

At 140 m.p.h. John Cobb thunders down for a close third in his newly acquired Sunbeam.

## Brooklands at its Best

**B**ROOKLANDS was back to its real form last Saturday with a busy afternoon of closely bunched racing, bright sunshine and a large gay gathering of enthusiasts. The week-end before, of course, on Easter Monday, when this meeting was due to be held, a postponement had had to be made owing to the incessant rain. Exactly the same entry was maintained last week, and non-starters on the whole were few.

The afternoon's programme was divided into four outer circuit races and four mountain races, three of these latter being heats for a final, for which the stake was £100. The outer circuit racing, which came first, was not very exciting to watch, since only one race out of the four had anything like a close finish, but the mountain races were much better, as was only to be expected with such a bait in the way of prize money.

### The Outer Circuit Races

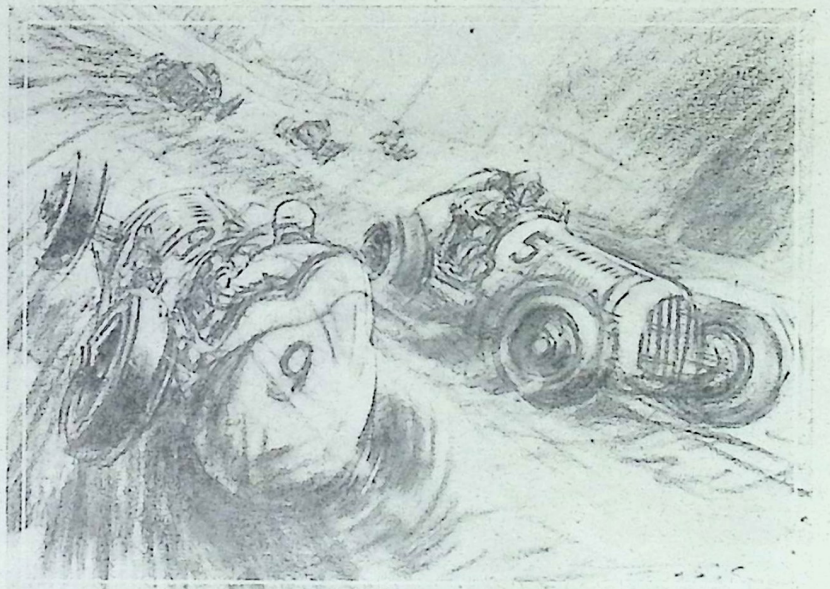
In the first race (a short handicap) Mrs. Briggs had a nice, easy win, but put up a very creditable speed in her Brooklands Riley, winning at 93.32 m.p.h. She naturally was delighted at her success, since her previous Brooklands racing experience consisted only of a mountain race at the opening meeting. It was in this race that Harvey Noble gave a distinct thrill to those spectators watching the Members' banking as he pulled his silver supercharged 2-litre Bugatti right down below Follett's Alvis and Samuel's green M.G. Midget to snatch second place on the last lap—an exciting but successful manoeuvre.

It is at this point that at least three cars have got into trouble lately. Still,

*Large Fields and Glorious Sunshine : a Newcomer, D. H. Scribbans, Wins Important Mountain Race with His E.R.A. : New Austins Unlucky.*

if slower cars ahead are high on the banking it is often the only course. In the third race also, White, with his brightly painted 2.3 Bugatti, passed high at this point, and had an anxious time.

The second race provided just as easy a win, this time for Pacey's new Hassan, which has a 4½-litre unsupercharged Bentley engine. In the opening stages



On the very first corner Driscoll's twin-camshaft Austin skidded wildly, and Hadley with the other Austin narrowly swerved by.

Windsor-Richards' veteran 30-98 Vauxhall and Couper's Alpine Talbot had looked promising, but the big black Hassan, nicely driven and lapping at 118 m.p.h., came through as expected. Couper was keeping his green Talbot for the third race, and he had, in fact, been a general "tip" in the paddock.

Thus, as the bookies began chalking up the drivers, one could almost see the people running to have their bit on such a good thing. They were not disappointed, either.

Round came the graceful green car, now cowed at the front, somewhat like Dr. Roth's Talbot. Immediately it was noticeable that it was travelling really fast; Couper was higher on the banking, and obviously going for it this time. For the three laps he swept round regularly,

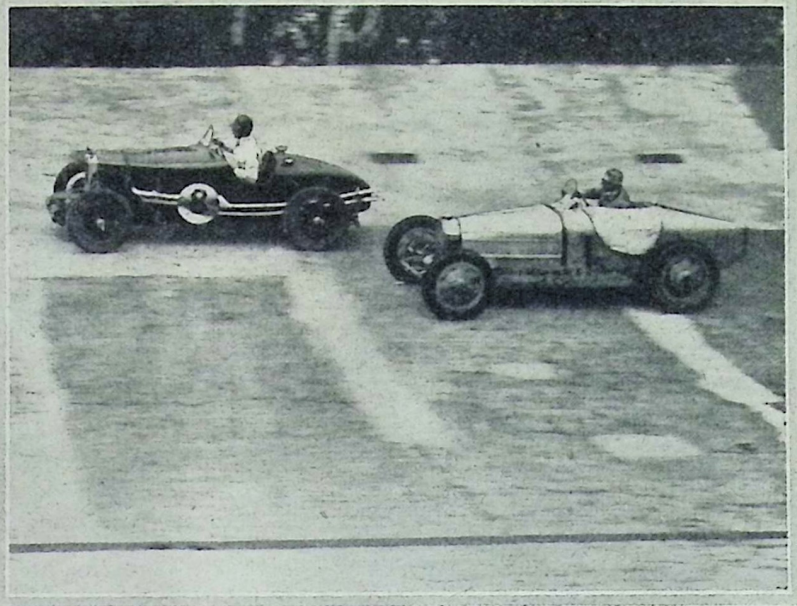
to win by three-quarters of a mile. In this race big John Cobb took out his new 4-litre Sunbeam for the first time, and, going steadily to get the feel of the car, was lapping at only 131 m.p.h. or so—slow for this car. Whatever speed he had attained, Couper's win at 112.29 m.p.h. would have taken a lot of beating, as the Talbot



W. E. HARKER.  
That green cap  
outrivalled the  
sunshine.

was maintaining about 118 m.p.h.

It was the fourth outer circuit race that provided a good finish. The Briggs' Riley, re-handicapped and driven by the bearded Mr. Briggs, led from start to finish, but he was determinedly chased by Charles Follett's Speed 20 Alvis, which had given him 15 sec. start and finished  $\frac{3}{4}$  sec. behind. Cobb came into the picture to make a close third, the big blue car, with its twin exhausts protruding high on either side, speeding down the outside of the railway straight



When G. P. H. Noble, travelling at 120 m.p.h., wrenched at the Bugatti's wheel and passed below A. R. Samuel's supercharged M.G. Midget.



H. P. McCONNELL.  
His scrutineering  
missed nothing.

in a fine thunder of sound. Bad luck overtook Oliver Bertram in this race. He was down to drive Robin Jackson's 1½-litre Alta, and duly the car was pushed out to the parade in the old finishing straight. But at the last moment a key in the magneto drive sheared. Robin had been

warning it quite cheerily in the paddock some twenty minutes before, but now . . .

#### The British Mountain Handicap

At 4 p.m. there began the first of the three heats for the final of the British Mountain Handicap. A dozen cars started, including the interesting Spikins Special, which is a very special Singer with supercharger, self-change gear box and much-abbreviated chassis. The little car was leading with plenty in hand on the fourth of the five laps, but then ran out at the fork hairpin, the carburetter needle having stuck up. Bad luck indeed! So the winner was Derrington, who had been plugging steadily with his veteran supercharged Salmson.

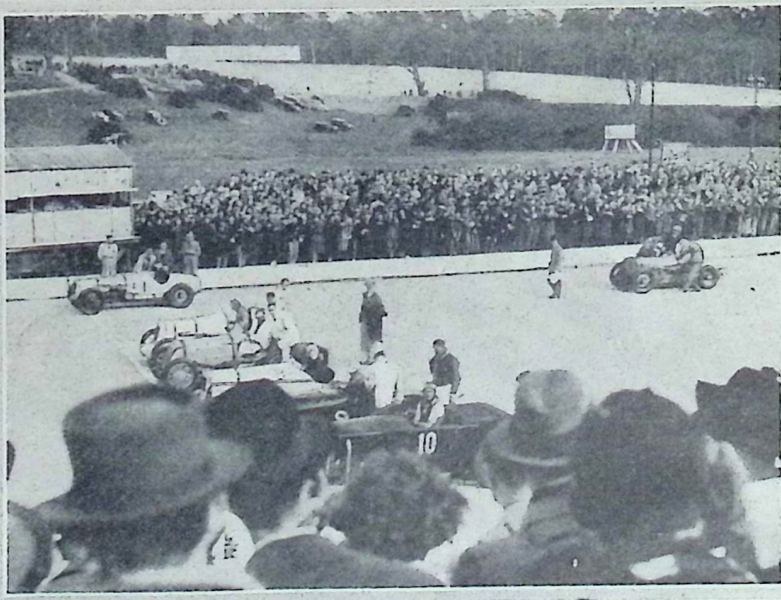
Third came a new man, King Clark, with a pretty white single-seater Midget, who handled his little car in what was a most promising manner.

Another driver, comparatively new to racing, who was among the five to qualify for the final, was Mrs. Eccles, who drove her green Mulette really capably. Simonds, whose Invicta was not so steadily driven, for he appeared to be taking the fork turn too fast, also qualified. In this race Harker's interesting eight-cylinder special unfortunately suffered from a fuel blockage.

Perhaps the best race of the day was the second heat, it being altogether a most thrilling affair and B.A.R.C. racing at its best. There was only one non-starter, so that fifteen cars were on the track together, often closely bunched.



RAYMOND  
MAYS.  
Dark glasses from  
Monte Carlo.



Spectators watch the start of the first Heat from the new bank.