car to be reckoned with even to-day. It is interesting to note that the car tested was the one driven by J. C. Jeffress in the 1929 500 Miles Race, and which won the 1½ litre class.

The car was lent to MOTOR SPORT through the courtesy of N. H. Holder & Co., 22, George Street, Hanover Square, W.1, and is for sale. The price is £495.

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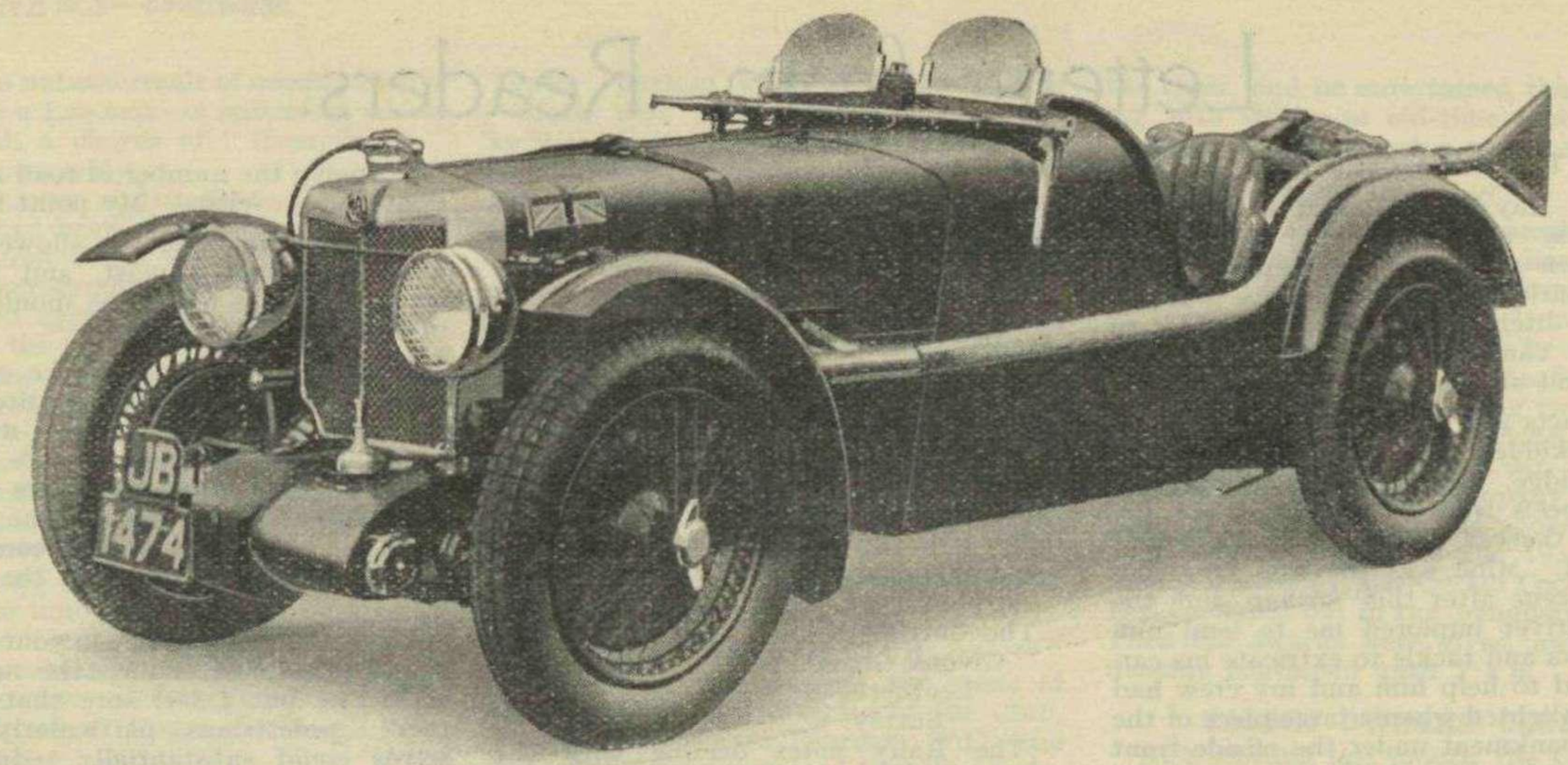
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1934 RACING CARS

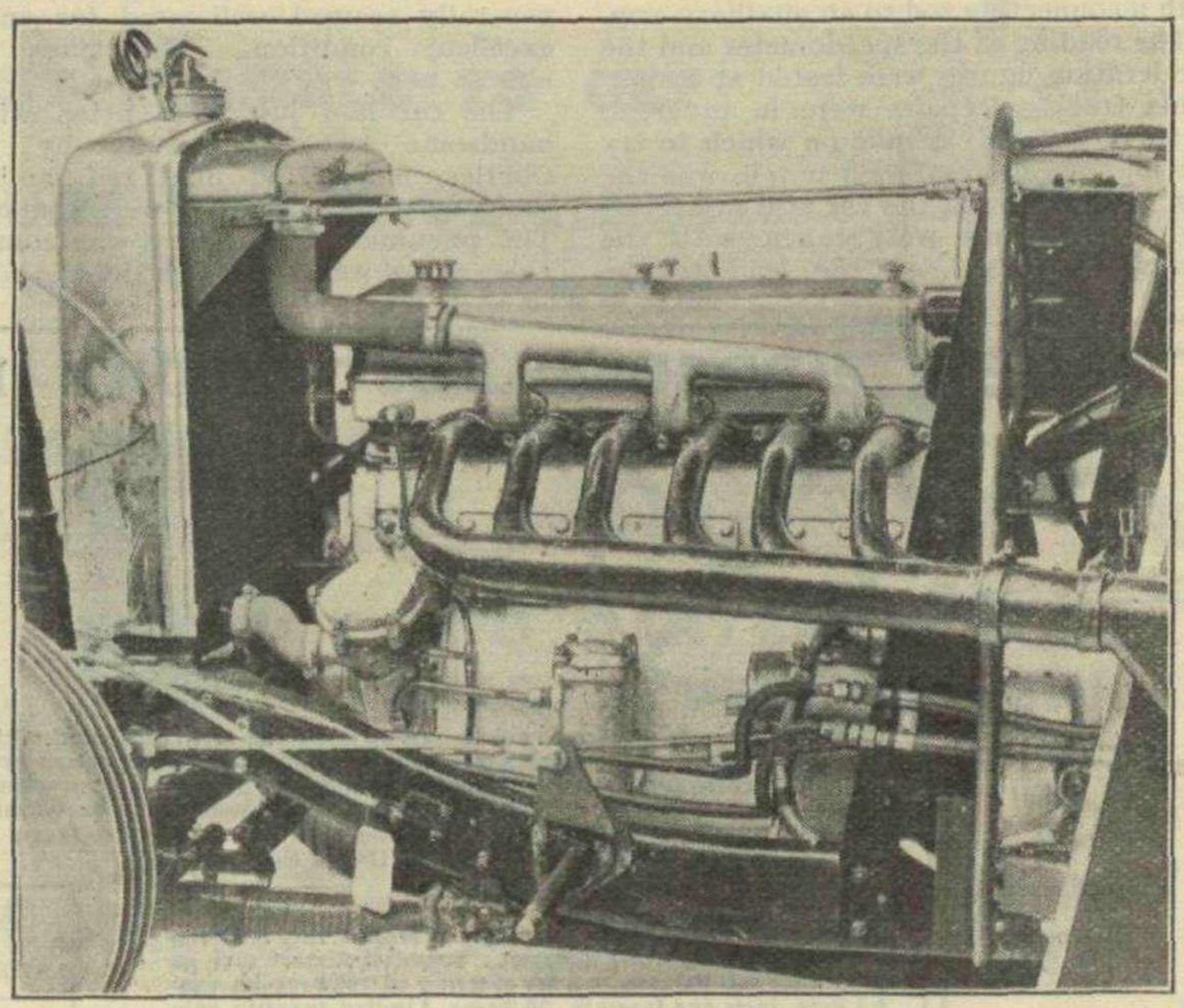
4.—THE M.G. MAGNETTE, K.3.

THE ban on road-racing in Great Britain has prevented the general public from taking the interest in motor-racing which is found in Continental countries, and it is not surprising that since the Sunbeam Motor Company ceased to participate in foreign events, no English racing car capable of taking part in Grand Prix events has been made in a British factory. Happily during the last few years the amazing efficiency of the British 750 c.c. engine has been demonstrated by Austin and by M.G., and with the production by the latter company of the 1,250 c.c. M.G. Magna came a demand for a supercharged version which could be driven in the under 1,100 c.c. events associated with many of the Grand Prix races. The task of the designers was not simplified by the fact that the car must also comply with the international sports car regulations in order to be eligible for the Ulster T.T. race, the only road event held in the British Isles.

In its supercharged form, reduced to 1,100 c.c., the small six-cylinder engine developed surprising power, and at its first public appearance in the 1933 Monte Carlo Rally it was found that the Magnette, as the new car was christened, had been virtually re-designed and was given an engine, chassis and brakes much more substantial than had been the usual practise for 1,100 c.c. cars. In the hand of G. R. W. Wright it won the Mont des Mules Hill Climb in a time only bettered by a Mercédès the previous year.

Development continued, the most notable alteration being the fitting of a Wilson pre-selective gear box. At this time Lord Howe, who had never ceased to hope for a car of British manufacture which he could drive on the Continent, conceived the idea of running a team of Magnettes in the Italian Mille Miglia, after the Targa Florio the most strenuous road race in the world. The cars were completed just in time and were shipped direct from Fowey to Genoa. The cars were soon at Brescia, the starting point of the race, and after a fortnight in which Lord Howe, Sir Henry Birkin and George Eyston, not forgetting their co-drivers Hamilton, Rubin and Lurani got the feeling of their new mounts, the day of the race arrived.

Birkin, whose furious driving was a by-word even on the Continent, was allotted the task of breaking up the opposition Maseratis, and made the terrific average of 87 m.p.h. between Brescia and Bologna. He was forced to retire near Siena with a broken valve, but not before Taruffini on the fastest Maserati had been disposed of. Meanwhile Lord Howe and Eyston forged steadily ahead and after traversing the tortuous Futa and Raticosi Passes came to Rome. The roads north again from Rome were equally arduous, and the drivers' task was made no easier by trouble with ignition and lighting systems. However the little cars were still going splendidly and after regaining Bologna the drivers felt the worst was past. Finally after eighteen hours on the road, the inhabitants of Brescia saw the



The exhaust side of the Magnette engine. The front axle torque cable is seen above the road-spring.

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PRESENT DAY RACING CARS—continued.

first of the competitors approaching and amid great excitement the cars was made out to be Eyston's Magnette, followed a minute later by the one driven by Lord Howe. In its first appearance in a Continental road-race therefore the Magnette gained first and second places in its class, and also the team prize.

Magnettes were next seen in the International Race at Brooklands, the novelty introduced by the Junior Car Club in which the Double 12 course is used, with varying courses through sandbanks instead of a time handicap. Hall was second, Mrs. Wisdom third and Lord Howe fourth, so the M.G. Company must have been well satisfied with the result.

The combination of acceleration and speed made victory in the Isle of Man Round Town race seem equally certain but all the cars were eliminated by back axle trouble. This was remarkable, considering that they had withstood the stresses of much more arduous Mille Miglia course, but the cause was found to have been the increased power and the constant use of the differential on the right-handed course. As a consequence, later models were fitted with a four-star differential, thus overcoming a fault which only racing could reveal.

Magnettes continued their successes in British events, with a third place for Manby Colegrave in the Empire Trophy, Nuvolari's victory in the R.A.C. Tourist Trophy, and E. R. Hall's win in the 500 Miles Race at 106.53 m.p.h., apart from fine performances at Shelsley and Donington. Abroad Whitney Straight's sensational race in the 1,100 c.c. class of the Coppa Acerbo, in which he beat Barbieri on a Maserati by 1/5 second is especially notable.

The six-cylinder engine has a bore of 57 mm. and a stroke of 71 mm., giving a capacity of 1,086 c.c. The cylinder head carries two vertical overhead valves per cylinder, each with three springs, and they are operated by fingers which pass under a single overhead camshaft.

Each combustion chamber has its own inlet and exhaust port and the 14 mm. plugs are screwed into the off-side of the head. The ribbed induction pipe receives its mixture from the blower at the front end, and has a central explosion valve, while six branch-pipes on the near-side lead into the exhaust manifold.

The cylinder head and the block are both made of high chromium cast iron, and the crankcase is integral with the block. The machined crankshaft is carried in four plain bearings. The alloy pistons have three rings, and steel connecting rods are used with cast-in plain big-ends. The overhead camshaft is driven by a vertical shaft through spiral bevel gears, and the dynamo is integral with the shaft. A water pump is driven by a cross-shaft in front of the engine, and the B.T.H. Polar Inductor magneto, which runs at 2/3 engine speed, is similarly operated on the off-side.

The lubricating oil passes through a Tecalemit filter, and the ribbed elektron sump holds 1½ gallons. The supply is maintained by a float feed from the dash tank which holds a further two gallons. The supercharger is lubricated by a branch pipe from the overhead camshaft. The standard fuel is 25% Ethyl and 75% benzol.

On last year's models a Powerplus No. 9 supercharger, of the eccentric vane type, was used, carried in front of the radiator and driven by a shaft and reduction gear at 2 3 engine speed. This supercharger will be retained for track races during 1934, but for road work a Marshall 2 vane type will be used, running at engine speed, in order to prevent the oiling of plugs at low speeds.

The compression ratio will be about 5.75 : 1, while the blower pressure will be approximately 12 lbs. No definite horse-power figure is given by the makers, but it is over 100 b.h.p. at 16,300 r.p.m.

A single S.U. carburetter is standard, though two have been used, and it will be fed by an S.U. petrol pump. The fuel tank holds 23 gallons. The induction pipe is without the special slow running hub used on the M.G. Midget, but is fitted with a Kigass spray to assist starting.

No clutch is fitted to the Magnette, as the friction bands in the Wilson preselective gear-box also serve to take up the drive. The gears are selected by a short lever mounted on an extension of the gear-box and moving in a serrated quadrant, and other controls such as slow-running adjustment and the ignition lever are also carried there. The gear required is of course engaged by the depression and release of the pedal which replaces the clutch pedal.

With the usual back axle ratio of 4.89 the combined reductions through the gear-box are 4.89, 7.65, 9 78 and 16.6 to 1.

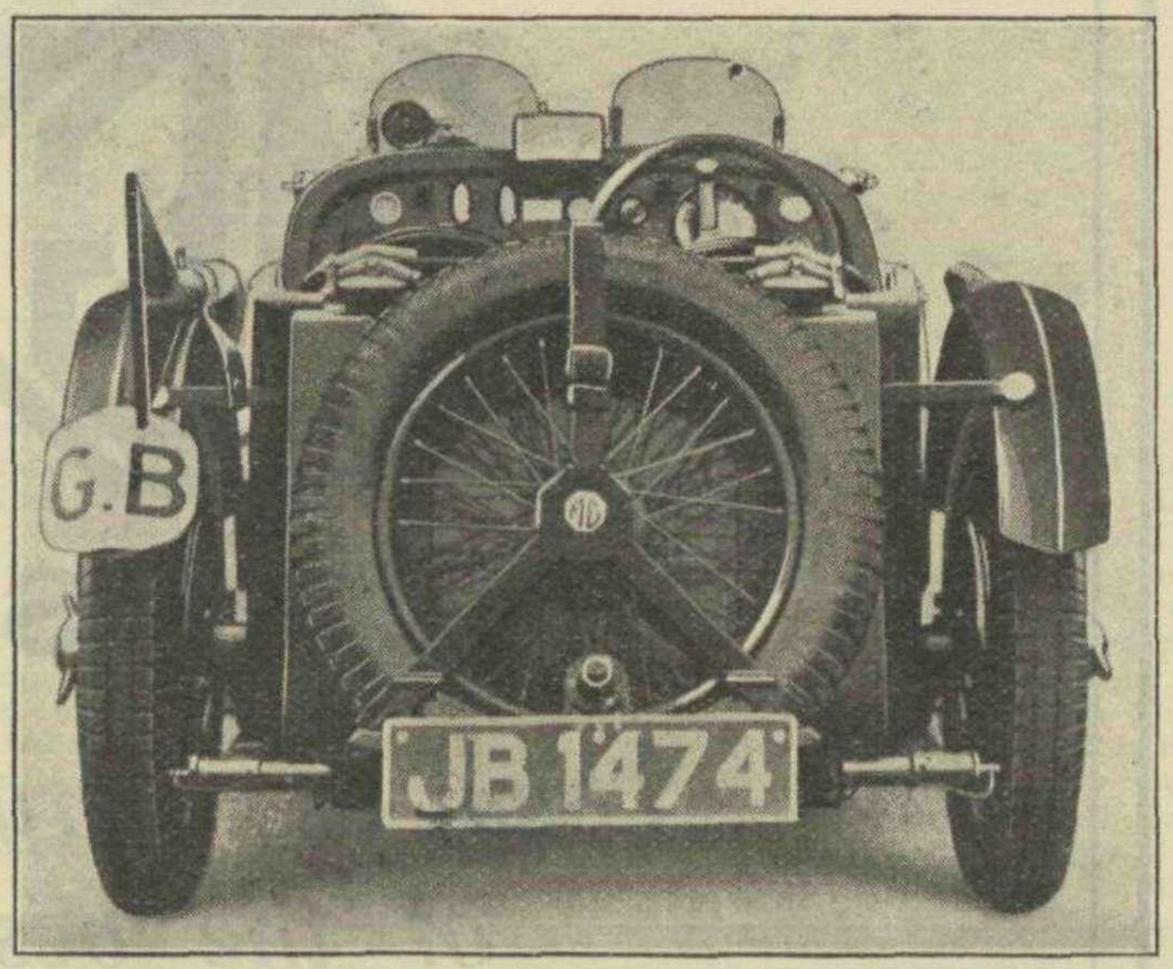
The propellor shaft is of the Hardy Spicer type with all-metal universal joints, while the back axle is of three-quarter floating design with straight-bevel final drive.

The chassis frame is upswept over the front axle and underslung at the rear, and the flat semi-elliptic springs which are bound with cord move in slides at the rear ends. The chassis is braced with tubular steel members, with a pressing at the rear end and a K shaped strut in the centre of the chassis. Friction shock absorbers are used back and front, four of these, set transversely, being used for the back axle.

The brakes are 13 inches in diameter, with wide drums, but the unsprung weight has been reduced as much as possible by using elektron back plates, shoes and drums with cast iron liners. They are operated by special cased cables. Torque braces from the front axle king-pins to the chassis sides relieve the front springs of the braking torque.

Cam-type steering is used, and a divided track rod has been found to have advantages over the standard lay-out.

During 1933 most of the cars were fitted with a substantial two-seater tour-



A rear view of the body used in 1933. Note the large filler caps on the tank.

ing body with a spare wheel at the back, though Manby-Colegrave and Whitney Straight changed over to streamlined bodies, with a useful improvement in speed. Details of the 1934 bodies have not been settled, but they will probably be light racing bodies similar to the one used by Nuvolari in Ulster, while a short tail may be added. The car with two seater body costs £795.

The chassis weight is approximately 14½ cwt., and with last year's two seater body totalled 17¾ cwt., but with the light body the weight can be reduced to about 15½ cwt. The all-out speed varies of course with the axle-ratio, but an idea can be gained from R. T. Horton's record lap of 115.55 m.p.h. in the British Empire Trophy with the normal road-racing body.

Lord Howe is again taking a team of cars to Italy for the Mille Miglia. He proposes to drive the whole way single-handed, with Thomas, his racing mechanic, as passenger. E. R. Hall will be the second member of the team driving with Mrs. Hall while Penn Hughes and Lurani will be co-drivers on the third car.

Eyston has ordered a team of three cars and will have as his other drivers Penn

PRESENT DAY RACING CARS—continued.

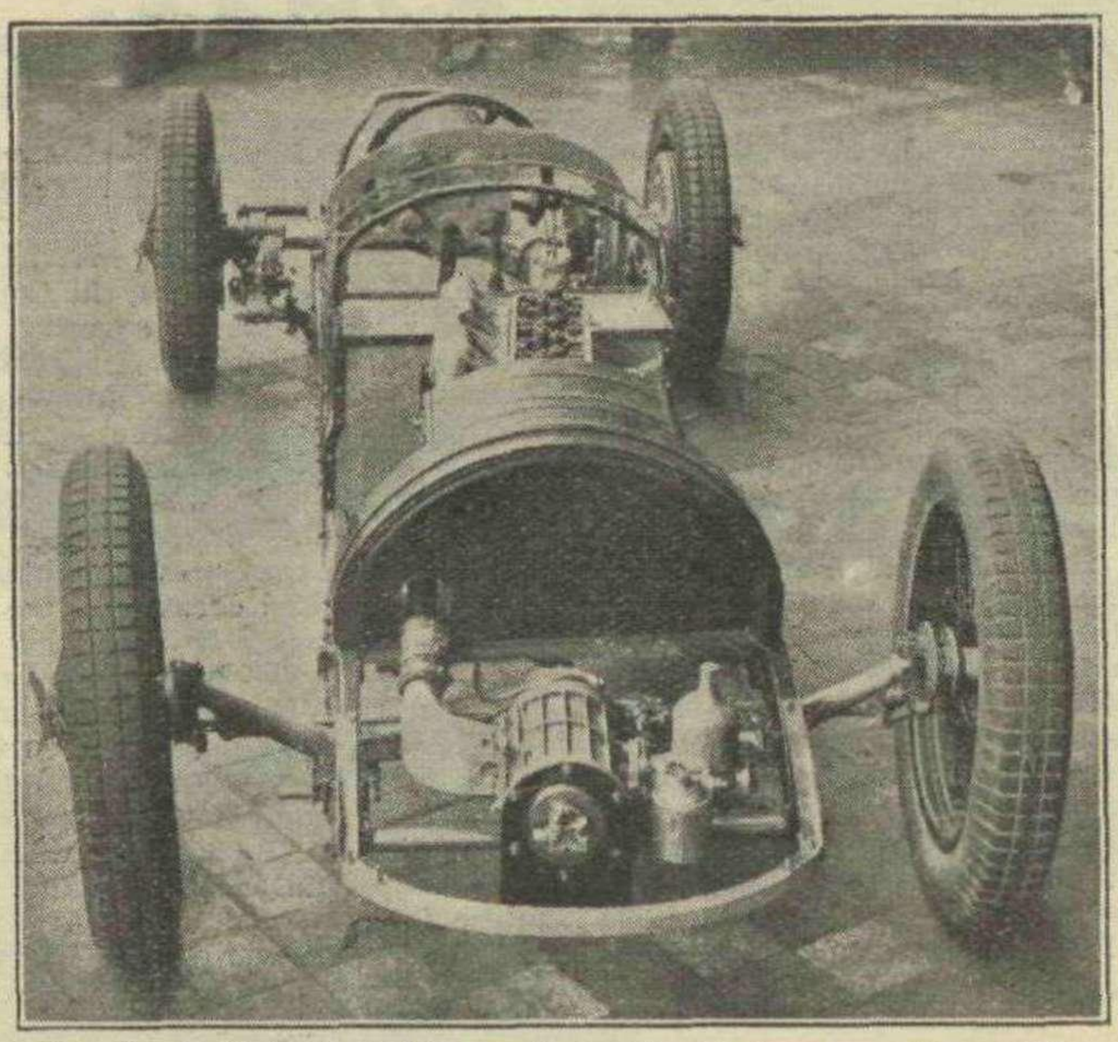
Hughes and Wal Handley, the well-known racing motor-cyclist. The Magic Magna, of which more anon, is also being prepared for him, with Denby as spare driver and tuner-in-chief.

Kaye Don has ordered three cars which will be driven by himself, Norman Black, and Jack Field, the Southport driver.

Mere, Yallop, Manby Colegrave and Hall will all be using their last year's cars, while Roy Eccles, Bartlett, C. E. C. Martin, and Ford and Baumer will also have Magnettes for the coming season, and Eccles and Ford have already entered their cars for Le Mans.

Kohlrausch, the well-known German driver, has ordered a Midget and a Magnette and these white-painted English cars will be seen in about 25 events in Germany during the coming season. Fork, another German driver, has also decided to buy a Magnette.

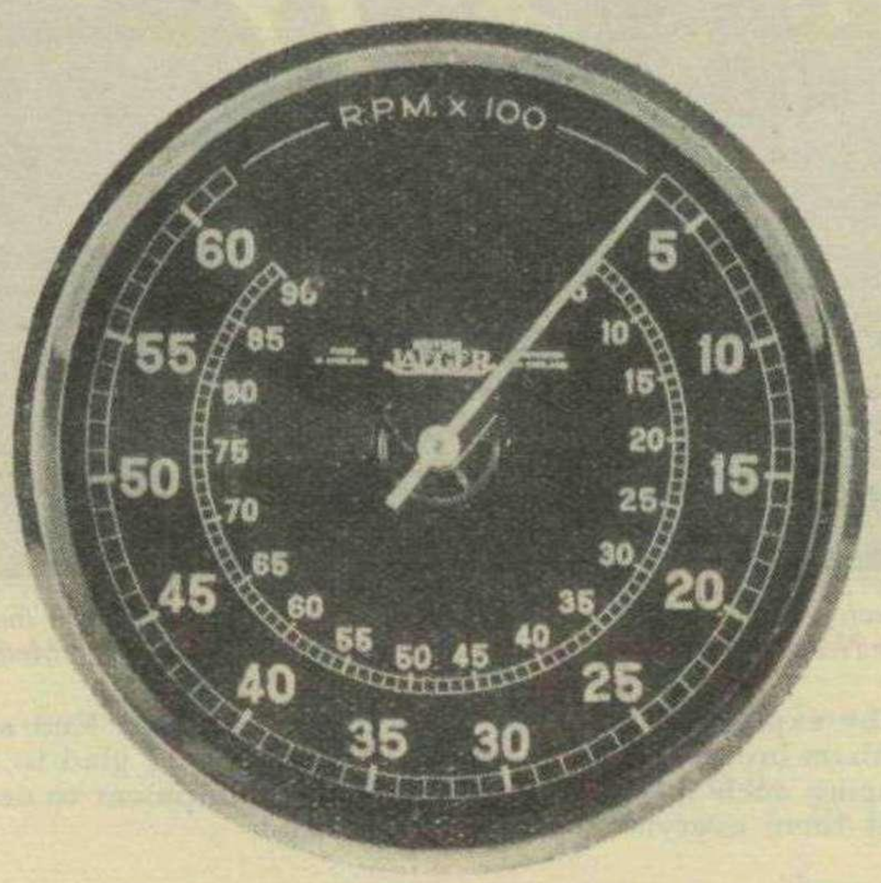
As has already been announced in Motor Sport, Horton is fitting his Magnette with a single-seater body with normal transmission and with the driver sitting on the right side, an arrangement he used with success on his Midget during 1933. George Eyston is having a special car built with off-set engine and transmission on the lines of the Magic Midget, which will be known as the Magic Magna. R. R. Jackson has also succumbed to the "Monoposto" craze, and is putting a single-seater on his car, which is the original Magnette which won the Mont des Mules Hill Climb. A fourth single seater is being built by a private individual but is very "hush hush" at present.



The chassis of the Magic Magna, showing the off-set engine and transmission.

The Magnettes have certainly made a excellent showing during the past season, and promise to enliven racing circles at home and abroad during 1934. The next thing to hope is that Mr. Kimber and his helpers down at Abingdon will turn their attention to something round the three litre mark, with which Great Britain can be adequately represented in the unlimited category.

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LORD HOWE OUTLINES HIS MILLE MIGLIA PLANS

M.G. Team Arrangements now Completed for the Italian 1000 Miles Classic

ONE of the most pleasant functions which took place last month was the luncheon given at the Savoy Hotel by Lord Howe, to celebrate the success obtained by the M.G. Magnette team in the Coppa Mille Miglia last year. The guests included Mr. Kimber, the Managing Director of the M.G. Company, Mr. Charles, the designer, Col. Lindsay Lloyd and other members of the R.A.C. racing committee, not to mention Lord Howe's fellow drivers, Hall and Mrs. Hall and Penn Hughes and H. P. McConnell who will again act as team manager.

Lord Howe outlined how he and Sir Henry Birkin as soon as they had heard rumours of an 1,100 c.c. M.G. had determined to enter the car in the Mille Miglia, and how after much research, the first batch of new cars were despatched to Italy in April, 1933. Apart from the experimental character of the Magnettes at that time, the race itself with its single lap of a 1,000 miles was a tremendous adventure, for a driver might be stranded some hundreds of miles from effective assistance. As the last of the great town-to-town races over open roads on which normal traffic and every sort of obstacle was liable to be met with, the Coppa Mille Miglia was unique in severity and the credit which it brought a successful car.

One of the things which made the race such a fine thing was the sportsmanship of the spectators, who acted as everything from human jacks when the driver was unable to change his road wheel, to direction posts as they waved lighted toches on the unmarked corners on the winding mountain passes.

Lord Howe who by then had roused in everyone the greatest enthusiasm for the race he was describing went on to thank Mr. Kimber for the help he had given and support and energy which he had shown in backing up the venture when it was under way, and added a further word of praise for the makers of the accessories, the Wilson gear box, Dunlop tyres and the rest whose help contributed so materially to the final result. As a result of experience gained the cars would be better than ever for the forthcoming season and he hoped once more to show the British flag abroad.

Mr. Kimber replied briefly and after thanking Lord Howe for his generous tributes said that much of the credit was due to his designer, Mr. Charles, and those who worked with him, giving as an instance a mechanic who had worked 73 hours without sleep, preparing one of the cars. Such efforts had not been in vain and he then wished the drivers the best of luck in the forthcoming race in April.

A feature of the decorations was the Gran Premio Brescia, the team prize which was a massive bronze trophy representing a chariot drawn by galloping horses. A cup for the first foreign car to finish was also won by the leading car, driven by Eyston and Lurani. Captain Eyston was prevented from being present at the gathering owing to preparations for another record attempt at Montlhéry.

DONALD HEALEY FETED BY NEWNHAMS

DONALD HEALEY and the Triumph teams which competed with such conspicuous success in the Monte Carlo Rally were recently entertained at a dinner given in their honour by Newnhams—the Triumph London Distributors. The proceedings commenced with cocktails served in Newnhams' splendid new showrooms in Berkeley Street—where several of the Rally cars were displayed—after which the scene changed to the May Fair Hotel, just across the way.

A large wall map showed the routes followed by the seven Triumph "Gloria" cars and after plates were cleared away Healey, in response to a toast to the Triumph teams proposed by Mr. Kay Don, gave a most interesting and amusing account of his journey from Athens. He paid a high tribute to his car, which had given him not a moment's trouble and did not require the opening of the tool kit during the whole journey.

Col. Holbrook, the Managing Director of the Triumph concern, expressed the natural gratification of the Company in having achieved such a remarkable success in their first serious endeavour in international competitions by gaining a 100% result, since there were seven Triumph cars entered from various points in Europe and all seven succeeded in reaching Monte Carlo within the schedule time.



At Newnhams Showrooms. Healey, Tanner and J. Hobbs, three of the drivers look cheerful in the foreground. Behind them are Maurice Newnham and Col. Holbrook, the chairman of the Triumph Motor Co.

Col. Holbrook concluded by expressing his appreciation to the Newnham brothers for their kindness in arranging such an enjoyable party and wished them every success with their new West End showrooms in which he was very glad to learn they intended the Triumph car to occupy a prominent position.

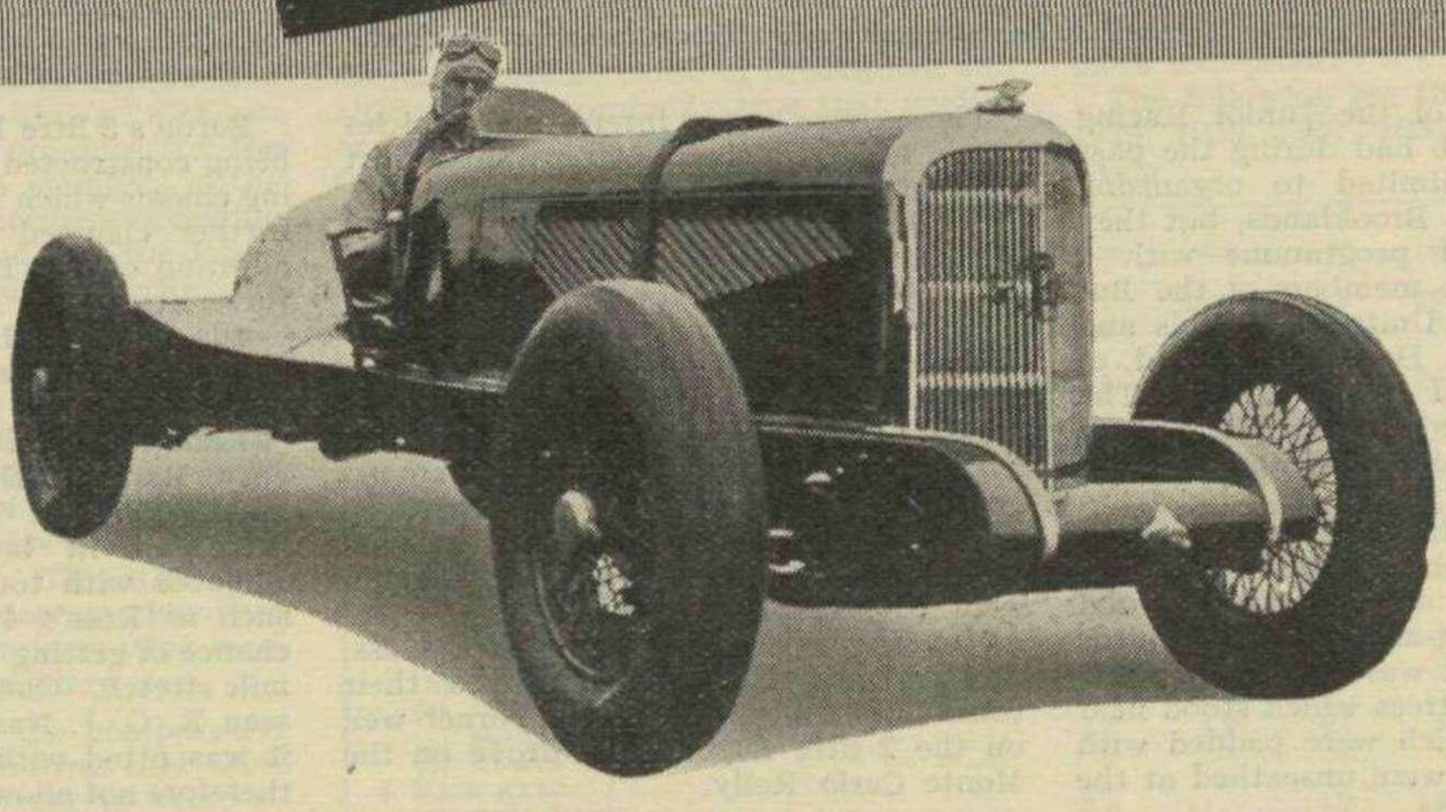
AN ECHO OF THE MONTE CARLO

THERE was a remarkable sequel to the performance of Donald Healey's Triumph car in the Monte Carlo Rally. Certain French competitors, it appears, refused to credit that the speed in the tests could be achieved by a car of this capacity, and lodged a protest alleging that the engine was not of the size stated.

In accordance with the regulations the engines of all the successful cars were measured by the Rally authorities, and Healey's engine was found to be entirely in order, being in fact a standard type.

The protest, in an event which is primarily of a sporting nature, was unfortunate but it can also be considered as a foreign tribute to the performance of this British light car.

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133.01 miles by Capt. G. E. T. Eyston

at the wheel of an 8-cylinder Panhard on the Montlhéry Track. He also broke the following World's and International Class B records:—

100 miles - - 132.98 m.p.h.
200 kilometres - 133.04 m.p.h.
(subject to official confirmation)

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R. Rose (4½ litre Bentley) on the starting line. The new supercharged Alta can be seen on the right.

THE J. R. D. C. SPEED TRIAL

—::—

AN INTER CLUB MEETING NEAR HENLEY.

THE activities of the Junior Racing Drivers' Club had during the past year been limited to organising Mountain Races at Brooklands, but they started their 1934 programme with a speed trial open to members of the Bugatti Owners', the United Hospitals and the Brighton and Hove Clubs and, of course, members of the J.R.D.C. The venue was Middle Culham Farm, two miles from Henley on the Henley-Maidenhead road.

The Trial was held over a standing quarter mile, which was laid out on a narrow road with a rough surface and minor ruts. A right-angle turn two thirds of the way along it was the only hazard, and the two large trees which stood near the corner and which were padded with straw and sacking were unscathed at the end of the meeting.

The spectators were able to park their cars near the main road, and an ample force of marshals kept them off the finishing stretch. The course followed the boundary of a large field and everyone was able to get a good view of proceedings. The narrowness of the road prevented any spectacular cornering, and no exciting incidents occurred, but the organisation ran smoothly and concluded with 45 minutes of daylight in hand, which augurs well for future events organised by the J.R.D.C.

Fifty-two entries, comprising cars of al sorts and sizes took their turn on the starting line before R. King-Farlow and his little Union Jack. The first group comprised cars under one litre, and the only lively performance was given by J. H. Potts (J.2 M.G.), who won his class.

Sumner on a blown Austin led off the 1,300 c.c. class with his car sounding rather woolly but he actually made fastest time in his group. Dr. Haines (Hornet Special) took to the grass at the corner. A series of Hornets and Magnas made undistinguished runs, most of the drivers seeming to have difficulty in catching up with the steering after the corner, but Day ou a Magna had the situation well in hand.

There were some interesting vehicles in the 1,500 c.c. class. After a false start owing to the presence of an official car, C. R. Instone on a 1½ litre G.P. Bugatti made a brisk run, faster than D. B. H. Robinson's well-preserved Brescia, while Stolbert got away well on his four-seater Aston Martin. Goodson (Austin S) equalled Stolbert's time. An attractive-looking Alta fitted with a Roots blower and driven by Briault had a fruity exhaust note but was rather slow. Inderwick on an old Fraser Nash was notably steady on the corner, but best time of the class again went to Day on the Magna.

Running again in the 2 litre class, Stolbert and Robinson improved their times, and Charters took the corner well on the 2 litre Lagonda he drove on the Monte Carlo Rally.

Baron's 3 litre Bugatti must be unique, being constructed from a three litre touring chassis which had been shortened, and further changed in appearance by the addition of a G.P. radiator. It won the three litre class, while Geoffrey Taylor's words of advice had not been wasted on Briault who made second fastest time on the Alta.

Running again in the Unlimited category, Baron further improved his speed, making Fastest Time of the Day. He succeeded in beating two blown 2.3 Bugattis with touring bodies, while cars such as Rose's 4½ litre Bentley had no chance of getting up speed on the quarter mile stretch. One would have like to have seen R. G. J. Nash on his V.8 Ford, but it was fitted with a coupé body and was therefore not allowed to run.



[*Motor Sport Photographs.*

G. B. C. Sumner, on his supercharged Austin, taking the bend.

THE J.R.D.C. SPEED TRIAL—continued.

Proceedings concluded with demonstration runs by Hood on a supercharged M.G., and C. E. C. Martin on an "L" type Magna. Both of them put up good times, which unfortunately did not count, as their club was not officially participating in the meeting.

RESULTS.

Up to 1,000 c.c.

1. J. H. Potts (J), M.G. J.2., 30.2 secs.
2. J. Tatton Ridd (J.), M.G. J.2, 31.2 secs.
3. D. Phillips (J.), M.G., J.2, 31.8 secs.

Up to 1,300 c.c.

1. J. H. Day (J), 1,300 c.c. M.G. Magna, 29 secs.
2. Dr. E. B. Haines (U.), 1,271 c.c. Hornet Special, 29.8 secs.
3. G. B. C. Sumner (B.), 747 c.c. Austin S., 312 secs.

Up to 1,500 c.c.

1. J. H. Day (J.), 1,300 c.c. M.G. Magna, 28.6 secs.
2. H. W. Inderwick (U.), 1,496 c.c. Frazer-Nash, 29 secs.
3. J. H. Stolbert (U.), 1,493 c.c. Aston Martin, 29.2 secs.
3. C. H. Goodson (B.), 749 c.c. Austin S., 29.2 secs.

Up to Two Litres.

1. J. H. Stolbert (U.), 1,493 c.c. Aston Martin, 28.8 secs.
2. D. R. Briault (U.), 1,074 c.c. AltaS, 29 secs.
3. D. B. H. Robinson (B.O.), 1,496 c.c. Bugatti, 29.8 secs.

Up to Three Litres.

1. A. Baron (B.O.), 2,992 c.c. Bugatti, 27 secs.
2. D. L. Briault (U.), 1,074 c.c. Alta S, 28 secs.
3. H. W. Inderwick (U.), 1,496 c.c. Frazer Nash, 28.8 secs.

Unlimited

1. A. Baron (B.O.), 2,992 c.c. Bugatti, 26.8 secs.
2. J. K. Laurence (B.O.), 2,300 c.c. Bugatti, S., 27.8 secs.
3. Gerald Shapley (B.O.), 2,261 c.c. Bugatti, S, 28.8 secs.

Sealed Handicap: J. H. Potts, M.G. Midget.

Net Time: 18.2 secs.

B. denotes Brighton & Hove Club.
B.O. ,, Bugatti Owners Club.
J. ,, J.R.D.C.
U. ,, United Hospitals Club.

THE CAUSES OF MOTOR BREAKDOWNS.

THE analysis of the causes of breakdowns in motor cars issued annually by the R.A.C. is now available. The figures are compiled in conjunction with the operation of the Club's "Get you Home" scheme. This provides for the use of a free relief car to members in the event of a breakdown or accident occurring whilst they are on the road, and the actual cause of the breakdown is specified in each case.

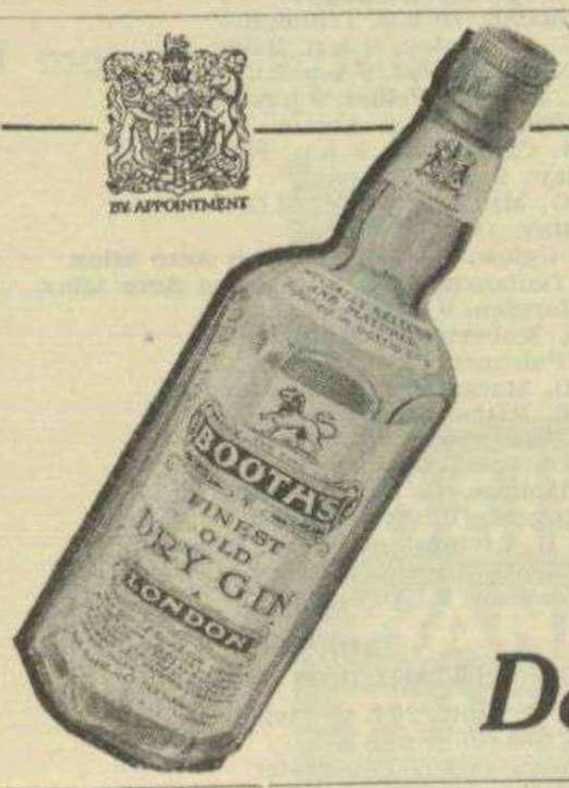
In 1933, the number of cases dealt with was 11,983, and this figure is a matter of interest. During 1933, the car Associate-Membership of the R.A.C. increased by 8.94% the number of cars dealt with under the Club's breakdown scheme decreased by just over 4%. This is the first time such a percentage decrease has been recorded and suggests an increasing measure of realiability in modern cars.

It will be seen from the comparative figures given with the analysis that there is little variation from year to year, although there are one or two outstanding exceptions, the most satisfactory being the accident figure, which has shown a small but progressive decline from year to year. On the other hand, the troubles arising from carburation are steadily increasing. Front axles and steering show a satisfactory improvement, whilst the figures for wheels and suspension is the best hitherto recorded.

Ignition and axle shafts continue to be the most prolific cause of breakdown and although it is probably true that neglect or misuse on the part of owners may be the underlying cause of the trouble, the Club is of the opinion that these two items merit the attention of manufacturers in order to render them if possible, somewhat more fool-proof.

The following are the figures for 1928, 1929, 1930, 1931, 1932 and 1933 respectively :—

	1928	1929	1930	1931	1932	1933
1. Power Unit.						
(a) Ignition	22.7	20.3	20.4	20.8	20.4	20.2
(b) Carburation	2.6	2.6	2.8	3.5	3.7	4.2
2. Engine.						
(a) Cylinders and pistons	10.5	10.9	10.4	10.1	9.9	10.
(b) Valve mechanism. Cam shaft. Lay shaft. Secondary and Timing gear ...	.4	.6	.7	2.6	2.3	2.9
(c) Valves	1.4	1.5	1.5	1.3	1.5	1.6
(d) Lubrication	2.5	3.1	2.8	2.2	2.6	2.6
(e) Water circulation	2.2	3.1	2.6	2.2	2.5	2.8
(f) Crankshaft	.5	.4	.7	.7	.8	.8
(g) Not stated	5.8	6.1	5.9	5.5	5.3	4.7
(h) Starting	1.	1.	1.	1.	1.2	1.2
3. Transmission and Brakes.						
(a) Cutch	5.1	5.9	6.4	6.3	6.2	5.9
(b) Gear Box	2.6	2.4	2.3	1.9	2.6	2.7
(c) Couplings, Universal joints and propeller shafts	4.1	4.3	4.1	4.2	4.0	4.2
(d) Brakes	.1	.2	.3	.3	.4	.6
4. Back Axle.						
(a) Axle shafts	13.8	14.	14.2	13.6	12.7	13.8
(b) Differential	.7	.8	1.	.9	1.2	1.
(c) Bevels and worms	1.	.9	.9	1.	1.1	.9
5. Front Axle and Steering	3.3	2.4	3.3	3.2	3.1	1.8
6. Road Wheels and Suspension	4.2	4.5	4.3	4.4	4.1	3.6
7. Lighting Failures	2.0	2.4	2.2	2.0	2.5	2.9
8. Accidents	13.5	12.6	12.2	12.3	11.9	11.6
	100.	100.	100.	100.	100.	100.



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THE R.A.C. RALLY

A Record Entry.

ENTRIES for the R.A.C. Rally closed on Monday, 5th February, with the record total of 400. The Regulations provided for this number as the maximum that could be accepted, but actually nearly 450 entries were received by the R.A.C. It has been necessary therefore, to return the surplus with regret at the inevitable disappointment which will naturally be felt by these intending entrants. The entry is the largest which has ever been received for any motoring competition in this country.

The total of 400 is made up of 108 in Class 1 for cars over 16 h.p. ; 158 in Class 2 for cars from 10 h.p. to 16 h.p., and 134 in Class 3 for cars up to 10 h.p.

Every type of car is represented from the seven horse power "baby" saloon to the largest luxury car. The Rally takes place on 13th-17th March and finishes at Bournemouth.

Forty-seven of the cars are entered by ladies and will be eligible for the Ladies' Prizes. Of the nine starting points, London again reached the maximum of 100.

The following is the number of entries in classes from each Control :—

CONTROL	CLASS 1.	CLASS 2.	CLASS 3.	TOTAL.
London	35	38	27	100
Bath	19	17	27	63
Norwich	3	12	18	33
Leamington	20	23	14	57
Buxton	8	18	19	45
Harrogate	3	15	11	29
Liverpool	10	15	8	33
Newcastle	5	10	7	22
Glasgow	5	10	3	18
Totals	108	158	134	400

THE COMPLETE LIST OF COMPETITORS FROM ALL CONTROLS.

LONDON

Class 1 (over 16 h.p.)

Lady M. Oldham, 21 h.p. Vauxhall.
A. W. F. Smith, 20 h.p. Alvis.
L. Baynes, 21 h.p. Wolseley.
J. R. Edwards, 20 h.p. Armstrong Siddeley.
M. V. Lambert, 24 h.p. Humber.
T D. Wynn-Weston, 22 h.p. Rover.
L. J. Hollingsworth, 30 h.p. Ford.
Miss M. G. Chiesman, 28 h.p. Delage.
Miss B. J. Streather, 19.82 h.p. Alvis.
E. H. Mayer, 22 h.p. Alfa-Romeo.
W. T. Lanes, 30 h.p. Lagonda.
S. Gootnick, 36 h.p. Mercédès-Benz.
Mrs. A. M. Damer-Priest, 20 h.p. Alvis.
G. Lockwood, 28 h.p. Hotchkiss.
A. G. Bainton, 28 h.p. Hotchkiss.
G. Wansbrough, 29.8 h.p. Siddeley Special.
F. J. McGrady, 30 h.p. Lagonda.
J. Eason-Gibson, 17 h.p. Essex.
D. M. K. Marendaz, 17 h.p. Marendaz Spec al.
D. G. Silcock, 17 h.p. Marendaz Special.
N. Black, 16.9 h.p. Essex Terraplane.
R. C. Presland, 45 h.p. Bentley.
C. W. Ward, 26 h.p. Bentley.
W. M. Park, 26 h.p. Rolls-Royce.
B. King, 20.1 h.p. Citroen.
C. J. Joyce, 20.9 h.p. Talbot.
N. Rees, 21 h.p. Alfa-Romeo.
P. Runciman, 21 h.p. Alvis.
R. C. Eller, 30 h.p. Lagonda.
W. A. Fitzgerald 30 h.p. Lagonda.
C. B. Follett, 20 h.p. Alvis.
The Earl of March, 20 h.p. Alvis.
Hon. Brian Lewis, 20 h.p. Alvis.

Class 2 (over 10h.p. and up to 16 h.p.)

J. N. Bennett, 12 h.p. Armstrong Siddeley.
A. Broadley, 11.16 h.p. Darracq Special.
F. D. Cooper, 12 h.p. Wolseley Hornet Special.
H. H. Anspach, 12 h.p. Riley.
C. J. Hawkes, 12 h.p. Invicta.
C. T. W. Debree, 12.08 h.p. Riley.
E. R. Wood, 12 h.p. Riley.
N. E. Bracey 12.08 h.p. Wolseley Hornet Special.
C. F. Hurlock, 15.7 h.p. A.C. "Ace."
C. Dugdale, 16 h.p. O.M.
G. D. Blackwood, 12 h.p. Wolseley Hornet Special.
Wm. McEwen, 16 h.p. Hillman.
H. Dry, 13.9 h.p. Citroen.
G. C. Terry, 12 h.p. Wolseley Hornet Special.
G. Graham, 14 h.p. Talbot.
J. G. Tice, 16 h.p. Standard.
A. R. Harrison, 11.9 h.p. Rover.
M. H. Parkin, 14 h.p. Morris Major.
A. Mitchener, 12 h.p. Wolseley Hornet.
D. G. Evans, 13 h.p. Singer.
T. Cansick, 14 h.p. Morris Major.
W. H. Betts, 14 h.p. Talbot.
D. C. Norman, 12 h.p. Morris.
H. W. Allingham, 12 h.p. M.G.
A. F. Walker, 12.9 Austin.
D. O. Spink and J. R. Spink, 15 h.p. Daimler.
Major Sir A. Hickman, Bt., 16 h.p. S.S.I.
Miss B. Daniell, 12 h.p. Wolseley Hornet.
Mrs. G. Daniell, 16 h.p. A.C. "Ace."
D. R. Hall-Caine, 12 h.p. M.G. Magnette.
S. B. Cliff, 12 h.p. Alvis.
J. T. Prankerd, 13.84 h.p. Rover.
Wm. Ruscoe, 12 h.p. Aston-Martin.
A. W. Hubble, 15.7 h.p. Crossley.
F. G. McKim, 13.9 h.p. Citroen.
J. Sunley, 13.9 h.p. Citroen.
Mrs. C. Burns, 16 h.p. Standard.
A. G. Throssell, 15 h.p. Daimler.

Class 3 (up to 10 h.p.)

J. H. de P. Rennick, 9 h.p. Singer.
F. R. G. Spikins, 9 h.p. Singer.
F. W. Winkworth, 9 h.p. Riley.
Miss D. L. Bean, 9 h.p. Singer.
D. Healey, 10 h.p. Triumph.
Miss M. D. Heath, 10 h.p. Austin.
R. F. Arnatt, 9 h.p. Singer.
W. G. Thomas, 7.8 h.p. Austin.
Miss P. T. Hart, 8 h.p. Morris Minor.
P. R. Walter, 9 h.p. B.S.A.
J. Pares, 8 h.p. M.G.
W. S. Wintle, 9 h.p. Singer.
D. E. Harris, 9 h.p. Singer.
J. Torrome, 9.98 h.p. Standard.
J. W. Bezzant, 8 h.p. Ford.
G. K. Gout, 8 h.p. Ford.
E. A. Airy, 9 h.p. Singer.
A. E. Ansell, 9 h.p. Riley.
Miss A. B. Hooper, 9.8 h.p. Hillman Minx.
C. V. Wells, 10 h.p. Triumph.
W. J. Milton, 10 h.p. Austin.
F. A. Price, 7.8 h.p. Austin.
G. C. Oxley-Sidey and M. Shorey, 9 h.p. Riley.
C. O. Jackson, 10 h.p. Austin.
Miss J. Weekes, 8 h.p. Ford.
B. Roy, 10 h.p. Triumph.
R. A. Page-Croft, 9 h.p. Singer.
J. A. Driskell, 8 h.p. Ford.

BATH

Class 1 (over 16 h.p.)

H. C. Berry, 20 h.p. Armstrong Siddeley.
D. P. Crossman, 25 h.p. Bentley
D. Monro, 20 h.p. Invicta.
L. Pascoe, 20 h.p. Talbot.
M. H. Taylor, 24 h.p. Vauxhall.
D. M. Chance, 36 h.p. Mercédès-Benz.
F. Gordon-Crosby, 20 h.p. S.S.1.
Hon. Mrs. Chetwynd, 30 h.p. Ford.
D. Froy, 17 h.p. Fiat.
F. H. Dupre, 20 h.p. Rover.
A. E. Moss, 17 h.p. Marendaz Special.
F. H. Seabrooke, 20 h.p Chrysler.
C. Lax, 21 h.p. Hillman.
E. Ainsworth, 20 h.p. Avon Special.
P. E. Talbot, 21 h.p. Talbot.
W. G. Whitford Hawke, 19.82 h.p. Alvis.
W. E. C. Watkinston, 20 h.p. Alvis.
P. H. Pleydell-Bouverie, 21 h.p. Lagonda.
Col. A. H. Loughborough, 18 h.p. Lanchester.

Class 2 (over 10 h.p. and up to 16 h.p.)

L. C. Barker, 12 h.p. Armstrong Siddeley.
C. M. B. Kite, 12 h.p. Wolseley Hornet Special.
P. C. Clayton, 12.08 h.p. M.G. Magnette.
B. Weston, 12 h.p. Wolseley.
Lt.-Colonel W. C. Clark, 12 h.p. Wolseley Hornet Special.
F. S. Barnes, 13 h.p. Singer.
M. Tombs, 14 h.p. Rover.
A. R. Mellor, 13 h.p. Singer.
W. E. C. Watkinson, 12 h.p. M.G.
F. E. Fenier, 14 h.p. Rover.
D. Krauss, 12 h.p. Wolseley Hornet Special.
D. H. Scribbans, 12 h.p. Riley.
Miss B. M. Sheffield, 12 h.p. Armstrong Siddeley.
B. F. Stanbury, 12 h.p. Riley.
R. P. Gardner, 13 h.p. Lagonda.
V. H. Heberlein, 16 h.p. S.S.I.
Sir N. Pringle, 14 h.p. Austin.

Class 3 (up to 10 h.p.)

J. D. Ouvry, 10 h.p. Lanchester.
Miss C. Ward, 9 h.p. Riley.
Mrs. W. Marcus-Brown, 9 h.p. Riley.
J. Hobbs, 10 h.p. Triumph.
K. G. Marsh, 10 h.p. Triumph.
Mrs. K. R. Lysley, 9 h.p. Riley.
Mrs. E. E. Lambert, 9 h.p. Riley.
Miss L. M. de C. Pellier, 9 h.p. Singer.
N. A. Prince, 8 h.p. Austin.
Miss D. Cartwright, 9 h.p. Singer.
V. Riley, 9 h.p. Riley.
E. L. G. Mitchell, 8 h.p. M.G.
J. F. May, 10 h.p. Morris.
W. P. Uglow, 9.8 h.p. Hillman Aero Minx.
M. P. Tenbosch, 9.8 h.p. Hillman Aero Minx.
J. N. Marsden, 9 h.p. Singer.
J. A. R. Robertson, 7.8 h.p. Austin.
F. S. Fairhurst, 8 h.p. Ford.
B. C. D. Macartney, 9 h.p. Standard.
W. J. B. Richardson, 9 h.p. Singer.
F. D. Pickering, 7.96 Ford.
F. C. Rolfe, 9 h.p. Singer.
A. E. Holmes, 10 h.p. Triumph.
B. C. Rogers, 10 h.p. Standard.
Miss I. H. Livingstone, 9 h.p. Riley.
J. A. Elliott, 10 h.p. Crossley.
M. H. Lawson, 9 h.p. Singer.

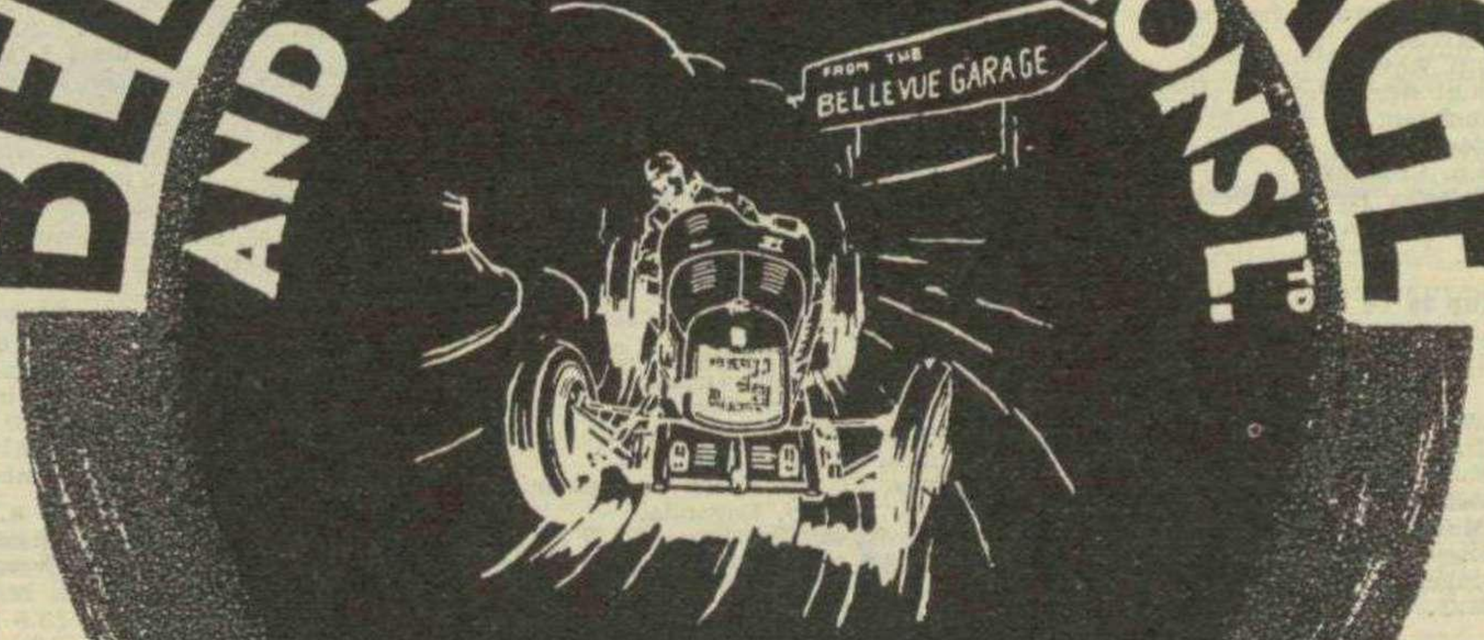
BUXTON

Class 1 (over 16 h.p.)

Capt. G. E. Stott, 20 h.p. Alvis.
W. V. Cross, 20 h.p. S.S.I.
H. Ingham, 18 h.p. Lanchester.
K. G. Wilby, 20 h.p. Armstrong Siddeley.

BELLEVUE GARAGE

AND SERVICE STATIONS Ltd.



Director & Manager
DENIS G. EVANS

RAC REPAIRER

AA APPOINTED GARAGE

Every mechanic on our staff has had long experience in the tuning of cars for reliability trials, track and road racing. Our long list of racing successes during 1933 fully endorse their abilities in this important phase of motoring activity.

Agents for MG and Austin CARS

We shall be delighted to advise you and submit our estimates free.

We tune and supply any make of car, and offer liberal amounts for cars taken in part exchange.

Deferred terms can be arranged.

Every kind of repair to chassis and coachwork undertaken.

18 & 19 BELLEVUE ROAD
WANDSWORTH COMMON, S.W.17.
TELEPHONE BATTERSEA 0479.

THE R.A.C. RALLY—continued.

J. B. Thompson, 30 h.p. Ford.
J. V. Toft, 20 h.p. Rover.
Chas. Boot, J.P., 44 h.p. Rolls-Royce.
H. E. Mitchell, 24 h.p. Vauxhall.

Class 2 (over 10 h.p. and up to 16 h.p.).

F. B. Allen, 12 h.p. Armstrong Siddeley.
C. M. Anthony, 12 h.p. Aston Martin.
F. S. Barnes, 12.95 h.p. Singer.
S. J. Clutterbuck, 12 h.p. Rover.
S. P. Thurston, 14 h.p. Talbot.
M. Newnham, 13 h.p. Triumph.
Capt. J. P. Black, 12 h.p. Standard.
J. G. Pige-Leschallas, 16 h.p. A.C.
S. Swiddell, 12 h.p. Standard Avon.
J. L. Wilson, 12 h.p. Alvis.
C. G. H. Dunham, 14 h.p. Rover.
W. A. McKenzie, 16 h.p. Bentley.
J. W. Mills, 13 h.p. Sunbeam.
E. Hasel, 15.9 h.p. Crossley.
A. W. Hubble, 15.7 h.p. Crossley.
A. K. Hunt, 12 h.p. Wolseley Hornet Special.
W. E. Clay, 12 h.p. M.G. Magna.
E. Toft, 14 h.p. Rover.

(Class 3 (up to 10 h.p.)

Mrs. R. Gough, 9 h.p. Riley.
Mrs. P. H. Johnson, 8 h.p. M.G.
J. Harrop, 8 h.p. M.G.
M. C. Wolks, 10 h.p. Rover.
C. E. Packer and P. T. Danby, 8 h.p. Ford.
H. Hodgkinson, 8 h.p. M.G.
P. Appleton, 10 h.p. Lanchester.
R. W. Hancock, 8 h.p. M.G. Midget.
J. B. Rothwell, 9 h.p. Riley.
W. N. Evans, 8.9 h.p. Singer.
J. H. Beckwith, 8 h.p. M.G.
V. Riley, 9 h.p. Riley.
C. W. Hough, 9 h.p. Singer.
Miss K. M. Bradbury, 9 h.p. Riley.
J. H. Lowick, 8.05 h.p. M.G.
J. S. Fruin, 8.9 h.p. Singer.
P. McEntee, 9 h.p. Riley.
J. H. Kemsley, 9 h.p. Riley.
M. A. McEvoy, 10 h.p. B.S.A.

GLASGOW
Class 1 (over 16 h.p.)

K. W. B. Sanderson, 20 h.p. Alvis.
J. P. Agnew, 18 h.p. Talbot.
Miss E. M. B. Smith, 20 h.p. Alvis.
K. N. Hutchison, 30 h.p. Ford.
R. D. Hunmam, 20 h.p. S.S.I.

Class 2 (over 10 h.p. and up to 16 h.p.)

C. D. Siddeley, 12 h.p. Armstrong Siddeley.
J. Flint, 16 h.p. Alfa-Romeo.
G. C. S. Turner, 12 h.p. Riley.
S. B. Wilks, 12 h.p. Rover.
R. W. Costa, 12 h.p. Alvis.
Miss A. Gibson-Watt, 14 h.p. Riley.
C. G. Seddon, 16 h.p. Lagonda.
Miss V. M. Wilby, 12 h.p. Frazer-Nash.
H. G. Strong, 16 h.p. Standard.
K. N. Hutchison, 16 h.p. A.C. March Special.

Class 3 (up to 10 h.p.)

J. M. Archer, 10 h.p. Lanchester.
Miss E. A. Ferguson, 9 h.p. Riley.
N. Garrad, 10 h.p. Crossley.

HARROGATE
Class 1 (over 16 h.p.)

J. A. Middleton-Joy, 20 h.p. Armstrong Siddeley.
C. Mann, 30.1 h.p. Ford.
N. Grimshaw, 28 h.p. Essex.

Class 2 (over 10 h.p. and up to 16 h.p.)

Mrs. E. M. Staniland, 12 h.p. Armstrong Siddeley.
J. H. Stothert, 12 h.p. Aston-Martin.
F. A. Rhodes, 12 h.p. Aston-Martin.
C. H. Smith, 16 h.p. Morris-Oxford.
Dr. H. L. Rogerson, 12 h.p. M.G.
Dr. A. W. MacQuarrie, 12 h.p. Morris Ten-Six.
L. Hall, 12 h.p. Standard.
J. W. Naylor, 11.9 h.p. M.G. Magna.
V. Riley, 14 h.p. Riley.
A. G. Pointing, 12 h.p. Riley.
A. S. Pearce, 16 h.p. Standard.
J. Kingston-Whittaker, 12 h.p. M.G. Magnette.
B. N. Wilmott, 14 h.p. Rover.
Mrs. M. W. Stanton, 12 h.p. Riley.
J. E. Benn, 11.9 h.p. Hornet Swallow.

Class 3 (up to 10 h.p.)

S. A. Roebuck, 9 h.p. Singer.
E. N. R. Hewitt, 9.5 h.p. Triumph.
Miss J. Astbury, 9 h.p. Singer.
R. I. Forbes, 10 h.p. Triumph.
H. C. Hobson, 7.8 h.p. Austin.
Miss M. Jennings, 10 h.p. Rover.
E. A. Denny, 9 h.p. Riley.
F. E. Salter, 10 h.p. Standard.
G. C. Stead, 8 h.p. Austin.
Miss E. J. Hirst, 8 h.p. Morris Minor.
S. M. Thompson, 8 h.p. Austin.

LEAMINGTON
Class 1 (over 16 h.p.)

Major C. F. Dingwall, 18 h.p. Austin.
Miss B. Skinner, 17.9 h.p. Morris-Cowley.
J. Higginbottom Grime, 17.7 h.p. Morris Isis.
J. Margerison, 23.8 h.p. Sunbeam.
A. J. Masland, 30 h.p. Ford.
Captain J. P. Black, 20 h.p. Standard.
H. Hillcoat, 30 h.p. Ford.
E. C. Harris, 17 h.p. Alvis.
R. A. Harding, 20 h.p. S.S.I.
B. Sleath, 19.9 h.p. Swallow S.S.I.
J. D. Burton, 21 h.p. Vauxhall.
F. C. Ashby, 30 h.p. Ford.
J. N. Morris, 24 h.p. Vauxhall.
P. A. James, 23.8 h.p. Sunbeam.
G. Readings, 17 h.p. Essex Terraplane.
C. H. Ship, 20 h.p. Lagonda.
J. R. Allcroft, 30 h.p. Lagonda.
Hal Hill, 43.3 h.p. Rolls-Royce.
G. Wood, 20 h.p. Buick.
F. Hallam, 17 h.p. Alvis.

Class 2 (over 10 h.p. and up to 16 h.p.).

Miss L. M. Roper, 12 h.p. Armstrong Siddeley.
K. E. Wilks, 12 h.p. Rover.
E. H. Banfield, 12 h.p. M.G. Magna.
Miss M. V. Milne, 12 h.p. Armstrong Siddeley.
L. L. Hunt, 12 h.p. Wolseley.
Hal Turner, 16 h.p. Bentley.
T. MacCabe, 13 h.p. Marendaz.
A. Harley, 16 h.p. Lagonda.
Mrs. M. E. Donnithorne, 16 h.p. Lagonda.
V. L. Parry, 12 h.p. M.G. Magna.
S. V. Holbrook, 15 h.p. Daimler.
W. Turner, 16 h.p. Standard.
A. J. D. Mackintosh, 11.9 h.p. Morris-Cowley.
J. F. George, 12 h.p. Riley.
A. St. V. East, 16 h.p. Acedes.
A. St. V. East, 15 h.p. Daimler.
Miss M. Whitney, 13.84 h.p. Rover.
L. P. Lee, 12.95 h.p. Triumph.
J. A. Flewitt, 15.9 h.p. Austin.
C. C. W. Burrage, 12 h.p. Standard.
G. S. Sanders, 12 h.p. M.G. Magna.
G. H. R. Chaplin, 16 h.p. S.S.
F. P. Smith, 13 h.p. Wolseley Hornet Special.

Class 3 (up to 10 h.p.)

Mrs. S. H. Richards, 10 h.p. Standard.
J. C. Ridley, 10 h.p. Triumph.
Wm. Jackson, 9 h.p. Riley.
Wm. J. Shakespeare, 10 h.p. Austin.
Wm. R. Brown, 10 h.p. Rover.
J. A. H. Gott, 9 h.p. Singer.
F. S. Barnes, 8.93 h.p. Singer.
F. Leslie-Smith, 9 h.p. Singer.
Captain J. P. Black, 9 h.p. Standard.
S. H. Newsome, 9 h.p. Riley.
Miss Z. L. Burn, 9 h.p. Riley.
G. W. Olive, 10 h.p. Avon Standard.
A. J. Blake, 9.8 h.p. Crossley.
D. S. Hand, 9.01 h.p. Riley.

LIVERPOOL
Class 1 (over 16 h.p.)

G. Warburton, 23.4 h.p. Vauxhall.
G. H. Wilbraham, 18 h.p. Lanchester.
R. H. Gregory, 19.82 h.p. Alvis.
Major A. D. Carey, O.B.E., 20 h.p. S.S.I.
R. D. Tong, 30 h.p. Lagonda.
W. A. Atkinson, 21 h.p. Talbot.
A. S. W. Tickle, 33 h.p. Bugatti.
J. McEvoy, Ford.
W. M. Couper, 18 h.p. Talbot.
T. V. G. Selby, 26 h.p. Chrysler.

Class 2 (over 10 h.p. and up to 16 h.p.)

H. S. Linfield, 12 h.p. Armstrong Siddeley.
L. Prideaux-Brune, 12 h.p. Aston Martin.
Major D. E. M. Douglas-Morris, 12 h.p. Invicta.
A. O. Hollick, 14 h.p. Rover.
Captain E. H. Hill, 13 h.p. Lagonda.
E. D. Grierson, 12.50 h.p. M.G. Magna.
R. M. L. Lemon, 12.08 h.p. Wolseley.
A. M. Scott, 14 h.p. Rover.
Miss F. B. Cranmore, 12 h.p. Morris Ten Six.
J. Woodhead, 12 h.p. Aston Martin.
F. D. Hulse, 16 h.p. S.S.I.
Miss P. Deacon and H. L. Benn, 12 h.p. Humber.
N. D. Ryder, 13 h.p. Sunbeam.
A. Templeton, 12 h.p. M.G. Magna.
C. A. Hopkins, 14 h.p. Vauxhall.

Class 3 (up to 10 h.p.)

A. N. McKechnie, 9 h.p. Riley.
T. S. Heaton Fairclough, 9 h.p. Riley.
Miss D. C. N. Champney, 9 h.p. Riley.
M. Whitfield, 9 h.p. Standard.
G. B. Gush, 9 h.p. Riley.
A. H. Wilkinson, 9 h.p. Riley.
W. M. D. Montgomery, 9 h.p. Singer.
D. Lewis, 8 h.p. M.G. Mdiget.

NEWCASTLE
Class 1 (over 16 h.p.)

A. G. D. Clease, 20 h.p. S.S.I.
I. Fraser Marshall, 30 h.p. Siddeley Special.
T. C. and C. H. Mann, 30 h.p. Lagonda.
C. Bicknell, 20 h.p. Alvis.
E. Genna, 21 h.p. Sunbeam.

Class 2 (over 10 h.p. and up to 16 h.p.)

F. Reah, 12 h.p. Armstrong Siddeley.
G. Ross, 16 h.p. Rover.
Miss E. M. Eastcott, 12 h.p. Wolseley Hornet.
Mrs. M. Williams, 13.9 h.p. Rover.
Mrs. H. G. Pringle, 12 h.p. Riley.
R. H. Day-Dewdney, 14 h.p. Stoewer (F.W.D.).
R. J. P. Morley, 16 h.p. A.C. (Acedes).
G. W. Olive, 16 h.p. Standard.
S. R. Mitchell, 13 h.p. Marendaz.
H. E. Symons, 12 h.p. Armstrong Siddeley.

Class 3 (up to 10 h.p.)

S. C. H. Davis, 10 h.p. Rover.
J. Harrison, 8 h.p. Ford Mistral.
Lord de Clifford, 10 h.p. Lagonda.
B. E. Appleby, 10 h.p. Aero Minx Hillman.
R. C. Tibbey, 9 h.p. Singer.
Mrs. L. Baingridge, 9 h.p. Riley.
B. W. Fursdon, 7.9 h.p. Austin.

NORWICH
Class 1 (over 16 h.p.)

Miss R. M. Harker, 20 h.p. Sunbeam.
M. L. Curtis, 30 h.p. Ford.
H. C. Gardner, 30 h.p. Ford.

Class 2 (over 10 h.p. and up to 16 h.p.)

S. Howes, 12 h.p. Armstrong Siddeley.
H. W. Henshall, 12 h.p. Alvis.
A. C. Dutton, 16 h.p. Standard.
G. F. Searle, 14 h.p. Rover.
W. T. Pitt, 15.9 h.p. Hispano Suiza.
Miss I. M. Burton, 14 h.p. Vauxhall.
J. R. Humphreys, 12 h.p. Wolseley Hornet Special.
A. C. Fairtlough, 15.7 h.p. A.C. Ace.
A. H. Oxenford, 12 h.p. Standard.
H. C. Liddell, 13 h.p. Lagonda.
G. F. H. Mason, 12 h.p. Wolseley.
R. le G. Norgate, 15.9 h.p. Bentley.

Class 3 (up to 10 h.p.)

C. E. Scrutton, 10 h.p. Lanchester.
Miss M. J. Dobson, 8 h.p. M.G. Midget.
E. G. Hughes, 8 h.p. Austin.
O. A. Hyner, 9 h.p. S.S.II.
L. K. Calver, 8 h.p. Austin.
E. J. Gold, 9 h.p. Singer.
C. A. Hall, 9 h.p. Singer.
J. A. Baylay, 9 h.p. Singer.
D. A. Dalton Ruse, 9 h.p. Singer.
J. E. Mellor, 10 h.p. Hillman Aero Minx.
V. W. Oubridge, 8 h.p. M.G.
A. Westwood, 9 h.p. Singer.
E. F. Ranger, 9 h.p. Singer.
R. A. Brown, 8 h.p. Ford.
H. H. Oak-Rhind, 8 h.p. M.G.
H. C. Gardner, 8 h.p. Ford.
C. L. Bembridge, 9 h.p. Riley.
A. N. Huntley-Walker, 9 h.p. Riley.

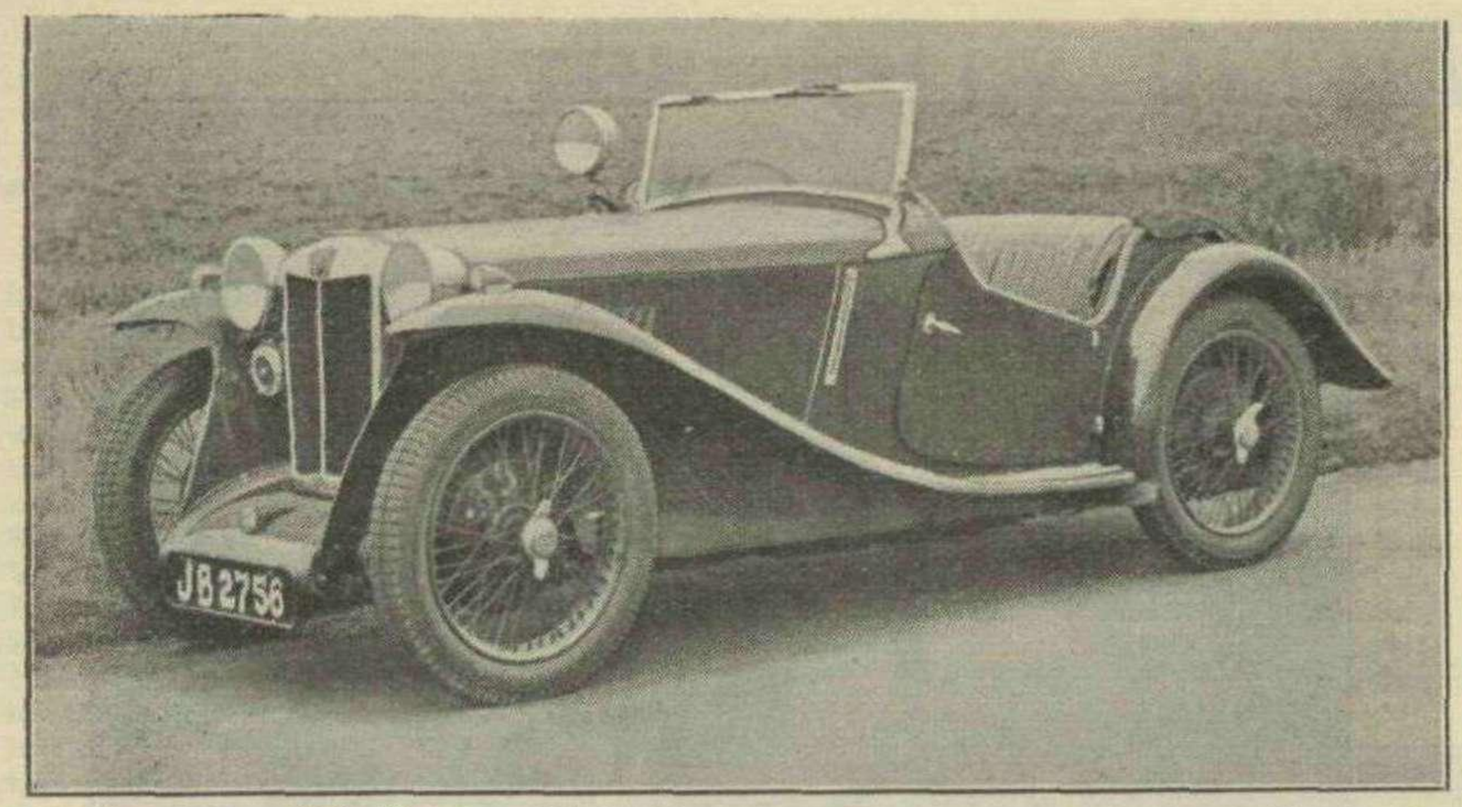
HARROGATE MOTOR CLUB.

The result of the Novelty Trial on February 4th, was :—

1, A. R. Bell ; 2, E. H. McWilliam ; 3, T. F. Leake ; Special award to F. Kirk.

At the Monthly Meeting on Monday, February 5th, Mr. Sheard gave a film show of the club's latest events and also "The White Hell of Pitz Palu."

On February 14th a Dance, Cabaret, and Supper is being held at the Beechwood Hotel. Single tickets 4s., double tickets 7s., can be obtained from T. A. Kitching, A. Baines, or any member of the committee.



The New P. Type M.G. Midget. The head lamps are supported on a concealed bar. The direction indicators and the altered body line will be noticed.

NEW M.G. MIDGETS

"P" TYPE WITH THREE BEARING CRANKSHAFT REPLACES THE "J" SERIES.

THE M.G. Car Company announce for March an attractive range of 850 and 750 c.c. models which mark a further advance in the production of small sports cars. Retaining the underslung chassis which proved so successful in the "J" series, the engines, transmission, and brakes have been improved and strengthened, and slight modifications in the coachwork have further improved the line of the "J" type coachwork.

The engine is entirely new. The crankshaft is now carried on three bearings, while the cylinder-head follows the design of the Magnette with a large diameter camshaft carried well above the casting. In this way the size of the water-spaces in the head has been much increased while the cams and camshaft are very substantial. The camshaft is driven by a vertical shaft at the front of the engine combined with the dynamo, with bevel drive top and bottom. The valves are operated by the usual fingers, and 14 m.m. sparking plugs are naturally retained.

The oil filler is situated on the valve cover, covered by a movable plate four inches in diameter which swings aside. All the oil passes through a Tecalemit oil filter in addition to the usual gauze strainer in the sump.

Two semi-downdraft S.U. carburetters are used, fed by an S.U. electric pump, and coil ignition is standard.

The engine is suspended on rubber mountings at three points. A stiff cross-member braces the frame behind the radiator, and the centre part is split horizontally to carry the nose of the crank-case. A bracket from the crank-case carries the radiator, and a stiff plate from the top of it to the cylinder block completes the mounting, so that no flexing of the chassis can effect it.

The gear-box is mounted in unit with the engine. The clutch has been strengthened and the bottom gear-ratio has been lowered for competition-work and emergencies. Third gear is a silent-running ratio with constant-mesh pinions. And open propeller-shaft with Hardy Spicer universal joints is used, and the back axle is now fitted with a four star-wheel differential to stand up to the increased power of the new engine. Luvax hydraulic shock-absorbers are fitted to the back axle, while the friction-type are used in front.

The chassis follows the lines of the "J" type, upswept in front and underslung at the rear, but has been extended to support the petrol tank and the spare wheel.

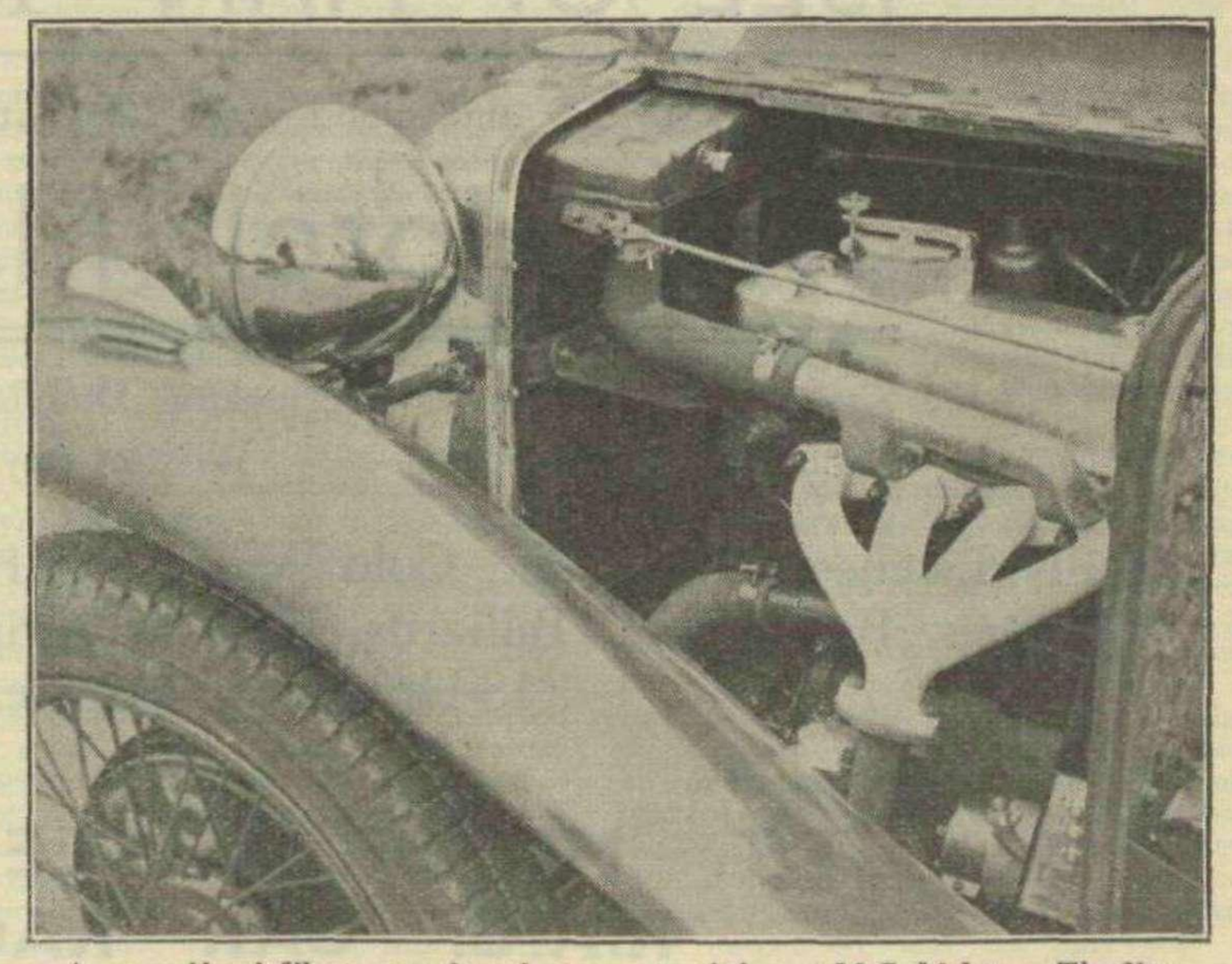
Two tubular stays from the chassis carry a dummy Rudge hub which will take either one or two wheels, and the knock-on cap is a great improvement over the metal straps fitted last year.

Twelve-inch brakes are used on the 1934 cars, operated by encased cables. The racing-type hand-brake lever has been retained.

Some alterations have been made in bodywork and equipment. The front wings are stayed by a tube which passes through rubber bushes in the radiator shell, with further bushes where it is fastened to the wings. The bottom stays are also mounted on rubber bushes, so that wing-rattle is positively prevented. The Lucas head-lamps have been increased in size and are now chromium-plated. They are carried on the cross-bar. The starting-handle may now be used without removing the dumb-iron fairing.

Direction-indicators are fitted in the scuttle, operated by two push-buttons on the facia-board. The board itself is made of polished wood which is attractive in appearance and avoids the reflection experienced with the aluminium dashes. A large rev.-counter is fitted in front of the driver, and carries a scale giving the car's speed on top gear. Trip and season mileages are given through small windows in the plaque in the centre of the facia-board which also carried the horn-button and the dipping switch. The handle of the reserve petrol tap projects alongside the steering wheel. The main electric controls are carried in front of the passenger, with the oil guage.

The windscreen, which is fitted with Triplex toughtened glass, folds flat on the scuttle, and an electric windscreen wiper is standard.



An accessible oil-filler is carried on the cam cover of the new M.G. Midgets. The filter can be seen behind the exhaust pipe.

NEW M.G. MIDGETS—continued.

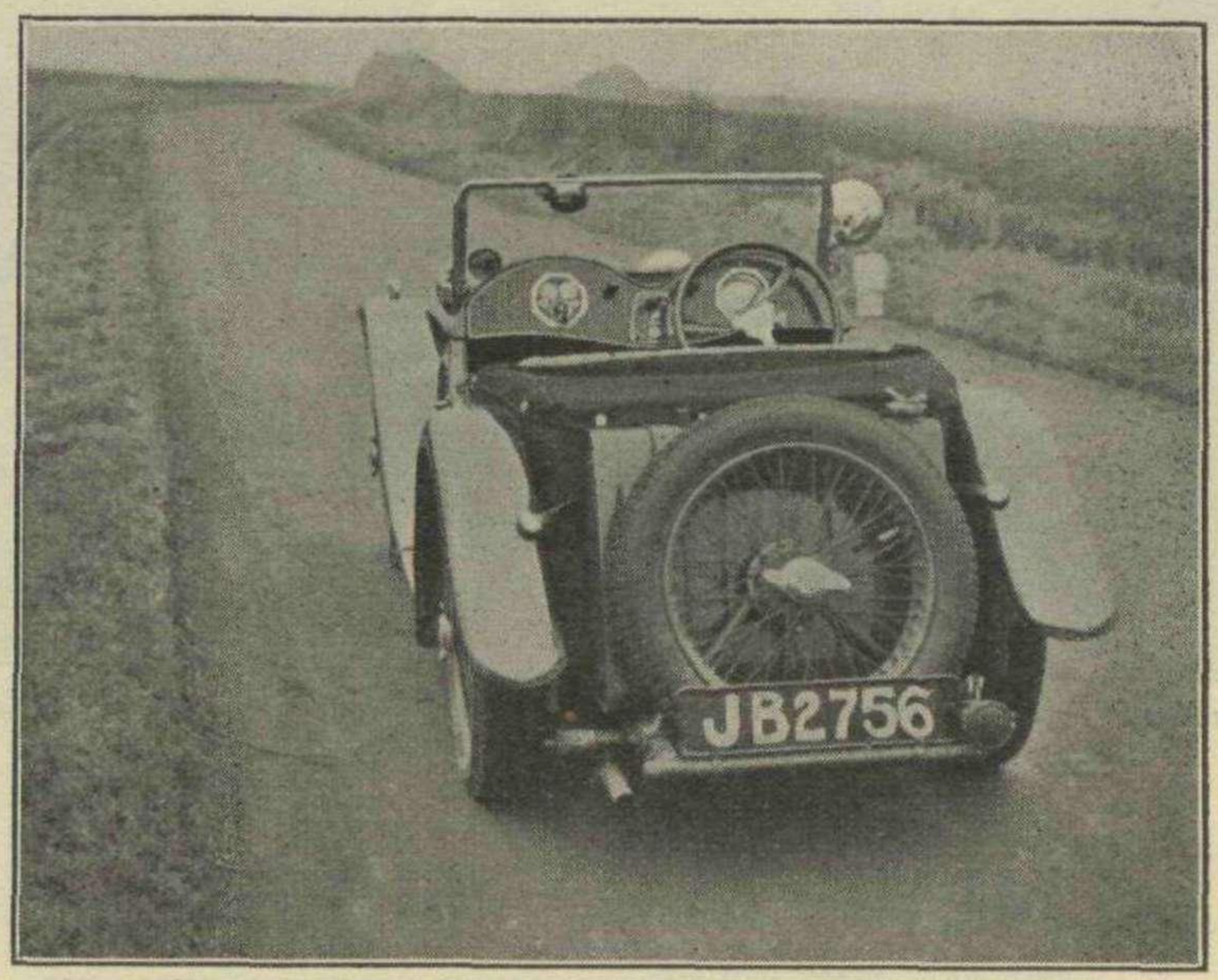
The squab of the two-seater " P " type cars is supported by notched and slotted plates with bolts and wing-nuts secured in the sides of the body. This does away with the cross-bar behind the seat and affords more easy access to the luggage locker. The main seats adjustment is made by bolts passing through drilled plates.

The four-seater gives more room than last year's J.1 and large foot wells in the back ensure the comfort of the rear passengers.

In a short test of the new two-seater, we were particularly impressed by the smoothness of the engine, which run up to 6,000 r.p.m., although 5,500 is the highest figure recommended, without a trace of period. The clutch was light and smooth, and the new gear-lever gate with a reverse catch is a useful improvement.

It was not possible to attain a high speed in the short time available, but 65 was reached very comfortably on a short stretch of straight road, and close on 60 m.p.h. in third gear. Suspension was good, and the brakes smooth in action and exceptionally powerful when required. The steering seemed to have an increased caster-action, and gave confidence without loosing any of its former lightness.

The " P " type chassis is a worthy successor to the " J " series, and will appeal even more strongly to the sporting enthusiast and fast motorist. The P2 (two seater) costs £220 and the P1 (four seater) £240. The price of the P4, the supercharged racing car, has not yet been decided.



[*Motor Sport Photographs.*

This view shows the new facia board and the spare wheel mounting. The spot-lamp is a useful extra.

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THE RALLY REVIEWED

By

G. T. MOORE

THE success of British cars in the 13th Monte Carlo Rally was a pleasing contrast to the situation in 1933, when the Gardner Bentley, driven by Lord de Clifford, was the only English vehicle to finish in the first twelve. Helped this year by a period of fine weather 15 of the Athens contingent got through on schedule, and numbered amongst these were Healey on a Triumph, Ribeiro-Ferreira on a Railton-Terraplane, Whalley's V-8 Ford, Rupert Riley's Riley and the second Triumph driven by Ridley. With an engine capacity of only 1,232 c.c. Healey's car took third place in the General Classification and first in the Under 1½ litre Class, while each of the seven Triumph cars entered, finished the Rally.

Full credit must at the same time be given to Gas and Trevoux on their 3 litre Hotchkiss, who won the Rally by a superiority both of acceleration and braking, and to Chauvierre and Lanciano on the V-8 Chenard-Walcker, who were second. To regain the premier award for Great Britain a large sports car with a high power-weight ratio and specially prepared for the job, will be needed, and one hopes that next year at least one such car will be sent to the Athens starting point, to add to the success already achieved in the small category. As it was, the Railton would have finished higher than fourth had the brakes not been applied prematurely in the final test.

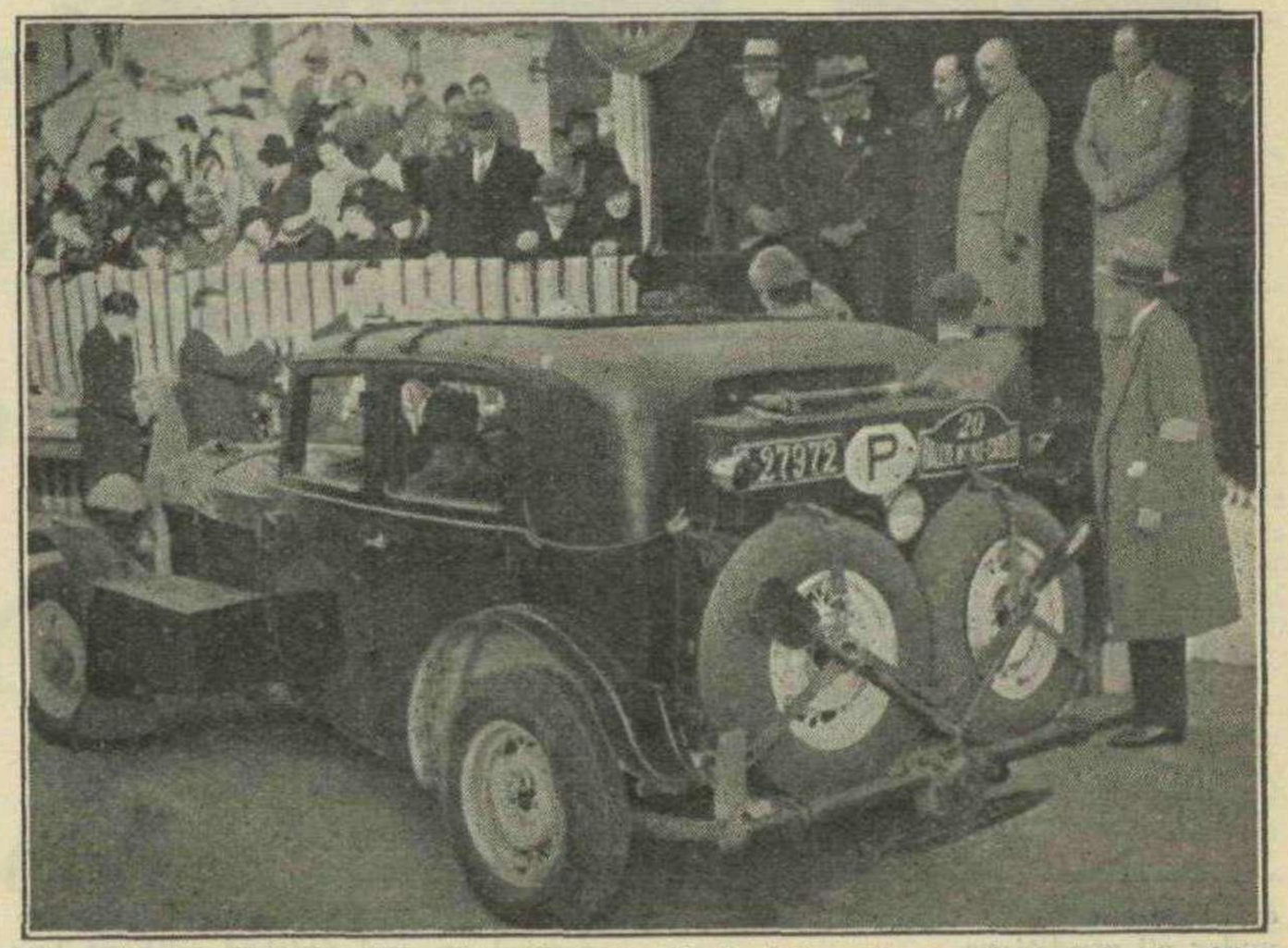
Weather conditions were milder throughout Europe than are usually experienced at the end of January, and a further last-minute warm period turned frozen slush to mud in many places. A "pet year" the veterans said, and one not likely to be repeated in a hurry.

The first part of the Athens route has already been described, but may be summarised as consisting of very rough roads across plains alternating with mountain ranges. Judging by the amount of road metal in readiness a substantial improvement will be effected by next year. Two English entries, the Essex driven by Symons and the Lagonda driven by Lord de Clifford fell out before leaving Greece. Back-axle trouble doubtless brought on by the accident on the journey out accounted for the Essex, while the shock absorber brackets broke on the other car, allowing the front to swoop up and down, bringing the crankcase within range of a projecting rock on the pass after Salonica. An Austin and a Delahaye and the Kegresse tractor also fell out, but the rest of the competitors reached Sofia safely.

The roads from Salonica to Sofia did not present much difficulty, but the Dragoman Pass leading into Jugo-Slavia had received a fresh fall of snow. Ribeiro was leading a group of competitors when a half-shaft in the rear axle broke. Healey in the Triumph circled round him on the unbeaten snow, but the Chenard-Walcker in trying to do the same stuck fast for some time.

As a variation on the wolf story, Chauvierre claimed that his car was chased by a bull, which had been excited by the red Rally number plates. His whole progress through the Rally was rather unorthodox, for competitors constantly saw him proceeding at great speed in a direction opposite to that of the controls.

The Jugo-Slavian Customs authorities were very officious, and examined minutely everything in the car, but the Motor Club in Belgrade had prepared a fine welcome, including even the town band. The cars were then ferried across the Save and up the Danube for three miles to Semun, which caused some delay. The rest of the route through Jugo-Slavia passed along roads covered with four inches of thawed mud, and was driving a heart-breaking performance almost as far as the Hungarian frontier.



This well-equipped Railton Terraplane driven by F. de Ribeiro-Ferreira finished fourth. The driver is seen receiving his prize.

Fast roads almost free from snow were experienced in Hungary and Austria, but there were heavy drifts round Salzburg, where the competitors entered Germany. Ridley lost three marks through being late at Munich, but otherwise the fifteen cars which had left Sofia retained their full scores.

The Nazis were mustered in full force to guide the cars through Munich and Stuttgart, and in the latter place were led by a special route to visit the Mercédès factory, where each crew were given a present of cigarettes, fruit, a bottle of brandy and a Mercédès tie pin.

Strassbourg and Avignon were gained without trouble, though Whalley had an anxious minute when a wire shorted and the floor-boards took fire. At Avignon of course all the Rally routes converged, and supplies soon ran out at the cafés near the Control, but with only 180 miles to go these annoyances hardly counted. The route over the Estorels was for once clear from mist or snow, and the travellers arrived at Monte Carlo tired but rejoicing in the bright sunshine.

The difficulties of the Bucharest route fully justified its high marking. Several of the competitors found their way to the starting point completely blocked by snow and altered their "départ" to Lwow or Warsaw, but there was a sudden thaw a few days before which allowed late-comers to reach the Roumanian capital without much trouble. A fresh fall of snow restored the difficult conditions, and Berlesco on the Ford had to make full use of his caterpillar tracks and his front wheel skis. Madame Hustinx, who won the Ladies' Cup, and De Cortanze, both driving Peugeots, got through with much spade work, while Brown on a Riley was eliminated with a skid which damaged his back axle. Stott on an Alvis got through from Warsaw.

Tallinn, Umea and Stavanger this year carried an equal number of marks. Five English cars started from Tallinn, Sangster on a Riley, Beck on a Triumph, Van Marken on a 105 Talbot, Miss Labouchere on a Singer and Miss Riddell on an A.C. Beck who was accompanied by Tanner, the popular Competition manager of Pratts, had quite an adventure getting to the Start. Deciding to travel by sea, at Copenhagen they found that the only ship they could get was bound for Helinski, the capital of Finland. Reaching there after a stormy passage, they found that the service across the Gulf of Finland had been suspended, and the only way of getting to Tallinn was to drive 600 miles overland through Russia, which did not

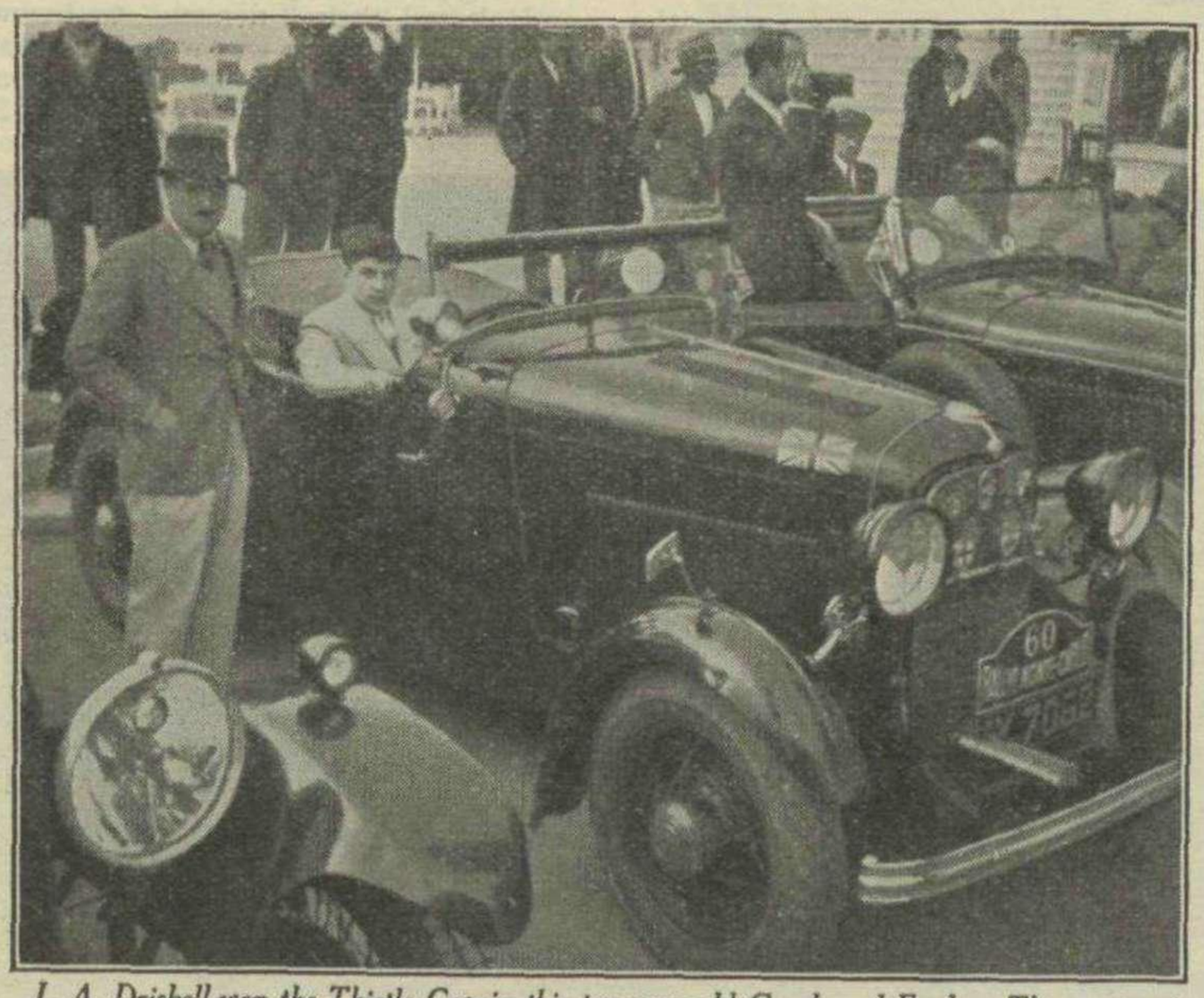
THE RALLY REVIEWED—continued.

sound inviting. Finally they managed to charter a salvage steamer and after ploughing their way through 40 miles of ice floes gained the shores of Estonia.

The usual frozen ruts prevailed as far as Pernau, where a thaw had set in. For the rest of the first stage, as far as Riga, passing was impossible because of the mud thrown up by the wheels of the cars in front. Some snow and fog was then experienced, and one of the remarkable things was the way in which the little 590 c.c. D.K.W. with its front wheel drive was able to maintain full speed under all conditions.

The Umea road was treacherous after a thaw and renewed freezing. Norman Black ditched his Terraplane near the start, and Sebag-Montefiore left the road and charged into the woods on his Fraser Nash. Mrs. Stanton had some spectacular skids on the Riley, and icy conditions prevailed throughout Sweden.

K. W. Hole who had had a perfect run on a 1½ litre Singer had a "black-out" near Brussels and drove straight on at a right-angle corner. The damage could easily have been repaired, but the repairers towed the car, which was thus disqualified. Jack Hobbs on his Triumph collided with another car, which pulled right across his path near Paris, knocking the front axle back nine inches on one side, but with the greatest difficulty he carried on and finished without loss of marks.



J. A. Driskell won the Thistle Cup in this two year old Greyhound Ford. The youngest member of his crew is at the wheel.

Barnes on a Singer, and Kehoe on a Triumph were the only English competitors from Stavanger. The latter found himself without a passenger, but was able to secure a sporting Norwegian at the last minute. Snow followed by mud near Oslo providing the difficulties, and Per Bergan turned over his Austin but arrived at Oslo on time.

Starters from John o'Groats had a trouble free run in perfect weather, after a run North which did not seem too promising. Driskell on the V-8 Ford which he drove in last year's Rally ditched the car on the way to the start, but was compensated for his discomfort by winning the Thistle Cup for the best performance from a British starting point.

Le Mans welcomed the drivers with its accustomed hospitality, and the run down to Bayonne was fast and free from trouble. Porter on the Andre V-6 crashed near Toulouse, but he and his passenger escaped with a damaged leg and concussion.

The final test.

An acceleration and braking test was again used to decide the final order from each starting point. A stretch 110 metres in length was marked out on the Quai Albert along the top of the harbour, with electric timing apparatus at each end, and a third timing point was installed 10 metres from the finish, to penalise those who applied their brakes before the finishing line.

Fourteen competitors had got through from Athens without loss of marks, so it was certain that the winners would come from there. After the road conditions that had been encountered, however, one hardly expected an Athens car to bear off the highest marks in the test, and Trevoux's win on the Hotchkiss is therefore doubly creditable. Lahaye on a Renault who started from Stavanger was second, and Vasselle, winner of two Rallies, who again started from Tallinn was third after two attempts.

The first British competitor was Healey (9th) on the Triumph and then Driskell (Ford), Miss Harker (Sunbeam) 16th, Miss Labouchere (Singer) 18th, Joyce, Whalley and Beck on Talbot, Ford and Triumph 20th, 21st and 22nd respectively. De Ribeiro Ferreira on the Railton Terraplane was third in acceleration and braking, but lost heavily by braking prematurely. His car was 12th in order of merit.

Monte Carlo Cup.

Though sporting drivers regretted the passing of the Mont des Mules Hill Climb, the new competition which took its place fulfilled adequately its intention of testing the skill of the driver and the condition and handiness of the car. Furthermore, the organisation was excellent, and the 107 cars were dealt with by 2.30 p.m.

Each driver had to stand by his car, and when the flag dropped, to jump in and start it up. A figure of 8 then had to be negotiated, followed by a 250 metre dash to a mark post, which had to be rounded, with an obligatory use of re-

COACHWORK WINNERS

Grand Prix d'Honneur, C. J. Joyce (Talbot "95")

Over 1,500 c.c., Closed Cars.
1. C. J. Joyce (Talbot "95").
2. Cdt. A. Berlesco (Ford).
3. F. de Ribeiro Ferreira (Railton Terraplane).
4. L. Martin (Talbot).
5. A. Perrot (Delahaye).
6. G. E. Stott (Alvis).

Over 1,500 c.c., Open Cars.
1. S. H. Light (S.S.1).
2. K. W. R. Sanderson (Alvis).

Under 1,500 c.c., Closed Cars.
1. F. S. Barnes (Singer).
2. R. Husem (Fiat).
3. Mme. Leblanc (Peugeot).

Under 1,500 c.c., Open Cars.
1. Maj. D. E. M. Douglas-Morris (Invicta).
2. M. T. Minshall (Singer).
3. J. Beck, Junr. (Triumph).

A special prize was awarded to F. Lecot with a Citroen coach.

RESULTS OF THE MONTE CARLO CUP.

500 c.c.-700 c.c.

	Min.	Secs.
1. E. A. C. Cornelius and Strubben (D.K.W.) ...	1	28 2-5

750 c.c.-1,000 c.c.

1. B. Turek (Aero)	1	15 2-5
2. T. C. Griffiths (Riley) ...	1	16 4-5
3. H. R. G. Howard (M.G.) ...	1	18 2-5

1,100 c.c.-1,500 c.c.

1. D. M. Healey (Triumph) ...	1	12
2. T. A. Sangster (Riley) ...	1	14
3. Mrs. M. W. Stanton (Riley)	1	15 1-5

1,700 c.c.-2,000 c.c.

1. R. P. Gardner (Lagonda)	1	13 2-5
2. J. Charters (Lagonda) ...	1	16
3. P. Bergan and Cederwall Larsen (Austin)	1	17 1-5
4. Miss E. M. Riddell and Ctsse. H. Moy (A.C.) ...	1	38 4-5

2,000 c.c.-3,000 c.c.

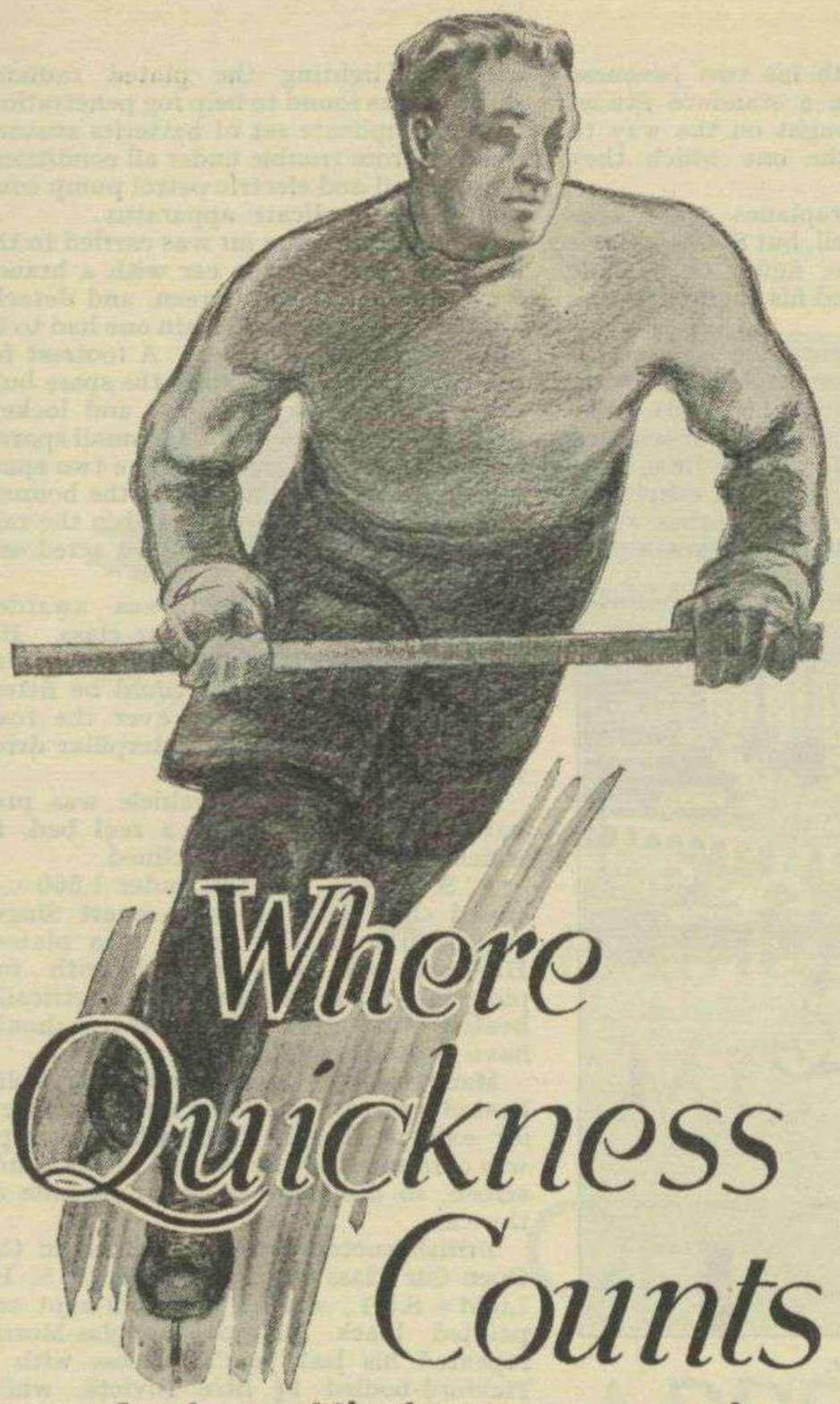
1. J. Vial and D. Porthault (Hotchkiss)	1	13 3-5
2. A. E. Dobell (Alvis) ...	1	21 3-5
3. P. Bussienne (Mathis) ...	1	22

3,000 3.3.-5,000 c.c.

1. Cdt. A. Berlesco (Ford) ...	1	9 1-5
2. J. H. Van der Meulen (Ford)	1	10 3-5
3. J. A. Van Beek Calkoen (Ford)	1	10 4-5

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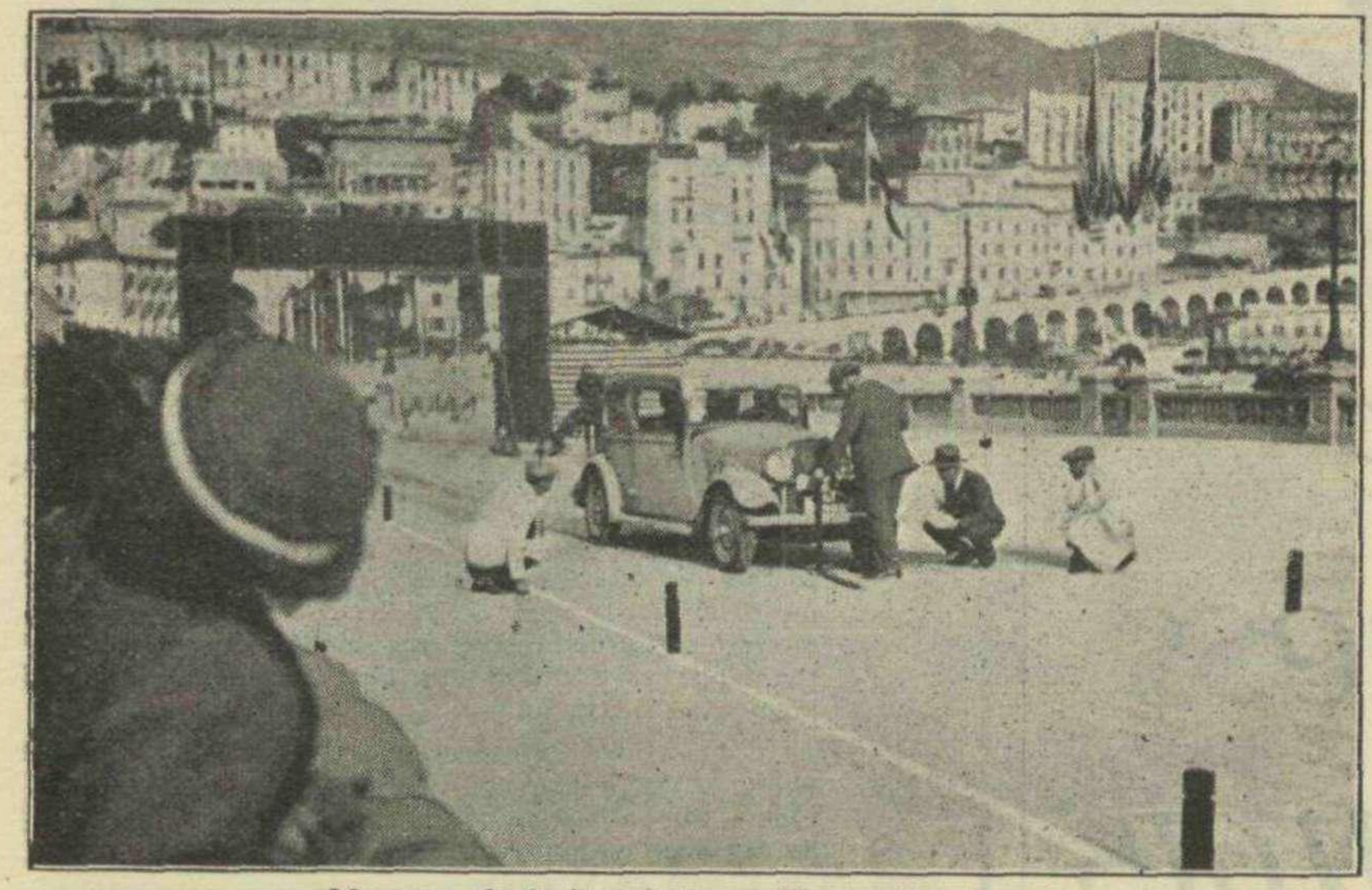
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THE RALLY REVIEWED—continued.

verse gear. A 400 metre run led to the finishing line, which again had to be crossed using reverse gear.

Proceedings opened with Cornelius taking the figure of 8 with his D.K.W. healed over at 45 degrees. Rupert Riley and Griffiths were good on their car, Minshall very fast on the Singer, but swung right round over the finishing line, then a fine display by Turek on the two-stroke Aero, which he had driven from Athens, who made fastest time in the 1,100 c.c. class.

Mme. Rouault enlivened proceedings by running over the mark flag and hitting the barrier, Barnes on his resplendent Singer made a good run, as did Sangster and Richardson (Rileys). Cortanze was



Measuring the braking distance. The car is a Peugeot.

fast round the "8," Beck's Triumph showed fine brakes, while Healey on the large tyred model seemed neat rather than fast, but to everyone's surprise had reduced the record time by 3 seconds Ridley on the other Athens car was rather flustered trying to get away in reverse, and also stalled his engine at the end of the straight.

Gardner drove his supercharged Lagonda well to win the 2 litre class, and Vial on a four-cylinder Hotchkiss beat Dobell (Alvis) very comfortably in the three litre class.

There were 44 cars in the final group and of these 23 were V-8 Fords. Vasselle as No. 1 began proceedings on his Hotchkiss and drove fiercely, turning right round as he applied his brakes at the finish. Wieleman on a Ford behaved in the same way, while Trevoux was steady and efficient, and beat Healey's figure by 4/5 second. Van der Meulen's Ford which came next effected a further improvement, though it rolled in the most disturbing way. The battle of Fords went on for some time, amid screams from brakes and a smell of hot rubber, while Johanessen on a Chevrolet surpassed everyone with his skidding when approaching the reversing obstacle. J. H. Whalley did well to achieve 4th place. Van der Heyden with his two Javanese friends came next on a standard Studebaker which they bought on the way to Athens to replace the one which they crashed.

The Railton Terraplanes were considered likely to do well, but S. C. H. Davis missed a gear in the figure of 8 while Ribeiro Ferreira stalled his engine crossing the finishing line.

Commandant Berlesco, the Roumanian driver, with an unmistakeably swift run, raised the record time to 1 min. 91/5 sec. and fully deserved his success of winning the Monte Carlo Cup. Proceedings were soon afterwards brought to a conclusion by the run of the Citroen motorbus which had come on the Rally from Warsaw, and which got round the obstacles in a very creditable way though not without a little damage to a lamp post at one end.

Concours de Confort.

This competition was dominated both from the point of equipment and appearance by the "95" Talbot saloon entered, by C. J. Joyce, which was awarded the Grand Prix d'Honneur.

The lighting equipment, apart from the usual large head and fog lamps included a special lamp carried three feet off in front of the car on a detachable arm. The lamp could also be mounted on its legs alongside the car for inspection purposes. A small lamp used for lighting the plated radiator shutters was found to help fog penetration, while a duplicate set of batteries ensured freedom from trouble under all conditions. A spare coil and electric petrol pump completed the duplicate apparatus.

A supply of warm air was carried to the back and front of the car with a branch for warming the windscreen, and detachable screens in case the main one had to be opened in foggy weather. A footrest for the driver was used to store the spare bulb case while hollow arm-rests and lockers provided accommodation for small spares, maps and first aid outfits. The two spare wheels were carried alongside the bonnet, while two suitcases were fitted in the tail. A flap which could be let down acted as a luggage grid.

Cmt. Berlesco's Ford was awarded second prize in the large car class. His car was fitted with skis and an auxiliary axle on to which drums could be fitted. By fitting cleated bands over the road wheels and the drums a caterpillar drive was obtained.

The most luxurious vehicle was probably the Chrysler with a real bed, in which a blond maiden reclined.

F. S. Barnes won the under 1,500 c.c. closed class with his very smart Singer on which even the shovel was plated. His car was well-provided with fog piercing apparatus, and the electrically heated windscreen wiper blades should have proved useful.

Many of the cars used electrically heated screens, but Ridley's had an interior exhaust heater from which a pipe was carried along the bottom of the windscreen, to discharge on the near side of the car.

British success was maintained in the Open Car Class which was won by S. H. Light's S.S.I., a sleek and well-kept car painted black. Major Douglas-Morris repeated his last year's success with a Tickford-bodied 1½ litre Invicta, while Minshall on a 972 c.c. Le Mans Singer was second.

Presentation of Prizes at Monaco.

The Défilé or procession of cars round Monte Carlo was revived this year, and after assembling on the sea front the cars proceeded down past the Casino and through the lower town and then climbed the hill of Monaco where they were drawn up according to the general classification before the Palace of Monaco.

The Monogasque National Anthem was played by a military band of some size and then the drivers in their Hotchkiss in turn headed by the Hotchkiss of

Acceleration and Brake Test Figures

		T = 100 seconds.	t = 10 seconds.	Braking metres.	Points.
1.	Gas-Trevoux (Hotchkiss)	8.28	0.65	7.40	13.73
2.	C. Lahaye-R. Quatresous (Renault)	8.93	0.62	20.18	12.49
3.	M. Vasselle (Hotchkiss)	8.28	0.65	13.	12.42
4.	M. Chauvierre Lanciano (Chenard-Walcker)	9.18	0.96	5	12.41
5.	E. de Vlugt (Ford)	9.32	0.98	5	11.73
6.	B. de Souza Amorim (Ford)	8.76	0.62	14.57	11.67
7.	Malaret and Lavilaugonet (Talbot)	8.70	0.67	12.31	11.67
8.	L. Fallia (Ford)	9.12	0.63	18.89	11.62
9.	D. M. Healey (Triumph)	9.43	0.63	13.05	11.57
10.	J. A. Driskell (Ford)	8.67	0.71	14.43	11.45
11.	Cdt. A. Berlesco (Ford)	8.97	0.67	12.06	11.44
12.	F. de Ribeiro Ferreira (Railton Terraplane)	8.45	0.90	6.98	11.19

(T = 100, represents the time taken to cover the first 100 metres of the 110-metre course, and t = 10, is the time taken to cover the 10 metres immediately before the braking line).

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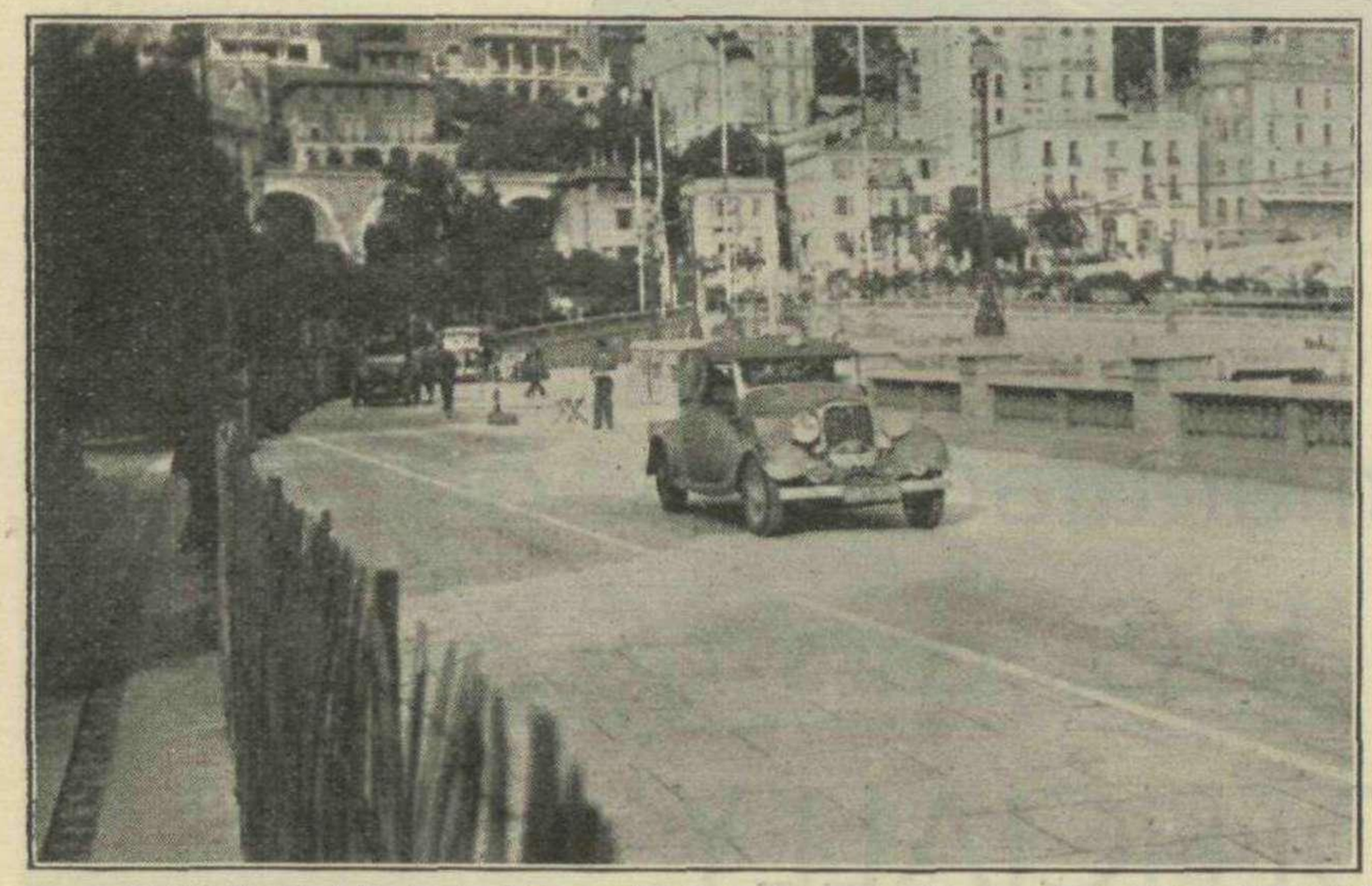
THE RALLY REVIEWED—continued.

Gas and Trevoux made their way to the tribune to receive their prizes. The crowds cheered, flags waved and altogether it was a very satisfactory ending to the three weeks of effort which culminated at Monte Carlo.

Donald Healey must have been specially pleased, for apart from the five awards won this year, he secured the famous Objet d'Art with pointing finger inscribed " Vers le But," for finishing for the third year within the first three.

Ribeiro-Ferreiro who was fourth was distinguished for being the only delegate of an Automobile Club taking an active part in the Rally.

The official programme of the week ended with the dinner given by the Sporting Club in their magnificent dining room, with suitable speeches acknowledging help that had been given and promising support for future Rallies. The British Competitors' Club also had a dinner earlier in the week, while the importance of British support can be guaged by the fact that nearly 40% of the whole entry came from Great Britain.



J. H. Whalley (V-8 Ford) who had a trouble free journey from Athens. [*Motor Sport Photographs.*

Afterthoughts.

The amount of credit which the Hotchkiss cars received for their fine performance this year makes one hope that some British manufacturer of large cars will think it worth while making a strenuous attempt in 1935 to bear off the first prize. The tariffs on the Continent make it unlikely that many orders for expensive cars would be secured in Europe, but the Rally is gaining prominence all over the world. The experience derived would be of the greatest value in building cars for the Empire, in parts of which the roads for many years yet will remain on a par with those of the Balkans.

It would obviously be a mistake to build sports cars intended for use in England with fittings sufficiently heavy to withstand the pounding of the Greek roads, though one hears complaints even from those who go off the beaten track in Britain. English people overseas are notoriously keen sportsmen, and a " Colonial Sports Model " would have a good sale in those countries which are not yet suitable for the low-built English type car.

Big tyres were widely used this year on the Athens route, and were found to give a large degree of insulation from road shocks and good adhesion without making the cars difficult to handle. The 9 inch ones used by Healey were run at about 15 lbs., while Rupert Riley used some of 7 inch section. On heavy and high cars with spongy springing, however, they were not so successful, and drivers often had to blow them up to 30 lbs. to get stability, so they seem parculiarly suited to the English vehicle. Some drivers found that the large section tyres nipped the tubes at the rims, but no trouble of this sort was experienced by those who used Dunlop covers, while the square pattern tread proved very successful in mud. Most of the Peugeots used the nobbly competition pattern, while others made use of saw cuts across the tread of the ordinary type, which is claimed to be particularly good against skidding.

Independent front wheel springing also proved its worth and one would like to see it make its debut on some of the British small cars.

Standard mudguards proved inadequate over large stretches of mud and many of the Athens competitors followed the example of Rupert Riley and fitted canvas flaps, which extended down in front almost to hub level. Mudguard stays often proved inadequate to deal with the heavy structures which are fitted to cars today, while makeshifts such as woodscrews used for holding back wings perished in a very short time.

Ease of jacking is being fairly well studied, and if four wheel jacks can be fitted in positions where they are not liable to be swept off, form a great asset. A thing in which British cars are apt to fall short is the braking linkage, which is often placed in such a position as to be the first thing struck when passing over bad ground. A simple mechanical braking system with big drums seems to stand conditions well, and the Lockheed system scores with its enclosed operating parts, but servo-systems do not take kindly to the water and grit which is almost bound to get into the drums.

An undershield is essential for driving abroad, for it protects the crankcase from contact with stones and prevents water from being thrown over the electric installation. Radiator shutters must be robustly constructed while spring clips, front axles and shock-absorbers brackets have to withstand shocks quite unknown in our well paved England.

It would not be surprising to see next year a strong contingent of British cars starting from Athens, but even allowing for the road improvements likely to be made in Greece, a great many will fall by the wayside if they are not properly prepared. To get an idea of the conditions, a car should be driven for 24 hours over the worse unadopted suburban road which can be found, the famous army testing track across Salisbury Plain or some of the by-roads of Scotland or Wales. If our manufacturers care to submit their cars to a thorough test on those lines during 1934 they will be able to evolve machines capable of beating the Continental constructors at their own game.

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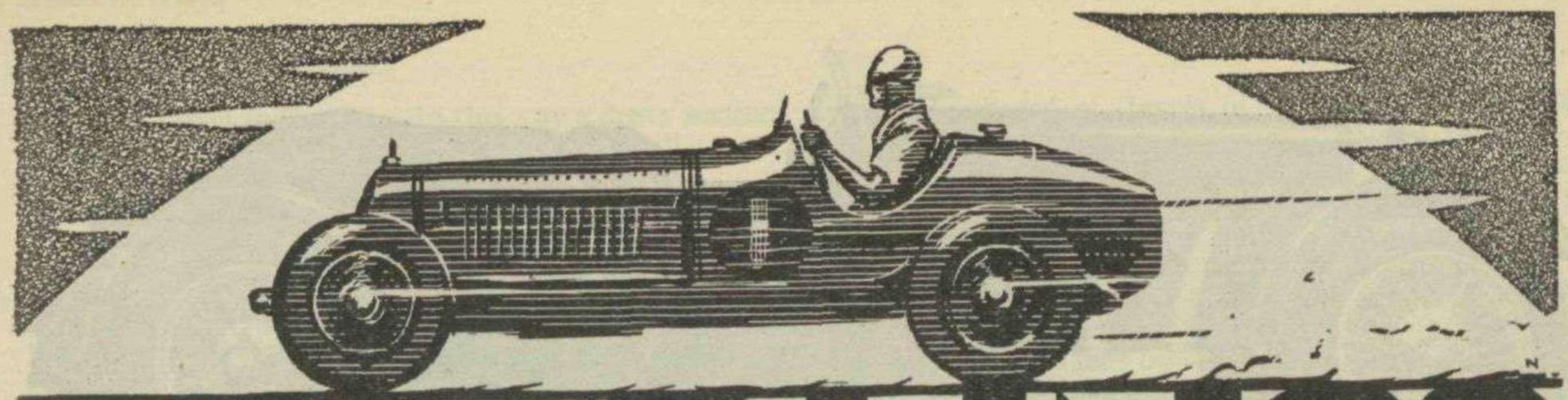
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RUMBLINGS

Motoring in March.

EVERYTHING, including the date of Easter, is conspiring to promote an early start for the 1934 season. The Brooklands opening meeting is arranged for March 3rd, Southport begins on March 10th, and the first meeting on the enlarged Donington track takes place on the 24th. The R.A.C. Rally which was quickly "subscribed" to its full number of 400 entries will be held from the 13th to the 17th, with that hardy annual the M.C.C. London-Lands End Trial to round off the month on the 30th-31st. Easter Monday falls on April 2nd.

The continental programme is less forward with the cancellation of the Grand Prix de Pau and the Swedish Winter Grand Prix and the first event of importance is the "Paris-Nice." This is, of course, a Rally, followed by a series of tests. The Rally part of it differs from its better known rival of Monte Carlo in that the Controls are only open from 8 a.m. to 6 p.m., so that a very peculiar schedule is called for in getting through from Tallinn and other distant starting points in the 3 days allotted for the road journey.

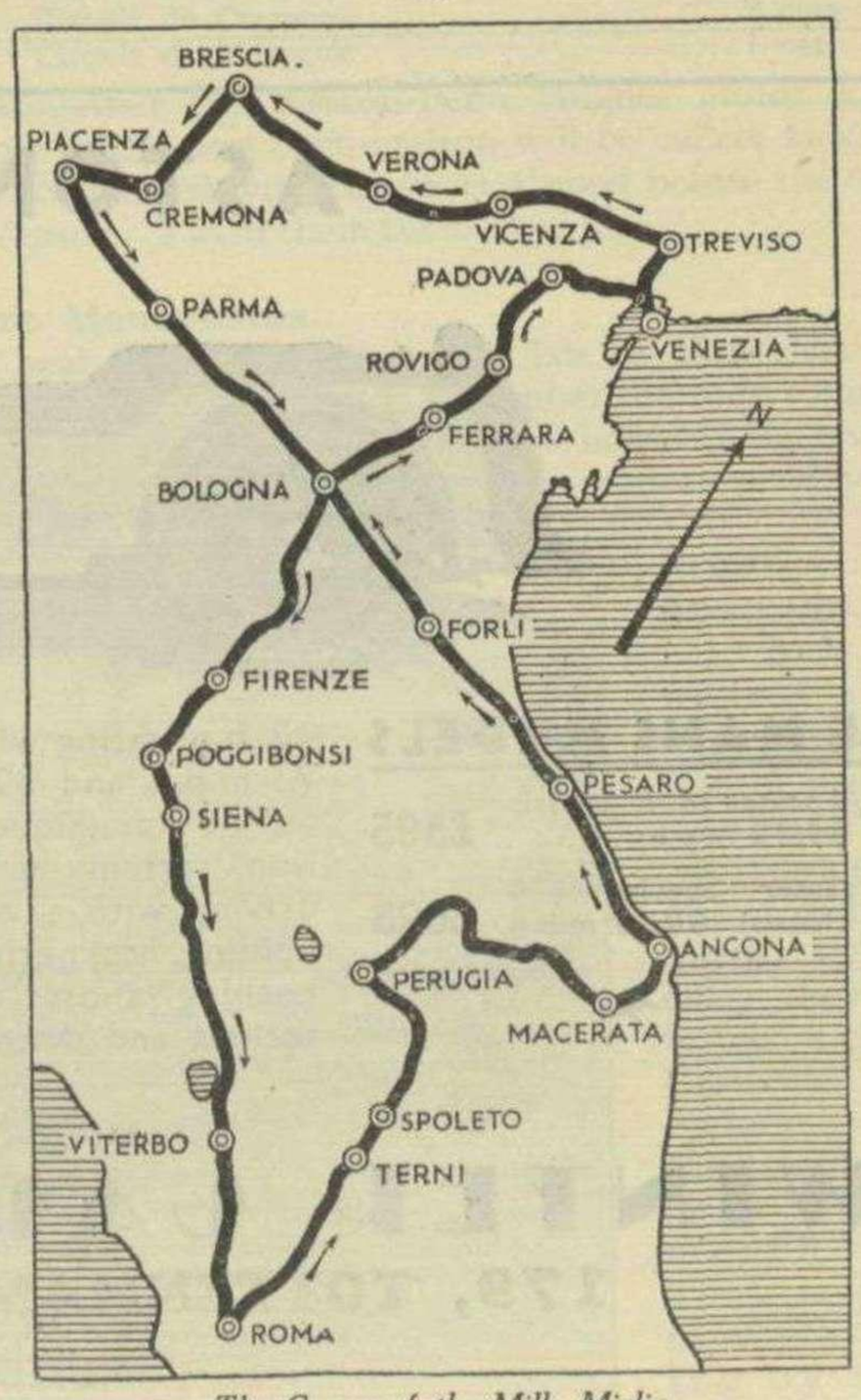
The final tests include a variety of measurements of steering-lock, body capacity and the like, not to speak of starting from cold, slow running braking and acceleration, a "Veritable Criterium de Tourisme" as the organisers term it. Donald Healey is about the only English driver who has attempted it. He finished fourth on an Invicta some years ago, being penalised for having an insufficient lock in proportion to the length of his car. Ever since then he could tell you its wheel-base to a millimetre.

1935 Regulations at Monaco.

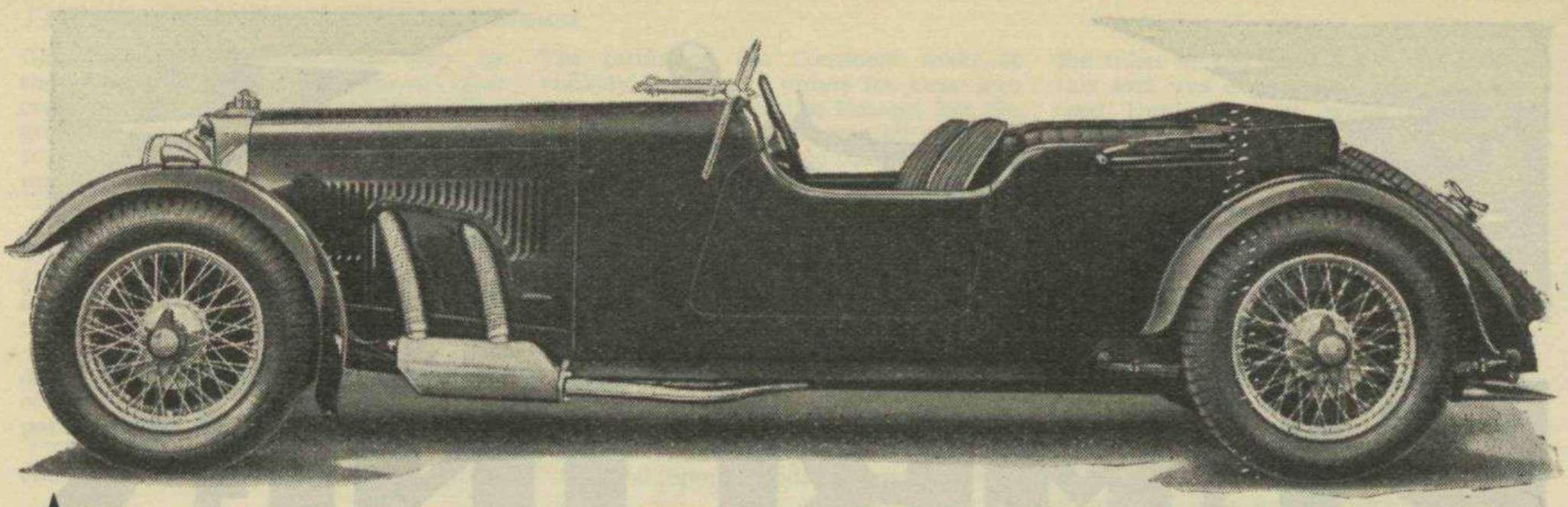
The Monaco Grand Prix will take place on April 2nd, with the Italian 1,000 Miles Race the following week-end, so that racing enthusiasts who can arrange a fortnight's holiday at that time will see two of the premier events of the calendar. The order of the events is unfortunate since it will prevent drivers getting the necessary practice on the long-distance Italian event, while the Monaco authorities will only permit cars confirming to the 750 kg. rules to compete. This will mean that Lord Howe and other drivers affected by the Alfa Romeo change of front will scarcely have time to run in their cars before the event, which in any case is much more suited to sturdy machines such as the 2.3 Bugatti and Alfa. Presumably the organisers value the drawing power of the latest cars from Molsheim and Germany.

The Mille Miglia.

As will be seen from the map the course of the 1,000 Miles Race has this year been altered and slightly shortened. Instead of going South-East from Cremona and crossing the Po by the notorious pontoon bridge with its central hump, the route runs north-west to Piacenza before striking south. The other important alteration is that of taking the cars down to Venice



The Course of the Mille Miglia.



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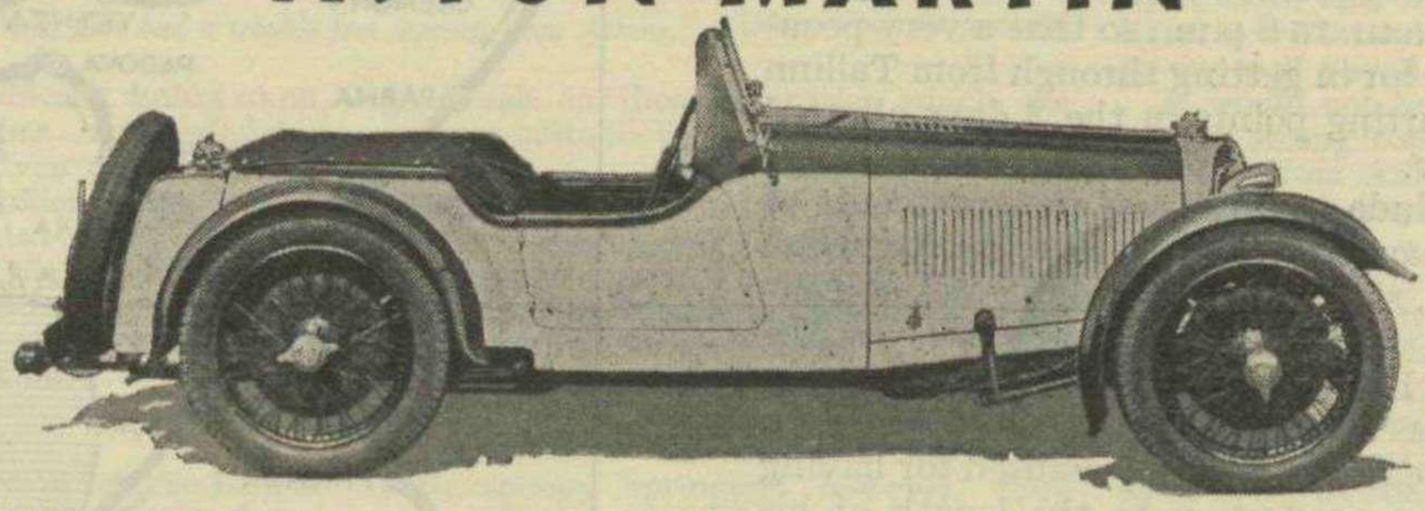
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RUMBLINGS—continued.

instead of direct to Treviso. In this way a dusty section of the course will be avoided, and the cars will return to Brescia over an Autostrada.

" 24 Heures du Mans."

The Le Mans race continues to exert its spell on English drivers, and Lord Howe, Brian Lewis and T. E. Rose-Richards will be seen on Alfa Romeos. After an absence of some years a Lagonda will once more be seen on the Sarthe circuit, this time a Rapier driven by Lord de Clifford, Some very encouraging speeds have been obtained on the first cars produced, and he hopes later on in the season to form a team for the R.A.C. Tourist Trophy.

Lord de Clifford probably has a knowledge of the Belgian Spa circuit better than that of any other Englishman, for some years ago he took part in long-distance reliability test of a Chrysler which was carried out there, and lasted for ten weeks. He considers the 4½ litre Lagonda ideal for the job, and also thought of entering one for the saloon car class in the Mille Miglia. This class has now been cancelled, but the 4,000 Miles Races offers possibilities.

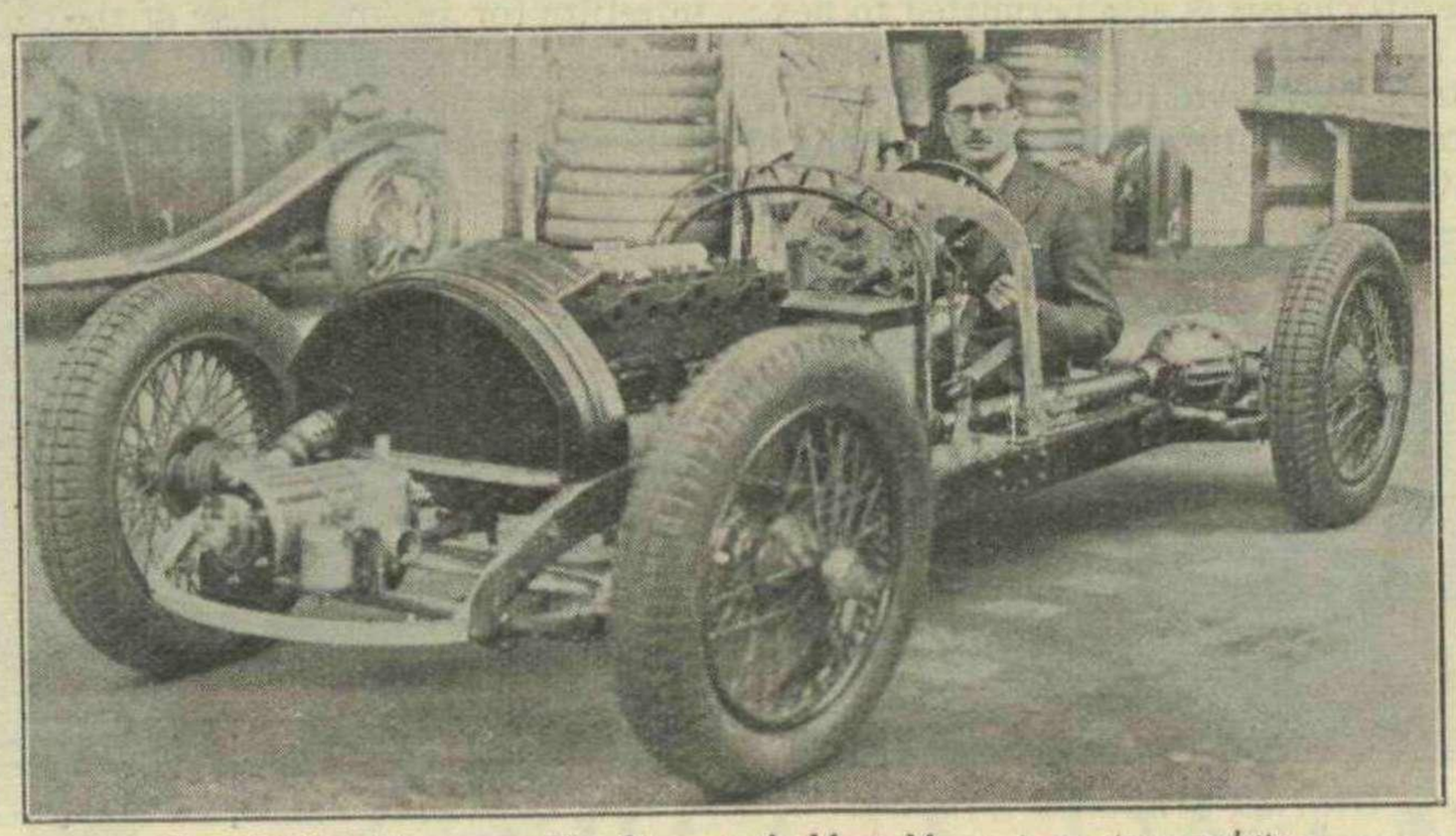
Off to Tahiti.

All followers of racing at Brooklands must have wondered what had become of J. Y. Craig, whose two-litre. and 2.3 Bugatti used to go so quickly, some years ago. I met him again at the B.R.D.C. dinner and learnt that he had been out of action for a year after his crash at Lewes, when one of the nerves in his arm was affected. It suddenly got better again and he was able to drive in the Whit-Monday Meeting last year and secured a third on Mathieson's two litre Bugatti.

Soon afterwards he had another piece of bad luck, this time a simultaneous attack of diphtheria and scarlet fever! He recovered from that, but now has to go on a voyage round the world, with Tahiti as his first objective. There certainly are worse places to be banished to, but it was rather hard at the outset of the world's most exciting racing season, with a seat awaiting him in one of the latest " voitures de course."

The Magic Magna.

Eyston's latest mount, the Magic Magna, which is a supercharged 1,100 c.c. car with off-set engine and frame similar to that of the famous Midget, is going on well, and it should appear at Montlhéry about the beginning of April. Appropriately enough Eyston has now joined the board of Jarvis of Wimbledon, and will be working with his friend " Jimmy " Palmes, the owner of the original 100 m.p.h. Midget, so customers of that well-known concern will get a good " kick " when they see the great George in person.



G. E. T. Eyston's new record breaking car, the Magic Magna, is nearing completion.

A " 2·6 " in England.

In spite of the ban on the export of single-seater Alfa Romeos, Penn Hughes by some feat of legerdemain has succeeded in getting hold of one of the single-seater Ferrari Alfa-Romeos, which is now in England being fitted with a self-changing gear-box. He has also secured from the Scuderia Ferrari the 2.3 Alfa which was second in the Mille Miglia last year, now fitted with a two-seater body and long-distance tankage. A light racing body will be fitted, also a Wilson gear-box.

Penn Hughes and Eyston will drive the cars in Italian races, the former being alone on the 2.3 in the Circuit d'Alessandria, while Eyston will join him on the 2.6 in the Grand Prix de Tripoli and the Royal Prix de Rome.

Their full programmes is as follows :—

Circuit d'Alessandria	1 car
Tripoli Grand Prix	2 cars
Royal Prix de Rome	1 car
Grand Prix de la Marne	1 car
Circuit de Dieppe	1 car
Klausen Hill Climb	1 car
Targa Abruzzo	1 car
Coupe Acerbo	2 cars
Hill Climb. Stelvio	1 car
Grand Prix d'Italie	2 cars
Circuit de Cremona	2 cars
Circuit de Masaryk	1 car

Altogether the Eyston-Penn Hughes Motor Racing Stable as the new combination will be called, should be well acquainted with the sport abroad before the end of the season. I wish them the best of luck.

More Monopostos.

I hear from a friend in the Isle of Man that when Taruffi visited Douglas in December, he rode round the course on a push-bike. There is however no truth in the rumour that Nuvolari will be seen on a tricycle in the 4,000 mile Tour of Italy.

From Australia.

I have just received a very interesting letter from a reader in New South Wales with photographs of car dirt-track racing. Apparently they have formed a club at Granville, near Sydney, where they hold meetings once a month. The Track is ½ mile in length. Judging by these photos it looks

RUMBLINGS—continued.

as though a little oil on the surface wouldn't do any harm. My informant tells me that the lap record stands at 31 seconds, and the cars are nearly all "specials" most of them having Ford engines. The club have constructed a single seater for use of members (what about it Brooklands ?)

To quote my correspondent: "It is a great and thrilling sight to see 4 cars broadsiding at a corner, throwing an avalanche of cinders, leaving the spectators gasping in a cloud of dust muttering 'has anything happened ?'" Great fun.

Might I Suggest . . . .

In an attempt to gain some first hand knowledge of the progress of the Crystal Palace dirt track scheme, I arrived at the turnstile in the company of a colleague from another paper, and we presented our cards. "Wot's 'is ?" said the sentry. I explained that these cards meant that we wished to see what was going on inside, so that we could write about it in our respective journals. This, I explained, would be read by some 70,000 people, some of whom might be persuaded to turn up when the track opened.

"The press ain't allowed in," said the sentry. Now, there is another entrance into the Crystal Palace and you can walk there in about 5 minutes. It took us 2½ exactly. Casting one and twopence on the other turnstile we rushed down through the grounds and arrived at the speedway. There were all the racing cars lined up before us in the paddock. A standard B.S.A., and an aged Bugatti, and a G.N.

The B.S.A. wasn't fast enough to slide, the G.N. wouldn't go and the Bugatti seized up on the second lap.

Might I humbly suggest that this keeping the press out is a bad idea ? No respectable presspan will print anything he is asked not to; but they like to know what is going on.

Preparing for the Season.

I remember reading some years ago in the catalogue of a famous motor cycle manufacturer the claim "flexibility at speed down hill," which did not refer, as one might have thought, to the good carburetion of the engine, but to the fact that the frame bent instead of breaking. The Maserati chassis is also permitted to flex, which is the reason for converting the rear cross-member on the car which Brian Lewis will drive this year into a box-girder. This car is of course the two-seater which Sir Henry Birkin drove at Tripoli, and has the ordinary steel chassis. Cast iron is used for the cylinder head and block, and the Alfa-Romeo designers must score quite considerably as regards the saving of weight by using aluminium alloy for these components.

Meanwhile John Cobb has had the cockpit of his G.P. Alfa enlarged to make it more comfortable, and has done a few laps of the mountain circuit to see if everything is to his liking. I hear that he is going to remove the paint from every part of the car except the chassis. With a brass radiator tank, an aluminium body and a steel petrol tank it will certainly be easy to distinguish on the track.

"Spike" Gets down to it ?

For sheer perseverance alone I cannot help admiring "Spike" Rhiando. He came to this country about a year ago, with the intention of starting dirt-track racing for cars. With no resources to speak of he has put in a tremendous amount of work, trying to arouse some enthusiasm for the sport he has his heart in among British authorities and drivers.

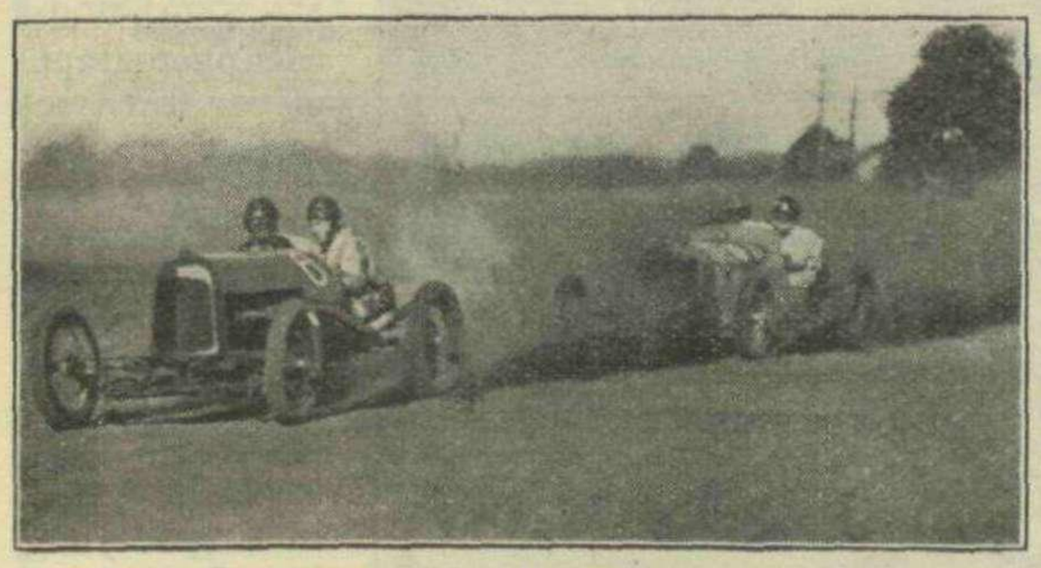
After many set-backs he seems at last to have got going, and with the assistance of the Conan Doyle brothers and other helpers he is now busy putting the Greenford Track into shape for a meeting on Saturday, March 24th, starting at 3 p.m. He hopes to have the following drivers there on that day: R. G. J. Nash, Adrian and Denis Conan-Doyle, "Babe" West, W. E. Harker, Vernon Balls, Cholmondeley-Tapper, "Drag" Johnson, "Hank" Sulman, Miss Cynthia Sedgwick and "Spike" himself. The proposed programme is to have 10, 15, 20, 25 and 50 mile races, with 12 cars on the track at the same time.

Meanwhile much paint is being applied to the fencing and buildings at Greenford, and a 4 ton roller is consolidating the loose cinders into the necessary state of hard smoothness.

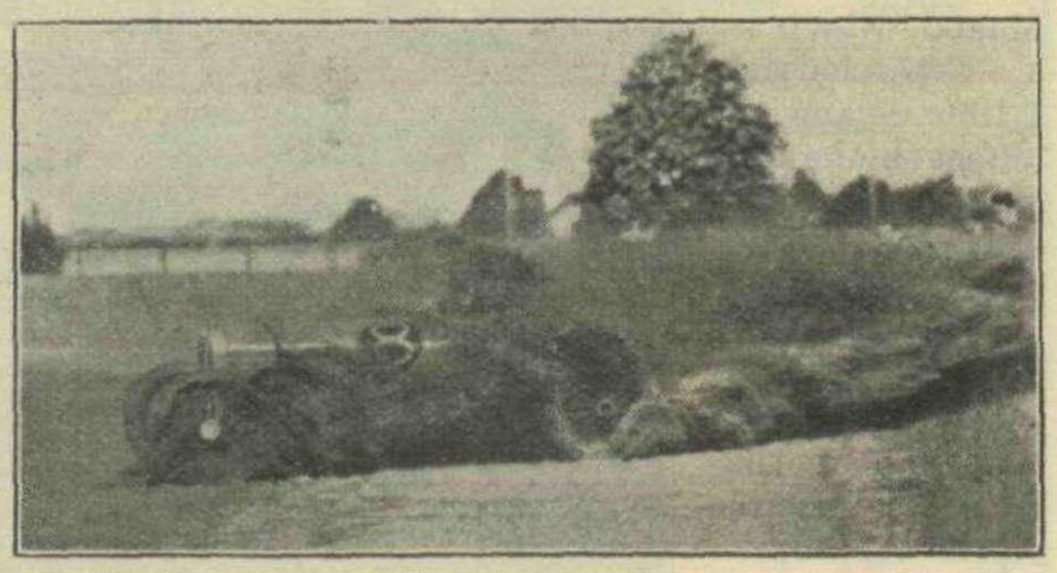
Who Wants a Drive ?

A friend of mine wants to enter his car for the British Empire Trophy Race, in which he considers he has quite a good chance of winni g the 1,100 c.c. unblown class. He also wants to find someone to pay his entry fee of £16 in return for an equal share of the driving. The car has been specially prepared all the winter, including the fitting of an offset streamlined single seater body.

If you are interested I will put you in touch with him.



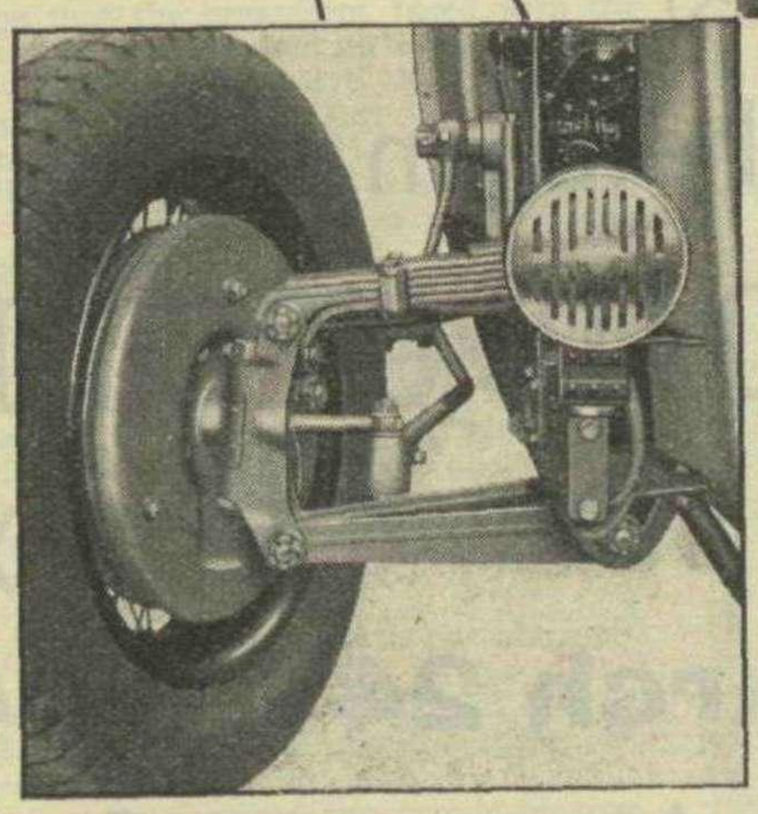
Archie Tuckett winning the Dirt Track Championship of Australia from B. Leckie.



T. M. Quinn, driving a Miller, over skidded and went through the fence. The driver escaped uninjured.

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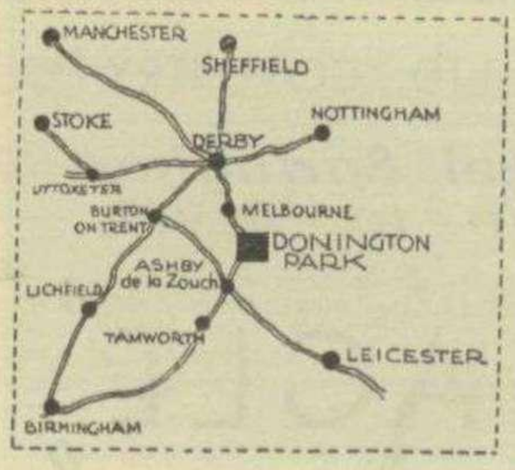
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Continental Notes

By

HAROLD NOCKOLDS

Etancelin Prepares.

ONE of the very first of the 1934 3 litre Maseratis was supplied to the well known French driver, Philippe Etancelin. Leaving no stone unturned in his preparations for the forthcoming Grand Prix season, Etancelin has taken the car to Montlhéry, where he was to be seen last month on the road circuit. His purpose is to get the car tuned to concert pitch well before the opening race, the Monaco Grand Prix, and to accustom himself fully to handling the car.

Etancelin, or "Fifi" as the French enthusiasts call him, has other plans too. He has ordered a sports-type 2,350 c.c. Alfa Romeo with which he hopes to do battle against his old rival Nuvolari in the Ulster T.T. The latter, of course, will be driving an M.G. Magnette.

16 Entries for the French G.P.

A few days before the final closing date for the French Grand Prix some consternation was felt among sporting circles abroad, for no entries had been received. The trouble was that the A.C.F. had made a rule that the sum of 10,000 francs, or a bank guarantee of that amount, must be deposited with each entry. As the race was only open to manufacturers or their nominated drivers, this meant finding 30,000 francs for the team. In many ways, however, the A.C.F. were justified in doing this, because last year there was good deal of difficulty through drivers failing to turn up at the last minute for some reason or other.

The result of all this was that the manufacturers held back their entries in the hope that the organisers, faced with the possibility of having no entries at all, would relent and waive the rule. This went on until the last day of entry, January 31st, and then the manufacturers, seeing the A.C.F. as firm as a rock in their decision, came forward in a body with their entries.

Here is the full list:—S.E.F.A.C. one, Bugatti three, Maserati three, Mercédès-Benz three, Alfa Romeo three, and Auto-Union three. The S.E.F.A.C. is the new French racing car which is being built by the Société d'Etude et de Fabrication d'Automobiles de Course, under the supervision of Messieurs Emile Petit and Simon Brault. The driver will be Raymond Sommer.

Although Ettore Bugatti has not made an official pronouncement, it is expected that his cars will be the new 2,800 c.c. jobs. The drivers will be Robert Benoist, Réné Dreyfus and Jean P. Wimille. Maserati has entered two cars of his own, and Philippe Etancelin makes up the third. Mercédès-Benz drivers will be Caracciola (if fit), Von Brauschitsch and Fagioli. The cars are reported to have been seen tested in Italy. The Alfa Romeo factory has nominated the Scuderia Ferrari to represent it in the race, and the drivers are named as Count Trossi, Varzi and Chiron, with Moll as reserve.

Finally, the Auto-Union team, entered at the last moment, will have as its drivers the choice of H. Stuck von Villiez, Prince de Leiningen, Momberger and Sebastien. What a race! No enthusiast should leave a stone unturned in his efforts to get to Montlhéry on July 1st.

Eyston's Magnificent Hour Record.

The World's Hour Record is one of the very highest attainments open to a racing driver, and on February 4th George Eyston set the seal on his many fine record-breaking feats by gaining it for the second time.

The reader may remember that the previous occasion was on April 6th, 1932, when with the 8 cylinder Panhard et Levassor he beat César Marchand's five-year old record, made with a Voisin. A year later, however, the lamented Count Czaikowski beat Eyston's speed of 130.87 m.p.h. with one of 132.88 m.p.h., driving his 4.9 litre Bugatti on the Avus Track, Berlin.

For some time Eyston and the Panhard et Levassor company have been planning a renewed attack on the record. For this purpose the car was fitted with a new and lighter body, and Eyston himself went into stricter training than usual in readiness for the severe physical strain of holding a car at a speed of close on 140 m.p.h. for one hour.

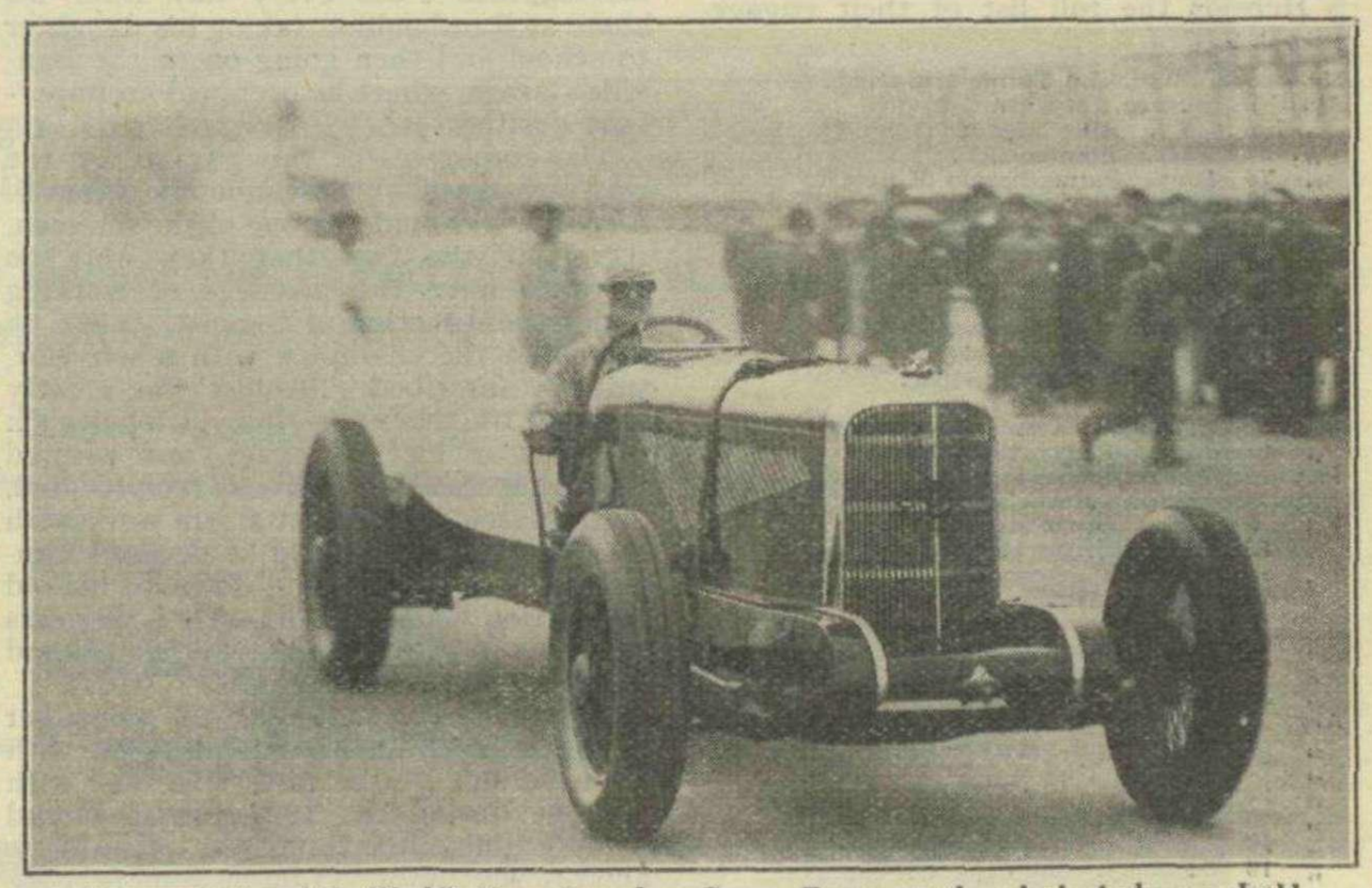
When the ideal moment for an attempt arrived, however, Eyston was in bed with a chill, but E. A. D. Eldridge who was supervising the arrangements, deemed it necessary for him to leave his bed and get going without delay.

There was only a small knot of spectators at the Montlhéry autodrome when the Panhard et Levassor began to encircle the track. The weather was cold but dry. After about a quarter of an hour a keen wind sprang up, and the onlookers began to feel really cold. The track is situated on the plateau of Saint Eutrope, and is exposed to the coldest winds. The attendants had difficulty in changing the numbered discs which marked the number of laps the car had covered, owing to the wind blowing them out of their hands.

Eyston's speed was extremely consistent. After 45 minutes the first record fell, the 100 miles world's and Class B at a speed of 132.98 m.p.h. Now began the most anxious part of the whole attempt. Eyston himself was feeling the cold intensely, his hands being almost frozen to the wheel. The driving position of the Panhard et Levassor, while making for positive control, is an extremely exposed one.

The onlookers anxiously watched the tyres, and listened to the note of the car's engine. Neither gave any trace of cracking up, and Eyston's speed was maintained with the utmost regularity. After 56 minutes the second record fell, the world's and Class B 200 kilometres at 133.04 m.p.h. but everyone was too excited to take much notice of this. The minutes ticked off slowly, far too slowly, and still the big car swept round.

At last a man walked out on to the track with a yellow flag. He waved it as the car came past and the World's Hour Record fell to Eyston and Panhard et Levassor! The new record is an average speed of 133.01 m.p.h. The fastest lap was covered at 136.512 m.p.h. It is worth remembering that the distance is measured by the middle line of the track. In practice Eyston had to lap high on the banking, so that his actual speed was something like 138/9 m.p.h. for the lap during the whole hour of the record. The Dunlop tyres withstood the strain magnificently, and all were in good condition at the end of the ordeal. Castrol



The new holder of the World's Hour Record: George Eyston at the wheel of the grand old Panhard et Levassor.

CONTINENTAL NOTES—continued.

oil and Ferodo brake linings also played their part.

That same afternoon Eyston, in company with Eldridge (himself an ex-holder of the record) and Monsieur Letory, he Clerk of the Course at Montlhéry, motored out to the cemetery at Houville, near Châtres. There he placed a wreath on the grave of the late Count Czaikowski, the previous holder of the record, who met his death in an accident at Monza track last September. A very fine gesture.

Caracciola's Loss.

It is with very great regret that I have to record the death, on February 4th, of Frau Rudolf Caracciola. In company with her husband, two friends and a guide, Frau Caracciola had gone on a ski-ing expedition from Arosa to Lanzerheide. On the slopes of the Urdenfurkel a small avalanche descended on the party, burying three of them.

Caracciola managed to extricate himself, and the third person was uninjured, but poor Frau Caracciola was pinned beneath six feet of snow. When at last they reached her she had ceased to breathe. Caracciola was slightly injured himself, but I hear that he has almost recovered.

To the bereaved driver we offer our most sincere condolences. The death of his wife has shocked the racing circles of all Europe, for she accompanied the German champion to every race, and was greatly liked by all with whom she came in contact. She always personally superintended the management of his pit.

Ferrari programme includes Isle of Man Race.

A very full programme has been planned by the Scuderia Ferrari for the coming season. Only one English event is on the list, namely the Mannin Moar at Douglas, Isle of Man, on June 2nd. Thus, in spite of splendid prize money, the Empire Trophy Meeting has failed to attract a Ferrari entry. The moral seems to be that the Italians dislike handicap racing. Here is the full list of their engagements :—

Mar.	29	France. La Turbie Hill-climb.
April	2	Monaco. Monaco G.P.
,,	7-8	Italy. Mille Miglia.
,,	22	Italy. Bordino G.P.
,,	29	Italy. Parma-Poggio di Berezto.
May	6	Tripoli. Tripoli G.P.
,,	20	Morocco. Casablanca G.P.
,,	20	France. Nimes G.P.
,,	20	Sicily. Targa Florio.
,,	20	Hungary. Budapest G.P.
,,	26	Germany. Avus race.
,,	26	Italy. Tour of Italy.
June	2	England. Mannin Moar.
,,	2	Germany. Eifel race.
,,	17	Germany. Kesselburg hill-climb.
,,	17	Spain. Penya-rhin G.P.
July	1	France. French G.P.
,,	8	France. Marne G.P.
,,	8	Italy. Varese race.
,,	15	Italy. Circuit of Biella.
,,	15	Germany. German G.P.
,,	22	France. Dieppe G.P.
,,	22	Austria. Gaisberg hill-climb.
,,	29	Italy. Coppa Ciano.
,,	29	Austria. Poeschen race.
,,	29	Belgium. Belgian G.P.
Aug.	5	Sweden. Summer Swedish G.P.
,,	5	Switzerland. Klausen hill-climb.
,,	12	France. Nice G.P.
,,	12	Italy. Targa di Abruzzi.
,,	15	Italy. Coppa Acerbo.
,,	19	France. Marseille G.P.
,,	19	Germany. Montagne G.P.
,,	26	France. Comminges G.P.
,,	26	Italy. Stelvio hill-climb.
,,	26	Switzerland. Swiss G.P.
Sept.	9	Italy. Italian G.P.
,,	16	Italy. Cremona circuit.
,,	16	France. Mont Ventoux hill-climb.
,,	16	Austria. Circuit of Viels.
,,	22	Spain. 500 Miles Race.
,,	30	Czechoslovakia. Masaryk G.P.
Oct.	7	Austria. Arlberg hill-climb.

The Ferrari drivers are, of course, Varzi, Chiron, Lehoux, Moll, Tadini, Comotti, Ghersi, Barbieri, Rosa, Marinoni, Carraroli and Aldrighetti.

More Bugatti Records.

At the end of January Pierre Veyron went out at Montlhéry for an attack on records in Class F. In spite of bad weather he succeeded in breaking six records with his 1,500 c.c. supercharged eight-cylinder Bugatti. The old records are given below in parenthesis :—

200 miles : 116.51 m.p.h (Bugatti, 116.49 m.p.h.).
500 kilos : 114.89 m.p.h. (Riley, 112.37 m.p.h.).
3 hours : 114.27 m.p.h. (Riley, 112.42 m.p.h.).
500 miles : 114.04 m.p.h. (Riley, 110.53 m.p.h.).
1,000 kilos : 113.09 m.p.h. (Bugatti, 107.60 m.p.h.).
6 hours : 112.72 m.p.h. (Bugatti, 107.52 m.p.h.).

King Albert's Interest in Motor Racing.

The late King Albert of Belgium, whose tragic death cast a gloom over Europe last month, was keenly interested in motor-racing. In 1912 he gave a beautiful trophy, known as the King's Cup, to the R.A.C. de Belgique, and this has been competed for each year in the Belgian 24 Hours Race. It is the team prize, and for several years now has been held by the F.N. *marque*.

All Eyes on Robert Benoist.

A question which everyone is asking now is " Will Robert Benoist be as fast as he used to be, and how will he shape against Nuvolari, Varzi and Chiron ? " During the years 1926-1928 Benoist occupied a unique position among racing drivers in Europe, in much the same way as Nuvolari does now. He used to win practically every race for which he entered, and was the idol of all France.

Since 1928 he has not touched a racing car. His motoring has been confined to driving into Paris every day from his home at Rambouillet taking his daughter to school and then going on to the Banville Garage, where he occupied an important position.

The employees of this garage, by the way, arranged a little ceremony recently. A speech was made by one of the foremen, regretting the fact that they were no more to have the privilege of working under the direction of Benoist. Then he presented the champion with a souvenir, suitably inscribed. Benoist was greatly touched by this expression of loyalty on the part of his employees, and assured them that their feelings were reciprocated.

On March 1st Benoist starts work with the Bugatti factory, and he declares himself confidant of settling down to his old occupation without effort. He is 38 years of age, is in splendid physical health, and has no nerves.

English racing followers will remember seeing Benoist at Brooklands both with Salmson and Delage cars. His duel with Segrave during the 1927 British Grand Prix is not easily forgotten. It will be good to see him in action once more, cool, calm and precise in his driving. I wish him the best of luck.

An Italian Merger.

Negotiations are nearly completed for an amalgamation of the Alfa Romeo and Isotta Fraschini concerns. Sports and racing cars will form a large part of their programme for 1935.

More plans for a Dutch Road-circuit.

Last July it was reported in MOTOR SPORT that plans were afoot to construct a special road-racing circuit in Holland.

At that time the location under discussion was in the province of Gueldre, near Arnheim, and the length of the proposed circuit was 30 kilometres. This idea has now been abandoned in favour of a plan to build a course near the town of Limbourg, in the Municipality of Heerlen, 28 kilometres from Maastricht. Several schemes were submitted to the Royal Automobile Club of Holland, and this is their final choice.

The circuit will be constructed by the Municipality of Heerlen, and will be 8 or 9 kilometres in length. The intention is for the Minicipality to build the course and grandstands out of their own funds, and then to lease the whole place to a private concern which will run races there, including a Grand Prix of Holland.

Le Mans Entries now total 47.

The second closing date for Le Mans entries resulted in a total of 47, two more being received during the second period. These were from Mr. Charles, of London, and de Gavardie, both of whom did not specify their cars. The full list of entries was published in MOTOR SPORT last month. Here is the list of *marques* :—Alfa Romeo 5, Amilcar 3, Aston Martin 4, Argo 1, Bugatti 3, Derby 1, Lorraine 1, Maserati 1, M.G. 4, Riley 5, Salmson 1, Singer 3, Tracta 2, Unspecified 13.

Entries will be accepted, at increasing rates, until May 15th by the A.C. de l'Ouest, 16, Rue d'Athénes, Paris 9e, or at 34, Place de la République, Le Mans.

The Tour of Italy.

One of the most interesting and exciting events of 1934 promises to be the 1st Tour of Italy, or Mussolini Gold Cup. A route of 6,000 kilometres, or roughly 3,750 miles, has been planned, and this will be covered in three stages, with a rest between each. The first stage will be from Rome to Villa San Giovanni, round Sicily and finishing at Messina ; the second will be Messina, Calabria, Lecce, Bologna, Milan ; and the third Milan, Trieste, Trentino, Turin, Genoa and so back to Rome.

The race will start on May 27th and finish on June 2nd. Only stock cars will be eligible, and there will be classes for 1,100, 1,500, 2,000, 3,000 and unlimited c.c. cars. No car made before 1929 will be allowed to compete. Two persons will be on board, the driver and his reserve. At the end of each stage the cars will be parked in a guarded garage, so that all repairs will have to be executed en route.

The prize money is terrific, totalling 650,000 francs, in addition to the extremely valuable Cup presented by Il Duce. The work of organising has been carried out by Signor Parisio, the head of Italian motor sport, and Signor Mercanti.

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BRITISH ALCOHOL BLEND

a joint product of the Petroleum Storage & Finance Corporation and the Distillers Company

CONTINENTAL NOTES—continued.

Getting Ready for Monaco.

To all intents and purposes the 1934 racing season will open with the Monaco Grand Prix on April 2nd. The new international formula as to weight of the cars and their coachwork will be used, but the section dealing with the length of the race has been ignored. The organisers are of the opinion that a race of 500 kilometres would be too long on the twisty Monaco circuit, where lap speeds are under 50 m.p.h. Accordingly the distance will be 318 kilometres, or 100 laps.

Entry for the Monaco G.P. is by invitation only, and probably not more than 15 cars will be allowed to start. Drivers will have to prove their ability to lap in 2m. 12s. during practice in order to qualify. Varzi's 1933 lap record stands at 1m. 59s.

Messieurs Dureste and Noghes are up to their eyes in work just now, for the race marks the culmination of a week of motor sport. On the 29th March the competitors in the Paris-Nice trial arrive at the Riviera, and on the same Thursday the hill-climb of La Turbie takes place. The intervening days before Sunday, the 2nd April, will be occupied in practice for the race.

No official entry list is so far available, but it is believed that four Ferrari cars will start, piloted by Varzi, Chiron, Trossi and Moll. Whitney Straight and Earl Howe are also possible starters.

Three Grand Prix Cancelled.

Notice has been received that the Grand Prix of Monza, the Grand Prix of Villeurbanne, and the Grand Prix of the Grand Duchy of Luxembourg will not take place. The Monza race appears on the International Calendar under the date of June 24th, the Villeurbanne event had not yet booked their date, while the G.P. of Luxembourg was to have been held on August 5th.

These three cancellations, added to those of Pau, Tunis and Sweden, make six races which will not take place. There is a certain amount of doubt about the Nimes and Marseille Grand Prix, but so full is the Calendar that the sport will not suffer in any way by the absence of these races.

Two Ferrari Recruits.

Last autumn orders were placed by Marcel Lehoux and his protégé, Guy Moll, for two Type B Alfa Romeo single-seaters. Then came the ban on foreign purchasers of these cars, and their deposit money was returned to the Algerian drivers.

Moll was the first to settle his difficulties by joining the Ferrari stable, thus being able to drive the car he desired without actually owning it. He has a programme of about 20 races mapped out, and hopes to do big things this season. I believe he will, for Moll is one of the most brilliant of the younger school of drivers. He owes much to the guidance and advice of Marcel Lehoux.

Lehoux himself was undecided what to do. His Bugatti has seen two seasons of hard racing, while his two seater 2,300 c.c. Alfa Romeo is not fast enough to compete with the 1934 G.P. cars. Finally, he has joined up with Ferrari, and will race under the colours of the famous Modena stable during the coming season.

Few drivers on the Continent are more popular than Marcel Lehoux. He is always cheerful and smiling, is obviously intensely fond of racing, and drives with a determination that endears him to the French crowd. He is equally popular with organisers, for he always keeps his word and once he has entered, can be depended upon to start without a last-minute quibble.

This popularity was put into material form recently at a luncheon in Paris given by the motor-clubs of l'Ouest, Nice, Marseille, Tunis, Dieppe and Comminges, in his honour. At the conclusion, M. Charles Faroux presented to the Algerian a gold medal, inscribed " A Marcel Lehoux pour sa vaillance et sa loyauté sportive."

Tripoli Plans.

The Grand Prix of Tripoli is unique in motor-racing, for on its result is run a vast sweepstake. This enables the already large prize-money to be swelled to a tremendous figure, and this in turn ensures an entry of the first order. The winner will receive £6,000, second man £4,000, and third about £3,000. In addition to 7 place-prizes, £7,000 will be distributed among all drivers taking part in the race. Governor Italo Balbo is in charge of the organisation of the race.

The race is a short one, 100 kilometres, and will be run on May 6th. Previous winners have been 1926 Eyersmann (Bugatti), 1927 Materassi (Bugatti), 1928 Nuvolari (Bugatti), 1929 Brilli Peri (Talbot), 1930 Borzacchini (Maserati), 1933 Varzi (Bugatti).

In past years there has been some trouble with owners of tickets getting in touch with drivers, for the purpose of " phoney business." This year this will be avoided by drawing duplicate numbers at the first draw, and postponing the final draw until 2 hours before the race.

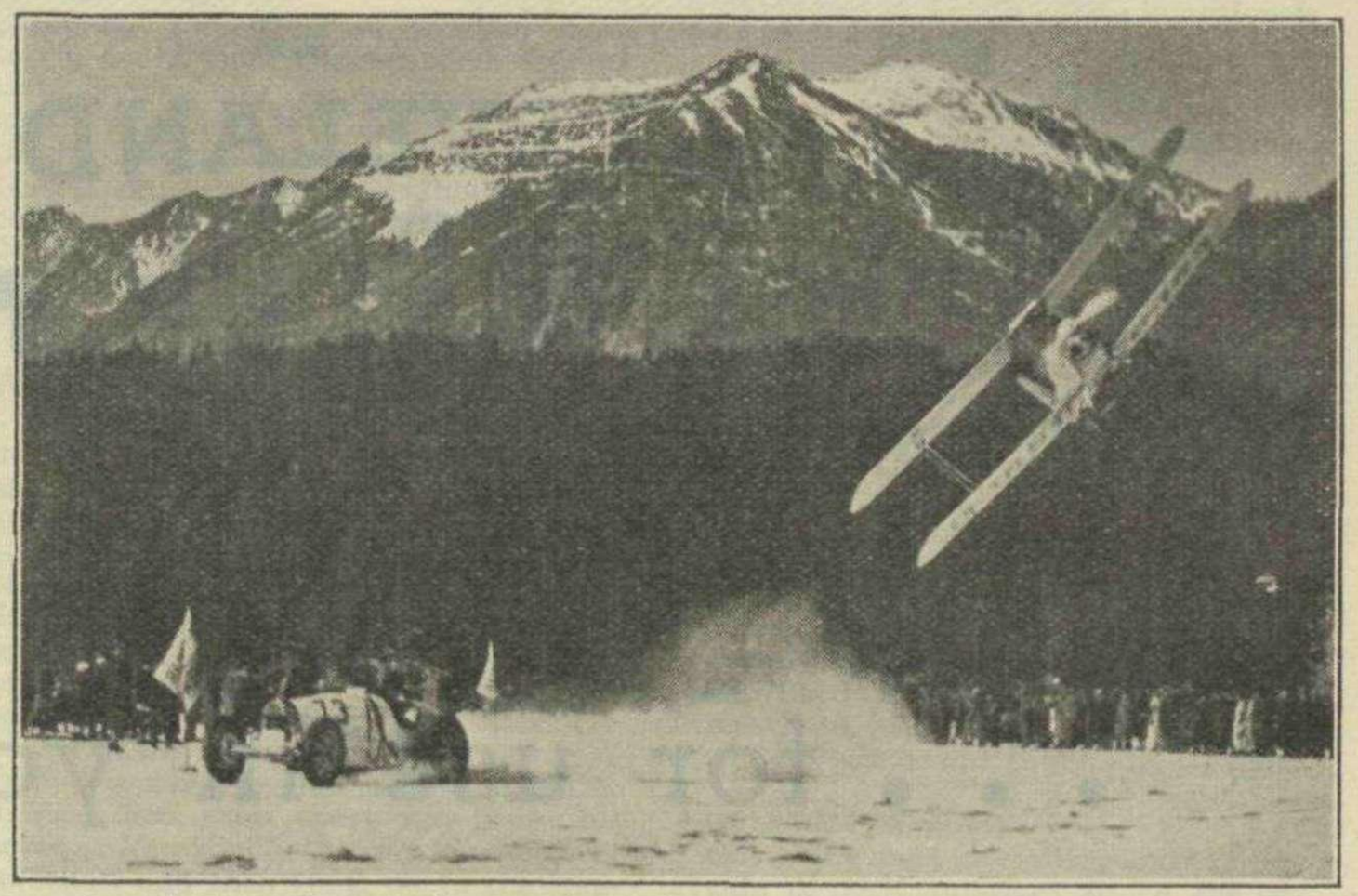
There will be 30 entries, and each of the 60 ticket-holders of the first draw, with a wife or one friend, will be invited to Tipoli, from any country, all fares paid, and will stay as guests of the organisers at a first-class hotel. They will have special seats reserved for them in the *tribune d'honneur*.

Five English drivers will take part, including Whitney Straight and George Eyston, five Germans, among them probably Caracciola and Von Brauschitsch, seven Frenchmen, including Lehoux, Etancelin, Chiron, Benoist, Wimille and Dreyfus, and the rest will presumably be Italians.

Big Money at Rheims.

The A.C. de Champagne are determined that the 1934 Grand Prix de la Marne shall be one of the best races of the year. Altogether the sum of 235,000 francs has been subscribed for prize-money, and this will be divided as follows: 1st, 100,000 francs; 2nd, 50,000 francs; 3rd, 25,000 francs; 4th, 15,000 francs; 5th, 12,000 francs; 6th, 10,000 francs; and so down to the 10th man, who will receive 3,000 francs. A special prize will be given to anyone who can break Nuvolari's 1932 lap record of 156 km. 538 per hour—roughly 97 m.p.h.

The race will be run on July 8th, over 64 laps of the 7 km. 826 circuit, giving a total length of 500 km. 864. The event will be run under the *formule libre*.



A race between a Bugatti and an aeroplane took place on Lake Eibsee, in Bavaria, last month.

Details of the Morocco Meeting.

On May 13th a production car race will be held in Morocco, over the following circuit: Casablanca, Azenmour, Mazagan, Tleta, El Had, Marrakech, Medionna, and so back to Casablanca. Classes for 1,100 c.c., 1,500 c.c., 2,000 c.c., 3,000 c.c., 5,000 c.c. and unlimited capacity cars will be available, with 10,000 francs prize money.

A week later, on May 20th, the Grand Prix of Casablanca will be run. The new circuit of Anfa will be used, 60 of the 63.70 kilometre laps giving a total distance of 362,200 km. The first man home will receive 50,000 francs, second 25,000 francs, third 12,000 francs, fourth 6,000 francs, and seventh 5,000 francs.

NEWS FROM THE U.S.A.

By

Our American Correspondent

T. MERIWETHER-SMITH

At an American Automobile Association Contest Board meeting in late January plans were perfected for the 1934 Indianapolis race and the Championship season. The 45-gallon petrol tank rule was adopted for the 500-mile race, being the only major change from rules announced last year.

The limit on petrol is intended to bring improved design in streamlining, more efficient carburation, and provide an element of sustained interest in the latter stages of the long grind, often lacking in previous races. A driver can quite easily lead the field for the first 400 miles, and then be cheated of victory in the last 100 because of allowing his desire to lead the field rob his motor of precious drops of petrol. The element of uncertainty in the last 100-miles is expected to be the chief feature of this year's contest, from the spectators' viewpoint.

Harry Miller, famous designer of the racing cars that carry his name, has been signed as chief engineer of the Marmon Motor Company, Indianapolis, according to an American magazine of recent date. This firm was purchased by a group of business men who announce their intention of manufacturing " the Marmon 16-cylinder passenger car, marine and airplane motors, and racing machines." According to the journal, Miller is now in Indianapolis preparing two cars for the 500-mile race, May 3th.

* * *

Al Gordon, 1933 Pacific South West Champion, continued his brilliant driving in the two January races at the Ascot speedway, Los Angeles. In the first event, 200-laps, Gordon shattered the 200-lap record for this track, leading from start to finish. Chet Gardner was second, Kelly Petillo, third, and Herbert Balmer, fourth.

The 100-lap race in late January was the first 1934 event in which the new Pacific Southwest rules were in sway. Machines were single-seaters, with maximum displacement of 205 cubic inches, not more than 7 to 1 compression ratio, and weighing at least 1,450 pounds. These rules proved surprising to the experts on the coast for the Ford motored machines were able to perform on practically even terms with the hitherto invincible Miller 4's. Gordon managed to win the race after a hectic duel with Woody Woodford and Thomas Cosman, the last two driving Ford machines, with many high-speed accessories.

In the 100-lap race, Harris Insigner, young Philadelphia driver, sustained a broken shoulder in a terrific wreck on the south curve. Speeding along directly behind " Sweede " Smith, Insinger was forced to turn his Miller into the upper rails to avoid Smith's car when it threw a right rear wheel. The Philadelphian sustained a broken shoulder and other injuries.

* * *

Al Gordon, with the 1933 Pacific Southwest championship safely tucked away with his numerous motor racing trophies, will begin an intensive campaign in January to retain that title, and to add to his fame in races in the Midwest and Eastern sections of the United States. Gordon ended his 1933 campaign with one of th most sensational winning streaks ever seen on the Pacific Coast tracks. He piloted the little Gilmore Special No. 5, to six consecutive main event victories, defeating in each instance, a very fine field of first rate drivers.

Gordon has been known as a fearless, determined driver for five years, but it has been only in the last six or seven months that he has added keen ability to judge pace, skill in " nursing " frayed tyres, and the temperament that goes with the really crack pilot. The latter requisites proved the difference between just another driver and a champion. Gordon is the only Hebrew driver to win a major American racing title.

* * *

The management and A.A.A. officials in charge of the Ascot and Pacific Coast races recently announced changes in the specifications for cars designed to bring about safer conditions. Cars will be limited to 210-cubic inches displacement, one carburetter, and must weigh 1,450 pounds, without fuel and driver.

The hazardous south turn at Ascot has been changed, also. Tons of dirt have been placed outside the curve, doing away with the 35 foot drop beyond the retaining wall. This dirt is soft, acting as a " cushion " for cars that might smash through the railings.

* * *

U.S. officials at Langley Field, Virginia, have announced the construction of an airplane intended to wrest the world's one mile record from Italy, with a theoretical top speed of 544 m.p.h. The plane, of which all details are kept secret, other than it will have slightly tapered wings and a rectractable landing gear, is to be constructed immediately.

* * *

Ted Horn, youthful Pacific Coast driver, is soon to attempt records for cars in Class C, with a rotary-valve 4-cylinder, specially streamlined machine. The present record is 152.101 m.p.h. and is held by Harry Hartz. The attempt will be made at Dry Lake Muroc, California, where preliminary tests have already been completed.

* * *

According to word from California, the proposed revival of road racing in that state will find only stock cars, of the smaller classes, competing in the 200-mile race on February 18th. Present indications are that the scheduled 200-mile race for championship type racing cars will be cancelled because of the officials inability to secure sufficient entries to assure an interesting event.

RACING MOTORISTS MEET.

THE dinner and dance of the British Racing Drivers' Club serves as a time of reunion before the season's racing and a large gathering of drivers and their friends gathered together at the Park Lane Hotel on February 16th.

The Earl Howe was in the chair, and after the loyal toasts had been drunk, Sir Henry Piggott, who was the guest of honour, rose to propose the toast of The Sport. In an amusing speech Sir Henry, who is the Chairman of the Civil Service Motoring Association said that although the club members who number some 13,000 could not claim to travel faster than those of the B.R.D.C., at any rate they had the distinction of a lower insurance rate. At the same time the Ministry of Transport did recognise their skill, and members, amongst whom of course was Lord Howe, were being asked their advice as to the best way of reducing accidents.

Earl Howe then replied, welcoming Sir Henry and the other distinguished guests, amongst whom were numbered Col. Lindsay Lloyd, Sir Algernon and K. Lee Guiness, M. Robert Letorey, the Clerk of the course of Montlhéry Track had honoured them with his presence, and the most famous woman driver in the world, Mrs. G. M. Stewart, whose lap speed of 145.9 m.p.h. at Montlhéry was one of the finest performances there or elsewhere.

Turning then to the awards for the races promoted by the Club, Lord Howe expressed their gratitude to Lord Wakefield and Lord Nuffield for their generosity in presenting the first prizes for the 500 Miles Race. The entrants and drivers then came forward for their awards and E. R. Hall did particularly well, being almost overcome by a bronze object d'art with a marble base which was the Class award.

The track-racing star was also won by E. R. Hall, while Lord Howe amid great applause received the road-racing award.

The floor was then cleared for dancing, the band being suitably clothed in racing overalls and goggles, while the bar, tastefully disguised as a series of racing pits, was also well patronised.



THE HUMBER SNIPE SPORTS SALOON

Handsome Lines on a Speedy Chassis.

THE touring car has undoubtedly been improved to a great extent through the lessons taught by racing, and so it comes about that a touring chassis fitted with a powerful engine can put up a fine performance without sacrificing smooth running and silence of running. This proceedure was followed on the early Humber "Snipes" and the experience gleaned from producing a car of this type is reflected in the satisfying behaviour of the latest models.

The popularity which Humbers enjoy on the overseas markets has no doubt encouraged the manufacturers to fit those refinements which usually make their first appearance on cars produced in America, while the nicety of handling and the distinctive coachwork and finish characteristic of this side of the Atlantic have been retained.

Brief Specification.

Engine : Six cylinders, 80 *mm. bore and* 116 *mm. stroke. Capacity* 3,499 *c.c. Tax* £24. *Side-by-side valves. Stromberg down-draught carburetter. Coil ignition.*
Gear-box : Four speed and reverse. Silent second and third. Synchro-mesh third and top. Free-wheel. Ratios 4.54, 6.66, 11.23 *and* 16.82 *to* 1.
Brakes : Bendix semi-servo.
Suspension : Half elliptic.
Dimensions : Wheel base 10*ft.* 4*in. Track* 4*ft.* 9*in.*
Weight with sports saloon body 33¾ *cwt.*
Price : £550.

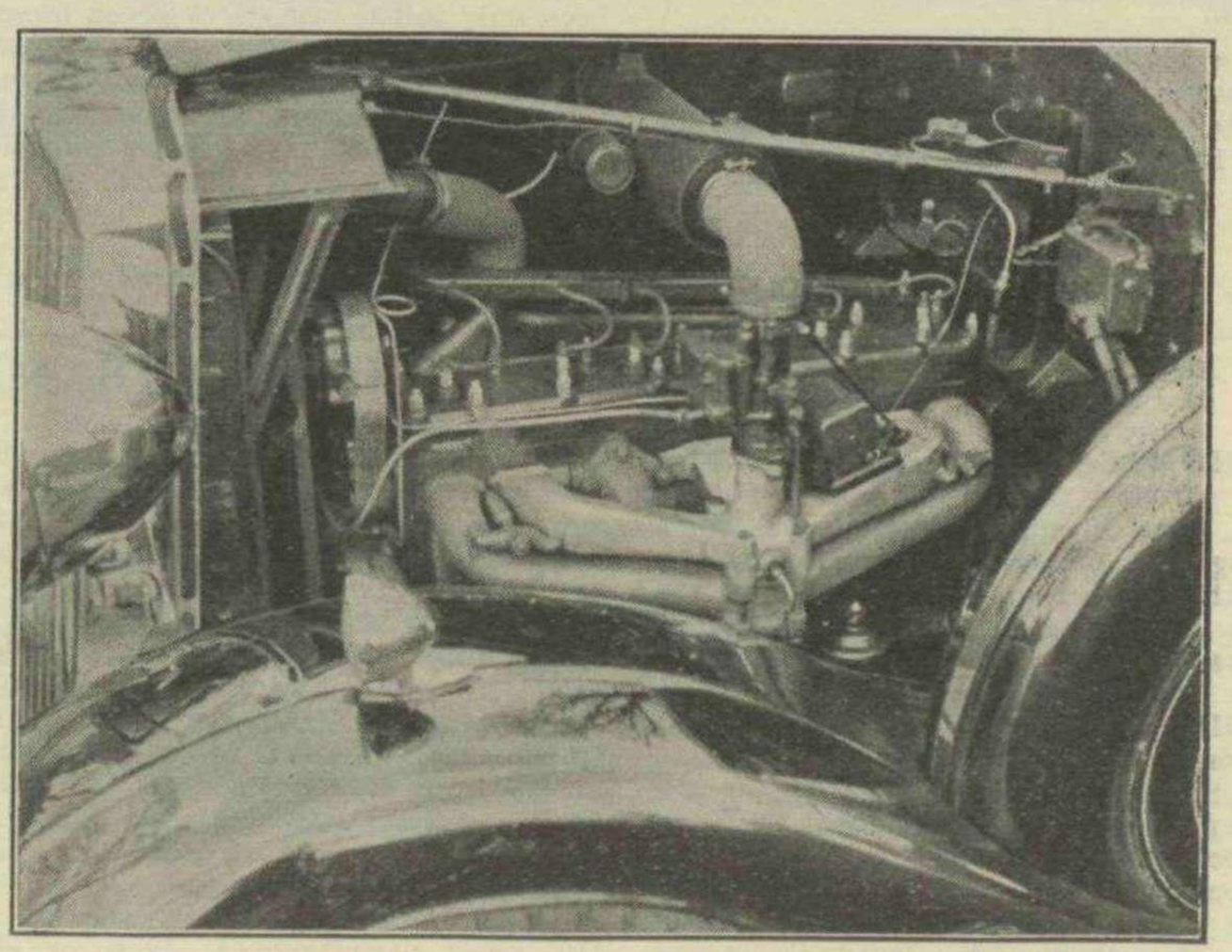
Moving gently through London traffic, most of the time on top gear, there was nothing to suggest the high maximum speed of this luxurious saloon, except that it leapt forward briskly on third gear with a touch of the throttle. With light steering and an inaudible engine one was unconscious of its size. The only complaint was a slight difficulty in always making a smooth start, due either to the clutch being out of adjustment, or possibly to the flexible mounting of the engine. The same shudder was experienced when running at walking pace on top gear, but disappeared on pushing over the lever into third. The synchro-mesh mechanism for third and top ensured a quick and silent change, and these gears and second are all silent. A free-wheel clutch is also fitted, but we did not find occasion to use it.

The Brooklands tests were carried out comfortably and without fuss or noise, and the car ran at full speed on the track as steadily as it did on the road. The comfortable maximum speed on second gear which was generally used for starting was 30 m.p.h. and 50 on third. No rev. counter was fitted to the car as extreme engine speeds are not called for but at the speeds given it was running at approximately 3,800 r.p.m. The maximum speed attained on the track was about 77 m.p.h., which was achieved on the Byfleet Banking after a 50 m.p.h. run through at the end of the Railway Straight The car we tested had done over 7,000 miles as a demonstrator without attention, so that the private owner may expect a speed equally high even when the time of decarbonising approaches.

For a substantial and roomy car fitted with an engine of 3½ litres the all-out speed and acceleration are both highly satisfactory and the petrol consumption of 15 m.p.h. during the test period, shows that the car would be economical to run.

The brakes were really powerful and progressive without any suggestion of the snatch sometimes experienced with self-servo mechanism. The large ribbed drums and the torque members for the front axle help to bring about this result. From 40 m.p.h. the car was stopped in 51 feet on dry concrete.

For a touring car the paramount qualities are quiet-running, good suspension, silence and a good top-gear performance. A short acquaintance with the "Snipe" revealed that all these requirements were adequately fulfilled, so we then drove it



[*Motor Sport Photographs*

This is the near-side aspect of the Humber Snipe Sports engine.

KOOLMOTOR THE ORIGINAL ALCOHOL BLEND



Koolmotor is guaranteed to have the highest anti-knock value or octane rating of any motor fuel sold at the No. 1 price. It, therefore, eliminates knocking or pinking even in engines of unusually high compression ratio, resulting in greater flexibility and power output, thereby improving top-gear performance. It gives more miles per gallon because of this better top-gear performance.

Koolmotor is recommended and approved by leading motor manufacturers and has positively no injurious effects on your health or your engine.

Obtainable at leading Garages throughout ENGLAND

(Excluding extreme N. England and Western Counties)

Here are some of the principal stockists in London and Home Counties:

South West London

Beecholme Motor Co., Nightingale Lane, S.W.
Columbia Garage, Upper Richmond Rd., S.W.14
Wandsworth Bridge Service Station, S.W.6.
Cedar Trading Co., 359 London Road, S.W.
The Chimes Garage, 253 High Road, S.W.16.
Beaumont Car & Repair Depot, 330 Brixton Rd.
The Grand Gar., Richmond Rd., Twickenham.

South East London

F. Bloomfield Ltd., Wyndham Road, S.E.5.
Blackheath Automobiles Ltd., St. John's Park Rd.

North London

Hartland Garage, Friern Barnet Road, N.11.
Parringtons Ltd., 112 Junction Road, N.19.
Walker's Service Garage, Oakleigh Road, N.20.
Hext & Sons, Middleton Rd., Wood Green, N.22.
Central Garage, 151 Stamford Hill, N.16.

West London

Withers & Co. Ltd., 35 Edgware Road, W.2.
Iron Bridge Service Depot, Southall, Middx.
Oak Service Station, Uxbridge Road, Hillingdon.
Sipson Service Station, Bath Road, Harlington.
Rusticum Garage, Norwood Green, Southall.
Abbott Bros., Castle Garage, Tatling End.

North West London

Houghton Garage, Marsh Lane, Pinner.
Apex Garage, Salvage Lane, N.W.7.
Keystone Garage, Ruislip Lane, Greenford.
Tower Service Station, 617 Finchley Rd., N.W.3.
Staples Corner Ser. Stn., Edgware Rd., Hendon.

Buckinghamshire

Pigeoncote Garage, London Road, Beaconsfield.
White Hill Fill. Stn., Wooburn Moor, Beaconsfield
Mervyn White Services, Chalfont St. Peter.
Dumb Bell Garage, Bath Road, Maidenhead.

Berkshire

Hawthorne Garage, Three Mile Cross, Reading.
B. & C. Lovick Bros., High St., Crowthorne.
Wee Waif Service Stn., Twyford, Nr. Reading.
Winnersh Service Station, Nr. Wokingham.

Surrey

Lankester Eng. Co. Ltd., 39 Eden St., Kingston.
Kirkway Motors Ltd., Stafford Rd., Wallington.
Foords Garage, Waterloo Road, Epsom.
Pantiles Service Station, Bagshot.
Barnet & Small, West Street, Farnham.
Edwards Motors, South Street, Dorking.
Milford Petrol Station, Portsmouth Road.
Mytchett Garage, Frimley Green.
High Efficiency Motors Ltd., Surbiton.
Ewell Downs Motor Services, Ewell.
Lindfields, The Central Garage, Bagshot.
Weybridge Autos Ltd., York Road, Weybridge.
Thomson & Taylor, Portsmouth Rd., Cobham.

Kent

Larkfield Road House Service Stn., London Rd.
Lloyds Garage, London Road, Swanley.
Larches Service Station, Green Street Green.
Glenn's Speedwell Service Station, Offham.
Kent Car Exchange, Ashford Road, Maidstone.
St. Mary Cray Garage, Orpington Garden City.

Hampshire

Blue Goose Motors, Henstead Road, Soton.
Fenn's Farnboro' Service Stn., op. R.A.F. Depot.
Bournemouth Motor Stations, Lansdowne.
The Otterbourne Garage, Nr. Winchester.
Willow Tree Works, Forton Road, Gosport.

Hertfordshire

Waters & Son, Clock Service Station, Hatfield.
North Road Garage, Welwyn By-pass, Welwyn.
Lisle's Garage, Woolmer Green, Knebworth.
A. W. Appleby, 32 Nightingale Road, Hitchin.
H. Tuck, 264 Hatfield Road, St. Albans.
Victoria Service Station, Verulam Rd., St. Albans.
Sandridge Service Station, St. Albans.
Wheatley & Knight, Cole Green Garage, Herts.
Bushey Garage, High Street, Bushey Heath.
Putterill Bros., Harpenden Garage, Harpenden.
H. Precious, Melbourne Rd. Garage, Royston.

Bedfordshire

Town Hall Service Station, Biggleswade.
Dunton Corner Filling Station, Biggleswade.

Essex

Willsmore's Super Ser. Stn., Gallows Corner.
Rainsford Service Station, Chelmsford.
Pitsea Service Station, London Rd., Pitsea.
Saunders & Sons, Ongar Road, Brentwood.
Jackson's Motor Works, Great Baddow.
Redhouse Service Station, Eastern Ave., Ilford.
Grove Filling Station, Westcliff-on-Sea.
Laindon Service Station, Arterial Rd., Laindon.

Sussex

The Manor Garage, High Street, Worthing.
Feest's Garage, Surrey Street, Littlehampton.

The next Koolmotor announcement will list Midland stockists. A list of stockists in your district will be sent on request:

CITIES SERVICE OIL COMPANY LIMITED

New Oxford House, Hart Street, London, W.C.1.

Telephone: HOLborn 7013-4-5

THE HUMBER SNIPE SPORTS SALOON—continued.

as one would an out-and-out sports car.

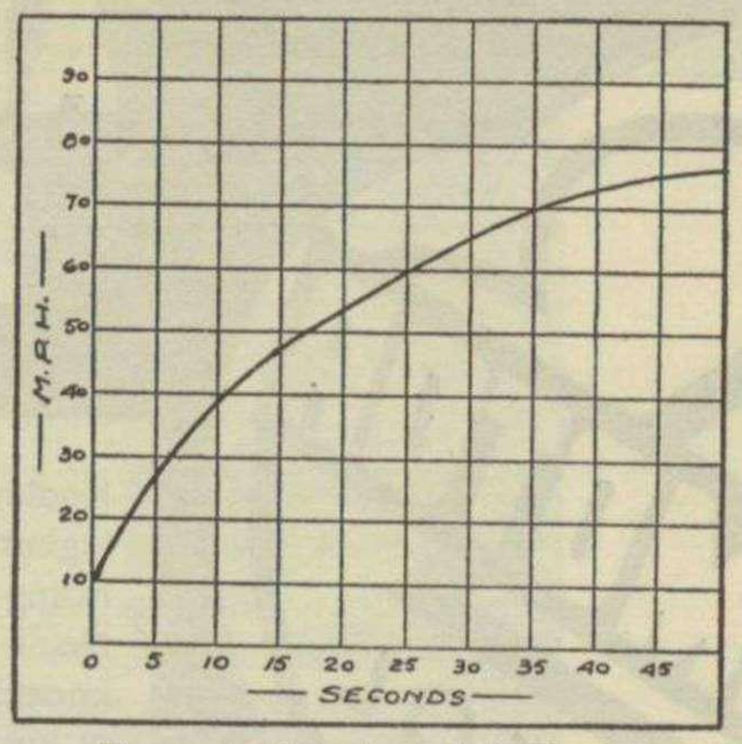
The suspension at full speed even on roads of a wavy character left nothing to be desired, but on fast bends the back of the car was inclined to swing. It was found that if the steering wheel were firmly held, the car actually took the bend without trouble, so that weight distribution and other essentials are not to blame. Friction shock absorbers in addition to the hydraulic type already fitted would overcome the trouble in conjunction with more fully inflated tyres.

The steering was light and accurate, though fairly low-geared, and a useful degree of self-centering action was a good feature. The gear-change was rapid and simple and soon got the car to its best cruising speed of 60-65 m.p.h. Once there the car maintained its speed without gear-changing even in face of gradients such as Bix Hill, the sharp rise leading up from Henley Fair Mile on the Oxford road. At this speed and even up to 75 m.p.h. the only sounds were the rush of the wind past the car and the swish of the tyres.

The front seats are set at a comfortable angle and give good support to back and thighs. They were upholstered in leather with a latex rubber filling, with springs underneath, a combination which gives a soft seat without side-sway. The windscreen was high and gave excellent visibility, while the steering wheel with its oval-section rim was also well-placed. The gear-lever is free from whip and the pedals and brake lever are conveniently placed. The accelerator pedal is of the hinged type, and at full throttle lies at rather an awkward angle.

To this road-report one can only add that the running of the car is so effortless that one ceases to think in terms of acceleration and braking and simply drives as though one with the car. The chassis and coachwork details which made this possible therefore deserve a full description.

The automatic choke device was a great convenience, giving an instant start hot or cold without the possibility of damage through an over-rich mixture. It is operated by the induction pipe depression in conjunction with a thermostat. The automatic advance and retard is also suction controlled. The radiator shutters are controlled by the water temperature and by the engine oil-pressure together, so that when the engine is stopped the shutters close at once.



The acceleration chart of the Humber Snipe Sports Saloon.

The dash lay-out was particularly commendable. A large and plainly marked Jaeger speedometer was placed in the middle with a small clock dial at the bottom. The thermometer and the petrol gauge were on the near side, with the ammeter and the oil-pressure guage in front of the driver. With the indirect lighting in operation they showed up well at night without distracting the driver.

The headlamps were fitted with special lenses which gave a rectangular zone of light, so that both sides of the road were illuminated, but without the abrupt cut-off of top light usually associated with that type of beam. The daytime cruising speed may therefore be safely maintained at night.

Turning to the technical side, the Humber Snipe is fitted with a side valve engine of capacity 3,499 c.c., and has a seven-bearing counterbalanced crankshaft with a vibration damper. The cyclonic induction pipe is in the form of a shallow V, and in conjunction with a Stromberg downdraft carburetter gives a range of engine speed entirely free from flat-spot or hesitation. The petrol is fed from a 14 gallon rear tank by an A..C. mechanical pump.

A large air-cleaner and filter is fitted.

Coil ignition is used, controlled by suction from the induction pipe, and Startix automatic starting is also a feature. The oil filler, the distributor and the dynamo are accessible on the off side.

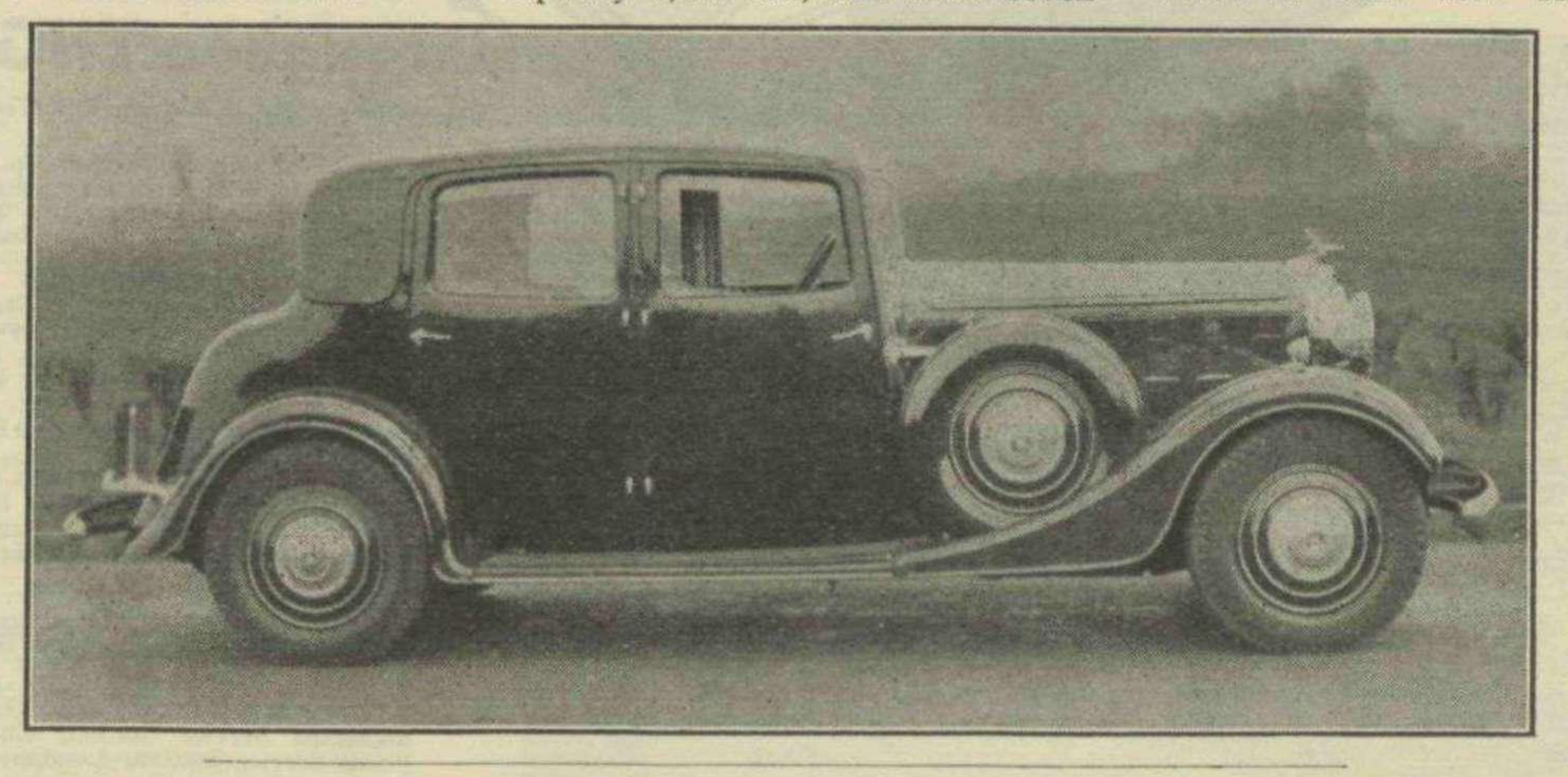
The engine and gear-box unit is mounted on rubber at three points. A single dry-plate clutch is used, and the gear-box has constant-mesh pinions for second and third gears, with synchro-mesh mechanism on third and top. An open propeller shaft is used with spiral bevel final drive.

The frame is a rigid structure upswept front and rear and braced amidships with a substantial cruciform member. Semi-elliptic springs are used, and two pressed-steel radius rods transmit the braking stresses direct to the chassis. Luo-servo self-energising brakes operate in large ribbed drums.

The Sports saloon is a handsome and roomy car following modern lines but yet avoiding extremes in such matters as the treatment of the rear panel. Plenty of head-room and a well-lighted interior make it a cheerful car to drive, while the window on the driver's side may be lowered completely without causing a draught. Louvres over the doors allow the lights to be lowered slightly even in bad weather, and there is also a sliding roof-panel.

The separate front seats slide easily, and there is ample width and leg room in the back for three people, and a central folding arm-rest. The leather upholstery looks well and is most comfortable. The actual coachwork which is built with steel bands on a wooden frame, was absolutely silent.

The maker's address is Humber Ltd., Coventry, but the car tested was put at our disposal by Rootes Ltd., Devonshire House, Piccadilly, W.1, who are the London and Export Listributors. The Snipe Sports Saloon costs £550.



TWO MASERATI RECRUITS.

The two French drivers, Braillard and Falchetto, have always worked in close co-operation in Continental races, always driving Bugattis. They have made extensive plans for 1934, and have the backing of Braillard's sister, Mme. Nelly Braillard. This lady has purchased two single-seater Maseratis, one of which will be delivered at the end of the year, and the other during January. For a month the two drivers will drive their Maseratis about Italy, accustoming themselves to their new mounts, and then they will be ready for the fray. We wonder what their tactics will be in 1934?

TWO BIG RACES AT BROOKLANDS

The J.C.C. International Trophy

THE most successful race held at Brooklands last year was undoubtedly the J.C.C. International Trophy. For this event, it will be remembered, an entirely new system of handicapping was used, the different classes having to negotiate corners of varying severity, according to their size and speed.

For the 1934 International Trophy, which will be run on Saturday, April 28th, the same handicapping method has been retained. Starting in the old Finishing Straight, the cars will immediately take their respective paths which will be indicated by low fencing. They then proceed round the Byfleet Banking and up the Railway Straight, turning into the Finishing Straight and winding through an " S " bend before coming to the handicap-corners once more.

The only difference in the course from last year is that the smallest cars will have to make a slight deviation instead of having a straight path, as before.

The entries will be divided into three groups, (1) supercharged 750 c.c. and unsupercharged up to 2,000 c.c. ; (2) supercharged 1,750 c.c., and unsupercharged over 2,000 c.c. ; (3) supercharged over 1,750 c.c. The entry fee is £16 16s. 6d. per car, with a 10% reduction for second and a 20% reduction for third cars, up to March 31st. The final closing date is April 12th, and £21 per car will be charged during this period.

The race is open to cars of any type of car in racing trim, fitted with an open body deemed suitable by the Club for a race under road conditions. The length of the race will be 100 laps of approximately 2.6 miles, and the cars will be sent away in a massed start at 2.30 p.m.

The awards are in keeping with the importance of the race. The first man will receive £500 presented by Lord Nuffield and a £100 Trophy presented by Lord Wakefield. He will also receive for one year the S.M. & M.T. Challenge Trophy. The first British car to finish will receive £100 presented by Messrs. Joseph Lucas, Ltd., the second man in the race will receive a similar amount given by the Dunlop Rubber C., Ltd. ; the third £50 and a trophy from the Automobile Engineering Training College ; the fourth £25 and a trophy from Messrs. Chas. Follett, Ltd. ; the fifth an award value £40 from the B.A.R.C. ; the sixth, seventh and eighth will receive £30, £20 and £10 each respetively ; the winner of each group will receive a trophy value £25 unless he is in the first three in the race ; the leader at 15, 30 and 50 laps respectively will receive an award of £10 presented by Messrs. S. Smith & Sons, Ltd. ; and finally the team having the best aggregate will hold for one year the Challenge Trophy presented by the M.G. Car Co., Ltd.

The first entry has already been filed, namely Sir Malcolm Campbell's 12 cylinder Sunbeam, which led the field for some time during the race last year before retiring with mechanical trouble. Altogether the race should be a well up to the standard of last year's event, for in motor-racing as in other things, nothing succeeds like success.

The B.R.D.C. British Empire Trophy.

For the Third British Empire Trophy an entirely new course will be used at Brooklands. In previous years it will be remembered that a system of heats and a final has been used, the cars racing round the normal outer circuit of the track.

As announced in the February issue of Motor Sport, a " road " course has been devised, and the event will consist of one race of 300 miles in length, starting at 2 p.m. of Saturday, June 23rd. The start will be given just beyond the Fork, and the cars will proceed round the Byfleet Banking to the Railway Straight, half way along which they will pass through an " S " bend made up of sand-banks, called the " Railway Snake." At the point where the old Finishing Straight joins the outer circuit, just before the Members Bridge, a second " S " bend will be placed, called the Members Bridge Bend. Then, as though in a Mountain Race, the cars will rush down to the Fork to " Fork Hairpin One," round Chronograph Villa. A short distance up the Finishing Straight they will encounter " Fork Hairpin Two," which will lead them back towards the Byfleet Banking and the end of the lap.

The cars will be divided into 8 classes, each of which will be sent off from the starting line at the following times :—

2.0 p.m. 750 c.c. supercharged, unsupercharged 1,100 c.c. and 1,500 c.c. (81.82 m.p.h.).

2h. 11m. 40s. 1,100 c.c. supercharged and 2,000 c.c. unsupercharged (86.25 m.p.h.).

2h. 15m. 1,500 and 2,000 c.c. supercharged, 3,000 c.c. and 5,000 c.c. unsupercharged (87.75 m.p.h.).

2h. 20m. 3,000 c.c., 5,000 c.c., 8,000 c.c. and unlimited unsupercharged (90.0 m.p.h.).

The handicap speeds are given in brackets.

The race will be open to cars of any type, fitted with an open body, but they must be capable of a speed exceeding 90 m.p.h. The entry fee per car is £16 up to May 7th, £21 up to May 21st, and £26 up to June 4th.

Lord Nuffield has generously donated £1,000 for the Prize Fund, so that the following cash awards are possible :— Entrant of winning car, £400 and British Empire Trophy ; second car, £200 and Canada Trophy ; third car, £100 and Australia Trophy ; the car covering distance in shortest time, £100 ; first car in each class, £50 ; team prize, " Mobiloil " Trophy ; each driver of winning team, an award by the Vacuum Oil Co., Ltd. ; all entrants and drivers completing course in specified time, a B.R.D.C. plaque.

With this splendid array of awards the British Empire Trophy Race should be assured of success, and the present vogue of road racing should make it particularly attractive to those engaged in this form of motor sport.

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What Do You Know About Cars?

Report on Competition No. 8.

THE first correct solution to our last month's competition opened on the 15th January was that submitted by :

Mr. R. J. Hewer,
26, Maze Road,
Kew, Surrey,

to whom we have sent a cheque for one guinea.

The car in the photograph was a Diatto 2 litre, entered and driven by Mr. Cyril Durlacher in the Essex Club's Six-Hour Race at Brooklands in 1927. Out of the total entries received, 9% only were correct. A wide variety of makes was suggested, the most popular being O.M., a car which bore a strong resemblance to the Diatto in external appearance, particularly as to the mudguards.

Here is the list of other makes suggested, some of which had many supporters among the entrants :—Bignan, Tracta, Morris-Cowley, Austro-Daimler, Bugatti, Lagonda, Frazer Nash, Hispano-Suiza, Bentley, Delage, Georges Irat, Vauxhall, Lancia, Cierano, Citroen and Itala.

Problem No. 9.

The photograph which forms the subject of this month's competition was sent in by Mr. F. K. Warren, of 119b, Palatine Road, West Lidsbury, Manchester, to whom we have posted a cheque for half-a-guinea.

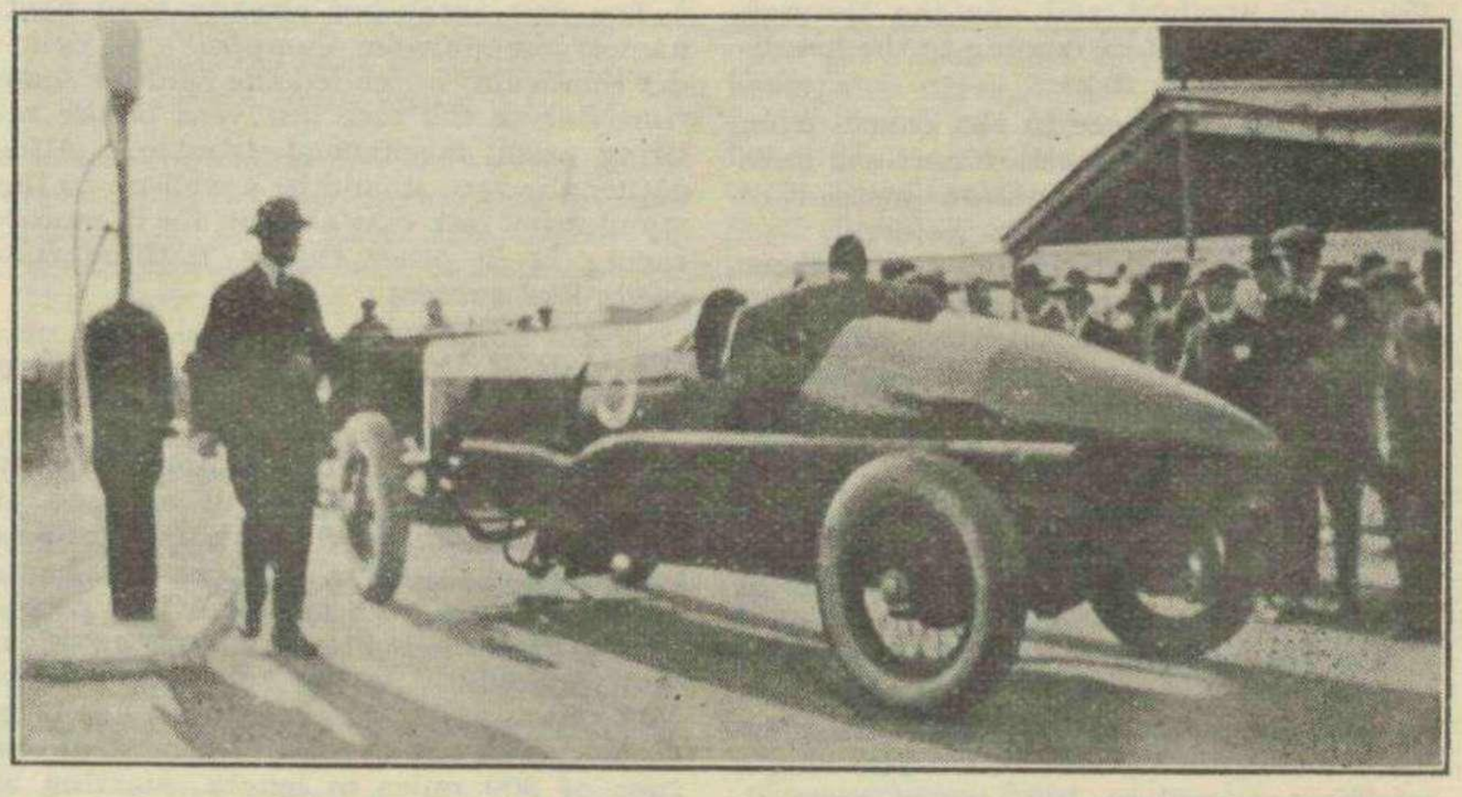
The rules for Problem No. 9 are as follows :

1. Cut out the coupon on the inside back cover, fill in your name and address and solution in block letters, and send it to us in a sealed envelope marked "Competition."
2. Any alterations on the coupon will automatically disqualify the entrant.
3. The Editor's decision on all matters relating to the competition is final.
4. Entries must reach this office, 39, Victoria Street, London, S.W.1, not later than the first post, March 15th, and a prize of one guinea will be awarded to the sender of the first correct solution opened on that day.
5. More than one coupon may be included in one envelope.
6. No letter must be sent with the coupon.
7. The result will be published in our April issue.

Are You a Photographer?

Most followers of motor-racing are keen photographers, and have a collection of photographs they have taken at various events, or of sports and racing cars which are seldom seen. Look through your collection, and if you think you have any pictures that would puzzle other readers, send them along. The only condition is that the photograph must be the handwork of the sender. All those not used will be returned if a stamped addressed envelope is included.

Get that album out now, and send your photographs to The Editor, MOTOR SPORT, 39, Victoria Street, London, S.W.1.



Problem No. 9. What is the name of this racing car?

ALCOHOL FUEL FOR HIGH COMPRESSION ENGINES

ALTHOUGH no radical change in design has been noticed in motor-cars during the last ten years, performance has improved out of all recognition. More efficient carburation and better cylinder-head design has accounted for a good deal of this improvement, but the chief cause has been the general raising of compression ratios. This in turn has only been made possible because fuels are now available which minimise the "knocking" and "pinking" inevitably resulting when normal straight petrol is used with high compression engines.

For racing, where extremely high compression ratios are necessary to obtain the greatest possible power-output, alcohol fuels have for many years been widely used. For general use alternative methods of raising the anti-knock value, or octane rating as it is called, of petrol have been the inclusion of a 20 percentage of benzol, or a very small percentage of tetra-ethyl lead fluid.

Without discussing here the relative advantages possessed by these three methods of improving the anti-knock value of motor spirit, it is sufficient to say that alcohol-blends have the approval of most people who have studied the question, particularly from the point of view of the sport car owner, whose machine is affected materially by the quality of the fuel used.

At present there are two alcohol-blend fuels on the market. Cleveland-Discol is the product of the Petroleum Storage and Finance Corporation Ltd., and is made in association with the Distillers Co. Ltd., the largest manufacturers of alcohol in the United Kingdom.

Cleveland Discol will shortly be on sale all over England, Scotland and Wales. The Cleveland petrol pumps are now numerically the third strongest in the country and the organisation is based on ten coastal bulk depots at Preston, Ellesmere Port, Avonmouth, Newport, Lymington, Shoreham, Barking, Goole, Sunderland and Thameshaven. Cleveland-Discol will be sold at the current No. 1 price of 1s. 6d. per gallon.

Koolmotor Alcohol Blend has been on sale in England since the early part of 1932, and there are now some hundreds of Koolmotor pumps situated in 27 different counties of England. It sells at the usual price of 1s. 6d. per gallon.

Koolmotor possesses to the fullest degree the advantages of an alcohol fuel. That is to say, it has a very high octane rating, or anti-knock value, and by reason of the lower temperature of vaporised alcohol fuel as compared with straight petrol, due to the high latent heat, it is particularly useful for small-bore high compression sports cars, where a cool mixture is essential.

The manufacturers of Koolmotor Alcohol Blend are the Cities Service Oil Co. Ltd., and the alcohol used in its production is manufactured at Dagenham by Messrs. Solvent Products, Ltd., who are associated with the United Molasses Company and the Distillers Group.

It has probably occurred to the reader that it is remarkable that these two concerns are able to market alcohol fuel at a price no dearer than ordinary petrol, when alcohol used for drinking purposes is subject to a tax of over £6 per gallon. This is accounted for by the exemption from any tax of alcohol used for mechanical purposes, even the 8d. per gallon tax on petrol, the idea being to foster as much as possible the use of home-produced fuels. Thus for every gallon of alcohol fuel manufactured, only 75% of it (the alcohol content is roughly 25%) is subject to the 8d. petrol tax. And so, although alcohol is expensive to manufacture, this cost is counterbalanced by the saving on petrol tax, and the companies mentioned above are able to sell their fuel at a competitive price.

WATER

The Classes That Bloom in the Spring Tra-la,

THE FAILURE OF THE CADET AND COMMODORE CLASSES IS CELEBRATED BY THE INTRODUCTION OF ANOTHER "PSEUDO" RACING CLASS.

ONCE a year, there is an International Meeting at Brussels to decide what is going to happen to the World's Motor Boating. The people who make this decision are a sober minded body, selected to look after their respective country's interests.

For some years now these men have been convinced of the failure of the large outboard motor and have, therefore, been trying to form an inboard class that will take its place. The result is the "International 1½ litre class." One and a half litres is a very suitable size for a small inboard runabout but in the regulations that have been adopted there appears the following :—Each boat must carry two oars and rowlocks, one boat hook, one anchor (weight 11 lbs.), 82 ft. of anchor line, 2 mooring ropes of 32 feet each, Navigation lights, horn, self starter, electric lighting and above all—a hollard or ring for towing purposes!

The defence of the powers that be is probably on these lines, "Well, these regulations are taken practically without alteration from the Italians who are admittedly far ahead of us in motorboating matters."

Now, the Italians have two 1½ litre classes. One for real racing boats with steps, etc., and one for the type of thing described above.

So that it seems rather a pity that the feebler of the two classes has been adopted.

A glance at competition history shows that as soon as the competing vehicle is made to carry a lot of irrevalent junk, the racing suffers. When, for instance, was outboard racing at its height in England? In 1929 when hydroplanes were used without restriction. Where is outboard racing most popular now? In America and Italy where, in both cases unrestricted hydroplanes are used.

In the car world too, the same principal applies. Over here our chief motoring event is the T.T. Race where cars must have certain equipment, but vastly superior racing is seen in France and Italy where the cars are unrestricted.

It is, perhaps, a little hard to condemn a class that has had no chance to prove itself, but the new international 1½ litre class has about as much chance of success in this country as the editor has with Claudette Colbert!

The folly of loading racing boats and cars with ironmongery seems such a simple lesson to learn. Perhaps, some day——?

"THE MAN WHO NEVER CLOSED THE TAP."

Colin Fair is no stranger to the older readers of Motor Sport. He was the first man to make a British outboard motorboat plane, and for some years was practically unbeatable in outboard racing. Many is the 1/6d. that has been collected on the strength of his appearance at a race meeting. He was known as the 'man who never closed the tap.' It was his firm belief that if a boat turned over when rounding a buoy at full bore, there was something wrong with the design. Once he had satisfied himself that there was *nothing* wrong with the design—well, the spray certainly flew.

It seems no time since, on a memorable day in July 1928, the worthy C.D.F. was hurtling down the West Hays in his famous British Maid III, hundreds of yards ahead of the nearest competitor as usual. The crowd was glum. Why didn't somebody 'push' him? Then he wouldn't be able to slow down. But wait! He wasn't slowing down anyway! The 'man who never closed the tap' lived up to his title. But alas; the wind was whistling across the corner with some force and suddenly the boat shot straight up into the air, submerging the petrol tank, silencer, and half the motor.

"He's in!" yelled the crowd. But they didn't know their Colin. With his knees under the steering wheel, he proceeded some distance in this undignified position until gradually the boat lowered itself onto the water and shot over the finishing line, while in the distance could be seen a press photographer mounting his motor cycle with a grin.

Several volumes of Motor Sport could be filled with the exploits of Colin Fair but space is according to the Editor, valuable. It will be remembered, though, that he was the first holder of the "Star" trophy and winner of the "Motor Boat" trophy in 1929. Some races—both of them. He already has a small daughter who's recreation consists of twisting "Shearpin" round her little finger. And now he has a son. Well, well!

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E.H.P.

2 1496 c.c. E.H.P. racing cars, fitted with Cozette Superchargers, one equipped for track and one for road racing, all parts interchangeable, both recently overhauled. Price £200. Bruton Garages, Ltd., 4, Blenheim Street, New Bond Street, W.1. Mayfair 4737.

FRAZER NASH

FRAZER NASH Cars, Falcon Works, London Road, Isleworth (Hounslow 3172 have for disposal a number of reconditioned cars.—Full particulars on application.

HISPANO-SUIZA

HISPANO-SUIZA, 15.9 h.p. ALPHONSO (1914) Type, 80 x 180 mm. Smart 3-seater body, recently repainted, new screen and hood. Interesting veteran sports car with possibilities and character. £17. Box S.72, c/o MOTOR SPORT.

M.G. MAGNA

1932 M.G. MAGNA Foursome Coupé, black and green, sliding roof, excellent condition £145. Bruton Garages Ltd., 4, Blenheim Street, New Bond Street, W.1. Mayfair 4737.

M.G. MAGNA. 1932 four-seater, black and green, good condition, £120. Hime, Binley, Andover.

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£95 BROOKLANDS MARENDAZ 1½-litre tuned Anzani close ratio gear box, 60 in second. Recelulosed black and cream. Spring wheel ; toneau. Rudge wheels. Economical. Griffiths, 52, Westbourne Terrace.

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were fitted in the M.G. Magic Midget Montlhery Records Speed over 128 m.p.h.

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SPECIAL Trials Riley 9. 2 carb., 15 gallon tank, two competition spares, new gearbox and crown wheel magneto and dynamo, overhauled, very fast. £42 10s. Box O.74, c/o MOTOR SPORT.

30/98 VAUXHALL

SECOND-HAND spares for Side Valve and O.H.V. models. Everything in stock. Warburton, 420, Walkden Road, Worsley, Manchester.

PERSONAL

GENTLEMAN, member B.A.R.C., with practical racing experience, has old-established and well-equipped repair works in London, and wants to meet another enthusiast with capital available for racing cars in principal events. M. P. Tenbosch, Janoway Hill Woking.

MILLE MIGLIA. Driver of "90" Talbot wishes one or two companions to share expenses for visit to Monaco G.P. and Mille Miglia. Leaving about 27th March. Apply Box H.77, c/o MOTOR SPORT.

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COZETTE Supercharger complete with carburetter and oil pump off 1930 Ulster Austin 7, perfect condition. £8 or offer. Write J. C. Wilson, 69, Knighton Drive, Leicester.

WANTED

COMPLETE cylinder head, carburetters and manifold for Alvis Speed Twenty. Barker, Kingswood Hall Park, Scotforth, Lancaster.

WANTED.—1½ litre racing engine, preferably 4 cyl. Watts, Quetta, River Ash, Shepperton.

WANTED.—Second hand Ulster, or earlier type sports engine for Austin 7. Write, giving price and particulars, A. M. Gaze, Wiseman's Corner, Bacton, Norwich.

MAGNETO and DYNAMO OVERHAULS

21/-—Flat rate magneto overhauls (no extras whatever) ; 12 months' guarantee, repair while you wait, or exchange. The Johnson Engineering Co., 86, Great Portland St., W.1. Museum 7852.

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Racing Visors in all colours, to wear with Crash Helmets	7/6
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Sponge Rubber, one inch thick	3/4
Sponge Rubber, one inch thick, 3/4 square foot.	

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Lewis's New High Speed Racing Goggles, fitted large rubber cups, adjustable nose-piece and ventilator, fitted Triplex lenses	34/6
Racing Goggles, rubber cup, fitted safety lenses	21/-
Luxor Racing Goggles, Model 10	50/-
" " " Curved, Model 6 ...	77/6
" " " Small pattern, Model 4	40/-
Racing Goggles, curved celluloid lenses	7/6 pair
Triplex Featnerweight	6/6
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We have some wonderful new lines of Racing Goggles now in manufacture.

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LEATHER COATS.

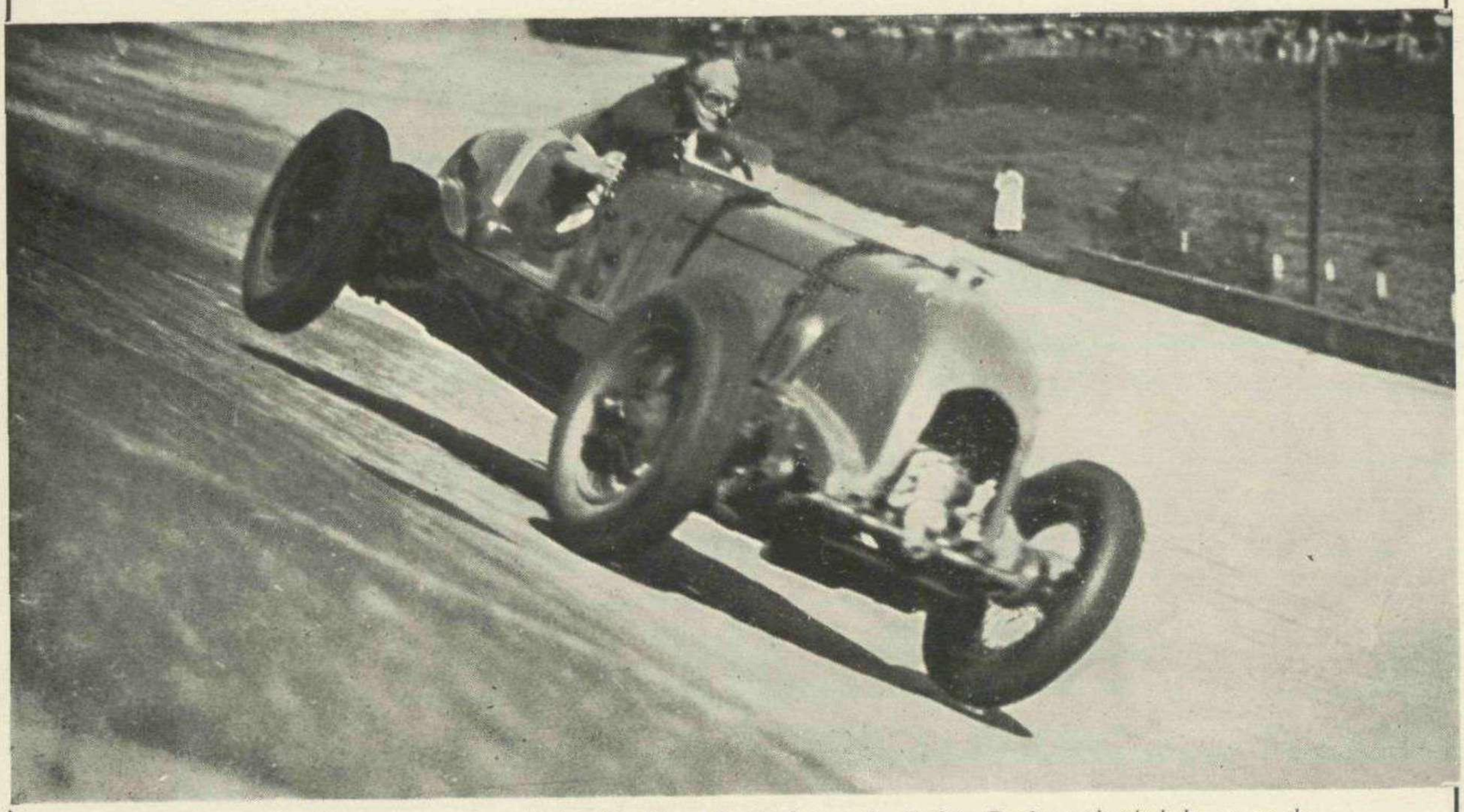
Leather Coats, Full Chrome	75/-, 85/-
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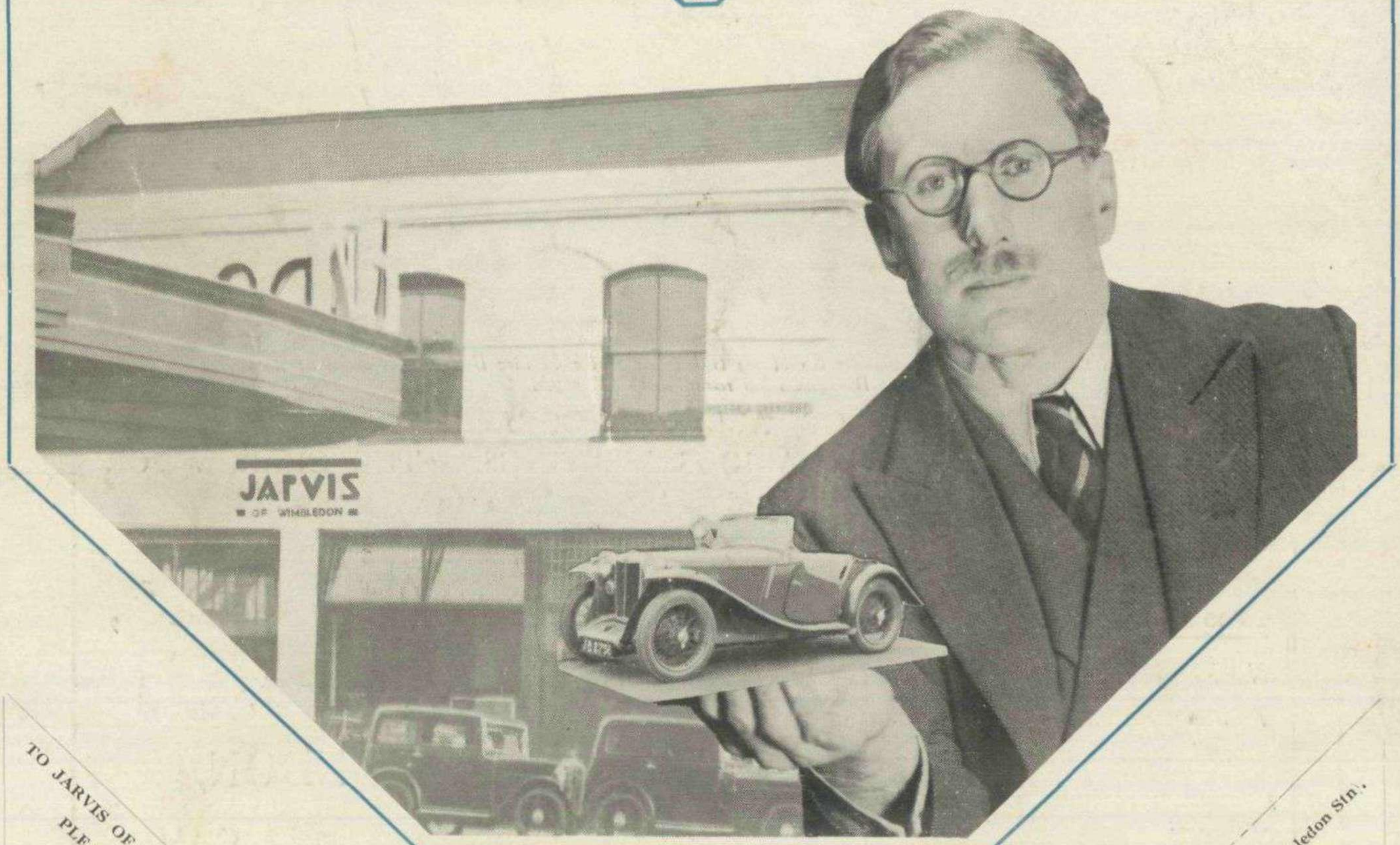
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