

ENTRANCE TO BRIGHTON.—Two great stone pylons flanking the road mark the boundary of Brighton where the Rally road section finished and where the concluding tests of the Rally are to be held.

Inset are (top, left) "The Light Car" Trophy, for the winner of the class for closed cars under 10 h.p.; (top, right) the "Ford" Trophy, for the best performance by a car of Ford manufacture; (lower, left) the plaque which will be awarded to all who complete the Rally and tests correctly; and (lower, right) "The Motor" Trophy for the best performance among the closed cars over 16 h.p.

THE R.A.C. RALLY

BY the time you read these words, the 200-odd competitors in the Eighth Rally organized by the Royal Automobile Club will have completed the Road Section of the event and will be ready to face the two eliminating tests on the Madeira Drive at Brighton. The Road Section, although slightly shorter than last year's was rather stiffer, in that a "colonial section" and a "secret" section were included with the dual intention of making the Rally a more searching test and of adding interest for competitors.

As outlined in last week's issue, the cars were scheduled to set off from the four starting points at noon last Tuesday. Thereafter they drove, by devious ways, to Scarborough, arriving at that northern resort some time in the early hours of Wednesday morning. Routes between the starting points—Blackpool, London, Torquay and Stratford-on-Avon—and Scarborough varied slightly in length, but the average distance covered was approximately 450 miles, all of which had to be traversed at an average speed of 26 m.p.h.

From Scarborough, where all routes joined, a cross-country run led to Buxton. It included a three-mile "colonial" section, which competitors had to tackle or take the easier by-pass—and lose 5 marks. At Buxton, there was a compulsory night's rest for the crews, and a night in control for cars—which meant that no replenishment, lubrication or work of any sort could be carried out on the latter. The former were, of course, free from such restrictions!

The first 25 miles of the route from Buxton via Aylesbury to Brighton was

also kept secret until the departure from Buxton. Average speeds of 24 m.p.h. and 30 m.p.h. had to be maintained between Scarborough and Buxton and between Buxton and Brighton respectively.

On arrival at Brighton, competitors were faced immediately with a test on a steep hill, and then cars went into an open park and "control" for the night, whilst competitors betook themselves to hotels—mayhap to study the

The Road Section Finished Yesterday: To-day, there are the Eliminating Tests, and, To-morrow, the Coachwork Competition

details of the two Eliminating Tests which were scheduled for Friday morning.

An easy-starting test is to precede the main events to-day (Friday), although the April night (the Air Ministry willing) should make this more of a formality than a test. Arriving at the open-air park where his (or her) vehicle has been spending the night, each competitor is expected to leap into the driving seat, start the engine by means of starter alone (starting-handles barred), and drive forward a distance of 5 yds. within the space of 1 min. Nothing diffi-

cult in that, unless fair April turns nasty overnight in her well-known way.

Then for the culmination of the Rally—the two Eliminating Tests. They are to be held on the Madeira Drive, running beside the sea, and provided with a most convenient "upper deck" in the form of the Terraces, from which spectators may watch the evolutions in comfort and freedom (there is no charge). As usual, they will form tests of driving skill, coupled with a demand on the efficiency of brakes, steering, engine efficiency and the rest. A full report, of these tests, by the way, will appear in next week's issue.

That is the end of the Rally proper, but the Coachwork Competition is yet to come on Saturday morning. Only cars which have completed the Rally and have qualified for at least a Souvenir Award therein, are eligible to take part in the Competition, which means that, besides looking attractive, they must go, at any rate, reasonably well.

Spectators will be permitted to inspect the competing cars during the course of the morning; they will be lined up on Brighton's Madeira Drive from 9.30 a.m. onwards. Judging on the bases of appearance, comfort, visibility, ease of ingress, luggage arrangements and accessibility of spare wheel and tools, will take place during the morning to determine the winners of the various classes, whilst in the afternoon from 2.45 p.m. onwards, the group winners will be rejudged to decide which is the best car, irrespective of price, in each bodywork class—open, drop-head coupé, two-door saloon and four-door saloon.

Great care has this year been taken to ensure that drop-head coupés are drop-head coupés, and the rule defining this style of bodywork has been drastically altered. An essential point is that hinged cantrails, which register with the window line, must be fitted; this provision would apparently rule out all bodies of the "cabriolet" type which are, in effect, open two-seaters with better-than-usual hoods and wind-up glass windows. Not that these are not very satisfactory body styles: merely that they are definitely not drop-head coupés within the true meaning of the term.

Another point which has received attention is the cost of each car: the regulations lay down that any extra expense incurred for "additional fittings, replacements, decoration or substitution of material either in body or chassis" must be declared in detail. The organizers would then decide what proportion, if any, of this additional expense should be added to the catalogue price of the car to represent its true value, and, therefore, the class in which it should be placed.

That completes the "business" side of the Rally. The social side is not neglected. On Wednesday night, the Mayor and Corporation of Buxton gave a reception to competitors at the Palace Hotel; on Friday night there is the Carnival Ball at the Dome, Brighton (by invitation of the Mayor of Brighton) and, on Saturday night, a dance at the Regent Dance Hall, Brighton, when the prizes will be presented. In addition to this, of course, are various lunches and receptions organized by prominent manufacturers, golf, tennis, and so on.

In short, all is done that can be done to make the R.A.C. Rally the premier event of its type during the year.

RALLY SIDELIGHTS

The 224 entries represent 46 different makes of car—35 British and 11 foreign.

Closed cars outnumber open cars by 10; there are 117 of the former and 107 of the latter.

This is the first R.A.C. Rally to finish at Brighton; previous Rallies have finished at Torquay (twice); Hastings (twice); Bournemouth; Eastbourne and Blackpool.

A running commentary on the Eliminating Tests will be given by F. J. Findon, Editor of *The Light Car*, to-day, Friday, from 12-15 p.m. to 12 30 p.m. in the Regional programme.

The entry is divided into three separate horse-power groups—up to 10 h.p.; 10 h.p. to 15 h.p.; and over 15 h.p. There are 76 entries (the biggest total ever in this class) for the under tens; 50 in the medium class and 98 in the large-car class.

Great interest attaches to the many new models seen in competition in this country for the first time in the Rally. Among them may be listed the Austin Eight, the Standard Eight, the Wolseley Ten, the Singer Nine Roadster, the Raymond Mays, the Morris Eight, and the Atalanta.

Nearly 40 cups and similar awards are offered for competition. They include *The Light Car* Trophy (for the winner of the up to 10 h.p. closed class), *The Motor* Trophy (for the over 15 h.p. closed class), two Ladies' Prizes, Trophies for the best starters from each point, the Ford Trophy for the best performance by a car of Ford manufacture and many others.

Eighteen teams have been entered for the Manufacturers' Team Prize and 26 for the Club Team Prize. Competition should be keen.

The total mileage of the four routes was as follows:—Blackpool, 857; London, 823; Stratford-on-Avon, 866; Torquay, 834.

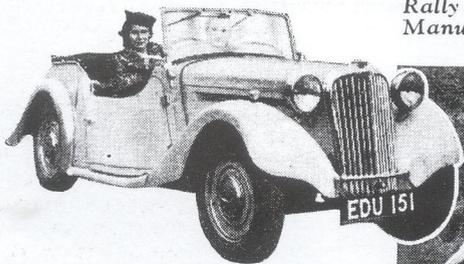
Competitors in the Coachwork Competition are divided into four main classes—open, drop-head coupés, two-door saloons and four-door saloons—and each class is subdivided into five groups according to price.

Several well-known drivers in the racing world will be seen at the wheels of Rally cars—H. J. Aldington, F. S. Barnes, G. G. H. Dunham, Mrs. Kay Petre, A. F. P. Fane, H. L. Hadley, W. L. Handley, Raymond Mays and T. H. ("Tommy") Wisdom—to name a few.

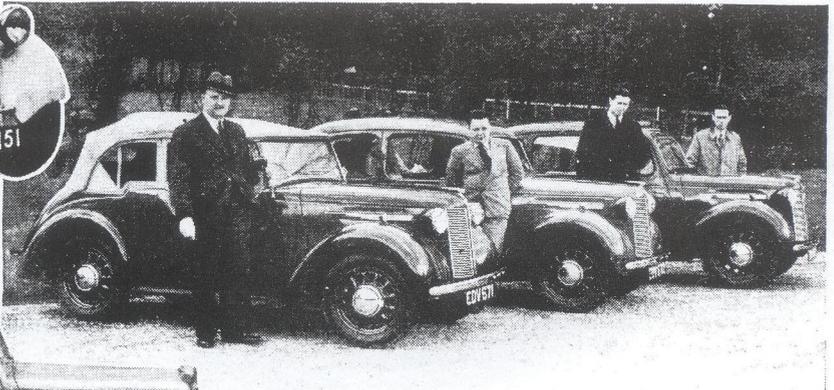
Others are better known by their connection with reliability trials—C. M. Anthony, R. A. Bicknell, C. D. Buckley, F. G. Cornish, G. H. Goodall, T. B. Hague, L. G. Johnson, M. H. Lawson, J. McEvoy, H. F. S. Morgan, W. H. Scriven, D. G. Silcock, C. V. Wells and many more.

Yet others again have made their names known in differing directions—desert-motorist Humfrey Symons, Wolseley-expert B. W. Fursdon, aviatrix Amy Johnson, Rover-enthusiast W. P. Maidens, Rally-supporter Miss L. M. Roper, M. N. Mavrogordato (another motorist-cum-flier)—you can pick their names for yourself from the entry-list published in last week's issue, or from the Rally programme.

Several new models are making their first competition appearance in the Rally: (left) the Singer Roadster, of which three have been entered as a Manufacturers' Team; this one is driven by Mrs. K. Petre and R. A. Bicknell.



NEW MODELS
IN THE RALLY



(Above) The Austin Eight team poses with its drivers—(from left to right) Capt. W. S. Sewell, H. L. Hadley, C. D. Buckley and W. H. Scriven. (Left) The new drop-head body on the Wolseley Ten chassis—a recent introduction; it is being driven by H. C. Dryden.

