

September 18th, 1931.

# The Autocar

## THE SPORT (continued)

this unsupercharged car is going as fast as the supercharged machine of a year or so ago, and, what is more, is

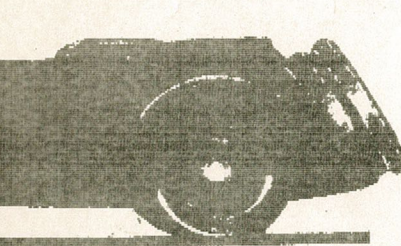
Grand Prix on February 28th next year. I have a collection of regulations in English. The race will be run over a 50 kilometre circuit, with 1,200 as the best price, 600 for second prize, and 400 for the third. Ordinary sports cars will do provided they are not built too low, special steering is essential, and some form of mechanism is needed to be placed in the wind-screen. It is quite certain that an English car will have the time of his life, though he may have to drop out of the field at any moment.

### Southport Again

TOMORROW the Southport people hold their race with the Open Championship Meeting on the sands, and expect a most exciting while in the south the Kent and Sussex Club perform with a new team, Ross Hill, Lewis.

Anybody belonging to the Hoolet Car Club should be at the time of his life on September 20th, when that club has organised a trial hobby including Abu Hill and Maccles Grove, starting from the "Stonor Arms" Hotel at 3.30 p.m. In the present state of the weather I should imagine that the surface of Abu Hill will resemble an unpleasant form of porridge mixed with wet chalk, in which case I should think that three minutes of the course will be more than enough for most

Talking of the weather, by the way, Dr. J. D. Benfield has just returned from a fishing expedition in Southern Ireland in time to drive with "Tim" Birkin in the 500 on the single-seater Bentley, the point being Benjy's complaint that his fishing had been spoilt by lack of water, about the first time this year that I have ever heard a racing driver grumble about the amount of the unpleasant wet stuff which has been a notable feature of every race except the Tourist Trophy.



sports model Fiat, an attractive open body on a lowered 2 1/2 litre six cylinder chassis, covered to us "The Autocar" last week.

standing up for much longer periods. I am glad to see a British machine making such progress in records hitherto held by foreigners.

### The Schneider Trophy

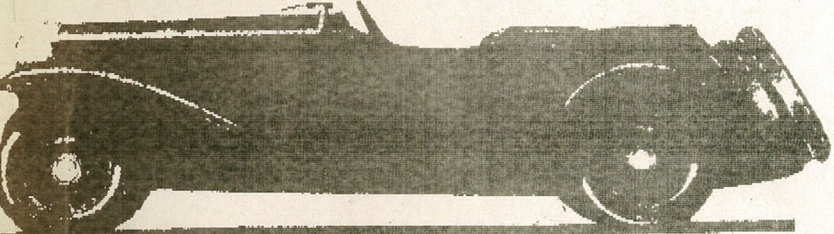
BRANCHING for a moment to an allied sport, the Schneider Trophy race, speed, 340.08 m.p.h., was pretty good. The present record of the highest speed at which man has ever travelled in any machine, will, I think, be beaten before long. Anyway, the

chance of finding themselves in record-breaking classes, and, secondly, because the postponement of the race, according to the rules, was regarded with disfavor by everybody. How one wishes, when the rain is coming down by the bucketful, that it would be equally easy to postpone a car race.

### Cold but Good

BY the way, venturesome people, whose circulation is beyond criticism, might try the Swedish Winter

is now to look for  
can find in  
he "750"  
MFA the 750's doing  
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and at moment of  
Stew brought the



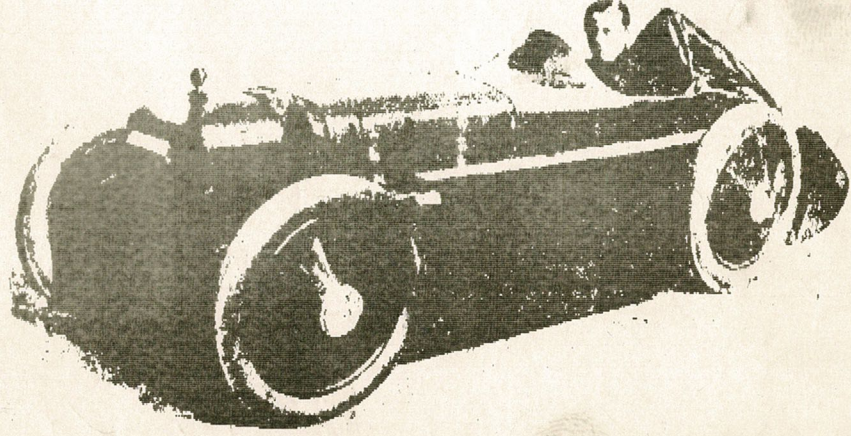
sports model Fiat, an attractive open body on a lowered 2 1/2 litre six cylinder chassis, covered to us "The Autocar" last week.

and Austin into the proud  
of the best machine of this  
in the world, though any moment  
the single-seater M.G.s, with their  
of the better shape, they  
and with a 1,200 c.c. wonderful  
size for 750 c.c. in general and a  
Austin in particular. It is far  
more likely to be regularly associated  
with the name of the  
gross has been logical. First, we could  
1,200 with a young volcano blowing  
at them, or a

the overheating is under better control. But, as a  
class, the cars this year stand out  
from the rest. The records  
for 100 miles, 100.95  
m.p.h. for ten kilometres, and 108.95  
m.p.h. for ten miles.

application of the  
the  
gave promise of coming right up  
to the end of the year, and, maybe,  
Lord Ross, the machine will take  
a hand up to the more merrier  
from the driver's view.

use above  
and is with the 1,200 c.c. way  
Southport, which record up to  
400 m.p.h. for ten kilometres to  
500 m.p.h. for ten miles with the three-  
cylinder engine, to 08.08  
m.p.h. for ten miles. A heroic  
moment, a wild in the motor  
cycles, straight into the back  
of another, the wreckage of the  
machine rattling down the  
in the path. Later he  
the record at 90.00  
m.p.h. and the 100 kilometres at  
99.00 m.p.h. whichever way you look at it  
the car is extraordinarily good, as



Mrs. Stewart in the little Austin with which she secured records of over 100 m.p.h.