



VICTORIA

# NEWSLETTER



J. LEMAN-BATES



J. LEMAN-BATES

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DATES FOR 1986

JAN 17	Informal Meeting	JUL 7	Committee Meeting
26	Cavalcade of Transport Rally	25	Film Night (note: 4th Friday)
FEB 3	Committee Meeting	AUG 4	Committee Meeting
21	Annual General Meeting	15	Auction Night
MAR 3	Committee Meeting	SEPT 1	Committee Meeting
16	Kalorama Rally	19	General Meeting
21	General Meeting	28	Economy Run
23	Picnic Rally - Day Run	OCT 6	Committee Meeting
APL 7	Committee Meeting	17	General Meeting and Election Night
18	General Meeting and Video Films	NOV 10	Committee Meeting (note: 2nd Mon)
25/26/27	Halley's Rally - Wangaratta	21	General Meeting
MAY 5	Committee Meeting	30	Christmas Barbeque
16	General Meeting	DEC 1	Committee Meeting
18	Day Rally - with Riley Car Club		
JUN 2	Committee Meeting		
20	General Meeting and Video Night		

NOTE that all these dates are the intended dates of events - it is quite possible that we will have extra events for 1986.

SUPPER ROSTER FOR 1986

January : John Twomey	February : Horrie Morgan	March : Richard Creed
April : David Caldwell	May : John Stewart	June : Ron Wilson
July : Austin Tope	August : David Wischer	September : Bob Graham
October : Roy Henderson	November : Geoff Hood	

PLEASE NOTE : Should you not be able to arrange supper on your rostered night, would you please contact the Club Captain, Richard Creed on 716 2193.

EDITORIAL

This Newsletter will continue and finish some articles and most importantly will include an interesting supplement to "Froth and Bubble" by Horrie Morgan.

We have twelve cars who have entered for 1987 South Australian Rally, which is most pleasing. Those people will receive an article with this newsletter.

Don't forget, this month is film month - "Fletcher's Fractured Flicks".

Congratulations to Graeme and Sue Steinfort on the birth of their first - a daughter - Emma. Both well and so is Graeme.

RICHARD

LETTERS TO THE EDITOR

Dear Richard,

Over the month of August, Gwen and I will be exploring from Darwin down to Perth. While we are away, our house will be occupied by long time Club members, Ron and Jill Blanchett from Palmerston North, New Zealand who own and enthusiastically drive a very original 12/40 tourer and a very quick 12/50 Ducksback.

This will be an excellent opportunity for Club members to contact our friends from "The Land of the Long White Shroud" and perhaps return, in some way, the great hospitality they showed to us when Team Alvis visited New Zealand in 1980.

As to our trip to the North and West, I can promise the members a showing of some 1,000 slides on our return.

Regards,

RON WILSON

Dear Richard,

REGURGITATING ENGINES

The Anzac Rally has been and gone, very pleasant in an enclosed car with an adequate heater and wipers, as I am sure will be reported on by some other scribe.

It was remarkable the number of Alvis cars that required frequent refills of water, not through overheating but from venting when running.

The Ancient Greeks were marvellous people, they arrived at the diameter of the earth, distance to the sun, invented the steam turbine and considered all matter could be reduced to a fundamental particle which they called an elektron. They did all their research by logic and considered having to perform an experiment proved that the logic used was faulty.

At least when writing Hubble, Bubble, Froth and Trouble, I had two saucepans, an electric stove and the film Life on Earth to arrive at Morgan's Turbulent Theory, but it was heartening to receive the last Road and Track and find that a company has attacked the problem and quoted some figures, so three cheers for experimentation and as far as Greeks are concerned I will stick to Ouzo, which is most illogical, although the Greeks used to put resin in their stored wine to stop it fermenting, which is logical, hence the taste of Ouzo and the fact that on the morning after one feels like an old fiddle.

If, at this stage you cannot remember what the Turbulent Theory was all about, read it now as it will save me writing too much.

National Technologies has concentrated on cooling systems for several years and their research has led them away from using water, towards several coolants that boil at a higher temperature. Propylene glycol is now the suggested replacement for water because it boils at 369°F and allows an engine to operate at 300°F.

REGURGITATING ENGINES (continued)

The only significant parts of the engine that operate at a higher temperature than the boiling point of the coolant are parts of the cylinder head. There, surface temperatures inside the water jacket can reach 450°F, especially around the valve and parts. On the other side of a thin piece of cast iron or aluminium are gases as hot as 1400°F.

A 450°F surface temperature is enough to boil water or glycol and conventional systems suffer from localised overheating because a vapour barrier forms around these and other areas.

Some engineers maintain that a large turbulent flow of water will keep the surfaces covered with liquid coolant when the engine is running.

Technologies state that due to adequate cooling of hot spots the flow of liquid into the engine is just a trickle and vapour caused by turbulence is reduced.

Where the Technologies and conventional systems differ is due to what happens to the vapour that cools the hot spots, these areas are hotter than the boiling point of either water or glycol and must be cooled by the transfer of heat from a liquid to a vapour.

With water cooling the fluid in the head is near boiling point and the steam bubbles cannot be condensed and re-absorbed into the water and are vented into the header tank.

With glycol the fluid is operating well below boiling point and vapour formed is condensed by contact with the cooler fluid. It is only under exceptional circumstances that vapour reaches an external vapour tank to condense and return to the radiator. The glycol system is unpressured as there is no reason to raise the boiling point of the coolant.

The first system devised by Technologies circulated the fluid in the standard direction, but it turned out that reversing the flow pattern worked better. This method uses the water pump to draw the fluid from the block, then to the radiator and the cool radiator fluid enters the head at the conventional outlet point. The coolant being pushed from the radiator is at its lowest temperature and goes directly to the hottest part of the engine, then into the block, past the cylinders and heats up the comparatively cool cylinder walls, keeping the cylinder temperature and size constant from top to bottom.

This method could not be used with water unless some fancy plumbing and valving is used at the head, the vapour formed would prevent the inflow of the cool water, also any vapour reaching the pump would cause it to cavitate.

However, it would be possible to obtain the advantages of reverse flow by having a water flow inlet at the rear transfer port with an outlet from the pump. Where the pump normally enters the block use a solid gasket with, say, a 1/2" hole, or if you wanted to do some undercover work, could an inch neoprene tube be inserted into the block and metal fittings used to secure the tube at inlet and outlet points?

The advantages would be that the coolest water is entering the head and the rate of flow could be reduced to give the same degree of cooling as in the conventional system, thus limiting the vapour formed by high speed water flow. The rate of flow could be controlled by a boiling point thermostat with bypass holes at the head outlet. At speed the pump will pressurise the head and raise the boiling point of the water. The semi stagnant water in the block will approach head temperature. Some early car engines had completely stagnant water in the block and depended on convection to maintain a constant temperature.

Technologies have been running cars with their system to check high compression - lean-burn engines. They are racing a GT1 Camaro at 300°F with a compression of 17.5-1. Figures quoted are 608 BHP at 9200 rpm from a 310 cu-in engine without any detonation.

Road and Track have driven the cars and state they do operate at 300°F and the heaters work well, they can be driven uphill with full loads on a hot day without showing any signs of distress. Nothing seems different about them, except the unusual readings on some of the dash instruments.

In case you should think I have water vapour on the brain, let me relate an incident with the Renault 16TS. One cold morning I jumped (at my age?) into a cold car and drove a mile down hill to our shopping centre. On getting out, a following trail of water and a pool under the engine showed something was wrong, so after shopping, the radiator was refilled, about two gallons, and the same sequence occurred on arriving home. On pulling off the top water hose where the thermostat resides, it was found a bit of gunk had blocked the air bypass hole in the thermostat. A plug of cold air had formed behind the stat so it could not receive any water or steam from the head to make it open. Steam formed in the cylinder head forcing the water back through the block, past the water pump, past the pressure valve into the vapour chamber, and so to freedom.

The bulb of any thermometer should be in the head at the water outlet, it is no use quoting readings of 75° when the bulb is in the transfer port, it could only prove that the cylinders were not warm enough.

Now, to follow the endings of some of the letters to the editor - I rest my case.

HORRIE MORGAN

Dear Richard,

MORE TO THE TB 14

Since RG published his suggested list of superlatives describing his much loved TB 14 Alvis, a few people have asked me why I haven't replied - in fact, one queried, "Whenya gunna avago atim - mate?" Why these questions should be aimed at me, I don't know and I deplore this attitude - which is more applicable to the cast of "Rent a Mob" - who do their one act plays each time a visiting US warship appears - than the members of a One Make Car Club.

I really applaud Rob Graham's selection from Funk and Wagnell's as perfectly applicable to his fine Red Triangle mount - a car which I admire in most respects.

The only suggestion which comes to mind now is to add something which is lacking and that's a pet name, for I believe every thoroughbred car should have one.

I enjoyed my 12/50 being known as "Albert" and similarly Roy Henderson was proud of "Boadicea" so my suggestion for a name for RG's TB 14 is "Beluga" - a fitting title and complimentary to both species.

RW

ODE TO A TB 14

1. STUNNING : Hence the stunned look on spectators' faces.
2. AMAZING : Hence the amazed look on spectators' faces.
3. ABDOMINAL : Pains that nasty people get when they first see it.
4. ABOMINABLE : Applies to people in no. 3.
5. BEHEMOTH : No relation to the Egyptian hippopotamus.
6. BIBELOT : An artistic trinket or small curio.
7. BIFURCATED : In two parts with a hole in the middle.
8. BEAUTIFUL : It can't be ALL bad.
9. THE FLYING CAPON : So would you, if you'd just been "caponized"!
10. CHORIC : Makes noises like a Greek play.
11. DIFFERENT : Definitely!
12. EFFERVESCENT : Burps a lot!
13. FLUORESCENT : Produces xrays at 6500 rpm.
14. FORBIDDING : Frightens the hell out of kids and horses.
15. GROUSE : As in 'good', not a feather-footed ground bird.
16. HEROIC : But not nearly as much as the crew of a 12/50 DB.

ODE TO A TB 14 (CONTINUED)

17. INCENSORY : Can burn Castrol R or incense at will.  
 18. MUMMERY : A bit pf a circus with the furry hats and red noses.  
 19. NAUSEATING : What Bev calls him when he carries on.  
 20. PARAGON ; See no. 8.  
 21. PRETENTIOUS : "Corio" claiming its "Chivas Regal"?  
 22. MATURE : Certainly well past puberty.  
 23. XOANONIC : Like a wooden image fallen from heaven.  
 (Zoanonic)

RH

PART TWO of ARTICLES FROM NEW ZEALAND by MIKE CURRY

A GEARBOX OVERHAUL Alvis 12/40 car no. 7459 25/9/1923  
 Owner : Ron Blanchett, Fielding, New Zealand

A previous article was written by Peter Glover on his trip to NZ using this car during his visit and I will therefore not go into general details of the car. See Bulletin 137, July, 1980. (The Alvis Register, England).

Ron approached me for some assistance to do an overhaul of the gearbox and replace the gears with a new set that had been manufactured in Australia. While the gearbox was being dismantled I noticed a number of differences to the flange frame boxes which I am more familiar with.

This box has four short arms for bolting it directly into the sub frame. "no rubber cones". To line up with the engine, it is necessary to use steel shims under the mounting lugs.

However from the enclosed photographs the following differences can be noticed. The gearbox is no. 1523 which is the correct gearbox according to the delivery sheet.

1. The layshaft is directly under the main shaft.
2. The top lid is used to clamp the bearings for the gear change lever cross shaft.
3. The bearing caps at the ends of the layshaft have end float adjustment screws.
4. The input shaft housing is part of the gearbox aluminium casting. To remove the input shaft it is necessary to withdraw it backwards into the gear box. This shaft is the same as the flange frame boxes.
5. The speedo is driven from a flat pulley at the rear of the box in front of the universal spider coupling.
6. The reverse idler gear shaft is hollow and held in place by a  $\frac{1}{4}$  inch bolt passing through it.
7. The gear lever is racked backwards as the gearbox is mounted further forwards than the latter cars.
8. The centre to centre spacing of the shafts is less than the latter gearbox.

Below is a detailed list of parts that have Alvis part numbers marked on them ;

Constant Mesh Pinion	Constant Mesh Layshaft	3rd Speed Layshaft	3rd and 4th Speed Sliding
17	30	24	23
N 2714	N 1037	N 2652	N. 2453

A GEARBOX OVERHAUL (continued)

2nd Speed Layshaft	1st and 2nd Speed Sliding	1st Speed Layshaft	Reverse Sliding
20	32 27	15	16 14
N 1046	N 1044	N 1045	N 1698

Top/3rd Selector fork	N 1054
Reverse Selector fork	N 1055
1st/2nd Selector	N ?? unable to read

From the above information I think that this is a 10/30 gearbox or 11/40 due to the higher part numbers for some of the gears ?? The shaft layout makes it look like a 10/30 box? If this is the case Hull & Johnson P 258 must be another variation that would be interesting to sort out what model used that gearbox.

MICHAEL CURRY

PS The 12/40 is now fitted with the later gearbox shown in the photographs. Both gearboxes have the same mounting holes and jack shaft dimensions.

THE LATE TONY OHLMEYER --- AN ALVIS AGENT?

Anton Wilhelm Ohlmeyer died in Naracoote, South Australia, on Friday, 13th June, 1986, the day before his 85th birthday.

Tony Ohlmeyer was regarded in South Australia as being a wizard mechanic who was involved in the preparation of cars for competition since before the war. Mr. Ohlmeyer, who operated in the post war era from workshops in Cooper Place, Beaumont and Hazelwood Park, was an excellent driver and won six of the gruelling Adelaide "Advertiser" 24-hour reliability trials, his first in 1928. He competed in a variety of cars, including Triumphs and Amilcars, and in 1953 was awarded a gold medal by Triumph in recognition of his efforts. In 1939 he was involved in a spectacular crash when he rolled over a T type MG during an event on the Lobethal Circuit.

Mr. Ohlmeyer prepared cars for many successful racing drivers who resided in SA including Steve Tillett whose name will be familiar to some Alvis Club members. Tony Ohlmeyer's interest in cars began in the Barossa Valley where his watchmaker father built his own 4½hp car in 1904. Young Tony Ohlmeyer learned to drive a Model T Ford in 1916 and drove the mail run between Sedan and Tanunda.

In 1969, when he was 69 years of age, he drove the car his father had built in 1904, and known as "The Jigger", from Adelaide to Casterton in Victoria and back again; a round trip of 660 miles, because, as he said at the time, "I wanted to show everyone how brilliant my father was - he designed and built the car himself - that is why I set myself the challenge to do the trip."

After World War II Tony Ohlmeyer is believed to have been an agent for Alvis cars and sold, it is thought, a number of TA 14's. If anyone is able to advise on this aspect and give any details of Alvis agencies in South Australia, the undersigned would be most grateful.

ERIC CUNNINGHAM

8 Mereil Street, Campbelltown, NSW 2560. Phone : (046) 25 1381.

A CENSUS OF EARLY ALVISES IN AUSTRALASIA

Information is sought on the following Alvis cars - the numbers given being CHASSIS numbers :

1506	1507	1663/4/5/6/7/8/9/70/71/72/73/74	1832
1834	1835	1838	1840/1/2/3/5
1862/3/4/5/6		1870/1/2	1877
1910/11	1912	1942/3/4/5/6/7	2066
2187	2316	2326	2337
2362/3	2373/4	2386	2445
2510	2734	2792	2793
2815/6/7/8	2824	2865	2877
2977	3001	3100	3111/2/3
3172/3/4	3187/8/9/90/91		3198/9
3213/4/5/6/7	3272	3327	3330
3343	3352/3	3362	3365
3411	3434	3461	3560
3634	3638	3644	3679
3691	3704		

Any information concerning Alvises on which any of the above chassis numbers are stamped on the extreme end of the offside front dumbiron (i.e. in front of the driver on the righthand side) is sought by :

ERIC CUNNINGHAM,  
8 Mereil Street, Campbelltown, NSW 2560  
Phone : (046) 25 1381.

SPARES REPORT : VINTAGE SPARES

12/50 foot plates, cast in three pieces and welded to keep price down.	
sub frame type	\$140
12/50 top and bottom water outlets	\$32 pair
Silver Eagle water pump casting (not machined)	\$80
Silver Eagle top water outlet	\$16
ALVIS CAR CLUB badges (not original radiator badges)	\$30 each
Magneto coupling casting	price TBA
TA 14 top thermostat housing	price TBA
12/50 clutch plates	\$70.50 each
12/50 front brake cables	\$42.00 each
12/50 oil strainer	\$7.00 each
12/50 head gaskets	\$26.00 each
SP 20 head gaskets	\$35.00 each

NOTE : 12/50 half shafts nearly finished.  
PVT half shafts started - will be finished in the near future.

\* \* \* \* \*

A conversation got around to discussing the large number of cars that were stolen on Christmas Eve and the barman said "I heard Bob Smith's Alvis was pinched". An inebriated voice broke the silence and said "No it washn't, it's not being knocked off until New Yearsh Day".



CARS AND PARTS FOR SALE/SWAP/WANTED

- FOR SALE** Alvis 4.3 litre Martin & King saloon. Very original car. Being sold with great regret. A very practical car for normal domestic use. Full history. Genuine reason for sale.  
Talbot 14/45 1928 replica 90 body. Requires only cosmetic work to complete. Also for sale with regret.  
BILL BARBER (059) 68 4215
- SWAP** One off-side (rh) brake pulley and casting in excellent condition for one near-side pulley and casting in similar condition for 12/50 front brake axle. FRANK CORBETT, PO Box 218, Kenmore, 4069. (07) 378 7280
- FOR SALE** Riley RME sedan 1½ litre 1954, as seen at '85 Lake Boga Rally. Hide interior. A nice original car.
- WANTED** 3 litre parts wanted - 1 castellated nut for back axle. 1" diameter. 20 threads per inch. Also front bumper left section.  
Tool kit and roll for 3 litre. Anything from original equipment acceptable. I only have a jack and wheel brace. A toolkit list would help. Librarian - can you help?  
Carburettor, Solex Dual Port.
- SELL/SWAP** I have lots of carbies to sell or swap, from \$5.00
- FOR SALE** 1 only B.S.F. button die 7/16ths. Second hand and 1½" O.D. \$6.00 posted. Cash.  
COL WINSLADE, PO Lake Boga, 3584. Telephone : (050) 372 244
- WANTED** 3 litre drophead, preferably Grey Lady TC 21/100 - any condition.  
DEAN PRANGLEY (07) 277 6211 or (07) 378 6893 OR write  
28 Blackstone Street, Indooroopilly, Qld. 4068.  
(After reading that an Alvis identity of the Banana Republic would like a Drop Head Coupe, I immediately added six extra locks to my garage doors to protect my curvacious lady, "Alvie", the Love of my Life.)  
CW
- WANTED** Radiator badge of the "AVRO" design to assist in the restoration of a 12/40 Alvis in England, Please contact Eric Cunningham, 8 Mereil Street, Campbelltown, NSW 2560. Phone (046) 25 1381.

\* \* \* \* \*

WATER PUMP As no help came about my water pump, I investigated the Jap truck range and found a pump kit to suit velly, velly cheap, compared to nearly £100.00stg for the kit offered in the UK.  
CW

TRADE TALK In winter, put some non inflammable insulating under and around your battery. Remember, the lower the temperature, the lower efficiency of the battery.  
CW

HOW IS YOUR WATER ??? In Australia there is very little pure water available on tap. Most water supplies contain minerals that are harmful to cars, in particular, engines and radiators. But pure water is obtainable and if wifey sees you standing in the rain with buckets, tell her it's for purity.  
CW

Roses are red, violets are blue. When can I park in my Alvis with you?  
CW

THE TRUE ORIGIN OF MEALS ON WHEELS In 1950 a friend found wood worm in the timber of his car body. He called in the flick man who sprayed these free riders with deadly liquid.

Oh! What a boring story!

JUNE, 1939

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MOTOR SPORT

## NEW MERCEDES WINS AT TRIPOLI

**S**O the Germans did it after all! When the R.A.C.I. decided to make the Tripoli Grand Prix a 1,500 c.c. race, little did they realise that Mercedes would produce—like a rabbit out of a conjuror's top-hat—a new one-and-a-half litre car capable of beating the well tried machines of Alfa-Romeo and Maserati.

This Tripoli Grand Prix, you see, is a race that is really worth winning, not only from the prestige point of view, but for the immense sums of money that go with it. These are derived from a sweepstake, of which part goes to the ticket-holders and part to the winning drivers.

Ever since 1935 the Italians have had the chagrin of seeing German cars walk away with all the best prizes. In that year Caracciola won on a 4½-litre Mercedes at 122.03 m.p.h. In the following year Varzi won for Auto-Union on a 5½-litre car at 129.62 m.p.h. In 1937 Lang got home first with a 5½-litre Mercedes at 184.42 m.p.h., and he repeated the performance in 1938 on a 3-litre Mercedes at 127.45 m.p.h.

No one could really blame the R.A.C.I. then, if they decided that it would be a good idea to alter the race from a Formula event to 1,500 c.c., particularly as Germany had no cars of that category.

But even with the surprise entry of two Mercedes to be driven by Caracciola and Lang, victory for the Germans was by no means assured. There were still twenty-eight Italian cars in the field, and so numerically, at any rate, the chances were all in favour of the Italians. But mere numbers don't count in motor-racing.

The Mercedes turned out to be, in external line and shape scaled down versions of their big Formula brothers. That is the same as saying that they are beautiful looking little cars, smooth and sleek, with that finished appearance which is the outward sign of thorough preparation. The twin-camshaft Vee-eight engine fills the under-bonnet space completely, and is set at an angle so that the transmission passes to one side of the driving seat, which is accordingly placed extremely low. The suspension is by vertical coil springs at the front, and by torsion bars at the rear, and the cars have a five-speed gearbox on the back axle. The engine has a single blower and two carburettors, and is reputed to develop about 240 b.h.p. at 9,000 r.p.m. Its devastating exhaust note is in the true Mercedes tradition.

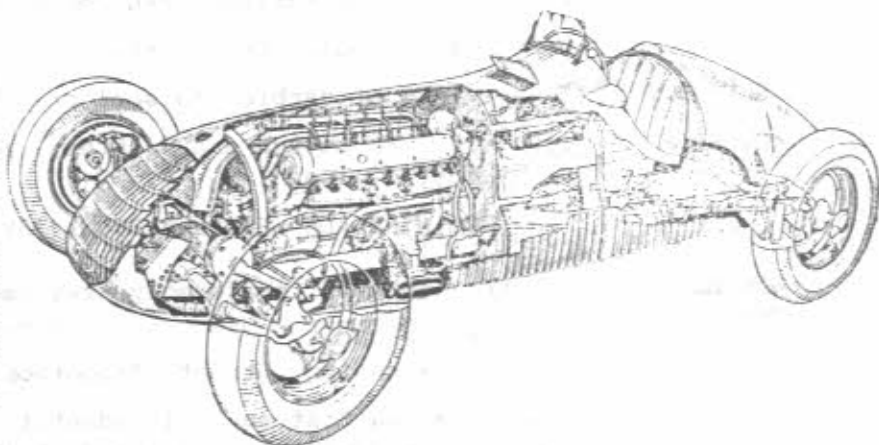
Six Alfettes were entered by the Corse, to be driven by Farina, Biondetti, E. Villorosi, Severi, Pintacuda and Aldrightetti. Known as Type 308, these cars have straight-eight engines with a single Roots blower alongside, and this year appeared to be rather smoother in appearance. They have also been modified as to their weight distribution and suspension (which is now by transverse torsion-bar in front) the result being a marked improvement in the road-holding while the car is negotiating fast curves.

The rest of the field consisted of twenty-two Maseratis of all shapes and sorts. The official teams was composed of three cars, driven by Trossi, I. Villorosi and Cortese. Villorosi's car was fully streamlined, with a body designed by the same man who planned Caracciola's record-breaking Mercedes. It was a beautiful piece of work, with cowlings over the front wheels and a long tail, and in practice it made the fastest lap of all in 3 mins. 41.8 secs. (134 m.p.h.). However, the Germans were dangerously near with Lang clocking 3 mins. 42.3 secs. and Caracciola 3 mins. 43.1 secs. The Maseratis had an aluminium oil-tank which also helps to stiffen the chassis.

It was appallingly hot on the day of the race, and the heat, added to the fast nature of the course, which permits the cars to be driven very fast without any

became apparent that the Mercedes were setting too high a price for the Alfas. Farina's effort lasted only 1½ laps, and after that the two big German cars pulled steadily ahead from the remaining Italians. Lang made no attempt to slacken his pace, and he made the fastest lap of the day at 139 m.p.h. As time went on a deeper and deeper gloom settled on the spectators, as one by one their cars were lapped by the Germans. And so it went on until the end came with Lang 3½ minutes ahead of his team-mate Caracciola, who was 4 minutes 10 seconds in front of Villorosi on the leading and only remaining Alfette.

It was just about as convincing a victory as one is likely to see in any motor-race, and one can only stand in respectful admiration of the manner in which the Mercedes engineers have got down to



*A reproduction from the Alfa Corse magazine of the latest 1½-litre Alfa-Romeo.*

real break, gave rise to forebodings about engine stamina. And with so many cars in the field, no one would dare go slow and wait for the leaders to crack.

The thirty cars made a fine start, roaring away together in a tight mass. Out in front was the colour which one has become accustomed to seeing in the lead in Formula races, silver—the German interpretation of their allotted national colour, white.

From the Italian point of view it was bad enough to see the two German cars, Lang in front of Caracciola, with a clear lead at the end of the first lap, but it was even more depressing to learn that the whole Maserati team had retired on the first lap. Trossi and Cortese both suffered broken pistons, and Villorosi got his gears mixed up at the start in such a way that the gearbox would not function any more.

However, the Alfas were doing a little better, even though after five laps Lang was half a minute ahead of the best of them, Farina, with Caracciola close behind, and then Biondetti, E. Villorosi, Pintacuda and Severi. But it soon

the production of a 1½-litre car. For a new car to have averaged 123 m.p.h. for two hours in that blazing sun is something of which the Germans may justly be proud for it proves that the cars have stamina in plenty. As far as one could judge from the amount of work being done by the drivers, their road-holding could not have been better. Altogether, the German challenge in the "voiturette" field can only be characterised as formidable.

### RESULTS

1. H. Lang (Mercedes-Benz) 1h. 59m. 12.36s., speed 122.9 m.p.h.
2. K. Caracciola, (Mercedes-Benz) 2h. 2m. 49.64s., speed 119.2 m.p.h.
3. E. Villorosi, (Alfa-Romeo) 2h. 7m. 0s., speed 115.3 m.p.h.
4. P. Taruffi, (Maserati).
5. A. Hug, (Maserati).
6. Brozzi, (Maserati).
7. Dipper, (Maserati).
8. Lanzis, (Maserati).
9. Tognio, (Maserati).
10. Castelbarco, (Maserati).

Also Started: Farina, Biondetti, Severi, Pintacuda, Aldrightetti, (Alfa-Romeo). Trossi, I. Villorosi, Cortese, Ruggeri, Balestrero, Capelli, Ghersi, Pietsch, Gollin, Barbieri, Piate, Bianco, Lami, Romano, Barubi, (Maserati).