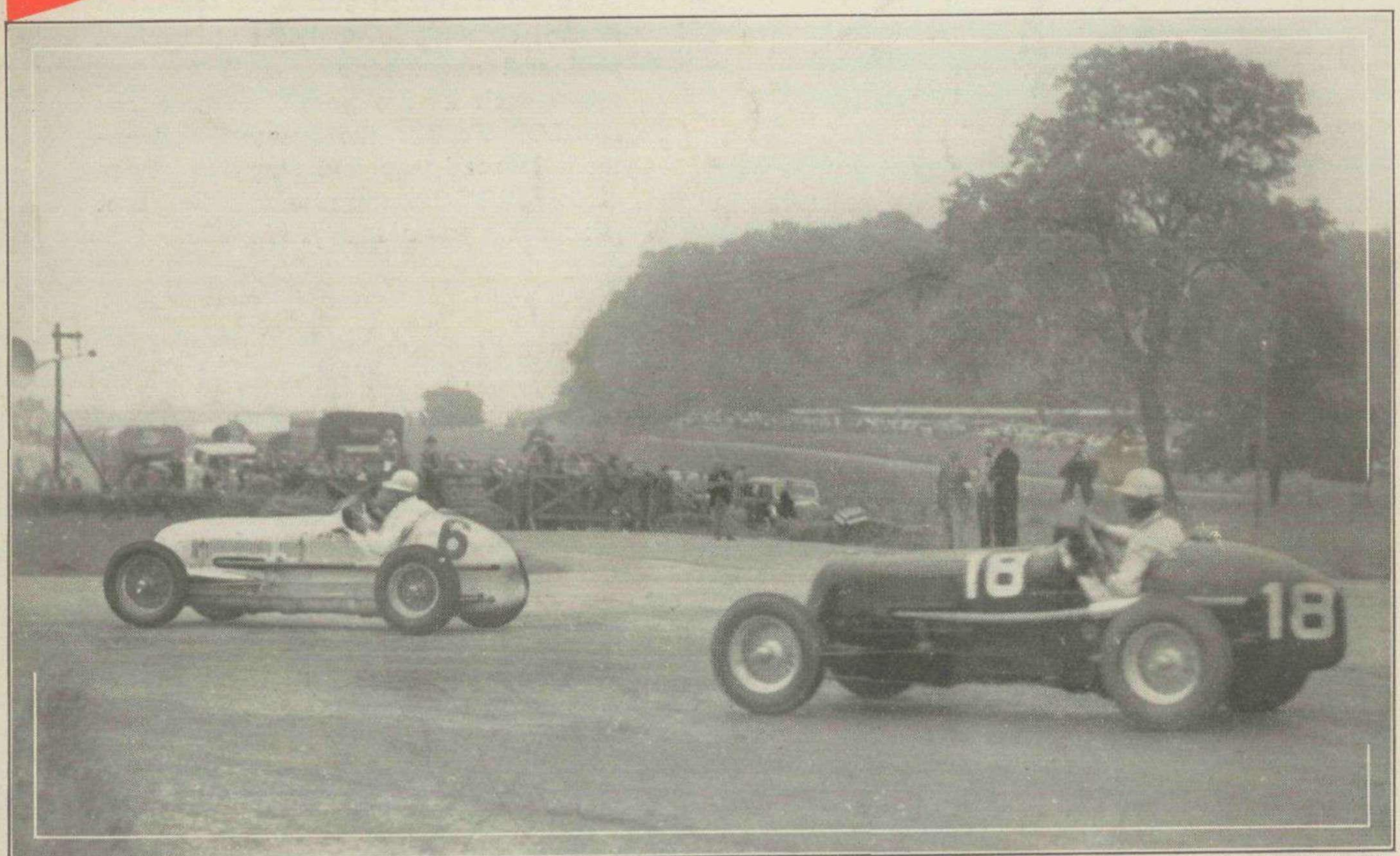
Vol. XIII. No. 8 **Continental Notes and News and all the Current Events** *July, 1937*

MOTOR SPORT

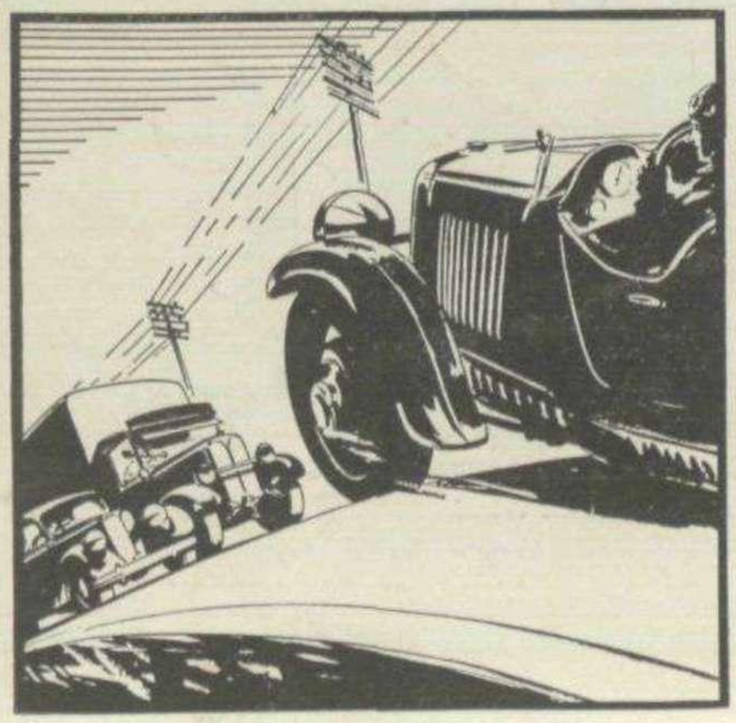
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[*Motor Sport Photograph*

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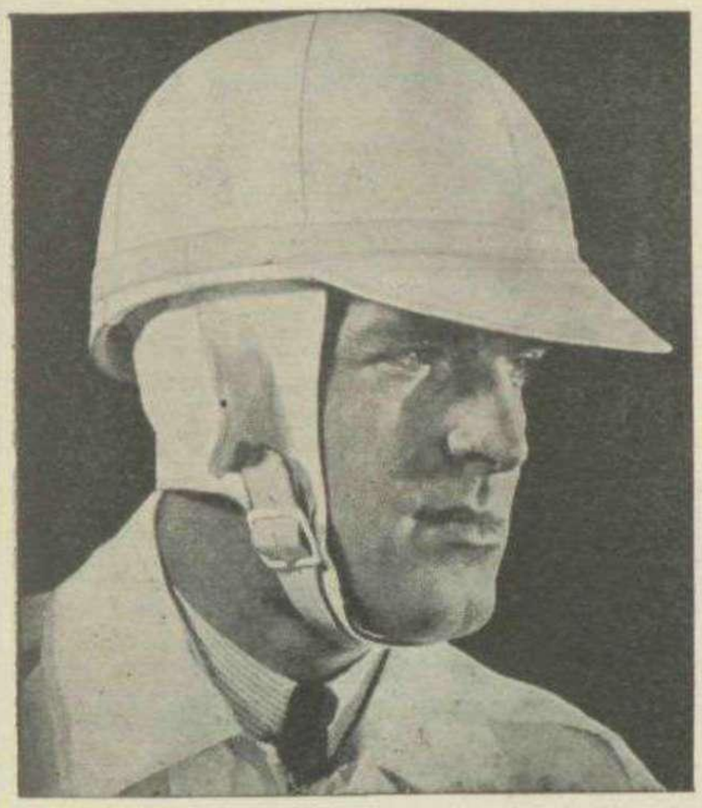
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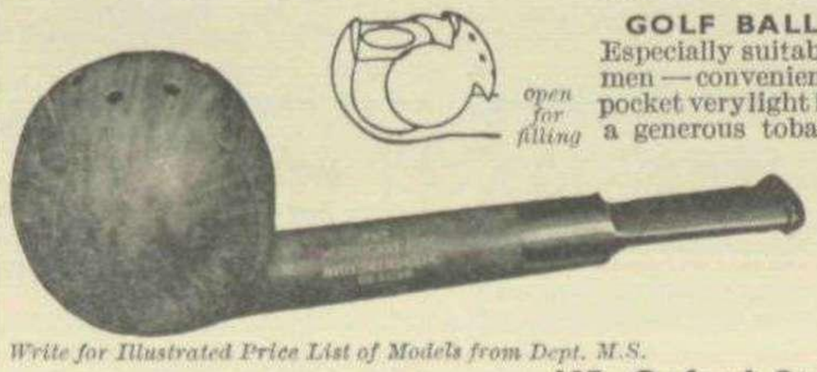
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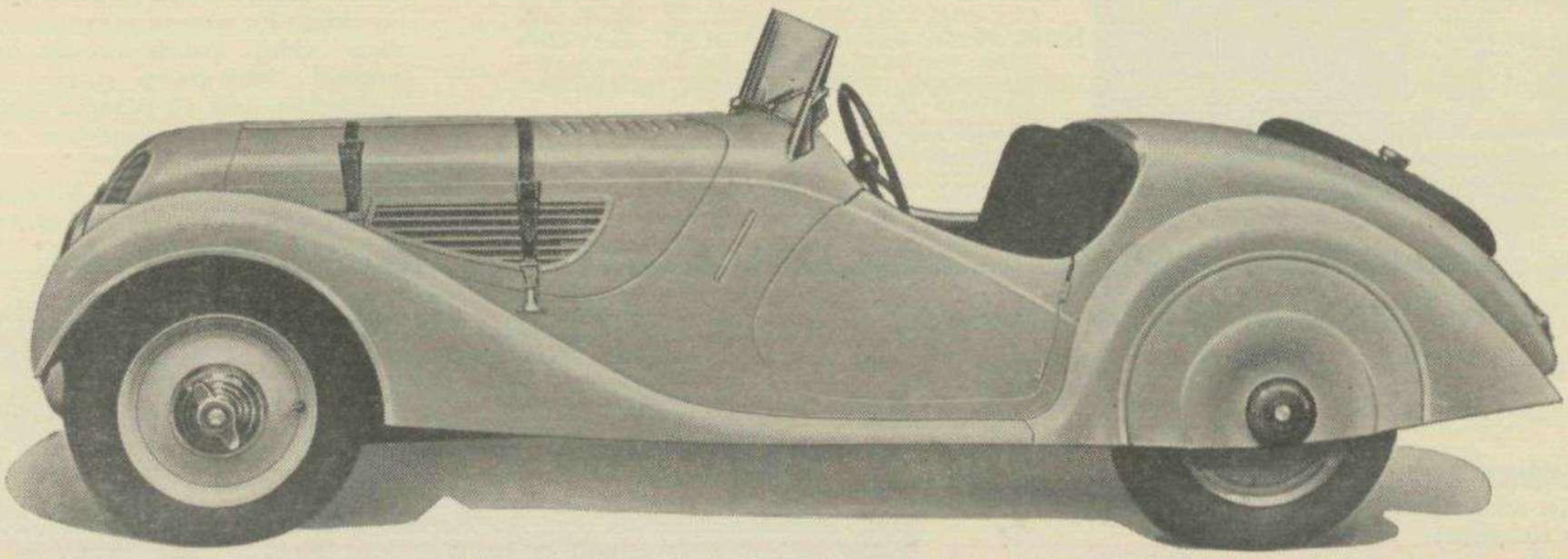
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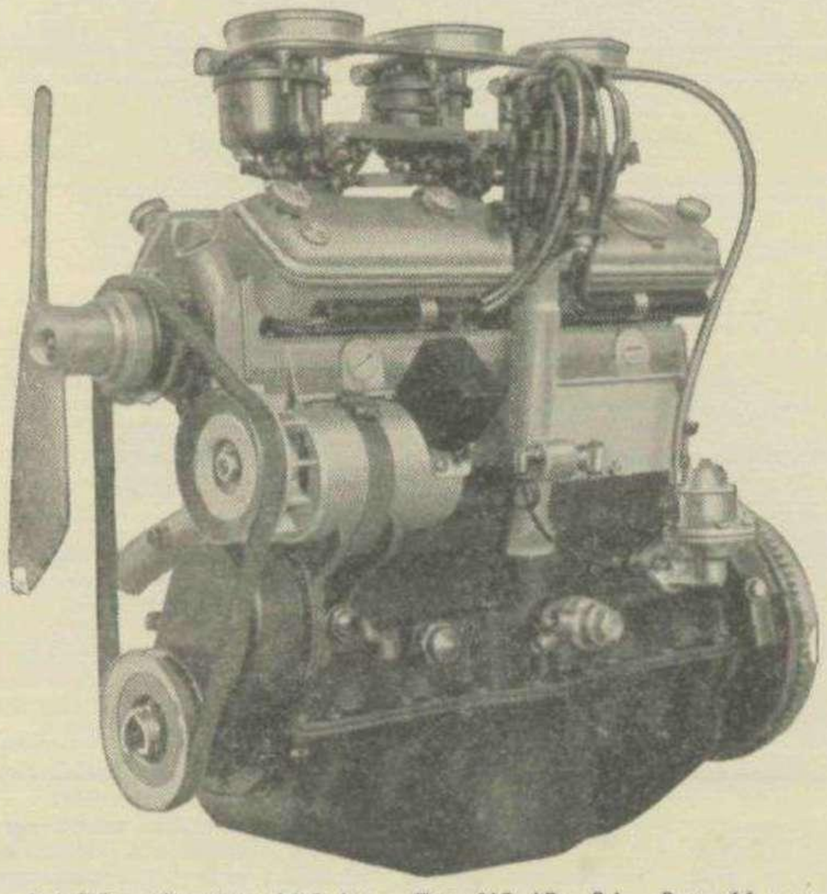
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- EIFELRENNEN.—Nürburg Ring. June 14th, 1936. FASTEST SPORTS CAR TIME OF THE DAY, and Winner of 2-litre class.

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SHELSLEY WALSH. September 12th, 1936. WINNER OF T.T. CHALLENGE TROPHY for fastest climb by an actual T.T. car.

FINLAND. Helsingfors Road Circuit. May 9th, 1937. Winner of 2-litre Class, also 3rd and 4th.

BELGIUM. Grand Prix des Frontières. May 16th, 1937. FASTEST SPORTS CAR TIME OF THE DAY. Winner of 2-litre Class, also 2nd and 3rd.

GRAND PRIX OF ROUMANIA. May 30th, 1937. FASTEST SPORTS CAR TIME OF THE DAY. Winner of 2-litre Class, also 2nd, 4th and 5th.

SHELSLEY WALSH. June 5th, 1937. M.A.C. Trophy for FASTEST SPORTS CAR OF THE DAY.

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WALK-OVER FOR TALBOT AND RILEY AT MONTLHÈRY

ONE-SIDED VICTORIES IN FRENCH GRAND PRIX AND COUPE DE LA COMMISSION SPORTIVE

The efforts of the A.C.F. to make the French Grand Prix more interesting and instructive are not meeting with the success they anticipated. Under the guise of encouraging the entry of sports-cars "the same as you can buy," they have concealed their real intention of excluding foreign racing-cars which were much too good for the existing French machines.

Of course they have fallen between two stools. The sports-cars which now run in the French Grand Prix are far from being "the same as you can buy," and yet they are not exciting enough to attract a really big crowd. If there were no Grand Prix racing-cars in existence, the idea of the A.C.F. would be a good one, but so long as spectators are aware of the fact that they are being prevented from seeing the real thing, they will not flock in vast numbers to Montlhèry.

This little homily over, let us have a look at the proceedings on Sunday, July 4th. In a way, the French Grand Prix had the makings of quite a good race, because the all-conquering streamlined Bugattis were likely to meet with stiffer opposition than ever before from the four Talbots which are now settling down to their true form. Incidentally, the Molsheim manufacturer had arranged that his cars should be two new ones, modified in the light of their experience of the past season. In addition to these two principal rivals, there was the entry of a twelve-cylinder Delage and a couple of twelve-cylinder Delahayes—and, of course, a contingent of 3½-litre Delahayes. On paper a good race.

The first trouble occurred when the Delage crashed in practice due to a brake failure. Then it was soon obvious that the Delahaye twelve-cylinder jobs were too new to give a good account of themselves, and that the race would merely be a good try-out for them. But the worst blow of all was when the Bugatti team got at loggerheads with the A.C.F. officials. First of all the new cars were late in arriving from Molsheim—a typical Bugatti failing—even though a request for an extension of the scrutineering period by the Talbot and Delahaye representatives was granted. Then Benoist insisted on showing off the paces of a private Bugatti to a prospective customer during a practice period, in the face of the direct warning of the officials. For this he was disqualified from taking part in the race, and as the cars were late anyway, Bugatti withdrew both his cars. On top of it all, one of the twelve-cylinder Delahayes broke down in practice and was withdrawn.

This chapter of accidents left the following cars in the race : four Talbots (Chiron, Sommer, Divo and Comotti), one twelve-cylinder Delahaye (Dreyfus), five 3½-litre Delahayes (Schell, Carrière, Villeneuve, Chabaud and Danniell) and one Bugatti (de Sauge-Leoz). It did not need much perspicacity to pick the winning cars of this field, and the only interest was whether Chiron would beat Sommer.

At the start Sommer took the lead, and held it for more than half the distance of the race. However, Chiron seemed quite happy in second place, and appeared to be playing a waiting game. But no, for suddenly the cars came round in a different order, and for a dozen laps Chiron was in front. Then Sommer's engine began to falter, and he dropped right back. The twelve-cylinder Delahaye had gone out of the race early with engine trouble.

The rest of the race was uneventful, and the three remaining Talbots, driven by Chiron, Comotti and Divo, lapped the rest of the field to win in processional order.

Result of Grand Prix de l'A.C.F.

1. Chiron (Talbot) 3h. 46m. 6.6s. 82.47 m.p.h.
2. Comotti (Talbot) 3h. 48m. 12.5s.
3. Divo (Talbot) 3h. 49m. 48.9s.
4. Carriere (Delahaye) 1 lap behind.
5. Sommer (Talbot) 2 laps behind.
6. Chabaud (Delahaye), 7 laps behind.

The Coupe de la Commission Sportive race for 1,500 c.c. cars in the morning had been equally, no more, monotonous.

From beginning to end the race was completely dominated by four 1,500 c.c. Rileys, which were much too strong for some little Simca-Fiats and a 1,100 c.c. Chenard-Walcker. For some reason or other the B.M.W. factory decided to neglect the race this year, so the Rileys were virtually without opposition. There should have been an M.G. Magnette in the race, but the car caught fire during practice and the driver, A. Todd, was extensively burned and bruised. His condition, however, was reported to be not serious. A Singer took part in the race, entered by the well known French rally driver Savoye, but he retired halfway through the race with gearbox failure.

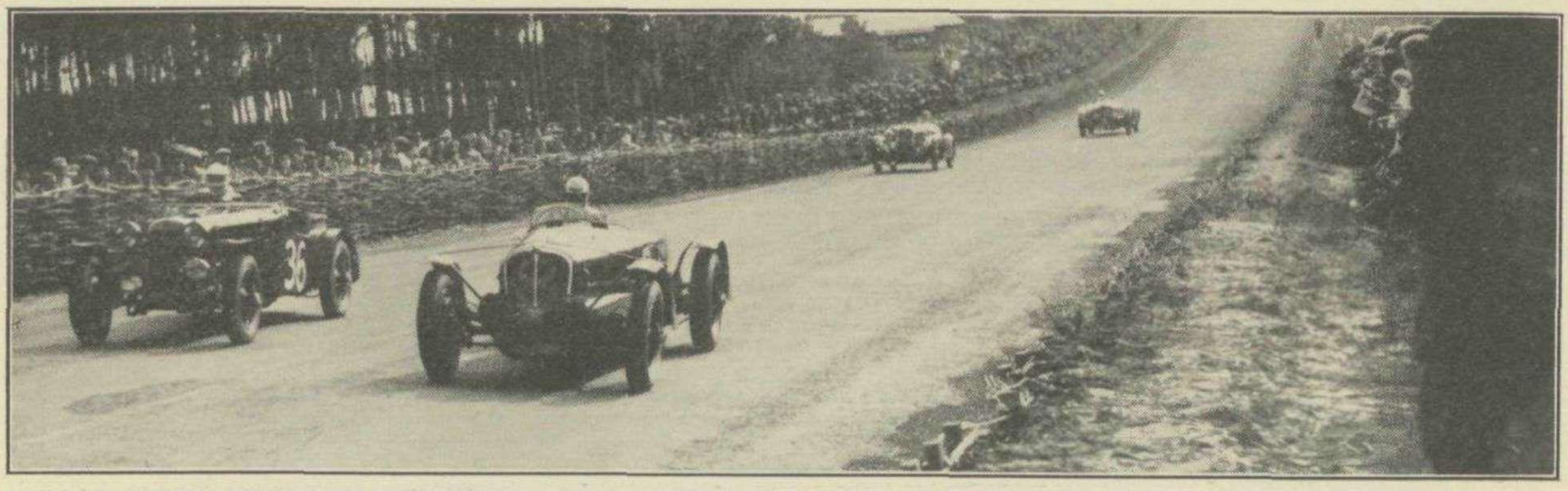
The Rileys were driven by Arthur Dobson and three Frenchmen, Contet, Forestier and Lapchin. The last three drove on behalf of the French Riley agent, who entered the cars. Dobson was clearly the best driver in the race, and he steadily increased his lead throughout the 186 miles, eventually finishing over two minutes ahead of the next man. In Dobson there is no doubt that Britain has a driver of more than ordinary promise.

Coupe de la Commission Sportive

1. A. Dobson (Riley) 2h. 39m. 32.5s. 70.13 m.p.h.
2. Contet (Riley) 2h. 41m. 57.5s.
3. Forestier (Riley) 2h. 43m. 3.1s.
4. Lapchin (Riley) 2h. 45m. 58.2s.
5. Giraud-Cabantous (Chenard Walcker) 1 lap behind.
6. Camerano (Simca-Fiat) 2 laps behind.
7. Maillard-Brune (Simca-Fiat) 2 laps behind.

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The H.R.G. driven by Halford and Scott, and the Delahaye of Parguel and Brunet, followed by Vernet's Simca and Paul's Delahaye.

LESSONS OF LE MANS

AFTER-THOUGHTS OF THE GREAT FRENCH 24-HOUR RACE

The 1937 Le Mans race will be remembered vividly for many things: for the magnificent performances by the winning cars and for its disastrous multiple crash which cost the lives of two drivers.

Of the two who died in this terrible crash, one, the Frenchman Kieppurt, was a newcomer to racing, and perhaps it was this very fact, more than any other, which led to the accident. At first sight one would be inclined to deduce from this the advisability of some form of qualification for big events such as Le Mans, but second thoughts make one realise the difficulty of drawing a hard and fast line between experience and inexperience. On the other hand, we have noticed in the past that completely unknown British drivers, who would almost certainly be barred from the T.T. for example, appear to be able to enter and drive at Le Mans without any difficulty. By this, we do not necessarily mean that they are a menace to other drivers—but a potential menace they certainly are. The same "ease of entry," so to speak, presumably applies to French drivers.

It is this large number of inexperienced drivers which, in our opinion, detracts considerably from the importance of Le Mans. Attempts are made in certain quarters to exaggerate the standing of the race out of all proportion to its real status, which is that of an endurance test of the competing cars. Apart from that, Le Mans is chiefly notable as a favourite race for beginners to become acquainted with the sport of motor-racing.

Fairfield's death is a tremendous blow for British motor-racing. He had a natural flair for cornering, and thoroughly deserved the many victories which came his way. Added to this, he had a personality, a disposition, which made him universally popular. In view of his splendid driving ability, it is all the more tragic that he should have met his death through no fault of his own. Fortune certainly did not favour him that day, otherwise he would have shared the escapes of Ralph, Roth, Forestier and Tremoulet.

The six-car crash was particularly unfortunate for the Frazer-Nash-B.M.W. team, for although Roth was running as a B.M.W., it meant that two out of the three cars emanating from the German factory were eliminated in one fell swoop. Later, of course, Aldington and Fane had to retire, so altogether it was not a B.M.W. day.

Everyone was glad that the Grand Prix d'Endurance went to Bugatti—and France. It was the first time a French car had won since the Lorraine pulled it off in 1926. In spite of a long series of foreign successes, the A.C. de l'Ouest have not lost heart—as the A.C.F. did with the French Grand Prix—and their perseverance has at last been rewarded with a magnificent victory by a French car. The Le Mans circuit is not an exacting one for drivers, but Benoist and Wimille put up a masterly performance, all the same.

It was a pity that Sommer's Alfa-Romeo went out so soon. This was the only car really capable of giving the Bugatti a run. The Delahayes went well, but were outpaced, and the best of them could not get within sixty miles of the Bugatti—in spite of the latter's eleven-minute stop in the middle of the night to put the car back on the road after a skid.

The solitary Delage finished an excellent fourth, averaging 75.2 m.p.h., and scrapping hard with the Delahayes all the way. The 2-litre Aston-Martin driven by Skeffington and Murton-Neale was a worthy fifth, which was really good for a private entry. The Peugeots ran like clockwork, thereby proving the ability of the Cotal gearbox to stand up to prolonged high speed, and the Adler saloons looked as though they could keep it up for weeks on end, so quiet and reliable they were.

RESULTS—GENERAL CLASSIFICATION

Position	Car	Drivers	Distance Covered		Speed	Figure of Merit
			Kms.	Miles		
1	Bugatti ...	Benoist, Wimille	3,287.938	2,041	85.07	1.32
2	Delahaye ...	Paul, Mongin	3,193.432	1,983	82.6	1.26
3	Delahaye ...	Dreyfus, Stoffel	3,125.428	1,940	80.9	1.25
4	Delage ...	de Valence, Gerard ...	2,907.590	1,805	75.2	1.23
5	Aston-Martin ...	Skeffington, Murton-Neale	2,768.686	1,719	71.6	1.22
6	Adler	Orssich, Sauerwein ...	2,766,894	1,718	71.5	1.21
7	Peugeot ...	Pujol, Contet	2,739.634	1,701	70.8	1.21
8	Peugeot ...	de Cortauze, Serre	2,739.576	1,701	70.8	1.20
9	Adler	Lohr, Von Guilleaume ...	2,730.806	1,695	70.6	1.17
10	Peugeot ...	Danniell, Rigal	2,668.060	1,656	69.0	1.17
11	Aston-Martin ...	Morris-Goodall, Hitchens ...	2,613.884	1,623	67.6	1.17
12	Simca	Vernet, Mlle. Largeot ...	2,308.906	1,433	59.7	1.16
13	H.R.G. ...	Scott, Halford	2,122.364	1,373	57.2	1.14
14	Ford	Bilney, Miss Richmond ...	2,174.178	1,350	56.2	1.12
15	Adler	Calaraseano, Lesbros ...	2,160.642	1,341	55.9	1.08
16	M.G.	Miss Turner, Miss Riddell ...	2,082.620	1,293	53.8	1.07
17	Simca Cinq ...	Viale, Alin	1,968.032	1,222	52.9	1.06

RUDGE-WHITWORTH CUP

Position	Car	Drivers	Figure of Merit
1	Aston-Martin	M. H. Morris-Goodall, R. P. Hitchens	1.17
2	M.G.	Dorothy Turner, Enid Riddell	1.07

CLASS RESULTS

3,001-5,000 c.c.

1. Bugatti (J. P. Wimille; R. Benoist).
2. Delahaye (J. Paul; Mongin).
3. Delahaye (R. Dreyfus; H. Stoffel).

2,001-3,000 c.c.

1. Delage (de Valence; Gerard).

1,501-2,000 c.c.

1. Adler (Comte Orssich; R. Sauerwein).
2. Peugeot (Pujol; Contet).
3. Peugeot (de Cortauze; Serre).
4. Adler (Lohr; von Guilleaume).
5. Peugeot (Danniell; Rigal).
6. Aston Martin (Morris-Goodall; Hitchens).

1,101-1,500 c.c.

1. Aston-Martin (Skeffington; Murton-Neale)
2. H.R.G. Scott; Halford).

751-1,100 c.c.

1. Simca Fiat (Vernet; Suzanne Largeot).
2. Ford (Bilney; Joan Richmond).
3. Adler (Calaraseano; Lesbros).
4. M.G. (Dorothy Turner; Enid Riddell).

501-750 c.c.

1. Simca Fiat (Viale Alin).

LESSONS OF LE MANS—continued

The veteran Aston-Martin driven by Morris-Goodall and Hitchins covered itself with glory in winning the Rudge-Whitworth Cup and finishing eleventh in the general classification. Miss Turner and Miss Riddell, too, are to be congratulated on driving a steady race with the little M.G., and they very nearly snatched the Cup from the Aston.

Finally, the Ford "Ten" and the H.R.G. both finished at a good speed, although the latter was making the most incredible noises and was obviously in a distressed state.

Interest in the race slumped considerably on the Sunday. Whether it was due to the shadow of the six-car crash, or to the large number of retirements, it is certain that there was a distinct spirit of disillusionment about the proceedings. On top of it all came the lingering tactics adopted by certain competitors who were sure of their places and simply wanted to waste time and avoid running the risk of having mechanical trouble. If it had not been for the determined driving of the Delahayes in the closing stages one would hardly have realised that there was a race on!



A. F. P. Fane at the wheel of the Frazer-Nash-B.M.W.

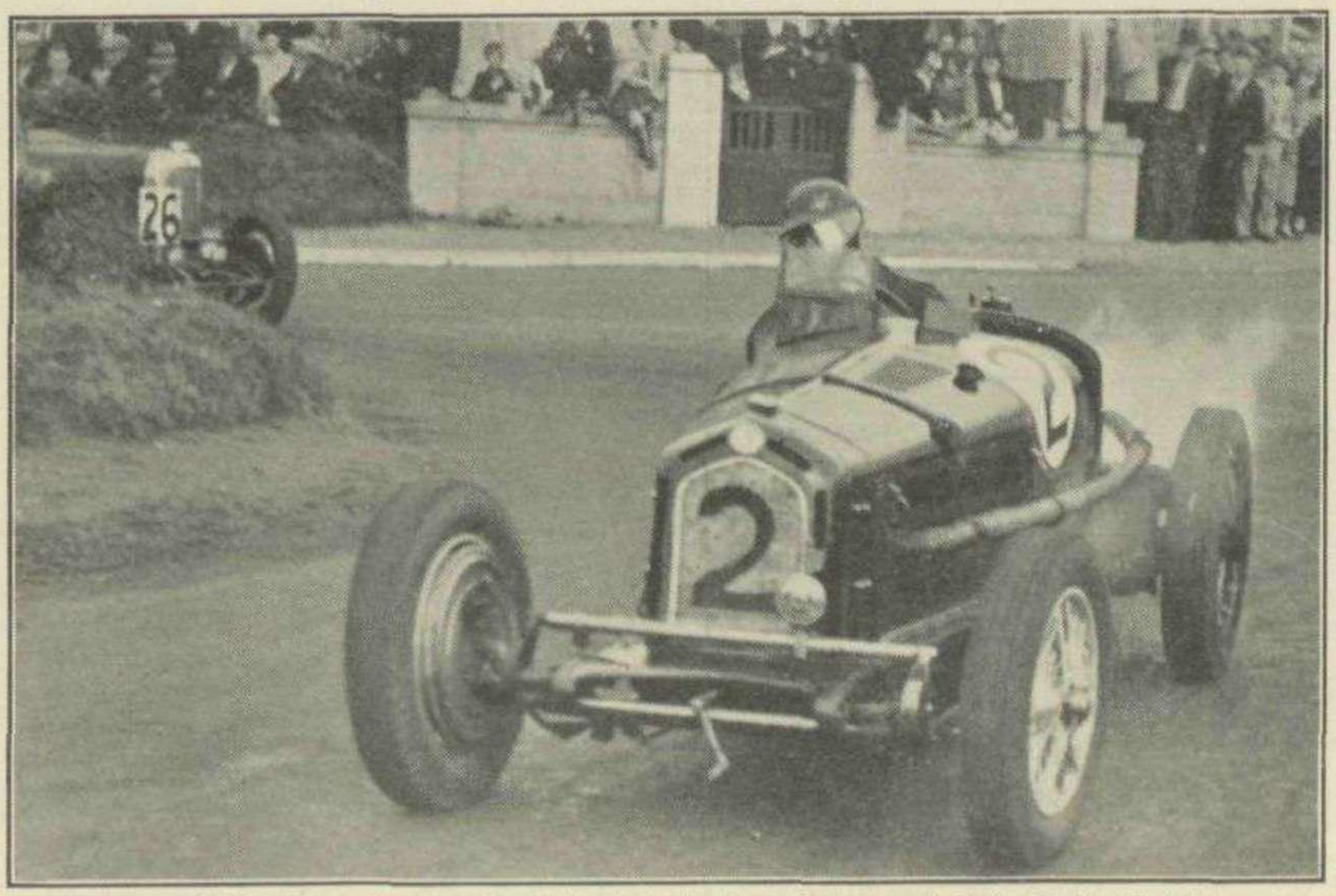
FIRST RACE VICTORY OF MORGAN 4/4

R. CAMPBELL WINS ULSTER TROPHY RACE AT 53.73 m.p.h. FASTEST AVERAGE BY A. CONAN-DOYLE (BUGATTI)

Yet another excellent Irish road-race has come and gone. The I.M.R.C.'s Ulster Trophy race was notable for several crashes of a minor nature and for a very high percentage of retirements, for out of twenty-one starters only nine finished the race. The four-mile Ballyclare course is on the whole good, if slower that was expected and ballynarrow in places. Spectators were, in our opinion, allowed to assemble far too close to the road, with inadequate protection.

The race was handicapped on a system of credit laps and given a mass start, with the cars placed in positions in handicap order. Ivo Peters, from the front line, rapidly went ahead in his new 2.6-litre Alfa-Romeo, but Robin Hanson brought his 1½-litre Maserati past him, and Conan-Doyle's twin-cam 1½-litre straight-eight Bugatti and Powys-Lybbe's well known 2.3-litre Alfa-Romeo clung to Peters's tail. Then Hanson left the road about half a mile from the start at a series of difficult bends, the Maser poking the hedge and suffering damage in consequence. On the straight leg Lybbe came up to second place, and after one lap Peters had 10 secs. lead, followed by Lybbe, Doyle, H. B. Prestwich (M.G. Magnette) and Faulkner (M.G. Magnette).

After three-quarters of the race was run R. Campbell of Belfast, driving the Morgan 4/4 for his employer's wife, Mrs. R. E. Parish, because Mr. Parish's Competition Licence had not been forthcoming, was fourth on handicap. He had eight laps credit in thirty-six laps of 149 miles total and had lapped consistently at 53½ m.p.h. The leader at this stage was H. B. Prestwich (single-seater K3 M.G.), winner of the Cork race, who had lapped consistently at 66 m.p.h., doing one lap at 68 m.p.h. Second was Campbell's own J2 M.G., driven by R. Scott, with G. Best's P-type M.G. third. Shortly afterwards Campbell got past Best, as did J. R. Weir (driving Murray-Frame's K3 M.G. Magnette) and Adrian Conan-Doyle (Bugatti). Now it was Prestwich's turn, and five-and-a-half valuable minutes were spent in the pit as a result. The Morgan 4/4 had its chance and won by two minutes at 53.76 m.p.h. Weir, also troubled by mis-firing, managed to snatch second place with his M.G. at 64.26 m.p.h. Prestwich just got home third at 65.33 m.p.h. and Conan-Doyle pipped Wilson's Lagonda Rapier right on the post to get fourth place, averaging the highest speed of anyone at 65.83 m.p.h.



I Peters (Alfa-Romeo) at Bally Robert Hairpin. He recorded the fastest lap time, but crashed a mile from the finish.

RESULTS

1. R. Campbell (1,120 c.c. Morgan) (8 credit laps), 2h. 9m. 30s., speed 53.73 m.p.h.
2. J. R. Weir (1,087 c.c. Magnette, S.), (2 laps), 2h. 11m. 30s., 64.26 m.p.h.
3. H. B. Prestwich (1,078 c.c. Magnette, S.), (2 laps), 2h. 11m. 53s., 64.07 m.p.h.
4. A. Conan Doyle (1,497 c.c. Bugatti, S.), (1 lap), 2h. 12m. 8s., 65.83 m.p.h.
5. J. L. Wilson (1,104 c.c. Lagonda), (8 laps), 2h. 12m. 9s., 52.66 m.p.h.
6. T. Graham (1,089 c.c. Riley), (8 laps), 2h. 14m. 43s., 59.03 m.p.h.
7. W. McDowell (1,089 c.c. Riley), (7 laps), 2h. 16m., 52.99 m.p.h.
8. M. F. L. Faulkner (1,089 c.c. Magnette, S.), (2 laps), 2h. 26m. 14s., 57.59 m.p.h.
9. A. Powys-Lybbe (2,364 c.c. Alfa), (scratch) 2h. 31m. 59s., 58.87 m.p.h.

FASTEST RELAY RACE EVER WON BY AUSTIN TEAM

ONLY TEN TEAMS IN THE FIELD. M.G. SECOND AND FRAZER-NASH THIRD

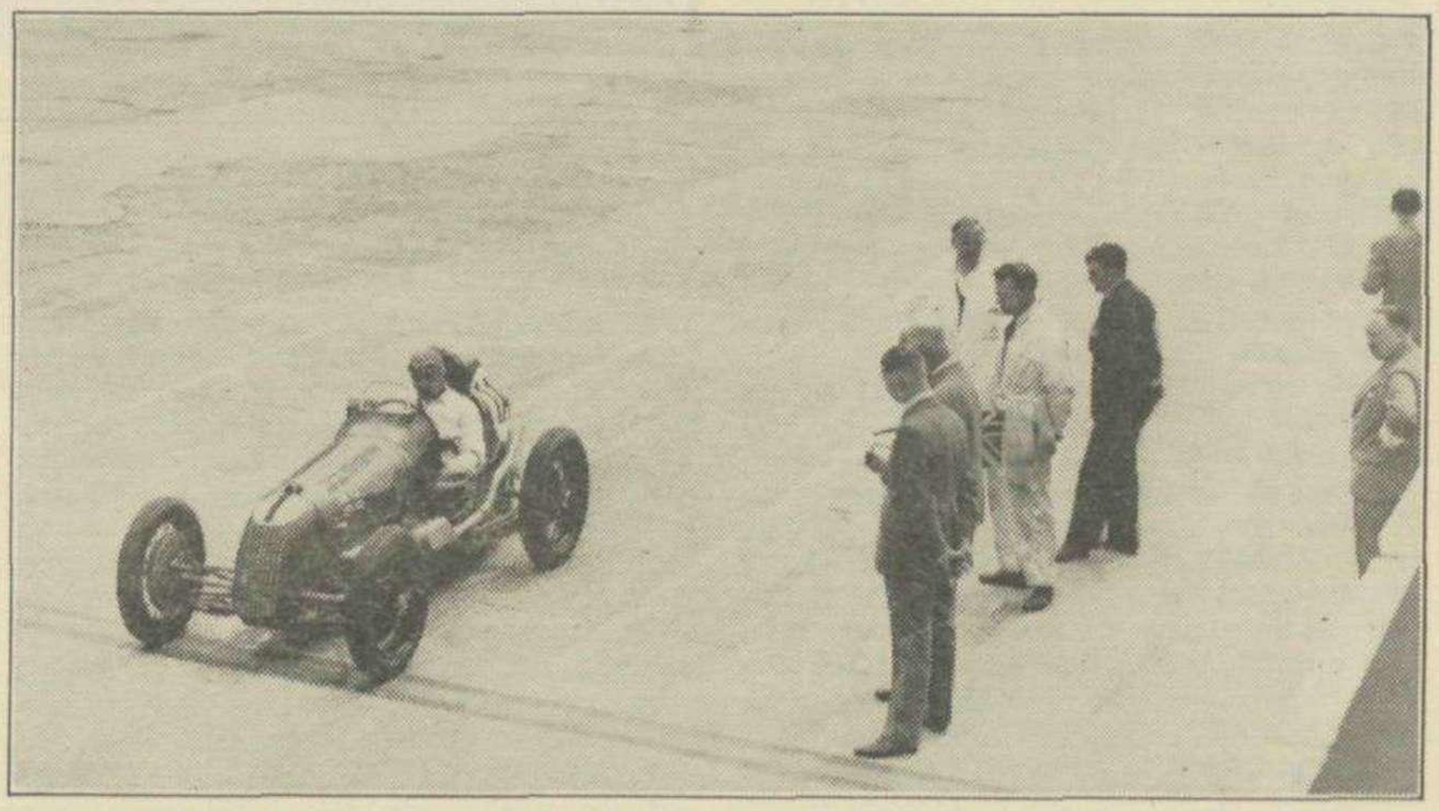
The Relay Race at Brooklands, originated by the Light Car Club in 1932, is a really excellent institution, because it enables amateur drivers to run in a classic contest at reasonable expense, costs being distributed over a team, and with more chance of finishing than if the cars ran as lone hands. The outer-circuit alone is used, which allows much interesting work to be done by a stop-watch-equipped spectator, while to us the race always has had about it something of the atmosphere of those pre-1925 200-Mile Races, and an especial fascination in consequence. In more palmy days the Light Car Club has had thirty teams in the field, but of recent years interest has flagged. Last year cars of over 1,500 c.c. were permitted for the first time, but support from the "heavy metal" was almost negligible. This year "Jackie" Masters took over the organisation and the race had a place in the International Calendar, but only ten teams materialised. The only apparent reason for this lack of support is the difficulty of drawing up teams of three cars that will be likely to each last the thirty laps, and owned by people who will work together as a team during practice and in the race. So far a one-make team has always proved successful—Wolseley in 1932, M.G., in 1933, Austin in 1934, Singer in 1935, Aston-Martin in 1936, and Austin this time—and the highest race average, prior to this year, was made also by a one-make team, Morgan, in 1934. The rules of the race make things very difficult for a mixed team whose "A" or "B" cars are singly or jointly unreliable and as the race is primarily for ordinary owners of fairly normal motors the pit-falls that face would-be team entrants can be easily understood.

Nevertheless, we congratulate Mr. Masters on this year's efforts and sincerely hope that the L.C.C. will run the race again next season. Incidentally the club holds a supper for officials on the Monday preceding the race and provides free refreshment on the day, a splendid scheme, only marred by the lack of response amongst actual members of the organising body.

As if in compensation for the diminished entry, all ten teams started on June 26th.

The works Austin team was on scratch, Hadley and Goodacre driving the o.h.v. cars, Mrs. Petre the side-valve "C" car of the team. Fifteen-and-a-half minutes before C. M. Anthony's Aston-Martin team was due away, led by Anthony's 2-litre, with M. H. Morris-Goodall's 1½-litre, just back from winning the Biennial Cup at Le Mans, as "B" car and A. Bevan's 1½-litre as "C" car.

One-and-a-half minutes previously E. G. Brettell's "A" car left, in the form of J. G. Fry's "H.M. Bentley conversion" 4½-litre Bentley, carrying a passenger. The "B" car was Gladstone's 4½-litre Bentley and the "C" car R. Massey's 1,087 c.c. M.G. Six minutes earlier P. A. Richards's team would be released, his "A" car being E. Winterbottom's T-type stripped M.G. Midget and the others T-type M.G.s, driven by himself and E. G. Mobbs. Five minutes had expired since N. A. Berry left in his 1½-litre Frazer-Nash, with Miss P. McOstrich's 1½-litre Frazer-Nash and Don Aldington, replacing A. Marshall, on a 1½-litre Frazer-Nash in the team. The other Frazer-Nash team, composed of J. O. C. Samuel's "six," running unblown this time, G. D. Claridge's o.h.c. 1½-litre "four," and Alan Whiddington's 1.6-litre "six," Marcus Chambers tuned, started two minutes before. Two minutes before that F. A. Thatcher's blue M.G. Magnette, of Haesendonck's M.G. team left, the other cars being the Haesendonck brothers' 939 c.c. M.G. Midgets. Two-and-a-half minutes earlier the "A" car of Chaplin's team would be off—E. H. Sharp's four-seater 1½-litre Aston-Martin, the "B" car being Macdonald's stripped Wolseley-Hornet and the "C" car Chaplin's own, famous, yellow blown Ulster Austin, which laps at over eighty and comes out of hiding each year for the Relay. V. H. Tuson, first of the Fiat Balilla team, left three-and-a-half minutes before and H. B. Shaw, of Powell's team, was limit man in the British-Salmson four-seater, "B" car being Powell's own 847 c.c. M.G. and "C" car B. K. Smith's 847 c.c. M.G.



H. L. Hadley, No. 1 of the Austin Team. Hadley on his 25th lap recorded a speed of 121.18 m.p.h.

Shaw set off well, the British-Salmson discarding its fuel filler cap at the Fork after a time. After five laps Berry brought his o.h.c. T.T. replica Frazer-Nash in and retired on account of mis-firing, leaving Miss McOstrich fifty-five laps to do. The plugs had been changed on the line. After twelve laps Sharp's Aston-Martin put a rod through the crank-case and Macdonald's Wolseley resumed for the team and after the same number of laps Tuson came in with the Fiat's rear near-side tyre flat and effected a smart wheel change. Anthony's Aston-Martin was going nicely, after a last minute plug change on the line and a wheel-spinning get-away, but Samuel's Frazer-Nash, the front springs of which were carefully oiled by a mechanic before the start, did not seem too happy and after twenty laps it retired because the rear off-side tyre had flung a tread and was in ribbons. The car limped in smelling of burning rubber and two jacks had to be used before the wheel could be changed and the car pushed away. Samuel was going very fast at the time of the burst and the mudguard tip showed evidence of the tyre's fury. Shaw's Salmson was the first "A" car to do its thirty laps and Tuson's Fiat the second to cover its required distance safely. Fry's big Bentley thundered round for twenty laps and then retired with a missing big-end. Winterbottom's M.G. gaily waved a length of bonnet-strap and Morris-Goodall's Aston-Martin, taking over after Anthony had done his thirty laps, a good deal of tonneau-cover. Hadley got the scratch Austin away fast, doing the standing lap at 98.6 m.p.h., and settled down to a lap speed of around 115 m.p.h., so that one's admiration for these wonderful little cars grew and grew. The steadiness of the Austin as it crossed the Fork was most notable. The weather, in spite of the pessimists who associate the Relay with torrential rain, not unjustifiably, was warm and rather overcast. Powell's M.G. did its thirty laps as "B" car for the Shaw-Powell-Smith team and at seventy-two laps this team led. The Fiat Balilla team, returning laps at 80 m.p.h., was second after sixty laps, with Haesendonck's M.G.s third and Samuel's Frazer-Nash team fourth. Powell had just completed his thirty laps when the off-side rear tyre deflated, the pit congratulating him on his luck, and Andrews's Fiat Balilla made very serious-sounding noises and came in on its twenty-sixth lap. Andrews was for investigating, but Westwood demanded the sash and carried on, Andrews eventually tracing the bother to propeller-shaft vibration. Then Westwood came in for carburetter adjustments and Haesendonck moved to second place.

FASTEST RELAY RACE EVER WON BY AUSTIN TEAM—continued

In the meantime Hadley's Austin had come in one lap early, for no apparent reason, after a magnificent drive, and Goodacre had taken up the chase, some 2 secs. a lap slower, to come in also a lap earlier, releasing Mrs. Petre. Kay Petre showed real agility in running to the "C" car, which had been pushed to the end of the relay paddock. She lapped at approximately 95 m.p.h., occasionally lifting her foot which resulted in a change of engine note that excited the uninitiated. At sixty laps she was fifth, at seventy laps second and after eighty laps she led the race for the Austin team, thereafter being flagged to run slower and slower. In Powell's pit anxiety reigned for a while, when Smith came in with the sump-plug missing from his M.G. Smith rested in the passenger's seat while mechanics added more Castrol after replacing the plug, checked the level with the dip-stick rather more rapidly than they do it at the best service stations, and shut the oil-sprayed bonnet. Thereafter the pit *equipe* became happier as Smith maintained a lap at just above 60 m.p.h. worried by acute clutch-slip, which led to a debate in the pits as to whether it was caused by oil or by bearing trouble. Of the others, Morris-Goodall's famous Aston-Martin vanished after four laps with a split valve cap and Bevan carried on. Gladstone found his Bentley's engine weakening after ten laps and Massey's M.G. took over, until it retired after thirteen laps with a run big-end. P. A. Richards's T-type M.G. team seemed to be doing well, both "A" and "B" cars doing their thirty laps, but Mobbs's car disbanded all hope by running a big-end after nine laps. Miss McOstrich's Frazer-Nash came in for a change of plugs, limped away, and retired after thirty laps, when she had fifty-five to do, arriving at the pits on foot to hand in her sash. Whiddington's Frazer-Nash took over from Claridge and lapped regularly to get third place for Samuel's team, behind the winning Austins and Haesendonck's M.G.s. Macdonald's elderly Wolseley-Hornet, carrying a passenger, had visited Chaplin's pit several times, and retired after forty-one of its forty-eight required laps boiling like a kettle, with low oil-pressure and clutch trouble. That irrepressible enthusiast George Chaplin, in Austin overalls and that immense yellow crash-hat that nearly matches the hue of his Austin, cheerily set off on the remaining forty-nine laps. Unfortunately clutch-slip developed and Chaplin removed various bits of the Austin to attack the trouble, working calmly and systematically. He eventually resumed but had three laps to do when flagged in. So ended the 1937 Relay Race, with only half-a-dozen cars in action at one time near the finish. Chief Marshal Eason-Gibson flagged in Mrs. Petre, who was sent round again on another lap to make sure of it. The magnificent little Austins averaged 105.63 m.p.h. from scratch, the fastest Relay average yet. E. J. Haesendonck's team of two PB. M.G. Midgets and a T.T. bodied M.G. Magnette was second with a combined average of 85.87 m.p.h. and Samuel's Frazer-Nash team was third at 83.14 m.p.h. Tuson's Fiat Balillas were next, then Powell's British Salmson M.G. team, followed by Anthony's Aston-Martins and Berry's Frazer-Nashes, an oil-spattered Don Aldington having kept going for fifty-five laps for the last-named team, in spite of a queer exhaust note and some worry over dropping oil-pressure. Chaplin was still running and only Richards's T-type M.G. team and Gordon Brettell's Bentley-M.G. team had retired. Lord Austin took the M.G. Challenge Trophy and Lord Nuffield's prize of £100, Haesendonck's M.G. team the Wakefield Cup, Tuson's Fiat team the Duke of Richmond and Gordon's trophy, D. Powell Denton and Down's trophy and Lord Austin "The Light Car" Challenge Cup. There are all sorts of prizes for the Relay Race, and Powell gained souvenirs for his drivers because his team was the first to run to schedule. The blue H.R.G. course-car driven by E. A. Halford came home, "Jackie" Masters brought "Ebby" to the Paddock in his Austin, and Mrs. Petre emerged from the Club House, in a frock, carrying a huge, blue hat-box, and drove away with Major Petre in a V8 Ford—and the Light Car Club started discussing what is to happen next year. We hope they will run the race again, and that better entries will ensue. Also that the Morgan three-wheelers will return, for this used to be a chance for those who only attend car races to see these remarkable two-lungers at work at well over 100 m.p.h. Incidentally, the o.h.v. Austins now seem ripe for an attack on Class H long distance records, which we should not be surprised to see before the season closes, while after the race rumour was busy with tales of a 4-litre pukka Austin Grand Prix car to be . . .

Drivers wore the following head protectors: bare-headed, goggles, Macdonald, Smith, Powell, Claridge; helmet and goggles, Massey, Hadley, Whiddington, Goodacre, Mrs. Petre, Don Aldington; crash hat and goggles, Mobbs; Tuson, crash hat and visor; Chaplin, helmet and visor; Thatcher, beret; and goggles E. J. Haesendonck—all good for Uncle Lewis!

After the race much good work and hearty was in progress in the Paddock as the "racing" cars resumed wings and lamps, and two of the T-type M.G.s were towed away behind the Emerysons-Special and a Rover saloon respectively. An excellent afternoon's racing.

RESULTS

Distance : 90 laps, about 250 miles

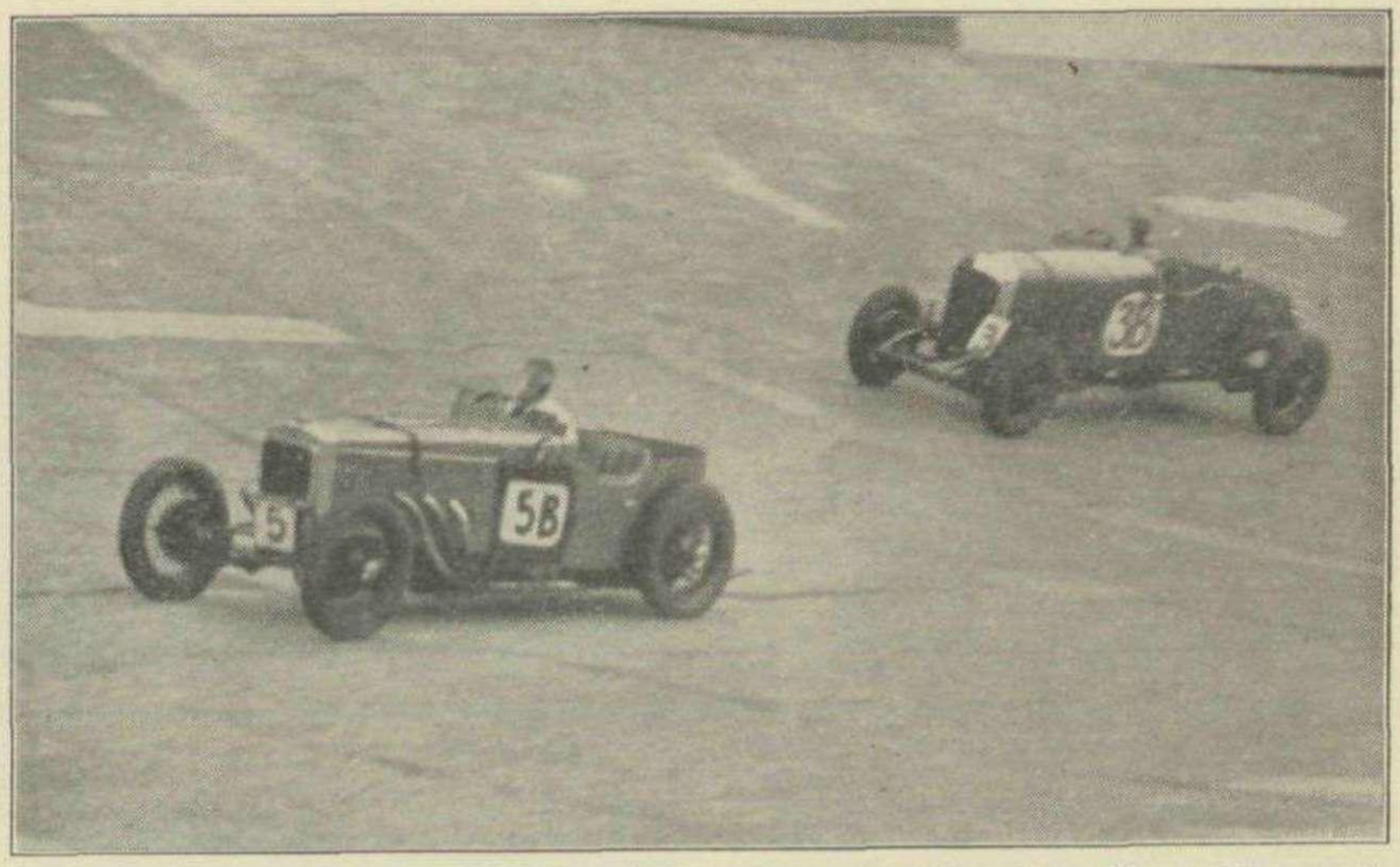
1. Lord Austin's team of Austin Sevens (single seaters): H. L. Hadley (o.h.c.), C. L. Goodacre (o.h.c.), and Mrs. K. Petre (s.v.). 3h. 1m. 56s. 105.63 m.p.h., scratch.
2. E. J. Haesendonck's team of M.G.s: F. A. Thatcher (1,287 c.c. M.G.), E. C. Haesendonck (939 c.c. M.G.), and E. J. Haesendonck (939 c.c. M.G.), 3h. 5m. 55s. 85.87 m.p.h., 32m. start.
3. J. O. C. Samuel's team of Frazer-Nashes: J. O. C. Samuel (1,657 c.c.), G. D. Claridge (1,496 c.c.), and A. S. Whiddington (1,657 c.c.). 3h. 10m. 15s. 83.14 m.p.h. 30m. start.
4. V. H. Tuson's team of Balilla Fiats: (995 c.c.): V. H. Tuson, R. Y. Andrews, and A. C. Westwood. 3h. 15m. 10s. 77.63 m.p.h. 38s. start.
5. D. Powell's mixed team: H. B. Shaw (1,470 c.c. British-Salmson), D. Powell (847 c.c. M.G.), and B. K. Smith (847 c.c. M.G.). 3h. 20m. 23s. 74.78 m.p.h. 40m. 30s. start.
6. C. M. Anthony's team of Aston-Martins: C. M. Anthony (1,949 c.c.), M. H. Morris-Goodall (1,494 c.c.), and H. Bevan (1,494 c.c.). 3h. 24m. 15s. 83.35 m.p.h. 15m. 30s. start.
7. N. A. Berry's team of 1,496 c.c. Frazer-Nashes: N. A. Berry, Miss P. McOstrich, and Donald Aldington. 3h. 28m. 15s. 76.33 m.p.h. 28m. start.

Still Running at the End : G. H. R. Chaplin's mixed team: E. H. Sharp (1,494 c.c. Aston-Martin), I. N. M. Macdonald (1,316 c.c. Wolseley-Hornet), and G. H. R. Chaplin (supercharged Austin 747 c.c.). Team covered 87 out of 90 laps.

Retired :

P. A. Richards's team of 1,292 c.c. M.G.s: E. Winterbottom, P. A. Richards and E. G. Mobbs.

E. Gordon Brettell's mixed team: J. G. Fry (4½-litre Bentley), P. J. Gladstone (4½-litre Bentley), and R. C. K. Massey (1,087 c.c. M.G.).



Miss P. McOstrich, "B" car of N. A. Berry's team, followed by P. J. Gladstone's 4½-litre Bentley on the Home Banking.

LEINSTER TROPHY RACE

For this race over the improved Tallaght—Templeogue-Old Bawn circuit on July 17th entries as we close for Press include Ivo Peters (Alfa-Romeo), Lt.-Com. Murray-Edwards (Mercédès-Benz), M. K. H. Bilney (Ford Ten) and F. O'Riordan (Riley).

L.M.B. LTD.

L.M.B. Ltd. are at work on special, open-bodied competition Ford Eights, bored out to 1,100 c.c., details of which will shortly be released.

THE T.T. MOTOR-CYCLE RACES

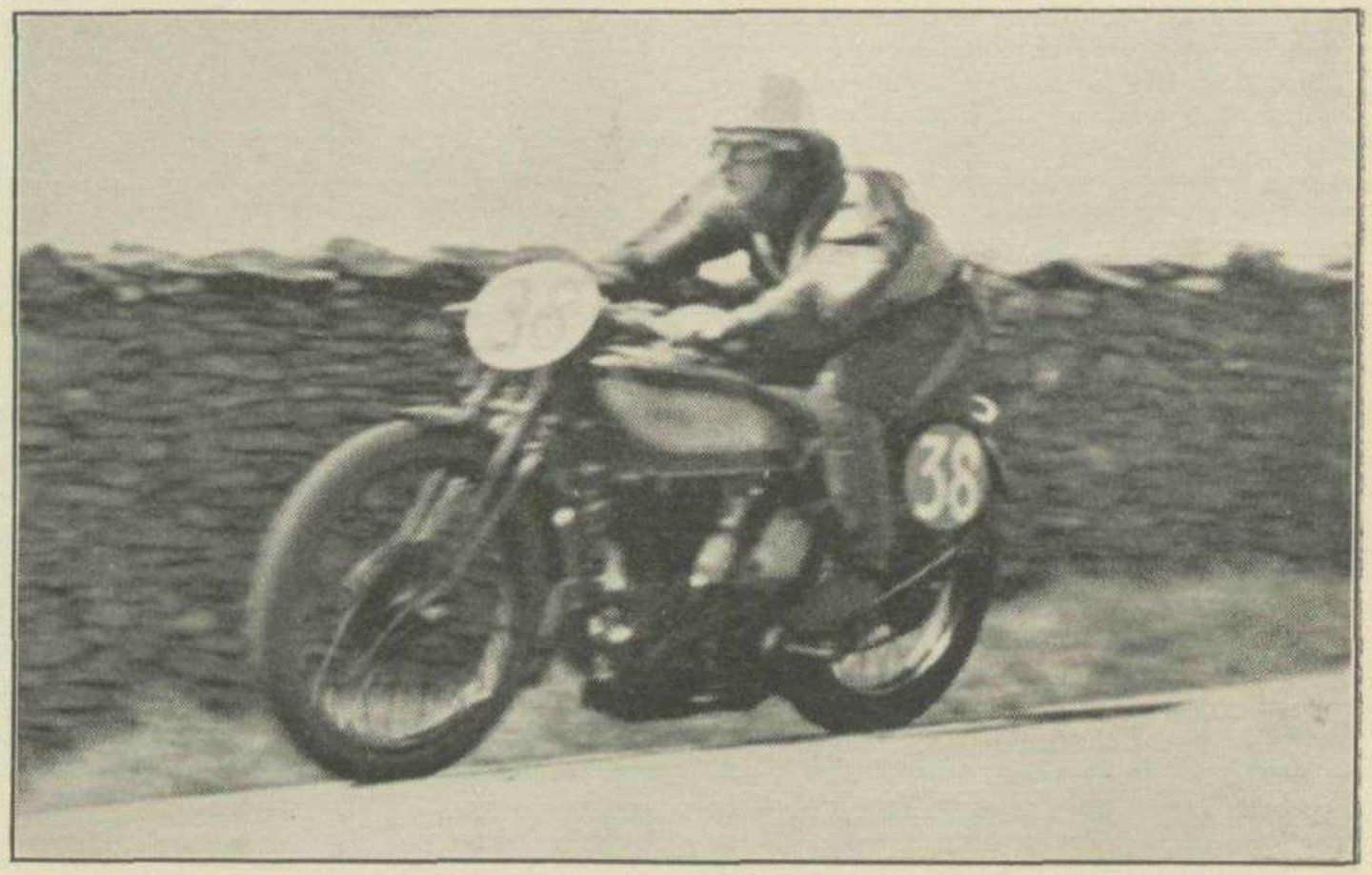
JIMMY GUTHRIE WINS JUNIOR RACE FOR NORTON AT 84.43 M.P.H. O. TENNI WINS LIGHTWEIGHT RACE FOR GUZZI AT 74.72 M.P.H. F. L. FRITH WINS SENIOR RACE FOR NORTON AT 88.21 M.P.H.

Unfortunately space is too taken up with car events for MOTOR SPORT to say much about motor-cycling matters, and in actual fact motor-cycle racing is poles apart from car-racing in a number of ways. But naturally we must give a survey of what happened in the I.O.M. T.T. motor-cycle races, remarkable classics in which the whole sporting world is interested. The extreme interest shown in these races by manufacturers, who build special machines and modify existing ones after intense experiment, disclosing their moves often before the winter preceding the races is over, had its equal in motor-racing only in the palmy days when the French Grand Prix was at its zenith.

The Junior Race

A stern struggle between Norton and Velocette was expected to materialise in the Junior race, for these makes have for years been in the Junior limelight. In practice Frith had got round the course at 82.69 m.p.h., his Norton smashing his previous year's race lap-record of 81.94 m.p.h. Excitement was, as usual, intense for days beforehand, and all forecast a win for Stanley Woods and his Velocette. Surprisingly enough everyone weighed in to time and even the rumour that Mellors (Velocette) was too badly injured in a practice toss to ride the race evaporated in thin air. There were forty-three entries and Mellman (N.S.U.), Vaasen (Norton) and Fleischmann (N.S.U.) were the only non-starters. As starting time approached the mountain mist receded to give 1,000 yards visibility everywhere and the roads were drying. In these races the big field necessitates individual starting and so changes of position and the order of passage have no significance unless one understands the position as a whole. In the first lap Guthrie (Norton) broke the standing lap record by 50 secs. and Frith rode in second place on his Velo. Third fastest was J. H. White (Norton), and the Norton-Velo. duel was on in earnest. N. P. Pope (Norton) retired, though uninjured, after leaving the model in a skid at Ballacraine, and Newman (Velocette) was four minutes curing plug trouble.

Lap two saw Guthrie indisputably ahead, with a lap-speed of 84.38 m.p.h., with Frith grimly second and now 14 secs. further away from White's Norton, while Stanley Woods took his Velocette round at 82.34 m.p.h. to hold fourth place, with Mellors and Thomas on Velocettes behind him. The length of the T.T. lap has the curious effect of officials temporarily "losing" retirements, but news eventually arrived that Paterson had reduced the Velocette opposition by crashing, with injuries, at the Gooseneck, whereupon Pinnington had levelled things up by vacating his Norton at lonely Windy Corner. Forbes (Norton) stopped at his pit for throttle adjustments and Rathbone (O.K. Supreme) came off at Governor's Bridge and continued with bent handlebars. Guthrie now covered another lap at record speed —84.65 m.p.h., or 26 mins. 45 secs. of concentrated effort. He led by 69 secs. On the third lap he refuelled. Woods came in for the same purpose, his goggles and numbers astonishingly fly-infested, and at the same time dashed Velocette hopes away by announcing that his rear brake was useless. Illichmann (N.S.U.) ran out of fuel and refilled to get "home," disqualification ensuing. Frith maintained second place, Woods did wonders with one brake and Mellors retired. White lapped slower than Woods. Lap four produced some excitement as Woods, riding a magnificent race under the circumstances, got into third place between Frith's Norton and White's Norton. M. Simo (Terrot) came off at Glentrammon, suffering cuts and bruises, and Brett (Norton) emulated his example at Sulby Bridge, but was more fortunate and continued. Incidentally, what memories these names of the corners revive!



Jock Forbes, riding a Norton, coming down the Mountain, in the Junior Race.

Lap five Guthrie did at 85.18 m.p.h. after the first four men had all beaten last year's race average by almost one mile per hour. At the close of the fourth lap, with the leading Norton's average at 84.33 m.p.h., Guthrie was now signalled to ease up, not once but frequently, and even so he completed his last lap at one second outside his record time. On this round Frith also equalled Guthrie's lap record. The winning Norton had functioned perfectly, taking 3 hrs. 7 mins. 42 secs., an average of 84.43 m.p.h. F. L. Frith (Norton) was second in 3 hrs. 10 mins. 17 secs. and J. H. White neatly rounded things off for Nortons with third place in 3 hrs. 12 mins. 0 secs. Fourth came a very gallant Stanley Woods for Velocette, judged the best rider on form in the race, in 3 hrs. 12 mins. 30 secs.

Of the retirements: Paterson (Velocette), Archer (Velocette), Pinnington (Norton), and Simo (Terrot) all came off without severe injury, Manders (Excelsior) had engine trouble in the first lap, H. B. Myers (Norton) lost a footrest on the first round, Noel Pope's Norton seized its engine at Ballacraine on lap two, Binder's Velocette broke its forks, Wood's Excelsior showed a loss of power, Mellors (Velocette) experienced engine seizure, and Foster's A.J.S. broke a fork spring. From which we can deduce that modern 350 c.c. road-racing motor-cycles are extremely dependable.

The Lightweight Race

Long before the race was run a German-Italian duel was forecast, with Stanley Woods (Guzzi) a popular favourite and Britain expected to be generally overshadowed, with its faith in the Excelsiors. Thirty-three had entered, and twenty-six started, several foreign entrants having failed to materialise, and Cauchy (Guzzi) did not qualify, Illichmann (Guzzi) was withdrawn mysteriously, while Simo (Terrot) and Paterson had not recovered from spills in the Junior. At 11 a.m. Thomas (D.K.W.) was off and the struggle had commenced. Lap one saw a duel between Woods (Guzzi) and Thomas, with Stanley 10 secs. ahead on time at Ramsey and 15 secs. ahead at the close of the lap, while the German rider Kluge (D.K.W.) and O. Tenni for Italy behind Kludge putting on speed to make up an initial 9 secs. disadvantage and get well ahead, leader of the field, lapping at 30 mins. 2 secs. Tenni hit something at Governor's Bridge and left part of the Guzzi's exhaust system there as a memento. Tyrell Smith had his Excelsior Manxman in third place for Britain, and the first six men were within 25 secs. of one another. S. Renwick (O.K. Supreme) was bothered by a leaking oil-tank.

THE I.O.M. T.T.—continued

Lap two saw Stanley Woods go round at 76.89 m.p.h., breaking his Lightweight (250 c.c.) lap record set up last year on a D.K.W. and giving him the lead in the race. Thomas (D.K.W.) also beat the old record with a lap at 76.54 m.p.h. Kluge hung grimly to second place a bare second behind Woods. Tenni was in fifth place and Ginger Wood (Excelsior) was sixth. Then, on the third circuit, Tenni got round in the astonishing time of 29 mins. 8 secs., an average of 77.72 m.p.h., bringing him up to fourth place. There was a thrill of a different sort when Stanley Woods refuelled in 20 secs., thereafter losing some time in restarting, whereas Kluge needed 27 secs. Tyrell Smith and Ginger Wood on the Excelsiors were third and sixth respectively and were flagged to speed up by their pit manager, Eric Fernihough himself. Tenni took second place on the fourth lap, and only the D.K.W. team was now intact. Sensation on the fifth lap, for Kluge broke a throttle wire at Ballacraine and the German, after a magnificent ride in his first T.T. race, had no option but to retire. Woods still led, at 75.91 m.p.h., Tenni was second at 75.67 m.p.h., and Tyrell Smith's Excelsior was third at 75.62 m.p.h. with Thomas (D.K.W.) fourth and Woods (Excelsior) fifth. The sixth lap saw no abatement in the excitement, for although Stanley Woods led by 29 secs., Tenni was being frantically instructed to ride " flat." And then came news that Woods had passed Ramsey mis-firing seriously. Passing the stands the Guzzi still ran irregularly and Woods gave " thumbs-down " to the tense crowd. Then, as a sort of preceeding to climax, Tyrell Smith's splendid fight finished at Creg-na-Baa, where the Excelsior broke its connecting-rod. Moreover, with a lap to go—and I.O.M. laps are long laps—Tenni himself was giving the distress signal! Thomas was out with a leaking fuel tank. Britishers looked hopefully at Ginger Wood's indicator. Tenni went on faultlessly, however, save for a close shave at Creg-na-baa, and came home, winner of the Lightweight race by 37 secs., first foreigner ever to win a T.T. He had stopped at the Bungalow to change a plug in his last lap! The Guzzi averaged 74.72 m.p.h. Ginger Wood came in a well deserved second on the Excelsior at 74.50 m.p.h. with E. R. Thomas (D.K.W.) third at 73.17 m.p.h. Archer's New Imperial was fourth, Wuensche (D.K.W.) fifth, Tattersall (C.T.S.) sixth and Moore (New Imperial) seventh. S. V. Smith (Excelsior) and L. G. Martin (Cotton) qualified for first-class Replicas. Of the retirements, Warren (New Imperial), Galway (Excelsior), Goddard (O.K. Supreme), Tiffen (Excelsior), Cook (O.K. Supreme), Manders (Excelsior), England (Cotton) and Warburton (O.K. Supreme), all went out with unspecified engine trouble Pepper (Cotton) broke a cam on the first lap, Mann (C.T.S. Python) had gearbox trouble on lap three, Kluge (D.K.W.) broke that throttle wire on lap five, Whitworth (Cotton) went out on the same lap for an unstated cause. Tyrell-Smith (Excelsior) broke the con-rod on lap six, Woods (Guzzi) his valve spring on the same round, Sorenson (Excelsior) seized the piston on this lap, and Hartley (Rudge) and Renwick (O.K. Supreme) disappeared on the last circuit. Thus nine out of twenty-six finished, a percentage of just over thirty-four, compared with 42 per cent. finishers last year Tenni wired to Mussolini of his victory.

The Senior

This year's Senior race was one of the most exciting of a long series. There were twenty-three starters, but nearly all eyes were on Jimmy Guthrie (Norton), who in practice had lapped at 87.82 m.p.h., and Stanley Woods, riding a Velocette. The non-starters comprised Mellmann (N.S.U.), Barrington (Norton), Clift (Norton), Marama-Toyo (Rudge) and Fleischmann (N.S.U.).

On the first lap Guthrie did the standing lap in 25 min. 49 secs., shattering the old record of Woods's by 13 secs. Woods was 5 secs. outside his old record and Tenni, hero of the Lightweight Race, took 27 min. 5 secs. on his Guzzi. Jock West, astride the supercharged B.M.W., Frith (Norton) and White (Norton) were shaping well, but Tattersall (Vincent H.R.G.) had a fall at Quarter Bridge, from which he recovered and went on. From now on the contest was just terrific. Guthrie did lap two at the record speed of 88.51 m.p.h. and Stanley Woods was only 8 secs. slower. West was drawing away from White. Guthrie led at 88.11 m.p.h., Woods was second and Frith third. Then Guthrie caused a vast sensation by doing lap three at a time only 2 secs. outside that for a lap at 90 m.p.h. The fast men came in for fuel, Guthrie needing only 30 secs. and Tattersall (Rudge) had stopped to change a faulty plug. C. J. Williams had a thrill on lap four, overshooting at Quarter Bridge with his Vincent H.R.D. and almost contacting with a barrier in the escape road. Tattersall again came off at this point, owing to oil on his rear tyre affecting the braking, but he continued. Tenni now found the Guzzi worried about its plugs and he changed one at the pits and another before reaching Bray Hill. Still Guthrie led for Nortons, still Woods sat on his tail—19 secs. behind—for Velocette, and the race average was at 88.3 m.p.h. Then poor Guthrie's mount died at the Gooseneck, and it was Stanley Woods who led. The Norton pit got ready to wave Frith to his greatest effort but already he was riding flat out, indulging in a duel with Jock West's B.M.W. He lapped in 25 mins. 35 secs., equalling Guthrie's record ride on the second round. Things were rendered more indecisive by the stoppage of West's wonderful B.M.W., on account of a split fuel tank. He came in and filled up and found that another stop would be necessary before the end of the lap. Tenni was now going very slowly. Woods now led, ten seconds ahead of Freddie Frith's Norton, with White's Norton third, Daniell's Norton fourth, Mellors's Velocette fifth and West (B.M.W.) sixth. Another lap over—lap six—and Woods and Frith entered their last lap literally equal on the time basis. Frith had not been in to replenish! Excitement was intense, Mansell of Nortons feverishly watching his flitting watch-hand, while Willis of Velocettes paced to and fro behind the pits. The announcer, Rev. E. H. Stenning, found it too close to pass judgment. Frith took Hillbury at terrific speed, hit the grass bank and just got out of the ensuing wobble safely. Both leaders finished and the time came through. Frith the winner by 15 secs.! His last lap had been a record one at the astounding speed of 25 min. 5 secs., or more than 90 m.p.h. average. Frith's race average was 88.21 m.p.h. Stanley Woods (Velocette) was second at 88.09 m.p.h., J. H. White (Norton) third at 83.97 m.p.h., E. A. Mellors (Velocette) fourth, H. L. Daniell (Norton) fifth, Jock West (B.M.W.) sixth, and J. C. Galway (Norton) seventh. Archer (Velocette), Noel Pope (Norton), Williams (Norton), Beevers (Norton) and Lamacraft (Velocette) all qualified for second class awards, all save Pope on 350 c.c. machines, and Hartley (Rudge) completed the course. Velocette took the Team Prize. Of the retirements, Gatley (Norton) crashed without injury, Pepper (Norton) ran out of fuel on lap two, Vartak (Rudge), Tenni (Guzzi), Guthrie (Norton), and Forbes (Norton) were victims of engine or general trouble, Tattersall (Vincent-H.R.D.) had clutch trouble, and Williams (Vincent-H.R.D.) and Oliver (Vincent-H.R.D.) went out for reasons unspecified.

It had been a truly great race, with Nortons able once again to win, in spite of the unexpected failure of Jimmy Guthrie's hard-driven motor. Black print or any other sort cannot do justice to Frith's great ride. He is twenty-eight years of age and entered the Norton team as a professional for the first time last year. There is nothing much amiss with British motoring sport when we have T.T. races of this calibre and all who can should get over to the I.O.M. next year, when the Italian-German struggles and Norton-Velocette duel will very likely be " on " again.

MILAN RACES—contd. from page 313

more, and Farina seemed to be in no hurry to catch him. Hasse was doing his best with a car that was far from being suited to the circuit, and had a terrific skid when he became engaged in a scrap with Nuvolari after the latter had lapped him.

The only other incident approaching an accident was when the Hungarian driver, Laszlo Hartmann, collided with the straw barricades at 60 m.p.h., and continued without reducing speed.

Trossi's doubts as to his steering prevented the Ferrari cars from coming in first, second and third, for Hans Ruesch handled his 3.8-litre Alfa-Romeo extremely well to finish third, ahead of Hasse's Auto-Union.

" Bira " had a spell of driving in this race when he took over De Rahm's Maserati. After working up to seventh place he ran out of petrol away from the pits and retired.

Milan Grand Prix

1. Nuvolari (Alfa-Romeo).
2. Farina (Alfa-Romeo).
3. Ruesch (Alfa-Romeo).
4. Hasse (Auto-Union).
5. Trossi (Alfa-Romeo).
6. Minozzi (Alfa-Romeo).
7. Brezzi (Alfa-Romeo).
8. Hartmann (Alfa-Romeo).

THE 16/80 h.p. A.C. "ACE" TWO-SEATER

A REFINED CAR WITH EXCELLENT LINES AND VERY GOOD PERFORMANCE

In this country a steady demand fortunately still exists for hand-built sports-cars of considerable individuality and in this category one of the outstanding marques is the A.C., especially interesting because its advanced engine of light alloy construction, with "wet" cylinder liners and chain driven single o.h. camshaft, has been in production for very many years.

The opportunity recently arose to put an A.C. "Ace" 16/80 h.p. short-chassis two-seater through its paces, which we did by driving it for over 500 miles in quite a short space of time. This particular model was introduced towards the close of the 1935 season, as a car having that quality and refinement of former open and closed A.C.s, united with greater performance than had previously been offered by the Thames Ditton marque. The combination, as we have now been able to discover, is a very attractive one indeed.

Seated in the A.C. Ace there is every incentive to hasten away in search of deserted roads where sports-cars come truly into their own. You sit very close to the big wheel in a tightly-fitting bucket-seat, and the long, much-louvred bonnet and nicely shaped radiator suggest easy speed in a most subtle manner. The car appears of medium size, neither small nor very large, and although it seems wider than some cars, the fact that both wings are visible is completely reassuring. The central gear-lever, of remote control type with a big flat knob having the positions clearly marked thereon, is very well placed indeed, while the right-hand brake lever is quite easy to find, nestling against the right leg, and only entails stooping slightly to apply. The pedals are properly spaced and those of brake and clutch have swivelling footplates. One becomes used to this action almost at once, and suffice it to say that, although the writer was suffering from badly blistered feet through driving another sports-car in tennis-shoes, he wore the same shoes in the A.C. and had no further trouble after 500 miles driving. The seat cushion is a trifle low in view of the height of the scuttle-cowls, and the aforementioned length of bonnet, and we made use of a folded mackintosh to provide just the right position, a larger coat or additional cushion placing one outside the full protection of the low screen, although this would be excellent in fog. There is ample room for the clutch-foot and the driver's door is nicely cut away, though a press-stud on the body occasionally contacted painfully with the right elbow. The bucket-seats provide ample back-support and if they are a trifle tight-fitting, this is vastly preferable to being flung about on corners.

The clutch takes up the drive smoothly and very positively, with a moderate pedal movement, and the A.C. moves off to create at once the impression that it is a car in which refinement and supple running have not been in the least sacrificed to a search for high performance. Through narrow, twisty streets from Thames Ditton we glided without effort, free from any sense of having sensitive, temperamental machinery in our care, and finding the six-cylinder engine so quiet that at times we thought it had stopped altogether in 30 m.p.h. limit areas, for it was inaudible even on the over-run. This is one of those rare power units that somehow conveys its silky functioning to the car's occupants,

BRIEF SPECIFICATION

Engine : Six cylinders, 65 x 100 mm. (1,991 c.c.) 15.7 h.p. Tax £12. Five-bearing crankshaft. O.h. camshaft valve actuation. Coil ignition with hand control. Pump and fan cooling. 7.5 to 1 compression ratio. 80 b.h.p.

Gearbox : Four-speed and reverse. Synchro-mesh on second, third and top. Central remote control. Ratios : 4.25, 5.82, 8.98 and 15.3 to 1.

Suspension : Half-elliptic front and rear. Andre Telecontrol, driver adjustable shock-absorbers front and rear.

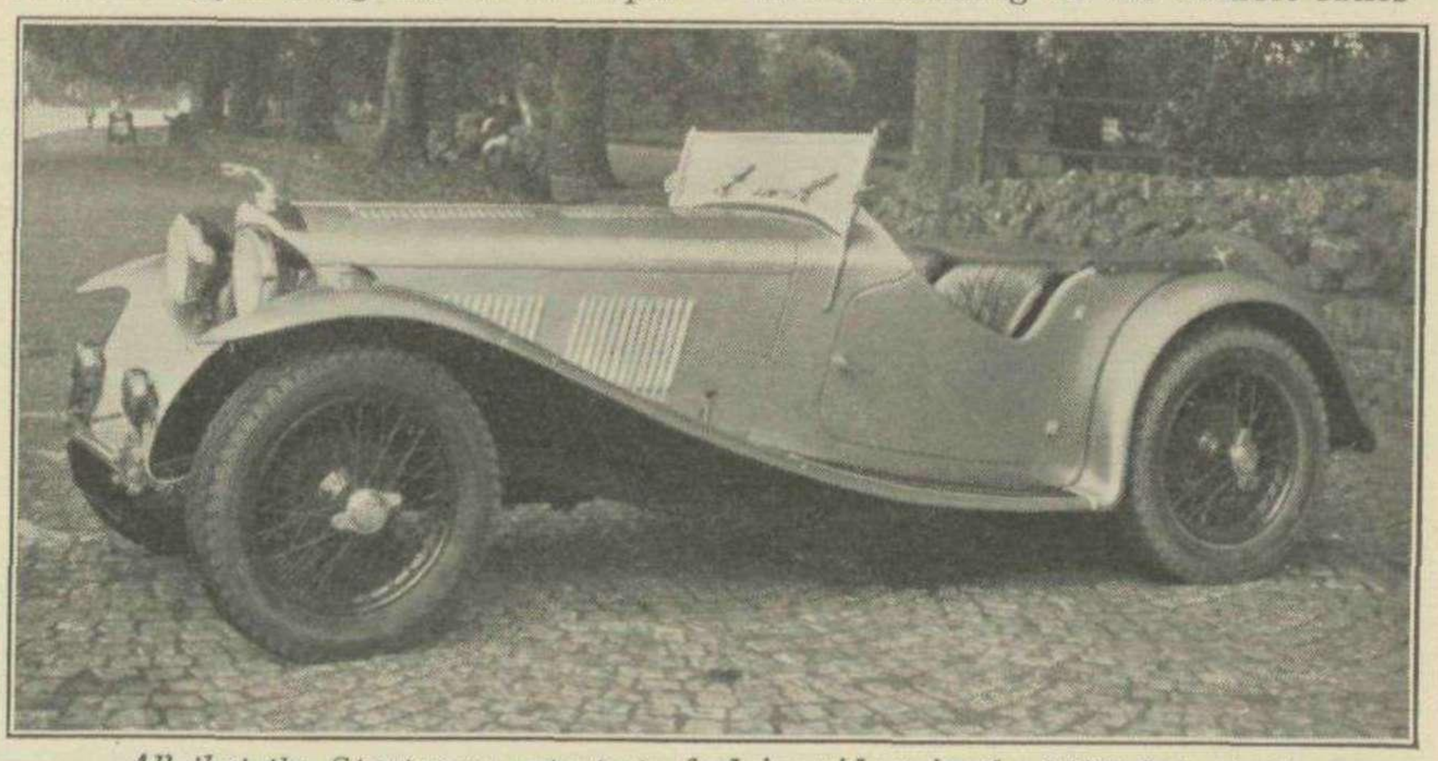
Brakes : Bendix duo-servo on all wheels. Right-hand hand-lever operates on all wheels.

Fuel Range : Twenty gallons—approximately 420 miles.

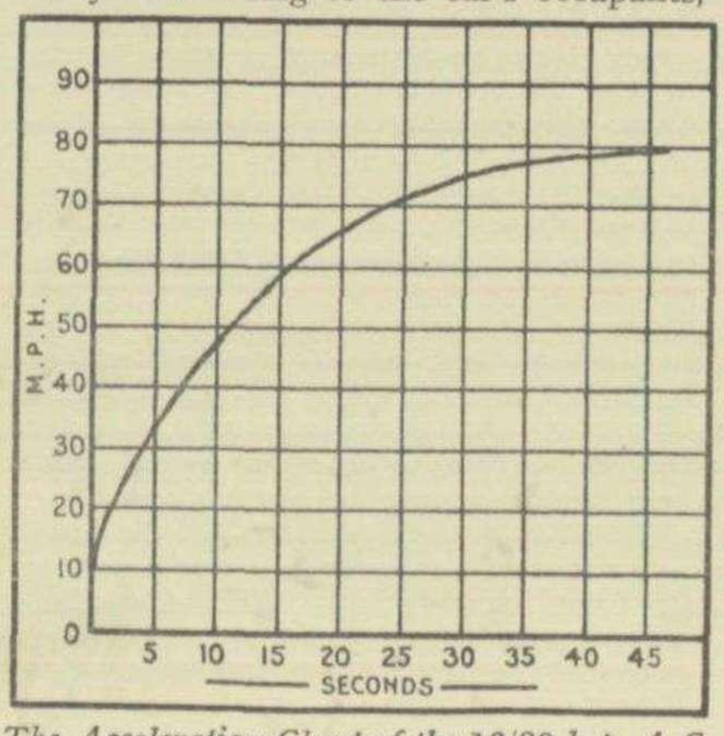
Dimensions : *Wheelbase : 8 ft. 10 in.*
Track : 4ft. 2 in.
Ground clearance : 7½ in.
Turning circle : 33 ft. 0 in.
Weight (unladen) : 19 cwt. 2 qrs.

Price : "Ace" 16/80 sports two-seater **£455.**

Makers : Messrs. A.C. (Acedes) Cars, Ltd., High Street, Thames Ditton, Surrey.



All that the Sportsman expects to find is evident in the **16/80** *h.p. A.C.*



The Acceleration Chart of the **16/80** *h.p. A.C. "ace" Two-Seater.*

and which only gives an indication of its presence a few hundred r.p.m. from its maximum speed, and then only in a manner suggestive of mild valve-bounce. It is prone to knock even on Discol fuel, but such knocking can be completely cured by retarding the ignition by means of the lever situated on the steering wheel boss, operated by the left fore-finger and thumb. With the ignition retarded there is a noticeable loss of accelerative power, nor does it seem possible to improve matters by "notching up" the advance in proportion to the amount of throttle-opening. However, this is no serious disadvantage, because in town-driving we soon became accustomed to fully retarding, going over to full advance and tolerating a spot of knocking when extra acceleration was needed.

Smooth and docile as this engine is, it must not be thought of as a "woolly" unit, as we realised on gaining the comparative freedom of the Kingston By-Pass. There is a pleasant power-roar when accelerating on the indirect ratios which persists in top gear when cruising at those speeds to which the A.C. is suited, though this noise never develops to a pitch sufficient to annoy the occupants or to peeve policemen with delicate ears.

Normally one starts from rest in first gear, changing to second at 20 m.p.h. (3,500 r.p.m.), and to third at 32 m.p.h. (3,500 r.p.m.), after which it is convenient to go into top at 40 to 50 m.p.h. (3,000 to 3,500 r.p.m.). The central remote gear-lever is very nicely situated and has an outside, flat-topped knob that is pleasant to handle. The synchro-mesh on second, third and top ratios is extremely good, brutal straight-through single-clutch changes being possible with rather less shock-return than usual, perfect changes, with a very occasional miss, being normal, given the requisite pause in neutral, while the synchro-mesh in no way interferes with double-declutch changes such as a sports-car driver would normally employ. Moreover, the lever goes very easily into any gear-position, which is of great value in traffic-driving and makes a vital difference to time in

THE **16/80** *h.p. A.C. "ACE" TWO-SEATER—continued*

Rally and Trial special tests, but which cannot always be managed with synchro-mesh boxes. The lever lifts to engage reverse, which is fairly easy to select. The indirect gears, including first, are notably quiet, both on drive and overrun.

The right-hand brake lever is clear of the driver's door and works well, once one is accustomed to sliding up the control to lock the ratchet, the action otherwise being a racing-type fly-off.

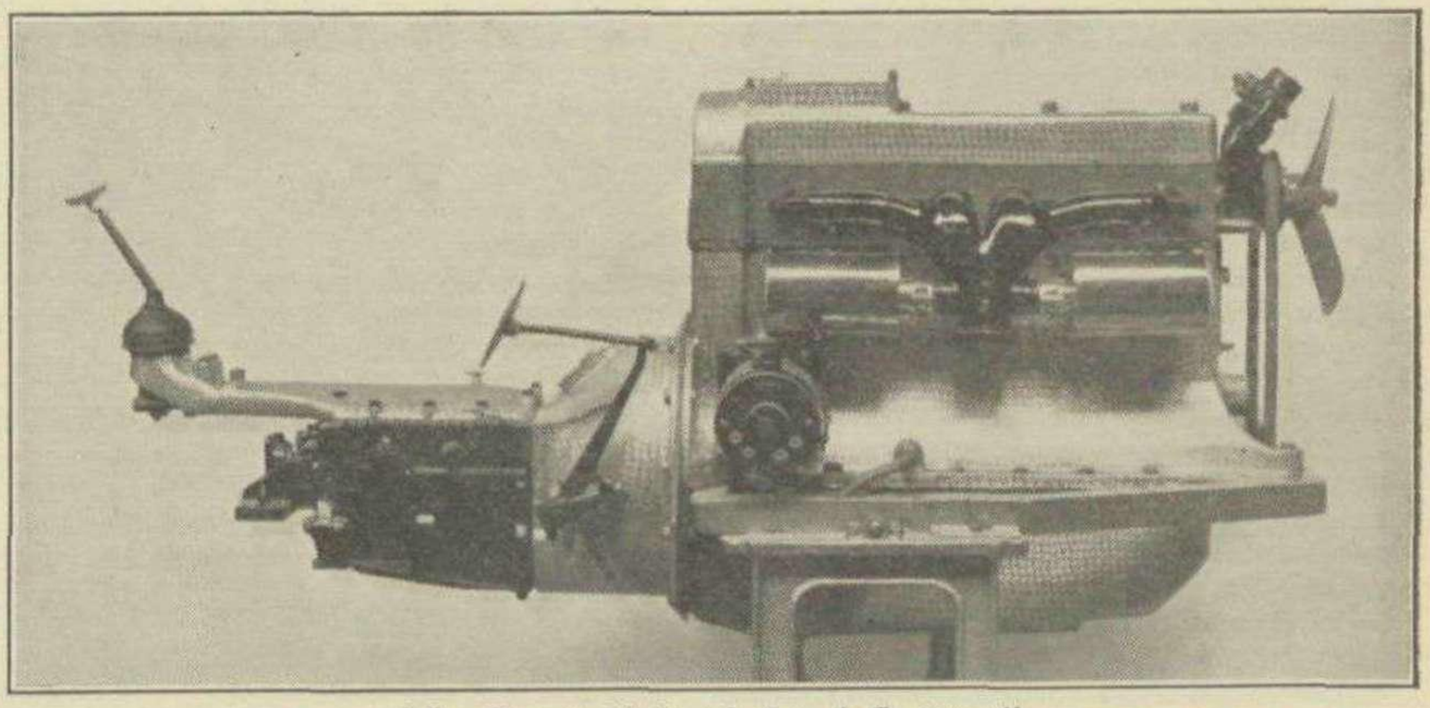
The brakes are thoroughly in keeping with a car of this performance. At first they came on rather harshly, giving rise to tyre-squeal under heavy application and had a pronounced tendency to pull to the near side, but after 500 miles this harshness had disappeared and they impressed as extremely powerful brakes, working silently save for a slight hiss, progressively and evenly. There was no loss of effect discernable after a hard week-end's driving and a light pressure sufficed for all save an emergency stop. The brake-light gave an astonishingly bright warning.

The steering was of the kind that enables one to place the car with complete confidence, winding it in and out through congested pieces of traffic with a minimum wastage of road-space. The big wheel is very nicely positioned and the action is light and smooth in the modern manner without being finger-light. Two turns are required, lock to lock, and a slight improvement might result from slightly higher gearing. There is no return action through the wheel, even on bad surfaces, and the castor-action is adequate and rapid.

At first the car was prone to rather more tail-sliding on fast corners than we had expected, calling forth loud protest from the tyres, and, indeed, being rather jolly, as the A.C. responded instantly to the helm. We had an additional passenger in the sternsheets, and were admittedly motoring rapidly. Later, experiment with the Telecontrols and the tyre-pressures effected a vast improvement and with only two persons in the car the A.C.'s stability was beyond reproach. With front and rear shock-absorbers slack the car rides very comfortably over stone-sets and tramlines, there being a generally supple action, with bodywork movement that is apparently intentional and allowed for, and a tendency for the lamps and "front-works" to work in sympathy with spring deflections. Screwing up 150 lb. or so front and back has the effect of stiffening things up very adequately, so that the driver secures full control and feels in one with the car. There is then some scuttle movement on rough roads, though the "front-works" become rigid. Thus it is possible to vary the suspension characteristics over a wide range to suit divers conditions and individual requirements, while pitching has no place in the A.C.'s manner of riding, nor does it roll excessively on corners.

Having made these preliminary impressions the car was garaged in readiness for a fast run up to Shelsley-Walsh and back on the morrow. In the morning it was given choke, started at the first touch on the starter button, and thereafter opened up at once, to a speed deemed sufficient to sling oil at the cylinder walls, without spitting back or mis-firing. Normally the engine ticks over regularly at about 500 r.p.m. to the accompaniment of a fascinating exhaust-burble.

The long main-road journey brought out the ability of the A.C. to run happily and effortlessly in the upper seventies, the highest speed actually reached being rather better than 80 m.p.h., though at times the plugs resented our heavy right foot, so that we went back to the works to have them changed before doing the Brooklands tests. Perhaps the best cruising speed is 60 m.p.h., when the engine turns over at 3,000 r.p.m. There is plenty of punch on the low gears, especially after the engine has attained 85 m.p.h. and held there at that speed, provided one was prepared to meet tail-diversions promoted by striking bumps and to risk a burst tyre. The first flying laps were accomplished in 121⅕ secs. but, warming to the work, we subsequently got round in 1 min. 59⅘ secs., though having to go higher than we wished on the Members Banking to pass another car, while, with a clear run, A.C.'s driver managed to clip off another ⅕ sec., equal to a lap speed of 83.28 m.p.h. After a deal of fast lappery the oil-pressure showed no drop and the temperature of the cooling water did not reach boiling-point. The engine remained just as smooth as ever, though a blown exhaust gasket increased the under-bonnet noise, and the engine ran for a while with the ignition off. The A.C. held 85 m.p.h.



The Power Unit of the A.C. "ace."

2,000 r.p.m. or so, and second is a very useful ratio for rapid passing, after a hold-up. The oil-pressure varies with engine-speed, but is approximately 30 lb. per square inch at idling revs. and maintains 80 lb. per square inch at cruising speed. The normal water-temperature is 70° to 80°, rising rather quickly to 90° after a spell of extra exhilarating driving.

On the Sunday we took the A.C. to the hill-climb at Gnatt's Valley, Kent, organised by the Standard Car Owners' Club. This involves a climb up a rough path of about 1 in 3. Although the A.C. was not timed, it made several fast and faultless ascents, using second gear for the lower section and first to the summit, the brakes proving thoroughly able to hold the car on this gradient, and the water temperature not going above 95°. A flat rear tyre made no difference to the hill-storming qualities. At 40 m.p.h. in top gear there was a discharge of 2-3 amps. with everything electrical at work.

Later in the month the A.C. was met at Brooklands, where we conducted our usual tests—the Weybridge Track is still the only place where speed, acceleration and the accuracy of a car's speedometer can be comfortably checked.

Preliminary rapid lappery showed that for Brooklands tight shock-absorbers were essential, so the Telecontrols were both adjusted to approximately 250 lb. per square inch, when the A.C. could be worked to within the lower black line half-way round the Byfleet Banking at practically all round the Track in a very consistent manner. The flying quarter-mile was covered at 86 m.p.h. and the flying half-mile at 84 m.p.h. There were two persons in the car, with the screen folded flat. Acceleration was tested in this form, 0 to 50 m.p.h. occupying 11⅕ secs., given fairly brutal gear-changes, and with less fierce methods 0 to 60 m.p.h was clocked at 18⅘ secs. The remaining figures are shown in the accompanying graph. On first gear the engine runs up to 4,800 r.p.m., equal to 30 m.p.h. approximately, and at the same speed on second gives 47 m.p.h., 70 being just attainable in third at 4,600 r.p.m. At the other end of the scale the A.C. will burble along without recourse to freak driving methods at 400 r.p.m. in top gear, equal to about 9 m.p.h. The speedometer was dead accurate, even at the maximum timed speed.

Fuel consumption throughout, from a rough check, came out at about 21 m.p.g.

All the instruments are well placed. Reading from left to right the facia carries a cubby hole, water thermometer, mixture control and slow-running control below, spot-lamp switches with dynamo-light between, Telecontrol gauges below, electric plug point and dash-lamp switch below these, starter button and ignition key, ammeter and oil gauge, speedometer below, rev. counter and fuel-gauge. The Telecontrol knobs are located on the steering column, where they are rather inaccessible, save on a straight road, as

THE **16/80** *h.p. A.C. "ACE" TWO-SEATER—continued*

one has to dive one's arm through the wheel to reach them. The mirror in the centre of the scuttle is quite effective, but was prone to swivel out of line. The single pane screen is low, which adds much to the car's appearance without rendering it in any way ineffective. The licence, as usual, is out of sight when it is folded, which did not trouble us, but might worry the owner of a good pair of Uncle Lewis's goggles, who wished in consequence to drive all day with the screen flat—though we have never actually been stopped on this score. The steering wheel centre carries ignition lever, lamp control and half-charge lever and the horn button. On the floor there is an electrical master switch ; a very good feature. The dashlamp gave excellent illumination of the floor, but was not very effective in lighting the instruments. The radiator cap carries the A.C. Greyhound mascot and unscrews easily and the fuel tank has a quick-action cap. The bonnet clips work very easily. The engine is notably clean, with its polished aluminium work, and seems to keep so, and the black-finished, triple S.U. carburetters contrast well. The tool-tray beneath the bonnet is of wood and well finished. There is a D.W.S. four-wheel jacking system and the twin-spare wheels are held by a triangular strip-steel clamp. The doors have pockets and the space behind the adjustable bucket seats is available for an extra passenger or any amount of luggage, while there is a very substantial luggage-grid over the rear tank. This tank holds 20 gallons, giving a range of approximately 420 miles. The tonneau-cover is of good material, of full length, and secured by very easily detachable press studs, being zip-fastened in the centre to cover the passenger's seat when the driver is alone in the car. The long, sweeping front wings contribute materially to the sleek appearance of this A.C., and the running boards are wide with rubber-ribbed upper surfaces, which aids entry and exit. The wings have a patented stoneguard that also damps mud and water slinging. The rake of the steering column is easily adjustable. The body has aluminium panels over an ash framework, and upholstery is leather or cloth to choice, likewise any colour scheme save white, cream or ivory, for which an extra charge of £5 is made. All bright parts are chromium-plated and the side-screens have metal frames, while the hood is of the fully concealed pattern. On the car tested a large spot-light was fitted above the dumb-iron apron between the twin Lucas horns, the extra charge for which is £3 12s. 6d.

Turning to the specification of the chassis, the engine is the well-tried A.C. six-cylinder unit with a bore and stroke of 65 x 100 mm. (1,991 c.c.), calling for a tax of £12, and treasury rated at 15.7 h.p. It develops 80 b.h.p. in sports form, and is available in 70 b.h.p. and 60 b.h.p. forms. The cylinder block and crankcase are of aluminium-alloy with "wet" cylinder liners and the inclined overhead valves are operated by a chain-driven o.h. camshaft. Lubrication is by submerged, gear-pattern oil-pump, the filler cap being in the camshaft cover, and the sump holds 1¾ gallons of lubricant. The crankshaft runs in five bearings and carries a vibration damper. Three S.U. carburetters are mounted on the near side, but a single Stromberg pump-type is optional. Cooling is by belt-driven pump and fan, with thermostatic flow control. Ignition is by coil, the distributor being set transversely and driven by shaft and spiral gears from the crankshaft. Advance and retard has a hand control. The compression-ratio of the 16/80 h.p. unit is 7.5 to 1. The clutch is of single dry-plate type enclosed in the flywheel. The unit gearbox gives four speeds and reverse, with synchro-mesh on second, third and top and lower axle ratios than those quoted in the accompanying panel are available at no extra charge, i.e., 5.1, 4.66, 4.5 and 4.25 to 1. A Wilson pre-selector box is available at £35 extra. The drive passes via a Hardy-Spicer propeller-shaft, balanced and having double universal joints, to a spiral-bevel rear axle. The frame is of double-dropped pattern, with half-elliptic suspension. The deep members are of high-tensile steel, and there is a double cruciform system of bracing. Tecalemit automatic chassis lubrication is used. The front axle is an H-section forging with rounded ends to resist brake-torque. The brake-drums are ribbed and actuation is on the Bendix duo-servo system, pedal and hand-lever operating on all wheels. Fuel feed is by electric pump. The Rudge Whitworth splined wire wheels have knock-on caps and carry Dunlop 18" x 5.5" low-pressure covers. The electrical system is 12 volt Lucas and, as mentioned, a master switch is incorporated, which is a fitting too rarely encountered. As tested, the "Ace" two-seater costs £455 and, apart from the extras already detailed, the second spare wheel is £6 6s. extra, and wheel-discs, radio, dual fuel pumps and ignition coils and central arm rests, etc. can be supplied when the car is delivered if desired.

Summing up, this A.C. has real sports-car performance, yet it impresses as a docile, refined car that should hold its tune indefinitely and which contributes the minimum of effort to drive with the maximum of open-car enjoyment. In particular, the alloy-constructed engine had established itself as long ago as 1925 and since that date it has been modernised, but not substantially altered. The makers are : Messrs. A.C. (Acedes) Cars, Ltd., High Street, Thames Ditton, Surrey. 'Phone : Emberbrook 2340-1.

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MOTOR RACING MAGAZINE

AIR—AUTO—BOAT—MOTORCYCLE

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Continental Notes and News

By OUR CONTINENTAL CORRESPONDENT

Alfas to Try Again

The failure of the twelve-cylinder Alfa-Romeo to check the steady stream of Mercédès-Benz and Auto-Union victories has been a bitter disappointment to the Italians. When the German manufacturers first took up racing seriously a few years ago, I was told that they knew perfectly well that their cars would be able to beat the existing Alfa-Romeos, Maseratis and Bugattis. What is more, my informant said that the Germans had a 10 per cent. margin in hand to counteract any fresh attempt on the part of the Italians to build faster cars. It certainly is significant that the new twelve-cylinder Alfas are just as far from keeping up with the latest German cars as the 3.2 and 3.8-litre eight-cylinder Alfas were with the earlier Mercs. and Auto-Unions.

Realising that nothing less than a drastic plan of campaign will have any effect on the present depressing situation, Signor Jano and his merry men are really getting down to the new V-16-cylinder car, which is to be of equal power to the Germans'. The already superlative cornering ability of the Alfa chassis, allied to Mercédès-like acceleration and maximum speed, should prove a formidable combination. We shall see.

The depression over Modena has given rise to rumours that the Scuderia Ferrari is to be dissolved—in Russia it would be liquidated—and that Alfas will in future run their own racing department. This is stoutly denied by Enzo himself, and indeed it seems most unlikely. Meanwhile, Varzi and Chiron are being widely fancied as drivers in the team of V16 cars. A swing of the pendulum in favour of the Italians is due.

The 1,500 c.c. Front

Talking of pendulums reminds me that on the Continent they say that it is time that they had a closer look at the 1,500 c.c. pendulum, which has been swinging in the neighbourhood of Bourne, Lincs., quite long enough.

Even though Trossi seems able to perform incredible feats with the Maserati rom time to time, there is no doubt as to which is the better car, when it comes to an analysis of E.R.A. and Maserati performance. And for the first season the works cars are proving superior to the "independents."

The Maserati challenge seems to have spent itself, but I would like to see another scrap between the two works teams round the Nurburg Ring. I rather think my money would be on Trossi, which is probably more a tribute to the driver than the car.

With the E.R.A. supremacy firmly established, interest now centres on the new twelve-cylinder 1,500 c.c. Alfa-Romeo which is rapidly nearing completion. This car will undoubtedly be the future winner of one-and-a-half litre races—unless a a new E.R.A. makes its appearance.

Nuvolari's Loss

Modena is not the only place in Italy under a cloud just now, for at Mantua they are mourning the death of one of Nuvolari's sons. The great little Italian has been worried for several years about the health of this son, and the deepest sympathy will be extended to him by all British racing enthusiasts.

At Monza, too, there have been gloomy looks, for the Italian Grand Prix is not to be held there this year. Plans for rebuilding the track have not matured, and the race is to merge with the Coppa Ciano and be held at Leghorn on September 12th.

Recent Races

The Targa Florio refuses to die out, but it is only the merest shadow of its one-time greatness. The twenty-eighth race of the series was held on the Favorita circuit of just over three miles in length—a contrast from the long mountainous circuit of yore. The locale was near Palermo, Sicily, and the race was confined to 1,500 c.c. cars, which proved to be mostly Maseratis.

The result was an easy victory for Severi. The full placings were as follows:

RESULTS

1. Severi (Maserati) 60 laps (196 miles) in 2h. 55m. 49s. 66.90 m.p.h.
2. Lurani (Maserati), 58 laps.
3. Bianco (Maserati), 55 laps.
4. Barbieri (Maserati), 54 laps.
5. Verbani (Maserati), 54 laps.

A new race was held in Algeria this year, called the Grand Prix de Bona. A circuit in the town was used, a little over a mile in length.

The race was decided on the queer system originated at Albi. There were two "heats" of sixty miles each, and all the cars took part in both. The final placings were arrived at by adding the times of the two "heats" together.

The race was an easy thing for Wimille's Bugatti, in spite of some spirited opposition from several Delahayes. The Talbots were not there.

Here are the full results.

RESULTS

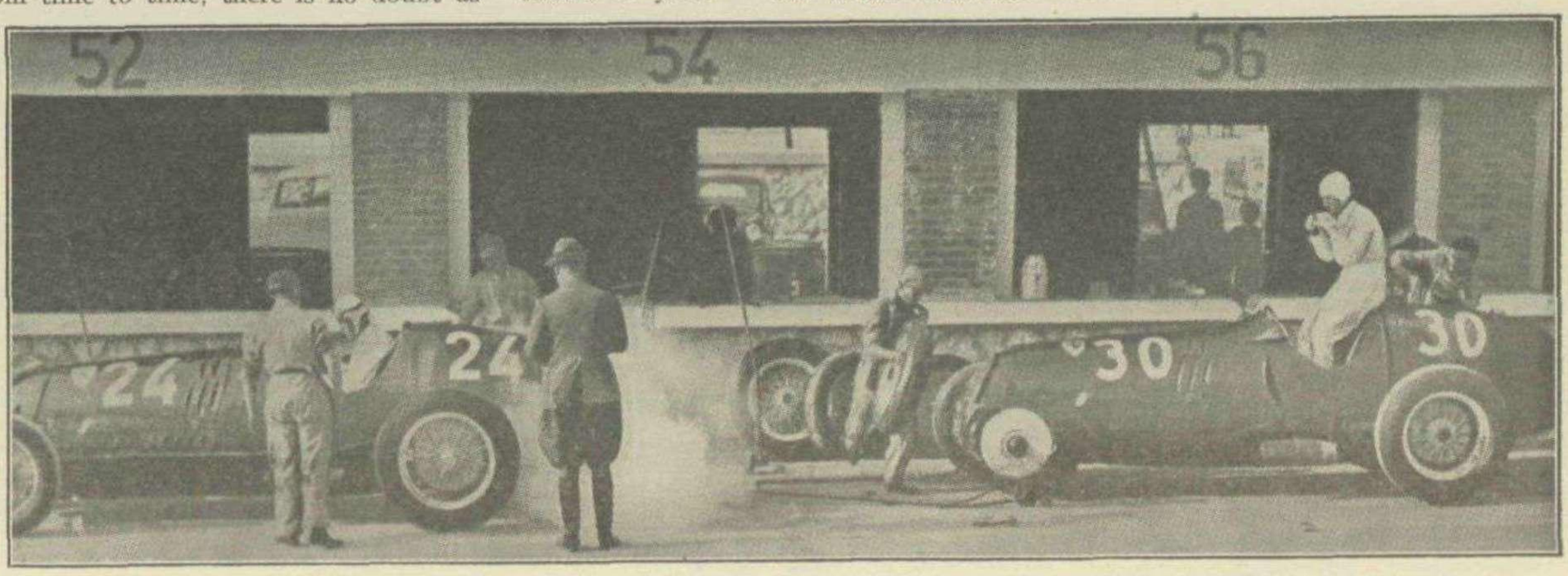
1. Wimille (Bugatti) 119 miles (100 laps) in 1h. 54m. 39s. 62.09 m.p.h.
2. Paul (Delahaye), 97 laps.
3. Carriere (Delahaye), 97 laps.
4. Jannin (Delahaye), 75 laps.

Up to 2-litres

1. Rancurel (Bugatti), 61 laps.

A much more representative field turned out for the 3-Hour Sports-Car race at Miramas, near Marseilles. Here again there were three "heats," all the cars running in each. Wimille set off at a great pace in the first race, but he could not get away very far from Sommer's Talbot, which was only 19 secs. astern at the end of one hour.

In the second race the tables were turned, for Wimille was in trouble and Sommer ran out a close winner from his team-mate, Comotti. The Bugatti was not sounding at all healthy, and soon after the start of the third race Wimille retired with engine trouble. Sommer went on to win at 112.74 m.p.h., lapping quicker than Nuvolari's monoposto Alfa did in 1935.



At the Pits—Tadini (Alfa-Romeo) and Farina (Alfa-Romeo) call at Pits during the Tripoli G.P.

CONTINENTAL NOTES AND NEWS—continued

RESULTS

Heat 1 (27 laps)

1. Wimille (Bugatti) 1h. 0m. 52s. 85.44 m.p.h.
2. Sommer (Talbot) 1h. 1m. 17s.
3. Comotti (Talbot) 1h. 1m. 45s.

Heat 2 (32 laps)

1. Sommer (Talbot) 1h. 1m. 39s. 98.82 m.p.h.
2. Comotti (Talbot) 1h. 1m. 45s.
3. Wimille (Bugatti) 1h. 2m. 58s.

Heat 3 (36 laps)

1. Sommer (Talbot) 1h. 0m. 4s. 112.74 m.p.h.
2. Comotti (Talbot) 1h. 0m. 24s.
3. Divo (Talbot) 1h. 0m. 16s.

Then in Bucharest (Rumania—or is it Bulgaria ?) they had a couple of races for sports and racing-cars. The former was a walk-over for Henne, the German, on a works " Type 328 " B.M.W. Henne beat Nicoulescu, on a similar car, by 5 mins., Cristea, the Monte Carlo Rally expert, was third with his V8 Ford. The racing class was equally one-sided, for Ruesch, the Swiss driver of a 3.8-litre Alfa-Romeo, was nearly a quarter of an hour ahead of the second man at the finish.

RESULTS

Sports-Cars

1. Henne (B.M.W.) 58m. 58.2s. 58.29 m.p.h.
2. Nicoulescu (B.M.W.) 1h. 3m. 20s.
3. Cristea (Ford) 1h. 5m. 46s.

Racing-Cars

1. Ruesch (Alfa-Romeo) 1h. 15m. 20s. 81.94 m.p.h.
2. Calcianu (Duesenberg) 1h. 29m. 36s.

Recent Records

Continental roads and tracks have seen some pretty fearsome records established recently. Pride of place must automatically to go Rosemeyer's astonishing 242.5 m.p.h. for the Class B mile record. This speed was attained on the famous Frankfurt-Darmstadt-Heidelberg Autobahn, and was followed by the equally amazing world's and Class B 10-mile record at 223.87 m.p.h. The dual carriageways of this road are, I suppose, about thirty feet in width, although I haven't actually measured them. At 242 m.p.h. the road must look like a tight-rope in front of you !

On the same road Major A. T. G. Gardner made his long-awaited attempt on the Class G mile and kilometre records held by Furmanik at 138 m.p.h. Tuned by Robin Jackson, the ex-Horton M.G. Magnette proved well up to its task, taking the two records at 142.634 m.p.h. and 142.302 m.p.h. respectively. Gardner hoped to be able to improve on this speed after further modifications to the car.

Just to show there was no ill-feeling, however, the *equipe* stopped at Montlhèry on the way home and bagged the five and ten miles and kilometre records in the same class. The mile speeds were 129.98 and 129.43 m.p.h., and the kilometre figures were 130.52 m.p.h. and 129.79 m.p.h. respectively.

Congratulations to M.G., Gardner, Robin Jackson and all.

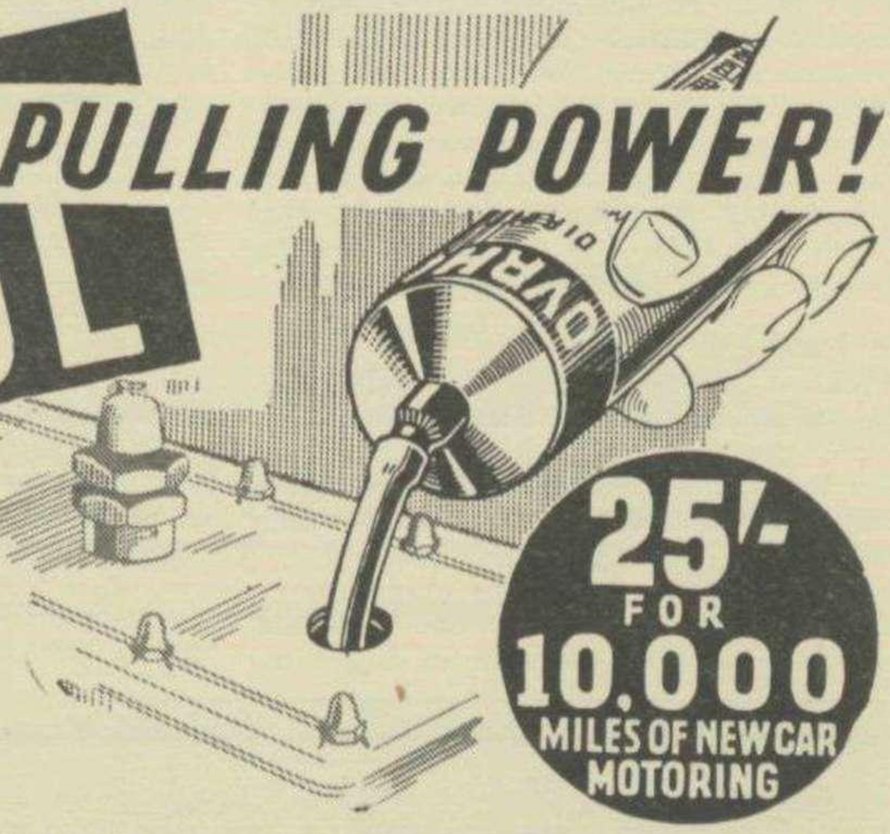
Meanwhile Furmanik himself had been busy way down at Florence, on the Autostrada leading to the coast. He had devoted his exceptional record-breaking talents to the preparation of a four-cylinder 1,500 c.c. Maserati, which was elaborately streamlined. First of all he attacked the standing start records in Class F, held by Raymond Mays with the E.R.A. at 96.08 m.p.h. for the mile and 85.35 m.p.h. for the kilometre. Furmanik shattered both of them with speeds of 104.87 m.p.h. and 89.95 m.p.h. The axle-ratio was altered, and then the car was brought out once more to try for the flying start records. The kilometre was tried first, and the amazing speed of 148.4 m.p.h. was recorded. Slight trouble then intervened, and the mile attempt was postponed. The previous kilometre record was held by the American driver Duray, who drove a Packard Cable Special—in other words a Miller—at Arpajon.

Furmanik has a tough nut to crack in the mile record, for this is the late Frank Lockhart's almost unbelievable 164.01 m.p.h. made at Murock Dry Lake so long ago as 1927. With improved streamlining on the Maserati, Furmanik hopes to achieve 170 m.p.h. !

Finally, a team of French lady-drivers have collected a whole heap of long-distance class records with a V8 Ford, and two world's records into the bargain. Their attempt lasted for ten days, and they averaged over 88 m.p.h. Their names are Mmes. Hellé-Nice, Descollas, Desforet, and Licot. A stout effort.

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(*Extract from June 19th*, 1937)

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THE J.C.C. MONOPOLISES BROOKLANDS

A VERY SUCCESSFUL MEMBERS' DAY ON JULY 3rd

The J.C.C. Members' Day at Brooklands, with its two "One Hour" High-Speed Trials to a stiff series of schedules over the "International Trophy" circuit, its one and two lap outer-circuit races, its driving-skill contest and its Test Hill Sweepstake, is a very excellent institution indeed. Amateur sportsmen gain a chance to indulge in some serious high-speed driving and everyone has an excellent opportunity of comparing different cars' capabilities one with another. The only "circus" affair is the driving test and this year the series of reverses at least constituted a test of easy gear-manipulation, clutch take-up and initial acceleration and, if it disappointed those who are expert at throwing a motor-car round barrels and barriers, there was much to commend the course used.

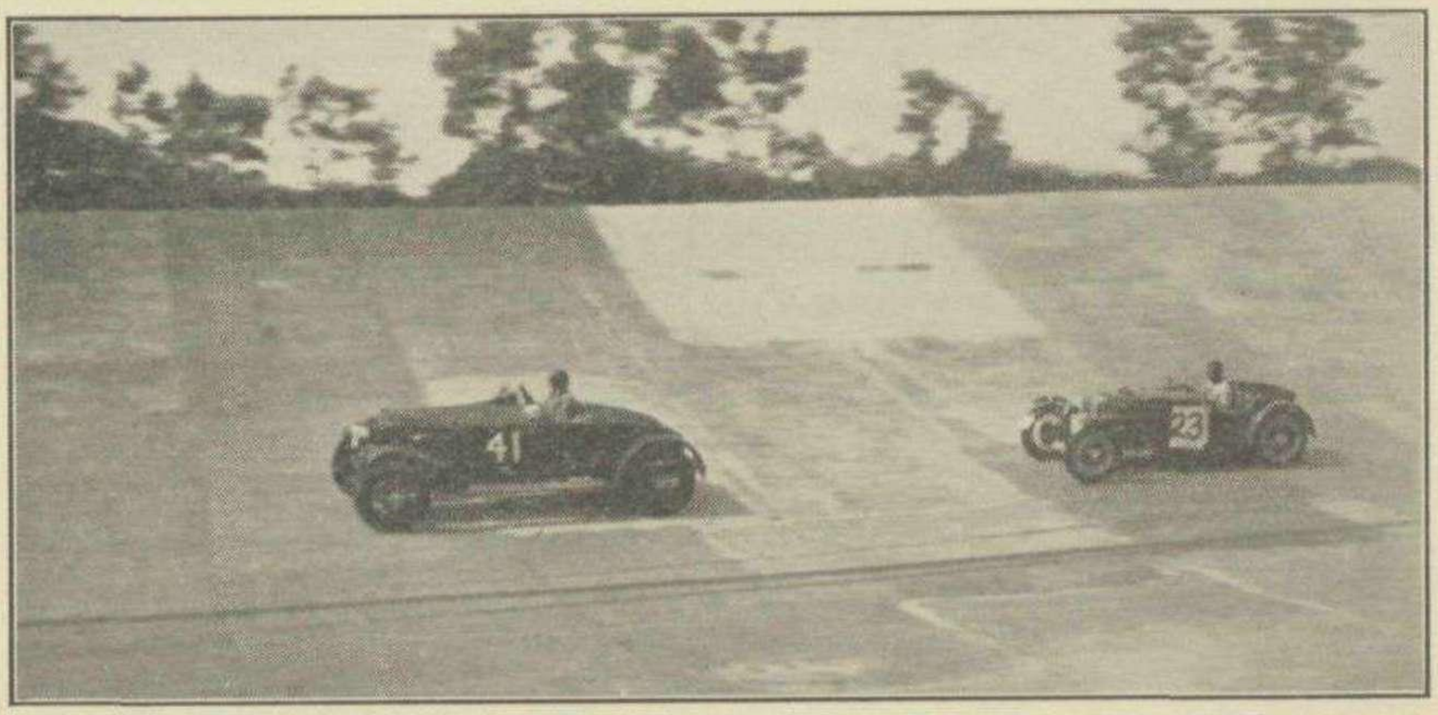
On the Friday before the "great day" competitors went down to scrutineering. J. O. C. Samuel was busy working on his Frazer-Nash Six, still functioning unblown, which broke an oil-pipe, and F. N. Crane tacked a Marshall supercharger onto his M.G. Magnette in a very short space of time. R. D. Tong's Ford V8 had a mysterious metallic plumbing running from beneath the floorboards to underneath the seat, a Columbia two-speed rear axle and a big Marendaz-Special rev-counter reading up to 5,500 r.p.m. J. M. Archer (Riley) had come all the way from Edinburgh and at once set about curing some tappet trouble, while Watson cheerily explained that his 12/60 Alvis showed no inclination to put on speed, no matter how much it was stripped.

Plowman's 30/98 Vauxhall had a cut-down two-seater body reminiscent of a 14/40 of the same marque, wire-mesh bonnet-sides, twin two-branch exhaust manifolds, an oil radiator between the dumb-irons and a very metallic exhaust note.

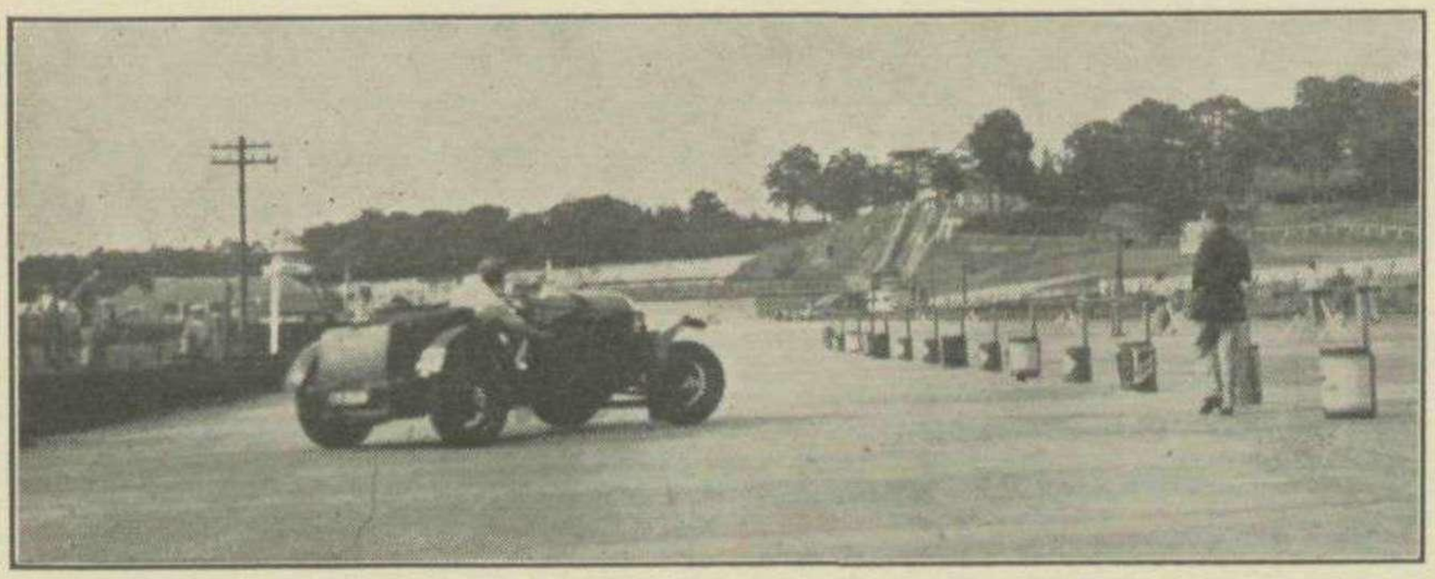
A. P. O. Rogers's Montlhèry M.G. Midget "Mucky Pup" was passed by McConnell only on the understanding that it returned with shining morning face, and Ballamy brought two Ford V8 saloons down very late, stuck on fan-tails and got both passed, nominating Chaplin to drive R. B. Lakin's entry. The Lancia Aprilia saloon did an outer-circuit lap at around 85 m.p.h. In the afternoon an M.G. broke a stub-axle just beyond the Fork, while lapping the outside, the car coming to rest against the safety-sleepers and the driver being injured about the face. Quite one of the most interesting cars present was D. N. Leon's blown Type 55 Frazer-Nash-B.M.W. A huge Centric supercharger is mounted on the off side by the dash and driven via a jointed shaft by triple belts from the crankshaft. The big Solex carburetter is attached to the inside face of the blower and delivery is from the opposite face via a three-branch manifold with blow-off valve. Behind the radiator-grille there is a neat oil-radiator. The car has disc wheels and ran with wings in place and screen removed. E. Gillett's M G. Midget sported an outside exhaust system and very neat wing attachments. The all-white 100 m.p.h. Frazer-Nash-B.M.W. was naturally a centre of interest and another of these cars was entered by Viscount Curzon. Quite as immaculate were Hampton's entries of the Type 55 Bugatti and Targa Mercédès. Poor Marston's Type 43 Bugatti was seen going away on the end of a tow-rope and did not reappear.

As we remarked when reporting this event last year, it is much more fun to drive or passenger during the High-Speed Trials than to spectate, instructive as these events are to onlookers. Consequently we sat on George Chaplin's left for the first trial, in the L.M.B. Ford V8 saloon. Alas, that car had been through hard usage before the event and had had no proper preparation and it soon began to boil, slinging scalding water back at the screen. The overdrive top of the Columbia axle was brought into play to ease matters, some excitement ensuing when the speedometer momentarily indicated 100 m.p.h., as the high ratio was pre-selected but not engaged. Actually the maximum was about 80 m.p.h. on either gear, and we came out of the Members' turn at 40 to 45 m.p.h. The Special award schedule was not being maintained, but we had hopes of a "standard." Alas, after nine laps the engine knocked appallingly and the oil-gauge sank, so a stop was enforced to insert our 2 gallons of water. After that the engine would not restart in its overheated state and we reluctantly abandoned the car by the Aerodrome road. We had had glimpses of James Allason (Bentley) and Eason-Gibson (Lancia Aprilia saloon) going extremely well, the Lancia doing sixty at the Members' turn, but Anderson's Lagonda Rapier was also abandoned just by the Fork, and Viscount Curzon had stopped for a time by the Paddock, though the Frazer-Nash-B.M.W. subsequently got going again.

In the second Trial we rode with John Eason-Gibson in his little Fiat "500." This was a most interesting experience. The little car could get up to 68 m.p.h. on the Railway Straight, but a vibration period, coupled with vivid experiences contributed beforehand by Charlie Martin of departing gearboxes at this speed, kept us down to around 60 m.p.h. The Members' turn was taken at 50 m.p.h. given a clear track, though frequently we had to keep well in to the side, when the Fiat's stability was fully appreciated. On the other bends, we were frequently obliged to ease up for preceding competitors, and only once did an unpleasant slide develop, when an M.G. came up outside at the last corner, causing Gibson to cut closer in than he wished in consequence. After the twenty laps the



T. H. Plowman (Vauxhall) followed by A. F. P. Fane (Frazer-Nash).



J. H. Allason, 4½-litre Bentley, in the driving-skill test.

THE J.C.C. AT BROOKLANDS—continued

oil-pressure was slightly higher than when we started, the engine re-commenced on the starter, and that evening this rather exceptional baby took four persons home fast and safely. We were repeatedly 5 or 6 secs. faster than the standard award 850 c.c. lap-schedule and were seldom less than 3 secs. faster than the necessary lap time. The heat inside was certainly appalling and both occupants were soon in a state of partial undress. We understand that no additions were made to the car, barring tapes over the direction indicator apparatus. The compression ratio was raised, but not to a point where the engine protested at pump fuels, and the ports were enlarged, but otherwise the s.v. unit was virtually standard. Particulars are available from the Beechholme Motor Co.

Chaplin was observed to be going well, in full kit, to qualify with his orange Austin, but Rogers's "Mucky Pup" M.G. was being desperately pushed at the Fork, the Squire four-seater seemed erratic, and towards the end (or, rather, the end for faster cars, for the Fiat circled alone for many laps) we saw Miss Wilby's Frazer-Nash abandoned in the Railway Straight. Hanson's L.M.B. Ford V8, which had been going very fast, stopped, too, at this point. Norton was going well on the British-Salmson, though not as fast as expected, Couper's Talbot was very rapid, indeed, several Frazer-Nash drivers were furiously grass-cutting round the Byfleet and, over and above all, H. J. Aldington came by lap after lap at racing speed, rock steady, in the white Frazer-Nash-B.M.W. Type 328 sports job. The figures at the close of this report convey more of what happened in these two trials than whole pages of text.

The long summer afternoon was devoted to a series of one and two lap handicap races, full results of which are appended.

In the first, a one-lap, Wilson-Hawkins "blipped" his M.G. on the line, Goldman's S.S. saloon just beat the M.G. and the Lancia Aprilia on getaway, and Miss Morel started well in her M.G. with crankshaft-driven blower. But it was a vintage victory for Allason's Windrum and Garstin Bentley, with Plowman's 30/98 Vauxhall second and Burt's Triumph third. Grimmond's big Hudson won the next one-lap chased home by Zethrin's smoking Squire. There was one wonderful one-lap race when everyone came over the Fork in a glorious bunch, Dorndorf on Miss Patten's British-Salmson Six winning at 74.11 m.p.h. from L. M. Ballamy in Lakin's L.M.B. Ford Saloon, and H. J. Aldington's Frazer-Nash-B.M.W. having a job to find room to nose into third place. There was similar bunching in the next race, won by Latimer's Ford V8 saloon at 70.54 m.p.h. from Peacock's Riley saloon and Maynard's A.C. Aldington ran out of fuel in one two-lap race, to the consternation of his family.

In the new driving test, consisting of a series of reverses through openings in a line of barriers, Mrs. Wilcocks (M.G.) was slow and sure, I. D. Struthers (Ford) revved furiously, crunched his gears and went forwards instead of backwards into one bay, while I. G. Williams (Ford) mixed up his gears. J. B. Thompson's blown Ford Ten had plenty of revs. and burst open its near-side door, and C. Anthony went farther from the barriers than the others, the Aston-Martin experiencing considerable wheel-spin. B. A. Blackford (Ford) drove hectically, and Miss K. Taylor can be proud of a clean run on her blown M.G. I. A. Bullivant (Morgan 4/4) took things easily and Guy Warburton's Hudson had curious wheel patter. C. A. Hanson (L.M.B.) drove carefully, D. G. Parker (M.G.) was outstanding, and C. C. D. Miller was slow, hampered by the length of his Riley. F. H. Snell (S.S.) started with a jerk on a fairly good exhibition, and Eason-Gibson was masterful with the Aprilia Lancia, which slung off a hub-cover plate early on. Ballamy's Jensen-bodied Ford Ten L.M.B. was boiling and the engine seemed to lack pulling power, but the driving was good. Handling a very difficult car James Allason put his 4½-litre Bentley through in a series of masterful slides on locking wheels, glancing back quite casually at each opening to gauge his reverses, a run which drew the first claps from the onlookers. Maynard (A.C.) had excessive wheel-spin and C. P. Melly (Morgan 4/4), employing "blipping" tactics, needed two reverses at one opening. H. G. Symmons, driving Leon's blown Frazer-Nash-B.M.W., seemed to find difficulty in engaging the ratios and he almost touched a barrier near the finish, Leon watching apprehensively. H. F. Burt (Triumph) was clapped after a very fine run, but L. M. Ballamy caught a barrier with the front wing of his L.M.B. Ford V8 and then reversed into some more barriers. A. C. Westwood simply roared through, the Balilla Fiat's engine revving merrily, and the rear wheels spinning perhaps a shade too much. Then W. C. N. Norton started well in the British-Salmson Six but got wrongly placed for his second reverse, and broke something vital in the transmission on restarting. The greatest barrier-destruction was that of Watkinson, B.M.C.R.C. Secretary, driving his M.G. as a non-competitor!

In the meantime the Test Hill was being vanquished by all manner of sports-cars, the record leap from the summit probably going to the very rapid Frazer-Nash-B.M.W. of H. G. Symmons. So ended a very excellent day's motoring sport. The results that follow are very instructive in a number of ways, but just to instance the lighthearted atmosphere of J.C.C. Members' Day we may mention that Strang's Hudson, which was No. 107, left the track as No. 07 and with broad arrows around those figures!

PROVISIONAL RESULTS

Ian Macdonald Award (best performance in High Speed Trials): H. J. Aldington (Frazer-Nash-B.M.W.)

Best Performance, First Trial: A. F. P. Fane (Frazer-Nash).

Best Performance, Second Trial: G. Taylor (Alta, s.)

Special Awards: E. Gillett, E. J. Haesendonck, Mrs. J. Jackson, J. E. Nuthall, E. L. Fry, D. Powell, R. M. Andrews, M. W. Sheppard, P. A. Richards, C. D. Weatherhead, C. E. Taylor (M.G.s), H. L. Anderson, J. A. Rycroft (Lagondas), Miss M. M. Goss, T. H. Dowler (Triumphs), J. Eason-Gibson (Lancia Aprilia), C. W. P. Hampton (Mercedes-Benz and Bugatti), E. K. Farley (H.R.G.), A. F. P. Fane, J. O. C. Samuel, W. L. Jackson, N. V. Terry, R. T. Gardner (Frazer-Nashes), G. H. Goodson, M. H. Morris-Goodall, A. P. Watson (Aston-Martins), C. C. D. Miller, J. M. Archer, H. J. Ripley (Rileys), W. W. S. Bennett, G. Taylor (Altas), M. W. B. May (Alvis), T. H. Plowman, C. Windsor-Richards (Vauxhalls), J. H. Allason, R. J. Chase (Bentleys), P. Fotheringham-Parker (Ford V8), E. S. Russell Roberts (Hudson), G. H. R. Chaplin (Austin, s.c.), K. A. J. Smart, W. A. V. Davis (Singers), L. M. Maynard (A.C.), H. J. Aldington, D. Leon (Frazer-Nash-B.M.W.), W. C. N. Norton (British-Salmson), W. M. Couper (Talbot).

Standard Awards: P. H. Henson, Miss K. Taylor (M.G.s), L. K. Holdaway (Austin), W. J. Watson (Alvis), L. M. Ballamy (L.M.B.-Ford V8), J. Eason-Gibson (Fiat 500), V. Zethrin (Squire), C. W. D. Chinery (Riley).

First One-lap Handicap—Section A: 1, J. H. Allason (4,396 c.c. Bentley), 9s., 82.73 m.p.h.; 2, T. H. Plowman (4,234 c.c. Vauxhall), 12s.; 3, H. F. Burt (1,232 c.c. Triumph), 40s.

Section B: 1, A. G. Grimmond (Hudson saloon), 35s., 71.05 m.p.h.; 2, V. Zethrin (Squire 1,496 c.c. s.), 20s.; 3, N. V. Terry (1,496 c.c. Frazer-Nash), 20s.

Section C: 1, G. Warburton (Hudson coupe), 17s., 73.89 m.p.h.; 2, E. Gillett (847 c.c. M.G.), 49s.; 3, L. M. Maynard (1,991 c.c. A.C.), 14s.

First Two-lap Handicap—Section A: 1, H. F. Burt (1,232 c.c. Triumph), 1m. 22s., 65.52 m.p.h.; 2, P. Fotheringham-Parker (Ford V8), 30s.; 3, T. H. Plowman (4,234 c.c. Vauxhall), 8s.

Section B: 1, R. M. Strang (4,168 c.c. Hudson), 17s., 88.62 m.p.h.; 2, W. C. N. Norton (2,590 c.c. British-Salmson), 43s.; 3, A. G. Grimmond (Hudson saloon), 48s.

Section C: 1, C. P. Melly (1,122 c.c. Morgan), 55s., 69.12 m.p.h.; 2, F. H. Stileman (847 c.c. M.G.), 1m. 2s.; 3, E. Gillett (847 c.c. M.G.), 1m. 16s.

Second One-lap Handicap—Section A: 1, A. Goldman (2,663 c.c. SS saloon), 29s., 70.95 m.p.h.; 2, C. C. D. Miller (1,496 c.c. Riley), 23s.; 3, T. H. Plowman (4,234 c.c. Vauxhall), 3s.

Section B: 1, R. E. Dorndorf (2,596 c.c. British-Salmson), 24s. 74.11 m.p.h.; 2, R. M. Ballamy (L.M.B. Ford V8), 27s.; 3, H. J. Aldington (1,971 c.c. Frazer-Nash-B.M.W.), scr.

Section C: 1, R. Latimer (Ford V8 saloon), 21s. 70.54 m.p.h.; 2, R. F. Peacock (1,496 c.c. Riley saloon), 21s.; 3, L. M. Maynard (1,991 c.c. A.C.), 13s.

Second Two-lap Handicap—Section A: 1, T. H. Plowman (4,234 c.c. Vauxhall), 7s., 87.68 m.p.h.; 2, A. F. P. Fane (1,498 c.c. Frazer-Nash), 7s.; 3, E. Russell Roberts (4,169 c.c. Hudson), 28s.

Section B: 1, N. V. Terry (1,496 c.c. Frazer-Nash), 36s., 80.39 m.p.h.; 2, H. G. Symmons (1,911 c.c. Frazer-Nash-B.M.W.s.c.), 14s.; 3, R. D. Tong (939 c.c. M.G. s.c.), 40s.

Section C: 1, C. E. A. Terry (939 c.c. M.G. coupe s.c.), 30s., 76.62 m.p.h.; 2, T. H. Dowler (1,767 c.c. Triumph), 44s.; 3, W. B. G. Leith (1,287 c.c. M.G.), 11s.

One-lap Handicap Final—1, V. Zethrin (Squire s.c.), 18s., 87.53 m.p.h.; 2, H. J. Aldington (1,971 c.c. Frazer-Nash-B.M.W.), scr.; 3, C. C. D. Miller (1,496 c.c. Riley), 27s.

Two-lap Handicap Final: 1, H. G. Symmons (1,911 c.c. Frazer-Nash-B.M.W. s.c.), scr., 90.56 m.p.h.; 2, R. M. Strang (4,168 c.c. Hudson), scr.; 3, A. F. P. Fane (1,498 c.c. Frazer-Nash), 3s.

Test Hill Sweepstake—Touring: 1, P. Fotheringham-Parker (Ford V8), 10⅘s.; R. Latimer (Ford V8 saloon), 11⅘s., J. Eason-Gibson (Lancia Aprilia saloon), 12⅘s.

Sports: 1, E. K. Farley (H.R.G.) and J. H. Allason (4,396 c.c. Bentley) both 10⅕s.

Super-Sports: 1, A. F. P. Fane (1,971 c.c. Frazer-Nash-B.M.W.), 9⅕s.; 2, R. M. Strang (4,168 c.c. Hudson), 9⅘s.

Crystal Palace Meeting—July 17th

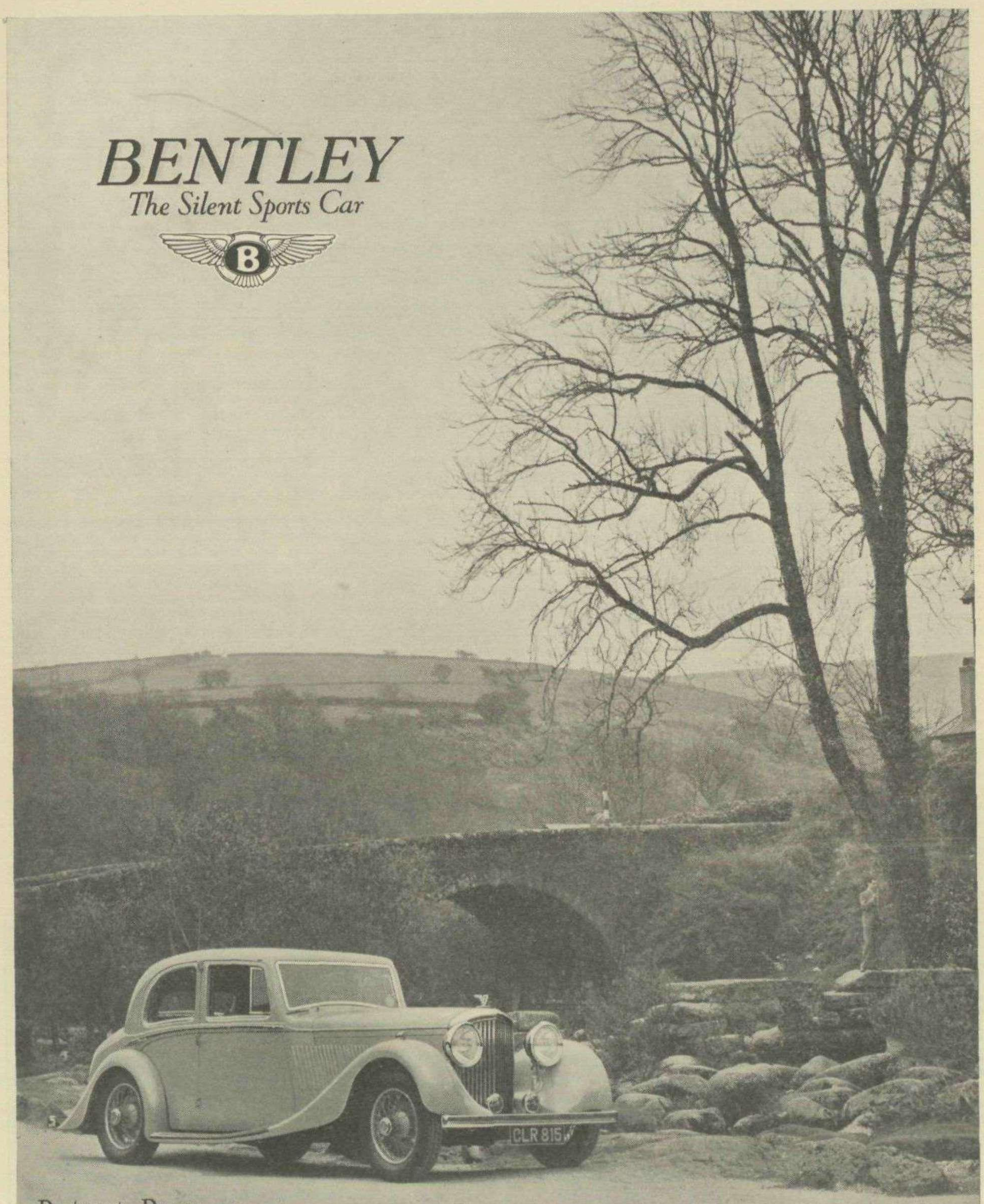
A big road-race meeting will be held at the Crystal Palace circuit on July 17th. Entries include two works E.R.A.s, Ian Connell's E.R.A., "Bira's" E.R.A., Arthur Dobson's E.R.A., Wakefield's Maserati, Eccles's Rapier-Special, Bartlett's Alta, Sinclair's Alta, Hanson's Maserati and an Austin.

The Donington 12-Hour Race

Apart from the twenty-two entries for the Donington 12-Hour Sports-Car Race of July 24th mentioned in "Rumblings," it seems likely that one or more H.R.G.s will run and that Reggie Tongue will partner Baron Dorndorf on a British-Salmson Six.

BENTLEY

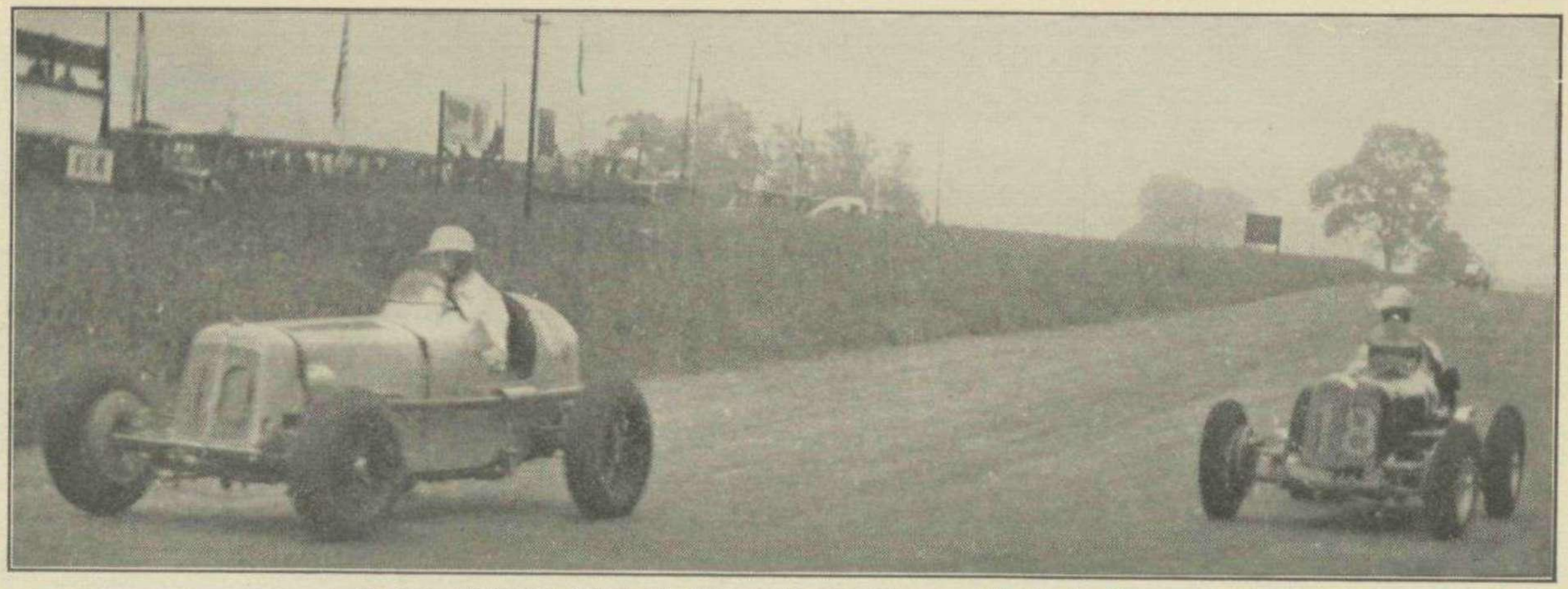
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I. Connell (E.R.A.) closely followed by R. Mays, at Starkey's Corner.

E. R. A. s 1-2-3

P. G. FAIRFIELD'S FINE WIN IN THE NUFFIELD TROPHY. AUSTIN TEAM'S BAD LUCK

"Who will win the Nuffield Trophy?" "An E.R.A., I suppose" were the question and answer before the race at Donington Park on June 12th. Nor were the prophets confounded, for E.R.A. cars, driven by P. G. Fairfield, A. C. Dobson, and Raymond Mays, finished in that order in the first three places.

E.R.A. supremacy in the big race, which was confined to cars up to 1½-litres capacity, and run on handicap, was challenged only by the Austins, none of which finished in the end The little cars had already shown their paces through Hadley's success in the 25-Mile Junior Handicap, which opened the meeting. He and Goodacre held the first two places throughout, and were never seriously threatened, though interest was provided by Percy Maclure's efforts to come through the field with his Riley. As the last lap started Maclure was fourth, some distance behind Esplen's R-type M.G. On the final straight approaching Starkey's corner, however, the Riley got by, to secure third place.

It was unfortunate that in the Nuffield Trophy, which followed, the two "dark horses" did not start. Powys-Lybbe's Grand Prix 1½-litre supercharged Talbot had not yet been completed in its process of rejuvenation, and Charlie Dodson's unlucky supercharged Dixon Special had crashed in practice. "Bira," away in Florence on that date, had not entered, nor was the twelve-cylinder Conan Doyle Delage in the field.

However, six E.R.A.s, four Maseratis, three Austins, two Rileys, an M.G., and the Rapier Special made up a brave field of seventeen starters. While the cream of the Maserati forces was engaged at Florence, the presence of Villoresi, de Graffenreid, and Du Puy, with the Maseratis that they drove in the Isle of Man, lent an international air to the contest.

The race distance was sixty laps, or 155 miles, and the Austins, driven by Hadley, Goodacre, and Mrs. Petre, received 9 mins. start from the E.R.A.s and Maseratis. This was equivalent to about four and a half laps, Goodacre taking the lead and setting an average of just over 60 m.p.h. At the start, it may be mentioned, drivers were warned that the course was slippery in places owing to rain which had fallen previously.

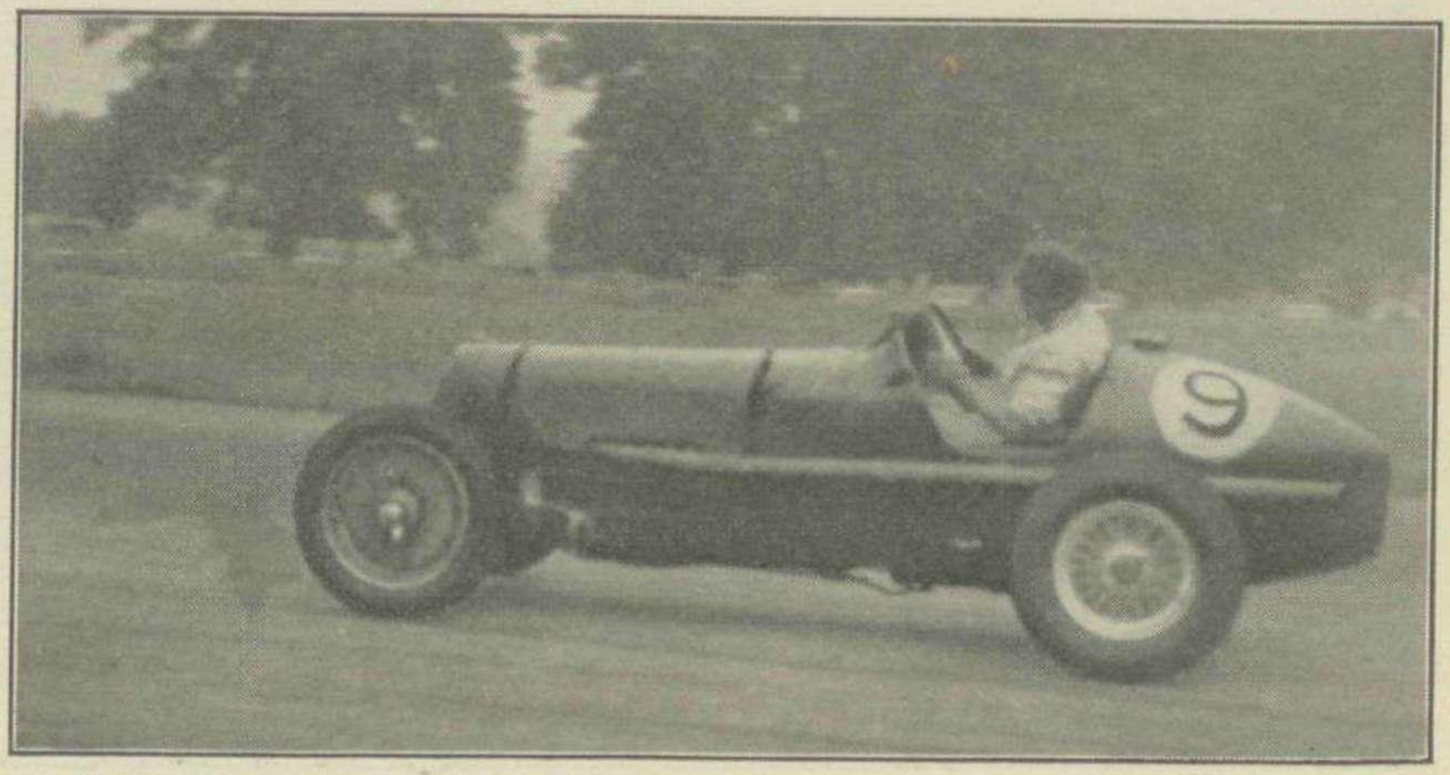
The second group, for supercharged "1,100's" and unsupercharged "1,500's," had 4 min. 30 secs. start from the scratch cars, but Maclure at once lost some of this advantage through stalling his engine on the line, so that Eccles's Rapier got away with a good lead. Finally the biggest group, which included Raymond Mays, driving a 1½-litre instead of a 1,100 c.c. E.R.A., as in the programme, got away. Fairfield was in front, but Charles Martin darted through at the side from the second rank, causing the starter, "Ebby," and the mechanics watching in front of their pits to press tumultuously backwards.

Martin it was who led the 1½-litre cars, driving his green E.R.A. that had won the 1,500 c.c. division at the Avusrennen. Fairfield followed him closely, with the black "works" E.R.A., and soon took the lead. Martin fought back, and on one occasion nearly slipped by right on the apex of Starkey's corner. But the pressure feed to Martin's fuel system began to give trouble, and a rapid pit stop put him out of the running.

Villoresi's Maserati was outpaced, and in spite of its independent front suspension was suffering bad "wheel-flap" as the Italian came down to Starkey's corner. The other Maseratis, too, were soon left behind.

Miss Turner, driving her blown M.G. Midget, progressed steadily till a large lump of grit struck her in the eye. She called at her pit, where a bandage was applied, and she continued. Obviously, however, she was in pain, and eventually the officials displayed the ominous black flag and hurried her off for a doctor's ministrations.

Meanwhile Goodacre with his overhead valve Austin led the race on distance in fine style, with Mrs. Petre second driving the side-valve model. Hadley had experienced trouble with his filler cap failing to hold pressure, and was more than a lap behind. On several occasions his engine nearly faded out as he came round Starkey's.



C. Martin who drove the E.R.A. which won the 1,500 c.c. race at the Avusrennen on the previous Sunday.

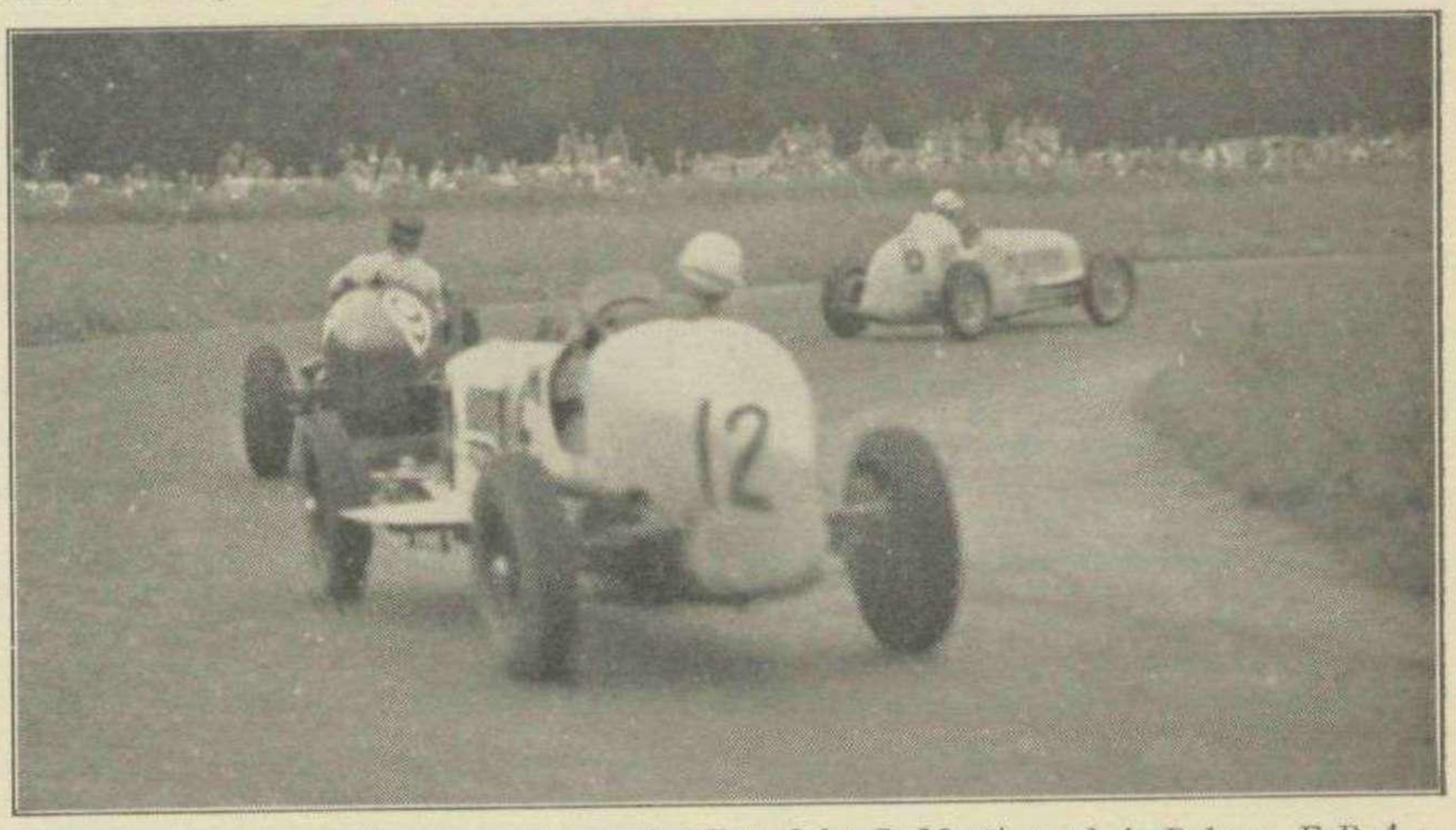
THE NUFFIELD TROPHY—continued

Villoresi, apparently finding the air of Donington oppressive, cast off his helmet as he passed the pits. Then, a few laps later, he came round Starkey's slowly, and leapt out of his car in great haste, as though a snake were in it. Running to his pit, he began to cast off his clothes—fortunately there seemed to be a great number of layers—while he explained volubly that the supercharger's relief valve had come out and was lost. Mechanics went out to push his car in, and he retired.

At about half distance a series of disasters befell the Austin team. Hadley came in to change his filler cap for a new one and refuel, and then Mrs. Petre, who had not come by in her accustomed place, drew in to the pits and emerged from the car soaked in oil up to the waist! She withdrew with a broken oil-pipe. Shortly afterwards Goodacre, his car still in the lead and going as well as ever, came in to refuel. So far so good, and the car was pushed downhill in reverse gear to re-start the engine.

But four huge men continued to push the tiny car, which remained obdurately silent. Having covered a good space, they began to push up the hill, while the wheels locked at intervals owing to the engine's compression. At last the engine began to fire, and Goodacre shot off. Conscious that he had lost much time, he clapped on all speed, but at Coppice Corner was going too fast. Goodacre hit the bank and finished up among the trees. Fortunately he was not hurt. Just as news of this disaster reached the Austin pit, it was also learnt that Hadley had retired at the hairpin! The Austin *equipe* threw up their hands and packed their tools together.

This let Maclure into the lead with his Riley, but the horde of E.R.A.s was catching him up rapidly. Fairfield was already in second place with thirty-five laps covered, and at forty laps he had taken the lead. A. C. Dobson was third, and Raymond Mays fourth. The leading Maserati, driven by de Graffenreid, was fifth.



At Starkey's Corner—Du Puy (Maserati) followed by C. Martin and A. Dobson, E.R.A.s.

Martin was lying sixth, and cornering rapidly in an endeavour to regain ground, working his hand pressure pump furiously. On one lap he turned round at Coppice Corner, but continued. First Dobson and then Mays caught Maclure, and thereafter the order was not changed. E.R.A.s were, however, robbed of the team prize, for the Martin-Scribbans-Dobson team, the only one left intact, lost Scribbans's car near the finish with a broken piston.

RESULTS

Junior Handicap (25 miles)

1. H. L. Hadley (744 c.c. Austin, S.), rec. 45s., 61.24 m.p.h.
2. C. L. Goodacre (744 c.c. Austin, S.), rec. 45s. 60.01 m.p.h.
3. P. Maclure (1,487 c.c. Riley), scratch, 60.39 m.p.h.

Nuffield Trophy (155 miles)

1. P. G. Fairfield (1,500 c.c. E.R.A.) scratch, 65.89 m.p.h.
2. A. C. Dobson (1,486 c.c. E.R.A., S.), scratch, 65.62 m.p.h.
3. R. Mays (1,500 c.c. E.R.A., S.), scratch, 65.35 m.p.h.
4. P. Maclure (1,487 c.c. Riley), rec. 4m. 30s., 62.07 m.p.h.
5. E. de Graffenried (1,496 c.c. Maserati, S.), scratch, 65.05 m.p.h.

WHY NOT A MOTORING GARDEN PARTY?

On May 9th, at Heath Row Aerodrome, the Royal Aeronautical Society held their annual Garden Party, attended by almost everyone who is anyone in British Aviation. In spite of the very unfortunate weather Flt.-Lt. Chris Staniland gave an astounding display of aerobatics with the Fairey P4/34 light bomber, while R. G. J. Nash and R. O. Shuttleworth, likewise not unknown in our world, flew early Bleriots. Now why cannot we have a motoring garden party? We visualise a purely social gathering at which racing motorists would gather in ordinary attire and eat and drink and talk and generally enjoy themselves. Brooklands Aerodrome could surely spare a portion of its wide expanse for the purpose, and at Brooklands there would be ample room to park cars, and to parade interesting new models in much the same way in which the latest aeroplanes were "presented" at the Fairey aerodrome. There need be no races or competitive events, unless Austin Dobson felt included to a duel with John Cobb, *Bimotore* Alfa against Napier-Railton, or if Dick Nash and Sam Clutton felt like emulating their epic exhibition given at the Crystal Palace. But some very excellent opportunities would present themselves for the display and demonstration of the very newest sports-cars. Apart from which it would be most entertaining to see our well known racing-men in flannels and lounge suits and Mrs. K. Petre, Mrs. "Bill" Wisdom, Mrs. Bolster, Miss Joan Richmond, Mrs. Roy Eccles, Miss Eileen Ellison, and the other ladies in other than overalls. The proceeds might happily be handed to Weybridge Cottage Hospital, which has done so much for wounded speed-kings since Brooklands was built. And fashions would fully satisfy the daily and society camera-men, if the creations seen at ordinary meetings, both male and female adorning, are any criterion.

We present the idea to whomever it may concern—which would seem to be the B.R.D.C.—and await the receipt of a couple of free tickets . . .

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Letters from Readers

ON GETTING INTO THE GAME

Sir,

Your correspondent "Spectator" and perhaps others may be interested to know that some enthusiasts here have formed a body, called "Capa" after the initials of its founders, to organise "something after the grass-track style for cars."

Two short path circuits with somewhat "trials" surfaces have been used, but a mile circuit on grass is now nearly ready. It has a 400 yards straight ending in a reproduction of "Starkey's" and "Red Gate" and includes up and downhill sections with a variety of bends and corners. It is in fact a miniature road circuit.

The cars must conform to a formula limiting their overall size. Their petrol tanks may not hold more than a gallon, which should reduce the extent of a fire, enforces pit stops in any but short races and excludes all ordinary road cars. The latter means that you can blow your Capa-car up and still get to work on Monday and has a number of other incidental advantages as well.

Most of the Capa-cars are Austin Seven chassis with centralised controls and a single central bucket seat. They cost from £3 to £10 and take a few week-ends to make out of an ordinary "chummy." There is one shortened Singer Nine and some "specials" are on the way.

To make this sport as good as possible a system of handicapping like that of golf is used; a plus 10 car giving 2 secs. per lap to a plus 8 for instance. The handicapper is allowed to time people surreptitiously during races!

Capa was only founded this spring but though all the cars have had to be converted and much work done on the circuits a number of races has already been held. They have been enormous fun and seem to embody all the sport of racing without its grimmer aspects. Rival racing stables are forming, each with its cars painted in its own colours, its own ideas in design, tuning, pit organisation and so on.

Perhaps we shall be accused of playing at racing, but did not your original contributor call it "The Game"?

I am, Yours etc.,
R.C.

Somerset.

* * *

Sir,

I feel that I must agree with "Spectator" who advocates motor-cycle racing for beginners in the motor-racing game. There is no doubt that one learns a tremendous amount from high-speed motor-cycling—quite apart from a thrill which the fastest car cannot produce. What can compare with taking an open bend so fast that one's left knee runs through long grass growing on the roadside when the bike is canted well over?

But I would go further than "Spectator"—I suggest cycle-racing for real road-sense! On a cycle one feels even more "part of the machine" and the thrill of fast riding on a razor-blade saddle and 27 inch by 1 inch (yes! *one inch*) tyres gives a thrill worth the work.

I am, Yours etc.,
JACK M. REISS.

Leeds, 8.

* * *

The author of the article which appeared under this heading in the May issue—W. Boddy—thanks the correspondent who writes in this number to the effect that racing on motor-cycles can be a very good introduction to racing with cars. However, Mr. Boddy had in mind those persons especially anxious to drive racing-cars, and particularly those who have the means of acquiring very fast cars for the purpose, but only keenness to aid in their pilotage. Recent accidents in racing and in practice have emphasised the danger of allowing even moderately experienced drivers to handle very fast cars under unfamiliar conditions without any sort of tuition.—Ed.

* * *

R. A. C. T. T.

Sir,

May I correct an error that you have made twice in your otherwise excellent paper. That is your report "Whitehead driving Walker's E.R.A." when it is actually vice versa. For this I can vouch as I know them both. It is only a small point but nevertheless one might as well have it correct.

Could you also put in an acceleration table of the cars that you have tested in the past. It would be of great interest to most people I'm sure, as some manufacturers claim absolutely fantastic performances!

I am, Yours etc.,
P.W.

* * *

THE WORLD'S FASTEST TOURING CAR

Sir,

I have been watching the "World's Fastest Touring Car" correspondence which has appeared in your columns with some interest and feel it only fair to ourselves to give authentic figures for the Alta.

I must confess that I have never really bothered about the maximum speed of the 2-litre supercharged Alta touring car, being more interested in how quickly a useful high speed could be obtained.

On the face of things of course it seems rather absurd to worry much about the Mercédès figures as I feel sure its makers intended it as a high speed luxury vehicle.

You mention that using the gears to the full 100 m.p.h. is obtained in 41.5 seconds and this is the figure I think in which most of us are interested.

May I quote a few figures, unfortunately not very complete, obtained by a private owner on a 2-litre supercharged Alta, the property of Mr. A. H. Beadle who has no connection with my firm.

Running in the Brighton Speed Trials which is a true criterion of any car's performance, as the half-mile there is about 2 seconds slower than the mean half-mile at Brooklands, this car averaged 69.77 m.p.h. for the standing half-mile. The Alta ran without front wings, but was an absolutely standard model fully equipped with a 6.3 to 1 compression ratio and only 9 lb. supercharge.

Now with regard to maximum speed, the speed given me by the owner when crossing the line was 124 m.p.h. by rev. counter. It is safe to assume, therefore, that the maximum is higher than this, and I have frequently tried one of these cars at the Track at 120 m.p.h. and over, and should put the actual maximum at close on 130 m.p.h. Actually, of course, the engine of these models is exactly the same as the racing engine except the compression ratio is lower and a smaller carburetter is fitted.

A few comparative figures are perhaps interesting:— The Mercédès-Benz develops 180 b.h.p. and weighs 2¼ tons. The Alta develops 158 b.h.p. and weighs 15½ cwt. The wind resistance of the Alta is of course much less than on the Merc.; the results obtained therefore are a fair measure of the results expected when the figures are compared. It would be interesting to hear the Merc's average over a standing half-mile.

I am, Yours etc.,
G. TAYLOR.

Kingston By-Pass,
Surbiton.

* * *

A PALLADIUM CAR

Sir,

I was particularly interested in the paragraph headed "Vintage" in Rumblings of last month's issue of the MOTOR SPORT.

The evening before I bought my copy I returned to town in the evening and went to fetch my car from the garage. Noticing an oldish-looking car in the yard, I went to inspect it and was surprised to find that it was a Palladium, a marque of which I had never previously heard. I found out from a mechanic that it had been towed in during the afternoon by a local "breaker" minus tyres and tubes on the front wheels and he was coming back on the following day with these items to take it to his yard.

LETTERS FROM READERS—continued

I have set enquiries afoot and hope to find out its history and what price is wanted for it.

I am, Yours etc.,
GERALD D. HUTCHINGS.

Fulmer,
Bucks.

* * *

THE CORK RACE

Sir,

I am a very enthusiastic reader of MOTOR SPORT, one of the only periodicals which deals with the sport correctly except in a few instances where technical errors are made. The ones I have in mind both refer to the Alta car. Firstly, on page 275 of your current issue you state that O'Boyle and Wilkinson were driving an Alfa whereas actually it was an Alta. Secondly you state on page 274 of the same issue that E. W. H. Dobson was third in the final of the Coronation Mountain Handicap, driving a Maserati. I think I am right in saying that J. H. Bartlett was third on a 1½-litre Alta.

I hope you do not repeatedly mix up Britain's most advanced design of racing car with a famous foreign marque which is now sadly enough declining from the supreme position it once held of being Europe's most successful racing-car.

For the benefit of the uninitiated, the latest Alta racing-cars, I might point out, embody among several other unique qualities the following advanced features of design :—

An engine weighing only 296 lb.; extremely efficient combustion chambers in a very advanced type of cylinder-head; nitralloy steel crankshaft; wet cylinder liners; twin overhead chain driven camshafts; and, if required, independent suspension all round of an individual and highly practical nature.

I should point out, perhaps, that I am not connected with the Alta firm in any way.

I am, Yours, etc.,
An Alta enthusiast.

Birmingham.

* * *

Sir,

The interesting Editorial in your May issue suggests the hope that MOTOR SPORT might not be adverse to the subject of professionalism being ventilated in its columns. If this is so, it might be said quite frankly that a man accustomed to other sports is perplexed and even horrified by the laxity he finds in the sporting side of motoring. Putting aside the question whether it is fair to expect the genuine amateur, with his limited opportunities, to compete against professionals or semi-professionals subsidised and supported by commercial interests, the real gravity of the present position seems to be its effect upon the public mind. The technical press, together with all supporters of the game, is grieved at the comparative lack of interest shown in racing, but nobody seems bold enough to suggest that this may very well arise from a feeling that the sport is a suspect one.

The new-comer soon learns that drivers who, tacitly no doubt, masquerade as amateurs are really either employed by the trade or at any rate are not above receiving what are known as "boni" from parties interested in a win. So there arises a conviction that the sport is not a "clean" one, and interest lapses, except perhaps among some younger members of the community who have never had an opportunity of understanding the accepted code of sportsmanship.

It may be that our disappointed friend turns his attention to trials, but there again he is doomed to disillusion, for he finds out that a car bearing a definite outward appearance may not resemble the standard product in the slightest, and that its driver may well be among those officially or semi-officially attached to some factory or other. In consequence, he becomes cynical as to the justice of the much advertised awards, and he resents the notion that he is regarded as a simpleton to be deceived by astute commercial people.

The remedy for this unpleasant condition of things is a drastic one, but I feel that it should be stated fearlessly. The governing body will have to purge itself of any direct or indirect connection with those concerned with the manufacture or sale of cars, so as to make it clear to the public that commercial interests have no influence on its decisions. It must then adopt the customary definition of amateurism, and it must penalise ruthlessly those who compete with professionals by excluding them from amateur status.

This might seem a matter of indifference to those who, erroneously, imagine that indulgence in a sport is a proper method of adding to their incomes, but when they are reminded that the penalty entails exclusion from clubs, and a degradation to the social position of chauffeurs or other paid servants, they might re-consider their views.

These proposals might seem draconic to those accustomed to the present loose control of the sport, but they might be asked to recollect that they are no more than a statement of the code unanimously adopted in almost every other variety of sporting activity.

I am, Yours etc.,
J. D. AYLWARD.

West Kirby,
Cheshire.

While we do not necessarily endorse these views, we think they merit what publicity we can afford them. Although the writer has to our knowledge owned such sporting marques as M.G., Bugatti and Aston-Martin, he has never carried competition numbers and consequently has no axe to grind as a disgruntled competitor. As an amateur he has been a participant in yachting and rowing contests.—Ed.

* * *

SLEEVE VALVES

Sir,

I wish to thank Mr. R. P. G. Jones for another interesting (though sesquipedalian) letter. I have read and noted every word. I am however grieved to find that he has either missed or turned a blind eye to the salient points of mine. I set out to show that it was a waste of time to develop the sleeve valve by automobile racing, ("Is this not one line in which motor-racing could prove its utility, i.e., by developing the sleeve?" he asks), when existing types of rotary valve gear, notably the Cross, possess all its advantages and none of its disadvantages. I am not disputing the practicability of the sleeve valve, Daimler-Knight, Burt-McCullom, etc., have amply shown this, but I do maintain that the sleeve valve can never be developed to surpass the rotary valve in every respect. Mr. Jones puts forward no suggestions for overcoming the "snags" I enumerated, nor does he advance any destructive criticism of the rotary valve, so I take it my point is carried?

Since writing before I have had the opportunity of examining at close quarters a Vincent-H.R.D. motor-cycle fitted with a 500 c.c. Cross engine and my respect and affection for the marque has ripened thereby. This machine, which was not of the latest type, having had some fifteen months' use as a "hack bus" with one overhaul during the period, was road-tested recently by "Motor Cycling" (28-5-37) and I make no apologies for quoting some of the performance figures obtained :—

Maximum Speeds: top 89 m.p.h.=6,500 r.p.m.; third 75 m.p.h.=6,800 r.p.m.; second 61 m.p.h.=7,400 r.p.m.; first 40 m.p.h.=7,800 r.p.m.

Acceleration: 0 to 40 m.p.h. in 5 secs.; 0 to 60 m.p.h. in 9.8 secs.; 0 to 80 m.p.h. in 18½ secs.

Oil consumption (a weak point in a sleeve valve) 1,250 m.p.g. Fuel consumption (65 octane) 56 m.p.g.

A 350 c.c. engine of later design gave a maximum mean speed of 92 m.p.h. and was taken up to over 8,000 r.p.m. on the intermediates.

I am sorry that the description of my pet was not clear to Mr. Jones. He is quite right in thinking that direct injection of the fuel (petrol) into the cylinders was intended. This method was used successfully in a two-cycle engine with electric ignition (the Violet, I believe) some ten years ago, when injection pumps were not so good. It would appear to have advantages over injection into the manifold or blower in the matter of stratification of charge, of great importance in a two-cycle engine. However the engine is a hypothetical one and any arguments would inevitably be inconclusive. I duly note that "simplicity is the keynote of success," but the exception often proves the rule, e.g., the Auto-Union, Napier "Dagger," Ariel "Square Four," or the 1½-litre Delage with its twelve wee cylinders, six dozen minute valve springs and twenty-seven horological timing wheels.

Finally I must admit to having no practical experience of the Frazer-Nash (not the F.N. please, lest we annoy Fabrique Nationale), but I admire it as one of the few British cars having a performance comparable with that of a good solo motor-cycle. Incidentally at this point I would like to endorse "Spectator's" letter, certainly a large percentage of drivers would have been the better for an apprenticeship on a motor-cycle.

I am, Yours etc.,
IAN GORDON MACLEOD.

Birmingham.

Club News

MID-SURREY A.C.

The final results of the Grand Cup Trial run off in May have been amended and now read as follows :—

RESULTS

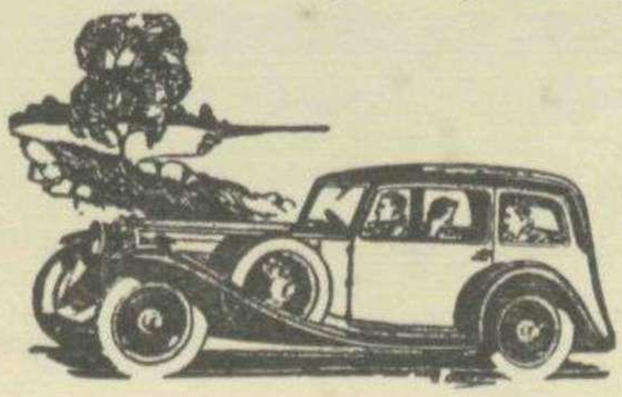
Sopwith Cup for Best Performance : E. H. Goodenough (M.G.).
Runner-up Award : G. H. Robins (H.R.G.).
First-class Awards : T. W. Darque (Frazer-Nash-B.M.W.) 0 marks lost ; J. D. Batten (Batten-Special) 4 marks lost.
Second-class Awards : N. J. Robinson (M.G.) and A. C. Fairtlough (A.C.) both lost 5 marks.

The annual Gymkhana at Milford, organised by Michael May, was scheduled for July 4th.

Hon. Secretary : V. H. Tuson, "The Tor," Arkwright Road, Sanderstead, Surrey.

I.M.R.C.

Regulations, in the form of a well-arranged booklet, are now available for the Irish Motor Racing Club's Irish Car Rally, entries for which, at £1 1s. 0d for members and £2 for non-members, close on 19th July at 7.30 p.m. The team entry fee is £1 1s. 0d. The prizes are : 1st prize of Perpetual Trophy, replica and £25; second prize : Silver Plaque and £15 ; third prize : Silver Plaque and £7 10s. 0d ; fourth prize : Silver Plaque and £2 10s. 0d. Team prize : £6 6s. 0d. Ladies' prize : Bronze Plaque, first-class awards for best 25 per cent. of entries, second-class awards for remainder who complete the course, and special prizes of £3 3s. 0d. each for best starters from Belfast and Cork—a fine array, and some people are going to recover their running expenses. The event takes place on July 31st—Aug. 2nd, the tests will be straightforward and on the second day competitors pass through some of the finest scenery (vide Regulations) in the world, in daylight. Starting points will be in or near Dublin, Cork and Belfast and the event finishes at Dublin at the opening of the Horse Show week. The required average speed is 24 m.p.h., and there will be a stop-reverse-go form of driving test and an examination for condition, embracing lamps, starter, screen wipers, horn, wheels, springs, wings, bodywork generally and oil, water and fuel leakage. The approximate mileage will be 200 on the first day, 325 on the second and 140 on the third—so the Rally is no picnic. This would seem an excellent chance to combine an Irish holiday with motoring competitively and the Club will extend every possible assistance to English entrants.



On September 11th the 100-mile Handicap and 100-mile 1½-litre scratch races will be held at Phœnix Park, where "Bira's" Maserati lapped last year at over 102 m.p.h. Regulations are almost ready.

Apply :—The Secretary, Irish Motor Racing Club, 1, Cavendish Row, Dublin. Dublin 44264.

J.C.C.

The Junior Car Club held its Evening Trial last month and received forty-six entries and forty-one starters. Some interesting motors took part, including Windsor-Richards's 30/98 Vauxhall, R. Peaty's Hillman-Vauxhall-Special, details of which he has kindly sent us during the last two months, C. W. P. Hampton's ex-racing 1½-litre Mercédès-Benz, James Allason's short-chassis Windrum and Garstin 4½-litre Bentley, an SS. saloon on plain tyres, A. C. Fairtlough's A.C., L. M. Ballamy's blown Ford Ten, Anthony's familiar Aston-Martin and two H.R.G.s. The start was from the Manor Weald Garage, Guildford. Highbutton 1, Highbutton 2, and Green Lane were very easy and certainly caused no sort of bother to the Ford V8 in which the MOTOR SPORT representative travelled. On the contrary, the last hill, on private ground, afforded an opportunity for a Jensen-Ford to dig itself in well and truly, after nine smaller cars had climbed clean, and as no horses were present the hill was cut out for the remaining competitors. This left two special tests, a braking-test in which D. G. Silcock (Jensen Ford V8) was best, in 16.4 secs., and an acceleration test which broke up an M.G. Magnette's final drive and saw E. K. Farley's H.R.G. record best time in 15.2 secs. The excellent supper served at the Wotton Hatch Hotel, near Dorking, was some compensation for a rather dull trial.

RESULTS

Best Performance Prize : J. B. Thompson (Ford).
First-class Awards : L. M. Ballamy (L.M.B.), R. E. Rushbrook (M.G.), B. Tuckwell (M.G.), J. E. Nuthall (M.G.), W. J. Lanes (M.G.), F. A. H. Frey (M.G.), J. B. Thompson (Ford), E. G. Boutle (Morgan) E. K. Farley (H.R.G.), D. G. Silcock (Jensen Ford), Miss M. M. Goss (Triumph), A. C. Fairtlough (A.C.), W. A. V. Davis (Singer), J. Eason Gibson (Ford), D. E. Harris (Singer), R. Peaty (Frazer-Nash), C. D. Hurst (Velox Special), C. M. Anthony (Aston-Martin), Miss E. L. Redfern (H.R.G.), C. Windsor-Richards (Vauxhall), J. H. Allason (Bentley), Mrs. M. A. Willcocks (M.G.), R. Vidler (Wolseley), A. Goldman (88), H. C. Dryden (Ford).

SOUTHPORT M.R.C.

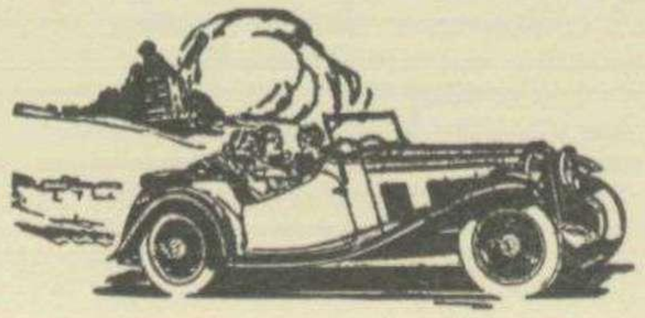
Something must have gone very wrong at Southport on Coronation Saturday, perhaps because officials had been to Blackpool to celebrate the Coronation on the Wednesday. At all events, the 50-mile race, in connection with which we handed out the laurels to J. W. Burnand last month, has now been awarded to G. Highley (747 c.c. M.G.) at 61.94 m.p.h., with Burnand's J.W.B. second and the Salmson third.

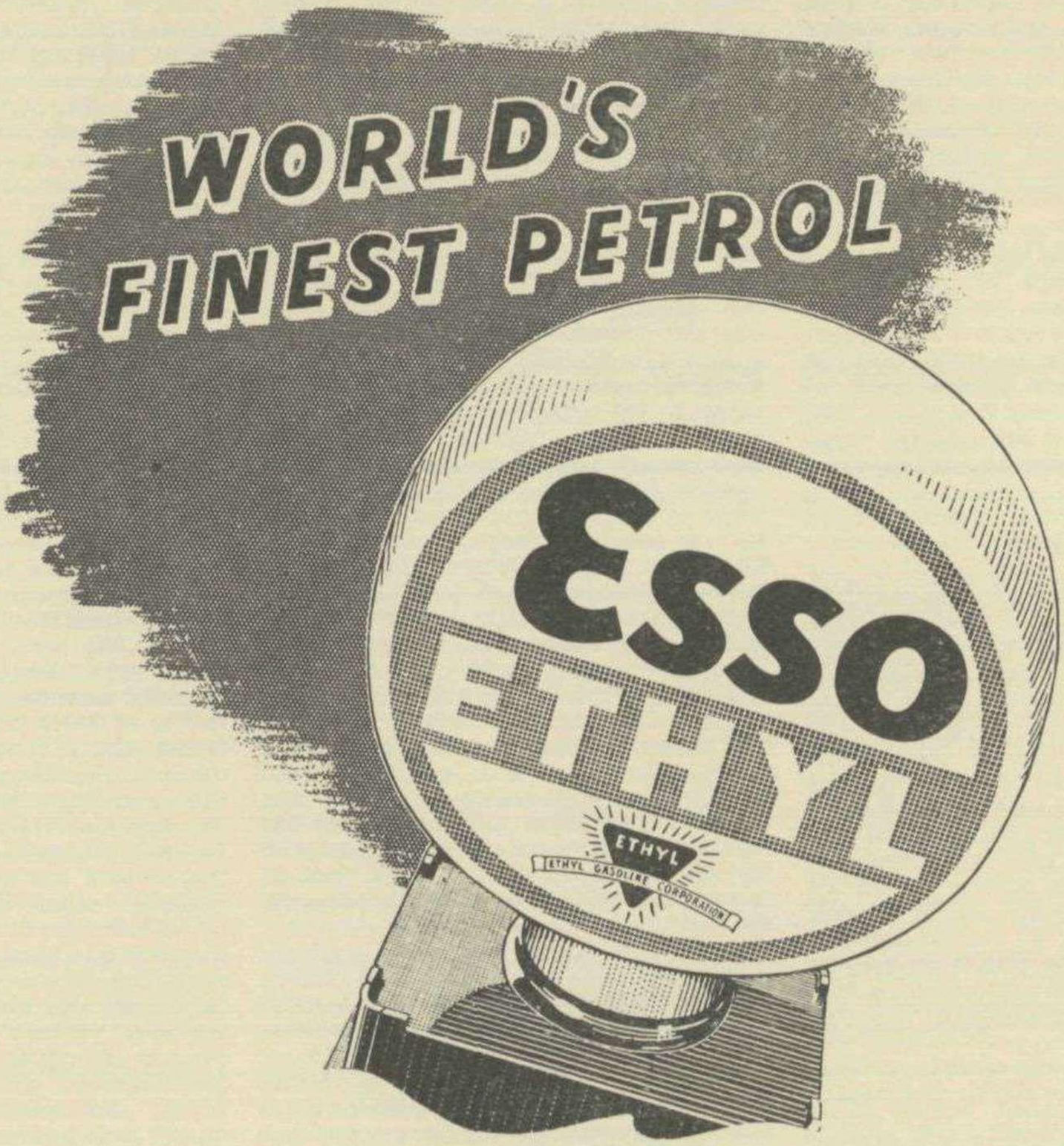
BRISTOL M.C. AND L.C.C.

A Plain Tyre Trial attracted twelve entries, out of whom R. A. Macdermid's M.G. took the Scampton Cup, and a first-class award, K. B. Steadman (M.G.) a first-class award, J. Waller (Opel) a second-class award, and E. Goodenough (M.G.) a third-class award.

VINTAGE S.C.C.

The remarkably creditable development of this exclusive body is admirably portrayed on analysis of the list of members and their motors for June 1937, which analysis gives some idea of the vintage cars in regular use. Nineteen members own 30/98 Vauxhalls of various ages, sixteen have 3-litre Bentleys, and there are thirteen unblown 4½-litre Bentleys, three supercharged 4½-litre Bentleys, three 6½-litre Bentleys, ten 12-50 Alvis, nine Lambda Lancias, seven Frazer-Nashes, seven G.N.s, four Austin Sevens, four Brescia Bugattis, four Delage, four Lea-Francis, five Riley Nines, three G.P. Bugattis, three H.E.s, three 1½-litre Alfa-Romeos, three 2-litre Lagondas, two Ballots, two M.G.s, two 3-litre Sunbeams, one of them blown, two Aston-Martins, two 14/40 Sunbeams, two O.M.s, two Salmsons, two 3-litre Bugattis, two 4½-litre Invictas, two S.S. Mercédès-Benz, and one example each of 1921 Mercédès-Benz, 1½-litre Mercédès, 1922 Citroen, 14/40 Vauxhall, Baby Peugeot, 14/40 Talbot, 8-valve Bugatti, Leyland-Thomas, Morris Eight, Morris-Cowley, Type 40 Bugatti, 2-litre Alvis, 33-180 Mercédès-Benz, Chrysler, Minerva and 19-100 Austro-Daimler. In addition there are no fewer than a dozen specials, while forty persons lend their support as associate members. All the foregoing cars are, of course, pre-1931, and the list does not include the well known racing cars and Edwardian motors owned by members. This membership is really most encouraging, both on the score of quality and quantity, the actual membership roll being 208. But new-comers will be very welcome, and surely there must exist more Aston,





More than half the motorists in the world are now running their cars on ethyl type petrols. Sales last year exceeded **11,250,000,000** gallons!

* * Esso Ethyl has by far the largest sale of any ethyl petrol.

THE WORLD'S FINEST UNSUPERCHARGED PETROL IS **ESSO HIGH TEST**

★ For better lubrication use Essolube ★

CLUB NEWS—continued

Amilcar, A.C., Ansaldo, Senechal, Vernon-Derby, Marlborough, Salmson, Invicta, Bugatti, Hispano and other owners who would like to join? Quite recently we saw O.M., Diatto, Palladium and several Bentley cars without the badge. The entry fee is 5/-, the annual subscription 12/6 and the car badge costs 9/-. Another of the excellent Bulletins is due this month and the Club participated in a Donington meeting on July 10th. C. Clutton has given up the office of Press Secretary on account of pressure of business, R. Watkins-Pitchford taking over, but he is busy with a new speed-trial formula for the pre-1915 class, in which he continues to take a great interest.

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

GENERAL NOTES

£5 cars usually excite interest, in spite of the fact that we recounted last February how a Talbot-Darracq of that vintage got to Scotland and back reasonably uneventfully, while a similar story of a £3 Singer appeared last month in one of the motoring weeklies. Nothing very eventful occurred when we went down to Tonbridge recently at the request of a friend to bring his 1926 Morris-Oxford up to London. After boxes of tools and obscure G.N. bits had been removed from the tonneau the old car started up most obligingly and came up to London quite rapidly, for it was adequately braked. The discovery that no licence-disc graced the holder resulted in a minor panic, but that very necessary piece of paper duly arrived by post, so that was all right, but to be quite accurate it must be recorded that a few days experimentation with this particular fiver's worth ended in a strong smell of hot rubber, indicating a serious fuse in the lighting system, so that the passenger journeyed home by the last train and the writer by the last tram. Our respect for synchro-mesh, incidentally, has increased since hearing the Morris owner's sister managed to engage two ratios at once while undergoing driving-lessons, with very dire results.

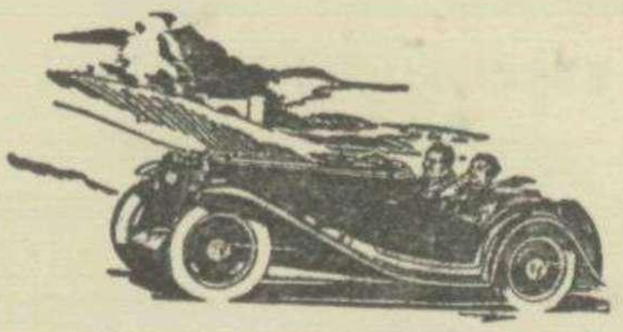
One of the very latest Ford V8s was thereafter a distinct relief, though having got thoroughly used to stamping hard on the soft pedal, we frequently disconcerted our passenger, for these brakes were the new semi-servo kind with their linings not bedded down.

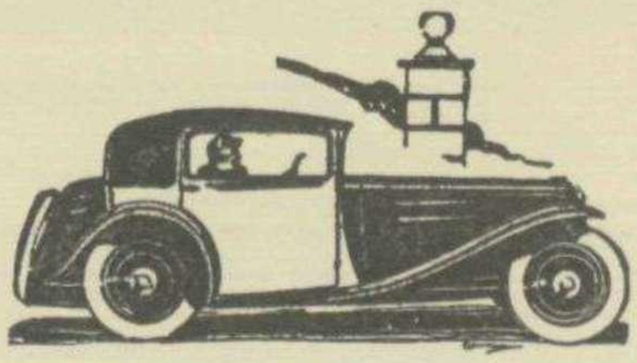
This year the run up to Shelsley was more or less uneventful, for, although we started from the same place as last September, the Brescia Bugatti which then caused all the fun is now undergoing drastic reconstruction and consequently had to remain behind in its garage, so that our A.C. Ace was accompanied only by a solo Norton motor-cycle, that proved quite as stable and well braked as ourselves, and practically our equal in speed, for it held a very impressive 80 m.p.h. for mile after mile when its rider really lay down to it. The day's big mileage was easily disposed of, very pleasantly indeed, the only notable incidents occurring on the run home, firstly when, mistaking the intended direction of the car ahead (let it be whispered, an M.G. Midget containing two charming young ladies) we mistook also the policeman's signal, which made a return undesirable, so that the A.C. was driven down a footpath bordering a canal, to the astonishment of the locals, until it became painfully evident that there *was* no way of escape. The other incident happened near lighting-up time, when an astonishing noise astern made us turn to see if the Norton had blown all its gaskets. Explanation was forthcoming in the presence of one of the ex-Musketeer M.G. Magnettes, with a stub-exhaust system protruding beside its bonnet, being driven most dashingly *sans* lamps and, it appeared, very few brakes. Rapid as the A.C. is, it is no match for that sort of thing, so the M.G. was waved on, though we were not very far behind when that gentleman waved to us to join him at the next hostelry. He had driven the M.G. at Shelsley and a brief account of his adventures suggested to us that it is not only vintage owners who have all the fun and games.

Lewes was again visited with a friend in his M.G. Magnette, a Jewish driver of a Ford Eight saloon tucking in behind us for miles on the run down and holding 65 m.p.h., so that speculation ran high as to how many years he had taken off the life of his car. The next day the Invicta Car Club Gymkhana was on the agenda, but the weather was at its very worst, so that we had the doubtful pleasure of sitting in a field in a thunderstorm in a Morris Eight saloon on the roof of which was a a giant loud-speaker demanding whether it was "true what they say about Dixie." It was so dismal that the writer wore an oversize pair of goloshes on the wrong feet without noticing it and even the presence of the speaker, a microphone, an alarum-clock and a big "stop" notice did not entice us into playing naughty games on the King's highway. But then the police helmets were missing!

The following Tuesday there was a most exhilarating run to the Track with Donald Monro in his 4½-litre Invicta, immensely satisfying because here was a "real car," with beautifully positioned right-hand gear-lever working a plain box in an open gate, handbrake and all minor controls really firm, the clutch action devoid of sponginess and radiator, lamps and scuttle riding really solidly no matter what the speed. The Invicta has interesting characteristics, notably an impression of compactness despite its considerable length and width, unexpectedly light steering, rather low-geared with quick castor action, and, although Monro has eliminated frame whip, a quite exciting feeling of "life" when flat out on Brooklands, in spite of which road and track undulations are astonishingly well absorbed. The six-cylinder, push-rod engine would potter along on top gear without a trace of pinking and it made so little fuss in walking up to 4,000 r.p.m. on the indirects that the watch-readings came as a pleasant surprise. The instrument panel, mounted apart from the scuttle, was most inspiring, with its dual switches for coil and magneto ignition, auxiliary fuel supply taps, the neat "hairspring" pattern speedometer and rev. counter, the former dead accurate at 30 and 60 m.p.h., and its very complete array of dials and switches. The finish of its fittings and the whole conception of things in and about the "cockpit" of the Invicta made one shudder at mere thought of mass-production stuff. There is all too little space in which to write of this individualistic motor-car, but the following performance figures, the outcome of an amusing afternoon at Brooklands, may interest those readers who are unfamiliar with the 4½-litre Invicta. Monro's example is practically standard, though the flywheel has been lightened. It weighs 32½ cwt. unladen and is the N.L.C.-type chassis. Flying lap: 83.7 m.p.h.; maxima on gears: second, 48 m.p.h. (4,000 r.p.m.); third: 70 m.p.h. (4,000 r.p.m.); top: 90 m.p.h. (3,800 r.p.m.). Standing quarter-mile in 20.2 secs., standing half-mile in 32.4 secs. 0 to 50 m.p.h. in 11.4 secs., 0 to 60 m.p.h. in 15 secs., 10 to 30 m.p.h. in 7.4 secs. on top, 5 secs. on third, and 4.2 secs. on second. These figures were taken two up with the screen lowered, and with only the driver aboard the Test Hill ascent took 10.8 secs. The Invicta, incidentally, performs very consistently. On top gear without freak driving it runs down to 250 r.p.m. (5 m.p.h.) and the fuel consumption was approximately 12 m.p.g. Normal oil-pressure is 20 lb. per square inch and water temperature 70°, rising to boiling point on Brooklands. A point open to criticism is the excessive brake-pedal judder, though the brakes are good. Amongst the manner instruments was included a voltmeter. Monro's wife's type A 4½-litre coachbuilt saloon weighs 35½ cwt. and, I am assured, does a flying lap at 73.1 m.p.h., the flying half-mile at 76.92 m.p.h., the standing quarter-mile in 21 secs., 0 to 50 m.p.h. in 12.2 secs., and 0 to 60 m.p.h. in 18 secs.

Then, the following Saturday, an unexpected trip to Donington for the Frazer-Nash C.C. meeting arising, a humble Hillman Minx had to be hastily hired—an amusing carriage with surely the softest suspension ever and quite remarkable play in its steering, yet quite stable on corners and willing to hold 65 to 70 m.p.h. on its quite outsize speedometer indefinitely, in spite of an oil-gauge that very depressingly refused to register more





CLUB NEWS—continued

than a pound or two. At all events, we averaged 40 m.p.h. and 27 m.p.g. and that Hillman obligingly waited until the very last comer into the Donington competitors' enclosure before casting away its off-side front hub-cap. It had some not unamusing features, notably a dynamo-charging lamp that shone as brightly as any dash-light, until we pulled the bulb out, and a speeedometer that had a liking for the 40 m.p.h. mark so that once we felt quite worried at the lack of control and were puzzled at the apathy of the Ford V8 astern, until the speedometer needle unstuck and swept majestically round to nearly seventy. But that automobile's spare seats were filled on the return journey with the crew and luggage from a 30/98 Vauxhall that had made expensive noises instead of racing and we all got home comfortably enough, though not before the Hillman had played one final joke, by adding the noise of a "gong" to the seemingly complete quota of sounds that had accompanied us all day, the speedometer then indicating 31 m.p.h. just to add to the fun.

UNITED HOSPITALS AND UNIVERSITY OF LONDON MOTOR CLUB

A total of forty-one cars making 122 entries in the eight races and ideal weather combined to make the meeting one of the most successful the Club has ever held. The races were run over the manufacturer's circuit which is just under two miles in length. Morning practice was enlivened by C. R. Ellis who drove J. G. Clarke's Frazer-Nash backwards through the hedge at Coppice corner, luckily without any damage to himself or the car.

The motor-cycles opened the proceedings at one o'clock and were followed by a scratch race over three laps for sports-cars under 1½-litres. The entry was limited to twelve and the cars went off in two heats of six, the result being decided on time. F. R. Gerard (1,496 c.c. Riley) ran away with the first heat, averaging 66 m.p.h. to win the event. The second heat produced a great tussle between R. D. Poore (746 c.c. M.G., S.) and C. L. Clarke (1,496 c.c. Bugatti) who finished with only a second between them, taking second and third places in the final order.

T. H. Plowman's 30/98 Vauxhall surprised the handicappers in the three lap handicap for unlimited sports-cars, which was run in two heats. In the first C. W. P. Hampton (2,270 c.c. Bugatti S.) ran through the field from the 12 sec. mark to win from N. V. Terry (1,991 c.c. Frazer-Nash-B.M.W.). As soon as the second heat started it was apparent that Plowman had the race in his pocket. The Vauxhall was doing well over a hundred on the run down to Starkey and he finished a good quarter of a mile ahead of the next man, K. M. Petter (2,211 c.c. Alvis), who pipped R. E. Dorndorf (2,596 c.c. British-Salmson) by a second for second place. Lieut. Home Kidston, R.N., (2,405 c.c. Alfa-Romeo, S.) could not catch the leaders from scratch but Mrs. Carson driving Marcus Chambers's very fast unblown 4,398 c.c. Bentley gave him a good race for several laps. In this race the dynamo of J. P. Almack's Austin came out through the radiator and the equipe were then seen chewing gum furiously. Plowman won the race with Hampton and Terry placed.

Five came to the line for the four-lap handicap for Bugattis only. R. J. T. Marston's blown 2.3 was the only non-starter. Lieut. Kidston's ex-Charlie Martin 2.3 racing-car gave C. L. Clarke's unblown 1½-litre Grand Prix 40 secs. start and beat him for first place at an average of 68.4 m.p.h., winning the cup kindly presented by the Bugatti Owners' Club. C. W. P. Hampton was third with his 2.3 touring car. Col. Giles drove his 4.9 drop-head coupé which was very fast but a trifle heavy for quick cornering. He ran out of petrol just after the finish and Mr. Eric Giles very nobly sprinted with a two-gallon can before the course was cleared for the high spot of the afternoon—a ten lap handicap for racing-cars.

Last year this race was won by an E.R.A. and it was hoped that Embiricos would represent the marque again this year, but he was posted as a non-starter. Three other non-starters reduced the entry to fifteen. When the limit-men came round on their second lap, Kidston was still on the line with the 2.3 Bugatti. However the handicapper knew his business because as soon as Kidston went off he proceeded to overhaul practically the whole field, and it almost looked as if he might get second place from A. Brooke (4,234 c.c. Vauxhall) but the latter held out and kept it by 2 secs.

There was no catching Michael May in this race and the amazing old 2-litre Alvis won by 6 secs., at an average of 66.71 m.p.h. having received a minute and a half from Kidston. The latter finished at an average speed of 74 m.p.h.—just 2½ m.p.h. slower than E. B. Briault's speed for the race last year in the E.R.A. May's Alvis averaged 72 m.p.h. in that race. Incidentally Kidston estimated that he was getting 131 m.p.h. down the straight into Starkey.

Meanwhile Chambers in the Bentley had been chasing C. L. Clarke (1,496 c.c. Bugatti) lap after lap for fourth place. The Bentley would gain momentarily on the run into Starkey by dint of hard braking at the last possible minute (Chambers wore out a whole set of covers), but the Bugatti had superior acceleration out of the bend. The finish comes just after the corner, so Clarke was fourth and Chambers fifth, the latter having the misfortune to run a big-end in the Bentley after crossing the finishing line. Other exciting things were happening at Starkeys—D. N. Leon (1,991 c.c. Frazer-Nash-B.M.W., S.) and Plowman's Vauxhall, now rehandicapped, both gyrated on the bend and F. H. Snell (SS. 100) seemed to take a longer course than was necessary. Almack's Bentley in the hands of H. M. Lawrence caught fire just after the finishing line but luckily it was quickly extinguished.

Speeds were not high in the four-lap handicap for sports-cars under 1,500 c.c., which was run in two heats. The first three places in the final order came from the first heat because of a lapse on the part of the winner of the second heat, F. R. Gerard (1,496 c.c. Riley), who forgot about the other heat and eased off. R. Nicholson (1,493 c.c. Singer) won finally with Miss McOstrich second (1,496 c.c. Frazer-Nash), and E. N. R. Hewitt (847 c.c. M.G.) third. Almack's Austin went well for three and three-quarter laps out of the four with soap and chewing gum in the radiator, but entering Starkey's the last piece of soap came out and the engine seized. Almack coasted round in neutral to within a yard or two of the finishing line but found the slope too steep for him. Then came the four-lap scratch race for cars over 1,500 c.c. only. High speeds were put up in the second heat which produced all three placemen. Hampton and Lieut. Kidston had a great scrap and finished in that order with Eric Giles third in Col. Giles's 4.9 Bugatti.

There was one-fifth of a second between second and third places in the four-lap handicap for unlimited sports-cars—Kidston just pipped Dorndorf, driving Miss Patten's British-Salmson, and Petter brought his Alvis home into third place. However, it was the last race which produced the best finish of the whole day. The first three cars crossed the line within a second and a half. Last year's winner of this race, F. R. Gerard, brought his 1½-litre T.T. Riley in first followed by D. N. Leon and Lieut. Kidston one-fifth sec. apart. The latter had been driving superbly in every event and fully deserved his bag of a first, two seconds, and a third. In fact the driving as a whole had been remarkably good throughout. The whole programme was run through to schedule in 4½ hours without an interruption of any kind, and that this type of event is popular was shown by the number of inquiries the Club is already receiving for its next meeting on October 9th, when, incidentally, a longer course will be available.

RESULTS

EVENT 1

A three-lap Scratch Race for motor-cycles not exceeding 350 c.c.

1. R. Lee (348 c.c. Norton). 68.6 m.p.h.
2. W. A. Wing (348 c.c. Velocette). 68.02 m.p.h.
3. B. R. W. Turner (348 c.c. Velocette). 66.71 m.p.h.

First 250 c.c. machine : R. Hooper (246 c.c. New Imperial).

EVENT 2

A three-lap Scratch Race for Sports-Cars not exceeding 1,500 c.c.

1. F. R. Gerard (1,496 c.c. Riley). 66.08 m.p.h.
2. R. D. Poore (746 c.c. M.G., s.). 64.84 m.p.h.
3. C. L. Clarke (1,496 c.c. Bugatti). 63.90 m.p.h.

EVENT 3

A three-lap Handicap for Sports-Cars of Unlimited Capacity

1. T. H. Plowman, 45 secs. (4,234 c.c. Vauxhall).
2. C. W. P. Hampton, 12 secs. (2,270 c.c. Bugatti, s.).
3. N. V. Terry, 22 secs. (1,991 c.c. B.M.W.).

CLUB NEWS—continued

EVENT 4

A four-lap Handicap for a Cup presented by The Bugatti Owners' Club, open to all types of Bugattis

1. Lieut. Home Kidston, scratch (2,263 c.c., s.). 68.4 m.p.h.
2. C. L. Clarke, 40 secs. (1,496 c.c.). 60.8 m.p.h.
3. C. W. P. Hampton, 16 secs. (2,270 c.c., s.). 61.6 m.p.h.

EVENT 5

A three-lap Scratch Race for motor-cycles not exceeding 500 c.c.

1. R. Lee (348 c.c. Norton). 68.22 m.p.h.
2. M. Sunderland (348 c.c. Norton). 66.08 m.p.h.
3. B. R. W. Turner (348 c.c. Velocette). 65.60 m.p.h.

EVENT 6

A ten-lap Handicap for Racing-Cars of any Capacity

1. M. W. B. May, 1m. 40s. (1,991 c.c. Alvis). 66.71 m.p.h.
2. A. Brooke, 2m. 30s. (4,234 c.c. Vauxhall).
3. Lieut. H. Kidston, 12s. (2,263 c.c. Bugatti, s.). 74 m.p.h.

EVENT 7

A four-lap Handicap for Sports-Cars not exceeding 1,500 c.c.

1. R. Nicholson, 36s. (1,493 c.c. Singer). 58.8 m.p.h.
2. Miss P. McOstrich, 20s. (1,496 c.c. Frazer-Nash). 59.45 m.p.h.
3. E. N. R. Hewitt, 50s. (847 c.c. M.G.). 56.4 m.p.h.

EVENT 8

A three-lap Scratch Race for Sports-Cars over 1,500 c.c.

1. C. W. P. Hampton (2,270 c.c. Bugatti, s.). 66.97 m.p.h.
2. Lieut. H. Kidston (2,405 c.c. Alfa-Romeo s.). 66.71 m.p.h.
3. G. M. Giles (E. L. Giles) (4,840 c.c. Bugatti, s.). 64.84 m.p.h.

EVENT 9

A Five-lap Handicap for motor-cycles of Unlimited Capacity

1. W. A. Jordon, scratch (490 c.c. Norton). 61.4 m.p.h.
2. B. R. W. Turner, 6s. (348 c.c. Velocette).
3. F. P. Heath, 6s. (498 c.c. Vincent H.R.D.). 59.81 m.p.h.

EVENT 10

A four-lap Handicap for Sports-Cars of Unlimited Capacity

1. K. M. Petter, 36s. (2,211 c.c. Alvis). 63.6 m.p.h.
2. Lieut. Kidston, scratch, (2,405 c.c. Alfa-Romeo s.). 67 m.p.h.
3. Miss M. D. Patten (R. E. Dorndorf) 40s. (2,594 c.c. British-Salmson). 60 m.p.h.

EVENT 11

A Five-lap Handicap for the HÆMORRHAGIC TROPHY open to all Sports-Cars

1. F. R. Gerard, 30s. (1,496 c.c. Riley). 61 m.p.h.
2. D. N. Leon, 30s. (1,991 c.c. B.M.W., s.). 60.33 m.p.h.
3. Lieut. H. Kidston, scratch (2,304 c.c. Alfa-Romeo, s.). 62.10 m.p.h.

PRESIDENTS TROPHY

For the fastest time of the day put up by an U.H.U.L.M.C. member, won by F. R. Gerard (1,496 c.c. Riley at 66.08 m.p.h.).

INVICTA CLUB C.C.

It is most refreshing to come across a small club with limited membership that flourishes so exceedingly as the Invicta C.C. They issue an interesting Bulletin apparently whenever they feel so inclined and hold almost as frequent meetings of a social order.

Some very fine films are now shown by the club. New members number D. W. Bishop of New Guiana and A. E. Low, a ciné-camera expert.

J. Read contributes a useful article on trussing an L.C. frame in No. 5 of "The Gauntlet," weak side-members being one of the Invicta's principal shortcomings.

Hon. Secretary : D. Monro, 4, Tavistock Street, Covent Garden, W.C.2.

NEW SAFETY TYRE

Special 500,000 Mile Test

Well over half-a-million tyre miles have been run from Fort Dunlop by test cars trying out a new safety tyre, details of which have been announced. It has six rows of teeth, three on each side, and slots across the studs to enable it to hold the road. To increase its safety the casing has been improved to resist the strain of high speed work on modern fast cars.

"The general lay-out of the Fort '90' remains" said a Dunlop official in an interview "with the important addition of serrations along the three outermost pattern edges. These offer a much greater effective length of edge against both forward and sideways skidding.

"The slots are specially designed to retain the anti-skid advantage when the tyre is well worn, and at the same time to avoid rapid or irregular wear. The casing improvement is based on our experience of Dunlop giant tyres which are particularly subject to heavy usage.

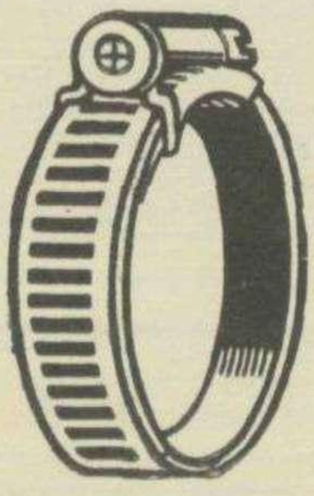
"The extra low pressure range has specially tied-up shoulder pattern blocks designed to stop uneven wear and to reduce tyre noise still further."

The tyre is finished in a semi-mat even black surface with a medallion in gold and the idea of the teeth has been patented.

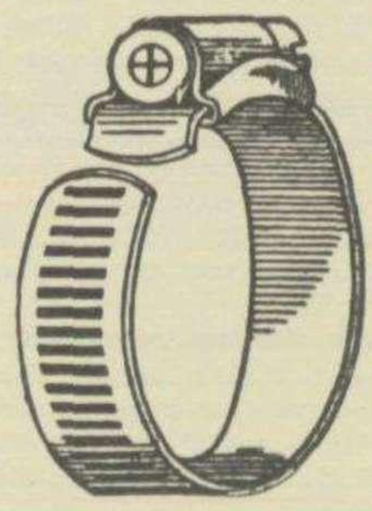
The Editor invites Club Secretaries to send details of their fixtures, sporting and social, for publication in these columns.

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A SPECIAL TRIALS FORD V8

A VERY HIGH-PERFORMANCE CAR BUILT FOR A CLIENT BY S. H. ALLARD

No trials car has caused quite such a sensation of recent years by reason of consistently successful "pot" lifting as S. H. Allard's Special 30 h.p. Ford V8. This car, has, we believe, never gained lower than a second class award, and usually a "premier," in all the trials in which it has run, besides winning very many special prices in addition. Indeed, we understand that the only mechanical trouble ever experienced in connection with trials was a cracked head on a replacement engine when going to the start, and that only once, during a two-day Scottish trial, has oil been added to the engine away from the home garage. That is a highly commendable record for any car and quite astonishing from one of such potent performance. In racing, something like 105 m.p.h. was attained in the Relay Race at Brooklands, but the fibre timing wheels gave trouble, presumably because at high revs. the small head of oil is insufficient to feed the drive. As the V8 exhaust system is prone to cause general overheating under racing conditions Allard never experimented with steel pinions, which would probably have cured the other trouble.

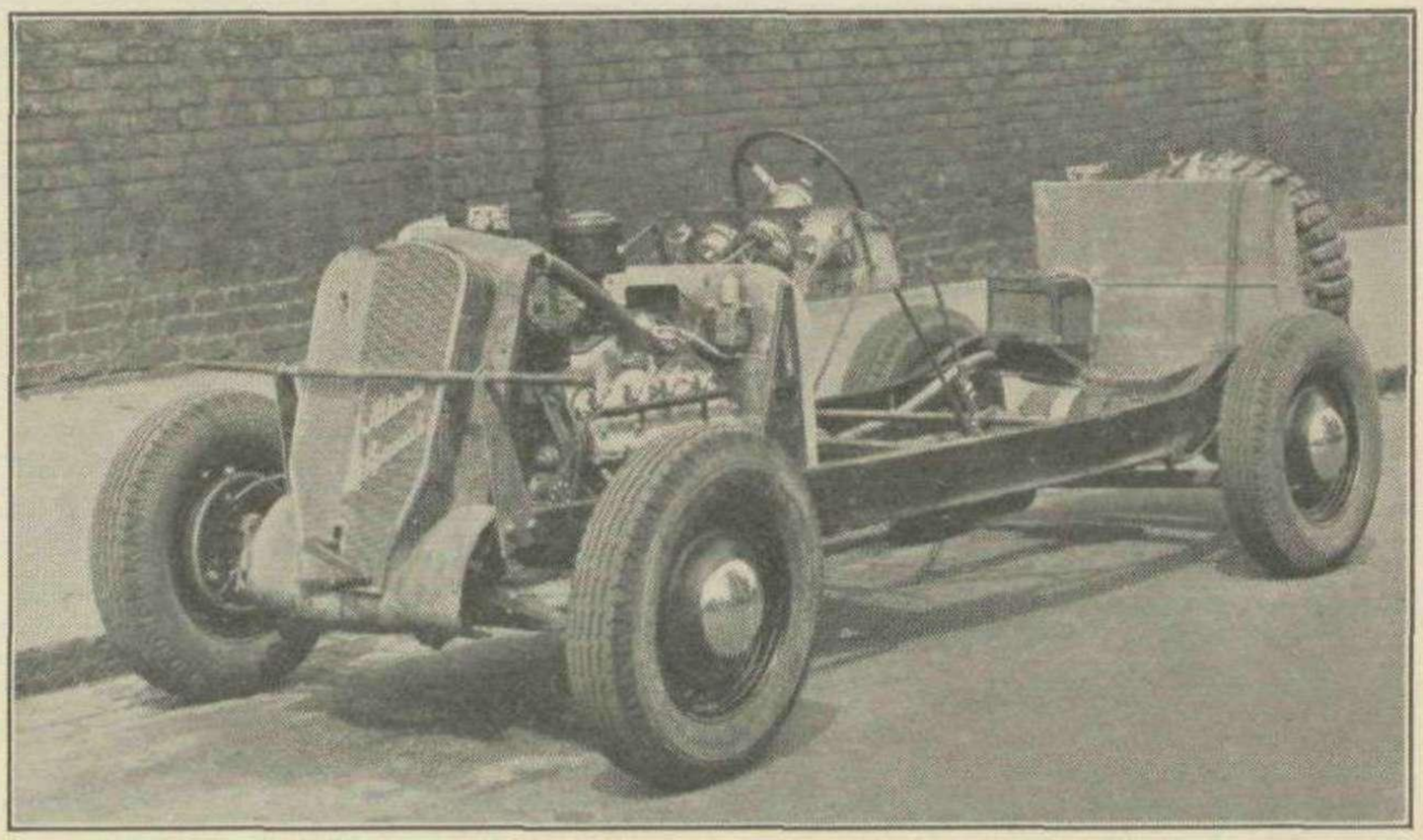
This special has a 1935 engine, with raised compression-ratio, and Scintilla magneto ignition, and is otherwise practically standard. The chassis is of 1933 type, cut down to give a wheelbase of 8 ft. 4 in., a front track of 4 ft. 8 in. and a rear track of 3 ft. 10 in. The body came from a 2.3-litre G.P. Bugatti and Bugatti very high-geared steering is used. The bottom gear ratio is 10 to 1 and top 3.56 to 1, second being around 5½ to 1. The rear axle incorporates a novel form of clutch, lever controlled, for locking the rear axle, and the front assembly incorporates L.M.B. independent suspension. In the form in which it ran in the recent Lawrence Cup Trial, minus screen and spare wheels, it weighed exactly one ton, and with equipment probably weighs 21 cwt. This is with fuel aboard, which accounts for some 2½ cwt., as the rear Bugatti tank holds forty gallons and is filled to the brim to aid wheel adhesion. As is well known, this remarkable Ford has climbed the worst of our trials gradients and it does 0 to 50 m.p.h. in something under 7 secs., and gives 18 to 20 m.p.g. The tyre sizes are varied for different events.

It was experimentation with this car that enabled Allard to construct a very interesting Ford for a client, Mr. Gilson, who has driven an M.G. in recent trials. As these cars will probably go into small scale production, with certain bodywork modifications, we were interested to examine Mr. Gilson's car at the Ranalah coachworks, where the body was being built.

The chassis is specially constructed from a combination of 1933 and 1937 parts, united at major points by welding. The aim has been to provide a very high-performance car for competition and touring, with the majority of parts readily interchangeable with standard Ford spares, and Allard has succeeded remarkably well.

The only cut-down parts are rear-axle half-shafts and the propeller-shaft and torque-tube. The wheelbase is now 8 ft. 6½ in., the front track 4 ft. 8 in. and the rear track 4 ft. 2½ in., resulting in a very compact construction. There is about 8 to 9 in. ground clearance everywhere.

At the front L.M.B. independent suspension is fitted, with the Ford axle-radius arms linked to the frame side-members to improve the ground clearance. At the rear the axle has the standard ratio and incorporates an ingenious differential lock similar to that on the Allard-Special. It takes the form of a friction clutch with Ford plates, which can be adjusted so that the differential is normally locked but enabling slip to take place under excessive loadings to obviate sheared axle-keys. To lock the axle for those trials where this is permissible, a cover-plate on the housing is removed, and bolts tightened with a box spanner. André Telecontrol shock-absorbers are fitted to the rear axle. The gearbox has a short lever of remote control type, working in a long tunnel and retaining the conventional gear-positions. The hand-brake is of M.G. pattern, racing-type, set almost horizontally, the chassis cross-member, and brake-gear thereon, being of 1933 type. The steering wheel is an Ashby spring-spoke.



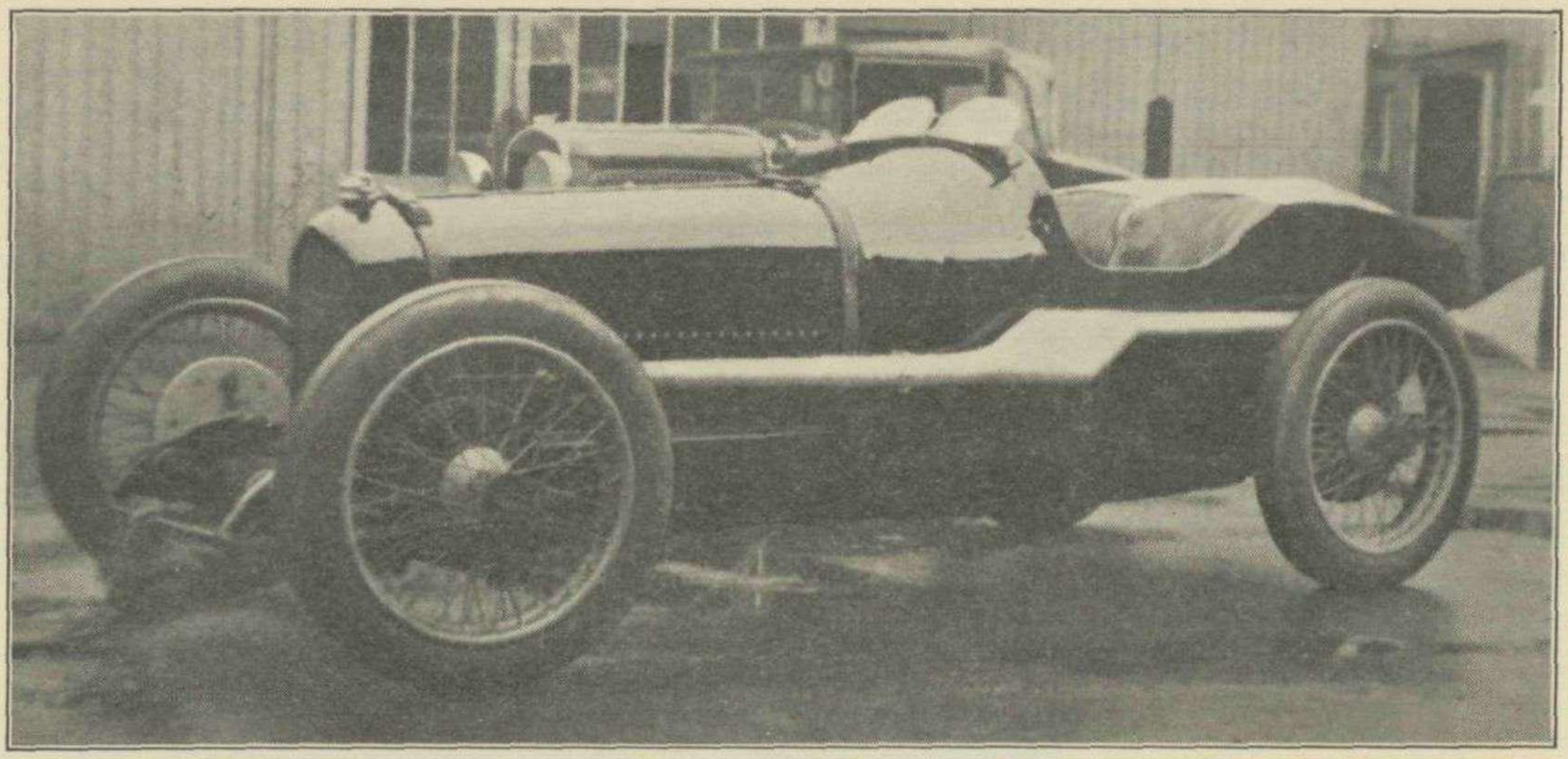
The Special Trials Ford V8 in Chassis form

The 1937 30 h.p. V8 engine is mounted well behind the front axle on standard, but rather more rigid, mountings It is standard except for thinner cylinder-head gaskets, a Scintilla Vertex horizontally-placed magneto to aid high-revving on the lower ratios, and double-branch exhaust off-takes. The silencers are standard. Fuel feed is by twin Autopulses, one arranged as a spare and the air-cleaner on the carburetter is retained. There is an 18 gallon slab-shape fuel tank at the rear, with provision for mounting twin comp. shod wheel behind it. The fuel lines enter the tank from the *top*, running down within, to obviate any chance of fracture in trials conditions. The radiator is a Ford unit cut down by 2 in. to lower it, and fitted with the combined "Allard-Special" cowl and stone-guard and a quick-action filler cap. The Ranalah body has a wood frame covered with aluminium panels, finished cream and black. It is a two-door, two-three-seater with front bucket seats and ample room for the rear-seat occupant. The doors slope away and the single-pane screen folds forward. The 6-volt battery sits on a tray beside the rear seat on the *off side*. Equipment includes standard wheels and tyres, Lucas P100 headlamps, and radio. The instrument panel carries a Cooper-Stewart rev.-counter that matches the Ford speedometer and is driven from a gear-head on the off-side water-pump assembly. A Marles high-geared steering-box is used. The complete car is expected to turn the scales at 20 cwt., or less with Bosch headlamps and the radio removed.

It has almost every part easily replaceable and is expected to be even faster than the Allard-Special. The acceleration is expected to be in the order of 7 secs. from 0 to 50 m.p.h. and 10 to 11 secs. from 0 to 60 m.p.h. and we hope to be able to take test figures when the car is run in. It has cycle-type wings and no running-boards, but Allard anticipates wings and bodies similar to those of the H.R.G. for future cars on these lines, the price of which would work out at about £475. Particulars are available from Messrs. Adlards Motors, 3, Keswick Road, Putney, S.W.

ON THE OPENING OF THE SOUTHERN ROAD CIRCUITS

When this article was written for the May issue the author stated that the attendance figures at Brooklands on May 1st had not been issued. The official figure is 18,000.



A 3-LITRE STRAIGHT EIGHT BALLOT

By

BALADEUR

Time was when the discovery of Veteran Types to be included in this series in MOTOR SPORT involved laborious search by "Baladeur" for the whereabouts of these survivals from an earlier age. Other duties were pressing, and the time involved became more and more difficult to spare. What greater treasure-trove for the harassed journalist could be imagined therefore when he came upon his bonanza in the form of the Vintage Sports-Car Club, which nowadays does the work for him. It has already collected for his delectation several pre-war cars which have figured in these pages; and now Mr. Clutton, its energetic Press Secretary, in partnership with Mr. Watkins-Pitchford, who is shortly taking over that office from him, has become possessed of a later but none the less epoch-making machine. I speak of nothing less than one of those just post-war Ballots, which set the vogue of the straight-eight, and around which is woven a whole chapter in the history of the racing-car.

In the years just prior to the War the house of Peugeot was carrying all before it in the great races. The man who was chiefly responsible for the design of these pre-eminent racing-cars was a Swiss engineer by the name of Henry. During the same period an Italian who had settled in Germany, by the name of Ettore Bugatti, was working on a straight-eight automobile engine. The idea was not new—it had been put into practice by MM. Charron, Girardot and Voigt as long before as 1902, and in 1907 had appeared the English Weigel straight-eight racing-car. But M. Bugatti was more successful than his predecessors, and in 1914 he showed his sympathies by a rapid move into France, complete with all his designs. These included a straight-eight aeroplane engine of 120×160 mms. (14,476 c.c.), which years later was used in slightly modified form in the Golden Bug. This design was adopted by the French Government, which ordered its construction in the Bara works at Levallois, in charge of which was M. Henry. A further notable fact, which is more relevant to the story than appears at first sight, is that the engine was later also adopted by the American Government and put into production by Duesenberg.

At the end of the War M. Henry joined the Ballot company, which was already well known as engine manufacturers, but which had now decided to launch out on the construction of racing cars. After his experience with the Bugatti engine during the War, it was not surprising that M. Henry set about designing a straight-eight for the first post-war race, the 1919 Indianapolis "500" for 300 cubic inch (4,900 c.c.) cars. Work on the cars was only begun in January and the race took place on 30th May, with the result that M. Henry had to witness their defeat at the hands of one of his own 1914 Grand Prix Peugeots. The new Ballots, however, had shown themselves tremendously fast, and their designer was more than ever wedded to the straight-eight principle.

The next year, 1920, the Indianapolis race was for 3-litre cars, and in spite of this reduction in engine size, the new Ballots built for it were again straight-eights. The bore and stroke of the new engine were 65×112 mms., giving a capacity of 2,973 c.c. The crankshaft, as on the 1919 300 cubic inch engine, was arranged on the four-four principle, and with two carburetters the induction system was just as in a four-cylinder engine. The cylinders were in two blocks, but two overhead camshafts were used as in the pre-war racing Peugeot. Unlike the 1914 Grand Prix Peugeot, the cars were not fitted with four-wheel brakes. Perhaps this was because they were to run in a track race; possibly it was because M. Henry was more interested in engines than in chassis. I have always understood that it was Georges Boillot, No. 1 driver of the Peugeot team, who insisted on front brakes for the 1914 racers because he had seen them on the Argyll at the motor show in London; and I have always thought that Mercédès chassis superiority beat the Peugeot in the 1914 Grand Prix, although the French car had the better engine. But all this is little more than idle speculation.

In the 1920 Indianapolis race the three Ballots were driven by Ralph de Palma, Jean Chassagne and René Thomas. They were undoubtedly the fastest cars in the race, but they were not particularly lucky. Fifty miles from the finish they were running first, third and fourth. Then one of the magnetos on de Palma's car died on him (a racing mishap which overtook Clutton while driving his 3-litre Ballot at Lewes some seventeen years later) and de Palma finished on four cylinders, fifth instead of first. Chassagne hit the retaining wall and was seventh, and René Thomas finished second, going much faster than the winner, but with insufficient time to catch him.

I suppose that Ralph de Palma kept his car in America while the rest of the team came home. At any rate he started alone in 1921 and led for over half the race, after which he went out with a connecting rod through the crankcase.

In that year, 1921, the French Grand Prix was revived. It is difficult nowadays to remember how great was the prestige of the race in those days. Although it had not been run for seven years it still had the glamour of the epic pre-War struggles, lineal descendants of the Gordon Bennet Cup and the town-to-town races. How much some of us wanted

A 3-LITRE STRAIGHT EIGHT BALLOT—continued

the Ballots to win this 1921 race, feeling that they represented the Peugeots and might avenge 1914.

The race was the epitome of the straight-eight. Duesenberg, who had had as we have seen War-time experience of M. Bugatti's design, sent a team of them; so did Talbot from England and Talbot-Darracq from France. The straight-eight Sunbeams, third representatives of the new amalgamation, were non-starters. First a Ballot led, then a Duesenberg, then a Ballot. Ralph de Palma and Jean Chassagne were again driving the French cars, but Louis Wagner was now in charge of the third. For this road race they had four-wheel brakes, but so did the Duesenbergs. At half distance Chassagne had the lead and looked a likely winner. Somehow, however, the Ballots seemed to be dogged with ill-luck. The car's petrol tank fell down on to its cardan shaft, and was too badly damaged for it to continue. Ralph de Palma finished second to Murphy's Duesenberg and Wagner was seventh. We were disappointed again.

Still there was a crumb of comfort. Later in the year the Italian Grand Prix was run at Brescia and there the Ballots met the new Fiats which were also straight-eights. Ralph de Palma's Ballot fell out during the race, but at last Jules Goux, who was now driving one of the cars in place of Louis Wagner, scored a Ballot victory at the terrific speed for a road-race in those days of 89.9 m.p.h. with Jean Chassagne second. As a member of the old Peugeot team, second only to Georges Boillot, who had been killed in the War, it was fitting that Goux should achieve the Ballot win, even if it was not on French soil.

This was the last race in which the Ballot team took part. Some little time later one of the cars was acquired by Malcolm Campbell, who in his time has been responsible for bringing many famous racing-cars to Brooklands. I am rather intrigued in trying to deduce which one of the team it was. I do not think that there were ever more than three cars. I was tempted to invent a fourth owing to the fact that a 3-litre Ballot ran third in the 1922 Indianapolis race, driven by Eddie Hearne, and felt inclined to guess therefore that Ralph de Palma left his car in America after the 1921 race, and drove a different car—and therefore a fourth of the type—in the 1921 French and Italian Grands Prix. This theory, however, seems to be knocked on the head by the statement in a contemporary account of the 1921 Indianapolis race that de Palma was driving the identical car which he would run in the French Grand Prix. I think therefore that it may be assumed that there were only three of these cars.

On its front brake drum the car now under review has stamped "Voiture No. 2." Ralph de Palma always appears as No. 1 of the team, and it is most probable that it was his car that went back to America and ran in the 1922 Indianapolis race. From the team tactics adopted in the 1920 race it appears most likely that Jean Chassagne's car was No. 2, and as he was the second remaining member of the team his car was likely to remain No. 2 when the front brakes were fitted for the 1921 Grand Prix. Rightly or wrongly therefore I have come to the conclusion that this Voiture No. 2 is the one which was driven by Chassagne throughout the time when the Ballot team was in existence, and which hit the retaining wall at Indianapolis in 1920, burst its petrol tank at Le Mans in 1921 and ran second at Brescia later in the year.

In the hands of Malcolm Campbell it proved itself a highly successful Brooklands car. He ran it for several years and then in about 1927 it passed into the hands of Jack Dunfee, with whom it continued its successful career. Joan Richmond, the next owner, was not quite so fortunate, for by this stage the car had acquired expensive habits over its bearings. Eventually it threw a rod which appeared incontinentally through the crank-case, and its owner decided to part with the wreck.

It was acquired by Captain Shipwright, who neatly patched up the hole in the sump and set about improving the lubrication system in order to prevent similar disasters in future. Pressure now drives oil from a tank under the seat to a Lagonda pump, driven from the front of the near-side camshaft, which distributes it around the engine while a scavenger pump collects it from the sump and returns it to the tank. This system seems to work well, and the car apparently prospered until it was acquired from Pembridge Motors by its present joint owners.

It was at Littlestone, on the occasion of the speed-trials held there in May by the Vintage Sports-Car Club, that I was re-introduced to this delectable vehicle. I awaited eagerly its descent from the lorry which had brought it to the scene of action. The car, after a phase in somewhat violent yellow, is painted black now, and looks truly thoroughbred in this sombre garb, though personally I rather regret its original French racing blue. Its general appearance vividly recalls the immediate post-war racing-car. The radiator and bonnet are low, and the scuttle sharply upswept. Rather curiously, the top of the tail rises from behind the seats, and then falls somewhat sharply to what is almost a blunt point. The tail in consequence has something of a humped appearance—as had that of the 1914 Peugeot. I had almost forgotten that it was not until 1922 that the Fiats introduced to the Grand Prix the type of tail, nearly flat-topped in silhouette and ending in a well marked vertical knife-edge—which was afterwards to become *de rigueur* for a decade or more. There is another curious point about the Ballot's tail. It originally contained a giant petrol tank, which Clutton still has, although at present a small four-gallon sprint tank is in use instead. In the Grand Prix at least, however, it also carried a spare wheel, placed in it vertically along the axis of the car, and projecting through the top. I looked in vain for the hole, and can only suppose that the tail was "re-roofed" in Brooklands days.

By modern standards the front axle and its attachments to the springs look somewhat flimsy. According to the present owners this is no optical illusion and they are at present engaged on improving the anchorages and fitting an Aston-Martin type torque arm. Incidentally the front brakes are now operated by the hand-lever and the back ones by the pedal. According to a 1921 description of the car, all brakes were operated by the pedal; and Clutton suggests that experience proved that use of the front brakes caused so great a tendency for the springs to wrap themselves round the axle that someone subsequently unhitched them from the pedal and attached them to the handle—reserving them, since he considered discretion the better part of valour, for use in parking. This explanation is ingenious, and I hate distrusting contemporary accounts. At the same time separate operation of front and rear brakes was a common feature of early four-wheel braking systems, and would be an obvious expedient in this case if the front brakes were added after the cars had run at Indianapolis.

The engine is a delightful looking piece of work with that business-like air which two overhead camshafts always give. They are driven from the front, and at the back drive the two magnetos. Internally the engine is I believe a replica of the 300 cubic inch motor of the 1919 Indianapolis type, which was described in MOTOR SPORT's "Rumblings" last February, with its four valves per cylinder, five roller main bearings and the others plain. The two carburetters are now by Zenith, but I believe that in the Indianapolis Grand Prix days Claudel Hobsons were used. The compression ratio, also, was originally about 7 to 1, but has apparently been increased to about 12 to 1 in later days. In spite of this Clutton declares that the engine starts quite easily on the handle and is quite happy with soft plugs which never get oiled.

From the engine the drive is through a rather small cone clutch to the four-speed gearbox. It is believed that this box and the back axle are identical with that used on the 300 cubic inch car, the lower final ratio needed for the smaller engine being obtained by fitting 32 inch wheels. If this supposition is correct the ratios are 3, 4.2, 5.4 and 7.8 to 1. The safe limit for the engine is supposed to be 3,500 r.p.m. which would give about 116 m.p.h. in top. This fits in fairly accurately with what the car appeared to be capable of when new, and the performance according to the owners is still there to this day.

Having inspected the Ballot I gratefully accepted the offer of a ride. With the small clutch and high bottom gear moving off is not easy, but once the wheels were biting well and truly things began to happen. Being mentally attuned to the 1908 single cylinder, with which I was about to double the next slowest time of the day, the acceleration appeared to me to be terrific. Having towed the "racer" down behind a 1937 saloon with soft springs I watched the first corner approach with dismay. Providentially my right hand slipped quite automatically into the mechanic's grip-hole. "The steering is perfect," said Clutton afterwards, "only $1\frac{1}{8}$ turns from one very generous lock to the other."

Continued on page 307

BEER IS BEST

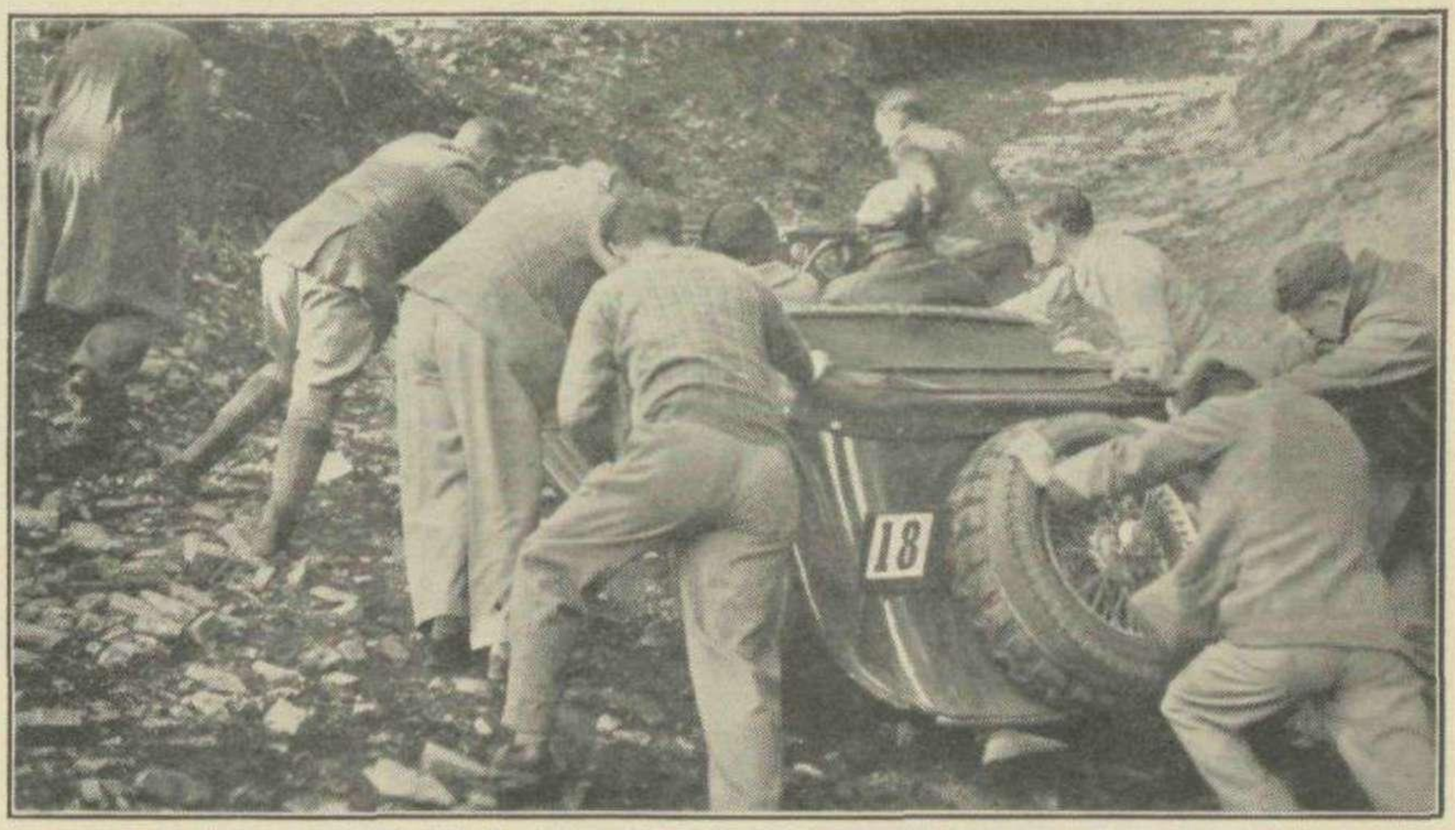
SUCCESSFUL BRIGHTON-BEER TRIAL IN THE OLD STYLE. A. B. LANGLEY (M.G.) WINS THE TROPHY.

It was refreshing to find a trial run in the old style when the twelfth annual Brighton-Beer event was held by the Brighton and Hove M.C. on June 20th. Competition tyres and solid axles were barred, and the course, though difficult enough to cause only seven 100 per cent. performances to be made, out of thirty-six starters, contained nothing likely to damage the cars. It is hoped that the organisers will not be discouraged by the relatively small entry, but will continue a policy which, when it becomes generally known, is the only one to revive the popularity of trials with the ordinary competitor and the ordinary car.

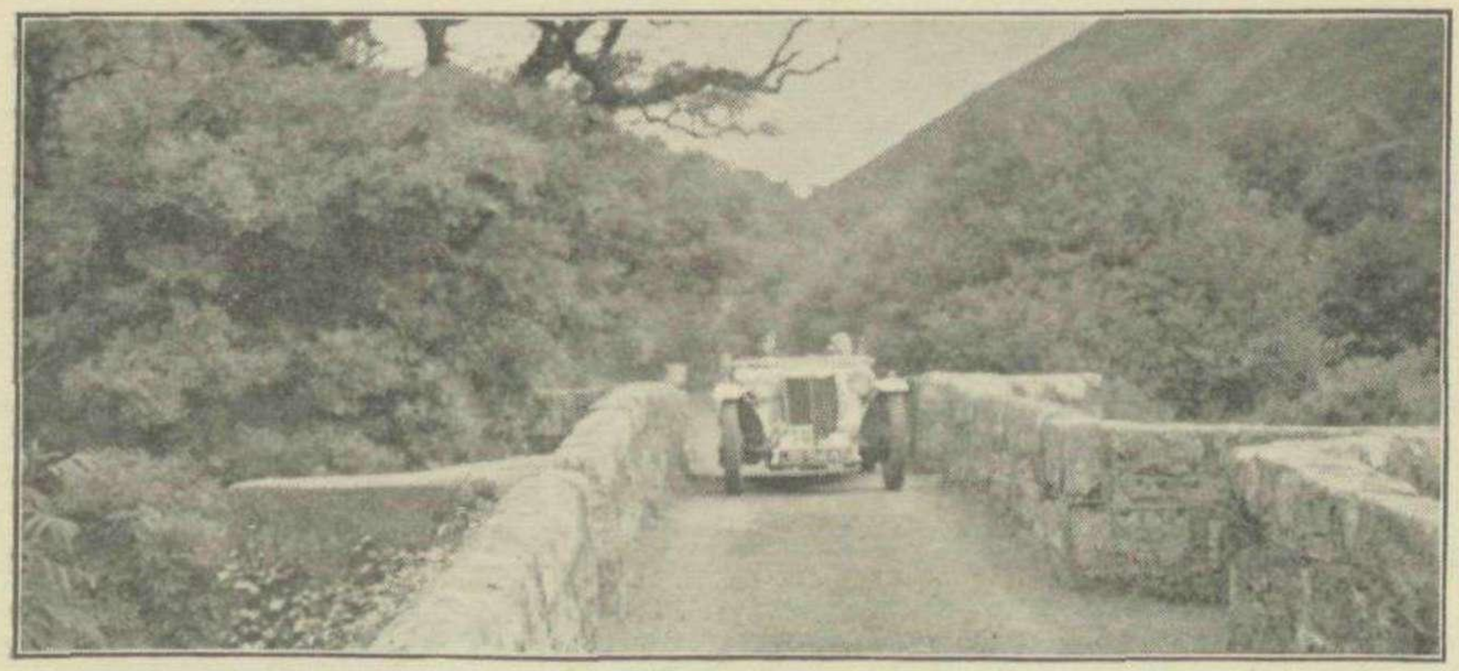
The principal trophy was won by A. B. Langley, driving his T-series M.G. Midget. He achieved this honour by his performance in the brake test, held during the night on the descent of Middledown, a hill once used in the London-Exeter trial. Had the restart test, on the upward gradient at the other side of Middledown, been retained in the results, it seems that R. A. Macdermid, also driving a T-series M.G., but in this case supercharged, would have been the winner, for his was the only car to cover the long timed distance in less than 5 secs. It is contrary to the policy of the sporting Brighton and Hove Club to knock everyone out of the running for a first-class award by the very first timed section, however, and the results of the test were therefore deleted.

The start of the event was at 1 a.m. at Lobscombe Corner, on Salisbury Plain. Rain was falling gently, but this soon cleared up, and the night run was not cold, and quite enjoyable. The restart test came after about a twenty miles run, and certainly as the headlights of the long line of cars slanted up the gradient, with its high hedges on each side, the marked distance between the lines, to be covered in not more than 5 secs., according to the regulations, seemed impossibly long. So it turned out. Car after car accelerated as hard as the driver could go, but only Macdermid, with his supercharged car, got within the limit. Others who nearly succeeded were K. Hutchison, with his very sporting Ford V8, A. G. Imhof with his M.G., and C. W. Taylor with his Singer.

At the brake test cars had to coast downhill with engine stopped, and come to rest astride a line. Best time (8 secs.) was made by A. Graham Wills, with a Ford V8 equipped with twin rear wheels—a loophole in the regulations! H. Powell blotted the copybook of the H.R.G. team by overshooting the line, but E. K. Farley, with another H.R.G., took only 8⅛ secs. The Musketeers team of M.G.s had enormous low pressure tyres to defeat the ban on "comps.," and team leader Macdermid stood near the braking line to give his colleagues the word when to brake. Thus helped, A. B. Langley set up 8⅞ secs.



A strong push for A. L. Baker (M.G. Magnette) on Fingle Bridge.



A. G. Imhof (M.G.) coming over the narrow bridge from which "Fingle Bridge" takes its name.

There is no better place for a breakfast stop in a trial than the Castle Hotel, Taunton, whose proprietor is indeed a keen follower of these events. Much refreshed, competitors next tackled Windout, which caused some nine failures, including Wills, who thus nullified his good showing in the brake test.

Fingle Bridge and Simms first earned their notoriety, so far as big events were concerned, in the Brighton-Beer trials before 1930. In those days competitors thought little of making the attempt with ordinary tyres, though honour certainly went to those successful. Fingle Bridge, with its many corners and loose yet reasonable surface, is an excellent hill for ordinary tyres. It did not look in difficult condition for the recent Brighton-Beer event, but to everyone's surprise failure after failure resulted.

A long timed section was arranged, beginning with a flying start in the middle of the first hairpin and extending up to the fifth corner. The most difficult part of the hill was just before the end of the timed section, and many failed to reach this point. Hutchison's Ford, which also had big low pressure tyres, was only kept going by its driver's skilful handling, and Imhof's M.G. bumped its way up. Richards's M.G. just got past the timed section before failing, but Mrs. Stanton's Riley did not get quite so far, and a host of pushers helped her on her way. Then, surprisingly enough, all three of the H.R.G.s failed, Curtis getting the farthest.

It became evident that the best way to tackle the fifth corner was wide on the outside, and Collins (M.G. Magnette), Cromar (Singer), and D. B. Burrage (M.G. Midget) all succeeded by picking their course carefully. Bastock's M.G., of the Musketeer's team, stopped, but Langley was applauded for a good climb. E. G. S. Cook's M.G. Magnette also made a very fine climb.

Miss Pigott's Singer burst a tyre right in the middle of the hill, and the wheel was changed, not without difficulty, by the help of the observers, who were becoming somewhat heated with much pushing. E. G. Smith's Austin Seven buzzed up merrily, aided by an auxiliary gearbox that gave its driver a choice of a great number of ratios. L. G. Johnson made a very fast ascent with his Frazer-Nash-B.M.W. His time was only excelled by Macdermid's supercharged M.G.,

BEER IS BEST—continued

which had got out of order through its driver stopping to fill up with petrol.

Between Fingle Bridge and Simms, Pepperdon intervened. This is another hill associated with Brighton-Beer trials of the old days, but is never expected to cause much difficulty. Some locals had sought to increase the hazards by throwing down huge boulders and other rubbish, but few cars stopped.

Finally Simms towered before the competitors. There were three starting lines at the foot, for cars up to 1,100 c.c., 1,500 c.c. and over (supercharged cars coming into the unlimited section). The hill, after its treatment by the M.C.C., is now not so difficult as in times gone by, and only a dozen failures resulted, compared with seventeen on Fingle Bridge.

Curtis, Farley, and Powell atoned by making fine climbs with the H.R.G.s, and J. F. Parker brought his old Lancia up well. Smith's Austin again earned applause, but Collins and Cromar registered their only hill failures in the trial. W. A. V. Davis had a tyre burst on his Singer near the top, but carried on successfully with the tube in ribbons.

M.G.s had a fine day, carrying off all the principal awards.

RESULTS

Brighton and Hove Trophy : A. B. Langley (M.G.).
Bishop Trophy (opposite class); R. A. Macdermid (M.G., S.).
Hewitt Trophy (visitors): P. S. Flower (M.G.).
Simpson Lee Trophy (B. & H. members): A. G Imhof (M.G.).
Lord Thompson Team Trophy : R. A. Macdermid, J. A. Bastock, A. B. Langley (M.G.'s).
First-class Awards : W. G. Green, E. G. S. Cook, G. Kinsey-Morgan, J. E. S. Jones, H. K. Crawford, (M.G.'s), K. Hutchison (Ford V8), L. G. Johnson (Frazer-Nash-B.M.W.), E. G. Smith (Austin).
Second-class Awards : H. E. Richards, J. A. Bastock, G. F. Pentony, R. W. G. Collins (M.G.'s), A. E. L. Curtis, E. K. Farley (H.R.G.'s), J. F. Parker (Lancia), J. H. Whittindale, A. C. Cromar (Singers), A. Graham Wills (Ford V8).
Third-class Awards : H. Powell (H.R.G.), W. A. V. Davis (Singer), D. B. Burrage (M.G.).

A RECORD INDIANAPOLIS

SOME DETAILS OF AMERICA'S CLASSIC "500"

There is something unusually attractive about a race which carries on, year after year, with the same track and distance. The Indianapolis 500-mile race, for example, has an almost legendary character, and it must now have the longest unaltered history of any of the present big races.

Actually, the surface of the track was greatly improved this year by the addition of a "carpet" of rock asphalt over the bricks on the corners. Even towards the end of the race, when a certain amount of oil was noticeable on the "groove" taken by most of the cars, there was little tendency for them to skid.

Practice times revealed that the race would be run at a record speed. The regulations limiting the amount of fuel for each car had this year given way to a simple rule that only petrol obtainable from the ordinary pump should be used. Compression ratios came down with a thump from 10 to 7 to 1, but consumptions went up—and so did speeds. Most startling of all was the phenomenal lap at 128.57 m.p.h. accomplished by Jimmy Schneider (described as the Chicago Milkman).

The general high speeds took their toll of the less experienced drivers, and two serious crashes occurred. Frank McGuirk got into trouble with his Belanger-Miller Special and crashed badly, killing his mechanic, Albert Opalko. Then Overton Phillips had a sensational pile-up in front of the stands. The cause was supposed to be a broken crankshaft, which probably started the trouble which followed. At any rate the car skidded wildly, crashed into the pits, where a number of people were standing, and burst into flames.

After a week of practice came the first qualifying day, and the best average for the requisite 10 laps was the 123.525 m.p.h. clocked by Bill Cummings—thus giving a foretaste of the high speeds to be recorded throughout the race. The second fastest man was Wilbur Shaw, with a speed of 122.751 m.p.h. A handful of others qualified at over 116 m.p.h., which is extremely good going at Indianapolis.

On the second day the fastest man was George Connor, the Californian driver, who did 10 laps with his Marks-Miller Special at 120.962 m.p.h. Other well known men to qualify were Billy Winn (four-cylinder Miller), Louis Meyer (Boyle-Valve Special), Lee Oldfield (sixteen-cylinder Marmon, independently sprung), Rex Mays (Bowes Seal Alfa-Romeo left behind by Ferrari after the Vanderbilt Race), and Babe Stapp (Topping Special Maserati).

The story of the race is well known. Terrific heat made conditions extremely arduous for the drivers and cars, and many retirements were due to this cause. Tyre trouble was frequent, as well as lubrication failures. As usual, the leaders at the start soon faded away, Jimmy Snyder with sheared transmission and Herb Ardinger with broken steering, which caused the car to crash. Snyder had taken over this car, but he was unhurt.

Meanwhile Wilbur Shaw, the ultimate winner, had been worried by an unduly low oil-pressure, but as nothing untoward seemed to happen, he opened up and forged ahead to join the leaders. From then on a terrific battle was fought between Shaw, Ralph Hepburn, Louis Meyer, Ted Horn and others, the lead changing hands frequently.

The heat and the pace were gruelling, and several drivers complained of exhaustion. Floyd Davis got into a typical Indianapolis spin, and careered backwards off the track. Both he and his mechanic, Dee Toran, were badly hurt about the head. Ralph Hepburn had to stop and hand over to his relief driver for a spell, but he was soon back at the wheel.

And so it went on until the very end, with Shaw and Hepburn bringing the crowd to its feet with the excitement of the last lap duel. Shaw just managed to stave off his rival, and scraped over the line with a 2.16 seconds advantage after 500 miles!

Both averaged over 113 m.p.h., thereby easily breaking the previous record of 109 m.p.h. So fast was the race, in fact, that the third and fourth men also exceeded the old record.

The race was a triumph for Offenhauser, the engine designer and constructor. Shaw's winning car, of which the chassis was designed by the driver, had an Offenhauser four-cylinder power-unit, as did Wild Bill Cummings's car which made the fastest qualifying 10 lap dash.

RESULTS

1. Wilbur Shaw (Offenhauser Gilmore Special), 113.58 m.p.h.
2. R. Hepburn (Hamilton Harris Special), 113.565 m.p.h.
3. Ted Horn (Miller-Hartz Special) 112.07 m.p.h.
4. Louis Meyer (Boyle-Valve Special), 110.73 m.p.h.
5. Cliff Bergere (Midwest-Lion Special), 108.9 m.p.h.
6. Bill Cummings (Boyle-Valve Special), 107.1 m.p.h.
7. Billy Devore (Offenhauser Special) 106.9 m.p.h.
8. Tony Gulotta (Burd Piston Ring Special) 105 m.p.h.
9. George Connor (Marks-Miller Special), 103.8 m.p.h.
10. Louis Tomei (———), 101.8 m.p.h.

A 3-LITRE STRAIGHT EIGHT BALLOT—continued from page 305

To my feverish imagination the wheel seemed to swing back and forth far more than that on that corner. Actually with the driver's skilful handling the Ballot went round as on rails. "A real thoroughbred" I reflected when finally I extricated myself from the cockpit and began the search for my cap, with which I had parted company a few seconds after the start of our run.

A few minutes later I was watching the Ballot away from the line in the speed trial. From the Olympian viewpoint of the spectator I could see that the get-away was difficult and after some of the modern supercharged cars the acceleration betrayed the high gear-ratios. In spite of this the car's time for the half-mile from a standing start came through as 27.7 seconds, and I heard afterwards that it had crossed the finishing line at over 100 m.p.h. For sprint work at least the smaller wheels which I believe are now being fitted should be of considerable assistance. A modern clutch would doubtless give additional aid, but such things do not grow on the hedgerows.

THE SECOND LEWES MEETING

FASTEST TIME BY ALTA

The sun shone beautifully for the Kent and Sussex L.C.C.'s second 1937 meeting at Lewes, for which the electrical-timing apparatus functioned and a good entry had been forthcoming. As there is no charge for admission at Lewes a considerable concourse of spectators assemble in fine weather and on June 12th far too many of them stood on the wrong side of the ropes, in spite of the presence of a police constable in uniform.

J. O. C. Samuel's six-cylinder Frazer-Nash won the Frazer-Nash class in the very fine time of 25.5 secs., his car having full equipment, but being towed to and from the venue. Don Aldington's 1½-litre Frazer-Nash scored in the 1½-litre standard sports-class, with a run in 28.06 secs., and in the 2-litre category E. K. Farley's H.R.G., which has the new bucket seats, was fastest, in 27.15 secs.

G. Taylor put up fastest time of the day with his racing Alta in 19.3 secs. A. N. L. Maclachlan's famous black Austin was extremely fast, giving its owner a rough ride, and Denis Evans was driving nicely with the Bellevue Montlhèry M.G., but Stuart-Wilton's Q-type single-seater M.G., once raced by Miss Doreen Evans, and J. B. Wilson's R-type M.G. were off colour. George Hartwell's fabric-tailed M.G. Magnette was very rapid indeed in spite of misfiring and Baron had the Brescia-engined G.P. Bugatti functioning really well. T. B. O'Reilly managed 22.72 secs. with the Frykaizerwagen, and his Red Biddy Special also worked well, while G. H. Symonds did 23.89 secs. in the B.H.D. Special which snaked most inspiringly from the line, especially as the driver had to fumble for the short gear-lever.

Sumner drove the twin-tyred 10½-litre Delage up in 21.95 secs., running his 30/98 Vauxhall as well, and Lemon-Burton had a splendid drive on a 2.3 Bugatti in 20.36 secs. E. R. Stafford's well streamlined Moses shared with Noel Sisson's 6½-litre Bentley a noted reluctance to engage its lowest ratio and inattention caused a bad start, though a previous run occupied 25.42 secs. Dick Nash, unable to run his Union-Special because one of its blowers was sick, brought the 1912 15-litre Lorraine Dietrich, "Vieux Charles Trois," wrongly described by Announcer Curtis as the 1908 11-litre winner of the Dieppe G.P. On the first run immense blow-backs inspired a record smoke-screen and the time was 31.36, but subsequently the machinery became better behaved and Nash clocked 28.65 secs. to win the Handicap class.

The Atalanta made its bow in competition at this meeting. The Bentley Drivers' Club had a class to themselves, won by Forrest Lycett's 4½-litre Bentley in spite of its stiff handicap. James Allason drove the ex-Windrum and Garstin 4½-litre very nicely and Redford ran a saloon 4½-litre.

Lycett subsequently won the unlimited sports category with a very fine run indeed with his 8-litre Bentley.

These Lewes meetings are altogether excellent and we hope to see at least as good an entry at the next gathering on August 21st.

RESULTS

Frazer-Nash Cars (any type) : J. O. C. Samuel (25.50s.).

STANDARD SPORTS-CARS

1,100 c.c. : (1) E. W. H. Dobson (Fiat Balilla), 32.82s.

1,500 c.c. : (1) D. A. Aldington (Frazer-Nash), 28.06s.; (2) E. K. Farley (H.R.G.), 28.24s.

2,000 c.c. : (1) E. K. Farley (H.R.G.), 27.15s.; (2) D. A. Aldington (Frazer-Nash), 27.62s.

Unlimited : (1) G. S. C. Matthews (Ford V8), 26.84s.; (2) C. G. Fitt (Frazer-Nash-B.M.W.), 29.50s.

SUPER SPORTS-CARS

1,100 c.c. : (1) J. N. Innes (M.G. K3), 26.14s.; (2) H. Griffiths (Alta), 26.91s.

1,500 c.c. (1) J. N. Innes (M.G. K3), 25.56s.; (2) H. Witley Burt (27.88s.).

Unlimited : (1) F. Lycett (8-litre Bentley), 22.89s.; (2) J. O. C. Samuel (Frazer-Nash), 25.33s.; (3) J. N. Innes (M.G. K3), 25.68s.

Bentley Drivers' Club : (1) F. Lycett (4½-litre), 25.60s.

RACING-CARS

1,100 c.c. : (1) A. N. L. Maclachlan (Austin Seven), 21.80s.; (2) D. G. Evans (M.G. Montlhery), 22.50s.

1,500 c.c. : (1) George Hartwell (M.G.), 21.14s.; (2) Arthur Baron (Bugatti), 21.96s.; (3) D. G. Evans (M.G.), 22.03s.

2,000 c.c. (1) A. Baron (Bugatti), 21.15s.; (2) A. N. L. Maclachlan (Austin Seven), 21.34s.; (3) D. G. Evans (M.G.), 21.94s.

Unlimited : (1) Geoffrey Taylor (1,960 c.c. Alta), 19.30s.; (2) J. Lemon Burton (2,300 c.c. Bugatti), 20.36s.; (3) D. G. Evans (21.21s.).

Handicap : (1) R. G. J. Nash (Lorraine Dietrich), net time 18.29s.; (2) Mrs. Corbett-Fisher (driver H. S. Wilton) (M.G.), 18.66s.; (3) G. B. C. Summer (Vauxhall), 18.79s.

THE SILVER SPRINGBOK TROPHY MEETING

A very successful meeting was held at the Lord Howe Circuit on the outskirts of Johannesburg recently.

This is a very tricky course and gives motor-cycle and motor-car racers full opportunity of displaying their skill, and most thrilling racing was witnessed by a crowd of approximately 16,000 people.

The meeting opened with a fifty-mile motor-cycle dash for 350 c.c. machines. Joe Sarkis, winner of ten South African T.T. races, astride his Norton, with his usual perfect timing and cornering won this race in the excellent time of 47 mins. 1 sec., at an average speed of 65.79 m.p.h. The second man, Alan Reeve (Norton) came in second 53 secs. later. (Reeve was killed in a collision with a motor-car on his way back to Pretoria after the meeting. This will be a great loss to South Africa, as Reeve was one of our best riders, with considerable overseas experience.) J. K. Higham (Norton) was third, R. D. Ramsay (Norton) was fourth. Nortons took first six places in this race.

The next event was Race A, for the Silver Springbok Trophy. Twenty cars lined up for the start. They were as follows :—

1. A. Bernadi (750 c.c. Austin).
2. M. Short (700 c.c. D.K.W.).
3. A. S. du Toit (1,122 c.c. Morgan 4/4).
4. F. Brodie (1,287 c.c. M.G. Magnette).
5. D. Woodhead (1,287 c.c. M.G. Magnette).
6. H. T. Coombes (1,089 c.c. Riley).
7. V. C. Barrange (1,089 c.c. Riley).
8. J. Sarkis (2,200 c.c. Willys).
9. J. J. de Beer (3,015 c.c. Ford).
10. J. Whitehead (3,000 c.c. Railton).
11. W. Gore Graham (3,000 c.c. Maserati).
12. H. W. Bruce (3,400 c.c. Terraplane).
14. J. McNicol (1,500 c.c. Talbot, supercharged).
15. W. Le Roux (3,600 c.c. Ford).
16. F. Smith (3,600 c.c. Ford).
17. P. Roberts (2,000 c.c. Bugatti, supercharged).
18. E. Govoni (2,000 c.c. Bugatti, supercharged).
19. W. H. Roderick (2,600 c.c. Alfa-Romeo, supercharged).
20. "Mario" (2,300 c.c. Bugatti, supercharged).
21. H. F. Hooper (3,300 c.c. Bugatti, supercharged).

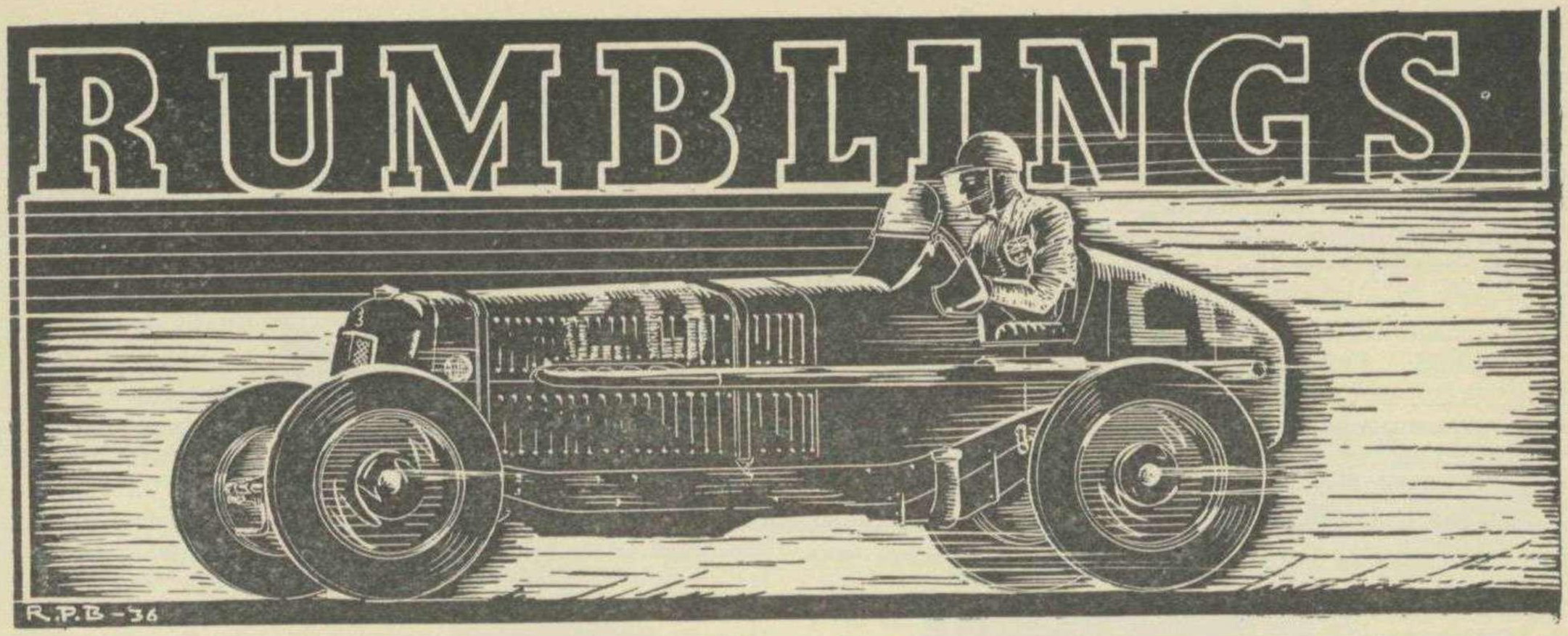
All started off well with the exception of J. McNichol whose car would not start. "Mario" was soon out of the race with a broken propeller shaft. Hooper came to grief on the tortuous "Howe's Choice" corner. When travelling at high speed, he missed the corner, ran over the bank and somersaulted three times; fortunately he was thrown clear and only superficially injured. At this point the D.K.W. was leading. On the seventh lap the D.K.W. had been passed by Berrange in the fast Riley bought from Austin Dobson. Then on the twelfth lap the Riley had transmission trouble and was out of the race. From the thirteenth lap it was clear that barring accidents D. Woodhead in a black M.G. Magnette stood a good chance of winning. Following hard on his tail was the white Terraplane driven superbly by H. W. Bruce. Bruce was lapping consistently and taking corners with easy grace. During the fifteenth lap the crowd had some thrills when Smith in his Ford V8 skidded badly, when travelling fast, and rushed at the spectators, who were only saved by his skilful driving. Soon another thrill occurred when P. Roberts, who was going well in his Bugatti, turned right round in the centre of the track and was narrowly missed by Gore Graham in his fast Maserati.

In the eighteenth lap Bruce passed Woodhead and came home an easy winner with Woodhead second, Whitehead third, and Roderick fourth. Bruce's average speed was 61.08 m.p.h. Roderick set up the fastest lap at 62.77 m.p.h.

As an interlude, during the lunch interval, an interesting contest took place between J. Sarkis (Norton) and "Mario" (Bugatti) over two laps and ended with Sarkis the winner.

In the Rand 50-mile Dash for 500 c.c. motor-cycles Sarkis on his 350 c.c. (Norton) was again first. Seventeen cycles made a massed start. Vlok Norton set a fast pace and led for the first five laps; gradually Sarkis gained on him and finally in a magnificent burst of speed shot past him. Sarkis was in even better fettle than in the previous race and came home an easy winner with Vlok second and Aitken (A.J.S.) third.

For the last race for motor-cars there were thirty entries. Never on the Howe Circuit has so close a finish delighted a crowd. The first two were separated by a few yards at the finishing point, first place went to Bruce who just managed to take the race from Woodhead. J. J. De Beer came third, not far behind, and then another exciting duel was fought within sight of the finishing line between A. S. Du Toit and Whitehead. Whitehead just managed to beat his opponent at the last moment.



Very Scientific

Some excitement apparently was occasioned at Donington on the occasion of the Nuffield Trophy Race, by the appearance of the " gas-meter " operated by Kesterton of S.U. Carburetters. This is merely an electrical device which records on a dial the make-up of the mixture entering an engine, by means of automatic analysis of the exhaust gases. It is well known that modern high-compression racing engines are very particular and require curious fuels and that correct carburation of these fuels is a highly scientific business, often put all at sea by unexpected changes in the humidity of the atmosphere. Therefore, it is hardly surprising that the S.U. device has come to the tuners' aid, though S.U. deserve no less credit for introducing it. The method is quite familiar to aeronautical engineers and is in use on American aircraft as a means whereby pilots may know what mixture the engines are receiving and accordingly make adjustments to ensure economical operation and safe fuel/air ratios. The Lockheed Electra air-liners of British Airways feature similar apparatus amongst the maze of controls and instruments that grace their " offices "—and which put any racing car's instrument panel to shame. So the S.U. " gas-meter " is not so sensationally novel after all, although that is not to suggest that it will not have a very big bearing on the efficiency and reliability of racing-car engines and on the number of baldheaded engine-tuners in the future.

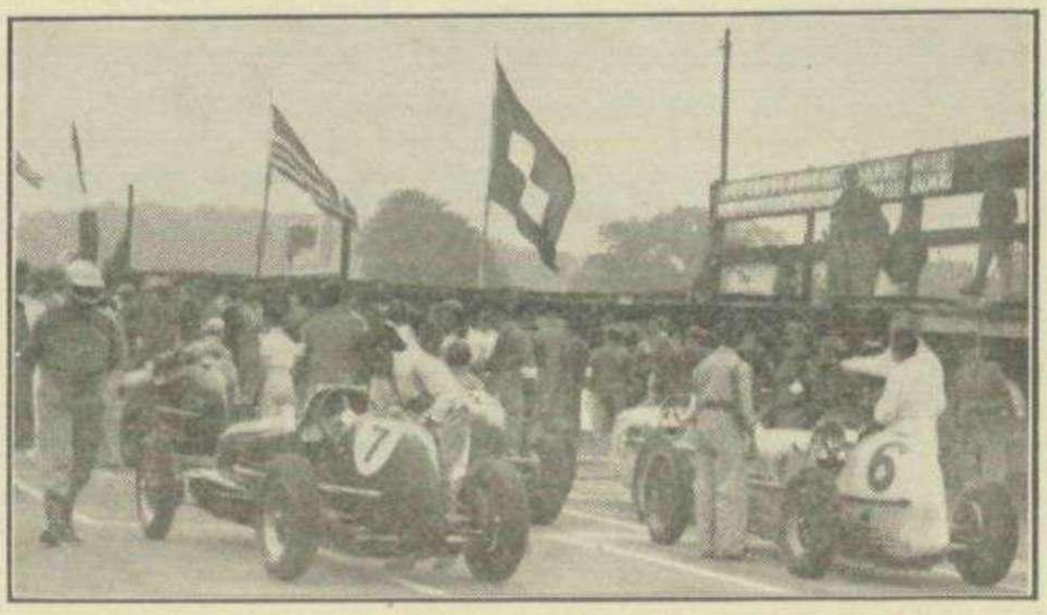
Midnight Prowl

Wanting some water for the Ford V8 after a trial, and feeling that a little more air in the tyres would be conducive to more rapid journeying homewards, we sailed into the Pipbrook Service Station at Dorking. Although the hour was not far short of midnight, a keen young man, espying our competition rig, insisted that we step into the showrooms to see his special motors. One of these was the Lloyd-Special single-seater which Arthur Baron built for racing on the dirt at Greenford some years ago, utilising one of the old T.T. Vauxhall frames and other odd bits and pieces. This remarkably exciting-looking car had not long returned from a jaunt on the road, and its owner started it up, that we might register surprise at the note from the external exhaust—which we did, for it certainly belied the o.h.v. Buick power-unit.

His other car was a 1931 Aston-Martin in process of overhaul in readiness for the J.C.C. Budapest Rally next September. It had a body with rounded stub-tail, very like that of the A.M. tested by MOTOR SPORT in January 1930, and therein reposed a big fuel tank, cut away to clear the rear axle as on a racing-car, while the finish of that axle casing would certainly not have shamed a very good racing job.

Fire Risk

Poor Pat Driscoll did not get burned for nothing on the occasion of the Empire Trophy Race at Donington, for attention is now being given to re-fuelling methods at the pits. The B.R.D.C. asks that pressure-refuelling, which, you will remember, was not allowed for the Empire Trophy Race, be made an alternative to the use of churns. The J.C.C. has wisely adopted this suggestion for its 200-Mile Race, barring over-pit gravity feed appliances, while the R.A.C. has banned churns altogether for the Donington T.T. This latter move is only regrettable on account of the expense, and indeed actual shortage, of pressure-refuelling apparatus, and we wonder how long it will be before Percy Bradley is able to announce that permanent apparatus of this kind graces the new all-concrete pits at Brooklands.



Before the Race—The Cars lining up at the start of the Nuffield Trophy. Du Puy can be seen on the left of the picture.

RUMBLINGS—continued

Stiffer Each Year

Much of the interest that the J.C.C. High Speed Trials evoke is accounted for because the organisers ensure that these sixty-minute blinds are a really good test of man and mount. To do so they have progressively raised the required minimum average speeds year by year and by what margin this has been necessary is a flattering reflection on the increasing speed capabilities of standard and near-standard motor-cars. For instance, in 1925 and 1926, when the course embraced the road up under the tunnel and a descent of the Test Hill, an average of 30 m.p.h. was deemed sufficient for 1,100 c.c. touring cars, with 35 m.p.h. for touring cars up to 1½-litres and 40 m.p.h. for sports-cars of all engine sizes up to 1½-litres. Back issues of MOTOR SPORT will tell you what was the outcome. Subsequently the Track only was used, with the introduction of the present course with artificial barriers in the finishing straight in 1930. The minimum speeds imposed were as follows :—

	Up to 750 c.c. m.p.h.	Up to 850 c.c. m.p.h.	Up to 1,100 c.c. m.p.h.	Up to 1,500 c.c. m.p.h.	Up to 3,000 c.c. m.p.h.	Up to 5,000 c.c. m.p.h.	Unlimited m.p.h.
1928	—	29	31	34	—	—	—
1929	—	32	34	38	—	—	—
1930	33	—	35	38	—	—	—
1931	36	—	39	41	—	—	—
1932	37	—	41	44	—	—	—
1933 Standard Awards ...	46	—	47	50	52	54	55
1933 Special Awards ...	53	—	54	56	57	59	60

	Up to 750 c.c. m.p.h.	Up to 850 c.c. m.p.h.	Up to 1,100 c.c. m.p.h.	Up to 1,500 c.c. m.p.h.	Up to 2,000 c.c. m.p.h.	Up to 3,000 c.c. m.p.h.	Up to 5,000 c.c. m.p.h.	Unlimited m.p.h.
1934 Standard Awards ...	48	—	50	55	—	57	—	60
1934 Special Awards ...	54	—	55	59	—	60	—	62
1935 Standard Awards ...	—	52	54	56	58	60	—	63
1935 Special Awards ...	—	56	58	60	62	64	—	67
1936 & 1937 Standard Awards	—	52	54	56	58	60	—	62
1936 & 1937 Special Awards...	—	58	60	62	64	66	—	68

Now you see why people had such a tough task on July 3rd. Although this is another event which is "not a race," lots of competitors have a flair for fastest time in the respective classes, and naturally there is much satisfaction to be had from recording the highest average of the day. But such performances should not be allowed to overshadow those of drivers who know their cars are not very reliable at ultra-high speeds and who consequently contrive to just qualify for the award within their reach, aided by their passenger's time-keeping. Nor should we overlook those who qualify for an award with motors capable of very few m.p.h. more than the set average, by dint of consistently good driving at both the corners, and possibly any slip-streaming they can "win."

A Very Fine Performance

Forrest Lycett, who drives Bentley cars in competition just for amusement, recently took the 8-litre down to Brooklands and had it officially timed over the standing kilometre at 27.46 secs., which represents a Class B international record, subject to the usual confirmation. This is a very fine performance for an old car which is essentially a sports job, docile in traffic, and not specially streamlined.

Auto-Union Reaches over 240 m.p.h. on the Road

Not at all a long time ago there was vast excitement and much profitable increase of advertising in the motor-papers when a car achieved a speed of four-miles-a-minute, propelled over a stretch of barren sand by an immense power-unit. Consequently, it is almost impossible to do justice to the latest exploits of Auto-Union, whereby Rosemeyer has captured the Class B flying mile and kilometre records from Mercédès-Benz at 243.675 and 243.5 m.p.h. respectively. Beyond pointing out that the car was a Grand Prix type of machine with an engine capacity of only 6-7 litres, and that Rosemeyer drove it on the Frankfurt-Heidelberg Autobahn, we will make no further comment—except to say that controllability has kept pace with speed increase, for remember the tough job Segrave had at 140 m.p.h. on the road—admittedly an undulating road—with the old 4-litre V12 Sunbeam. Rosemeyer captured, in all, eight records, including that of Caracciola's Mercédès-Benz record, in the form of 10 miles at 225.16 m.p.h. He has raised the old figures from fourteen to sixteen m.p.h.

More Records

Records have been changing hands a bit of late, for Major Gardner's ex-Horton M.G. Magnette, which took the British light car Hour Record at 117 m.p.h. in 1934, has taken the Class G flying mile at 142.63 m.p.h. and the Class G flying kilometre record at 142.302 m.p.h. at Frankfurt. Gardner has built a coupé top for the cockpit and is now looking for elusive horses

Over in Australia one John Snow has pushed up a batch of Australian 1,100 c.c. records with a K3 M.G. Magnette—quarter-mile to standing mile at speeds of 51.7 to 105.57 m.p.h.

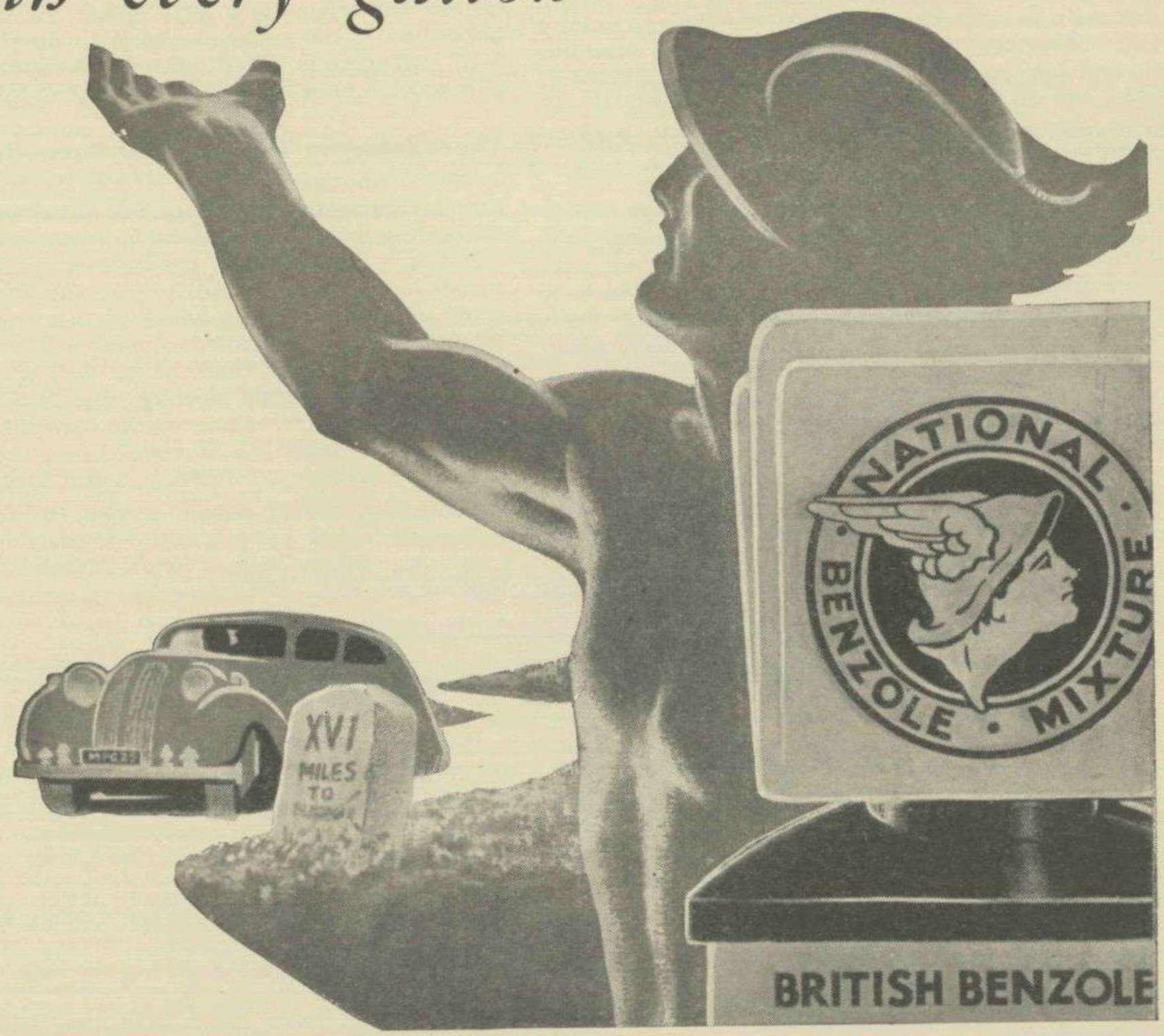
Mmes. Siko and Descollas and Mlles. des Forest and Helle-Nice took ten world's and five International Class C long-distance records at Montlhèry with a nicely streamlined 3.6-litre Matford (Ford V8), their ten days' average working out at 86.99 m.p.h.—which gives Ford folk plenty of food for thought and discussion.



A very keen enthusiast—Mrs. K. Petre snapped whilst having a cup of tea in the marquee after competing at Shelsley Walsh.

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NATIONAL BENZOLE MIXTURE, blended from British Benzole and high grade petrol, gives greater power and therefore greater mileage . . .

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NATIONAL
BENZOLE MIXTURE

BENZOLE MAKES GOOD PETROL BETTER!

RUMBLINGS—continued

Another remarkable record, in a different category, is that of Furmanik, who brought out a specially constructed enclosed-cockpit 1½-litre Maserati on the Florence autostrada and covered the flying kilo at 148.4 m.p.h., taking the class F record from Duray, whose Packard Cable Special did 143.3 m.p.h. at Arpajon in 1929. That astounding 164 m.p.h. Miller-Lockhart-mile was also tried but the Maser couldn't do it. However, it has taken the Class F standing mile and kilo records from our own E.R.A. at 104.87 m.p.h. and 89.95 m.p.h. respectively, beating Mays's figures by 8.79 and 4.80 m.p.h. Record work is certainly not defunct.

Reliability

Humphrey Symons, who specialises in curious long-duration motor journeys, did very well indeed with the Phantom III Rolls-Royce limousine, in which he recently drove from London to Nairobi and back within seven weeks. He averaged 375 miles a day, under fearful conditions most of the way, did Algiers to Nairobi, a little matter of 5,599 miles, at 35.1 m.p.h. average; and he added no water to the radiator during the 12,000 miles!

New Cars

The Bowler-Hofman-Special is now completed. It is a Bentley-engined outer-circuit type of car with no front brakes. Harry Bowler knows heaps about Bentley engines but is rumoured to be having some difficulty with the track-holding properties.

Whitfield-Semmence has completed his sprint A.C.-engined Frazer-Nash Special. It was intended that the car would be available for the first meeting at Lewes, but the Special was not finished in time. The engine was originally a 1927 2-litre A.C. Six with a bore of 65 x 100 giving a capacity of 1,991 c.c. Three S.U. carburetters are fitted. It is expected that 90 and 200 b.h.p. at 4,500 r.p.m. will be obtained.

The Donington Twelve-Hour Race—July 24th.

Before another issue of MOTOR SPORT is released the 12-Hour Sports-Car Race will have been contested at Donington. It should be a remarkably interesting race. The S.M.M.T. has opened it for trade participation, as is right and proper, and at the time of going to press we have heard of twenty-two entries. These comprise two Rileys, apparently works entries, Gerard's T.T. Riley that did so well at the Frazer-Nash C.C. Donington Meeting, five M.G.s, including Macdermid's entry, three works Austins, the three Auto Sports Singers, G. Hartwell's Singer, four Aston-Martins, a Wolseley, a Bentley, and a Triumph.

This alone would ensure a good contest, but we hold out hopes of a truly comprehensive field—Lagondas, Frazer-Nashes, Frazer-Nash-B.M.W.s, SS. 100 and the rest.

ODD SPOTS

Amongst the latest owners of the H.R.G. is E. K. Farley, who formerly drove in trials with a Singer. His car has the new bodywork with separate bucket-seats. H.R.G. owners are multiplying exceedingly, but Godfrey smilingly assures us that they are still remembered by their Christian names!

* * *

W. J. Cox, of the Ryder Cup golf team, has taken delivery of a 2-litre M.G. saloon.

* * *

Lady Wardington has taken delivery of a Lammas-Graham saloon.

* * *

Prince Bernhard has been personally trying a 4½-litre Lagonda Rapide on Brooklands.

* * *

Pouishnoff, the pianist, has bought a Triumph Dolomite saloon of the type we recently put through a road-test.

* * *

The Hon. Mrs. Victor Bruce uses a new A.C. drop-head four-seater coupé, but also retains the 1925 A.C. Six with which her husband won the 1926 Monte Carlo Rally.

* * *

Arnott, late of Centric Superchargers, Ltd., is now making a new vane-type compressor to his own designs.

* * *

E. K. Rayson is going abroad and consequently his racing stable is in the market. The famous 1½-litre Maserati is offered at £950.

The Ford V8 which took ultra-long distance records at Montlhèry, driven by women drivers, was lapping at just under 90 m.p.h. It did seventy-two hours at 88.6 m.p.h.

* * *

We regret to record the death, at the age of thirty-nine, of Frank Hallam, who used to drive Alvis racing-cars.

* * *

A.F.N. Ltd. have taken over the British agency for the B.F.W. Messerschmitt Taifun 108, a four-seater metal low-wing monoplane, that does 186 m.p.h., and 162 m.p.h. cruising, on a 240 h.p. Argus motor. The price is approximately £3,000.

* * *

"Chitty-Bang-Bang"—presumably "Chitty II"—ran at the Sporting Owner-Drivers' Club Southall Speed Trials.

* * *

The latest Rileys have "hi-charge" induction systems and overdrive top gears.

* * *

The International Trophy Race will be given a rolling start—the first time such a start has been used in this country.

* * *

J. E. Swainson is now in partnership with Marcus Chambers at 5, Hansard Mews, Holland Road, W. 14.

MASERATIS BEAT PRIVATE E.R.A.s

CONFUSION AND QUARRELS AT FLORENCE. "ROUND THE PARK" AT MILAN

Hailed as the "First Fifteen Hundred Grand Prix," the much-vaunted race at Florence was marred by some flaws in the organisation which caused some heated arguments as to who was the real winner of the race.

There was a hint of trouble to come during practice, for Prince Chula and Dreyfus both came to the conclusion that the lap timing was inaccurate. They reported the matter to the organisers, and different men were appointed for the race. What was needed as well, however, was a new set of lap-scorers.

Apart from this, practice was chiefly notable for the unfortunate accident of Embiricos, the Greek driver of an E.R.A. with the Tecnauto system of independent front suspension which is fitted to de Graffenreid's Maserati. His crash was not a spectacular one, but he hurt his arm and leg, and the car was too badly damaged to be repaired in time for the race. J. P. Wakefield, who had just acquired his six-cylinder Maserati, had a lurid skid but kept to the road.

The works E.R.A.s were not present, having preferred to support home racing at the Nuffield Trophy. Embiricos being out, this left "Bira," Tongue and Whitehead to defend the British colours. The Italians were overwhelmingly superior in numbers, totalling thirteen, and including the four-cylinder record-breaking car owned by Furmanik. Trossi was to drive this car in the race, while René Dreyfus handled the six-cylinder car which Trossi had driven to victory at Naples some time previously.

Florence was just about as hot as it could be. It was overpowering, and both drivers and cars were obviously in for a strenuous time. Gaily decked tribunes had been erected, and the race attracted a big crowd on the Sunday afternoon.

Trossi, "Bira" and Whitehead were in the front row at the start, and the Siamese immediately went into the lead. He stayed there for four laps, and then Trossi got by amid great excitement. Behind him came Bianco and Dreyfus, who was playing a waiting game ready to fill the breach should Trossi, in trying to crack "Bira," crack himself instead. But there was no need to worry, for "Bira" found his brakes weakening, and was passed by Bianco and Dreyfus on the sixteenth lap.

The next sensation was caused by Trossi, who became faint with the heat and slowed right down, being passed by Bianco, Dreyfus, "Bira" and Durio. Realising that to keep on would be fatal, Trossi stopped, and handed over to Rovere.

Meanwhile Dreyfus had taken the lead from Bianco, and was driving in his usual polished style, neat and precise on every corner. "Bira's" brakes got worse and worse, until, after overshooting a couple of corners, he decided to call it a day. Tongue and Whitehead were outclassed by the leaders, but were having a most interesting scrap between themselves.

After Rovere had driven for ten laps, Trossi declared his intention of continuing. He took over, and immediately proceeded to give one of his *virtuoso* performances. Place after place he picked up, and soon he was fifth, behind Dreyfus, who led, Bianco, Cortese and Severi.

Would he catch Dreyfus? At fifty laps he was third, and a few laps later he was second. But Dreyfus spurted in time, and held off his team-mate to the end. The Maserati "works" team completed a grand slam when Bianco, the remaining member of the team, came home third.

Tongue and Whitehead made a good race of it, in spite of the intense heat, and the former finished fifth.

As we have said, there was some confusion after the race as to the definite placing of the first three, but eventually it was agreed that Dreyfus was in fact the real winner.

TWO RACES AT MILAN

The story of the 1½-litre race at Milan was rather similar to that at Florence. There were no works E.R.A.s, and again it was left to "Bira," Tongue and Whitehead to oppose a flock of Maseratis, including one driven by J. P. Wakefield.

There were twenty starters, and their getaway was somewhat ragged owing to poor flag arrangements. The front row were filled with Maseratis, and it was not surprising that half a dozen of these cars came past in a grand bunch at the end of the first lap, driven by Severi, Rovere, Siena, E. Villoresi and L. Villoresi. Then came the imperturbable "Bira," who had started from the third row. Tongue and Whitehead had both been in the fourth row, and were well back.

The hell for leather pace of the leaders obviously could not last, and sure enough after six laps the leader, Severi, and "Bira" both fell out of the pack and "Bira" subsequently retired with engine trouble. Now Siena got past Rovere, and proceeded to give a very nice exhibition of calm driving. Rovere was the next to drop out of the running, and second place was taken by Marazza, driving the old two-seater Maserati which Lurani used to win a lot of small hill-climbs with.

This order was maintained to the finish, and these two were followed home by Cortese and Tongue, who had driven a steady race and well deserved a good finishing position. Whitehead was eighth and Wakefield tenth.

RESULTS

Result of 1,500 c.c. Race

1. E. Siena (Maserati).
2. A. Marazza (Maserati).
3. E. Cortese (Maserati).
4. R. E. Tongue (E.R.A.).
5. V. Belmondo (Maserati).
6. L. Villoresi (Maserati).
7. Severi (Maserati).
8. Whitehead (E.R.A.).
9. N. Righetti (Maserati).
10. J. P. Wakefield (Maserati).
11. G. Lurani (Maserati).
12. P. Baniffi (Maserati).

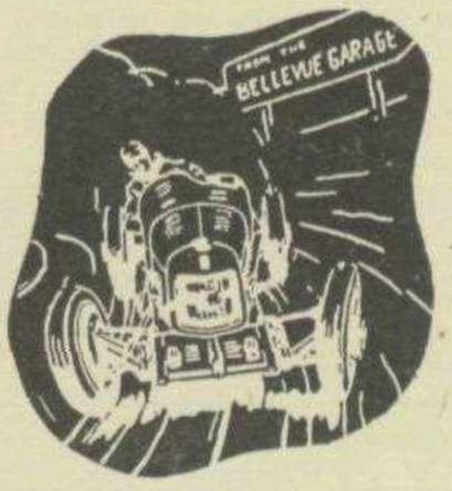
An unusual field turned out for the big race, for only Hasse's Auto-Union was there to challenge the Alfa-Romeos of the Scuderia Ferrari and a host of privately owned Alfas and Maseratis.

No one really thought that the Auto-Union would be able to match the Alfas on the short and twisty circuit, especially as the great Tazio Nuvolari was to lead the Italians.

This was borne out when the cars came round for the first time, for Nuvolari was leading from Farina, Trossi and Ruesch, with Hasse fifth. Then Trossi passed Farina and began to press Nuvolari—actually passing him when the latter stopped to change a plug! But the Count then began to notice a certain lack of response in the steering of his twelve-cylinder Alfa-Romeo, so he pulled into the pits once or twice for an examination, dropping back several places.

Nuvolari was now in the lead once

Continued on page 285



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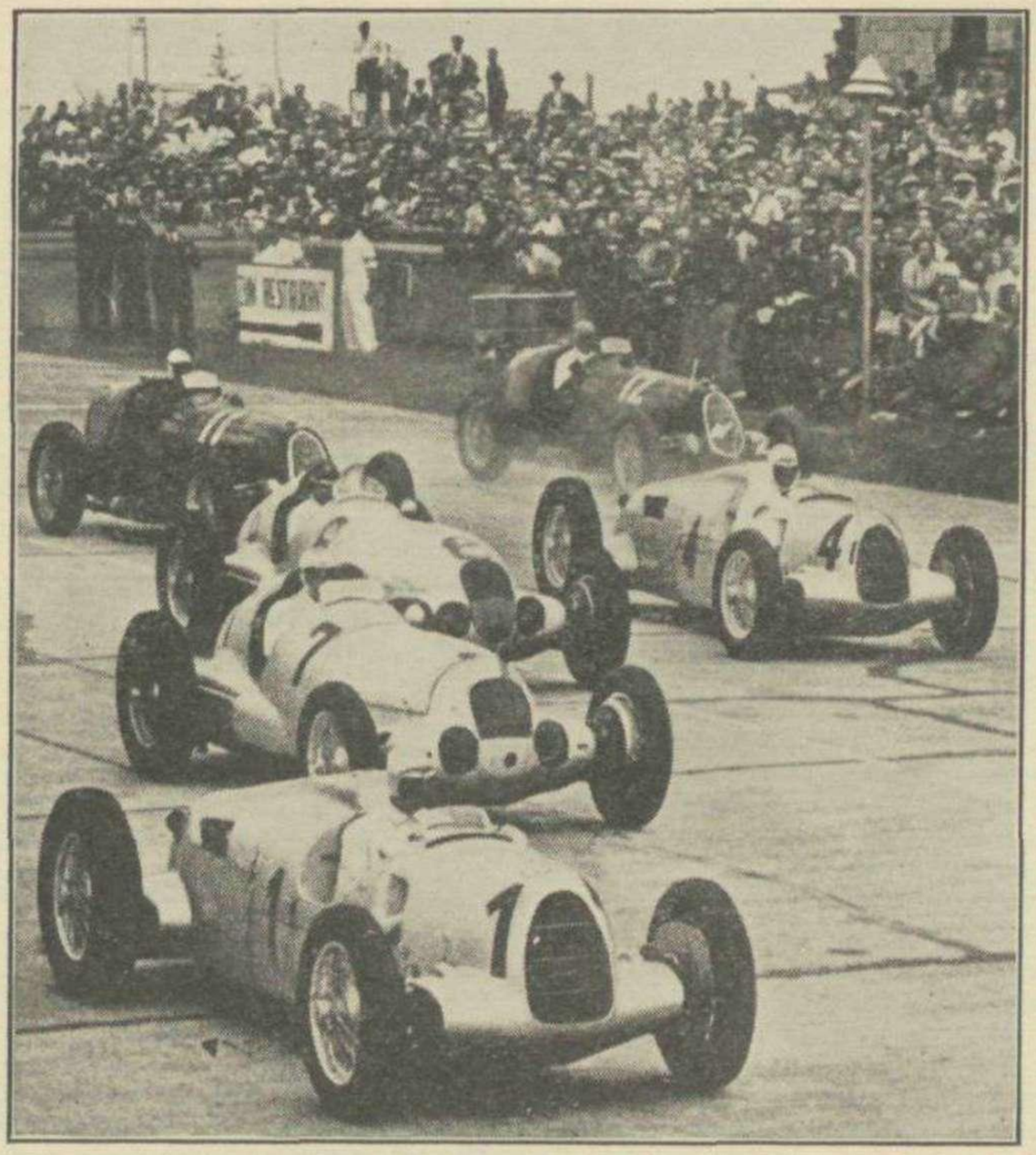
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ROSEMEYER'S MAGNIFICENT VICTORY OVER THE MERCÉDÈS-BENZ TEAM.

WINS BY 50 SECONDS OVER CARACCIOLA.

A. F. P. FANE MAKES NEW LAP SPEED RECORD FOR SPORTS-CARS, IN FRAZER-NASH B.M.W.

RACING AT THE NURBURG RING

The Eifelrennen at Nurburg Ring in June was remarkable for three things. First of all it was a fine day, after the rain and fog of previous years. Then Berndt Rosemeyer drove probably the finest race of his career in beating, to all intents and purposes single-handed, the full might of the Mercédès-Benz team. Finally, A. F. P. Fane, the British driver, scored a great win in the sports-car race, setting up a new lap record with his Frazer-Nash-B.M.W. for sports-cars irrespective of size.

The village of Adenau presented its usual animated appearance before and after the race, all the important people staying at the Eifelerhof and the lesser lights at the Krone and wherever a bed could be found for them in private houses throughout the village. The usual estimate of a crowd of 300,000 was given out, and swarms of people camped out all night round the course and arrived by train-loads during the night.

After an inauspicious dawn, the weather gradually cleared up until the sun was shining cheerfully. The crowd did not have so long to wait for some excitement as it does at the German G.P. meeting, for at 8 o'clock the motor-cycle race was due to start. The combinations were particularly terrifying, many of them having "banking" sidecars and acrobatic passengers.

Then came the sports-car race, and the prospect of a great duel between Henne, the German, and our own Mr. Fane, both on B.M.W.s. Actually there were six races all held at the same time, for various classes. The start was quite exciting, with rows and rows of sports-cars of all types, sizes and ages.

The Henne-Fane clash fizzled out early. Henne shot away into the lead, but Fane soon got by and was leading at the end of the first lap. Then going down to the Hocheichen, the German overdid things in an effort to catch the flying Englander, with the result that he crashed, being removed with injured shoulders. This left Fane unchallenged in his class, and he sailed home at 67.31 m.p.h.—faster than the winner of the blown 2-litre class.

M.G.s figured well in the finishing lists, for Regies won the 1,100 c.c. unsupercharged class and Kohlrausch was a very fine second in the 2-litre blown class with his 750 c.c. Midget!

Fane's victory was greeted with applause and he made a triumphant circuit of the course with the great Korpsfuhrer Huhnlein in the second seat.

And now it was the turn of the Grand Prix cars, and the crowd cleared their throats to cheer their favourites. Another Mercédès-Benz victory, following on those at Tripoli and Avus, was predicted, especially as Stuck was in South America, Fagioli was ill, and Delius had slightly injured himself, when he crashed in practice. Thus Rosemeyer was left to bear the brunt of the attack, for he had only Hasse and Muller to support him, and the latter was driving in his first race. On the other hand Rosemeyer had made the fastest lap in practice, at the amazing speed of 85.4 m.p.h. (9 mins. 57 secs.).

The race was to be a short one, only ten laps of the 14-mile circuit, but even so it was anticipated that the rear tyres would last only half this distance. There would be no need to refuel.

Traffic-lights were used for starting the race, and enabled all the drivers to edge forward in no half-hearted fashion. As everyone did the same thing, however, it was fair to all—although not in strict accord with the rules!

Rosemeyer was just ahead of Caracciola as they roared past the Press Box in the stand, with Lang, Seaman and von Brauchitsch immediately behind. Down to the long South Curve they swept, and then back behind the pits to the Tribunenkurve, and along the straight between the two corners Caracciola nipped ahead of his young rival to lead by one second from Rosemeyer, then Lang, Delius, Seaman, Hasse, von Brauchitsch, and the gallant Nuvolari.

Round the 133 bends and corners of the Ring they scurried, holding their immensely powerful machines in continual slides and driving, every man of them, with consummate skill.

At last the notice board near the stands signalled the news that the first man, Caracciola, was entering the two-mile straight leading back to the Startplatz. Then a silver projectile flung into sight and Caracciola was past and gone in a thunderous roar. Then came Rosemeyer, and —flash after flash!—von Brauchitsch, Lang, Delius, Seaman, Hasse and Nuvolari's Alfa-Romeo, a splash of red after so many silver cars.

But Rosemeyer was not finished yet, and on the second lap he passed Caracciola, who promptly got in front again at the

THE NURBURG RING—continued

very next opportunity. This is what the crowd liked, and the excitement grew to an indescribable pitch.

Meanwhile all was not well with two other Mercédès drivers, for Seaman retired on lap 2 with ignition trouble and Kautz was in trouble with oil leaking everywhere but he kept going. Seaman's car was brand new, straight from the works, and he had not even had time to practise for more than a few laps.

Rosemeyer covered the third lap in 9 mins. 59 secs. and closed in on Caracciola, who was easing up a few seconds per lap. Rosemeyer took advantage of this to slip by, and gradually forged ahead. Behind Caracciola came von Brauchitsch, and these three had outdistanced the rest of the field. Nuvolari and Farina were doing their best with the Alfas, while the independent Alfas and Maseratis might well not have been in the same race as the leaders!

True to prediction, Caracciola's rear tyres passed out after five laps, and he came into the pits trailing bits of rubber all over the place. No sooner had he come to rest than von Brauchitsch was in, too, and some high-speed wheel-changing was seen. Caracciola took 38 seconds and von Brauchitsch 36 seconds—or rather their agile mechanics did.

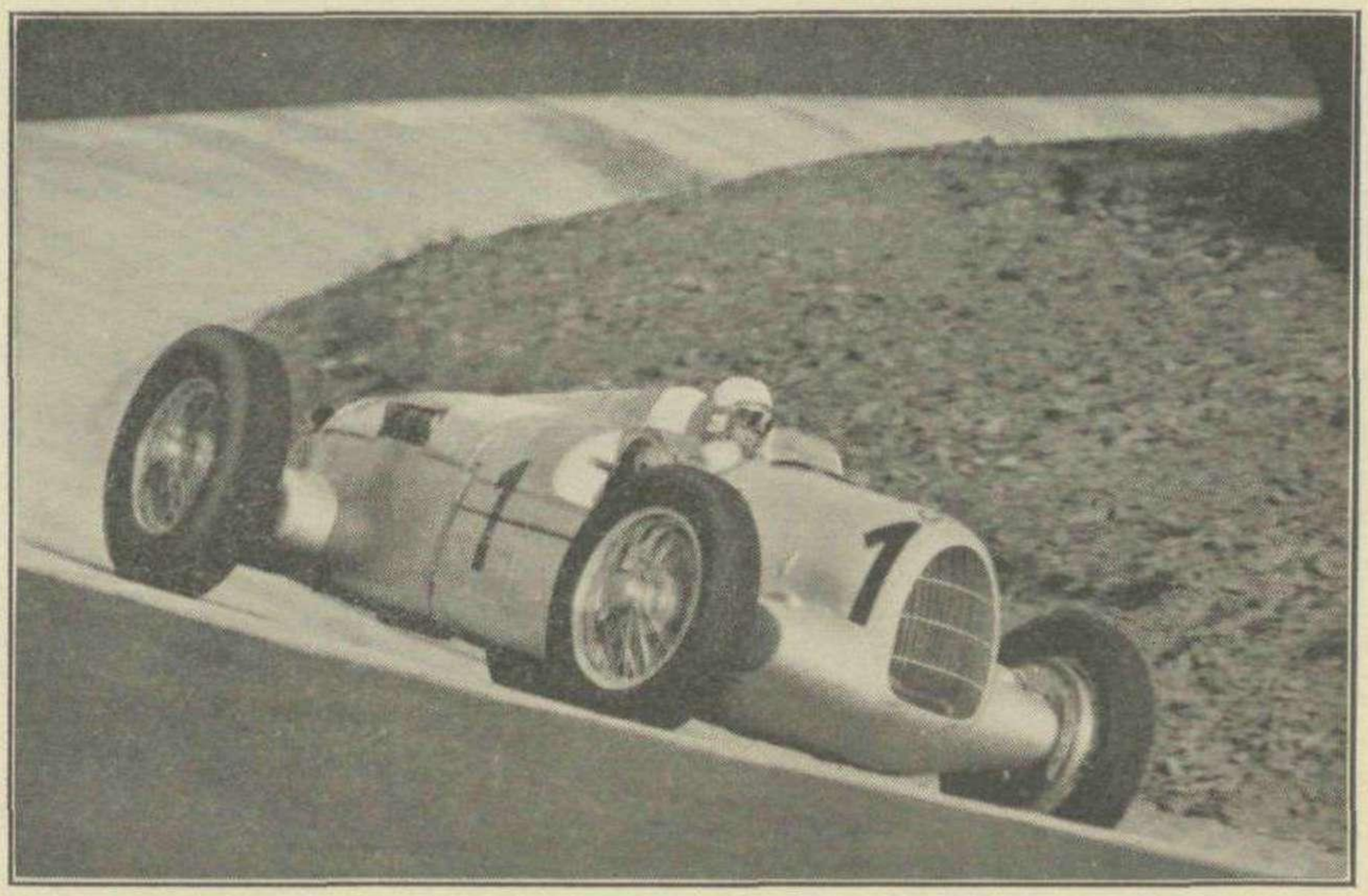
Rosemeyer came in on the next lap, but since he had not been slowed by the tyres disintegrating, as Caracciola had been, he was leading by 45 seconds when he accelerated away after a 30 second tyre change.

There were still only three cars in it, for the field had by now settled down into a fairly steady order. Nuvolari, the maestro, was driving beautifully in fifth place, behind Hasse, and he was actually leading Lang, Kautz and Delius, who were having a private scrap all of their own.

And so it went on to the end. Hasse nearly lost his fourth place when he pulled into the pits to examine his rear tyres, but he was frantically signalled on when Nuvolari roared past the pits. Mechanics had already placed the jack under the rear axle, but Hasse let in his clutch and jerked the car off the jack, spinning away in a cloud of black smoke from the ill-used tyres. So terrific was the acceleration of the Auto-Union that he caught Nuvolari on the run back past the pits, and the Italian sportingly waved him on.

An even 45 seconds separated Rosemeyer and Caracciola in the closing laps of the race, but on the very last lap Rosemeyer increased his speed from 10 mins. 10 secs. to 10 mins. 3 secs., giving him more than 50 seconds in hand at the finish.

Thus Rosemeyer remains the uncrowned king of Nurburg Ring, having won the last three races there. And Auto-Union had their revenge for Tripoli and Avus.



Berndt Rosemeyer (Auto-Union), who has won three times in succession at Nurburg, won this year's race by 50 seconds over Caracciola.

RESULTS

Eifelrennen Grand Prix

1. **Rosemeyer (Auto-Union) 1h. 42m. 11.2s. 82.95 m.p.h.**
2. Caracciola (Mercedes-Benz) 1h. 43m. 1.8s.
3. Von Brauchitsch (Mercedes-Benz) 1h. 43m. 56.8s.
4. Hasse (Auto-Union) 1h. 45m. 46s.
5. Nuvolari (Alfa-Romeo) 1h. 46m. 25s.
6. Lang (Mercedes-Benz) 1h. 48m. 6s.
7. Muller (Auto-Union).
8. Ruesch (Alfa-Romeo).
9. Kautz (Mercedes-Benz).
10. Delius (Auto-Union).
11. Soffietti and Startmann (Maserati).

Fastest lap: Rosemeyer, 9m. 59s., 85.13 m.p.h.

Sports Cars

Over 2-litres Supercharged (5 laps)

1. Hartmann (Alfa), 1h. 3m. 51⅕s. (66.509 m.p.h.).
2. Castelbarco (Alfa), 1h. 4m. 24⅘s.
3. Wimmer (Bugatti), 1h. 10m. 30⅘s.

Under 2-litres Supercharged (5 laps)

1. Berg (Alfa), 1h. 4m. 30⅘s. (65.88 m.p.h.).
2. Kohlrausch (747 c.c. M.G.), 1h. 10m. 19⅘s.

Over 2-litres Unsupercharged

1. Teagno (Alfa), 1h. 12m. 43⅕s. (58.49 m.p.h.).

1,500 c.c. Unsupercharged (4 laps)

1. Werneck (B.M.W.), 56m. 33⅘s. (61.11 m.p.h.).
2. Roese (B.M.W.), 57m. 38s.
3. Krings (B.M.W.), 57m. 38⅘s.

1,100 c.c. Unsupercharged (4 laps)

1. Regies (M.G. Midget), 59m. 33⅘s. (56.99 m.p.h.).
2. Haagner (Fiat), 59m. 36⅘s.
3. Zinn (Fiat), 59m. 46⅘s.

2-litres Unsupercharged (5 laps)

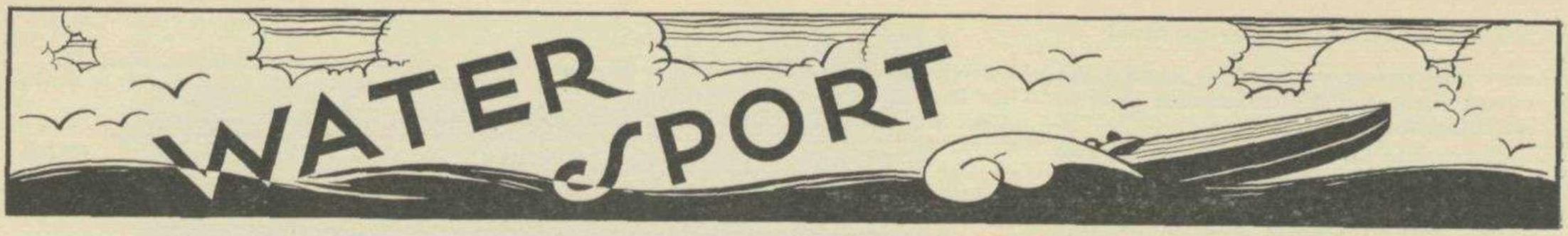
1. **Fane (Frazer-Nash-B.M.W.), 1h. 3m. 5⅘s. (67.31 m.p.h.).**
2. Richter (B.M.W.), 1h. 3m. 17⅕s.
3. Heinemann (B.M.W.), 1h. 4m. 29⅘s.

(4), (5), (6), (7), (8), all B.M.W.s

THE J.C.C. 200-MILE RACE

Readers of this paper will not need to be reminded that the J.C.C. revived the classic 200-Mile Race last year, staging it for the first time up at Donington. After the I.O.M. Race the 1½-litre section of the "200," now open to all sizes of cars, is our most important small car contest. Last year we very thoroughly enjoyed watching Seaman so masterfully vanquish the big fellows with his old 1½-litre Delage and it will be extremely interesting to see whether a small car can again come home winner of this scratch contest this time.

The regulations are now out. The distance is the popular one of about 200 miles, actually seventy-seven laps or 197 miles. Starters will be limited to thirty and released at 2.30 p.m. Ladies may compete. Entry fees are £15 per car, inclusive of insurance for third-party claims up to £10,000, with 10 per cent. reduction for a second entry and 20 per cent reduction for a third. Entries close at this rate on July 15th or at £25 per car, with subsequent reductions, on July 31st. The winner will receive the famous £250 André Challenge Trophy and £200 in cash. The entrant of the car finishing second takes £100 and that of the third finisher £50. In addition, the first 1½-litre car takes £100 and trophy, the second £50 and the third £25 and the other awards are also open to the 1½-litre cars. Any fuel may be used and pressure-refuelling is permissible, but not gravity-feed. It is to be hoped that a strong British entry will be faced with warm opposition from the Continent. The date of the race is Saturday, August 28th. Full particulars from: The Junior Car Club, Empire House, Brompton Road, London, S.W.7. Kensington 1295 and 2756.



LET'S GO MOTOR BOATING

By "PROP SHAFT"

There was a time not so long ago when the possession of a motor-car was the outward and visible sign of wealth or that its owner belonged to the leisured classes.

The development of the popular priced car together with the easy methods of payment now available has made it possible for the man of moderate means to share the joys of the open road and the result is that each week sees an ever-increasing army of motorists, good, bad and indifferent.

The fact that a man "runs a car" is no longer accepted as a proof of his financial stability. On the other hand if the same man is reputed to own his own yacht or spend his week-ends and holidays motor-boating he may well acquire a reputation similar to that enjoyed by the early generation of motorists.

Strange as it may seem to those who are unacquainted with this sport, it is cheaper and easier to become a motor-yachtsman than to own and drive a car. For the price of a moderate priced car one may become a real yacht owner with a power-driven craft which will enable its possessor to enjoy all the thrills and delights of being afloat.

Just as the popular priced motor-car has enabled the city clerk, the small tradesman and thousands of wage-earners to drive their own cars so has the development of the out-board motor made motor-boating a possibility for the million.

It is not given to all of us to "go down to the sea in ships," but whether it may be on the open sea, on the Thames or another of our great rivers, on the Norfolk Broads or on the hundreds of miles of inland waterways throughout the country, the out-board motor opens up a vista of happy, healthy holidays in the open air, changes of scenery with no restrictions such as beset those who seek their pleasures on the road.

There is another aspect of this development which is not without importance, the popularity of the out-board motor is attracting thousands to the sea who, but for its coming, would probably have remained landsmen for the rest of their lives.

In approaching this subject there are several things which the novice will want to know. "What is an out-board motor?" "What does it cost?" "How to get the best out of the sport?"

To take these questions in their order, the answer to the first is that it is a self-contained and portable marine unit. In its present form the out-board motor owes its existence to an American, O. Evinrude, who about thirty years ago invented a detachable engine for motor boats. The out-boards of to-day differ little in their main characteristics from the original Evinrude model. The complete unit consists of an engine having one, two or four cylinders, a driving shaft, propeller, water circulating pump and steering arrangement.

The last named is particularly important for when an out-board motor is attached to a rowing boat or other small craft it generally takes the place of the rudder and the boat is steered by turning the propeller, not on its own axis, but in a horizontal plane either to the right or left. By this means the thrust is not directly ahead, but to one side or the other and to the extent that the tiller, which is an integral part of the outfit, is moved.

In choosing an out-board one will of course be guided by the size and weight of the boat which it is designed



Tonic for Tiredness

Jaded? Tired of crowded roads? Why not get afloat where there is peace? The waterways are enchanting. Their tranquil calm is refreshing. Glide away with effortless ease over the serene waters of river, canal or lake, and you'll feel that life is good. Why not go motor boating this summer? It costs next to nothing. An Outboard Motor instantly transforms a hired boat into a motor boat. Stow a light Evinrude or Elto Outboard Motor in your car. (Motors from £11 11s.) Go motor boating, your week-ends will be restful, exhilarating, healthful and refreshing. Write for illustrated Catalogue No. E.M.5.

British Motor Boat Mfg., Co., Limited
Britannia House, Ampton St. London, W.C.1
Telephone: TERminus 6361 (5 lines)

GO *Motor Boating*

WATER SPORT—continued



An enjoyable way of spending a holiday. An Outboard is an ideal medium to ensure reaching a distant fishing ground at sea during calm weather. The Outboard shown in the photograph is an Evinrude.

CHRIS-CRAFT
Outstanding Racing Successes

U.S.A.

ALBANY-NEW YORK, 135 miles in **2** hrs. **46** mins. **10** secs. Average speed **46.85** m.p.h. (America's longest race). **27 ft. Chris-Craft** Runabout beats previous **12**-year-old record by **11** min. **50** secs.

GREAT BRITAIN (Poole) R.M.Y.C. Regatta

DAILY TELEGRAPH CUP 1st 2nd and **3rd** prizes.
4-litre HANDICAP for R.M.Y.C. CUP 1st prize.
R.M.Y.C. (6 mile service Runabout Handicap) 1st, 3rd and **5th** prizes.
ALL-COMERS HANDICAP 2nd and **5th** prizes.
(*These races were won by 16 ft. Chris-Craft Standard Racers*)

ITALY

PAVIA-VENISE 433 kilometres in **7** hrs. **39** mins. Average speed **38** m.p.h. (Europe's longest race). **18 ft. Chris-Craft** Runabout secures **1st** prize and wins the **Volpi Cup.**

SWEDEN

LAKE MALAR, July 4th, world's longest non-stop race (**170 miles**). **CHRIS-CRAFT 16 ft.** racer secures **1st** prize. Average speeds over **33** m.p.h.

All the above successes were achieved with absolutely standard boats by amateurs.

In **Racing** *and* **Cruising** *CHRIS-CRAFT ensures success—There are* **100** *distinct models from* **£275.**

ARTHUR BRAY
(Sole Distributor)

MARINE SHOWROOMS : 146, MARYLEBONE ROAD, BAKER STREET, LONDON, N.W.1
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Telegrams - - - - Bray, Welbeck 5406.

WATER SPORT—continued

to propel. The models range from 1 h.p. to about 50 h.p., the latter being designed for high speed racing or in conjunction with a large craft. For the purposes of this article we will assume that a small boat capable of seating two or three is all that is required and in that case the 1 h.p. model will do all that is necessary. A model of this type will propel a small rowing boat at approximately six miles per hour. This, compared with land speed, of course means nothing, but it is a comfortable cruising speed for those who wish to explore the beauties of the river or other water-ways.

A feature of this particular model is its portability as it weighs no more than 14 lb. and is so compact that it will fit into a good sized tool-box, if it is desired to get to the proposed rendezvous by car.

In the well known models such as the Evinrude and the Elto, which are made in America and Canada, also in the Britannia which is an all British product, the power-unit is of the valveless or two-stroke variety, thus making for simplicity, reduced weight and a fewer number of working parts. A further advantage is that no separate oiling system is needed, the lubricant is mixed with the petrol and both pass through the carburetter together, separation takes place in the crankcase, the oil being deposited upon the cylinder walls and crankshaft bearings, whilst the petrol vapour is forced up a channel in the cylinder casting and thence into the combustion chamber, where it is compressed and fired by means of an ordinary sparking plug.

It is not necessary at this stage to give further technical details, the object of these notes being to interest new-comers in this form of sport, and those who wish to know more about the construction can obtain this on application or better still inspect the various types of out-boards, together with light hulls, such as those which are always on exhibition at Britannia House, Ampton Street, W.C.1.

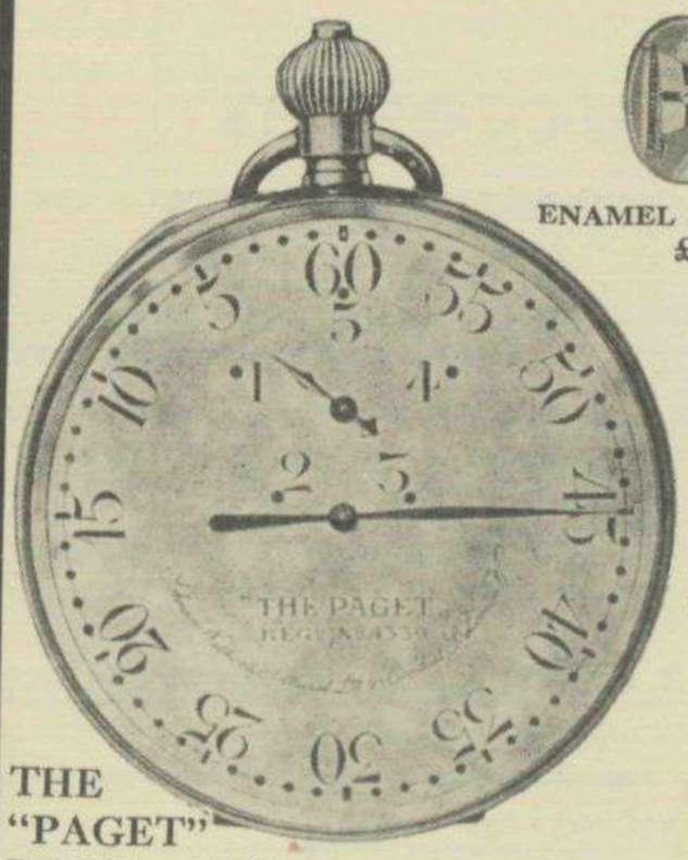
To come to the next and relatively the most important point, the question of cost. Those who know the out-lay involved in the purchase of even the smallest car will be interested to learn that it is possible to purchase a new out-board motor, weighing only 14 lb., —and thus easily portable by children as well as adults—for so little as £11 10s. 0d. In view of the fact that a good mahogany hull can be obtained for about £10, it will be realised that for an outlay of little more than £20 one can become the owner of a complete motor boat with plenty of room for two or three people and space to spare for camping equipment.

Apart from the cost of oil and petrol there are no other running charges, no licence is required, there is no tax to pay and, unlike motor-cars, insurance is not compulsory, although the wise owner will in his own interest see that he is adequately covered against any possible accident, to his own or other craft, in which he may be involved.

As an alternative form of sport to those who cannot afford to run a car, out-board motor boating offers a healthy and enjoyable pastime, but when taken up

JOHNSON, WALKER & TOLHURST LTD.

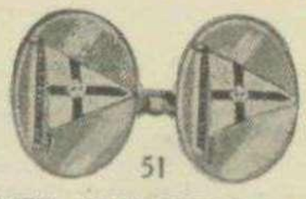
Diamond Merchants, Goldsmiths, Silversmiths and Jewellers



THE "PAGET" RACE STARTING WATCH

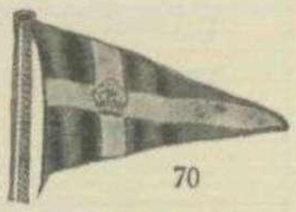
Price £5 : 10 : 0 Pocket Size £3 : 0 : 0

This watch is very popular with Yachtsmen. The dial, which is registered, shows at a glance precisely the minutes and seconds yet to elapse before the second gun, so that the yachtsman knows exactly how many seconds there are to elapse before getting into line. This is an advantage over the ordinary stop watch, as the seconds-hand travels from 60 down to 1, and the minute hand travels from 5 to 1.



51

ENAMEL AND GOLD LINKS
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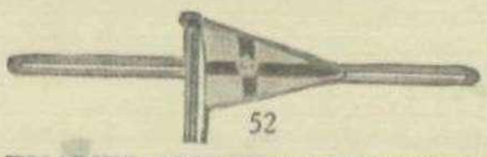
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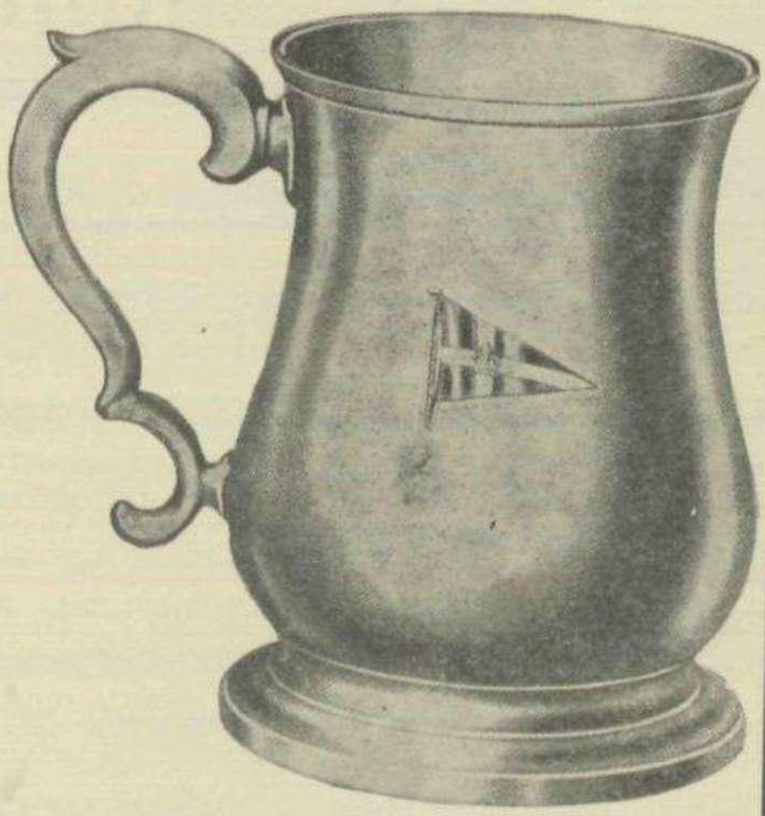
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ENAMEL AND GOLD PIN
£1 : 5 : 0



52

ENAMEL AND GOLD BROOCH
£1 : 17 : 0



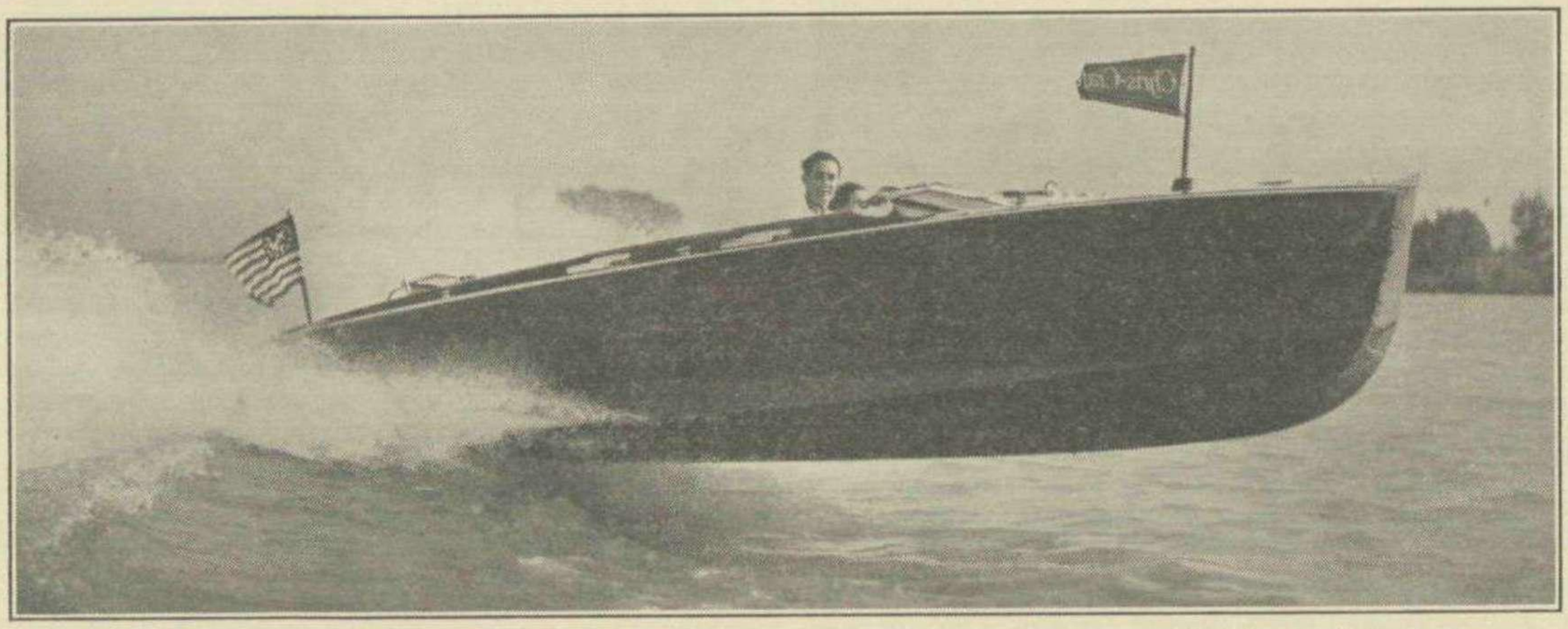
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Enamelled in Colours, £1 : 10 : 0

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WATER SPORT—continued



SPEED—For those who desire speed on water, which is both exhilarating and exciting, try a Chris-Craft.

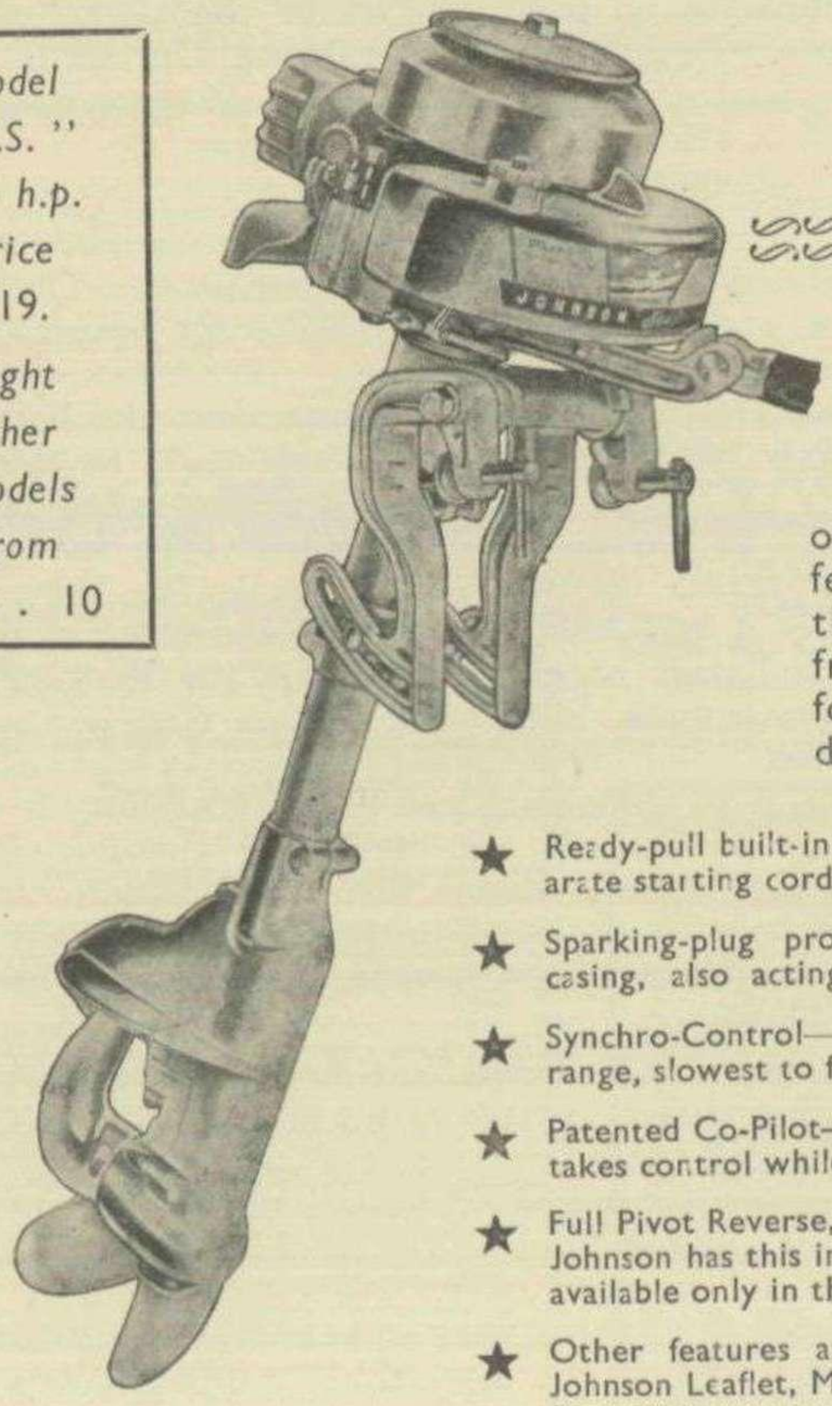
in conjunction with the ownership of a car it brings a new and never-ending enjoyment.

To those who are in possession of a car and who are also keen on the water but who have no boating facilities in their immediate vicinity the solution is an easy one. There is a light folding type of craft that can be put upon the roof of a saloon car, or upon the running board of a tourer, and with the engine on the luggage grid the motorist is equipped to enjoy his pleasures on land and water.

Portability of this kind has the added advantage of allowing rivers, lakes and canals to be explored, which in many instances might be impossible of access to boats which are kept more or less permanently afloat. On the other hand those who prefer to see the country-side from an altogether different angle will find navigable waterways open to them, to an extent that is truly amazing, and they will be able to leave the beaten track in the fullest sense of the word.

The Broads with their 200 miles of inter-connecting

Model "L.S." 2.1 h.p. Price £19. Eight other models from £16 . 10



JOHNSON

Sea-Horse

OUTBOARD MOTORS

NEW MODELS offer many interesting features that will more than ever maintain their front-rank reputation for easy operation and dependable service.

★ Ready-pull built-in starter. Eliminates the separate starting cord. Gives automatic rewind.

★ Sparking-plug protection within streamline casing, also acting as carburetter silencer.

★ Synchro-Control—concentrates the full speed range, slowest to fastest, in one lever.

★ Patented Co-Pilot—The "unseen hand" that takes control while you relax.

★ Full Pivot Reverse, with under-water exhaust. Johnson has this in six 1937 models, hitherto available only in the more costly motors.

★ Other features are illustrated in the new Johnson Leaflet, M.S.J., a copy of which will be sent to you on request.



The built-in starting arrangement on the new models

Sole Concessionaires:

E. P. BARRUS Ltd.

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WATER SPORT—continued

rivers are fairly well known, but how many people realise that it is possible to enter the Thames and journey through to the Severn or travel from London to North Wales entirely by inland waters? On some canals there are dues to be paid but many of the most delightful opportunities are entirely free.

A holiday afloat or a combined motoring and motor-boating holiday, what possibilities are opened up to the owner of an out-board motor. Even if it is not possible to carry one's own folding boat on the car, a rowing boat or a punt can usually be hired on any lake or water-way and by fixing the out-board to the stern one can be off in a few minutes at a speed that is just right to enjoy the scenery and with as little or less fatigue than is experienced at the wheel of a car.

Chris-Craft

To those familiar with motor boats *Chris-Craft* is a name to conjure with. It is the "Rolls-Royce" of motor launches; to own and run a boat of this description denotes that the owner is not only a person of taste but that he or she is blessed with a goodly share of the wherewithal to indulge a fascinating hobby under the best possible circumstances.

Regarded merely from the point of view of utility the launches are not cheap, a 17 ft. run-about will cost you £275 or, if you fancy, and your pocket runs to it, you can obtain an all-mahogany double cabin cruiser with enclosed bridge to sleep six people. This will set you back £2,340, while if you are not particular to a few hundreds you can have twin six-cylinder 110 *Chris-Craft* engines fitted, giving you a cruising speed of 22 m.p.h., with twin screw and twin rudder installations for another £270.

On some future occasion I may be able to expatiate at greater length on these craft, of whose racing and cruising qualities I have had personal experience. Meanwhile I would refer my readers to the show-rooms of Mr. Arthur Bray, 146 Marylebone Road, sole distributor of these motor boats, where they will see a range of models that cannot fail to delight the hearts of all who are devotees of water sport.

Johnson Sea-Horse Outboards

Considering their compact appearance and easy portability one cannot help but marvel at the mechanical perfection of the Johnson Sea-Horse Outboard Motors. Here is a model which has much to commend it. First, there is the "Ready Pull" which eliminates the use of a starting cord; the "pull" has an automatic rewind and is always ready. The whole of the motor is completely enclosed and amongst the special features are spark plug protection, yet easily accessible. This is a valuable fitment and a perfect shield against rain or salt spray. A shock-absorber built into the gear-case protects the propeller should it hit any solid object, while among other valuable features are a full pivot reverse, which up to now has only been available in the most expensive motors, but is now fitted as standard to no less than six of the 1937 Sea-Horse models. Details of the Sea-Horse Outboards which are priced from £16 10s. 0d. to £65 are obtainable on application.

The Archimedes Outboard

What may be described as an "everyman's motor" is offered by the makers of *Archimedes* Outboards, whose agent in this country is George Spicer, Market Place, Brentford, Middlesex.

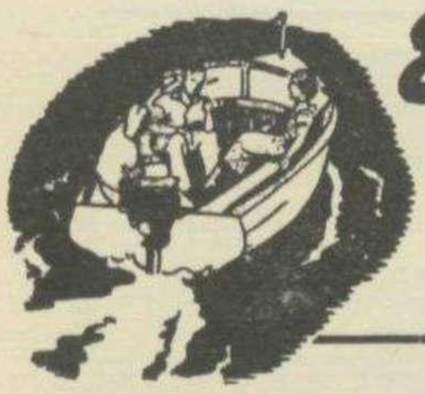
The *Archimedes* is a Swedish product and has special features which especially commend it, including rotary feed valve which greatly increases the effectiveness of the motor. The popular type for boats or small yachts up to 17 or 18 ft. is the B-20 model. This is a well-balanced two-stroke motor which has all the latest improvements, not the least of which is an automatic lubricating system that is absolutely reliable.

The B-20 model is priced at £25 15s. 0d.

Full particulars and technical details of these outboards appear in an illustrated folder, copies of which can be obtained on application to the distributors, George Spicer, Brentford, Middlesex, as above.

Barrus Boats

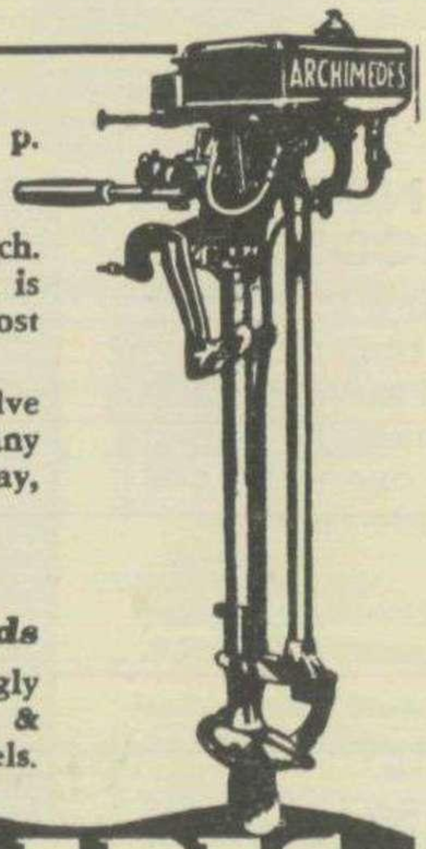
A smart 16 ft. run-about to seat seven is an outstanding design in this series and is equally suitable as a motor tender or as a sports racing-boat. There is a cock-pit fore and aft in each of which three people can sit comfortably. The engine is installed amidships and is cased over. The helmsman is accommodated in a bucket seat and the whole outfit is workmanlike and, at the same time, combines the acme of comfort.



Everybody's motor

the NEW

ARCHIMEDES B-20



The new B-20 is a light-weight 2 h. p. motor, designed by Archimedes experts to bring the pleasures of motor-boating within everyone's reach. Despite its lightness this new model is sturdily built to withstand the most exacting wear.

Incorporating the rotary slide valve principle, B-20 is far in advance of any 2 h. p. motor on the market today, giving as it does —

- ***Higher performance***
- ***Almost silent operation***
- ***Smooth running at low speeds***

The price of the B-20 is surprisingly low — send for details, prices & complete range of Archimedes models.

ARCHIMEDES

SOLE DISTRIBUTORS IN GREAT BRITAIN

GEORGE SPICER

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WATER SPORT—continued

The engine is a four-cylinder Lycoming developing 58 h.p. and gives a speed of well over 28 knots. This particular craft has already a number of records and in a series of tests at Poole Harbour in March this year 28.95 knots were averaged over a three hours run.

Pipe-smoking on Board

Many Yachtsmen are pipe smokers, and the Hurricane Pipe has now been placed upon the Market for their advantage.

At first sight the Hurricane appears to be the same as the usual briar, but closer inspection reveals that the bowl of the pipe is provided with a cover which is so ingeniously pivoted that it is part of the pipe, and so convenient in use.

In a high wind, or a raging hurricane, this pipe provides a safe smoke for those who take a delight in motor boating.

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RATES (prepaid) 1/- per line
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BALLOT

1929 Straight-eight Ballot R.H.3. Figoni drophead coupe, green, no running boards, stone guard, R.W. wheels, Ashby wheel, full dash, superb car, £65. "Windyridge," Rhoscolyn, nr. Holyhead.

FRAZER-NASH

FRAZER-NASH Cars, Falcon Works, London Road, Isleworth (Hounslow 0011) have for disposal a number of reconditioned cars.—Full particulars on application.

SPEEDOMETERS & REVOLUTION COUNTERS

REVOLUTION COUNTERS, 3½ in., 5 in., and 6 in. dial with transmissions, from £2, according to fitments. Guaranteed.

SPEEDOMETERS supplied or repaired.—Speedometer Supply Co., Ltd., 35 Great Queen Street, London, W.C.2. Holborn 4587.

RILEY

1,089 c.c. special sports 2-seater Riley (1929). Very light body giving excellent performance. Brakes just relined, oversize rear tyres, twin spares, Aero screens, perfect running order. Bargain for enthusiast £37 10s., or near offer. James, "Cothill," Clevedon, Somerset.

RILEY 1½-LITRE 6-CYLINDER RACING ENGINE

COMPLETE with racing gearbox and six carburetters, Scintilla, exhaust manifold New racing condition throughout. N. J. Else, 18, Newstead Grove, Nottingham.

M.G. 2-LITRE

1936 (May) sports saloon, in excellent order. 15,700 miles only, for sale owing to owner leaving England. At bargain price of £225. Apply Box No. O 24, c/o MOTOR SPORT.

BUSINESS OPPORTUNITY

REQUIRED real enthusiast with capital by an established firm specialising on competition and racing-cars in the North of England. Apply Box No. S 27, MOTOR SPORT.

MEADOWS ENGINE

MEADOWS o.h.v. 1,500 c.c. supercharged engine with Cozette gear-driven blower, complete with four-speed close-ratio gearbox. Also three-piece tubular front axle with brakes and Rudge wheels. Raw, 13, Stumperlowe Avenue, Sheffield 10.

MOTOR BOATS

£125—Cabin cruiser, 25 ft. clinker built, aft cockpit, central cabin sleep three, galley forward, 14 h.p. engine, marine reverse, full inventory, electric light, radio, dinghy; also Chine built 15 ft. cabin cruiser, sleep two, with outboard, £30. Sports Spares, Chilworth Street. Paddington 2309.

Alfa Romeo

AND SPORTS CAR SPECIALISTS

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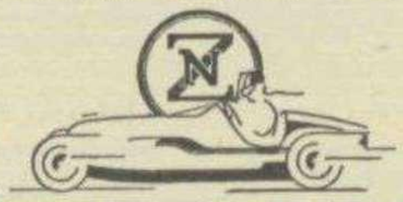
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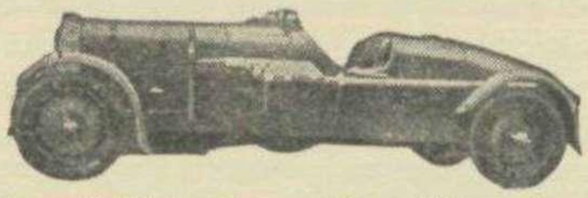
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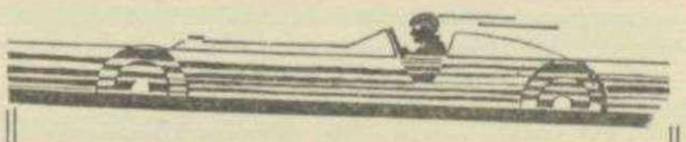
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Nov.	1930	1914 T.T. Sunbeam
Dec.	1930	1903 "Sixty" Mercedes
Jan.	1931	1924 Coppa Florio Itala
Feb.	1931	1902 6 h.p. De Dion Bouton
May	1931	1914 T.T. Humber
July	1931	1914 Alphonso Hispano-Suiza
April	1931	1923 Boulogne Bugatti
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Dec.	1931	1914 G.P. Opel
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June	1932	1904 15 h.p. Darracq
Feb.	1935	1908 12-litre Itala
Aug.	1935	1908 Single-cylinder Sizaire-Naudin

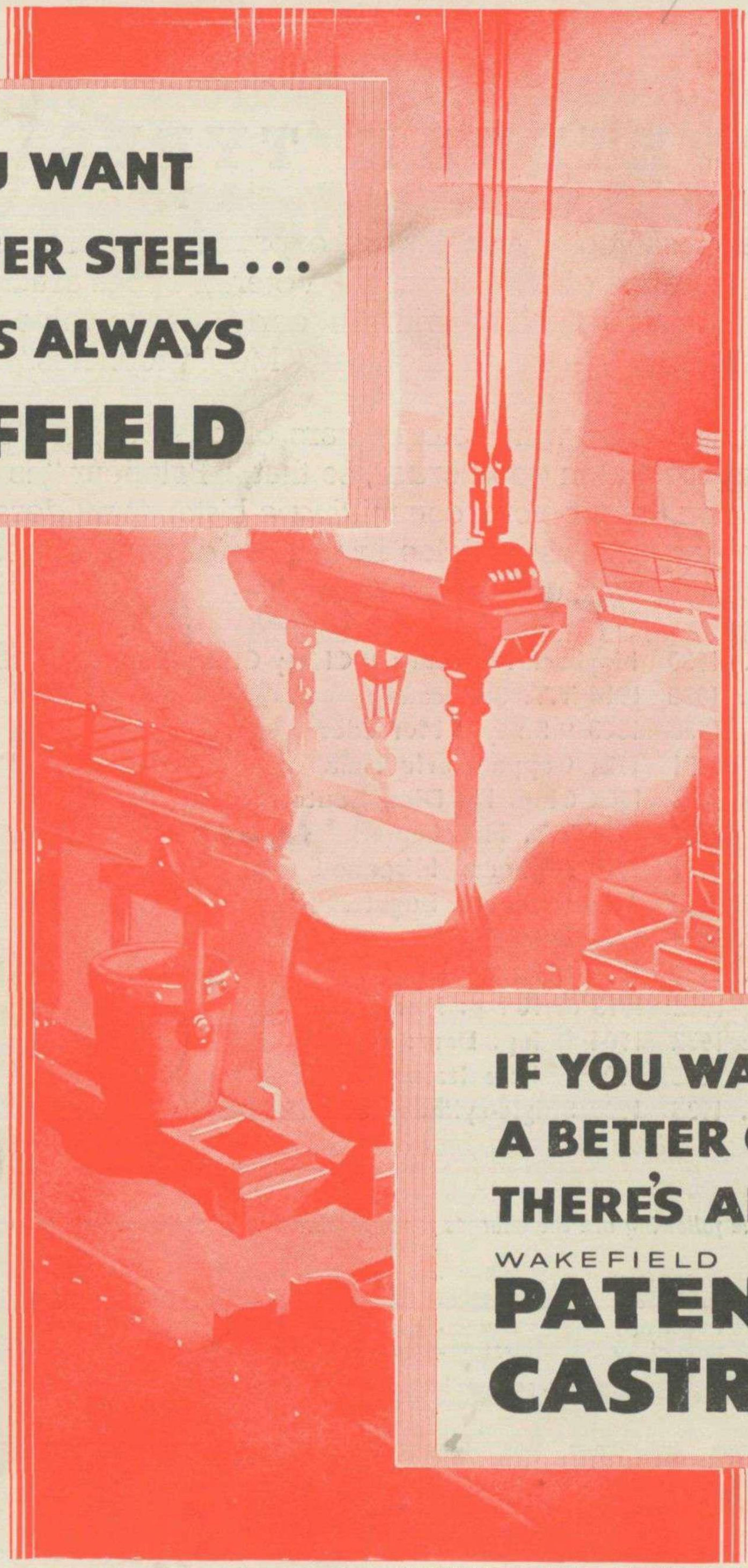
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