

THE GROSSGLOCKNER HILL CLIMB

The section of the new Grossglockner mountain-road used for the hill-climb was on the North side of the pass, and was 19.5 k.m., roughly 12 miles, in length.

A crisis arose before the event through the wholesale withdrawal of the German entries. The reason given was that they did not consider the road to be in a suitable condition for a speed hill-climb, but as the authorities had put the finishing touches to it a week before this was not taken seriously. The suggested reason was the inability of German subjects to take sums of money out of the country owing to a government decree. This was negated by the lifting of the decree for the race. However a fair entry of Swiss and Italian entries had been secured, with several British drivers as well.

The attendance was disappointing. No doubt the weather had a good deal to do with it, for it rained heavily on the Saturday and on Sunday morning. The official car figure was given as 1,133, while spectators on foot and on bicycles were negligible.

The rain, followed by a drying wind, put a good surface on the road, which was dry all the way up except under the trees. The road was an ample width, round about 20 feet, and there seemed to be fewer hairpins than at Klausen. On the other hand gear-changing was greatly necessary, and one driver estimated that he "shifted" 90 times!

At half past ten an official car drove up the hill, and for several hours the motorcycle classes were run off. The first car to climb was a 604 c.c. D.K.W. driven by a Dutchman, E. A. C. Cornelius, followed by a brace of Ballila Fiats, Walter Wustrow's M.G., and Franz Falk's Austin. Villoresi's Fiat was the fastest of the lot in 18 minutes 23.50 seconds. The Austin stopped after 10 kilometres with engine trouble.

The 1,500 c.c. class was won by Strazza, driving Lurani's Maserati. Time 16 minutes 9.74 seconds. Girelli (Alfa-Romeo) was second, and T. G. Clarke (Aston-Martin) third, 3 minutes slower than the winner. Cholmondeley-Tapper (Bugatti) came to a standstill at the 20 k.m. post with engine trouble. Of the two-litre sports cars Kautz was the fastest, driving an Alfa-Romeo up the hill in 16 minutes 47.68 seconds. A Czechoslovakian driver delighting in the name of Dr. Georg Freiherr von Goldegg crashed his Alfa on a corner. He continued, but retired before reaching the summit.

The Ferrari driver, Carlo Pintacuda, was the fastest 3-litre sports car driver, in 15 minutes 15.69 seconds. Von Biro stopped on the way up, but eventually completed the climb in 23 minutes 36.66 seconds.

The racing classes opened with a stirring climb by Bobby Korlrausch, with his

single-seater M.G. Midget. He made a superlative climb in 15 minutes 10.30 seconds thus beating Pintacuda's "sports" Alfa. The second racer was not so fortunate, and Aldo Bari's Fiat came to rest long before reaching the finish. Harry Herkuleyn's Midget was not going well, and he took over 20 minutes. A good M.G. climb was made by the Czech, Zdenek Pohl, who clocked 16 minutes 44.62 seconds.

Then came a climb which put all others in the shade and sent the crowd into an excited state of appreciation. Richard Sea-

man's black E.R.A. roared up in magnificent style, making fastest time so far in 14 minutes 54.44 seconds much to the annoyance of the Swiss driver, Hans Kessler, who thought his Maserati was unbeatable. Rudolf Steinweg did not reach the top with his Bugatti, engine trouble intervening. Eileen Ellison clocked a very creditable 17 minutes 41.87 seconds, beating Cormack's Alta which registered 17 minutes 45.28 seconds.

climbing successes by making the fastest time of the day in 14 minutes 42.74 seconds. Balestrero, another Alfa-Romeo driver, was second and Juan Zanelli (Nacional Pescara) third. After the last car had climbed, the whole entry returned to the foot of the hill in a long procession, being heartily cheered by the groups of spectators at the roadside.

RESULTS.

Sports.

- 1,100 c.c. 1. L. Villoresi (Fiat) 18m. 23.5s.
2. O. Epelli (Fiat) 19m. 20.13s.; 3. G. Mainardi



Richard Seaman added to his list of Continental successes last month by making second fastest time in the Grossglockner Hill Climb. Here is his E.R.A. up amongst the clouds.

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An anonymous Viennese driver, "Black-shirt" came up next, his Bugatti being pushed up into the 2-litre class. Gigi Platé and his old G.P. Talbot stopped on the 7th hairpin, but he got going again and eventually reached the finish in 24 minutes 57 seconds. Max Christen's Maserati was the quickest 2-litre car in 15 minutes 55.54 seconds.

Only three cars took part in the unlimited category, and the Ferrari driver Mario Tadini added to his many hill-

(Fiat) 21m. 10.37s.; 4. E. A. C. Cornelius (D.K.W.) 23m. 12.86s.

1,500 c.c. 1. G. Strazza (Maserati) 16m. 9.74s.; 2. G. Girelli (Alfa-Romeo) 17m. 36.34s.; 3. T. G. Clarke (Aston Martin) 20m. 8.34s.

2,000 c.c. 1. C. Kautz (Alfa-Romeo) 16m. 47.68s.; 2. P. Rey (Bugatti) 16m. 48.69s.; 3. Ing H. Tschugguel (Alfa-Romeo) 17m. 15.50s.; 4. W. Delmar (Adler) 21m. 21.24s.; 5. A. Poggio (Alfa-Romeo) 25m. 55.44s.

3,000 c.c. 1. C. Pintacuda (Alfa-Romeo) 15m. 15.69s.; 2. Z. Pohl (Bugatti) 16m. 9.01s.; 3. C. von Pretz (Alfa-Romeo) 16m. 38.31s.; 4. Ing W. Proskowitz (Bugatti) 17m. 5.8s.; 5. Comte F. de Bremond (Alfa-Romeo) 17m. 26.58s.; 6. P. Cocagne (Bugatti) 18m. 31.37s.

RACING.

1,100 c.c. 1. B. Kohlrausch (M.G.) 15m. 10.3s.; 2. Z. Pohl (M.G.) 16m. 44.62s.; 3. H. Herkuleyns (M.G.) 20m. 10.03s.; 4. R. Fierschanderl (Amilcar) 22m. 04.22s.

1,500 c.c. 1. R. Seaman (E.R.A.) 14m. 54.44s.; 2. H. Kessler (Maserati) 14m. 57.77s.; 3. A. Wilhelm (Bugatti) 16m. 51.51s.; 4. Miss B. Ellison (Bugatti) 17m. 41.87s.; 5. A. J. Cormack (Alfa) 17m. 45.28s.; 6. G. Platé (Talbot) 24m. 57s.

2,000 c.c. 1. M. Christen (Maserati) 15m. 55.54s.; 2. "Blackshirt" (Bugatti) 16m. 54.63s.

Unlimited. 1. M. Tadini (Alfa-Romeo) 14m. 42.74s.; 2. R. Balestrero (Alfa-Romeo) 15m. 16.25s.; 3. J. Zanelli (Nacional Pescara) 15m. 36.93s.

A NEW BUGATTI CAR—continued from preceding page.

driven by Earl Howe and the Hon. Brian Lewis, but probably it will be a light-weight affair with a sloping tail rather on the lines of the racing "105" Talbots.

We rode for a short distance in Col. Giles' car and were impressed by its comfort and quiet-running. Even with the raised compression the engine will

run on No. 1 petrol, though naturally a proportion of benzol in the fuel is advisable. The all-constant-mesh gear-box is pleasant to use and the car is quiet flexible on top gear. When we tried it the car was not fully run in, and the speed was being kept down to 85-90 m.p.h., but when everything is free, Colonel Giles

expects a maximum in the neighbourhood of 115 m.p.h. The Sports 3.3 Bugatti is as important an addition to the ranks of the high-class sports car, as was the double-camshaft supercharged "2.3" of two or three years ago, with all the refined performance which modern traffic conditions make desirable.